



# West Wimmera Shire Council

## AGENDA

### COUNCIL MEETING

Wednesday 18 February 2026  
2:00 pm

Edenhope Council Offices  
49 Elizabeth Street, Edenhope Vic  
3318

#### **PUBLIC ACCESS**

Open to the public and Live streaming from  
Council's website:

[www.westwimmera.vic.gov.au](http://www.westwimmera.vic.gov.au)



## Councillors and Shire Map



**MAYOR**  
**Cr. Tim Meyer**



**DEPUTY  
MAYOR**  
**Cr. Helen Hobbs**



**Cr. Richard  
Hicks**



**Cr. Jodie Pretlove**



**Cr. Tom Houlihan**





## COUNCIL VISION

In 2041 West Wimmera is a great place to live, work, and play. We are growing and we are known for our natural environment, resilience and sense of community. We are proud of our heritage and are building new economic capacity based on innovation and tourism, which is creating local employment. Our towns are vibrant and welcoming, offering the services and facilities that meet the needs of our community and visitors. We are a confident community and will empower everyone to be part of our future.

## OUR VALUES

**INNOVATIVE** – We will proactively respond to change, are optimistic about our future and pursue continuous improvement in everything that we do.

**ACCOUNTABLE** – We will be responsible, take ownership of our actions and are committed to good governance, excellence, transparency, achievement of goals and advocating for our community.

**UNITED** – We will do everything within our ability to encourage and form trusting relationships, to work together as one team to achieve our goals and advocate for ‘One West Wimmera’.

**COLLABORATIVE** – We will actively and openly consult with you and work constructively with community organisations, agencies, the business community and other levels of government to our community’s benefit.

## OUR GOALS





### **Purpose of Council meetings**

- (1) Council holds scheduled meetings and, when required, unscheduled meetings to conduct the business of Council.*
- (2) Council is committed to transparency in decision making and, in accordance with the Local Government Act 2020, Council and Delegated Committee meetings are open to the public and the community are able to attend.*
- (3) Meetings will only be closed to members of the public, in accordance with section 66 of the Act, if:*
  - (a) there are clear reasons for particular matters to remain confidential; or*
  - (b) a meeting is required to be closed for security reasons; or*
  - (c) it is necessary to enable the meeting to proceed in an ordinary manner.*
- (4) A meeting closed to the public for the reasons outlined in sub-rule 3(b) or 3(c) will continue to be livestreamed. In the event a livestream is not available:*
  - (a) the meeting may be adjourned; or*
  - (b) a recording of the proceedings may be available on the Council website*

The West Wimmera Shire Council Governance Rules set out the meeting procedure rules for this Council Meeting.

Members of the public are reminded that they are required to remain silent during this meeting, except during Section 5 Questions from the Gallery.

This Council meeting will be recorded for live streaming.

### **Recording of Meeting and Disclaimer**

Please note every Council Meeting (other than items deemed confidential under section 3 (1) of the Local Government Act 2020) is being recorded and streamed live on West Wimmera Shire Council's website in accordance with Council's Governance Rules. Live streaming allows everyone to watch and listen to the meeting in real time, giving you greater access to Council debate and decision making and encouraging openness and transparency. All care is taken to maintain your privacy; however, as a visitor in the public gallery, your presence may be recorded. By remaining in the public gallery, it is understood your consent is given if your image is inadvertently broadcast. Opinions expressed or statements made by individual persons during a meeting are not the opinions or statements of West Wimmera Shire Council. Council therefore accepts no liability for any defamatory remarks that are made during a meeting.



**Councillors pledge**

*As Councillors of West Wimmera Shire Council, we solemnly and sincerely declare and affirm that we will consider each item on this agenda in the best interests of the whole municipal community.*



**REQUIRED TO ATTEND:**

**Councillors:**

Tim Meyer, Mayor  
Helen Hobbs, Deputy Mayor  
Richard Hicks  
Jodie Pretlove  
Tom Houlihan

**Executive Leadership Team:**

David Bezuidenhout - Chief Executive Officer (CEO)  
Dalton Burns – Director Corporate and Community Services (DCCS)  
Brendan Pearce - Director Infrastructure Development and Works (DIDW)



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## 1 Welcome

## 2 Acknowledgement of Country

The West Wimmera Shire Council acknowledges the traditional custodians of the land on which we meet, and pays respect to their elders, past, present and emerging.

## 3 Opening Prayer

Almighty God, we humbly ask your blessing upon this Council. Guide and prosper our decisions to the advancement of Your Glory and the true welfare of the people of West Wimmera Shire. Amen.

## 4 Apologies, Leave of Absences, Declaration of Conflict of Interest

### 4.1 Apologies

### 4.2 Leave of Absence

### 4.3 Declaration of Conflict of Interest

***All Councillors and Council Staff have a personal responsibility to ensure they are aware of the provisions mandated in the Local Government Act 2020 with regard to Conflict of Interest disclosures.***



## 5 Questions from the Gallery

### 5.1 Written Questions on Notice

*Governance Rules – Division 8 Section 53:*

*53.4 Questions submitted to Council can be submitted as follows:*

*53.4.1 In writing, stating the name and address of the person submitting the question and generally be in a form approved or permitted by Council; and*

*53.4.2 Placed in the receptacle designated for the purpose at the place of the meeting at least two hours prior to the Council meeting, or be lodged electronically at the prescribed email address at least two hours prior to the Council meeting.*

*53.5 No person may submit more than two questions at any one meeting.*

The Question on Notice template is available from the Edenhope and Kaniva Council Offices, and from Council's website.

Written Questions on Notice submitted to Council no later than the deadline of 5:00pm on the Monday in the previous week to the relevant Council Meeting, will be included in the agenda.

Written Questions submitted subsequent to that deadline can be lodged electronically to [Katiefrost@westwimmera.vic.gov.au](mailto:Katiefrost@westwimmera.vic.gov.au), no later than two hours prior to the Council Meeting.

No questions on notice were received.



## 5.2 Verbal Questions without Notice

### RECOMMENDATION:

**That Council suspend Standing Orders at XX for the purpose of receiving questions without notice from the members of the Gallery.**

*Time permitting, this section of the Agenda allows members of gallery to ask verbal questions of Councillors, following the removal of standing orders and when prompted by the Mayor (Governance Rules Division 8 S53.4.3)*

*Members of the Gallery providing verbal questions without notice at a Council Meeting must state their name, to be recorded in the minutes (Governance Rules Division 8 S53.4.4)*

*No person may submit more than two questions at any one meeting (Governance Rules Division 8 S53.5)*

### RECOMMENDATION:

**That Council resume Standing Orders at XX.**



## 6 Delegates Reports

Delegate Reports are for providing feedback on formal council business and are for information only

### 6.1 Councillor Tim Meyer (Mayor)

Date	Event
20/12/2025	Unscheduled Council Meeting
26/01/2026	Kaniva Australia Day
26/01/2026	Edenhope Australia Day
03/02/2026	Strategic Leadership Team Meeting
04/02/2026	Councillor Forum
11/02/2026	2026/27 Annual Plan and Budget meeting
18/02/2026	WWSC Cemeteries Trust Meeting
18/02/2026	Pre Council Meeting
18/02/2026	Council Meeting

### 6.2 Councillor Helen Hobbs (Deputy Mayor)

Date	Event
20/12/2025	Unscheduled Council Meeting
03/02/2026	Strategic Leadership Team Meeting
04/02/2026	Councillor Forum
11/02/2026	2026/27 Annual Plan and Budget meeting
18/02/2026	WWSC Cemeteries Trust Meeting
18/02/2026	Pre Council Meeting
18/02/2026	Council Meeting

### 6.3 Councillor Richard Hicks

Date	Event
20/12/2025	Unscheduled Council Meeting
04/02/2026	Councillor Forum
06/02/2026	Western Highway Action Committee Meeting
11/02/2026	2026/27 Annual Plan and Budget meeting
13/02/2026	Rail Freight Alliance AGM
18/02/2026	WWSC Cemeteries Trust Meeting
18/02/2026	Pre Council Meeting
18/02/2026	Council Meeting



#### 6.4 Councillor Jodie Pretlove

Date	Event
20/12/2025	Unscheduled Council Meeting
26/01/2026	Goroke Australia Day
04/02/2026	Councillor Forum
11/02/2026	2026/27 Annual Plan and Budget meeting
18/02/2026	WWSC Cemeteries Trust Meeting
18/02/2026	Pre Council Meeting
18/02/2026	Council Meeting

#### 6.5 Councillor Tom Houlihan

Date	Event
20/12/2025	Unscheduled Council Meeting
26/01/2026	Harrow Australia Day
04/02/2026	Councillor Forum
11/02/2026	2026/27 Annual Plan and Budget meeting
18/02/2026	WWSC Cemeteries Trust Meeting
18/02/2026	Pre Council Meeting
18/02/2026	Council Meeting

## 7 Condolences

Nil



## 8 Confirmation of Previous Minutes

### 8.1 Council Meeting held on Wednesday, 17 December 2025

#### RECOMMENDATION:

That the Minutes of the Council Meeting held on Wednesday, 17 December 2025 be taken as an accurate record and confirmed.

#### Attachments

Nil

### 8.2 Unscheduled Council Meeting held on Wednesday, 20 December 2025

#### RECOMMENDATION:

That the Minutes of the Unscheduled Council Meeting held on Wednesday, 20 December 2025 be taken as an accurate record and confirmed.

#### Attachments

Nil



## 9 Business Arising From Previous Minutes

## 10 Notices of Motion

There were no Notices of Motion submitted for the agenda.

## 11 Councillor Forum Record

### 11.1 Councillor Forum Record Wednesday, 3 December 2025

#### RECOMMENDATION:

That the Record for the Councillor Forum Record Wednesday, 3 December 2025 be received and noted.

### 11.2 Councillor Forum Record Wednesday, 4 February 2026

#### RECOMMENDATION:

That the Record for the Councillor Forum Record Wednesday, 4 February 2026 be received and noted.

## 12 Deputations and Petitions

There were no Petitions or Deputations submitted for the agenda.



## 13 Chief Executive Officer

### 13.1 Early Years Service Delivery – Kindergarten and Childcare Operations

*Directorate: CEO Office*

*Report Author: Chief Executive Officer*

*Report Purpose: For Decision*

#### **Purpose**

To provide Council with an update on the current delivery of kindergarten and childcare services across West Wimmera Shire and to seek Council endorsement to continue operating these services while exploring opportunities to strengthen service delivery through partnerships with not-for-profit providers and other councils.

#### **OFFICER RECOMMENDATION:**

##### **That Council:**

- 1. Notes the current operational context and challenges associated with Council-managed kindergarten and childcare services;**
- 2. Endorses the continuation of Council-operated kindergarten and childcare services in the short to medium term; and**
- 3. Supports officers to continually review partnership opportunities with not-for-profit early years providers and neighbouring councils to strengthen service sustainability and delivery, including opportunities specific to Goroke.**

#### **Declaration of Interest**

Officer Dalton Burns, Director of Corporate and Community Services, is a member of the Emerge Early Years Services Board.

#### **Background**

##### **Council Plan Alignment**

The **Council Plan 2021–2025** included a number of initiatives aimed at improving access to childcare services across the Shire, with a particular focus on areas of significant underservice. These initiatives included:

- **1.4.1** Partnering with key stakeholders to complete a study of current and future childcare requirements across the Shire and defining Council's role in planning, service development and facility provision;



- **1.4.2** Advocating for funding support from State and Federal Governments to assist with the development and ongoing delivery of childcare solutions; and
- **1.4.3** Supporting the implementation of childcare initiatives across the Shire.

The **Council Plan 2025–2029** further strengthened this focus, identifying the need to improve kindergarten and childcare service sustainability and specifically recognising the unmet demand for childcare in **Goro**. Key initiatives include:

- **1.1.1** Partnering with service providers to implement a childcare service in Goro;
- **1.1.2** Establishing partnerships to ensure the long-term sustainability of kindergarten services across the Shire; and
- **1.1.3** Seeking funding for a building upgrade at Goro Kindergarten.

### **Current Landscape – Early Years Management in Victoria**

#### **Evolution of the Cluster Model**

In Victoria, the management of kindergarten services has evolved over time to improve sustainability, governance and service quality.

- **2003** – The **Kindergarten Cluster Management (KCM)** model was introduced to reduce reliance on volunteer committees of management and improve administrative efficiency through shared services.
- **2016** – The Victorian Department of Education formally introduced the **Early Years Management (EYM) Policy Framework**, replacing KCM as the preferred model for kindergarten management. The EYM model promotes integrated, professional and sustainable management arrangements across multiple services.

Under the former KCM framework, an organisation was generally required to manage a **minimum of three funded kindergarten services** to be recognised as a cluster manager and receive cluster funding. While this requirement became less explicit under the EYM framework, managing multiple services has continued to be regarded as a practical minimum to ensure financial viability, governance capability and access to specialist expertise.

#### **West Wimmera Shire Council Service Context**

Council currently operates kindergarten and childcare services that continue to meet regulatory and quality rating standards. However, operating as a small provider presents a number of ongoing challenges, including:

- difficulty recruiting and retaining qualified staff in a highly competitive workforce market;
- limited access to specialist pedagogical leadership and expertise;
- the need to independently develop and maintain a growing suite of specialist policies;



- responding to frequent regulatory and policy changes, including strengthened Child Safe requirements; and
- providing professional development and peer learning opportunities comparable to those available in larger multi-service organisations.

While Council has mitigated some of these challenges through memberships and collaborations, including membership of **Early Learning Association Australia**, these supports continue to rely on sufficient internal resourcing. As services and regulatory environment develop particularly with the roll out of pre-prep across West Wimmera Shire. Council will continue to monitor service sustainability and the broader operating environment over time, with flexibility to consider alternative service delivery arrangements in the future if required.

### **Regional Context and Potential Partnerships**

Emerge Early Years Services (EEYS) is a not-for-profit Early Years Management organisation operating across the Wimmera region. EEYS manages all kindergarten services in Hindmarsh, Horsham and Yarriambiack Shires, and some services in Northern Grampians Shire.

EEYS originated as the Horsham and District Kindergarten Association Inc. and has since evolved into a formal EYM with established governance, workforce, pedagogical leadership and administrative capacity.

Council officers consider that partnership models with established not-for-profit EYMs such as EEYS align with both state policy direction and Council Plan objectives, particularly where economies of scale are critical to service viability.

### **Goroke Childcare Considerations**

It is considered unlikely that a viable childcare service in Goroke could be established outside of a co-located kindergarten and childcare model, consistent with arrangements in Edenhope and other rural communities. This is due to:

- the economies of scale required to sustain services in small communities;
- challenges attracting and retaining qualified staff;
- the need for shared facilities, administration and governance; and
- increasing compliance and operational requirements.

While any form of childcare service in Goroke would be welcomed, Council officers consider centre-based childcare preferable to family day care, which can experience greater service disruption due to reliance on one or a small number of educators and can present long-term sustainability risks.

Should a provider express interest in establishing childcare services in Goroke, it is likely that operational requirements would also involve the transfer of the kindergarten service. Under both historic cluster principles and current EYM practice, transitioning all services to a high-



quality not-for-profit provider would be encouraged. Continuity of quality care is the single highest priority of council.

### **Recent Actions and Engagement**

Recent actions undertaken by Council include:

- participation in a **market sounding response to the Building Early Education Fund**, in consortium with Emerge and other partners, to explore the delivery of childcare infrastructure in Gorokey;
- collaboration with neighbouring councils to deliver **Child Safe training** for Council staff and Councillors, strengthening leadership capability and policy alignment; and
- ongoing engagement with parent advisory groups, families using services and community members through officers and Councillors.

Broader community consultation has not been undertaken at this stage, as feedback to date indicates strong community support for existing services, and anticipated benefits of alternative management models may not be immediately visible to families. Should context or circumstances change further extensive community consultation will be undertaken.

### **Risk Management Implications**

Risk identified:

Reputation risk

Safety risk

Social risk

Strategic risk

### **Legislative Implications**

Not Applicable

### **Environmental Implications**

Nil

### **Financial and Budgetary Implications**

Nil

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:



## Community Engagement Policy

### **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

#### ***Goal 1 – Healthy, inviting and connected community***

1.1 Support the provision of early years, education and childcare services within the shire.

### **Communication Implications**

Consultation has already been undertaken in development of the plans

### **Equal Impact Assessment**

No Equal Impact Assessment is required

### **Conclusion**

Council-operated kindergarten and childcare services continue to perform well and meet regulatory requirements; however, the operating environment is becoming increasingly complex. The EYM model, particularly when delivered by established not-for-profit providers, offers opportunities to strengthen service sustainability, workforce support and governance outcomes.

Officers will continue to explore partnership opportunities and funding pathways to improve access to childcare, with a particular focus on Gorokey, while maintaining service continuity for families.

### **Attachments**

Nil



## 14 Corporate and Community Services

### 14.1 S6A Instrument of Delegations under the Planning and Environment Act 1987

*Directorate: Corporate and Community Services*

*Report Author: Governance Manager*

*Report Purpose: For Decision*

#### **Purpose**

The purpose of this report is to present the S6A Instrument of Delegation to Council for adoption. This newly created instrument is presented due to recent changes to the Planning and Environment Act 1987.

#### **OFFICER RECOMMENDATION:**

**That Council, in the exercise of the powers conferred by the *Planning and Environment Act 1987*, and in accordance with section 188 of that Act:**

- 1. Delegates to the members of Council staff holding, acting in, or performing the duties of the officers or positions referred to in the S6A Instrument of Delegation (Attachment 1), the powers, duties and functions set out in the Instrument, subject to the conditions and limitations specified in that Instrument;**
- 2. Authorise the Chief Executive Officer to execute the S6A Instrument of Delegation;**
- 3. Authorise the Council Seal to be affixed to the S6A Instrument of Delegation.**

#### **Declaration of Interest**

No officer declared an interest under the *Local Government Act 2020 (LGA 2020)* in the preparation of this report.

#### **Background**

The *Local Government Act 2020* provides that a council and its Chief Executive Officer (CEO) may, by Instrument of Delegation, delegate to a member of staff any power, duty or function of the Council other than some powers (such as adoption of the budget), that are reserved for Council decision. The purpose of this report is for Council to consider a new S6A Instrument of Delegation from the Council to various positions in the organisation.



Council's delegations are derived from the Maddocks Lawyers Instruments of Delegation package and the templates have been thoroughly vetted and reviewed by local government lawyers.

### **Risk Management Implications**

Risk identified:

Regulatory risk

### **Legislative Implications**

The report complies with the requirements of the:  
Local Government Act 2020

### **Environmental Implications**

Not applicable

### **Financial and Budgetary Implications**

Not applicable

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:

Not applicable

### **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

#### ***Goal 4 – Operational excellence***

4.8 Improve organisational Efficiency.

### **Communication Implications**

No Communication Implications

### **Equal Impact Assessment**

No Equal Impact Assessment is required

### **Conclusion**



Council is responsible for ensuring that its delegations are current at all times. The proposed adoption of the S6A Instrument of Delegations from Council is necessary in order to ensure compliance with the *Local Government Act 2020*.

### **Attachments**

1. S6A Instrument of Delegation under the Planning and Environment Act 1987 DATE INSE [**14.1.1** - 12 pages]

Maddocks Delegations and Authorisations

***S6A Instrument of Delegation  
under the Planning and Environment Act 1987***

**West Wimmera Shire Council**

**Instrument of Delegation**

**to**

**Members of Council staff**

## Instrument of Delegation

In exercise of the powers conferred by the *Planning and Environment Act 1987 (Act)*, the legislation referred to in the attached Schedule, and in accordance with section 188 of the Act, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;
2. records that references in the Schedule are as follows:

Abbreviation	Position	Name
DIDW	Director Infrastructure Development and Works	Brendan Pearce
MPE	Manager Planning and Environment	Nicole Wearne
NA	Not Applicable	Not Applicable
SPO	Senior Planning Officer	Edwin Irvine (or current incumbent)

3. declares that:
  - 3.1 this Instrument of Delegation is authorised by a **resolution** of Council passed on **18 February 2026**; and
  - 3.2 the delegation:
    - 3.2.1 comes into force immediately when the common seal of Council is affixed to this Instrument of Delegation or, where the Chief Executive Officer of Council is authorised under resolution, the Chief Executive Officer executes the Instrument of Delegation;
    - 3.2.2 remains in force until varied or revoked;
    - 3.2.3 is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and
    - 3.2.4 must be exercised in accordance with any guidelines or policies which Council from time to time adopts;
  - 3.3 the delegate must not determine the issue, take the action or do the act or thing:
    - 3.3.1 if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;



# SCHEDULE

## Delegation Sources

- Planning and Environment Act 1987

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806949	WA	Planning and Environment Act 1987	s 8A(2)	Power to prepare amendment to the planning scheme where the Minister has given consent under s 8A	NA	This provision has been repealed, as of 25 November 2025, and should not be exercised. Refer to section 231 for treatment of amendments on foot before the repeal of this section.
806950	WA	Planning and Environment Act 1987	s 8A(3)	Power to apply to Minister to prepare an amendment to the planning scheme	NA	This provision has been repealed, as of 25 November 2025, and should not be exercised. Refer to section 231 for treatment of amendments on foot before the repeal of this section.
806951	WA	Planning and Environment Act 1987	s 8A(5)	Function of receiving notice of the Minister's decision	NA	This provision has been repealed, as of 25 November 2025, and should not be exercised. Refer to section 231 for treatment of amendments on foot before the repeal of this section.
806952	WA	Planning and Environment Act 1987	s 8A(7)	Power to prepare the amendment specified in the application without the Minister's	NA	This provision has been repealed, as of 25 November 2025, and should not be exercised.

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
				authorisation if no response received after 10 business days		Refer to section 231 for treatment of amendments on foot before the repeal of this section.
806953	WA	Planning and Environment Act 1987	s 8B(2)	Power to apply to the Minister for authorisation to prepare an amendment to the planning scheme of an adjoining municipal district	NA	This provision has been repealed, as of 25 November 2025, and should not be exercised. Refer to section 231 for treatment of amendments on foot before the repeal of this section.
806954	WA	Planning and Environment Act 1987	16B	Duty (upon receiving a request to prepare an amendment to the planning scheme) to decide:  - to apply to the Minister for authorisation to prepare the amendment, with or without changes, under section 16F, or  - to refuse the request.  Note: see also sections 16A, 16D, 16E and 16K.	DIDW, MPE, SPO	

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806955	WA	Planning and Environment Act 1987	16C(1)	Duty to give written notice of its decision under section 16B to the person who made the request within 10 business days of making the decision.  Note: The notice must contain prescribed information, and reasons if it is a refusal.	DIDW, MPE, SPO	
806956	WA	Planning and Environment Act 1987	16C(4)	Duty to give a copy of the request and the notice under subsection 16C(1) to the Minister.	DIDW, MPE, SPO	
806957	WA	Planning and Environment Act 1987	16F	Power to apply to the Minister for authorisation to prepare an amendment to the State standard provisions or the local provisions of a planning scheme in force in the municipal district.  Note: see also sections 16G and 16K.	DIDW, MPE, SPO	

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806958	WA	Planning and Environment Act 1987	16F	Power to prepare an amendment to the planning scheme where the Minister has authorised Council to do so under section 16F	DIDW, MPE, SPO	
806959	WA	Planning and Environment Act 1987	16H	Power to prepare an amendment specified in an application without the Minister's authorisation if no response received after 10 business days  Note: see also section 16K.	DIDW, MPE, SPO	Does not apply in relation to an application for the preparation of an amendment that will apply to land to which a Suburban Rail Loop planning area declaration applies.
806960	WA	Planning and Environment Act 1987	16I	Power to apply to the Minister for authorisation to prepare an amendment to any part of the State standard provisions and local provisions of a planning scheme applying to an area adjoining its municipal district.	DIDW, MPE, SPO	

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806961	WA	Planning and Environment Act 1987	16I	Power to prepare amendment to the planning scheme applying to an area adjoining Council's municipal district where the Minister has authorised Council to do so under section 16I.  Note: see also sections 16D, 16G and 16J.	DIDW, MPE, SPO	
806962	WA	Planning and Environment Act 1987	23A(2)	Power to: - change the amendment in the manner requested; - not change the amendment in the manner requested; or - abandon the amendment or part of the amendment.	DIDW, MPE, SPO	Where Council is the planning authority.  After considering a submission which requests a change to a 'low-impact' amendment (as described in section 16N).

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806963	WA	Planning and Environment Act 1987	28(1)	Duty to notify the Minister if abandoning an amendment, with a copy of any submission considered, and a statement of reasons for the decision.	DIDW, MPE, SPO	Note: the power to make a decision to abandon an amendment cannot be delegated
806964	WA	Planning and Environment Act 1987	28C	Duty to comply with directions of the Minister after abandoning the amendment with respect to:  - providing relevant documentation; and  - providing assistance with steps to be taken for the amendment.	DIDW, MPE, SPO	
806965	WA	Planning and Environment Act 1987	48A	Power to notify an applicant that the application is incomplete  Note: The notice must set out any required fees or information, the date for payment or production, and the effect of non-compliance set out in section 48B(1).	DIDW, MPE, SPO	Where Council is the responsible authority

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806966	WA	Planning and Environment Act 1987	48C	Power to refund a fee paid for an application which is void and of no effect under section 48B(1)	DIDW, MPE, SPO	Where Council is the responsible authority
806967	WA	Planning and Environment Act 1987	96A(2)	Power to agree to consider an application for permit concurrently with preparation of proposed amendment	DIDW, MPE, SPO	The request to prepare the amendment must be made under section 16A.  Delegate must not agree to consider the application for the permit concurrently with the preparation of the proposed amendment unless it has made a decision under section 16B(a) to apply to the Minister for authorisation to prepare the amendment, with or without changes, under section 16F.
806968	WA	Planning and Environment Act 1987	96Z	Duty to keep levy certificates and levy exemption certificates given to it under ss 47 or 96A for no less than 5 years from receipt of the certificate	DIDW, MPE, SPO	

ID	Status Code	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
806969	WA	Planning and Environment Act 1987	158F	Power to make submissions in response to a directions panel	DIDW, MPE, SPO	



## 14.2 Audit and Risk Committee Meeting Draft Minutes

*Directorate: Corporate and Community Services*

*Report Author: Governance Manager*

*Report Purpose: For Decision*

### **Purpose**

This report presents Council with the draft minutes of the Audit and Risk Committee Meeting held 9 December 2025 and the Chair's biannual report.

### **OFFICER RECOMMENDATION:**

**That Council receives and notes the draft minutes of the Audit and Risk Committee Meeting held 9 December 2025 and the Chair's biannual report.**

### **Declaration of Interest**

No officer declared an interest under the Local Government Act 2020 (LGA 2020) in the preparation of this report.

### **Background**

Section 53 (1) of the *Local Government Act 2020* requires that each Council establish an Audit and Risk Committee. The Audit and Risk Committee is a formally appointed Advisory Committee of Council.

The Audit and Risk Committee's role is to report to Council and provide appropriate advice and recommendations relevant to its charter in order to facilitate decision making by Council in relation to the discharge of its responsibilities. The Audit and Risk Committee plays a key role in assisting Council to fulfil its governance and overseeing responsibilities in relation to financial reporting, internal control, risk management systems, ethical accountability and the internal audit function.

The Audit and Risk Committee (the Committee) does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated financial responsibility. The Committee does not have any management functions and is therefore independent of management. Their role is to review, report and provide independent advice.

### **Risk Management Implications**

Risk identified:



Financial risk  
Regulatory risk  
Reputation risk  
Strategic risk

### **Legislative Implications**

The report complies with the requirements of the:  
Local Government Act 2020

### **Environmental Implications**

Not applicable

### **Financial and Budgetary Implications**

Not applicable

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:

Fraud & Corruption Control Policy  
Risk Management Policy

### **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

#### ***Goal 4 – Good Governance***

4.5 Maintain a rigorous risk management framework.

#### ***Goal 5 – Our Commitment Values***

Accountability - We will be responsible, take ownership of our actions and are committed to good governance, excellence, transparency and advocating for our community.

### **Communication Implications**

No Communication Implications

### **Equal Impact Assessment**

No Equal Impact Assessment is required

### **Conclusion**



The draft minutes of the previous Audit and Risk Committee meeting and the Chair's biannual report are attached for Council's information.

### **Attachments**

1. West Wimmera ARC Half Yearly Report Dec 2025 If J HI Xa-v E 2 A G 4 B Vtzxav A [14.2.1 - 3 pages]
2. 9 December 2025 - Audit and Risk Committee Minutes DRAFT [14.2.2 - 27 pages]

**West Wimmera Shire Council  
Audit & Risk Committee  
Activity Report  
December 2025**

This report covers the Audit & Risk Committee (ARC or Committee) activity for the two ARC meetings held on 10 June 2025 and 9 September 2025. All Committee members have reviewed this report.

**1. Purpose of this Report**

This report meets the reporting requirements to the Council as mandated by the *Local Government Act 2020* (LGA) under section 54(5). It importantly provides the Council with a summary of the matters the ARC has addressed in the reporting period in discharging its responsibilities under its Charter.

**2. Committee Charter**

The ARC's Charter is set by the Council and was reviewed and approved by the Council following changes recommended by the Audit and Risk Committee on 9 April 2024 and adopted by Council in June 2024.

**3. What has the Council asked the ARC to do?**

As a reminder to the Council, the business of the Committee is briefly summarised below and is based on the requirements Council established in the Committee Charter referred to above. The work of the Committee is to assist the Council regarding its prudential, governance, and responsibilities under sections 8 and 28 of the LGA.

In essence, the work of the Committee includes the following key matters:

- a) Monitor the quality of the annual financial report and the annual performance statement.
- b) Monitor the effectiveness of the Council's risk management performance.
- c) Monitor the efficiency and effectiveness of the systems and controls management has in place to enable the business to deliver on Council strategic and operational plans.
- d) Ensure that the annual external audit of those statements is completed, and that management addresses any serious matters raised by the auditors.
- e) Monitor the quality of the internal audit program and delivery of internal audit plans. These plans are aimed at identifying any system and control concerns that the Council may have in key areas of operations.
- f) Monitor Council performance regarding legislative and policy compliance.

**4. Committee Business**

The agendas for our meetings are driven by the Committee's Annual Work Plan (AWP). At the meetings held in this reporting period, the Committee has received reports by the internal auditors covering the following subjects:

- Infrastructure and Asset Management, and
- Occupational Health and Safety

Upcoming audits agreed between the Committee and Internal Auditors address the following subjects:

- Emergency Management, and
- Financial Sustainability.

During this period, management has also commenced a comprehensive tracking process to monitor outstanding recommendations received from Internal Auditors which will greatly assist the Committee in tracking the progress of these items. Ongoing financial sustainability and cash flow management have also been focus areas for the Committee.

## **5. Meetings & Membership**

### *Committee Meetings*

As noted above, the Committee met two times on 10 June 2025 and 9 September 2025. Councillors Tim Meyer and Jodie Pretlove were the Council's representatives on the Committee.

The independent members of the Committee appointed by the Council are Richard Ainio (Chair), Celeste Gregory, and Andrew Johnson.

Member attendance at the three meetings was excellent with all members attending all meetings.

## **6. The Committee's Annual Work Plan**

The Committee has dealt with all matters scheduled for consideration in the ARC AWP in the reporting period.

## **7. Key Activities for the Reporting Period**

The ARC's work has continued to be guided by the Annual Workplan (AWP), and all matters listed in the AWP for the three scheduled meetings have been addressed. The AWP is reviewed at each meeting to ensure its continued relevance.

In terms of highlights, outside of the normal recurring business items discussed at each meeting, the following were significant discussions at the Audit and Risk Committee.

### *10 June 2025*

- Quarterly Budget Report
- *Asset Valuation and Condition Assessment Update*

### *9 September 2025 Meeting*

- Annual Report of Operations, Financial Statements and Performance Statement
- Quarterly Budget Report
- Legislative Compliance Tracker presented and on track with statutory requirements.

## **8. Frequency and Timing of Activity Reports**

As indicated earlier in this report, these reports are required to be provided to the Council twice per annum. The Committee is of the view that these reports need to be informative about the business of the Committee. Feedback on this report by the Council is welcomed.

## **9. What This Report Means for Council**

This section of the bi-annual report is usually reserved for any concerns the Audit and Risk Committee wants to be made known to the West Wimmera Shire Council.

In the current year, the annual audit was completed on time and in line with the timeline agreed with the external auditors.

On behalf of the Committee, we would like to extend our thanks to the Council Officers for the significant improvement in the approach as compared with prior years and the pro-active approach taken to align workflow with the auditors.

## **10. Meeting Schedule for 2025**

The meeting schedule for 2025 was approved at the December 2024 Meeting.

Yours sincerely

**Richard Ainio**

Chair

On behalf of the Audit & Risk Committee

27 November 2025



# West Wimmera Shire Council

## Audit and Risk Committee MINUTES

Tuesday 9 December 2025

2:00 pm

Online

Online Meeting

### COUNCIL VISION

Our West Wimmera community is healthy, thriving, diverse, harmonious, prosperous, and self-sustaining, with regional and global connectivity

### OUR VALUES

**INNOVATIVE** - We will proactively respond to change, are optimistic about our future and pursue continuous improvement in everything that we do.

**ACCOUNTABLE** – We will be responsible, take ownership of our actions and are committed to good governance, excellence, transparency, achievement of goals and advocating for our community.

**UNITED** – We will do everything within our ability to encourage and form trusting Relationships, to work together as one team to achieve our goals and advocate for ‘One West Wimmera’.

**COLLABORATIVE** – We will actively and openly consult with you and work constructively with community organisations, agencies, the business community and other levels of government to our community’s benefit.



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## 1 Procedural

### In Attendance:

#### {Committee Members

Richard Ainio (Chair)  
Andrew Johnson  
Celeste Gregory  
Cr Tim Meyer  
Cr Jodie Pretlove

#### Executive Leadership Team, Managers and Officers:

David Bezuidenhout, Chief Executive Officer (CEO)  
Brendan Pearce, Director Infrastructure Development and Works (DIDW)  
Dalton Burns, Director Corporate and Community Services (DCCS)  
Phillip Gillin, Occupational Health, Safety and Risk Manager  
Katie Frost, Governance Manager

#### External Parties:

Kathie Teasdale, RSD Audit  
Paul Harrison, RSD Audit  
Cassandra Gravenall, Crowe Australasia

### 1.2 Acknowledgment of Country

The West Wimmera Shire Council acknowledges the traditional custodians of the land on which we meet, and pays respect to their elders, past, present and emerging.

### 1.3 Apologies

Nil.

### 1.4 Conflict of Interest Declarations

*None Declared.*



## 2 General Business

### 2.1 Confirmation of Previous Minutes

All meetings of the Audit and Risk Committee are minuted in line with good governance practices. The minutes of the previous meeting of the Audit & Risk Committee held

16 September 2025 are attached for members' endorsement.

#### **RECOMMENDATION:**

**That the Audit and Risk Committee endorse the minutes from the previous meeting held 16 September 2025.**

**Andrew Johnson Moved and Celeste Gregory Seconded that the Audit and Risk Committee endorse the minutes from the previous meeting held 16 September 2025.**



### 3 Financial Reporting

#### 3.1 Quarterly Budget Report Q1 30 September 2025 & Financial Statements 2024-2025

*Report Author: Jason Cay, Chief Financial Officer*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the financial update.**

#### ***Profit and Loss***

##### **Operating Income**

Operating income is 8% below budget due to a smoothed monthly allocation of operating grants. Since much of the Financial Assistance grants (FAGS) funding was received and recognised in FY2025, we expect to remain behind budget until June 2026.

##### **Non-Operating Income**

Commonwealth capital grants are budgeted evenly throughout the year. No payments were received in July 2025. A claim has been submitted for the first R2R payment totaling \$593,000 for scheduled works this quarter, and a payment of \$229,000 is anticipated for the recently completed Mooree Road widening project. It is expected that the budget will align by the end of the quarter.

Initial State capital grant payments have been received for projects not originally included in the budget: Goroke AFL Lights (\$304,000), Kaniva Bowls (\$330,000), and Goroke Swimming Pool (\$36,000).

##### **Operating Expenses**

Employee costs are under budget due to ongoing Enterprise Agreement negotiations. Materials and services spending is below budget with several accounts exceeding budget including annual insurance premiums, motor vehicle registration being offset by lower than expected spend in contractors.

#### ***Balance Sheet***

Council rates have been levied and are now sitting as receivable on the balance sheet. With an associated payable approx. \$2M recorded as payable for the Emergency Service and Volunteer Fund levied as part of the rates process.



### **Capital Works**

Minimal capital works have been conducted to September 2025.

### **Financial Statements 2024-2025**

The final audited financial statements for 2024-2025 are attached for your information. There were no significant changes to the draft statements presented at the last ARC meeting.

### **Attachments**

**The Audit & Risk Committee note and receives the financial update.**

DRAFT



### 3.2 CEO Reimbursements & Corporate Card Expenditure

*Report Author: Jason Cay, Chief Financial Officer*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the CEO Reimbursements and Corporate Credit Card Expenditure.**

The Local Government Act 2020 allows that the Chief Executive Officer are not left out of pocket for the carrying out of Council business. Accordingly, any out-of-pocket expenses incurred by the Chief Executive Officer can be charged to their corporate card or reimbursed to them upon receipt of a suitable claim.

From time-to-time the Chief Executive Officer incur expenses in the course of undertaking Council Business. These expenses may include travel, accommodation, meals or minor equipment necessary to undertaking Council business. It is reasonable that these expenses be reimbursed.

Reimbursement is made after a claim is submitted in the appropriate form including the provision of receipts, with claims made by Chief Executive Officer being approved or rejected by the Mayor.

Corporate Card Statements and reimbursements are approved in accordance with Council's Councillor Expense Policy and must show a nexus to formal Council business.

The Chief Executive Officer reimbursements are attached for members' information, in accordance with s.40(2) of the Local Government Act 2020.

**The Audit & Risk Committee note and receives the CEO Reimbursements and Corporate Credit Card Expenditure.**



### 3.3 Councillor Reimbursements & Corporate Credit Card Expenditure

*Report Author:* Jason Cay, Chief Financial Officer

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the Councillor Reimbursements and Corporate Credit Card Expenditure report.**

The *Local Government Act 2020* allows that Councillors are not left out of pocket for the carrying out of Council business. Accordingly, any out-of-pocket expenses incurred by Councillors can be reimbursed to them upon receipt of a suitable claim.

From time-to-time Councillors incur expenses while undertaking Council Business. These expenses may include travel, accommodation, meals or minor equipment necessary to undertaking Council business. It is reasonable that these expenses be reimbursed.

Reimbursement is made after a claim is submitted in the appropriate form including the provision of receipts. Councillor claims are approved or rejected by the Chief Executive Officer.

Reimbursements are approved in accordance with Council's Councillor Expense Policy and must show a nexus to formal Council business.

Councillor reimbursements are attached for Member's information, in accordance with s.40(2) of the *Local Government Act 2020*.

#### **Attachments**

**The Audit & Risk Committee note and receives the Councillor Reimbursements and Corporate Credit Card Expenditure report.**



### 3.4 Budget Timeline

*Report Author: Jason Cay, Chief Financial Officer*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the 2026/27 budget development timeline.**

The Local Government Act 2020 requires the Council to prepare and adopt its annual budget along with its deliverable objectives provided in Council's Annual Plan. This process of budget development undergoes various stages of planning, development, internal consultations, Council's internal workshop for reviews before the Draft Annual Budget goes into public domain for community consultation.

WWSC has initiated its planning phase for Annual Budget 2026-27. Discussions have covered our internal workflow as well as basic parameters driving the budget development process. There will be startup activities happening in the process which may include service reviews to set performance targets, workforce planning, capital works planning, prospective funding and grants etc.

The Senior Leadership Team will be provided with a timeline of various annual and strategic documents which will be developed in next few months / quarters. WWSC has developed this process to continually improve and consolidate in the delivery of its annual budget and strategic documents to the community and to the regulatory authorities in a timely manner.

The 2026/27 budget timeline is attached here for Audit & Risk Committee to note.

#### **Attachments**

**The Audit & Risk Committee note and receives the 2026/27 budget development timeline.**



## 4 Internal Audit

### 4.1 Internal Audit Update Report

*Report Author: Jason Cay, Chief Financial Officer*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the internal audit update report.**

Kathie Teasdale from RSD Audit will provide an update on the internal audit program. RSD have recently completed the internal audit into Emergency Management, with the final report attached for members' information.

The next internal audit is Financial Sustainability and is due to be conducted in early 2026. The scope has been attached for members' review.

#### **Attachments**

**The Audit & Risk Committee note and receives the internal audit update report.**



## 4.2 Industry Update Report

*Report Author: Jason Cay, Chief Financial Officer*

### RECOMMENDATION:

**That the Audit and Risk Committee note and receives the industry update report.**

Attached is RSD's Industry Update Report – Q1 FY2026, Key topics within the report include Financial Sustainability, Artificial Intelligence and Cyber Security Awareness and Incidents.

### Attachments

**The Audit & Risk Committee note and the industry update report.**



## 5 External Audit

### 5.1 External Audit Final Management Letter & Closing Report

*Report Author: Jason Cay, Chief Financial Officer*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the summary of final management letter issues update report.**

The Victorian Auditor General's Office (VAGO), through their agents (Crowe Australasia for the 2024-25 financial year), undertake an annual audit on Council's finances and operations.

As part of that audit particular items of risk relating to Council's control systems may be highlighted. These risks are identified in the Audit Management Letter to Council and Closing Report.

These reports were presented to the committee and discussed at the September Audit and Risk Committee meeting and final copies are attached for members' information.

**The Audit & Risk Committee note and receives the summary of final management letter issues update report.**



## 6 Other Responsibilities

### 6.1 Audit & Risk Committee Chair Biannual Report

#### RECOMMENDATION:

**That the Audit and Risk Committee note and receives the Audit Risk Committee Chair Biannual Report.**

West Wimmera Shire Council (Council) employs the Audit and Risk Committee as an advisory committee of Council in accordance with s.53 of the *Local Government Act 2020* (the Act).

As outlined in section 5.7 of the Audit and Risk Committee Charter, and in accordance with section 54(5) of The Act, the Audit and Risk Committee shall prepare a bi-annual audit and risk report that describes the activities of the Audit and Risk Committee and includes its findings and recommendations. This report must be provided to the Chief Executive Officer for tabling at the next Council meeting.

The report has been prepared by Chair Mr Richard Ainio and has been provided to Members for review. It will be tabled along with the minutes of this meeting at the next Council meeting.

#### Attachments

**Richard Ainio Moved and Celeste Gregory Seconded that the Audit & Risk Committee endorse the Chair Bi-annual Report.**



## 6.2 Annual Meeting Schedule and Work Plan

*Report Author: Jason Cay, Chief Financial Officer*

### RECOMMENDATION:

**That the Audit and Risk Committee adopt the attached Annual Meeting Schedule and Annual Work Plan for 2026.**

As outlined in the Audit and Risk Committee Charter, the committee must meet at least four times per year, with authority to convene additional meetings as circumstances require. To assist with planning, a proposed meeting schedule for the following 12-month period was developed and provided for members consideration and feedback.

An Audit & Risk Committee Work Plan provides the Committee with a set process to review and assess important documentation and reports and a chance to analyse key risks to Council in a structured manner.

The draft annual internal audit plan for 2026 has been deferred until the March ARC meeting.

The proposed Audit and Risk Committee meeting schedule and annual work plan for 2026 are attached for your review.

### Attachments

**Richard Ainio Moved and Andrew Johnson Seconded that the Audit & Risk Committee adopt the Annual Meeting Schedule and the Work Plan.**

**ACTION: To move The Audit & Risk Committee Meeting in September from the 8th to the 15th September 2026.**



### 6.3 Audit & Risk Committee Work Plan

*Report Author: Jason Cay, Chief Financial Officer*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the annual work plan.**

Part of providing effective oversight to Council activities by the Audit & Risk Committee (the Committee) includes the schedule of regular activities to be reviewed by the Committee.

This allows the Committee to ensure that all important aspects of the Council's activities are being overseen.

An Audit & Risk Committee Work Plan provides the Committee with a set process to review and assess important documentation and reports and a chance to analyse key risks to Council in a structured manner. Attached is a proposed Annual Work Plan as developed for Council by RSD Audit.

There are a number of items listed on the Work Plan which fall due in June which are included as items of business (either new or standing items) separately in this agenda.

The Audit & Risk Committee Work Plan provides the Committee with a clear process to assess and analyse risk to Council.

#### **Attachments**

**The Audit & Risk Committee note and receives the annual work plan.**



## 6.4 Review Outstanding Action Items

*Report Author: Jason Cay, Chief Financial Officer*

### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the report on Audit & Risk Committee actions update for information.**

The Audit Committee recommends particular actions to Council and management from time to time with an aim of improving governance and accountability.

For the Audit Committee to be effective it should make recommendations to Council and management on improvements that can be made to Council's governance controls and must then follow up with Council and Management as to the implementation status of these recommendations.

The attached schedule outlines the status of recommendations the Audit Committee has made at its meetings.

It is important that the Audit Committee follow up on the progress of any recommendations it has made to ensure that Council maintains a sound governance and internal control framework.

### **Attachments**

**Celeste Gregory Moved and Andrew Johnson Seconded that the Audit and Risk Committee motion to close the two outstanding items.**



## 7 Risk Management & Internal Controls

### 7.1 OHS & Risk Management Update

*Report Author:* Phillip Gillin, Occupational Health, Safety and Risk Manager

#### RECOMMENDATION:

**That the Audit and Risk Committee note and receives the OHS & Risk update.**

This report provides an update to the Audit and Risk Committee on current and emerging risk management and OHS issues.

Council's risk register provides a high-level rating of risks which affect Council's service provision. All actions carry some level of risk, whilst it is not possible to eliminate risk, Council can employ a system of internal controls to mitigate the potential occurrence and effects of risk. The register records those risks which are at a strategic level which Council believes may have a material impact upon its operations, and a summary of the internal controls in place to manage the risk. Council updated the Strategic Risk Register at the Strategic Risk Review Committee Meeting held on the 2 September 2025.

A verbal update will be provided by the OHS & Risk Manager outlining the following attachments:

**Appendix 1:** OHS Committee Minutes No 174 18 November 2025

**Appendix 2:** Minutes Strategic Risk Review Committee 25 November 2025

**Appendix 3:** Agenda Strategic Risk Register 25 November 2025 including Strategic Risk Register

**Appendix 4:** West Wimmera Shire Council Premium Forecast 2026-27

#### Incident Reporting

Title	2024					2025					
	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	
Incidents	3	3	7	9	22	4	7	4	1	6 less	16
Hazard	8	8	15	6	37	8	11	14	18	14 more	51
Near Miss	4	2	6	9	21	3	5	5	5	3 less	18
Vehicle	6	7	2	3	18	5	9	7	4	7 more	25
Total	21	20	30	27	98	20	32	30	28		110

There has been 1 new Workcover claim lodged in the reporting period.



The incident reporting period is from 21 August 2025 – 12 November 2025

**Notifiable Incidents**

Nil

**Training Update**

**Completed**

- Manual Handling Training
- Skin Cancer Checks
- Health and Safety Representatives Refresher

**Upcoming**

- First Aid (Children's Services) January 2026

**Policies and Procedures update**

**Approved**

Nil

**OHS Management Plan**

The OHS Management Plan is being developed as a key strategic OHS document that will provide a framework for OHS within the Council and will link external documents within the plan. The OHS Management Plan will be managed on the Intranet.

It is currently 80% complete.

**OHS Committee Minutes**

**Appendix 1: OHS Committee Minutes No 174 18 November 2025**

Psychosocial legislation update, creating risk assessments to support Councils commitment to managing psychosocial hazards.

Implementation of the WWSC OHS Committee Actions Register there are currently 4 open items on the register.

RSD OHS Audit update currently there have been 10 RSD OHS Audit actions that have been completed.

Review OHS Committee Terms of Reference.



### **Business Continuity Plan (BCP)**

The Business Continuity Plan (BCP) 2026 will begin with a desk top audit to be undertaken by Jardine Llyod Thompson (JLT) in February 2026.

### **Legal Matters**

Nil

### **RISK MANAGEMENT UPDATE**

#### **Strategic Risk Review Committee (SRRC)**

On the 2 September 2025 the SRRC meeting was held.

The eight current strategic risks were reviewed and presented by the risk owners at the meeting.

#### **General Business**

The council has purchased the Reliansys risk management software. The council already uses the Reliansys software for other applications.

Dalton Burns, Director of Corporate and Community Services provided a brief update and training session to the Strategic Risk Review Committee.

The strategic risk register will be presented in the new format in 2026

Brief presentation provided by Phillip Gillin OHS and Risk Manager on the recent fraud involving the Gold Coast and Noosa Councils

In total, there were over 5 million dollars the fraudster was able to successfully change the contact details and bank account details of a legitimate Council supplier after the money was pilfered over a 12-month period.

In line with the recent RSD OHS Audit, a new incident and investigation process was presented for comment at the SRRC which will be reviewed at monthly Senior Leadership Meetings.

All staff are being retrained in the use of Elumina and the new incident reporting and investigation process as part of the Council wide OHS reinduction.

**Appendix 2:** Minutes Strategic Risk Review Committee 25 November 2025

**Appendix 3:** Strategic Risk Register Current 25 November 2025



**INSURANCE**

**Insurance Renewal 2026-27**

The insurance renewal process will begin in January 2026 .

**WORKCOVER**

I am meeting monthly with EML Councils Work Cover insurer at our November meeting they provided a premium calculation for the 2026-27 premium.

The projection is for the 2026-27 premium predicting a saving of \$80,379 this is based on a remuneration of \$12,132,220.00 (The remuneration is predicted to be less) .

Council could potentially reduce their premium by 41.85% over a 2-year period.

The premium rate a key factor in determining Councils premium.

The calculation is premium rate % x Remuneration = Premium.

Performance rating is measured against industry average 1.0 is industry average at 0.938197% it is the first time in my tenure Council have been better than industry average.

KPI	2025-26	2026-27	Comments
Premium	\$387,171.00	\$306,632.00	Reduction of \$80,379
Remuneration calculation based on	\$11,582,072.00	\$12,132,220.00	I assume the 2025-26 remuneration will be much less than this, which will reduce the premium further
Premium reduction %	17.41%	24.44%	41.85% Premium reduction over 2 years
Premium rate %	3.0446%	2.3006%	remuneration x premium rate = Premium
Performance rating	1.241628%	0.938197%	1.0% is industry average it is the first time we are under industry average

**Appendix 4: West Wimmera Shire Council Premium Forecast 2026-27**

[Attachments](#)

**Celeste Gregory Moved and Andrew Johnson Seconded that the Audit and Risk Committee note this report.**



## 7.2 Policy Tracker

*Report Author: Katie Frost, Governance Manager*

### **RECOMMENDATION:**

**That the Audit and Risk Committee endorse the attached Councillor Expenses Policy and the CEO Employment & Remuneration Policy.**

As part of its annual work plan, the Audit and Risk Committee is provided with a Policy Tracker bi-annually for review (March and September). This document lists all of Council's policies, review cycles and review dates and is maintained through the program RelianSys.

The Policy Tracker provides Council with a significant risk mitigation tool in that it provides Council with oversight of the review of Council policies which form a fundamental building block of Council's risk management process.

The following policies are due for review and are presented in draft form for the Audit and Risk Committee's feedback prior to being tabled at a Council meeting:

- Councillor Expenses Policy
- CEO Employment & Remuneration Policy

### **Attachments**

**Celeste Gregory Moved and Andrew Johnson Seconded that the Audit and Risk Committee endorse the two tabled policies.**



### 7.3 Instrument of Delegation

*Report Author: Katie Frost, Governance Manager*

#### **RECOMMENDATION:**

**That the Audit and Risk Committee note and receives the S6 Instrument of Delegation.**

The *Local Government Act 2020* provides that a council and its Chief Executive Officer (CEO) may, by Instrument of Delegation, delegate to a member of staff, any power, duty or function of the Council other than some powers (such as adoption of the budget), that are reserved for Council decision. The S6 Instrument of Delegation allows for the Council to delegate to various positions in the organisation.

Every six months, delegations are reviewed by Council's solicitors who update any new, changed or deleted provisions of legislation. A review was completed in November with updated provisions relating to the *Planning and Environment Act 1987*, the *Food Act 1984*, *Cemeteries and Crematoria Regulations 2025* and the *Road Management Act 2004*.

These updates are attached for members' information along with the complete S6 Instrument of Delegation.

#### **Attachments**

**The Audit & Risk Committee note and receives the S6 Instrument of Delegation.**

**ACTION: Future reports to be tabled in a black line version with a cover paper highlighting any significant changes.**



## 7.4 Legislative Compliance Framework & Tracker

Report Author: *Katie Frost, Governance Manager*

### RECOMMENDATION:

**That the Audit and Risk Committee note and receives the Legislative Compliance Tracker.**

Council recognises that as a government body, it has a significant responsibility to comply with legislative obligations and must comply with obligations set out in the *Local Government Act 2020* and its regulations.

The role of a council is to provide good governance in its municipal district for the benefit and wellbeing of the municipal community. It must, in the performance of its role, give effect to the overarching governance principles outlined in the *Local Government Act 2020*.

Council has developed a legislative compliance tracker to capture Council's progress towards achieving statutory deadlines which is attached to this report.

### Attachments

**The Audit & Risk Committee note the Legislative Compliance Tracker.**



## 7.5 IT Security Review Report

*Report Author: Morgaan Wilson, Information Systems Lead*

### RECOMMENDATION:

**That the Audit and Risk Committee note and receives the IT Security Review Report.**

### Incident Summary

On 04/09/2025, WWSC became aware that CFO Jason Cay's Microsoft account was compromised and had been sending out malicious emails. This breach was most likely due to a phishing email posing as Microsoft login link.

- Initial attempted access to Jason's account was on 12/08/2025.
- First successful access 28/09/2025 from Vietnam.
- Logged into Office Home, Outlook Web, Microsoft Teams, My Account
- No indication of actions taken on the account or against other accounts/resources.
- Next log in for emails 03/09/2025 - In total 1600 spam emails sent to internal and external parties.

This report has been forwarded to DCCS, Manager of Governance and CT – ICT Vendor for WWSC and DGS (Cyber.vic.gov).

### Measures Taken

- CT completed initial remediation (locked account, changed MFA and Password and closed all external sessions)
- CT completed initial investigations (looked at logs, investigated access (basic) and provided WW with updates)
- DGS (Cyber.vic.gov) was notified, case was opened and Morgaan co-operated with all requests for information, details and actions.
- Report ran to check for any other external sessions.

### Outcome

- Account was reopened when safe for use, MFA and password were reset.
- All email recipients that had a Council, Education or Government email address were notified of the incident and urged to contact their IT department if concerned.
- DGS closed case, satisfied no further breach of data or malicious access.



### Future Proofing

- Phishing training completed in October 2025 as part of Cyber Security Awareness month workshops
- LMS module for cyber security developed and due to be rolled out before end of year
- Conditional access policy added to Environment – this blocks any M365 logins that originate outside of WWSC geo-location.
- Continued development and action in the area of cyber security underway.

### Attachments

**The Audit & Risk Committee note and receives the IT Security Review Report.**

DRAFT



### 4.3 Confidential Discussion

A confidential section of the meeting allowed for the Audit and Risk Committee members to meet with the internal and external auditors to discuss and provide any feedback to the Committee.

**The Audit & Risk Committee note and receives this report.**

### 8 Next Meeting

#### 8.1 Close of Meeting

**Meeting closed:**

The Audit & Risk Committee Agenda - 9 December 2025 was declared closed at 3:14 pm

**Next Meeting:**

Tuesday 10 March 2026.

DRAFT



### 14.3 CEO Employment and Remuneration Policy

*Directorate: Corporate and Community Services*

*Report Author: Director Corporate and Community Services*

*Report Purpose: For Decision*

#### **Purpose**

The purpose of this report is to brief Council on proposed minor amendments to the Chief Executive Officer Employment and Remuneration Policy. The amendments are administrative in nature and are intended to:

- better reflect and clarify the responsibilities of the Chief Executive Officer Employment Matters Committee (CEMAC); and
- improve alignment with, and reference to, other relevant Council policies, including the CEO Delegations and Motor Vehicle Policy.

The proposed changes do not alter Council's statutory role or decision-making responsibilities under the Local Government Act 2020.

#### **OFFICER RECOMMENDATION:**

**That Council adopt the Chief Executive Officer Employment and Remuneration Policy.**

#### **Declaration of Interest**

No officer declared an interest under the Local Government Act 2020 (LGA 2020) in the preparation of this report.

#### **Background**

Under section 45 of the Local Government Act 2020 (the Act), Council is responsible for the appointment of the Chief Executive Officer (CEO), reviewing the CEO's performance at least annually, and determining the CEO's remuneration and employment conditions. The Act requires Council to adopt and keep in force a Chief Executive Officer Employment and Remuneration Policy to guide these functions.

The Policy establishes a governance framework for the recruitment, appointment, performance monitoring and remuneration of the CEO. In practice, Council is supported in these functions by the Chief Executive Officer Employment Matters Committee (CEMAC), which undertakes preparatory and advisory roles and makes recommendations to Council.

A review of the Policy has identified opportunities to strengthen clarity and governance by:

- more clearly articulating the advisory role and responsibilities of CEMAC; and



- ensuring the Policy appropriately references and aligns with other relevant Council policies that govern CEO conditions and powers, including CEO Delegations and the Motor Vehicle Policy.

The draft policy was presented to the Audit and Risk Committee on 9 December 2025.

### **Purpose of the Policy**

The Chief Executive Officer Employment and Remuneration Policy provides the framework through which Council fulfils its obligations under the Local Government Act 2020 in relation to the CEO. The Policy ensures that:

- the recruitment and appointment of the CEO is fair, transparent and supported by independent professional advice
- the CEO's performance is monitored and reviewed annually against agreed objectives
- remuneration and employment conditions are determined having regard to legislative requirements, government policy and relevant independent determinations
- governance responsibilities are clearly allocated between Council, CEMAC and external consultants

### **Summary of Proposed Changes**

The proposed amendments involve minimum and non-substantive changes only. They do not change the intent or operation of the Policy. The key changes include:

- Clarification of CEMAC Responsibilities
- clearer reference to the CEO Delegations to ensure that delegations of powers, duties and functions are managed in accordance with Council's adopted delegation instruments
- clearer reference to the Motor Vehicle Policy in relation to the provision and use of a fully maintained vehicle as part of the CEO's conditions of employment

These changes reduce duplication, improve internal consistency across Council's governance framework, and support clearer interpretation and administration of the Policy.

This policy was endorsed by the Audit and Risk Committee on the 9 December 2025.

### **Risk Management Implications**

Risk identified:

Financial risk

People risk

### **Legislative Implications**



Sections 44 and 45 of the Local Government Act 2020

The report complies with the requirements of the:  
Local Government Act 2020

### **Environmental Implications**

Nil

### **Financial and Budgetary Implications**

The financial risk rating has been assessed as: Low

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:

- Governance Rules
- Motor Vehicle Policy
- Delegations

Motor Vehicle Policy

### **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

#### ***Goal 4 – Operational excellence***

4.5 Strive for long-term financial sustainability.

4.8 Improve organisational efficiency.

### **Communication Implications**

No Communication Implications

### **Equal Impact Assessment**

No Equal Impact Assessment is required

### **Conclusion**

This report outlines minor amendments to the Chief Executive Officer Employment and Remuneration Policy. The changes are intended to better reflect the responsibilities of the Chief Executive Officer Employment Matters Committee and to improve alignment with related Council policies, including CEO Delegations and the Motor Vehicle Policy. The



amendments are clarified in nature and do not alter Council's statutory role or decision-making authority.

### **Attachments**

1. WWSC Council Policy CEO Employment and Remuneration Policy draft Nov 2025 (1)  
[14.3.1 - 15 pages]



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COUNCIL POLICY							
<b>CHIEF EXECUTIVE OFFICER EMPLOYMENT AND REMUNERATION POLICY</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 2px;">Policy No:</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">Adopted by Council:</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">Next review date:</td> <td style="padding: 2px;">Aug 2030</td> </tr> </table>	Policy No:		Adopted by Council:		Next review date:	Aug 2030
Policy No:							
Adopted by Council:							
Next review date:	Aug 2030						
<b>Senior Manager/Executive Director:</b>	Director of Corporate and Community Services						
Responsible Officer:	Director of Corporate and Community Services						
Functional Area:	Governance						
Introduction & Background	<p>Under section 45 of the <i>Local Government Act 2020</i> (LGA 2020), Council is responsible for the appointment of the Chief Executive Officer (CEO), reviewing the performance of the CEO at least annually and determining the CEO's remuneration.</p> <p>The LGA 2020 also provides that councils must adopt and keep in force a CEO Employment and Remuneration Policy (the Policy).</p> <p>Accordingly, Council will carry out its functions relating to the appointment, remuneration and performance appraisal of the CEO in accordance with the LGA 2020, any relevant Regulations and the following principles:</p> <p>a) decision-making processes:</p> <ul style="list-style-type: none"> <li>i. will be based on competitive selection, open processes, objective criteria and will have regard to gender equity, diversity and inclusiveness;</li> <li>ii. which are fair, accessible and applied consistently in comparable circumstances;</li> <li>iii. are based on criteria that are relevant, objective and available to the people <del>that are</del> the subject of the decision;</li> <li>iv. will be conducive to ongoing good governance;</li> </ul> <p>b) documentation will be sufficiently clear and comprehensive to ensure decisions are transparent and capable of effective review;</p> <p>c) confidentiality will be observed;</p> <p>d) when recruiting a CEO, the Council will engage an executive recruitment</p>						



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	<p>agency (the Agency) which will be a nationally recognised entity or person with extensive experience in the sourcing and evaluation of applicants for senior executive roles, including, but not limited to, the public sector; and</p> <p>e) while the decision to appoint the CEO is matter for consideration and resolution of the Council, the initial stages of the recruitment process will be the role of a CEO Employment Matters Committee (the CEMAC).</p>
Purpose & Objectives	Under section 45 of the <i>Local Government Act 2020</i> (LGA 2020), Council is responsible for the appointment of the Chief Executive Officer (CEO), reviewing the performance of the CEO at least annually and determining the CEO's remuneration.
<u>Response to the Overarching Governance Principles of the Local Government Act 2020</u>	<p><u>Section 9 of the <i>Local Government Act 2020</i> states that a Council must in the performance of its role give effect to the overarching governance principles. This policy is in response to the following overarching governance principle/s of the <i>Local Government Act 2020</i>:</u></p> <ul style="list-style-type: none"> <li>• <u>the public transparency principles (section 58)</u></li> <li>• <u>the service performance principles (section 106)</u></li> </ul>
Definitions	<p>In this Policy, the following terms have the meaning indicated:</p> <p>a) <b>Audit and Risk Committee</b> means the Audit and Risk Committee established by a Council under section 53 of the LGA 2020;</p> <p>b) <b>Chief Executive Officer Employment and Remuneration Policy</b> means a Chief Executive Officer Employment and Remuneration Policy developed by a Council under section 45; and</p> <p>c) <b>workforce plan</b> means a workforce plan developed and maintained by the Chief Executive Officer of a Council under section 46(4)(a).</p>
Policy Details	
2.	<b>ROLES</b>
2.1	<p><b>The Council</b></p> <p>Council is the employer of the CEO and is therefore responsible for:</p> <p>a) recruitment of the CEO;</p> <p>b) appointment of the CEO;</p>



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	<ul style="list-style-type: none"> <li>c) determining the CEO's terms and conditions of employment;</li> <li>d) monitoring and reporting on the CEO's performance;</li> <li>e) making decisions on contract extensions;</li> <li>f) adopting and reviewing the Policy;</li> <li>g) liaison with the CEMAC; and</li> <li>h) appointing acting CEOs where appropriate <a href="#">and in line with set delegations.</a></li> </ul>
2.2	<p><b>The CEMAC</b></p> <p>The CEMAC will:</p> <ul style="list-style-type: none"> <li>a) operate in accordance with the Charter approved by the Council;</li> <li>b) liaise with the CEO as to the appointment by Council of the an independent consultant (the Consultant).</li> <li>c) provide advice to the Council on the appointment of the Consultant. In the absence of agreement, the Consultant will be an entity or person nominated by the Municipal Association of Victoria;</li> <li>d) in conjunction with the Consultant, assist the Council in: <ul style="list-style-type: none"> <li>i. the recruitment process;</li> <li>ii. monitoring the CEO's performance;</li> <li>iii. reporting on the CEO's performance; and</li> <li>iv. making recommendations in relation to salary and conditions of employment.</li> </ul> </li> </ul>
2.3	<p><b>The Consultant</b></p> <p>The Consultant will assist the Council to:</p> <ul style="list-style-type: none"> <li>a) discharge its obligations in relation to the LGA 2020;</li> <li>b) conduct the recruitment process in accordance with this Policy;</li> <li>c) establish a CEO Performance Plan including key performance indicators; and</li> <li>d) facilitate and conduct the performance review of the CEO.</li> <li>e) <a href="#">chair the CEMAC meeting</a></li> </ul>



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2.4	<p><b>The Director Corporate and Community Services</b></p> <p>The Director Corporate and Community Services will provide administrative support to the Council, the CEMAC and the Consultant by:</p> <ul style="list-style-type: none"> <li>a) providing support to the annual review process;</li> <li>b) drafting the Council report outlining the outcome of the annual review process;</li> <li>c) liaising with the CEMAC and the Consultant in relation to the process and timeframes of the CEO performance review;</li> <li>d) assisting in the employment process for a new CEO; and</li> <li>e) maintaining documentation within Council's information management system to reflect the appropriate level of security and confidentiality.</li> </ul>
3	<p><b>APPOINTMENT OF THE CEO – ROLES AND PROCESSES</b></p>
3.1	<p><b>Council</b></p> <p>The Council is the employer of the CEO and responsible for his or her appointment, reviewing the performance of the CEO at least annually and for determining the CEO's total remuneration package.</p>
3.2	<p><b>CEMAC</b></p> <p>In conjunction with the Consultant, the CEMAC is responsible for:</p> <ul style="list-style-type: none"> <li>a) the initial stages of the recruitment of the CEO, including: <ul style="list-style-type: none"> <li>i. approving the position description;</li> <li>ii. recommending to Council the appointment of the Agency;</li> <li>iii. with the Agency, agreeing on the methods to evaluate applicants including the interview process, psychometric testing (if relevant) and referee checking;</li> <li>iv. developing and making recommendations to Council regarding: <ul style="list-style-type: none"> <li>• a candidate identification strategy (research, advertising and marketing) including the search and selection process and timeframes;</li> <li>• the formation of an interview panel to interview shortlisted candidates identified by the Agency and the Consultant;</li> <li>• proposing salary and conditions of employment based on industry benchmarks and after considering the Victorian Public-Sector Commission Policy on Executive Remuneration in Public Entities. In this respect, the package will be sufficient to attract, retain, and motivate senior executives of the quality required, but avoiding conditions of employment that are</li> </ul> </li> </ul> </li> </ul>



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	<p>excessive;</p> <ul style="list-style-type: none"> <li>• identification of short listed candidates for interview; and</li> <li>• making recommendations to the Council in relation to the appointment and re-appointment of the CEO.</li> </ul>
3.3	<p><b>The Consultant</b></p> <p>The Consultant is responsible for:</p> <ul style="list-style-type: none"> <li>a) establishing key accountabilities and selection criteria of the role along with candidate application material;</li> <li>b) ensuring that all candidates are updated on the outcome of the recruitment process;</li> <li>c) once the preferred candidate is determined by the Council, with the support of the CEMAC, negotiating the terms of employment within the general framework of the proposed conditions of employment; and</li> <li>d) development of an orientation/induction program for the new CEO.</li> </ul>
4	<p><b>THE RECRUITMENT PROCESS</b></p>
4.1	<p><b>Advertising</b></p> <p>The CEO's position will be advertised in:</p> <ul style="list-style-type: none"> <li>a) the Age, similar interstate publications and relevant regional newspapers; and</li> <li>b) relevant websites.</li> </ul>
4.2	<p><b>Position description</b></p> <p>A comprehensive position description will be made available when the CEO's position is advertised.</p>
4.3	<p><b>Applications</b></p> <p>Applications must be made in accordance with the advertised requirements. A copy of this Policy will be provided to all applicants.</p>
4.4	<p><b>Interviews</b></p> <p>Interviews of the <del>short listed</del> short-listed candidates will be conducted by the CEMAC in consultation with Agency and the Consultant. The final interviews will be conducted by the Council.</p>



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4.5	<p><b>Appointment</b></p> <p>The appointment of the CEO will be made by resolution of the Council.</p>
5	<p><b>THE CEO's CONTRACT TERMS AND CONDITIONS</b></p>
5.1	<p><b>Contract</b></p> <p>The CEO's appointment is subject to the execution of a contract between the Council and the appointee. The Council will meet the costs of the contract preparation. Council's current Enterprise Agreement does not apply to the CEO.</p>
5.2	<p><b>Term</b></p> <p>In accordance with the LGA 2020, the contract term will be up to five years.</p>
5.3	<p><b>Salary</b></p> <p>The CEMAC, in consultation with the Consultant, will recommend to Council an appropriate salary and terms and conditions of employment. The recommendations must have regard to:</p> <ul style="list-style-type: none"> <li>a) any statement of policy issued by the Government of Victoria which is in force with respect to its wages policy (or equivalent); and</li> <li>b) any Determination that is currently in effect under section 21 of the <i>Victorian Independent Remuneration Tribunal and Improving Parliamentary Standards Act 2019</i> in relation to remuneration bands for executives employed in public service Bodies.</li> </ul>
5.4	<p><b>Bonuses</b></p> <p>Having regard to the report of the Local Government Inspectorate's <i>Protecting Integrity: Leading the Way</i>, Council's policy is not to pay bonuses.</p>
5.5	<p><b>Leave arrangements</b></p> <p>The CEO will have the following leave entitlements:</p> <ul style="list-style-type: none"> <li>a) compassionate leave <b>2</b> days leave for each occasion when a member of the CEO's immediate family or household develops a personal illness or injury that poses a serious threat to life;</li> <li>b) bereavement leave <b>2</b> days leave for each occasion when a member of the CEO's immediate family or household dies;</li> <li>c) annual leave - four weeks;</li> </ul>



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	<p>d) long service leave - thirteen weeks long service leave with pay for each period of ten years of continuous service with the Council, or combination of other approved service. The leave may be accessed on a pro-rata basis after an initial seven years of continuous service; and</p> <p>e) parental leave – in accordance with <i>Table 1</i>.</p> <table style="margin-left: 40px;"> <tr> <td>Parental leave</td> <td>12 months unpaid parental leave</td> </tr> <tr> <td>Paternity/partner leave</td> <td>Three weeks unpaid leave</td> </tr> </table>	Parental leave	12 months unpaid parental leave	Paternity/partner leave	Three weeks unpaid leave
Parental leave	12 months unpaid parental leave				
Paternity/partner leave	Three weeks unpaid leave				
5.6	<p><b>Vehicle</b></p> <p>The CEO will be provided with a fully maintained vehicle for business and personal use <a href="#">in line with the Council motor vehicle policy</a>.</p>				
5.7	<p><b>Superannuation</b></p> <p>Council will contribute the standard <del>40</del>12% of <a href="#">ordinary times earning salary or amount designated by the Superannuation Guarantee (Administration) Act 1992</a>.</p> <p>The CEO may nominate the superannuation fund into which contributions are to be made.</p> <p>If the CEO does not nominate a fund, the default fund for employer contributions will be the Vision Super Fund.</p>				
5.8	<p><b>Memberships</b></p> <p>Council will meet the costs of joining fees and annual subscriptions of professional bodies including, but not limited to:</p> <ul style="list-style-type: none"> <li>a) Local Government Professionals; and</li> <li>b) the Institute of Public Administration.</li> </ul>				
5.9	<p><b>Delegated powers</b></p> <p>Council will delegate a range of powers, duties and functions to the CEO. Many of these powers, duties and functions can be sub-delegated by the CEO to other Council staff. The CEO may also:</p> <ul style="list-style-type: none"> <li>a) pursuant to the LGA 2020, delegate powers to community asset committees; and</li> <li>b) in accordance with section 11(3) of the LGA 2020 and under delegation, appoint an Acting CEO for a period not exceeding 28 days.</li> </ul>				



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6.	<p><b>MONITORING AND REVIEWING THE CEO'S PERFORMANCE – ROLES AND PROCESSES</b></p>
6.1	<p><b>Council</b></p> <p>The Council's role is to:</p> <ul style="list-style-type: none"> <li>a) monitor the CEO's performance;</li> <li>b) formally conduct an annual review of the CEO's performance; and</li> <li>c) determine any changes to the CEO's remuneration and conditions of employment.</li> </ul>
6.2	<p><b>CEMAC</b></p> <p>The CEMAC will:</p> <ul style="list-style-type: none"> <li>a) meet at least annually in relation to evaluating the CEO's performance;</li> <li>b) ensure that the CEO is consulted and advised of the proposed review process;</li> <li>c) report to the Council with recommendations relating to the outcomes of the review including: <ul style="list-style-type: none"> <li>i. the CEO's achievements against the agreed performance criteria;</li> <li>ii. any proposed variation in contract conditions;</li> <li>iii. whether any options in the CEO's contract should be exercised;</li> </ul> </li> <li>d) in consultation with the CEO and the Consultant, identify and agree on the proposed Performance Plan goals and activities that the CEO should work towards achieving over the following 12 months and which are to be recommended for endorsement by Council. In establishing the CEO's Performance Plan, the CEMAC shall ensure the goals are relevant, measurable, timely and achievable and have regard to: <ul style="list-style-type: none"> <li>i. the Council Plan;</li> <li>ii. the Council's financial and other resources;</li> <li>iii. the Council's strategic plans;</li> <li>iv. relevant Council policies; and</li> <li>v. legislative requirements.</li> </ul> </li> </ul>
6.3	<p><b>The Consultant</b></p> <p>The Consultant shall, in the following order:</p>



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	<p>a) ensure that the CEO submits a Performance Assessment Report and is given the opportunity to present their self-assessment to the CEMAC;</p> <p>b) facilitate discussion in relation to the CEO's performance with CEMAC, as measured against the approved Key Performance Indicators;</p> <p>c) assess the CEO's performance against the Key Performance Indicators;</p> <p>d) ensure that CEMAC provide clear feedback directly to the CEO on their assessment</p> <p>e) provide the opportunity to the CEO to request clarification from CEMAC where needed and respond to the assessment</p> <p>f) finalise the assessment of CEO's performance against the Key Performance Indicators</p> <p>g) provide final feedback to the CEO about their performance and the proposed outcome of the remuneration review.</p> <p>h) provide the opportunity to the CEO to address Council if requested</p>
7	<p><b>RE-APPOINTMENT OF THE CEO</b></p> <p>Section 44(3) of the LGA 2020 provides that a CEO may be re-appointed without the position being advertised. Council does not offer any assurance that this will occur.</p>
8	<p><b>THE AUDIT AND RISK COMMITTEE'S ROLE</b></p> <p>Section 54 (2) (a) of the LGA provides that the role of the Audit and Risk Committee includes monitoring the compliance of Council policies and procedures with:</p> <p>a) the overarching governance principles; and</p> <p>b) the LGA 2020, relevant Regulations and any Ministerial directions.</p> <p>Accordingly, issues relating to the recruitment, appointment and performance of the CEO may be considered by the Audit and Risk Committee.</p>
9	<p><b>POLICY ACCESS</b></p> <p>This Policy will be published on the Council website.</p>
10	<p><b>POLICY REVIEW</b></p>



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	The Policy will be reviewed every twelve months or in the event that the position of the CEO becomes vacant.
11	<b>POLICY AMENDMENTS</b> Minor amendments to the Policy may be made by the CEO to reflect legislative or organisational changes. The CEO must notify the Councillors of any such amendments.

### APPENDIX 1 – DEFINITIONS

In this Policy, the following terms have the meaning indicated:

- a) **Audit and Risk Committee** means the Audit and Risk Committee established by a Council under section 53 of the LGA 2020;
- b) **Chief Executive Officer Employment and Remuneration Policy** means a Chief Executive Officer Employment and Remuneration Policy developed by a Council under section 45; and
- c) **workforce plan** means a workforce plan developed and maintained by the Chief Executive Officer of a Council under section 46(4)(a).



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### **APPENDIX 12 – STATUTORY REQUIREMENTS**

The relevant provisions of the LGA 2020 are shown below.

#### **Section 11 – Power of delegation**

A Council may delegate to the Chief Executive Officer the power to appoint an Acting Chief Executive Officer for a period not exceeding 28 days.

#### **Section 18 (g) and (h) – Role of the Mayor**

The Mayor is required to:

- a) take a leadership role in ensuring the regular review of the performance of the Chief Executive Officer; and
- b) provide advice to the Chief Executive Officer when the Chief Executive Officer is setting the agenda for Council meetings.

#### **Section 19 (1) (c) – Specific powers of the Mayor**

The Mayor may require the Chief Executive Officer to report to the Council on the implementation of a Council decision.

#### **Section 32 (4) – Councillor Induction Training**

The Chief Executive Officer must:

- a) ensure that the Councillor induction training is available to be taken by a Councillor from the day the Councillor takes the oath or affirmation of office; and
- b) provide reasonable assistance to a Councillor to enable them to access the Councillor induction training.

#### **Section 44 - The Chief Executive Officer**

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1. Subject to this section, a Council must appoint a natural person to be its Chief Executive Officer in accordance with its Chief Executive Officer Employment and Remuneration Policy under section 45.
2. A Chief Executive Officer must be appointed under a contract of employment with the Council that does not exceed five years.
3. A Chief Executive Officer is eligible to be re-appointed under a new contract of employment under subsection (2).
4. If there is a vacancy in the office of Chief Executive Officer or the Chief Executive Officer is unable to perform the duties of the office of Chief Executive Officer, the Council must appoint a person to be the Acting Chief Executive Officer.
5. The Chief Executive Officer or an Acting Chief Executive Officer is a member of Council staff.
6. A Council must comply with any requirements prescribed by the regulations in relation to the employment of a Chief Executive Officer.

### **Section 45 – the Policy**

1. A Council must develop, adopt and keep in force a Chief Executive Officer Employment and Remuneration Policy.
2. A Chief Executive Officer Employment and Remuneration Policy must:
  - a) provide for the Council to obtain independent professional advice in relation to the matters dealt with in the Chief Executive Officer Employment and Remuneration Policy; and
  - b) provide for the following:
    - i. the recruitment and appointment process;
    - ii. provisions to be included in the contract of employment;
    - iii. performance monitoring;
    - iv. an annual review; and
  - c) include any other matters prescribed by the Regulations.
3. A council must have regard to:
  - a) any statement of policy issued by the Government of Victoria which is in force with respect to its wages policy (or equivalent); and
  - b) any Determination that is currently in effect under section 21 of the Victorian *Independent Remuneration Tribunal and Improving Parliamentary Standards Act*



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

2019 in relation to remuneration bands for executives employed in public service bodies;

in developing the Chief Executive Officer Employment and Remuneration Policy.

### **Section 46 – Functions of the CEO**

A Chief Executive Officer is responsible for:

- a) supporting the Mayor and the Councillors in the performance of their roles; and
- b) ensuring the effective and efficient management of the day to day operations of the Council.

### **APPENDIX 23 – RELATED DOCUMENTS**

#### **Legislation**

- The *Gender Diversity Act 2020*.
- The *Local Government Act 1989*.
- The *Local Government Act 2020*.
- The *Victorian Independent Remuneration Tribunal and Improving Parliamentary Standards Act 2019*; and
- Relevant Regulations.

#### **Council Strategies**

In accordance with the LGA 2020 and other Acts, Council has adopted strategic plans in relation to:

- a Community Vision;
- strategic planning principles; and
- a four year budget.

#### **Council Plans**

In accordance with the LGA 2020, Council has adopted:

- a Council Plan;
- a Workforce Plan;
- a ten year Financial Plan;
- a ten year Asset Plan; and
- a four year Revenue and Rating Plan.

In addition, Council has adopted strategic plans in relation to a wide range of other matters.



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

### Council policies

In accordance with the LGA 2020, Council has adopted policies in relation to:

- CEO Employment and Remuneration;
- Community Engagement;
- Councillor Expenses;
- Public Transparency;
- Complaints
- Recruitment of Staff;
- Election Period;
- Financial matters;
- Procurement; and
- Councillor Gifts.

### Codes

Council has adopted:

- a Staff Code of Conduct; and [adheres to the](#)
- a [Model](#) Councillor Code of Conduct.

### Other

- Victorian Public Sector Commission Policy on Executive Remuneration in Public Entities.
- *Protecting integrity: Leading the way - Managing the Employment Cycle of a CEO*, Local Government Inspectorate (Feb 2019)



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

<b>Policy Adopted:</b>	27 January 2022	Minute Book Page [number]	RecFind
<b>Policy Reviewed:</b>	17 November 2021	Minute Book Page [number]	RecFind



## 14.4 Council Expenses Policy

*Directorate: Corporate and Community Services*

*Report Author: Director Corporate and Community Services*

*Report Purpose: For Decision*

### **Purpose**

The purpose of this report is to brief Council on proposed minor amendments to the Council Expenses Policy. The changes are administrative in nature and are intended to improve clarity and compliance by more explicitly referencing externally determined rates and allowances, particularly those set by the Victorian Independent Remuneration Tribunal (VIRT), the Australian Taxation Office (ATO), and relevant legislation.

### **OFFICER RECOMMENDATION:**

**That Council adopt the Council Expenses Policy.**

### **Declaration of Interest**

No officer declared an interest under the Local Government Act 2020 (LGA 2020) in the preparation of this report.

### **Background**

The Council Expenses Policy exists to ensure that Councillors and Committee Members are not financially disadvantaged in carrying out their official duties, while maintaining strong accountability, transparency and compliance with legislative requirements.

The policy ensures that:

- Expenses reimbursed are legitimate, reasonable and directly related to authorised Council business
- Public funds are managed in accordance with sound financial management principles
- Reimbursement arrangements support equitable participation by all Councillors

### **Summary of Proposed Changes**

The proposed amendments involve minimum changes only and do not alter the intent or operation of the policy. Key changes include:

Clearer reference to external authorities for the determination of rates and limits, including:

Include reference to what is official council business and inclusion of MAV and RCV.

Explicit reference to the Victorian Independent Remuneration Tribunal for Councillor allowances and remote travel allowances



Continued reference to Australian Taxation Office determinations for reasonable accommodation, meal and kilometre reimbursement rates

Clarification that external figures are applied as amended from time to time, reducing the need for frequent policy updates when external rates change

Minor wording refinements to improve clarity, consistency and alignment with the Local Government Act 2020 and associated regulations

No new categories of expenses are introduced, and no changes are proposed to eligibility, approval processes, or reporting requirements.

Inclusion of tipping in ineligible expenses.

This policy was endorsed by the Audit and Risk Committee on the 9 December 2025.

### **Risk Management Implications**

Risk identified:

Financial risk

Regulatory risk

Reputation risk

### **Legislative Implications**

Sections 40, 41 and 42 of the Local Government Act 2020

The report complies with the requirements of the:  
Local Government Act 2020

### **Environmental Implications**

Nil

### **Financial and Budgetary Implications**

The financial risk rating has been assessed as: Low

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:

- Governance Rules (meeting procedures, conflict of interest disclosures)
- Councillor and Council Staff Interactions Policy

Council Expenses Policy

### **Council Plan Implications**



This report supports the following sections of the West Wimmera Shire Council Plan 2025 – 2029:

Council Plan Goal 4. Operational Excellence

### **Communication Implications**

No Communication Implications

### **Equal Impact Assessment**

No Equal Impact Assessment is required

### **Conclusion**

This briefing report outlines minor, non-substantive amendments to the Council Expenses Policy. The changes are designed to improve clarity and governance by more clearly referencing externally determined figures, particularly those set by the Victorian Independent Remuneration Tribunal, without altering the underlying intent or application of the policy.

### **Attachments**

1. WWSC Council Policy Council Expenses Policy draft November 2025 [**14.4.1** - 7 pages]



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

COUNCIL POLICY							
<b>COUNCIL EXPENSES POLICY</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Policy No:</td> <td></td> </tr> <tr> <td>Adopted by Council:</td> <td></td> </tr> <tr> <td>Next review date:</td> <td style="background-color: yellow;">4 years</td> </tr> </table>	Policy No:		Adopted by Council:		Next review date:	4 years
Policy No:							
Adopted by Council:							
Next review date:	4 years						
<u>Senior Executive Director/Manager:</u>	Director Corporate & Community Services						
Responsible Officer:	Director Corporate & Community Services						
Functional Area:	Governance						
Introduction & Background	<p>During the course of undertaking their responsibilities as representatives of Council, Councillors and/or Committee Members will from time to time incur out of pocket expenses.</p> <p>To ensure equitable participation by all Councillors these incurred out of pocket expenses where appropriate should be reimbursed to Councillors and/or Committee Members by Council</p>						
Purpose & Objectives	<p>To provide guidance and policy on the reimbursement of out of pocket expenses for Councillors and Members of Council committees to ensure that they are not financially or otherwise disadvantaged in undertaking their official Council duties.</p> <p>The payment and/or reimbursement of expenses must only be for the actual cost of legitimate business use and not for time and effort spent in performing these duties.</p>						
Response to the Overarching Governance Principles of the Local Government Act 2020	<p>Section 9 of the <i>Local Government Act 2020</i> states that a Council must in the performance of its role give effect to the overarching governance principles.</p> <p>This policy is in response to the following overarching governance principle/s of the <i>Local Government Act 2020</i>:</p> <ul style="list-style-type: none"> <li>financial management principles (section 101)</li> <li>public transparency principles (section 58)</li> </ul>						
Policy Details							
1.	<p>Scope</p> <p>Section 41 of the <i>Local Government Act 2020</i> provides for the reimbursement of necessary out of pocket expenses incurred while performing duties as a Councillor</p>						



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

	<p>or delegated committee member.</p> <p>The policy adopted by Council under this section must:</p> <ul style="list-style-type: none"> <li>a) specify procedures to be followed in applying for reimbursement and in reimbursing expenses; and</li> <li>b) comply with any requirements prescribed by the regulations in relation to the reimbursement of expenses; and</li> <li>c) provide for the reimbursement of childcare costs where such childcare is reasonably required for a Councillor or delegated committee member to perform their role; and</li> <li>d) have particular regard to a expenses incurred by a Councillor who is a carer within the meaning of section 4 of the <i>Carers Recognition Act 2012</i>.</li> </ul> <p>Recognising the leadership role of the Office of Mayor, the policy also provides for some additional resources and facilities specific to that office.</p> <p>The basic test that will be applied to determine whether or not an expense is lawfully incurred, is whether the expenditure is necessary because it is supplemental or incidental to or consequent on the exercise of Council functions.</p>
2.	<p>Accountability – Council Plan Objective / Strategy</p> <p>The aims or objectives of the policy are aligned with Council's Council Plan objectives and strategies.</p>
3.	<p>Accountability – Legislation / Standards</p> <ul style="list-style-type: none"> <li>• Local Government Act 2020</li> <li>• Local Government (General) Regulations 2020</li> <li>• Carers Recognition Act 2012</li> <li>• Charter of Human Rights and Responsibilities Act 2006</li> <li>• Freedom of Information Act 1982</li> <li>• Privacy and Data Protection Act 2014</li> <li>• Equal Opportunity Act 2010</li> </ul>
4.	<p>Accountability – Responsibilities</p> <p>The Director Corporate and Community Services is responsible for the development and management of this policy.</p>
5.	<p>Accountability – Review</p> <p>The policy is to be reviewed after each general election of the Council with suggested revisions to be submitted to the Council for consideration and adoption. Operational</p>

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## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

	amendments may be made as required between review periods in accordance with Council's/CEO's approval.
6.	<p>Accountability – Communication / Implementation</p> <p>a) The policy will be communicated to Councillors and relevant staff. The policy is referred to in the Councillor Induction and Development Program.</p> <p>b) The policy will be published on Council's website and a copy will be available for inspection at the Council's Registered Office.</p>
7.	<p>Accountability – Charter of Human Rights Compliance</p> <p>It is considered that this policy does not impact on any human rights identified in the <i>Charter of Human Rights &amp; Responsibilities Act 2006</i>.</p>
8.	<p>Submitting an Expense Reimbursement Claim</p> <p>A claim for reimbursement of expenses must be submitted on the appropriate form 'Councillor Travel / Expenses Allowance Form'.</p> <p>Appropriate evidence of expenditure must be attached for all expense claims.</p> <p>It is noted that for a Councillor or Committee Member to be eligible for reimbursement then the expense must be incurred as part of official Council business.</p> <p>Official Council business is where Council has authorised the activity that gave rise to the expense. If a Councillor or Committee member incurs an expense due to activities of their own undertaking they are not eligible to be reimbursed for that expense. (For example, if a Councillor or Committee Member attends a meeting or event where they are not the designated Council representative, they shall not be entitled to reimbursement of expenses arising from attending that meeting or event).</p> <p>Expense Reimbursement Claims must be submitted to the Chief Executive Officer within three months of the expense being incurred.</p>
9.	<p>Approval of an Expense Reimbursement Claim</p> <p>All expense reimbursement claims submitted are to be approved by the Chief Executive Officer.</p> <p>All expense claims are to be supported by relevant appropriate evidence of expenditure. This may take the form of:</p> <ul style="list-style-type: none"> <li>• Receipts in the case of direct expenses</li> <li>• Evidence of attendance at Council activities in the case of travel (i.e km car travel) reimbursement claims – this may take the form of: <ul style="list-style-type: none"> <li>○ Councillor diary to evidence meetings</li> <li>○ Minutes of meetings</li> <li>○ Registration paperwork for attendance at conferences</li> <li>○ Statutory Declaration of attendance</li> </ul> </li> </ul>



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

	<ul style="list-style-type: none"> <li>• Statutory Declaration of the incurring of expenses</li> </ul> <p>All expense claimed must be incurred in the undertaking of Council business. Council business refers to only those events, meetings or activities attended as a formal agreed representative of Council. If a Councillor or committee member attends an event, meeting or activity in a private capacity or not as a formal representative of Council then they are not eligible for reimbursement of any expenses or travel incurred.</p> <p>The Chief Executive Officer has the right at his/her discretion to request further evidence to support any expense reimbursement claim that is submitted.</p>
10.	<p>Eligible Expenses:</p> <p>Any expense, other than those declared ineligible, that are reasonably incurred in undertaking of official Council business are eligible for reimbursement. These may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Travel expenditure to attend meetings/events, including             <ul style="list-style-type: none"> <li>○ Per kilometre car reimbursement for the use of private vehicle, with reference to the Australian Taxation Office deductible rates</li> <li>○ Taxi fare</li> <li>○ Train fare</li> <li>○ Air fare</li> </ul> <p>Travel expenses may only be approved where all alternative methods of Council provided travel (i.e pool cars, etc) are unavailable.</p> <p>Air travel must be pre-approved by the Mayor and Chief Executive Officer.</p> </li> <li>• Accommodation costs, up to the reasonable accommodation rates limits published by the Australian Taxation Office</li> <li>• Meal costs, up to the reasonable meal limits published by the Australian Taxation Office</li> <li>• Conference registration. All efforts should be made for Council to directly pay these costs on behalf of the Councillor/Committee member</li> <li>• Childcare costs as a direct result of requiring childcare due to attendance to Council business</li> <li>• Costs incurred as a result of providing care to a dependent where the Councillor or Committee member is a carer in a care relationship within the meaning of section 4 of the <i>Carers Recognition Act 2012</i> which arise from the attendance to Council business by the carer. This may include costs around transporting or caring for assistance animals and mobility aids where these are impacted by Council business.</li> </ul>



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

	<ul style="list-style-type: none"> <li>• Other incidental costs incurred in carrying on Council business. Examples of this may include: <ul style="list-style-type: none"> <li>○ Minor information technology costs such as printer ink or toner, or copier paper, but only to the extent that such items are used for approved Council business</li> <li>○ Any reasonable repairs required to Council equipment that cannot be reasonably pre or post-paid by Council.</li> </ul> </li> <li>• Events approved by the CEO that are deemed to be of local or regional significance and which would benefit from Councillors (and their partner, where approved), attending to demonstrate civic leadership.</li> </ul> <p>Official Council business includes council meetings, forums and officially recognised committees and events of council. In addition, attendance at Rural Council Victoria (RCV) and Municipal Association Victoria (MAV) annual meetings.</p>
11.	<p><b>Ineligible Expenses</b></p> <p>The following expenses shall be ineligible for reimbursement:</p> <ul style="list-style-type: none"> <li>• The purchase of alcohol (except where incidental to consuming a meal)</li> <li>• Tickets to entertainment (i.e cinema, theatre, concert, etc) or sporting events (except where they are deemed eligible or where they form part of an approved conference package).</li> <li>• Any expenditure incurred which can reasonably be judged to be of a personal nature</li> <li>• Any expenditure incurred which in the opinion of the Mayor and Chief Executive Officer has no reasonable nexus to the undertaking of Council business</li> <li>• Any expenditure incurred where the Councillor or Committee Member was not acting or attending as an official representative of Council.</li> <li>• Any expenditure incurred which arises from activities that are illegal under any law of the State of Victoria and/or Commonwealth of Australia.</li> <li>• <u>Any tipping or gratuity to service industry</u></li> </ul>
12.	<p><b>Reporting of Expenses</b></p> <p>All expense claims which are approved and reimbursed shall be detailed in a report to the next meeting of the Audit Risk Committee, as per s.40(2) of the <i>Local Government Act 2020</i>.</p> <p>A summary of all expenses reimbursed during a financial year shall be provided in Council's Annual Report for that financial year, listed by Councillor, in accordance with the requirements of the regulations.</p>



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

13.	<p>Other Allowances / Entitlements</p> <p>Section 42 of the <i>Local Government Act 2020</i> ensures that the Mayor and Councillors are provided with sufficient tools to enable them to effectively undertake their duties.</p> <p>-In doing so Council shall provide to the Mayor and Councillors the following equipment which is to be fully maintained by Council at Council's expense:</p> <ul style="list-style-type: none"> <li>• Mobile telephone, including data allowance</li> <li>• Tablet or laptop as deemed appropriate by Council's ICT program</li> <li>• Use of Council meeting rooms and office space as required for Council business</li> <li>• Use of Council's stationery, including printing, as required for Council business</li> <li>• Use of Council's pool vehicles as required for Council business</li> <li>• Fully maintained motor vehicle for use by the Mayor</li> <li>• Any specialised equipment which may be required by a Councillor to support with disability or carer duties (at the discretion of the Mayor and Chief Executive Officer)</li> </ul> <p><b>Travel Expense Claim and Remote Travel Allowance</b></p> <p>If a Council member resides more than 50 kilometres by the shortest possible practicable road distance from the location or locations specified for the conduct of ordinary, special or committee meetings of the Council, or any municipal or community functions which have been authorised by Council resolution for the Council member to attend, the Council member is entitled to be paid an allowance of <del>\$44</del> for each day on which one or more meetings or authorised functions were attended by the Council member, <del>up to</del>with a maximum of <del>\$5,500</del> per annum <del>as determined by the Victorian Independent Remuneration Tribunal.</del></p>
14.	<p>Addendums:</p> <p>The Reasonable Accommodation and Reasonable Meal Reimbursement Rates as determined by Australian Taxation Office shall define the maximum reimbursement rates under this Policy for meals and accommodation.</p> <p>Reference shall be made to the most recent of these determinations for use in the Policy.</p>

<b>Policy Adopted:</b>	Council Meeting 20/05/20	Minute Book Page [number]	RecFind E20/000100
<b>Policy Reviewed:</b>	Council Meeting 19/08/20	Minute Book Page [number]	RecFind E20/000286
	Council Meeting 16/12/20	Minute Book Page [number]	



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	Council Meeting 21/09/22	Minute Book Page [number]	



## 14.5 Human Rights Policy

*Directorate: Corporate and Community Services*

*Report Author: Human Resources Manager*

*Report Purpose: For Decision*

### **Purpose**

The purpose of this report is to present the Human Rights Policy for Council consideration and endorsement.

### **OFFICER RECOMMENDATION:**

**That Council adopt the Human Rights Policy.**

### **Declaration of Interest**

No officer declared an interest under the Local Government Act 2020 (LGA 2020) in the preparation of this report.

### **Background**

WWSC acknowledges its responsibility to uphold and promote human rights as part of good governance and ethical leadership. The development of a Human Rights Policy aligns with legislative requirements, recognised best practice, and Council's commitment to equity, respect, and inclusion.

The policy provides a framework to guide Council decision-making, organisational conduct, and interactions with the community, employees, contractors, and other stakeholders.

The Human Rights Policy outlines Councils' commitment to respecting, protecting, and promoting human rights in all aspects of its operations. The policy applies to Councillors, employees, volunteers, contractors, and any person acting on behalf of Council.

The policy affirms Council's commitment to:

- Respecting the inherent dignity and rights of all individuals
- Ensuring equality and non-discrimination
- Supporting inclusion, accessibility, and participation
- Acting consistently with relevant human rights legislation and principles

The policy supports transparent, fair, and accountable decision-making and provides guidance for considering human rights impacts in Council activities.

### **Risk Management Implications**



Risk identified:

There are no obvious risks for Council to mitigate or eliminate in regard to the proposal considered for funding support in this report.

### **Legislative Implications**

The report complies with the requirements of the:  
Occupational Health and Safety Act 2004

### **Environmental Implications**

Nil

### **Financial and Budgetary Implications**

Nil

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:

Employee code of conduct.  
Equal Opportunity and Anti-Discrimination Policy  
Workplace Health and Safety Policy  
Child Safety / Child Safe Standards Policy  
Access and Inclusion / Disability Access Policy or Plan  
Privacy and Information Management Policy

Not applicable

### **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

#### ***Goal 1 – Healthy, inviting and connected community***

1.2 Identify opportunities to improve health, wellbeing and community safety.

#### ***Goal 4 – Operational excellence***

4.7 Ensure employee safety and manage risks effectively.

### **Communication Implications**

No Communication Implications

### **Equal Impact Assessment**



No Equal Impact Assessment is required

### **Conclusion**

The adoption of the Council Human Rights Policy demonstrates Council's commitment to upholding human rights and embedding these principles into Council governance and operations.

### **Attachments**

1. WWSC Council Policy Human Rights Policy adopted 16 Aug 2017 3 [**14.5.1** - 3 pages]



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COUNCIL POLICY							
<b>HUMAN RIGHTS POLICY</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Policy No:</td> <td></td> </tr> <tr> <td>Adopted by Council:</td> <td></td> </tr> <tr> <td>Next review date:</td> <td></td> </tr> </table>	Policy No:		Adopted by Council:		Next review date:	
Policy No:							
Adopted by Council:							
Next review date:							
<u>Senior-Manager/Executive Director:</u>	<del>Chief Executive Officer</del> <u>Director Corporate &amp; Community Services</u>						
Responsible Officer:	<del>Chief Executive Officer</del> <u>Human Resources Manager</u>						
Functional Area:	<del>Governance</del> <u>Human Resources</u>						
Introduction & Background	<p>The Victorian Charter of Human Rights and Responsibilities Act 2006 came into effect on 1 January 2008.</p> <p>This means that all of Council's policies, procedures, processes and Local Laws need to be compatible with the Charter and consistent with the human rights protected under it.</p>						
Purpose & Objectives	The human rights contained in the Charter are considered the foundation for freedom, justice, peace and respect, and are an essential part of any democratic and inclusive society that respects the rule of law, human dignity and equality.						
<u>Response to the Overarching Governance Principles of the Local Government Act 2020</u>	<p><u>Under Section 48(2) of the Local Government Act 2020, a Council's Chief Executive Officer is required to adopt and maintain a recruitment policy that conforms with:</u></p> <ul style="list-style-type: none"> <li>• <u>the community engagement principles (section 56)</u></li> <li>• <u>the public transparency principles (section 58)</u></li> <li>• <u>the service performance principles (section 106)</u></li> </ul>						
Definitions	The Charter means The Victorian Charter of Human Rights and Responsibilities Act 2006						
<b>Policy Details</b>							
1.	<p>Requirements of the Charter</p> <p>The Charter requires that all public authorities, including Councils, comply with the twenty specific rights protected under the Charter.</p> <p>The Charter contains four basic principles: Freedom, Respect, Equality and Dignity.</p>						



## Council Policy Manual WEST WIMMERA SHIRE COUNCIL

2.	<p>The Charter – Principle 1 – Freedom</p> <ul style="list-style-type: none"> <li>• Freedom from forced work.</li> <li>• Freedom of movement.</li> <li>• Freedom of thought, conscience, religion and belief.</li> <li>• Freedom of expression.</li> <li>• Right to peaceful assembly and freedom of association.</li> <li>• Property rights.</li> <li>• Rights to liberty and security of person.</li> <li>• Fair hearing.</li> <li>• Rights in criminal proceeding.</li> <li>• Right not to be tried and punished more than once for a crime.</li> <li>• Protection from retrospective criminal laws.</li> </ul>
3.	<p>The Charter – Principle 2 – Respect</p> <ul style="list-style-type: none"> <li>• Right to life.</li> <li>• Protection of families and children.</li> <li>• Cultural rights, including recognition that human rights have a special importance for the Indigenous people of Victoria.</li> </ul>
4.	<p>The Charter – Principle 3 – Equality</p> <ul style="list-style-type: none"> <li>• Recognition and equality before the law.</li> <li>• Entitlement to participate in public life (including voting).</li> </ul>
5.	<p>The Charter – Principle 4 – Dignity</p> <ul style="list-style-type: none"> <li>• Prohibition of torture and cruel, inhumane or degrading treatment.</li> <li>• Protection of privacy and reputation.</li> <li>• Humane treatment when deprived of liberty.</li> <li>• Appropriate treatment of children in the criminal process.</li> </ul>
6.	<p>Compliance</p> <p>Council is required to ensure that it remains compliant with the Charter, for example, with regard to its everyday operations, policies, procedures, processes, Local Laws, access to services and interactions with the community and all staff have a part to play in ensuring this.</p> <p>If you have any queries or concerns regarding human rights or how this affects you, please contact the Chief Executive Officer of West Wimmera Shire Council.</p>



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<b>Policy Adopted:</b>	Ordinary Meeting 11/03/10	Minute Book Page 17759	
<b>Policy Reviewed:</b>	Ordinary Meeting 16/08/17	Minute Book Page 35853	RecFind 17/003186



## 15 Infrastructure Development and Works

### 15.1 Draft Kaniva Structure Plan and Draft Kaniva Structure Plan Background Report

*Directorate: Infrastructure Development and Works*

*Report Author: Manager Planning and Environment*

*Report Purpose: For Decision*

#### **Purpose**

To present the Draft Kaniva Structure Plan Background Report and Draft Kaniva Structure Plan for the consideration of Councilors.

To seek a resolution from Council to proceed to consultation with the Kaniva community on the Draft Kaniva Structure Plan Background Report and Draft Kaniva Structure Plan.

#### **OFFICER RECOMMENDATION:**

**That Council adopts the Draft Kaniva Structure Plan Background Report and Draft Kaniva Structure Plan, and it be released for consultation with the community.**

#### **Declaration of Interest**

No officer declared an interest under the Local Government Act 2020 (LGA 2020) in the preparation of this report.

#### **Background**

The review of the West Wimmera Planning Scheme that was completed in 2022 identified that targeted settlement plans for Harrow, Apsley, Goroke, Kavina and Edenhope that facilitate development, provide housing in response to community and Council preference, and coordinate infrastructure for these areas be prepared.

The Strategic Planning Work Plan, adopted by Council on 19 April 2023, identified Targeted Settlement Plans as Priority Three.

In April 2024, Council was successful in receiving funding from the Department of Transport and Planning to commence work of the targeted settlement plans identified in the Planning Scheme review. This work led to the completion of the Small Towns Plan, which was adopted by Council on 17 September 2025.



One of the recommendations contained in the Small Towns Plan is to prepare a Structure Plan for Kaniva. Structure Plans for Harrow, Goroke, and Edenhope are also recommended, and will be undertaken subsequently subject to funding availability.

The Kaniva Structure Plan Background Report provides evidence derived from existing and new studies and identifies issues and opportunities that will influence the development of the Structure Plan. The Background Report has highlighted a number of areas that the structure plan should address. Some of the key directions include, but are not limited to, promoting residential development within the town boundaries; review and monitor the need for additional industrial and commercial land; review the future use and zoning of the town's former airstrip; and facilitate increased tourism, short stay accommodation and more accommodation options to support key worker housing. More specific findings and directions are contained within the attached Kaniva Structure Plan Background Report.

The Kaniva Structure Plan aims to establish a revised town boundary and a preferred direction for future changes in land use, infrastructure, transport, development, the physical environment and town amenities and details how these changes will be facilitated.

Key recommendations in the Kaniva Structure Plan include new zones for the town, identification of locations suitable for residential development, and applying the Development Plan Overlay to ensure high quality development outcomes. The Kaniva Structure Plan also contains recommendations for advocacy and promotion to support the future development of Kaniva.

A Structure Plan will need to be adopted by Council before any rezonings can occur, as the Structure Plan will be the strategic justification for any rezoning. Without an adopted strategic justification, it is extremely unlikely that the Minister for Planning will authorise a Planning Scheme amendment to rezone land.

### **Risk Management Implications**

Risk identified:

There are no obvious risks for Council to mitigate or eliminate in regard to the proposal considered for funding support in this report.

### **Legislative Implications**

The report complies with the requirements of the:  
Planning and Environment Act 1987

### **Environmental Implications**

Environmental Risk rating has been assessed as: Low



## **Financial and Budgetary Implications**

The financial risk rating has been assessed as: Low

## **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:

Not applicable

## **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

### ***Goal 1 – Liveable & Healthy Community***

- 1.1 Create a healthy, active, and vibrant community.
- 1.3 Provide well planned and sustainable community infrastructure.
- 1.6 Support a prepared and resilient community.
- 1.7 Improve the liveability of the shire to assist in growing our population into the future.

### ***Goal 2 – Diverse and Prosperous Economy***

- 2.1 Encourage and support the establishment and expansion of innovative, creative and sustainable businesses.
- 2.3 Facilitate the development of the local economy and jobs.
- 2.4 Create vibrant and attractive town centres.

### ***Goal 4 – Good Governance***

- 4.2 Engage with the community in a timely and respectful way.

### ***Goal 5 – Our Commitment Values***

Innovation - We will proactively respond to change, are optimistic about our future and pursue continuous improvement in everything that we do.

Collaboration - We will actively and openly consult with you and work constructively with community organisations, agencies, the business community and other levels of government to our community's benefit.

## **Communication Implications**

No Communication Implications

## **Equal Impact Assessment**

No Equal Impact Assessment is required



## Conclusion

Consultation with the Kaniva community will include a minimum of 21 days feedback period during which written submissions can be made. A community drop-in session will also be held. The Draft Kaniva Structure Plan Background Document and Draft Kaniva Structure Plan will be available for view on the Council web page. Public notices will be prepared and placed in locally circulating newspapers.

Submissions received will be presented to Council at the conclusion of the consultation period.

## Attachments

1. Kaniva SP V6 05022026 (track changes) [**15.1.1** - 38 pages]
2. Kaniva SP V 6 05022026 consultation pdf [**15.1.2** - 37 pages]
3. Kaniva Background Report V5 23012026 (track changes) [**15.1.3** - 67 pages]
4. Kaniva Background Report V 5 23012026 (clean copy) [**15.1.4** - 67 pages]



# KANIVA STRUCTURE PLAN

[DRAFT FOR COMMUNITY CONSULTATION]

FEBRUARY 2026



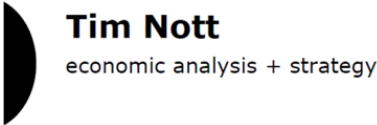
This report is the Background Report for the Kaniva Structure Plan (v6) for the Department of Transport and Planning and West Wimmera Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Tim Nott Economics and Wayfarer Consulting, using background reports and information provided by Council and from other government sources. The report issue date is 5 February 2026.

Every reasonable effort has been made to validate information provided by the client, Department staff, Council staff, stakeholders and other participants in the preparation of this report throughout the project during 2024/2025.

The report has been prepared in conjunction with the West Wimmera Shire Council and Department of Planning and Transport and is based upon up-to-date information provided at the time of report preparation and finalisation.

No part of the report can be replicated or reproduced in part or whole (other than by the West Wimmera Shire Council, Department of Transport and Planning or the consultant team) without the permission of Plan2Place Consulting – see [www.plan2place.com.au](http://www.plan2place.com.au).

Version	Date	Notes
V1	13 February 2025	Draft 1 Prepared for Officer Review
V2	21 August 2025	Draft 2 Prepared for Officer Review
V3	24 October 2025	Draft 3 Prepared for Officer Review
V4	13 November 2025	Draft 4 Prepared for Council Review
V5	23 January 2026	Draft 5 Prepared for Councillor Review
V6	5 February 2026	Draft 6 for Community Consultation



Signage, Commercial Street W, Kaniva

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## ABBREVIATIONS AND LEGISLATION

### Abbreviations

BAL	Bushfire Attack Level
BAO	Buffer Area Overlay
BMO	Bushfire Management Overlay
BGLC	Barengi Gadjin Land Council
C	Council Amendment
C1Z	Commercial 1 Zone
Council	West Wimmera Shire Council
DEECA	Department of Energy Environment and Climate Change
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
DDO	Design and Development Overlay
DWWMP	Domestic Wastewater Management Plan 2008
EPAV	Environment Protection Authority Victoria
ESO	Environmental Significance Overlay
ESD	Environmentally Sustainable Development
FZ	Farming Zone
FO	Flooding Overlay
GRZ	General Residential Zone
HO	Heritage Overlay
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
LSIO	Land Subject to Inundation Overlay
LDRZ	Low Density Residential Zone
MPS	Municipal Planning Strategy
NRZ	Neighbourhood Residential Zone
PAO	Public Acquisition Overlay
PCRZ	Public Conservation and Resource Zone
PPF	Planning Policy Framework
PUZ	Public Use Zone
RRV	Regional Roads Victoria
SCO	Specific Controls Overlay
TZ	Township Zone
TRZ	Transport Zone
VC	Victorian and Council Amendment
VIF2019/2021	Victoria in Future 2019/2021
VPP	Victoria Planning Provisions
WWPS	West Wimmera Planning Scheme

### Numeric Abbreviations

ha	hectares
%	percent
m <sup>2</sup>	metres squared
kms	kilometres
sqm	square metres

### Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)

# 1. INTRODUCTION

Kaniva is the largest town in the north of the West Wimmera Shire. Located on the Western Highway and the Melbourne-Adelaide Railway, it is surrounded by agricultural land and the Little Desert National Park to the south. Kaniva is approximately 422 km north west of Melbourne, 312 km south east of Adelaide and is 25 km from the South Australian border.

Pastoralists arrived in the area in the 1860s and the Kaniva post office opened in April 1882. Kaniva was gazetted as a town in 1885 and benefited further from the arrival of the railway in 1886. Kaniva lies on the traditional lands of the Wotjobaluk Peoples. Today the town is home to 683 people.

The town is bisected by the Western Highway which runs through the centre of town. The topography is relatively flat, reflecting the large amount of agricultural land surrounding the township. The Kaniva town centre extends along the Western Highway but is principally concentrated in the area east of the intersection with Baker Street to west of the intersection with Madden Street.

Kaniva’s location on the Western Highway provides significant strategic advantages relating to economic growth, land use and development. It has a wide range of community infrastructure to support its population, including sport and recreation facilities. The economy is anchored by agriculture, local demand and passing highway traffic. Kaniva is also on the Silo Art Trail.

Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the highway, putting it in a prime position to capture tourism, freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset and its location has significantly contributed to the formation of the town’s character.

The town provides services to the surrounding farm districts and to travellers on the Western Highway. It contains facilities such as the Kaniva College (a P-12 School), Kaniva Kindergarten and Childcare Centre as well as an extensive Recreation Reserve that caters for a range of sports. Kaniva also has a swimming pool, a playground and a skate park.

There are two hotels in the town centre, catering to residents and visitors. The eastern end of the centre around Baker Street has several civic functions including the Kaniva Shire Hall, Council offices, library and police station. There are a limited number of professional services.

The centre has a service station/café which is a community run enterprise, as well as a ~~selection of locally owned shops. former small department/ clothing store.~~ The Windmill Café and tourist information provider has recently reopened after a major renovation. There are also several former commercial buildings that appear to have been repurposed for housing. ~~The post office provides the only banking service for the town. There is no bank, although there is a post office which has some banking facilities.~~ Extensive visitor parking can be found on the service roads as well as in Madden Street North where there are public toilets.

Residential areas comprise mostly single storey ~~cottages dwellings~~ on a range of lot sizes.

Kaniva has been identified as a location for future growth. Improvements to water infrastructure support this growth with potable drinking water now available to the town. The capacity of the town’s wastewater treatment plant will need to be increased to support future growth. The key elements of Kaniva and its regional context are shown in **Figure 1**.



Commercial Street E, Kaniva

## 2. THE STRUCTURE PLAN

### 2.1 Role and Function of the Plan

The Kaniva Structure Plan aims to establish a revised settlement boundary and a preferred direction for future changes in land use, infrastructure, transport, development, the physical environment and town amenities and details how these changes will be facilitated.

This is a long term plan which follows on from the Small Towns Plan that was developed in consultation with the community, stakeholders and government agencies. The Kaniva Structure Plan provides a land use and development framework for the future of the town.

### 2.2 Strategic Context

The West Wimmera Municipal Planning Strategy (MPS) at Clause 02.03-1 outlines that Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, placing it in a prime position to capture freight and logistics-oriented activity.

The West Wimmera Planning Scheme (WWPS), through Clause 11.01-1R seeks to support the role of Horsham as the key population and employment centre for the region. Kaniva is identified as providing local and some sub-regional services. Easy access to housing, education, employment and community facilities is to be provided particularly in Horsham and district towns along with an ongoing supply of infill and greenfield residential land.

Clause 11.01-1L-02 of the WWPS provides the existing settlement framework for the town. Strategies to the clause seek to encourage development of the Kaniva Industrial Estate that is mindful of residential growth in the town and to retain community and commercial facilities in the town. The structure plan addresses these requirements.

The structure plan has also been prepared consistent with State and Regional planning policy and guidelines including the Urban Design Guidelines for Victoria. Relevant Council Strategies considered are listed and described in **Table 1**.

**Table 1: Relevant Council Strategies**

Relevant Council Strategy	Strategic Purpose
<b>West Wimmera Council Plan, 2021 - 2025</b>	Sets out a roadmap for the Shire outlining where the municipality is heading and what is needed to get there.
<b>Wimmera Southern Mallee Regional Economic Development Strategy, 2022 (REDS)</b>	Designed to communicate innovative capacity in the region, now and in the future, support collaboration with government to better understand regional strengths, challenges and opportunities and attract investment to the region based on clearly identified strategic priorities.
<b>West Wimmera Economic Development Strategy 2024-2029 (WWEDS)</b>	Sets out the community's vision for the municipal economy along with strategies and actions to achieve that vision.
<b>West Wimmera Small Towns Plan, September 2025</b>	Designed to update the local settlement policies and guide detailed planning for each of the five towns of Kaniva, Edenhope, Goroke, Harrow and Apsley and confirm the Municipal Settlement Strategy.
<b>West Wimmera Recreational Trails Strategy, 2018</b>	Provides a 10 year plan to guide decisions about the management of, and investment in, trails and to provide a vision of what the trail network across West Wimmera will look like in the future.

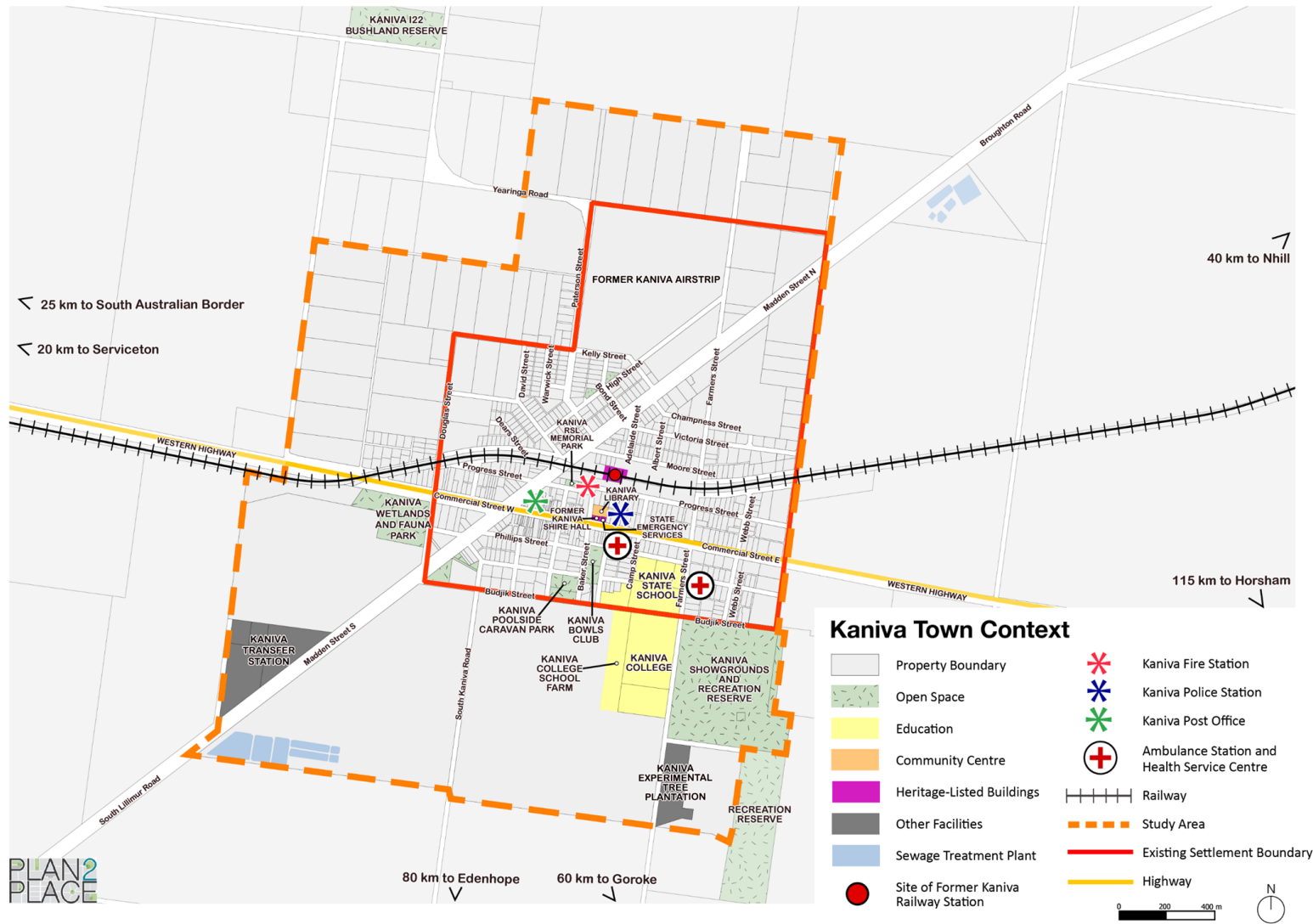


Figure 1: Kaniva Context Map

The existing planning controls over the town include the:

- Township Zone (TZ) applying over most of Kaniva.
- Industrial 1 Zone (IN1Z) applying to industrial land in the east of the town.
- Industrial 3 Zone (IN3Z) applying to industrial land that is south of the IN1Z land.
- Transport Zone 1 (TRZ1) applying to the railway reserve land and the Transport Zone 2 (TRZ2) applying to Commercial Street.

The existing planning controls surrounding the town include the:

- Farming Zone (FZ) applying to agricultural land to the north, east, south and west of the town.
- Environmental Significance Overlay – Schedule 2 Red-tailed Black Cockatoo Habitat Areas (ESO2) which applies to land at the southern end of Kaniva to ensure that development is compatible with identified environmental values.

The existing overlay controls over the town includes the:

- Heritage Overlay (HO) applied to several sites within Kaniva being the:
  - Former Kaniva Station building which has since burnt down.
  - Former Courthouse which is now the State Emergency Services building on Commercial Street and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street.
- Design and Development Overlay – Schedule 2 Kaniva Industrial Estate (DDO2) which applies to land in the Kaniva Industrial Estate to identify areas which have specific requirements relating to the design and built form of new development.

Current planning scheme controls are shown in **Figure 2**.

An assessment of the township boundary has been undertaken in the Kaniva Structure Plan Background Report November 2024 (Background Report). These boundaries provide the foundation for the town boundaries in this structure plan. The current township boundary is defined in Clause 11.01-1L 02 Kaniva of the WWPS.

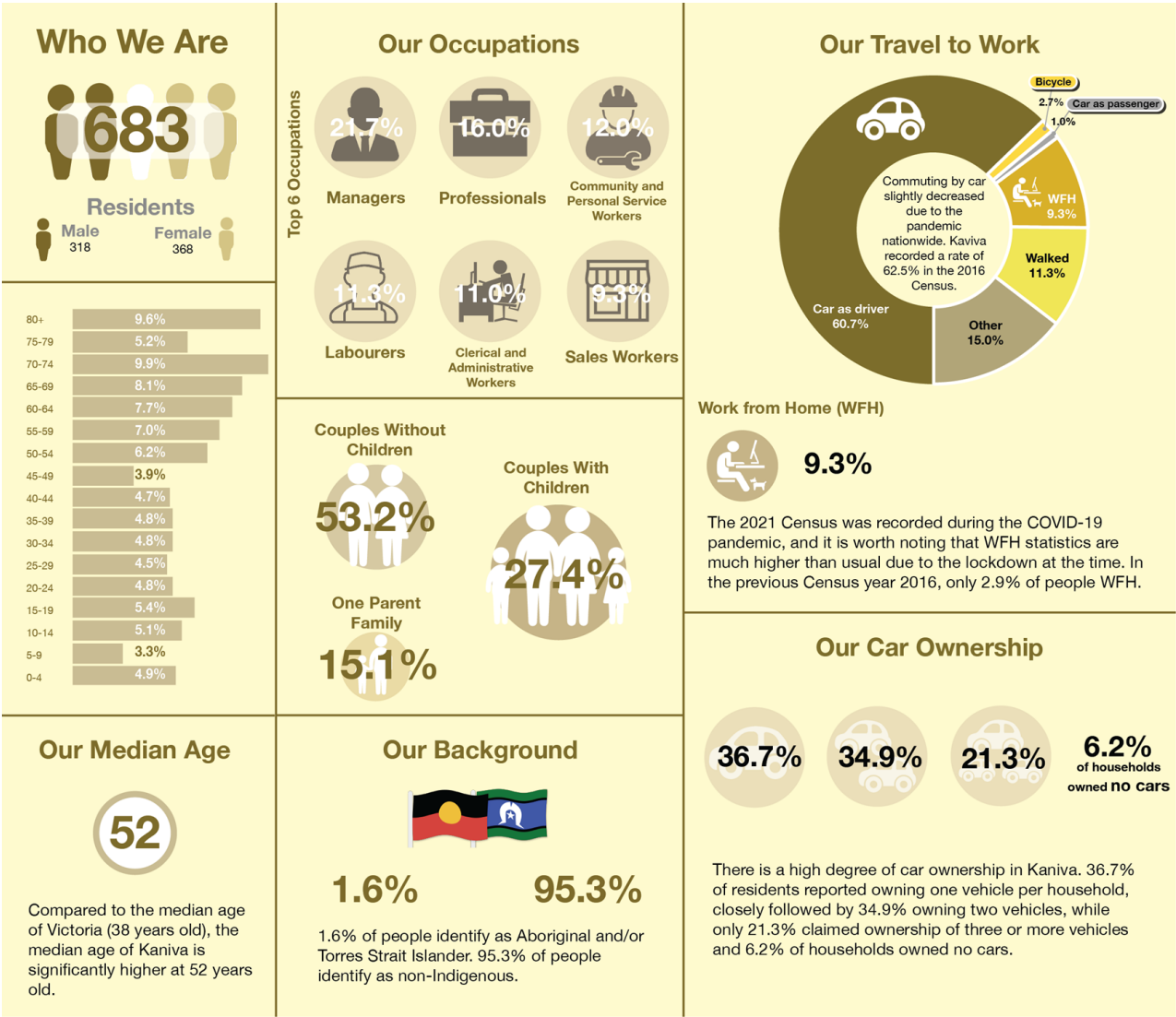


*Kaniva Wetlands and Fauna Park*



Figure 2: Current Planning Scheme Controls in Kaniva

2.3 Population and Community Profile



Source – Census Data 2021

## 2.4 Issues and Opportunities

The issues and opportunities facing Kaniva were explored in the Background Report. A summary of the issues and opportunities impacting the town is shown in **Figure 3**. They are also discussed further in Chapter 5.

Some of the issues highlighted include:

- The need to revise the existing zones applied to land in the town.
- Key worker housing and a diversity of housing stock remain a key issue that needs to be resolved to allow the town's population to grow.
- The need to address the ageing population and projections for a further reduced population.
- Poor public transport links to surrounding towns.
- Need for sensitive management in areas of Aboriginal cultural heritage sensitivity.

There are many opportunities for Kaniva including:

- Growing the ecotourism market.
- Working more closely with the Barengi Gadjin Land Council (BGLC).
- Incorporating existing residential areas into the settlement boundary.
- Changing planning zones to reduce unnecessary planning permit triggers.
- Reviewing the location of the township boundary to create greater opportunities for housing diversity and stimulate the local housing market.
- Maximising reticulated sewage for the town to support growth.
- Expanding and upgrade the overnight accommodation offerings to attract more tourists and visitors.
- Creating spaces for young people to meet and socialise.
- Taking action to reverse the declining population and the effects of an ageing population on the town.



*Silo Art – Kaniva*

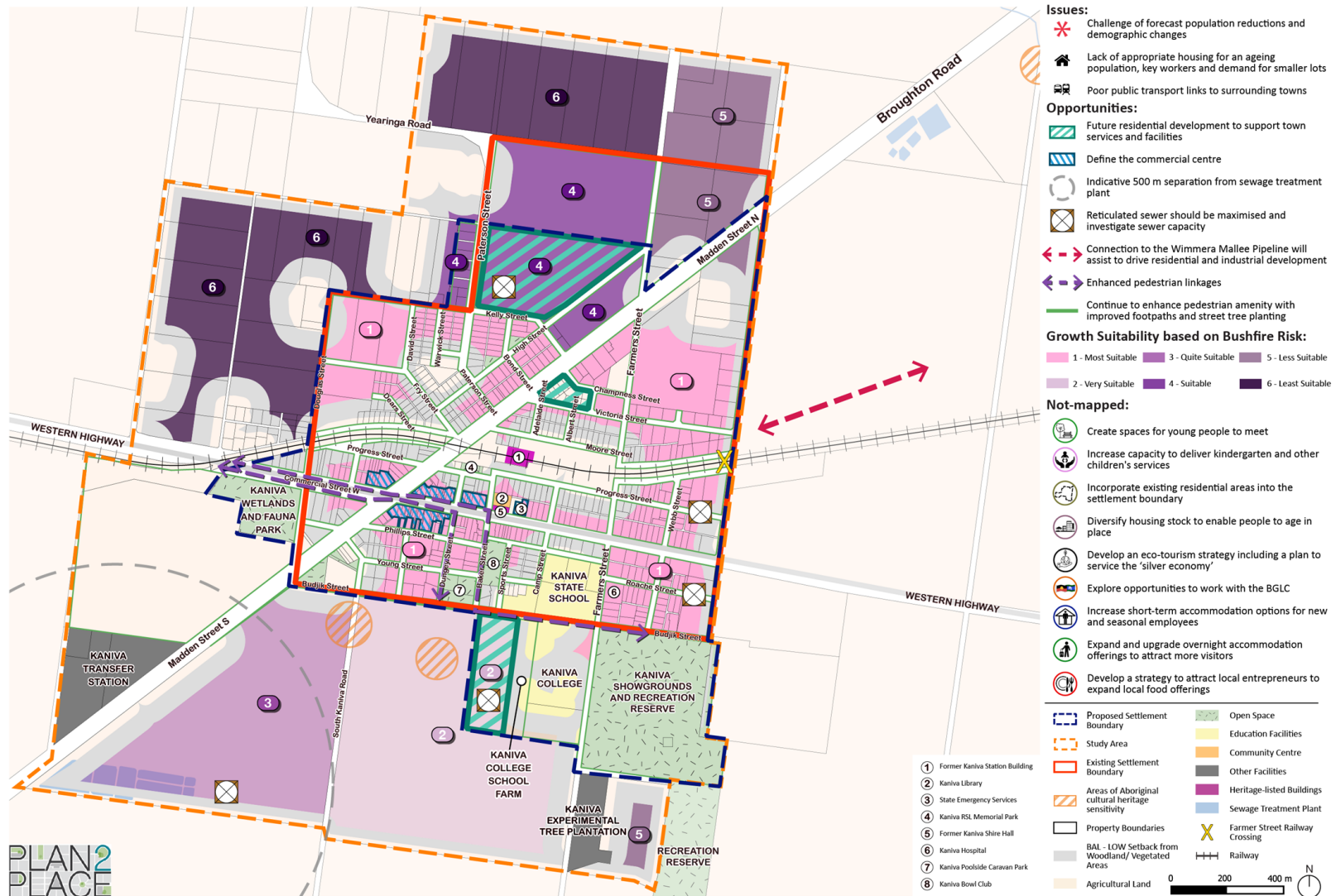


Figure 3: Issues and Opportunities for Kaniva

### 3. THE VISION

The structure plan includes the following vision:

*Kaniva is a thriving, welcoming, and resilient rural community that offers diverse and affordable housing, supports a vibrant mix of land uses, and celebrates its unique character and natural setting. Through thoughtful planning and investment, Kaniva will enhance its community infrastructure, improve safe and accessible connections, and protect its environment while preparing for environmental challenges. We envision a town where residents and visitors alike enjoy a high quality of life, supported by strong community spirit, attractive amenities, transport options and opportunities for future growth. We welcome visitors to our town providing services and facilities to make their visit enjoyable and memorable.*



Street Art - Kaniva

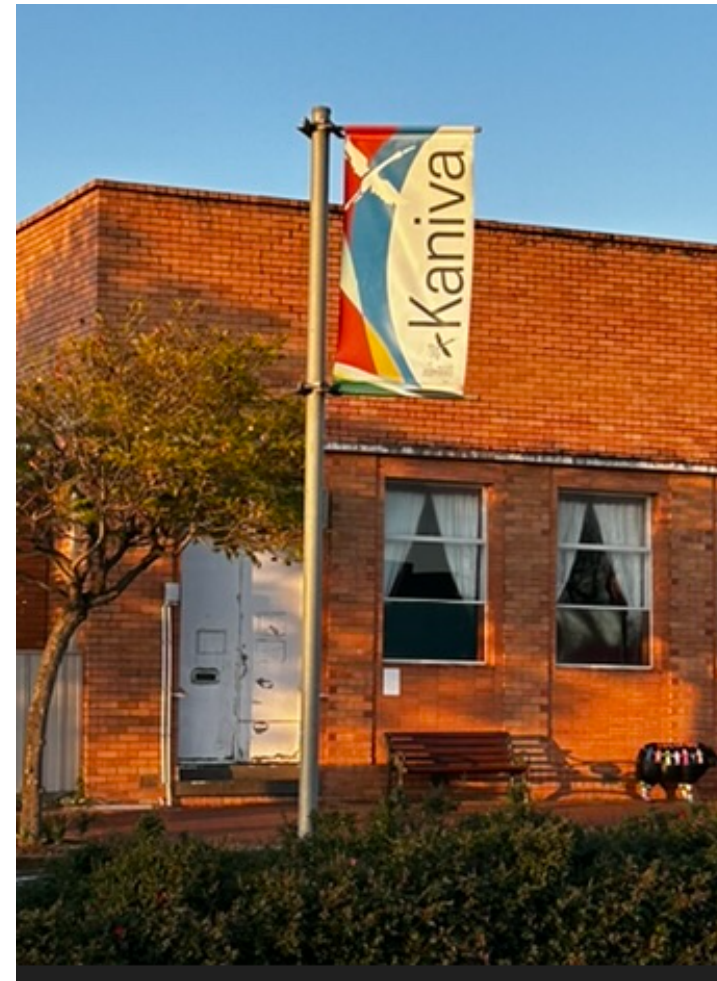
#### 4. OBJECTIVES AND STRATEGIES

The Structure Plan specifies a detailed vision to guide the future of Kaniva over the next 15-20 years and establishes the objectives and strategies with supporting actions that will realise that vision. Objectives, strategies and actions are detailed under each theme.

As the structure plan is a Council document, many of the actions will be Council led (or sponsored) but rely on community involvement and partnerships with other organisations. Each action includes an estimate of priority and suggested partners to help deliver the action, particularly given that Council does not control many aspects around implementation of the structure plan.

The objectives are:

- To increase housing choices and provide additional housing stock that is affordable and meets the needs of the community.
- To provide a mix of land uses and activities to support the role and function of Kaniva.
- To improve and enhance the landscape and environmental attributes of the town's setting.
- To maintain and enhance the character of Kaniva to attract new residents and tourists to the town.
- To improve movement connections in and around the town so that they are equitable, safe and accessible.
- To ensure that community facilities and infrastructure support a healthy, resilient and cohesive community.
- To provide the physical infrastructure and services necessary to meet the current and future growth needs of Kaniva.



51 Commercial Street E, Kaniva

## 5. POPULATION AND HOUSING

Housing is critical to Kaniva's continued success providing accommodation for people to live in the town and the workforce for the region's businesses, industries and agricultural needs. According to demographic data the population is forecast to reduce overall. This is largely trend based and can be reversed through an interventionist, proactive and coordinated settlement planning approach. Based on existing projections, the town will need to accommodate some growth in the number of dwellings of up to 3 additional dwellings per year. This would need to be increased if forecast population reductions were reversed. Changes in regional industries and infrastructure provision represent opportunities that can be leveraged to help generate this change.

There is an existing and potential supply of housing lots within and adjacent to the current settlement boundary. This includes:

- Existing subdivided house lots that are empty, of which there are currently 20-25. These are generally in the 800-1,500 sqm range and could accommodate single houses or multi-unit developments.
- Undeveloped Crown land bounded by Victoria Street, Madden Street and Champness Street.
- Unsubdivided land in the TZ on the fringes of the town including the former airstrip site which is owned by Council.
- Land that is adjacent to the existing township boundary on the west side of Paterson Street to provide lower density lifestyle blocks, reflecting their existing lot sizes and development.
- Land on the southern edge of the town adjacent to Kaniva College to provide more well-located housing for families.
- Removal of the FZ land from the township boundary as this site is deemed less suitable for housing from a bushfire risk perspective as it has an expansive northern frontage.
- Lower density residential land could be provided within distinct areas inside the settlement boundary on the northern section of the town to provide for existing farming owners to downsize from their farms but remain in the region on smaller lots.

There will be a combination of private and public land that could be developed but this would be through incremental infill development. The timing of when the

privately owned land will be available for development is uncertain. Therefore, a variety of housing and development opportunities should be provided throughout the town to maximise housing options.

The demand for new dwellings is likely to be for older age groups and families. Many of these people will prefer to be in smaller homes close to the services of the hospital, the school and the town centre. There are some vacant lots among the existing development where there is potential to encourage redevelopment at higher densities.

The town is connected to sewer and was recently connected to secure potable water. The attraction of secure potable water for commercial and domestic uses through this new infrastructure may facilitate investment in housing and other business and industry activities in the town. This is a significant factor that impacts the town's future planning.

The population in the wider Kaniva district has been falling and demographic forecasts show this trend will continue unless interventions to arrest this decline are enacted. A decline of 121 people to 2036 is forecast. However, the number of dwellings is forecast to grow by around 41 to 2036. This apparent contradiction is a result of a decline in the number of people per household and an increase in the vacancy rate.

This forecast for reduced population in the wider West Wimmera district will not necessarily be replicated in Kaniva. It is possible for the town to grow even while farm amalgamations and mechanisation reduce the number of people living in the rural areas. There are many complicated housing industry and market factors that influence the Kaniva housing and development market resulting in it not being conventional. This points to several growth fronts being needed, more than what might be usually required so that housing can actually be delivered in the town. A range of outcomes are possible and these have been explored in Chapter 3 of the Background Report.

Future housing is likely to be infill development on vacant land or the redevelopment of sites containing existing dwellings. The delivery of some unencumbered greenfield land near the school would provide another option that is well located, free from environmental hazards and enables a different product to be delivered.

A Development Plan Overlay (DPO) should ideally be used to coordinate infrastructure provision, open space building design and siting requirements, range of lot sizes and staging for new housing.

Rural living zoned land could also be considered outside of the town to provide another type of residential land supply to meet housing needs and to reflect areas of existing development. However, planning for this type of residential development is outside the scope of the structure plan and should be considered separately by Council as part of a Rural Land Use Strategy, potentially with a municipal approach.

More Information: See Chapter 3 of the Background Report.

*Objective:*

- To increase housing choices and provide additional housing stock that is affordable and meets the needs of the community.

*Strategies:*

- Facilitate additional housing in Kaniva on underutilised land.
- Facilitate more key worker housing to attract additional workers to the town.
- Promote a greater range of housing options to accommodate residents over all life stages such as ageing in place, farmers wishing to relocate to town and new housing builds for contemporary family needs.
- Provide more affordable housing options by facilitating a range of smaller lots in key locations where this housing form can be accommodated within the established character of the town.
- Manage housing growth and land supply within the established settlement boundary.
- Provide a range of development fronts to future proof the town.

Actions	Priority	Partners
A1 Rezone residential land in the town from TZ to NRZ to provide greater development certainty within the settlement boundary.	High	DTP
A2 Rezone land at the corner of Commercial Street and Douglas Street from FZ to NRZ to reflect existing	High	DTP

	residential use on small lots on the western edge of Kaniva and bring this land into the settlement boundary.		
A3	Support proponent led rezoning of land north of Kelly Street (west of Paterson St) from FZ to LDRZ to reflect existing residential use, provide additional housing options on lifestyle blocks in the town and bring this land into the settlement boundary.	High	Landowners,
A4	Support proponent led rezoning of land directly west of the Kaniva College School site to the NRZ to provide housing options close to the school for families.	High	Landowners
A5	Bring Council owned land to market to support housing growth requirements for additional affordable and key worker housing.	High	Infrastructure Providers
A6	Encourage housing diversity such as one and two bedroom dwellings on smaller lots to allow people to age in place through updates to local policy.	High	DTP
A7	Encourage key worker housing to address the housing shortage in Kaniva through updates to local policy.	High	DTP
A8	Explore options to work with Council and a housing provider to provide low cost and affordable housing in Kaniva.	High	Housing providers
A9	<del>Partner with relevant organisations to help prepare</del> Develop a workforce training program to support the local construction industry and community. <del>Advocate to relevant organisations for a workforce training program that provides employment training opportunities in fields of workforce need.</del>	Medium	Local employers, BGLC
A10	Consider undertaking a Rural Land Use Strategy to understand the need for	High	DTP

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housing outside the settlement boundary.

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*Housing, Rogerson Street, Kaniva*



*Housing, Madden Street N, Kaniva*

## 6. LOCAL ECONOMY AND LAND USE

Kaniva is located closer to Adelaide, but is roughly midway between Adelaide (3 hours and 20 minutes) and Melbourne (4 hours and 40 minutes). The town is a convenient place to stop or rest on the journey between the two cities. There is a well established local visitor services industry that comprises cafés, hotels and a service station in the town centre as well as two motels and a caravan park located in town. Kaniva provides places to rest, including the Madden Street car-park and the Wetlands and Fauna Park on the western edge of the town. The town is also on the Silo Art Trail, providing the western-most painted silo in Victoria.

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street. Kaniva services around 2,820 people in the broader region. Kaniva at present has a slowly falling residential catchment but there is growth in the demand for visitor services as traffic on the Western Highway continues to increase where these visitor services can be further enhanced.

Kaniva plays an important role in supporting surrounding agricultural uses and other services such as health and council services. Visitors stop in Kaniva as part of the Silo Art Trail and there are also opportunities for eco-tourism in Kaniva including the Kaniva Wetlands and Fauna Park. There are opportunities to expand the tourism offering to service the 'silver economy' with specialised recreation and travel catering to this expanding market.

Accommodation is important to support and grow the local tourism market. There is a lack of local accommodation available to support the tourist market, itinerant workers and house seasonal workers in Kaniva. This needs to be increased and addressed to allow the local tourism and eco-tourism market to grow and to attract more seasonal workers. More local food offerings would also attract additional visitors to the town.

Retail spending in Kaniva is high considering the relatively small retail offering of the centre and the distance to alternative shopping centres. Over time, the base case population change scenario would likely see a slight decline in demand for activity space in the town centre over the period to 2041. A stable population in the Kaniva trade area (including some growth in the Kaniva township) would

generate a small increase in demand for new retailing and potentially some office and other activities. There is likely to be some shift from functions that serve the local community to catering for more to tourists and visitors over time.

The Kaniva Industrial Precinct is located at the north east edge of the town. The precinct includes an area of around 22.9 hectares, of which about 5 hectares is occupied and 17.9 hectares is vacant. The zoning of most of the land for industry in the precinct is reflected with industrial zones but a depot along Farmers Street is included in the TZ. This allows housing to be interspersed with industrial activities which may impact people living close by. Agricultural supplies, storage and works depots are currently the principal activities in the precinct. Industrial activities that operate elsewhere in the TZ land should be facilitated into the industrial precinct over time, noting that they have existing use rights to operate. Improved vehicle access to the highway would be an advantage for the Industrial Estate. The availability of potable water to the industrial estate also presents a new opportunity to expand the range of suitable activities.

A triangular lot between Broughton Road and Farmer Street is currently within the settlement boundary sitting in two zones with a dwelling, rural industry and farming. The land should not be in two zones and the road provides a much more logical boundary for the settlement. This land should be rezoned to FZ to continue to allow the current use.

It is forecast that no further industrial zoned land will be required to accommodate expected development over the period to 2041 in Kaniva. In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct in coming decades.

The town centre represented by existing commercial activities should be rezoned to Commercial 1 Zone - currently zoned TZ. This will provide a clearer land use and development framework and reduce permit requirements. With only one vacant parcel of land in the main centre it is prudent to allow some room for minimal growth. The commercial zone should extend:

- East from the roundabout on Commercial Street East to include vacant land to the east of the police station and the land at 85 Commercial Street East (on the north side) and to Baker Street (on the south side) and associated commercial land fronting Philips Street .
- West from the roundabout on Commercial Street to include land for the Commercial Hotel and 33 and 35 Commercial Street West.

*Objective:*

- To provide a mix of land uses and activities to support the role and function of Kaniva.

*Strategies:*

- Promote Kaniva as the gateway to Victoria's 'Bordertown' with South Australia.
- Attract more tourists and visitors to Kaniva.
- Direct commercial and tourism activities to the commercial centre of Kaniva.
- Support the growth of industrial activity in the Kaniva Industrial Park.

Actions	Priority	Partners
A11 Rezone land along Commercial Street E/W (north side: from 33 to 85 and south side from 18 to 86 with associated land fronting Philips Street) to the C1Z.	Medium	DTP,
A12 Rezone the two parcels of land at the corner of Madden Street and Farmers Street from TZ to IN3Z to allow for the current industrial uses on the sites.	High	DTP
A13 Rezone the triangular lot between Broughton Road and Farmer Street to FZ to allow for the current use and remove from the settlement boundary.	High	DTP, DEECA
A14 Explore <del>the</del> locations for more <del>toilet facilities with baby change rooms</del> , wi-fi zones, playgrounds with shade, picnic spots and parking for cars, caravans and coaches.	Medium	DTP

A15	Improve <u>the existing</u> wayfinding signage to <u>better identify</u> the Kaniva Wetlands and Fauna Park.	Medium	
A16	Explore the increased promotion of the local ecotourism market including bird watching and other local activities.	High	Local Business
A17	Promote the creation of more short-term accommodation options for new and seasonal employees in the town.	High	local business owners.
A18	Investigate further upgrading and expanding the caravan park accommodation to provide more accommodation options for the town.	High	Caravan Park Manager
A19	Develop a strategy to encourage business operators to upgrade and expand existing local accommodation motels, hotels and caravan parks	Medium	landowners
A20	Develop a strategy to attract local entrepreneurs to Kaniva to expand the local food offerings.	Medium	Traders
A21	<del>Engage Work with Advocate for</del> the BGLC <del>and other employment providers to provide options for facilitate apprenticeships and employment training opportunities for locals in fields of local workforce need. for local people to upskill in building and construction.</del>	High	BGLC



*Commercial Street W, Kaniva*

## 7. LANDSCAPE AND ENVIRONMENT

Kaniva is located in the Wimmera Bioregion and is typified by flat to gently undulating plains in the east with black and grey cracking clay soils. The vegetation is plains woodland, plains grassy woodland, plains grassland, red gum wetland and grassy woodlands.

Kaniva has limited overland flow issues that are, mainly related to stormwater. Increasing tree canopy cover in the town and along roadsides has an important role in supporting a pleasant urban environment and providing increased cooling and greening for the town.

Planning scheme amendments are required to address any future impacts of a changing climate. Kaniva is at risk of climate variability impacts especially to infrastructure such as roads and rail. Changes in weather conditions in the wider region are driving changes to farming practices. Future vulnerabilities, including larger landholdings managed by consortiums and serviced by contractors, is likely to lead to reduced population across the Shire including in Kaniva. This demographic, combined with an ageing population, has seen previously robust rural communities being replaced by smaller, older more vulnerable communities isolated from services. The shift in population could potentially lead to delayed fire management suppression activities in the area through declining volunteerism.

Bushfire risk assessment has identified that the most suitable locations for future development are areas within, or immediately adjacent to, the main township area. They have the following beneficial bushfire risk attributes (or advantages) as shown in **Figure 3**.

- Largely already zoned as TZ.
- Away from higher risk interfaces typically associated with bushfire approach on days of elevated fire danger (i.e. directly to the north, west and south-west). These areas have highly modified vegetation and are most at risk of fast moving grass fires.
- Surrounded by existing or potential perimeter roads.
- Either non-Bushfire Prone Area (BPA) locations or land immediately adjacent, which could become eligible for excision from the BPA as it is developed.

- Wholly or largely low threat land without classifiable Grassland or Woodland.
- Immediate access to places of relative safety from bushfire, within the area or immediately abutting areas.

It is noted that growth opportunities in the 'most suitable' ranked areas may be limited to infill development, or to three other locations to the north-west, west and south of the existing township/residential area.

Perimeter roads are a useful bushfire protection measure to provide a firm edge to the urban area and to facilitate property protection and fire fighting. New developments should consider utilising existing and future roads along their boundary to act as a perimeter road. Kelly Street, Douglas Street and Budjik Street all demonstrate how perimeter roads can be used around an existing urban area to provide setbacks from classified vegetation.

The Design Guidelines: Settlement Planning at the Bushfire Interface (DELWP, 2020) establishes good practice for settlement design in bushfire prone areas. The Guidelines advocates for an average lot size of 1,000 sqm as optimal for the urban- bushland interface. Small lot sizes can offer bushfire safety advantages if the lot size is small enough that it creates a dense urban area that contains only low threat vegetation and non-vegetated areas with the limited potential for bushfire to spread through it. Lot sizes between 800sqm and 1,200sqm provide a balance between the risk of larger lots retaining more vegetation in an urban area and small lots providing an increased risk of building to building ignitions or increased house losses from ember attack.

*Objective:*

- To improve and enhance the landscape and environmental attributes of the town’s setting.

*Strategies:*

- Direct growth of the town to where bushfire risk is lowest and biodiversity and storm water constraints are minimal.
- Protect and enhance trees, vegetation and wetlands for their aesthetic, biodiversity and other benefits.
- Ensure that infill development supports the retention of existing vegetation.
- Implement good practices for settlement design in bushfire prone areas.

Actions	Priority	Partners
A22 Develop a mitigation strategy to protect the wetlands from any potential pollution from industry runoff.	High	Landowners
A23 Protect areas of environmental significance in new development areas.	High	DEECA
A24 Direct new housing away from areas of high bushfire risk and incorporate a setback of 100 metres from development to areas of woodland vegetation or remove/mitigate the source of bushfire risk and incorporate perimeter roads around all new development.	High	DTP, landowners
A25 Develop mitigation strategies to protect infrastructure from potential climate change impacts.	Medium	-



*Commercial Street E, Kaniva*



*Intersection of Farmers Street and Madden Street N, Kaniva*

## 8. URBAN DESIGN, BUILT FORM AND HERITAGE

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street. Commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. The highway and associated traffic movement create a barrier between the two sides of the main street.

Kaniva's commercial area is characterised by predominantly single storey brick buildings, with single frontages to Commercial Street. Two storey buildings demarcate the extent of the commercial area, with the Commercial Hotel and former Bank of New South Wales building to the west and Kaniva Shire Hall and Municipal Offices to the east.

Kaniva's residential areas are characterised by low scale single storey weatherboard residential development interspersed with occasional commercial and community buildings. Garden areas consist of low level shrubs and grass with some canopy trees. Lot sizes within the town are predominantly between 1,000 – 2,000 sqm.

The application of the Neighbourhood Residential Zone (NRZ) to residential areas will provide clearer direction and assist with retaining the low scale nature of development in Kaniva and reflects the single and two storey development throughout the town.

Applying the Development Plan Overlay (DPO) over areas identified for residential development will ensure the orderly development of this land

The entrance into Kaniva and other notable streets are lined with an avenue of trees that provide useful shade and amenity benefits. Street tree planting could be expanded along the whole length of the commercial centre of town. This would include proposed tree bays and outstands to cater for large canopy trees in the streetscape.

The town centre has had extensive landscape treatments including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. Town vibrancy is important in attracting people to the town centre. There is a small shady park on church land at the corner of the Highway and Baker Street. In improving Kaniva as a rest stop for travellers,

the provision of shade and rest areas will be increasingly important. When upgrading the streetscape of the town centre, consideration should be given to the planting of shade trees, street furniture as well as extending verandas for the length of the pedestrian strip (particularly on the north side). Continuing the streetscape improvements in Kaniva and implementing these upgrades subject to budgetary considerations is important.

Wayfinding is important for travellers and tourists who stop off in Kaniva as a rest stop. Wayfinding and signage for the Kaniva Wetlands and Fauna Park could be increased to encourage visitors to spend more time in Kaniva.

Kaniva lies on the traditional lands of the Wotjobaluk Peoples. Historically Wotjobaluk Peoples have been trailblazers in the advancement of their communities and self-determination. They were the first clan in Victoria to acquire Native Title (immediately after the Mabo High Court decision) in the early 2000s - a testament to the tireless hard work and determination of Wotjobaluk People throughout the early 1990s.

The Barengi Gadjin Land Council (BGLC) have committed to a number of actions. These include, re-engaging with Community, creating strategies to better manage their land and water, looking after historical cultural sites and maintaining their cultural practices. There are a number of Aboriginal Cultural Heritage Sites identified in and around Kaniva as shown in **Figure 3**.

There are several heritage sites in Kaniva protected by the Heritage Overlay in the WWPS including the former Kaniva Station Building which has since burnt down, the former Courthouse (which is now the State Emergency Services building on Commercial Street) and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street. These heritage buildings should be maintained and utilised as part of the town character and contribute to the sense of place in the town. Objective:

- To maintain and enhance the character of Kaniva to attract new residents and tourists to the town.

### *Strategies:*

- Ensure that any new development is designed to enhance the character of Kaniva.

- Ensure that any new development areas are integrated into the existing town and enhance the existing town structure.
- Support well designed buildings that strengthen the identity and appearance of the town.
- Continue to implement the Kaniva Streetscape Concept Plan.
- Protect and maintain Kaniva’s First Nations and European (post contact) cultural heritage places.



*Commercial Street E, Kaniva*

	Actions	Priority	Partners
A26	Rezone residential land from TZ to NRZ to reflect the low scale nature of development.	High	DTP
A27	Introduce a Development Plan Overlay over new development areas to ensure the orderly provision of	High	DTP

	infrastructure, open space, environmental considerations, a range of lot sizes and high quality design and development outcomes are achieved.		
A28	Advocate for external grant funding to implement the Kaniva streetscape improvement strategy while continuing to gradually implement identified improvements.	Medium	State and federal government
A29	Plant more trees in the town centre to create more shade in line with the previous Streetscape planning report undertaken by Council.	Ongoing	-
A30	Work with the BGLC to explore options to provide cultural interpretive signage <a href="#">for place names and wayfinding signage of local plants and animals</a> in language for Kaniva.	Medium	BGLC
A31	Investigate opportunities to further explore Aboriginal and European (post contact) cultural heritage sites of significance and support their enhancement and activation.	High	-
A32	Investigate options to support the long-term growth and establishment of street trees.	Medium	-

## 9. MOVEMENT AND TRANSPORT

Kaniva residents rely on private vehicles as a primary mode of transport due to very limited public transport services. According to the 2021 Census, 60.7 per cent of residents drive to work, 1 per cent were car passengers, 11.3 per cent walked to work and 2.7 per cent rode a bicycle. Car ownership rates were high with 36.7 per cent of households owning one vehicle, 34.9 per cent owning two vehicles and 21.3 per cent owning three or more vehicles. There were 6.2 per cent of residents who reported not owning a car.

Kaniva is on the Western Highway and has an infrequent bus service to Horsham that runs once a week. While there are train services between Melbourne and Adelaide, these do not stop at Kaniva. V/Line have no current plans to construct a new station and reinstate passenger services. This leaves the community reliant on private vehicles for transport to and from the town. Local community transport services could be further investigated to allow people who do not drive to be able to access schools, shops, health and community facilities.

The Western Highway and the rail line are part of the Principal Road and Rail Freight Network that runs through Kaniva. The highway is the main truck route between Melbourne and Adelaide through to Perth with significant movements and volume of freight. The train line is part of the main freight network across Australia linking Melbourne to Perth. The road and rail line facilitates the movement of a significant volume of freight across Australia. This presents an opportunity for Kaniva to act as the halfway point and rest stop between Melbourne and Adelaide providing overnight accommodation and food options. However, the rail line and truck route also act as barriers to movement for people in Kaniva especially when accessing the north and south of the town across the train line and across Commercial Street in the town centre.

The railway crossing on Farmer Street is one of the main north-south connections for the town. It is not well-constructed for industrial traffic and should be upgraded over time. It is important to integrate convenient walking, cycling and public transport routes to local destinations and provide opportunities for planned and incidental physical activity in and around Kaniva especially via the north-south linkages for the town. This will allow more school aged children and their carers to walk and ride safely to school which can also have a positive impact on health outcomes, through increased physical activity. The use of mobility

scooters is also an option for people who do not drive to get around. This also requires the provision of footpaths and safe pedestrian road crossings.

There are opportunities to provide better pedestrian linkages in and around Kaniva to allow people to walk between the health and wellbeing precinct, the recreation reserve and Kaniva College. These areas can be connected back to the town centre via a pedestrian network which would include more footpaths and safe pedestrian crossings. There are opportunities to upgrade the pedestrian crossings across the rail line at Farmers Street and Madden Street in the centre of town to provide better north-south access for pedestrians and cyclists.

### *Objective:*

- To improve movement connections in and around the town so that they are equitable, safe and accessible.

### *Strategies:*

- Reduce the need to drive to access schools and other local amenities such as shops and services through alternative transport modal options.
- Improve the north/south movement network through the town so that people can easily walk or cycle to the town centre, schools, health precinct and other facilities and services.
- Ensure appropriate road infrastructure to support the Kaniva Industrial Park.
- Ensure appropriate movement and access infrastructure to support visitors and tourists to Kaniva.

Actions	Priority	Partners
A33934 <del>Advocate to DTP to investigate the potential provision of a local bus service to key services within Kaniva and to other nearby towns such as Bordertown, Horsham, Nhill and Edenhope.</del>	High	DTP
A345 Advocate to DTP to increase bus service frequency to and from Kaniva	High	DTP
A356 <del>Encourage Approach the providers of electric vehicle charging stations providers to advocate for provide additional charging stations in Madden Street and at the Kaniva Wetlands and Fauna Park Kaniva.</del>	High	Electric vehicle charging providers
A367 Provide dedicated trailer and caravan parking spaces in Dungey Street adjacent to the Western Highway.	Medium	-
A378 Augment the north/south pedestrian network to allow more people to walk in and around Kaniva.	High	-
A389 Enhance pedestrian safety across Commercial Street at the Farmers Street and Dungey Street intersections by creating a safe pedestrian crossing.	High	- DTP
A3940 Ensure new road linkages through development sites connect to the existing road network and enhance permeability for pedestrians and cyclists.	High	-
A401 Advocate to DTP to reduce road speed through the town centre to 40km/h to improve safety and amenity for pedestrians and cyclists.	High	DTP
A412 Work with DTP to assess and upgrade the railway crossing on Farmer Street for industrial traffic.	Medium	DTP
A423 Work with DTP to improve safety for pedestrians across the rail line at both Madden Street and Farmers Street rail crossings.	Medium	DTP

A434	Continue to construct footpaths throughout the town prioritising the links between the health and wellbeing precinct, school and the recreation reserve to the town centre.	Ongoing	-
A445	Support better connections between public and local transport.	Ongoing	DTP
A456	<del>Investigate improvements to the Deliver cycling network to support infrastructure and safety for cyclists in the town commercial centre and health precinct.</del>	Long term	DTP
A467	Advocate for upgrades to the rail line crossings at Farmers Street and Madden Street to provide better north-south connectivity in Kaniva.	Long term	DTP
A478	Investigate options for improved vehicle access to the highway from the Industrial Estate.	Medium	DTP



Roundabout, Commercial Street (E and W) and Madden Street (N and S), Kaniva

## 10. COMMUNITY INFRASTRUCTURE

Kaniva has community infrastructure in close proximity to the residential and commercial centre serving the local community and region. The Kaniva hospital provides urgent care, acute care, residential aged care and community health services.

The Kaniva Kindergarten provides pre-school education services. The current kindergarten facilities are not large enough to deliver on the upcoming kindergarten reforms and there is limited room for expansion. Childcare services provide an important service for families, community and the local economy. Access to suitable childcare provides an opportunity for parents and carers to work and helps maintain the local economy. It also acts as an attractor for parents with young children to live in the region. Moving the kindergarten to the school site would allow for kindergarten expansion and has the potential to keep the school numbers to a viable level.

Kaniva College is a Prep to year-12 Government school serving children from across the district. Maintaining and potentially increasing the town's population will continue to support the school and its education offering to students and families. While Kaniva has a skate park, there is a lack of designated youth space. While this demographic is not growing, there were 65 young people living in town at the time of the last census. Providing facilities that are interesting and accessible for young people will reduce the need to travel for some activities. The exact nature of the facilities needs to be developed in consultation with local young people.

The Kaniva Wetlands and Fauna Park is a popular spot with both locals and visitors. The Wetlands and Fauna Park was upgraded in 2018/19 as part of a community partnership project instigated by the Kaniva & District Progress Association. Council has recently upgraded the Kaniva Town Walk, a town discovery and fitness loop, starting at the Kaniva Fauna Wetlands Park and connecting back to the town centre.

Sport and active recreation is an integral part of the community in Kaniva. It is essential for health, physical and mental wellbeing as well as the sense of belonging and connection to each other. Sport and active recreation contributes significantly to the liveability of Kaniva and is underpinned by a network of local facilities, opportunities to participate and a strong volunteer culture. There is a Recreation Reserve that houses active sports groups including cricket, hockey

football and netball. There is also a tennis club, bowls club, a gun club and a rifle range. The Kaniva swimming pool will soon be upgraded to include a splash park.

The application of the appropriate zone to the following community facilities should be reviewed:

- The Council depot is currently located in the Township Zone and should be rezoned to a Public Use Zone – Schedule 6 (PUZ6).
- The Kaniva Racecourse Reserve and the Kaniva Wetlands and Fauna Park and Kaniva College are all currently in the Farming Zone and should be rezoned to Public Park and Recreation Zone (PPRZ) and brought into the town boundary.
- The Kaniva Showgrounds and Recreation Reserve is currently in the Farming Zone and should be rezoned to Special Use Zone (SUZ) to provide for a range of specialised opportunities guided by a masterplan.
- The Shire Hall, Kindergarten and Council offices are currently in the Township Zone and should be rezoned to a Public Use Zone – Schedule 6 (PUZ6).
- The Kaniva Police Station and Ambulance Station are currently in the Township Zone and should be rezoned to a Public Use Zone – Schedule 7 (PUZ7).

Despite a range of social infrastructure that supports smaller communities outside of Kaniva, many local people travel away from Kaniva to access social infrastructure, including to Horsham and Nhill.

### *Objective:*

- To ensure that community infrastructure and facilities support a healthy, resilient and cohesive community.

### *Strategies:*

- Provide and maintain community facilities and infrastructure that meets the needs of the local community.
- Encourage the ongoing development of shared community and recreational facilities.
- Ensure community facilities are zoned appropriately reflecting their intended uses.

Actions	Priority	Partners
A48 9 Rezone the Council Depot from TZ to PUZ6.	High	DTP
A49 50 Rezone the Kaniva College land and the Kaniva State School land from TZ and FZ to PUZ2 to reflect the existing land use.	High	DTP
A50 1 Rezone the land at 1-7 Roache Street from TZ to PUZ3 to reflect the existing land use of the Kaniva Hospital.	High	DTP
A51 2 Rezone the Caravan Park site at 2 Baker Street and the Kaniva Bowls Club on Sports Street from TZ to PPRZ to reflect the existing land use.	High	DTP
A52 3 Rezone the Kaniva Police Station and Ambulance Service to PUZ7 to reflect the existing land use.	High	DTP
A53 4 Rezone the Shire Hall, Council offices, kindergarten and offices to PUZ6 to reflect the existing land use and public ownership.	High	DTP
A54 5 Bring the Kaniva College land into the settlement boundary.	High	DTP
A55 6 Rezone Kaniva Showgrounds and Recreation Reserve from FZ to SUZ to facilitate a wide range of activities within the site.	High	DTP
A56 7 Rezone the <del>Kaniva Racecourse Reserve</del> , Kaniva Wetlands and Fauna Park from the FZ to PPRZ and bring it into the settlement boundary.	High	DTP
A57 8 Work with the Victorian Government to deliver additional capacity for kindergarten and other children's services.	High	DET
A58 9 Create spaces for young people to socialise.	Medium	Service providers
A59 60 Locate more toilets near play spaces in Kaniva making them more usable	Medium	-

	and increase the time families spend at play facilities.		
A60 1	Expand tourist information signage to include the Kaniva Wetlands and Fauna Park.	High	-



*Playground, Kaniva Wetlands and Fauna Park*

## 11. PHYSICAL INFRASTRUCTURE

Natural gas is unavailable in Kaniva but household LPG gas bottles are available. New residential development and most new commercial development are not permitted to connect to reticulated gas. This means that the town will need to rely on electricity for power.

Access to the NBN is available in Kaniva but is extremely unreliable and could be greatly improved.

Potable drinking water has recently been brought to Kaniva via a new pipeline from Nhill via the Wimmera Mallee Pipeline. This is a potential “game changer” for the town’s residential, commercial and industrial areas and in defending the town better from bushfire. Opportunities for water to be used in the industrial land uses should be utilised.

There is a gravity sewer system in Kaniva to treat waste water. However, the capacity of the waste water treatment plants may need to be increased to support growth in the town. Some homes remain on septic tanks and are not connected to the sewage treatment system. The treatment plants should be protected from residential encroachment.

Council has an Onsite Wastewater Management Plan (OWMP) to assist with the efficient and effective regulation of onsite wastewater management (OWM) within the Shire.

Infrastructure that responds to climate variability impacts such as the management of stormwater runoff can be further explored through Water Sensitive Urban Design. This would include the use of raingardens and detention basins to help clean stormwater runoff and slowly release it back into the environment at a controlled rate to prevent flooding downstream.

The use of microgrids could be a viable option for Kaniva to provide energy generation and storage at a local level. It can also incorporate renewable energy generation from solar panels or wind turbines as well as battery energy storage.

### Objective:

- To provide the physical infrastructure and services necessary to meet the current and future growth needs of Kaniva.

### Strategies:

- Facilitate all land parcels in Kaniva including residential, commercial and industrial zoned land to connect to the reticulated sewer system.
- Facilitate ongoing residential, commercial and industrial development in Kaniva through the provision of reticulated water

Actions	Priority	Partners
A612 Require all land parcels within the sewer district of Kaniva including residential, commercial and industrial zoned land to connect to the reticulated sewage system when new development occurs.	High	GWMW
A623 Work with Grampians Wimmera Mallee Water (GWMW) and the EPA to identify the buffer area required around the Waste Water Treatment Plant and apply the Buffer Area Overlay to the identified area.	Medium	GWMW and EPA
A634 Incorporate any finalised buffer areas for the town infrastructure into the WWPS via the appropriate overlay such as the Buffer Area Overlay.	Medium	GWMW
A645 Explore new opportunities for the industrial estate that utilise the available potable water.	Medium	GWMW
A656 Explore options to fund infrastructure in new developments including a DPO and opportunities for Council owned land to be leveraged to encourage investment.	High	Developers
A667 Explore opportunities for Water Sensitive Urban Design.	Low	-
A68 Explore opportunities for microgrids and a community battery.	Low	DEECA

## 12. KANIVA FRAMEWORK PLAN

The Framework Plan at **Figure 4** establishes the overarching framework plan for Kaniva and includes the key strategic directions and initiatives.

### 12.1 Implementation

Implementing the Structure Plan will require a range of statutory and non-statutory measures to ensure that the vision is realised. Actions are detailed through the Structure Plan and included in the table in **Appendix 1**.

#### *Statutory Implementation:*

The implementation of the Structure Plan will involve the preparation of a planning scheme amendment to implement the statutory actions outlined into the WWPS. The MPS and local planning policies should be revised and be consistent with **Appendix 1**.

The proposed changes to the zones to be led by Council include<sup>1</sup>:

- Rezoning residential land to the NRZ to reflect proposed new residential development and a range of lot sizes serviced by the sewer.
- Applying the Commercial 1 Zone to the commercial area on Commercial Street and associated land fronting Philips Street.
- Rezoning the ~~Kaniva Racecourse Reserve~~ and Kaniva Showgrounds and Recreation Reserve from FZ to SUZ to reflect the existing land uses.
- Rezoning the Kaniva College and the Kaniva State School from TZ and FZ to PUZ2 to reflect the existing land use.
- Rezoning the Crown Land on the corner of Champness Street and Farmers Street from TZ to PUZ6 to reflect the current use as a Council Depot.
- Rezoning the land bounded by Commercial Street, Progress Street and the rail line from FZ to NRZ to reflect the existing residential land use.
- Rezoning TZ land at the corner of Madden Street and Farmers Street to IN3Z to reflect existing land uses.
- Rezoning FZ land at 17-19 Paterson Street and 10 Kelly Street to NRZ.

<sup>1</sup> The decision on the most appropriate zones and overlays to use to implement the plan follows review against the Ministerial Direction on Form and Content of Planning Schemes and the Practitioners Guide.

- Rezoning FZ land at 21-33 Paterson Street to LDRZ.
- Rezoning TZ land at 119 and 137 Broughton Road to FZ to reflect existing land uses.
- Rezoning land at 1-7 Roache Street from TZ to PUZ3 to reflect the existing land use of the Kaniva Hospital.
- Rezoning the Caravan Park site at 2 Baker Street and the Kaniva Bowls Club and Kaniva Community Tennis on Sports Street from TZ to PPRZ to reflect the existing land use.
- Rezoning the Shire Hall, kindergarten and Council offices on Commercial Street and Baker Street to the PUZ6.
- Rezoning the Kaniva Police Station and Ambulance Station to PUZ7.

Subject to demonstrated demand support proponent led amendments to rezone the following (potentially as a combined amendment/application):

- Rezoning FZ land west of Kaniva College to NRZ to provide future residential development opportunities.
- Rezoning the FZ land north of Kelly Street and east of Paterson Street into the LDRZ at a minimum lot size of 0.2ha connected to sewer.

The proposed changes to overlays include:

- Applying the DPO to new development areas to ensure high quality development outcomes that respect and enhance the existing character of Kaniva and any areas of environmental significance delivering coordinated and sequenced development as well as infrastructure provision.

The Structure Plan should be included as a policy document in local planning policies and as a background document in the Schedule to Clause 72.08.

Council should investigate whether Rural Living Zone land needs to be provided on land outside the settlement boundary to facilitate a different type of housing not currently provided in Kaniva via the preparation of a Rural Land Strategy.

Other revisions should also be made to the WWPS consistent with Chapter 12.

#### *Non-Statutory Implementation:*

The Structure Plan identifies a wide range of non-statutory implementation actions necessary to deliver the vision for Kaniva subject to Council budget cycles and priorities.

Council should advocate to the Victorian Government to improve public and community transport options. Public realm improvements such as footpaths, minor streetscape works and tree planting can be staged and will involve both Council and Victorian Government agencies.



**13. MONITORING AND REVIEW**

While the Structure Plan has a 15-20 year timeframe, regular review and updating is required. A progress report on the implementation of the Structure Plan and the uptake of development will form a chapter in the four yearly review of the West Wimmera Planning Scheme that is a requirement of Section 12B of the Planning and Environment Act 1987. This will include an audit of the actions, commencing from when the Structure Plan is approved.

Council can use the four yearly progress report to adjust the implementation program to ensure that the plan is achieving the vision. The review cycle will ensure the Structure Plan remains relevant and consistent with Council’s strategic directions and policies, MPS and the Council Plan, and to identify any changes required to respond to new trends, policies, strategies or changing circumstances. A wholistic revisiting of the Plan should commence in 10-15 years from the approval of the Plan by Council.



*Commercial Street E, Kaniva*



*Commercial Hotel, Commercial Street W, Kaniva*

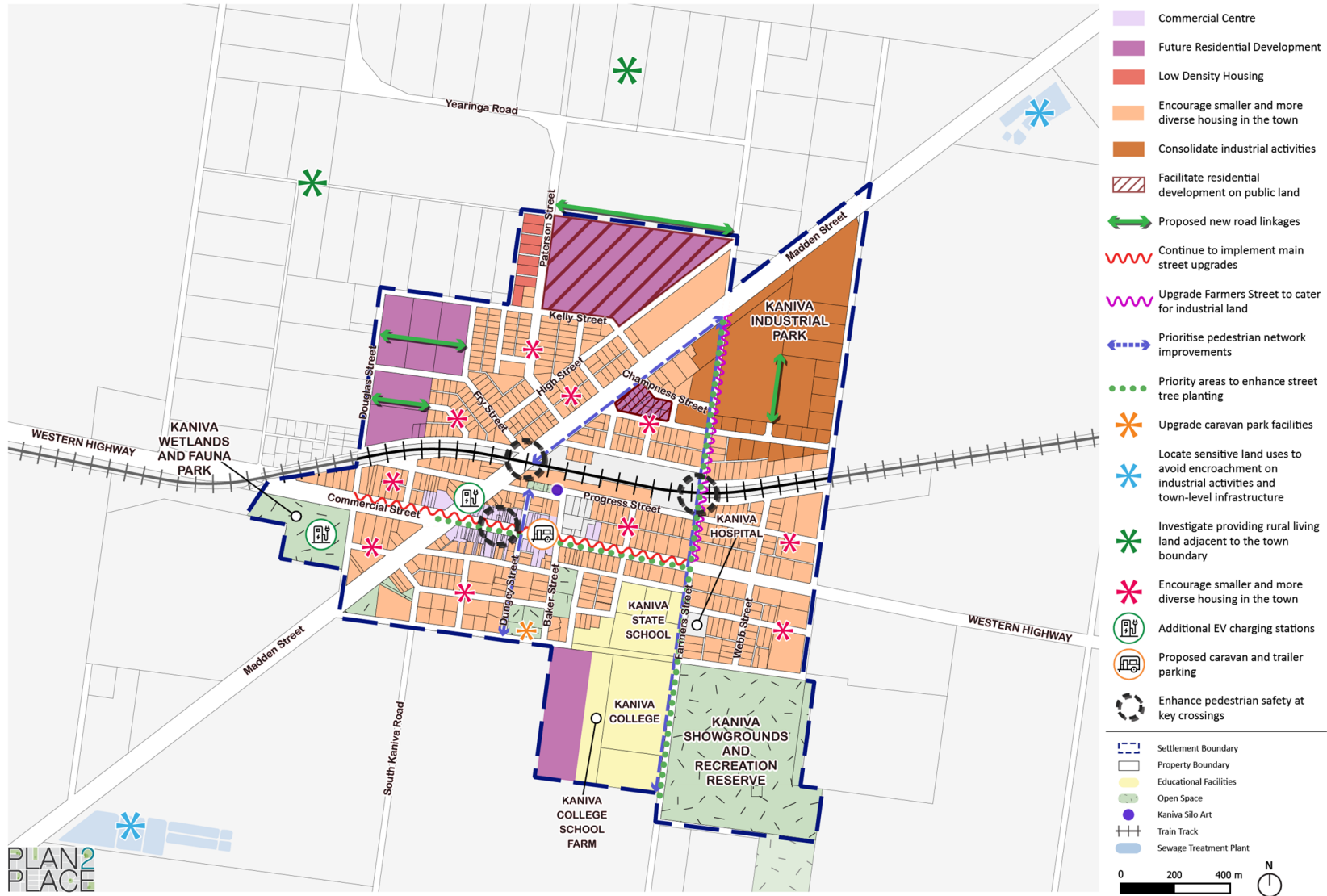


Figure 4: Kaniva Framework Plan

Kaniva Structure Plan, Draft, V6

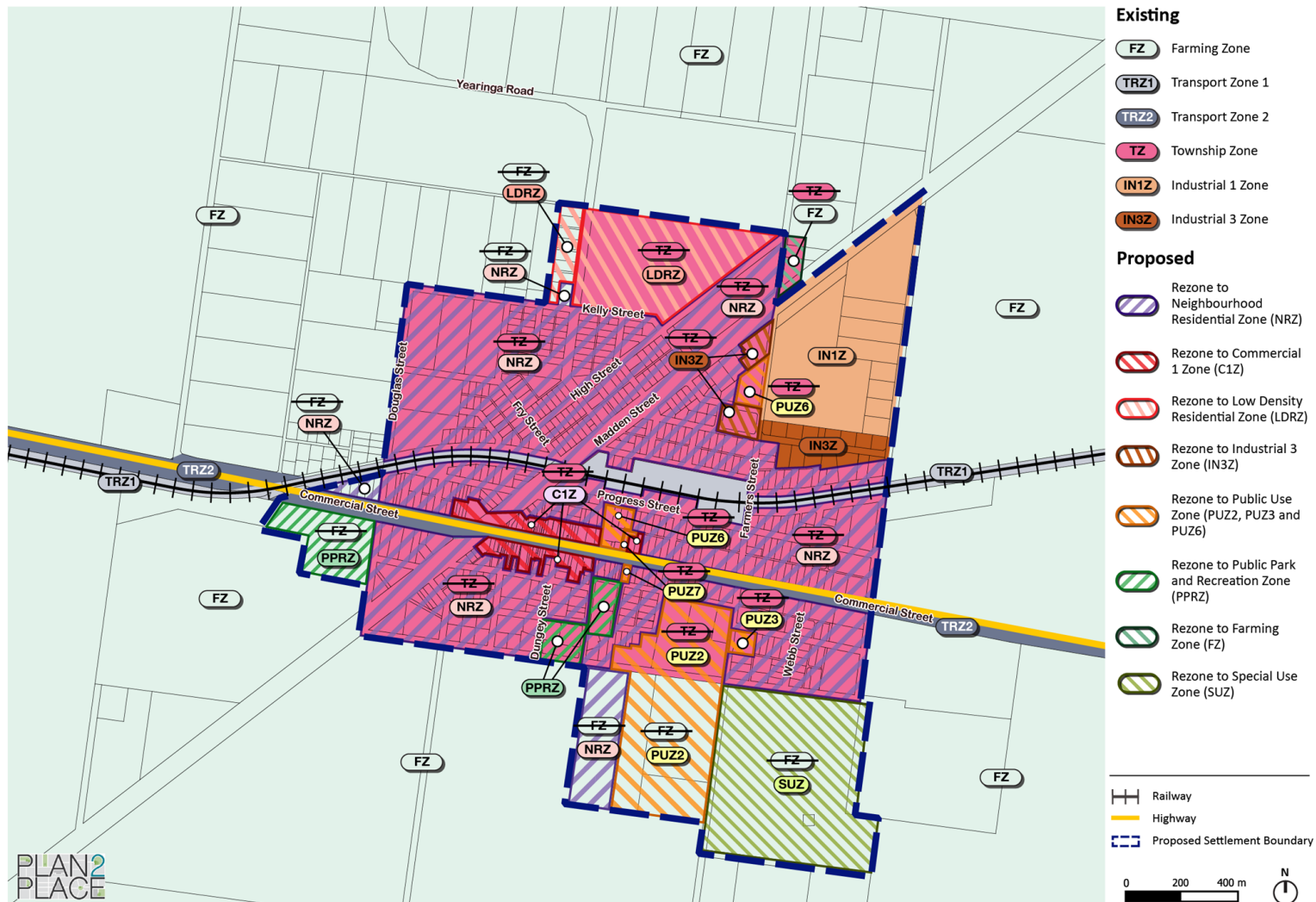


Figure 5: Proposed Zoning Changes - Map



Figure 6: Proposed Overlay Changes - Map

## Appendix 1 - Draft Planning Scheme Policy and Provisions

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To give greater certainty to the implementation of the vision for Kaniva, key elements are proposed to be included in the WWPS.

Update the MPS to reflect the role and function of Kaniva.

The vision and objectives should be embedded in the local policies integrated into the Planning Policy Framework (PPF). This should be through local planning policies which could include:

- Clause 11.01-1L- 02 Kaniva to complement Clauses 11.01-1S Settlement and 11.01-1R. This will include the relevant objective(s), strategies and the township framework plan to guide land use and development.
- Clause 16.01-1L Kaniva housing and include the relevant objective and strategies to complement Clause 16.01-1S – Housing supply.
- Clause 17.02-1L Kaniva business and include the relevant objective and strategies to complement Clause 17.02-1S – Business.
- Clause 18.01-3L Kaniva transport and include the relevant objective and strategies to complement Clause 18.01-1-3S Sustainable and Safe Transport.
- Clause 19.02-4L Kaniva social and cultural infrastructure and include the relevant objective and strategies to complement Clause 19.02-4S – Social and Cultural Infrastructure.



*Kaniva Shire Hall, Commercial Street E, Kaniva*



West Wimmera Shire Council respectfully acknowledges the Traditional Custodians of the land, and pays respects to their elders, past, present and emerging.



*Credit: Plan2Place Consulting*

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ACKNOWLEDGEMENT

*We respectfully acknowledge that every project enabled or assisted by Plan2Place Consulting in Victoria exists on traditional aboriginal lands which have been sustained for thousands of years.*

*We honour their ongoing connection to these lands and seek to respectfully acknowledge the traditional custodians in our work.*



# KANIVA STRUCTURE PLAN

[DRAFT FOR COMMUNITY CONSULTATION]

FEBRUARY 2026



This report is the Background Report for the Kaniva Structure Plan (v6) for the Department of Transport and Planning and West Wimmera Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Tim Nott Economics and Wayfarer Consulting, using background reports and information provided by Council and from other government sources. The report issue date is 5 February 2026.

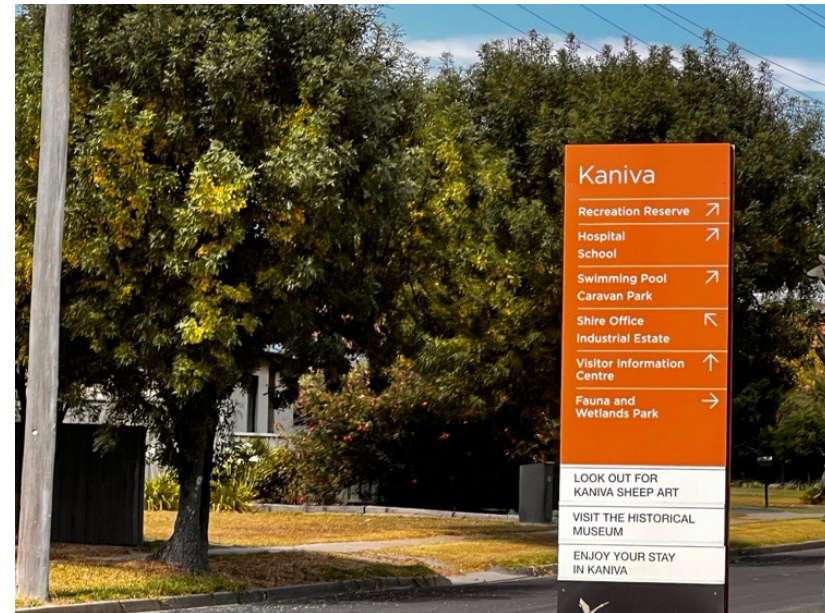
Every reasonable effort has been made to validate information provided by the client, Department staff, Council staff, stakeholders and other participants in the preparation of this report throughout the project during 2024/2025.

The report has been prepared in conjunction with the West Wimmera Shire Council and Department of Planning and Transport and is based upon up-to-date information provided at the time of report preparation and finalisation.

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Version	Date	Notes
V1	13 February 2025	Draft 1 Prepared for Officer Review
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V4	13 November 2025	Draft 4 Prepared for Council Review
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Signage, Commercial Street W, Kaniva

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## ABBREVIATIONS AND LEGISLATION

### Abbreviations

BAL	Bushfire Attack Level
BAO	Buffer Area Overlay
BMO	Bushfire Management Overlay
BGLC	Barengi Gadjin Land Council
C	Council Amendment
C1Z	Commercial 1 Zone
Council	West Wimmera Shire Council
DEECA	Department of Energy Environment and Climate Change
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
DDO	Design and Development Overlay
DWWMP	Domestic Wastewater Management Plan 2008
EPAV	Environment Protection Authority Victoria
ESO	Environmental Significance Overlay
ESD	Environmentally Sustainable Development
FZ	Farming Zone
FO	Flooding Overlay
GRZ	General Residential Zone
HO	Heritage Overlay
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
LSIO	Land Subject to Inundation Overlay
LDRZ	Low Density Residential Zone
MPS	Municipal Planning Strategy
NRZ	Neighbourhood Residential Zone
PAO	Public Acquisition Overlay
PCRZ	Public Conservation and Resource Zone
PPF	Planning Policy Framework
PUZ	Public Use Zone
RRV	Regional Roads Victoria
SCO	Specific Controls Overlay
TZ	Township Zone
TRZ	Transport Zone
VC	Victorian and Council Amendment
VIF2019/2021	Victoria in Future 2019/2021
VPP	Victoria Planning Provisions
WWPS	West Wimmera Planning Scheme

### Numeric Abbreviations

ha	hectares
%	percent
m <sup>2</sup>	metres squared
kms	kilometres
sqm	square metres

### Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)

## 1. INTRODUCTION

Kaniva is the largest town in the north of the West Wimmera Shire. Located on the Western Highway and the Melbourne-Adelaide Railway, it is surrounded by agricultural land and the Little Desert National Park to the south. Kaniva is approximately 422 km north west of Melbourne, 312 km south east of Adelaide and is 25 km from the South Australian border.

Pastoralists arrived in the area in the 1860s and the Kaniva post office opened in April 1882. Kaniva was gazetted as a town in 1885 and benefited further from the arrival of the railway in 1886. Kaniva lies on the traditional lands of the Wotjobaluk Peoples. Today the town is home to 683 people.

The town is bisected by the Western Highway which runs through the centre of town. The topography is relatively flat, reflecting the large amount of agricultural land surrounding the township. The Kaniva town centre extends along the Western Highway but is principally concentrated in the area east of the intersection with Baker Street to west of the intersection with Madden Street.

Kaniva's location on the Western Highway provides significant strategic advantages relating to economic growth, land use and development. It has a wide range of community infrastructure to support its population, including sport and recreation facilities. The economy is anchored by agriculture, local demand and passing highway traffic. Kaniva is also on the Silo Art Trail.

Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the highway, putting it in a prime position to capture tourism, freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset and its location has significantly contributed to the formation of the town's character.

The town provides services to the surrounding farm districts and to travellers on the Western Highway. It contains facilities such as the Kaniva College (a P-12 School), Kaniva Kindergarten and Childcare Centre as well as an extensive Recreation Reserve that caters for a range of sports. Kaniva also has a swimming pool, a playground and a skate park.

There are two hotels in the town centre, catering to residents and visitors. The eastern end of the centre around Baker Street has several civic functions including the Kaniva Shire Hall, Council offices, library and police station. There are a limited number of professional services.

The centre has a service station/café which is a community run enterprise, as well as a selection of locally owned shops. The Windmill Café and tourist information provider has recently reopened after a major renovation. There are also several former commercial buildings that appear to have been repurposed for housing. The post office provides the only banking service for the town. Extensive visitor parking can be found on the service roads as well as in Madden Street North where there are public toilets.

Residential areas comprise mostly single storey dwellings on a range of lot sizes.

Kaniva has been identified as a location for future growth. Improvements to water infrastructure support this growth with potable drinking water now available to the town. The capacity of the town's wastewater treatment plant will need to be increased to support future growth. The key elements of Kaniva and its regional context are shown in **Figure 1**.



*Commercial Street E, Kaniva*

## 2. THE STRUCTURE PLAN

### 2.1 Role and Function of the Plan

The Kaniva Structure Plan aims to establish a revised settlement boundary and a preferred direction for future changes in land use, infrastructure, transport, development, the physical environment and town amenities and details how these changes will be facilitated.

This is a long term plan which follows on from the Small Towns Plan that was developed in consultation with the community, stakeholders and government agencies. The Kaniva Structure Plan provides a land use and development framework for the future of the town.

### 2.2 Strategic Context

The West Wimmera Municipal Planning Strategy (MPS) at Clause 02.03-1 outlines that Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, placing it in a prime position to capture freight and logistics-oriented activity.

The West Wimmera Planning Scheme (WWPS), through Clause 11.01-1R seeks to support the role of Horsham as the key population and employment centre for the region. Kaniva is identified as providing local and some sub-regional services. Easy access to housing, education, employment and community facilities is to be provided particularly in Horsham and district towns along with an ongoing supply of infill and greenfield residential land.

Clause 11.01-1L-02 of the WWPS provides the existing settlement framework for the town. Strategies to the clause seek to encourage development of the Kaniva Industrial Estate that is mindful of residential growth in the town and to retain community and commercial facilities in the town. The structure plan addresses these requirements.

The structure plan has also been prepared consistent with State and Regional planning policy and guidelines including the Urban Design Guidelines for Victoria. Relevant Council Strategies considered are listed and described in **Table 1**.

**Table 1: Relevant Council Strategies**

Relevant Council Strategy	Strategic Purpose
<b>West Wimmera Council Plan, 2021 - 2025</b>	Sets out a roadmap for the Shire outlining where the municipality is heading and what is needed to get there.
<b>Wimmera Southern Mallee Regional Economic Development Strategy, 2022 (REDS)</b>	Designed to communicate innovative capacity in the region, now and in the future, support collaboration with government to better understand regional strengths, challenges and opportunities and attract investment to the region based on clearly identified strategic priorities.
<b>West Wimmera Economic Development Strategy 2024-2029 (WWEDS)</b>	Sets out the community's vision for the municipal economy along with strategies and actions to achieve that vision.
<b>West Wimmera Small Towns Plan, September 2025</b>	Designed to update the local settlement policies and guide detailed planning for each of the five towns of Kaniva, Edenhope, Goroke, Harrow and Apsley and confirm the Municipal Settlement Strategy.
<b>West Wimmera Recreational Trails Strategy, 2018</b>	Provides a 10 year plan to guide decisions about the management of, and investment in, trails and to provide a vision of what the trail network across West Wimmera will look like in the future.

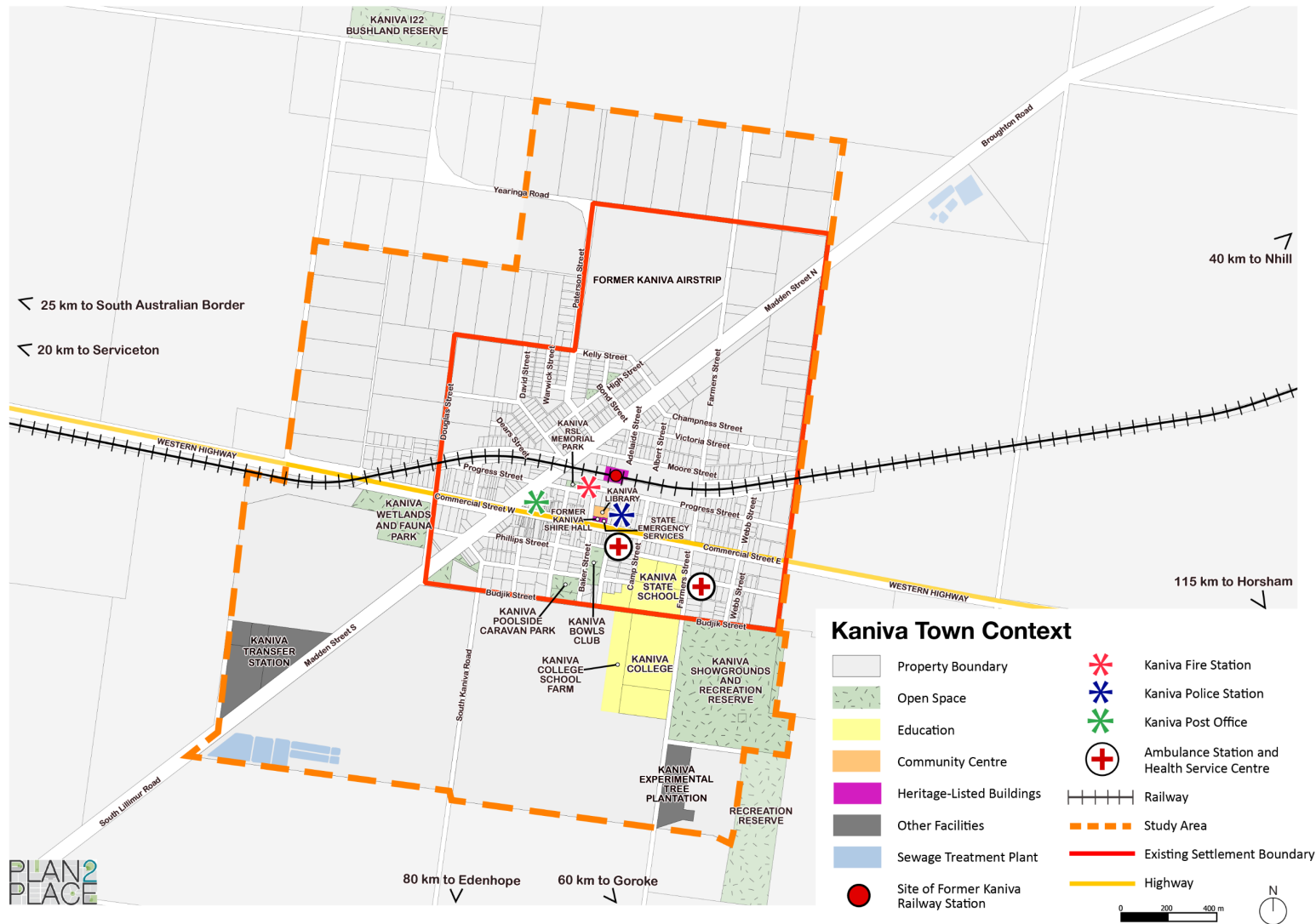


Figure 1: Kaniva Context Map

The existing planning controls over the town include the:

- Township Zone (TZ) applying over most of Kaniva.
- Industrial 1 Zone (IN1Z) applying to industrial land in the east of the town.
- Industrial 3 Zone (IN3Z) applying to industrial land that is south of the IN1Z land.
- Transport Zone 1 (TRZ1) applying to the railway reserve land and the Transport Zone 2 (TRZ2) applying to Commercial Street.

The existing planning controls surrounding the town include the:

- Farming Zone (FZ) applying to agricultural land to the north, east, south and west of the town.
- Environmental Significance Overlay – Schedule 2 Red-tailed Black Cockatoo Habitat Areas (ESO2) which applies to land at the southern end of Kaniva to ensure that development is compatible with identified environmental values.

The existing overlay controls over the town includes the:

- Heritage Overlay (HO) applied to several sites within Kaniva being the:
  - Former Kaniva Station building which has since burnt down.
  - Former Courthouse which is now the State Emergency Services building on Commercial Street and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street.
- Design and Development Overlay – Schedule 2 Kaniva Industrial Estate (DDO2) which applies to land in the Kaniva Industrial Estate to identify areas which have specific requirements relating to the design and built form of new development.

Current planning scheme controls are shown in **Figure 2**.

An assessment of the township boundary has been undertaken in the Kaniva Structure Plan Background Report November 2024 (Background Report). These boundaries provide the foundation for the town boundaries in this structure plan. The current township boundary is defined in Clause 11.01-1L 02 Kaniva of the WWPS.



*Kaniva Wetlands and Fauna Park*

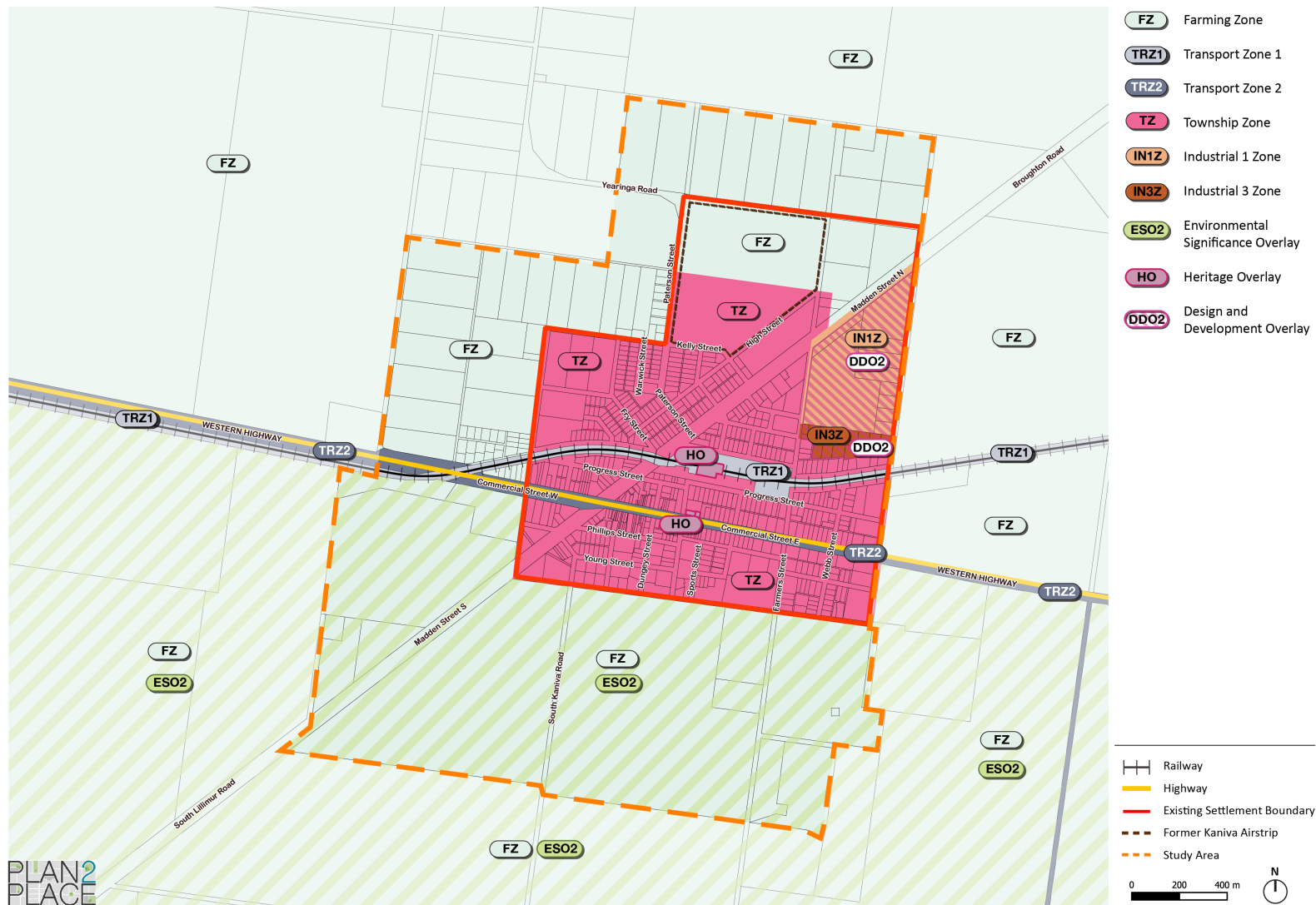
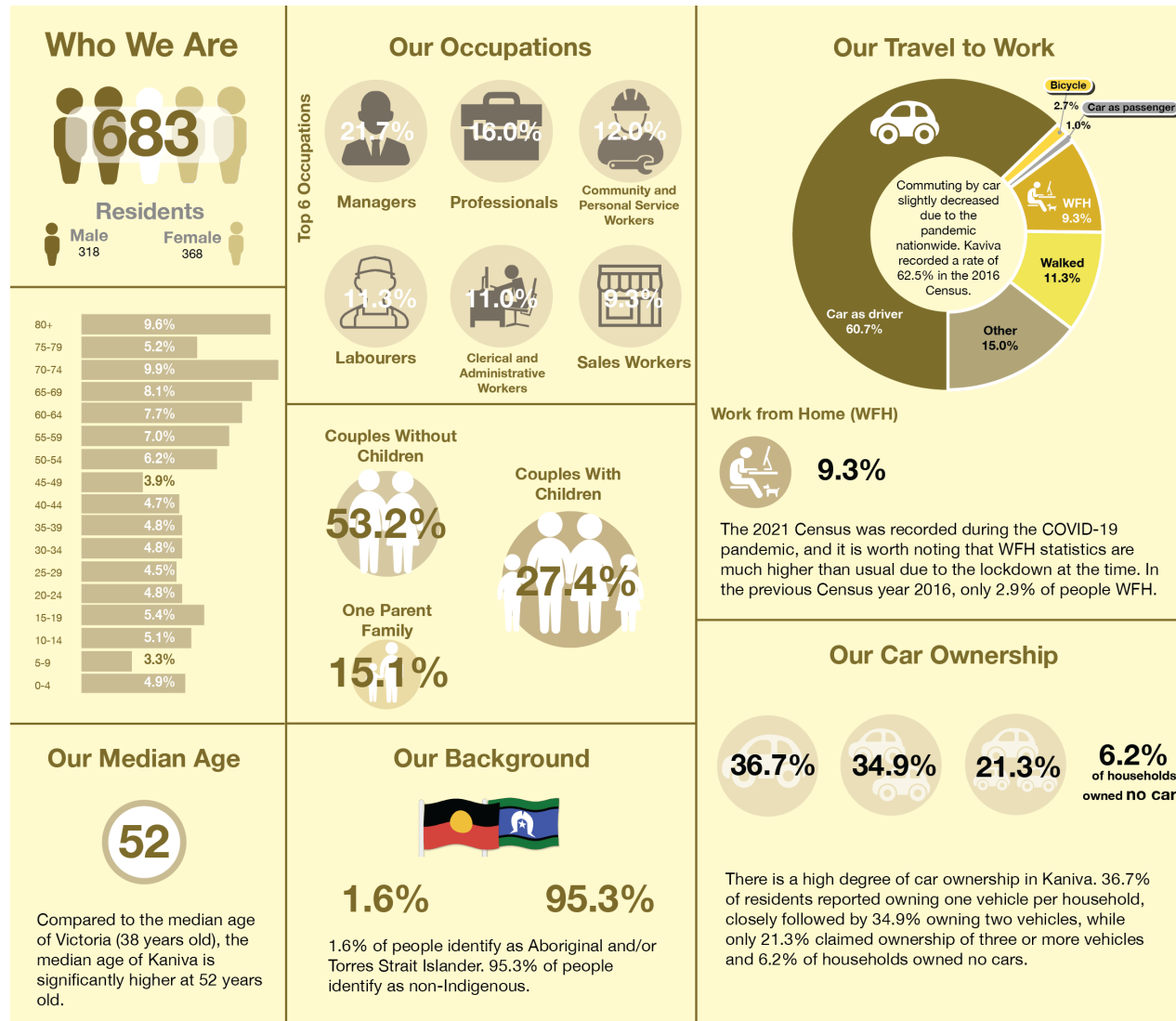


Figure 2: Current Planning Scheme Controls in Kaniva

2.3 Population and Community Profile



Source – Census Data 2021

## 2.4 Issues and Opportunities

The issues and opportunities facing Kaniva were explored in the Background Report. A summary of the issues and opportunities impacting the town is shown in **Figure 3**. They are also discussed further in Chapter 5.

Some of the issues highlighted include:

- The need to revise the existing zones applied to land in the town.
- Key worker housing and a diversity of housing stock remain a key issue that needs to be resolved to allow the town's population to grow.
- The need to address the ageing population and projections for a further reduced population.
- Poor public transport links to surrounding towns.
- Need for sensitive management in areas of Aboriginal cultural heritage sensitivity.

There are many opportunities for Kaniva including:

- Growing the ecotourism market.
- Working more closely with the Barengi Gadjin Land Council (BGLC).
- Incorporating existing residential areas into the settlement boundary.
- Changing planning zones to reduce unnecessary planning permit triggers.
- Reviewing the location of the township boundary to create greater opportunities for housing diversity and stimulate the local housing market.
- Maximising reticulated sewage for the town to support growth.
- Expanding and upgrade the overnight accommodation offerings to attract more tourists and visitors.
- Creating spaces for young people to meet and socialise.
- Taking action to reverse the declining population and the effects of an ageing population on the town.



*Silo Art – Kaniva*

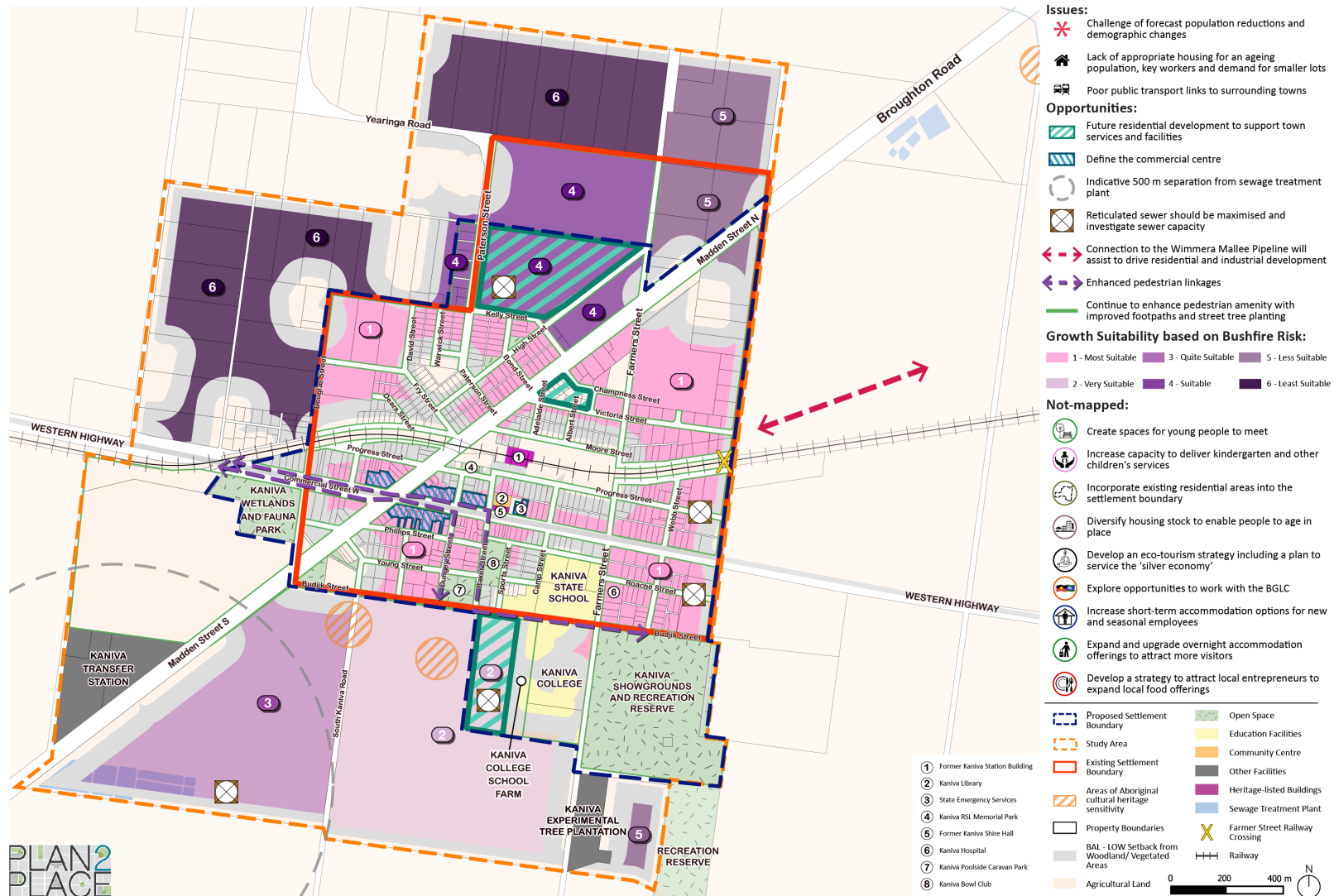


Figure 3: Issues and Opportunities for Kaniva

### 3. THE VISION

The structure plan includes the following vision:

*Kaniva is a thriving, welcoming, and resilient rural community that offers diverse and affordable housing, supports a vibrant mix of land uses, and celebrates its unique character and natural setting. Through thoughtful planning and investment, Kaniva will enhance its community infrastructure, improve safe and accessible connections, and protect its environment while preparing for environmental challenges. We envision a town where residents and visitors alike enjoy a high quality of life, supported by strong community spirit, attractive amenities, transport options and opportunities for future growth. We welcome visitors to our town providing services and facilities to make their visit enjoyable and memorable.*



Street Art - Kaniva

#### 4. OBJECTIVES AND STRATEGIES

The Structure Plan specifies a detailed vision to guide the future of Kaniva over the next 15-20 years and establishes the objectives and strategies with supporting actions that will realise that vision. Objectives, strategies and actions are detailed under each theme.

As the structure plan is a Council document, many of the actions will be Council led (or sponsored) but rely on community involvement and partnerships with other organisations. Each action includes an estimate of priority and suggested partners to help deliver the action, particularly given that Council does not control many aspects around implementation of the structure plan.

The objectives are:

- To increase housing choices and provide additional housing stock that is affordable and meets the needs of the community.
- To provide a mix of land uses and activities to support the role and function of Kaniva.
- To improve and enhance the landscape and environmental attributes of the town's setting.
- To maintain and enhance the character of Kaniva to attract new residents and tourists to the town.
- To improve movement connections in and around the town so that they are equitable, safe and accessible.
- To ensure that community facilities and infrastructure support a healthy, resilient and cohesive community.
- To provide the physical infrastructure and services necessary to meet the current and future growth needs of Kaniva.



*51 Commercial Street E, Kaniva*

## 5. POPULATION AND HOUSING

Housing is critical to Kaniva's continued success providing accommodation for people to live in the town and the workforce for the region's businesses, industries and agricultural needs. According to demographic data the population is forecast to reduce overall. This is largely trend based and can be reversed through an interventionist, proactive and coordinated settlement planning approach. Based on existing projections, the town will need to accommodate some growth in the number of dwellings of up to 3 additional dwellings per year. This would need to be increased if forecast population reductions were reversed. Changes in regional industries and infrastructure provision represent opportunities that can be leveraged to help generate this change.

There is an existing and potential supply of housing lots within and adjacent to the current settlement boundary. This includes:

- Existing subdivided house lots that are empty, of which there are currently 20-25. These are generally in the 800-1,500 sqm range and could accommodate single houses or multi-unit developments.
- Undeveloped Crown land bounded by Victoria Street, Madden Street and Champness Street.
- Unsubdivided land in the TZ on the fringes of the town including the former airstrip site which is owned by Council.
- Land that is adjacent to the existing township boundary on the west side of Paterson Street to provide lower density lifestyle blocks, reflecting their existing lot sizes and development.
- Land on the southern edge of the town adjacent to Kaniva College to provide more well-located housing for families.
- Removal of the FZ land from the township boundary as this site is deemed less suitable for housing from a bushfire risk perspective as it has an expansive northern frontage.
- Lower density residential land could be provided within distinct areas inside the settlement boundary on the northern section of the town to provide for existing farming owners to downsize from their farms but remain in the region on smaller lots.

There will be a combination of private and public land that could be developed but this would be through incremental infill development. The timing of when the

privately owned land will be available for development is uncertain. Therefore, a variety of housing and development opportunities should be provided throughout the town to maximise housing options.

The demand for new dwellings is likely to be for older age groups and families. Many of these people will prefer to be in smaller homes close to the services of the hospital, the school and the town centre. There are some vacant lots among the existing development where there is potential to encourage redevelopment at higher densities.

The town is connected to sewer and was recently connected to secure potable water. The attraction of secure potable water for commercial and domestic uses through this new infrastructure may facilitate investment in housing and other business and industry activities in the town. This is a significant factor that impacts the town's future planning.

The population in the wider Kaniva district has been falling and demographic forecasts show this trend will continue unless interventions to arrest this decline are enacted. A decline of 121 people to 2036 is forecast. However, the number of dwellings is forecast to grow by around 41 to 2036. This apparent contradiction is a result of a decline in the number of people per household and an increase in the vacancy rate.

This forecast for reduced population in the wider West Wimmera district will not necessarily be replicated in Kaniva. It is possible for the town to grow even while farm amalgamations and mechanisation reduce the number of people living in the rural areas. There are many complicated housing industry and market factors that influence the Kaniva housing and development market resulting in it not being conventional. This points to several growth fronts being needed, more than what might be usually required so that housing can actually be delivered in the town. A range of outcomes are possible and these have been explored in Chapter 3 of the Background Report.

Future housing is likely to be infill development on vacant land or the redevelopment of sites containing existing dwellings. The delivery of some unencumbered greenfield land near the school would provide another option that is well located, free from environmental hazards and enables a different product to be delivered.

A Development Plan Overlay (DPO) should ideally be used to coordinate infrastructure provision, open space building design and siting requirements, range of lot sizes and staging for new housing.

Rural living zoned land could also be considered outside of the town to provide another type of residential land supply to meet housing needs and to reflect areas of existing development. However, planning for this type of residential development is outside the scope of the structure plan and should be considered separately by Council as part of a Rural Land Use Strategy, potentially with a municipal approach.

More Information: See Chapter 3 of the Background Report.

*Objective:*

- To increase housing choices and provide additional housing stock that is affordable and meets the needs of the community.

*Strategies:*

- Facilitate additional housing in Kaniva on underutilised land.
- Facilitate more key worker housing to attract additional workers to the town.
- Promote a greater range of housing options to accommodate residents over all life stages such as ageing in place, farmers wishing to relocate to town and new housing builds for contemporary family needs.
- Provide more affordable housing options by facilitating a range of smaller lots in key locations where this housing form can be accommodated within the established character of the town.
- Manage housing growth and land supply within the established settlement boundary.
- Provide a range of development fronts to future proof the town.

	Actions	Priority	Partners
A1	Rezone residential land in the town from TZ to NRZ to provide greater development certainty within the settlement boundary.	High	DTP
A2	Rezone land at the corner of Commercial Street and Douglas Street from FZ to NRZ to reflect existing	High	DTP

	residential use on small lots on the western edge of Kaniva and bring this land into the settlement boundary.		
A3	Support proponent led rezoning of land north of Kelly Street (west of Paterson St) from FZ to LDRZ to reflect existing residential use, provide additional housing options on lifestyle blocks in the town and bring this land into the settlement boundary.	High	Landowners,
A4	Support proponent led rezoning of land directly west of the Kaniva College School site to the NRZ to provide housing options close to the school for families.	High	Landowners
A5	Bring Council owned land to market to support housing growth requirements for additional affordable and key worker housing.	High	Infrastructure Providers
A6	Encourage housing diversity such as one and two bedroom dwellings on smaller lots to allow people to age in place through updates to local policy.	High	DTP
A7	Encourage key worker housing to address the housing shortage in Kaniva through updates to local policy.	High	DTP
A8	Explore options to work with Council and a housing provider to provide low cost and affordable housing in Kaniva.	High	Housing providers
A9	Advocate to relevant organisations for a workforce training program that provides employment training opportunities in fields of workforce need.	Medium	Local employers, BGLC
A10	Consider undertaking a Rural Land Use Strategy to understand the need for housing outside the settlement boundary.	High	DTP



*Housing, Rogerson Street, Kaniva*



*Housing, Madden Street N, Kaniva*

## 6. LOCAL ECONOMY AND LAND USE

Kaniva is located closer to Adelaide, but is roughly midway between Adelaide (3 hours and 20 minutes) and Melbourne (4 hours and 40 minutes). The town is a convenient place to stop or rest on the journey between the two cities. There is a well established local visitor services industry that comprises cafés, hotels and a service station in the town centre as well as two motels and a caravan park located in town. Kaniva provides places to rest, including the Madden Street car-park and the Wetlands and Fauna Park on the western edge of the town. The town is also on the Silo Art Trail, providing the western-most painted silo in Victoria.

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street. Kaniva services around 2,820 people in the broader region. Kaniva at present has a slowly falling residential catchment but there is growth in the demand for visitor services as traffic on the Western Highway continues to increase where these visitor services can be further enhanced.

Kaniva plays an important role in supporting surrounding agricultural uses and other services such as health and council services. Visitors stop in Kaniva as part of the Silo Art Trail and there are also opportunities for eco-tourism in Kaniva including the Kaniva Wetlands and Fauna Park. There are opportunities to expand the tourism offering to service the 'silver economy' with specialised recreation and travel catering to this expanding market.

Accommodation is important to support and grow the local tourism market. There is a lack of local accommodation available to support the tourist market, itinerant workers and house seasonal workers in Kaniva. This needs to be increased and addressed to allow the local tourism and eco-tourism market to grow and to attract more seasonal workers. More local food offerings would also attract additional visitors to the town.

Retail spending in Kaniva is high considering the relatively small retail offering of the centre and the distance to alternative shopping centres. Over time, the base case population change scenario would likely see a slight decline in demand for activity space in the town centre over the period to 2041. A stable population in the Kaniva trade area (including some growth in the Kaniva township) would

generate a small increase in demand for new retailing and potentially some office and other activities. There is likely to be some shift from functions that serve the local community to catering for more to tourists and visitors over time.

The Kaniva Industrial Precinct is located at the north east edge of the town. The precinct includes an area of around 22.9 hectares, of which about 5 hectares is occupied and 17.9 hectares is vacant. The zoning of most of the land for industry in the precinct is reflected with industrial zones but a depot along Farmers Street is included in the TZ. This allows housing to be interspersed with industrial activities which may impact people living close by. Agricultural supplies, storage and works depots are currently the principal activities in the precinct. Industrial activities that operate elsewhere in the TZ land should be facilitated into the industrial precinct over time, noting that they have existing use rights to operate. Improved vehicle access to the highway would be an advantage for the Industrial Estate. The availability of potable water to the industrial estate also presents a new opportunity to expand the range of suitable activities.

A triangular lot between Broughton Road and Farmer Street is currently within the settlement boundary sitting in two zones with a dwelling, rural industry and farming. The land should not be in two zones and the road provides a much more logical boundary for the settlement. This land should be rezoned to FZ to continue to allow the current use.

It is forecast that no further industrial zoned land will be required to accommodate expected development over the period to 2041 in Kaniva. In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct in coming decades.

The town centre represented by existing commercial activities should be rezoned to Commercial 1 Zone - currently zoned TZ. This will provide a clearer land use and development framework and reduce permit requirements. With only one vacant parcel of land in the main centre it is prudent to allow some room for minimal growth. The commercial zone should extend:

- East from the roundabout on Commercial Street East to include vacant land to the east of the police station and the land at 85 Commercial Street East (on the north side) and to Baker Street (on the south side) and associated commercial land fronting Philips Street.
- West from the roundabout on Commercial Street to include land for the Commercial Hotel and 33 and 35 Commercial Street West.

*Objective:*

- To provide a mix of land uses and activities to support the role and function of Kaniva.

*Strategies:*

- Promote Kaniva as the gateway to Victoria.
- Attract more tourists and visitors to Kaniva.
- Direct commercial and tourism activities to the commercial centre of Kaniva.
- Support the growth of industrial activity in the Kaniva Industrial Park.

Actions	Priority	Partners
A11 Rezone land along Commercial Street E/W (north side: from 33 to 85 and south side from 18 to 86 with associated land fronting Philips Street) to the C1Z.	Medium	DTP,
A12 Rezone the two parcels of land at the corner of Madden Street and Farmers Street from TZ to IN3Z to allow for the current industrial uses on the sites.	High	DTP
A13 Rezone the triangular lot between Broughton Road and Farmer Street to FZ to allow for the current use and remove from the settlement boundary.	High	DTP, DEECA
A14 Explore locations for more, wi-fi zones, playgrounds with shade, picnic spots and parking for cars, caravans and coaches.	Medium	DTP
A15 Improve the existing wayfinding signage to better identify the Kaniva Wetlands and Fauna Park.	Medium	

A16	Explore the increased promotion of the local ecotourism market including bird watching and other local activities.	High	Local Business
A17	Promote the creation of more short-term accommodation options for new and seasonal employees in the town.	High	local business owners.
A18	Investigate further upgrading and expanding the caravan park accommodation to provide more accommodation options for the town.	High	Caravan Park Manager
A19	Develop a strategy to encourage business operators to upgrade and expand existing local accommodation motels, hotels and caravan parks	Medium	landowners
A20	Develop a strategy to attract local entrepreneurs to Kaniva to expand the local food offerings.	Medium	Traders
A21	Advocate for the BGLC and other employment providers to facilitate apprenticeships and employment training opportunities for locals in fields of local workforce need.	High	BGLC



*Commercial Street W, Kaniva*

## 7. LANDSCAPE AND ENVIRONMENT

Kaniva is located in the Wimmera Bioregion and is typified by flat to gently undulating plains in the east with black and grey cracking clay soils. The vegetation is plains woodland, plains grassy woodland, plains grassland, red gum wetland and grassy woodlands.

Kaniva has limited overland flow issues that are, mainly related to stormwater. Increasing tree canopy cover in the town and along roadsides has an important role in supporting a pleasant urban environment and providing increased cooling and greening for the town.

Planning scheme amendments are required to address any future impacts of a changing climate. Kaniva is at risk of climate variability impacts especially to infrastructure such as roads and rail. Changes in weather conditions in the wider region are driving changes to farming practices. Future vulnerabilities, including larger landholdings managed by consortiums and serviced by contractors, is likely to lead to reduced population across the Shire including in Kaniva. This demographic, combined with an ageing population, has seen previously robust rural communities being replaced by smaller, older more vulnerable communities isolated from services. The shift in population could potentially lead to delayed fire management suppression activities in the area through declining volunteerism.

Bushfire risk assessment has identified that the most suitable locations for future development are areas within, or immediately adjacent to, the main township area. They have the following beneficial bushfire risk attributes (or advantages) as shown in **Figure 3**.

- Largely already zoned as TZ.
- Away from higher risk interfaces typically associated with bushfire approach on days of elevated fire danger (i.e. directly to the north, west and south-west). These areas have highly modified vegetation and are most at risk of fast moving grass fires.
- Surrounded by existing or potential perimeter roads.
- Either non-Bushfire Prone Area (BPA) locations or land immediately adjacent, which could become eligible for excision from the BPA as it is developed.

- Wholly or largely low threat land without classifiable Grassland or Woodland.
- Immediate access to places of relative safety from bushfire, within the area or immediately abutting areas.

It is noted that growth opportunities in the 'most suitable' ranked areas may be limited to infill development, or to three other locations to the north-west, west and south of the existing township/residential area.

Perimeter roads are a useful bushfire protection measure to provide a firm edge to the urban area and to facilitate property protection and fire fighting. New developments should consider utilising existing and future roads along their boundary to act as a perimeter road. Kelly Street, Douglas Street and Budjik Street all demonstrate how perimeter roads can be used around an existing urban area to provide setbacks from classified vegetation.

The Design Guidelines: Settlement Planning at the Bushfire Interface (DELWP, 2020) establishes good practice for settlement design in bushfire prone areas. The Guidelines advocates for an average lot size of 1,000 sqm as optimal for the urban- bushland interface. Small lot sizes can offer bushfire safety advantages if the lot size is small enough that it creates a dense urban area that contains only low threat vegetation and non-vegetated areas with the limited potential for bushfire to spread through it. Lot sizes between 800sqm and 1,200sqm provide a balance between the risk of larger lots retaining more vegetation in an urban area and small lots providing an increased risk of building to building ignitions or increased house losses from ember attack.

*Objective:*

- To improve and enhance the landscape and environmental attributes of the town's setting.

*Strategies:*

- Direct growth of the town to where bushfire risk is lowest and biodiversity and storm water constraints are minimal.
- Protect and enhance trees, vegetation and wetlands for their aesthetic, biodiversity and other benefits.
- Ensure that infill development supports the retention of existing vegetation.
- Implement good practices for settlement design in bushfire prone areas.

Actions	Priority	Partners
A22 Develop a mitigation strategy to protect the wetlands from any potential pollution from industry runoff.	High	Landowners
A23 Protect areas of environmental significance in new development areas.	High	DEECA
A24 Direct new housing away from areas of high bushfire risk and incorporate a setback of 100 metres from development to areas of woodland vegetation or remove/mitigate the source of bushfire risk and incorporate perimeter roads around all new development.	High	DTP, landowners
A25 Develop mitigation strategies to protect infrastructure from potential climate change impacts.	Medium	-



*Commercial Street E, Kaniva*



*Intersection of Farmers Street and Madden Street N, Kaniva*

## 8. URBAN DESIGN, BUILT FORM AND HERITAGE

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street. Commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. The highway and associated traffic movement create a barrier between the two sides of the main street.

Kaniva's commercial area is characterised by predominantly single storey brick buildings, with single frontages to Commercial Street. Two storey buildings demarcate the extent of the commercial area, with the Commercial Hotel and former Bank of New South Wales building to the west and Kaniva Shire Hall and Municipal Offices to the east.

Kaniva's residential areas are characterised by low scale single storey weatherboard residential development interspersed with occasional commercial and community buildings. Garden areas consist of low level shrubs and grass with some canopy trees. Lot sizes within the town are predominantly between 1,000 – 2,000 sqm.

The application of the Neighbourhood Residential Zone (NRZ) to residential areas will provide clearer direction and assist with retaining the low scale nature of development in Kaniva and reflects the single and two storey development throughout the town.

Applying the Development Plan Overlay (DPO) over areas identified for residential development will ensure the orderly development of this land

The entrance into Kaniva and other notable streets are lined with an avenue of trees that provide useful shade and amenity benefits. Street tree planting could be expanded along the whole length of the of commercial centre of town. This would include proposed tree bays and outstands to cater for large canopy trees in the streetscape.

The town centre has had extensive landscape treatments including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. Town vibrancy is important in attracting people to the town centre There is a small shady park on church land at the corner of the Highway and Baker Street. In improving Kaniva as a rest stop for travellers,

the provision of shade and rest areas will be increasingly important. When upgrading the streetscape of the town centre, consideration should be given to the planting of shade trees, street furniture as well as extending verandas for the length of the pedestrian strip (particularly on the north side). Continuing the streetscape improvements in Kaniva and implementing these upgrades subject to budgetary considerations is important.

Wayfinding is important for travellers and tourists who stop off in Kaniva as a rest stop. Wayfinding and signage for the Kaniva Wetlands and Fauna Park could be increased to encourage visitors to spend more time in Kaniva.

Kaniva lies on the traditional lands of the Wotjobaluk Peoples. Historically Wotjobaluk Peoples have been trailblazers in the advancement of their communities and self-determination. They were the first clan in Victoria to acquire Native Title (immediately after the Mabo High Court decision) in the early 2000s - a testament to the tireless hard work and determination of Wotjobaluk People throughout the early 1990s.

The Barengi Gadjin Land Council (BGLC) have committed to a number of actions. These include, re-engaging with Community, creating strategies to better manage their land and water, looking after historical cultural sites and maintaining their cultural practices. There are a number of Aboriginal Cultural Heritage Sites identified in and around Kaniva as shown in **Figure 3**.

There are several heritage sites in Kaniva protected by the Heritage Overlay in the WWPS including the former Kaniva Station Building which has since burnt down, the former Courthouse (which is now the State Emergency Services building on Commercial Street) and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street. These heritage buildings should be maintained and utilised as part of the town character and contribute to the sense of place in the town.

### *Objective:*

- To maintain and enhance the character of Kaniva to attract new residents and tourists to the town.

*Strategies:*

- Ensure that any new development is designed to enhance the character of Kaniva.
- Ensure that any new development areas are integrated into the existing town and enhance the existing town structure.
- Support well designed buildings that strengthen the identity and appearance of the town.
- Continue to implement the Kaniva Streetscape Concept Plan.
- Protect and maintain Kaniva’s First Nations and European (post contact) cultural heritage places.



*Commercial Street E, Kaniva*

	Actions	Priority	Partners
A26	Rezone residential land from TZ to NRZ to reflect the low scale nature of development.	High	DTP
A27	Introduce a Development Plan Overlay over new development areas to ensure the orderly provision of infrastructure, open space, environmental considerations, a range of lot sizes and high quality design and development outcomes are achieved.	High	DTP
A28	Advocate for external grant funding to implement the Kaniva streetscape improvement strategy while continuing to gradually implement identified improvements.	Medium	State and federal government
A29	Plant more trees in the town centre to create more shade in line with the previous Streetscape planning report undertaken by Council.	Ongoing	-
A30	Work with the BGLC to explore options to provide cultural interpretive signage for place names and wayfinding signage in language for Kaniva.	Medium	BGLC
A31	Investigate opportunities to further explore Aboriginal and European (post contact) cultural heritage sites of significance and support their enhancement and activation.	High	-
A32	Investigate options to support the long-term growth and establishment of street trees.	Medium	-

## 9. MOVEMENT AND TRANSPORT

Kaniva residents rely on private vehicles as a primary mode of transport due to very limited public transport services. According to the 2021 Census, 60.7 per cent of residents drive to work, 1 per cent were car passengers, 11.3 per cent walked to work and 2.7 per cent rode a bicycle. Car ownership rates were high with 36.7 per cent of households owning one vehicle, 34.9 per cent owning two vehicles and 21.3 per cent owning three or more vehicles. There were 6.2 per cent of residents who reported not owning a car.

Kaniva is on the Western Highway and has an infrequent bus service to Horsham that runs once a week. While there are train services between Melbourne and Adelaide, these do not stop at Kaniva. V/Line have no current plans to construct a new station and reinstate passenger services. This leaves the community reliant on private vehicles for transport to and from the town. Local community transport services could be further investigated to allow people who do not drive to be able to access schools, shops, health and community facilities.

The Western Highway and the rail line are part of the Principal Road and Rail Freight Network that runs through Kaniva. The highway is the main truck route between Melbourne and Adelaide through to Perth with significant movements and volume of freight. The train line is part of the main freight network across Australia linking Melbourne to Perth. The road and rail line facilitates the movement of a significant volume of freight across Australia. This presents an opportunity for Kaniva to act as the halfway point and rest stop between Melbourne and Adelaide providing overnight accommodation and food options. However, the rail line and truck route also act as barriers to movement for people in Kaniva especially when accessing the north and south of the town across the train line and across Commercial Street in the town centre.

The railway crossing on Farmer Street is one of the main north-south connections for the town. It is not well-constructed for industrial traffic and should be upgraded over time. It is important to integrate convenient walking, cycling and public transport routes to local destinations and provide opportunities for planned and incidental physical activity in and around Kaniva especially via the north-south linkages for the town. This will allow more school aged children and their carers to walk and ride safely to school which can also have a positive impact on health outcomes, through increased physical activity. The use of mobility

scooters is also an option for people who do not drive to get around. This also requires the provision of footpaths and safe pedestrian road crossings.

There are opportunities to provide better pedestrian linkages in and around Kaniva to allow people to walk between the health and wellbeing precinct, the recreation reserve and Kaniva College. These areas can be connected back to the town centre via a pedestrian network which would include more footpaths and safe pedestrian crossings. There are opportunities to upgrade the pedestrian crossings across the rail line at Farmers Street and Madden Street in the centre of town to provide better north-south access for pedestrians and cyclists.

### *Objective:*

- To improve movement connections in and around the town so that they are equitable, safe and accessible.

### *Strategies:*

- Reduce the need to drive to access schools and other local amenities such as shops and services through alternative transport modal options.
- Improve the north/south movement network through the town so that people can easily walk or cycle to the town centre, schools, health precinct and other facilities and services.
- Ensure appropriate road infrastructure to support the Kaniva Industrial Park.
- Ensure appropriate movement and access infrastructure to support visitors and tourists to Kaniva.

Actions	Priority	Partners
A33 Advocate to DTP to investigate the potential provision of a local bus service to key services within Kaniva and to other nearby towns such as Bordertown, Horsham, Nhill and Edenhope.	High	DTP
A34 Advocate to DTP to increase bus service frequency to and from Kaniva	High	DTP
A35 Encourage electric vehicle charging station providers to provide additional charging stations in Kaniva.	High	Electric vehicle charging providers
A36 Provide dedicated trailer and caravan parking spaces in Dungey Street adjacent to the Western Highway.	Medium	-
A37 Augment the north/south pedestrian network to allow more people to walk in and around Kaniva.	High	-
A38 Enhance pedestrian safety across Commercial Street at the Farmers Street and Dungey Street intersections by creating a safe pedestrian crossing.	High	- DTP
A39 Ensure new road linkages through development sites connect to the existing road network and enhance permeability for pedestrians and cyclists.	High	-
A40 Advocate to DTP to reduce road speed through the town centre to improve safety and amenity for pedestrians and cyclists.	High	DTP
A41 Work with DTP to assess and upgrade the railway crossing on Farmer Street for industrial traffic.	Medium	DTP
A42 Work with DTP to improve safety for pedestrians across the rail line at both Madden Street and Farmers Street rail crossings.	Medium	DTP
A43 Continue to construct footpaths throughout the town prioritising the links between the health and wellbeing	Ongoing	-

	precinct, school and the recreation reserve to the town centre.		
A44	Support better connections between public and local transport.	Ongoing	DTP
A45	Investigate improvements to the cycling network to support infrastructure and safety for cyclists in the town.	Long term	DTP
A46	Advocate for upgrades to the rail line crossings at Farmers Street and Madden Street to provide better north-south connectivity in Kaniva.	Long term	DTP
A47	Investigate options for improved vehicle access to the highway from the Industrial Estate.	Medium	DTP



**Roundabout, Commercial Street (E and W) and Madden Street (N and S), Kaniva**

## 10. COMMUNITY INFRASTRUCTURE

Kaniva has community infrastructure in close proximity to the residential and commercial centre serving the local community and region. The Kaniva hospital provides urgent care, acute care, residential aged care and community health services.

The Kaniva Kindergarten provides pre-school education services. The current kindergarten facilities are not large enough to deliver on the upcoming kindergarten reforms and there is limited room for expansion. Childcare services provide an important service for families, community and the local economy. Access to suitable childcare provides an opportunity for parents and carers to work and helps maintain the local economy. It also acts as an attractor for parents with young children to live in the region. Moving the kindergarten to the school site would allow for kindergarten expansion and has the potential to keep the school numbers to a viable level.

Kaniva College is a Prep to year-12 Government school serving children from across the district. Maintaining and potentially increasing the town's population will continue to support the school and its education offering to students and families. While Kaniva has a skate park, there is a lack of designated youth space. While this demographic is not growing, there were 65 young people living in town at the time of the last census. Providing facilities that are interesting and accessible for young people will reduce the need to travel for some activities. The exact nature of the facilities needs to be developed in consultation with local young people.

The Kaniva Wetlands and Fauna Park is a popular spot with both locals and visitors. The Wetlands and Fauna Park was upgraded in 2018/19 as part of a community partnership project instigated by the Kaniva & District Progress Association. Council has recently upgraded the Kaniva Town Walk, a town discovery and fitness loop, starting at the Kaniva Fauna Wetlands Park and connecting back to the town centre.

Sport and active recreation is an integral part of the community in Kaniva. It is essential for health, physical and mental wellbeing as well as the sense of belonging and connection to each other. Sport and active recreation contributes significantly to the liveability of Kaniva and is underpinned by a network of local facilities, opportunities to participate and a strong volunteer culture. There is a Recreation Reserve that houses active sports groups including cricket, hockey

football and netball. There is also a tennis club, bowls club, a gun club and a rifle range. The Kaniva swimming pool will soon be upgraded to include a splash park.

The application of the appropriate zone to the following community facilities should be reviewed:

- The Council depot is currently located in the Township Zone and should be rezoned to a Public Use Zone – Schedule 6 (PUZ6).
- The Kaniva Racecourse Reserve and the Kaniva Wetlands and Fauna Park and Kaniva College are all currently in the Farming Zone and should be rezoned to Public Park and Recreation Zone (PPRZ) and brought into the town boundary.
- The Kaniva Showgrounds and Recreation Reserve is currently in the Farming Zone and should be rezoned to Special Use Zone (SUZ) to provide for a range of specialised opportunities guided by a masterplan.
- The Shire Hall, Kindergarten and Council offices are currently in the Township Zone and should be rezoned to a Public Use Zone – Schedule 6 (PUZ6).
- The Kaniva Police Station and Ambulance Station are currently in the Township Zone and should be rezoned to a Public Use Zone – Schedule 7 (PUZ7).

Despite a range of social infrastructure that supports smaller communities outside of Kaniva, many local people travel away from Kaniva to access social infrastructure, including to Horsham and Nhill.

### *Objective:*

- To ensure that community infrastructure and facilities support a healthy, resilient and cohesive community.

### *Strategies:*

- Provide and maintain community facilities and infrastructure that meets the needs of the local community.
- Encourage the ongoing development of shared community and recreational facilities.
- Ensure community facilities are zoned appropriately reflecting their intended uses.

Actions	Priority	Partners
A48 Rezone the Council Depot from TZ to PUZ6.	High	DTP
A49 Rezone the Kaniva College land and the Kaniva State School land from TZ and FZ to PUZ2 to reflect the existing land use.	High	DTP
A50 Rezone the land at 1-7 Roache Street from TZ to PUZ3 to reflect the existing land use of the Kaniva Hospital.	High	DTP
A51 Rezone the Caravan Park site at 2 Baker Street and the Kaniva Bowls Club on Sports Street from TZ to PPRZ to reflect the existing land use.	High	DTP
A52 Rezone the Kaniva Police Station and Ambulance Service to PUZ7 to reflect the existing land use.	High	DTP
A53 Rezone the Shire Hall, Council offices, kindergarten and offices to PUZ6 to reflect the existing land use and public ownership.	High	DTP
A54 Bring the Kaniva College land into the settlement boundary.	High	DTP
A55 Rezone Kaniva Showgrounds and Recreation Reserve from FZ to SUZ to facilitate a wide range of activities within the site.	High	DTP
A56 Rezone the Kaniva Wetlands and Fauna Park from the FZ to PPRZ and bring it into the settlement boundary.	High	DTP
A57 Work with the Victorian Government to deliver additional capacity for kindergarten and other children's services.	High	DET
A58 Create spaces for young people to socialise.	Medium	Service providers
A59 Locate more toilets near play spaces in Kaniva making them more usable and increase the time families spend at play facilities.	Medium	-

A60	Expand tourist information signage to include the Kaniva Wetlands and Fauna Park.	High	-
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*Playground, Kaniva Wetlands and Fauna Park*

## 11. PHYSICAL INFRASTRUCTURE

Natural gas is unavailable in Kaniva but household LPG gas bottles are available. New residential development and most new commercial development are not permitted to connect to reticulated gas. This means that the town will need to rely on electricity for power.

Access to the NBN is available in Kaniva but is extremely unreliable and could be greatly improved.

Potable drinking water has recently been brought to Kaniva via a new pipeline from Nhill via the Wimmera Mallee Pipeline. This is a potential “game changer” for the town’s residential, commercial and industrial areas and in defending the town better from bushfire. Opportunities for water to be used in the industrial land uses should be utilised.

There is a gravity sewer system in Kaniva to treat waste water. However, the capacity of the waste water treatment plants may need to be increased to support growth in the town. Some homes remain on septic tanks and are not connected to the sewage treatment system. The treatment plants should be protected from residential encroachment.

Council has an Onsite Wastewater Management Plan (OWMP) to assist with the efficient and effective regulation of onsite wastewater management (OWM) within the Shire.

Infrastructure that responds to climate variability impacts such as the management of stormwater runoff can be further explored through Water Sensitive Urban Design. This would include the use of raingardens and detention basins to help clean stormwater runoff and slowly release it back into the environment at a controlled rate to prevent flooding downstream.

The use of microgrids could be a viable option for Kaniva to provide energy generation and storage at a local level. It can also incorporate renewable energy generation from solar panels or wind turbines as well as battery energy storage.

### Objective:

- To provide the physical infrastructure and services necessary to meet the current and future growth needs of Kaniva.

### Strategies:

- Facilitate all land parcels in Kaniva including residential, commercial and industrial zoned land to connect to the reticulated sewer system.
- Facilitate ongoing residential, commercial and industrial development in Kaniva through the provision of reticulated water

	Actions	Priority	Partners
A61	Require all land parcels within the sewer district of Kaniva including residential, commercial and industrial zoned land to connect to the reticulated sewage system when new development occurs.	High	GWMW
A62	Work with Grampians Wimmera Mallee Water (GWMW) and the EPA to identify the buffer area required around the Waste Water Treatment Plant and apply the Buffer Area Overlay to the identified area.	Medium	GWMW and EPA
A63	Incorporate any finalised buffer areas for the town infrastructure into the WWPS via the appropriate overlay such as the Buffer Area Overlay.	Medium	GWMW
A64	Explore new opportunities for the industrial estate that utilise the available potable water.	Medium	GWMW
A65	Explore options to fund infrastructure in new developments including a DPO and opportunities for Council owned land to be leveraged to encourage investment.	High	Developers
A66	Explore opportunities for Water Sensitive Urban Design.	Low	-

## 12. KANIVA FRAMEWORK PLAN

The Framework Plan at **Figure 4** establishes the overarching framework plan for Kaniva and includes the key strategic directions and initiatives.

### 12.1 Implementation

Implementing the Structure Plan will require a range of statutory and non-statutory measures to ensure that the vision is realised. Actions are detailed through the Structure Plan and included in the table in **Appendix 1**.

#### *Statutory Implementation:*

The implementation of the Structure Plan will involve the preparation of a planning scheme amendment to implement the statutory actions outlined into the WWPS. The MPS and local planning policies should be revised and be consistent with **Appendix 1**.

The proposed changes to the zones to be led by Council include<sup>1</sup>:

- Rezoning residential land to the NRZ to reflect proposed new residential development and a range of lot sizes serviced by the sewer.
- Applying the Commercial 1 Zone to the commercial area on Commercial Street and associated land fronting Philips Street.
- Rezoning the Kaniva Showgrounds and Recreation Reserve from FZ to SUZ to reflect the existing land uses.
- Rezoning the Kaniva College and the Kaniva State School from TZ and FZ to PUZ2 to reflect the existing land use.
- Rezoning the Crown Land on the corner of Champness Street and Farmers Street from TZ to PUZ6 to reflect the current use as a Council Depot.
- Rezoning the land bounded by Commercial Street, Progress Street and the rail line from FZ to NRZ to reflect the existing residential land use.
- Rezoning TZ land at the corner of Madden Street and Farmers Street to IN3Z to reflect existing land uses.
- Rezoning FZ land at 17-19 Paterson Street and 10 Kelly Street to NRZ.

<sup>1</sup> The decision on the most appropriate zones and overlays to use to implement the plan follows review against the Ministerial Direction on Form and Content of Planning Schemes and the Practitioners Guide.

- Rezoning FZ land at 21-33 Paterson Street to LDRZ.
- Rezoning TZ land at 119 and 137 Broughton Road to FZ to reflect existing land uses.
- Rezoning land at 1-7 Roache Street from TZ to PUZ3 to reflect the existing land use of the Kaniva Hospital.
- Rezoning the Caravan Park site at 2 Baker Street and the Kaniva Bowls Club and Kaniva Community Tennis on Sports Street from TZ to PPRZ to reflect the existing land use.
- Rezoning the Shire Hall, kindergarten and Council offices on Commercial Street and Baker Street to the PUZ6.
- Rezoning the Kaniva Police Station and Ambulance Station to PUZ7.

Subject to demonstrated demand support proponent led amendments to rezone the following (potentially as a combined amendment/application):

- Rezoning FZ land west of Kaniva College to NRZ to provide future residential development opportunities.
- Rezoning the FZ land north of Kelly Street and east of Paterson Street into the LDRZ at a minimum lot size of 0.2ha connected to sewer.

The proposed changes to overlays include:

- Applying the DPO to new development areas to ensure high quality development outcomes that respect and enhance the existing character of Kaniva and any areas of environmental significance delivering coordinated and sequenced development as well as infrastructure provision.

The Structure Plan should be included as a policy document in local planning policies and as a background document in the Schedule to Clause 72.08.

Council should investigate whether Rural Living Zone land needs to be provided on land outside the settlement boundary to facilitate a different type of housing not currently provided in Kaniva via the preparation of a Rural Land Strategy.

Other revisions should also be made to the WWPS consistent with Chapter 12.

*Non-Statutory Implementation:*

The Structure Plan identifies a wide range of non-statutory implementation actions necessary to deliver the vision for Kaniva subject to Council budget cycles and priorities.

Council should advocate to the Victorian Government to improve public and community transport options. Public realm improvements such as footpaths, minor streetscape works and tree planting can be staged and will involve both Council and Victorian Government agencies.



### 13. MONITORING AND REVIEW

While the Structure Plan has a 15-20 year timeframe, regular review and updating is required. A progress report on the implementation of the Structure Plan and the uptake of development will form a chapter in the four yearly review of the West Wimmera Planning Scheme that is a requirement of Section 12B of the Planning and Environment Act 1987. This will include an audit of the actions, commencing from when the Structure Plan is approved.

Council can use the four yearly progress report to adjust the implementation program to ensure that the plan is achieving the vision. The review cycle will ensure the Structure Plan remains relevant and consistent with Council's strategic directions and policies, MPS and the Council Plan, and to identify any changes required to respond to new trends, policies, strategies or changing circumstances. A wholistic revisiting of the Plan should commence in 10-15 years from the approval of the Plan by Council.



*Commercial Hotel, Commercial Street W, Kaniva*



*Commercial Street E, Kaniva*

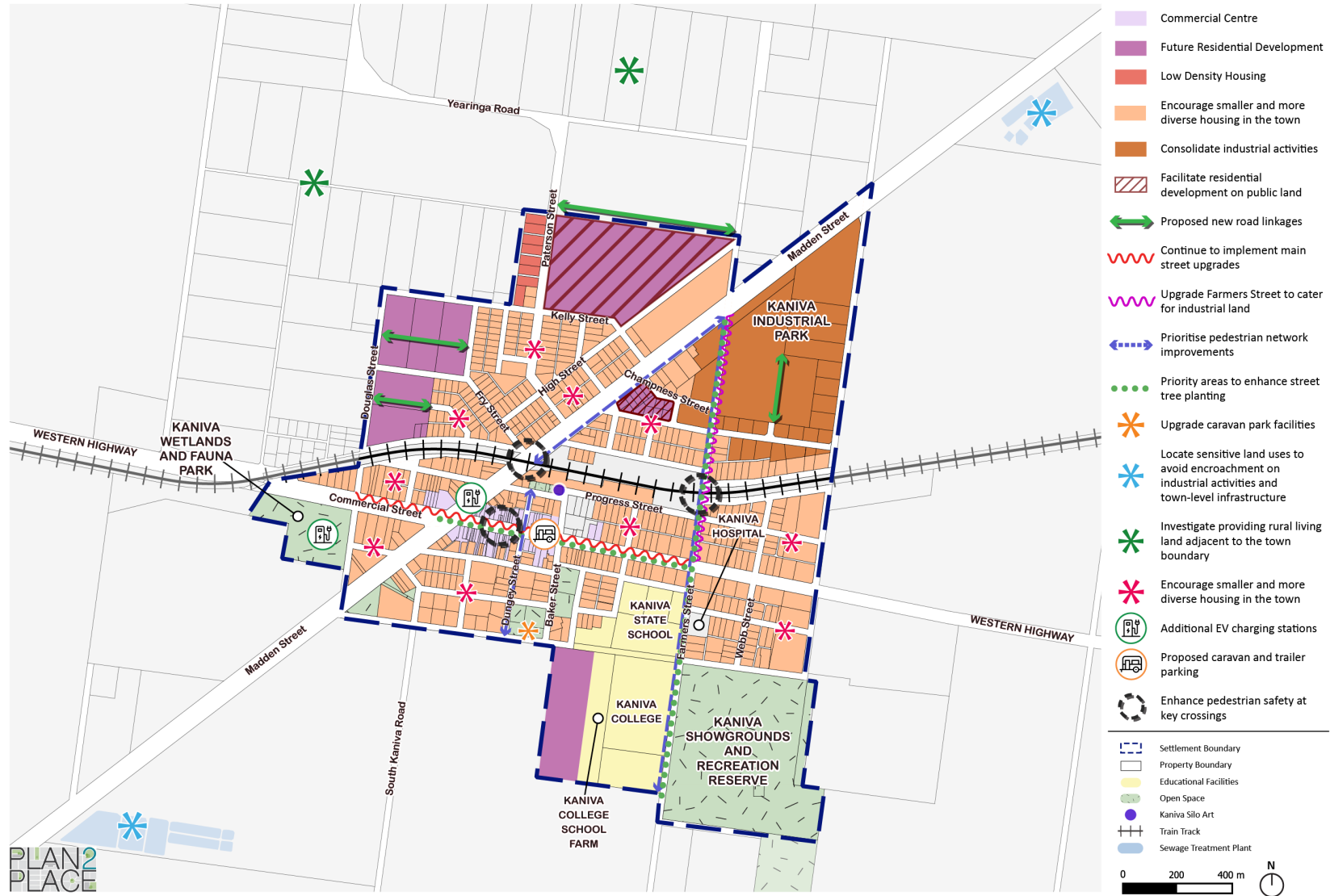


Figure 4: Kaniva Framework Plan

Kaniva Structure Plan, Draft, V6

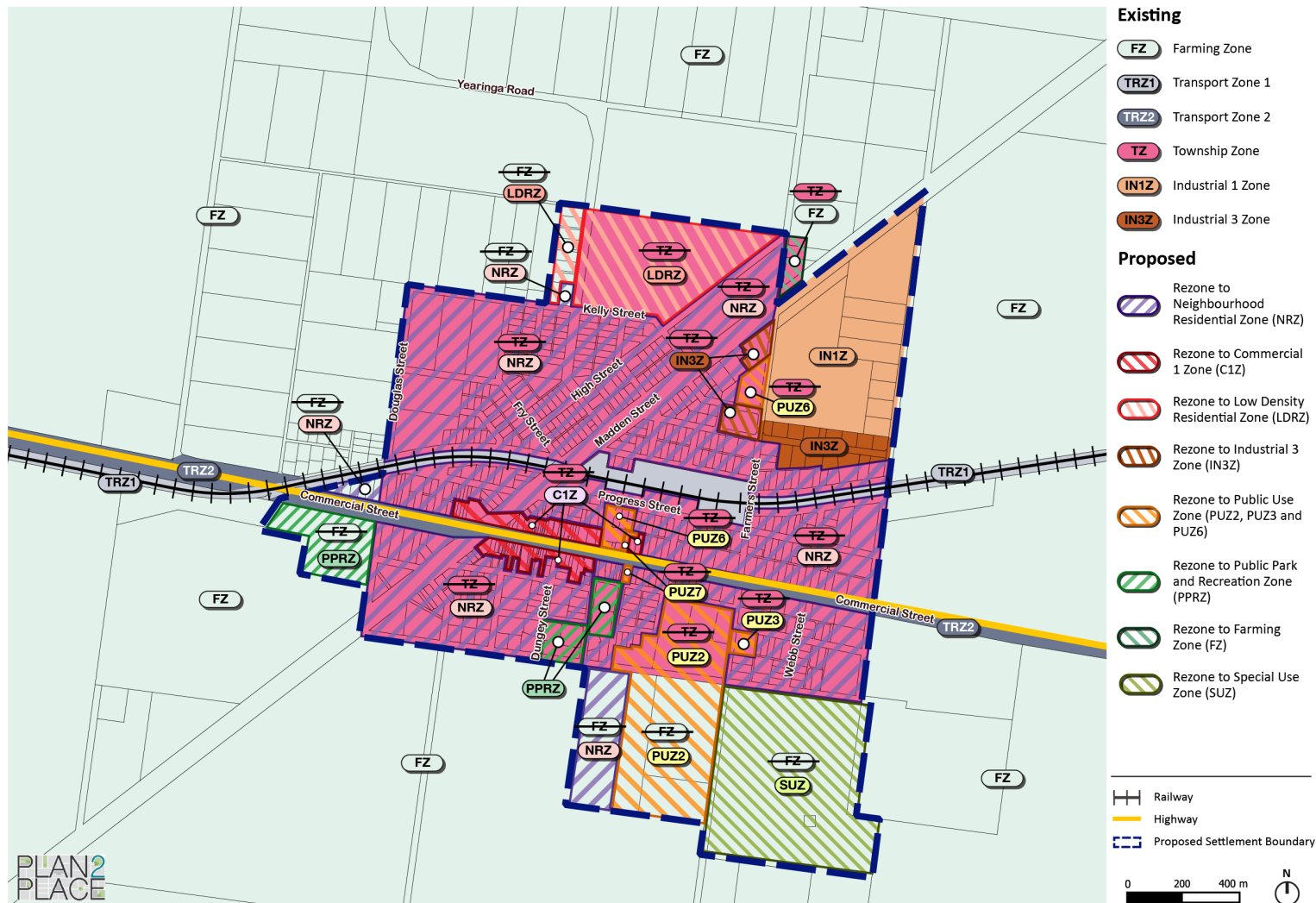


Figure 5: Proposed Zoning Changes - Map

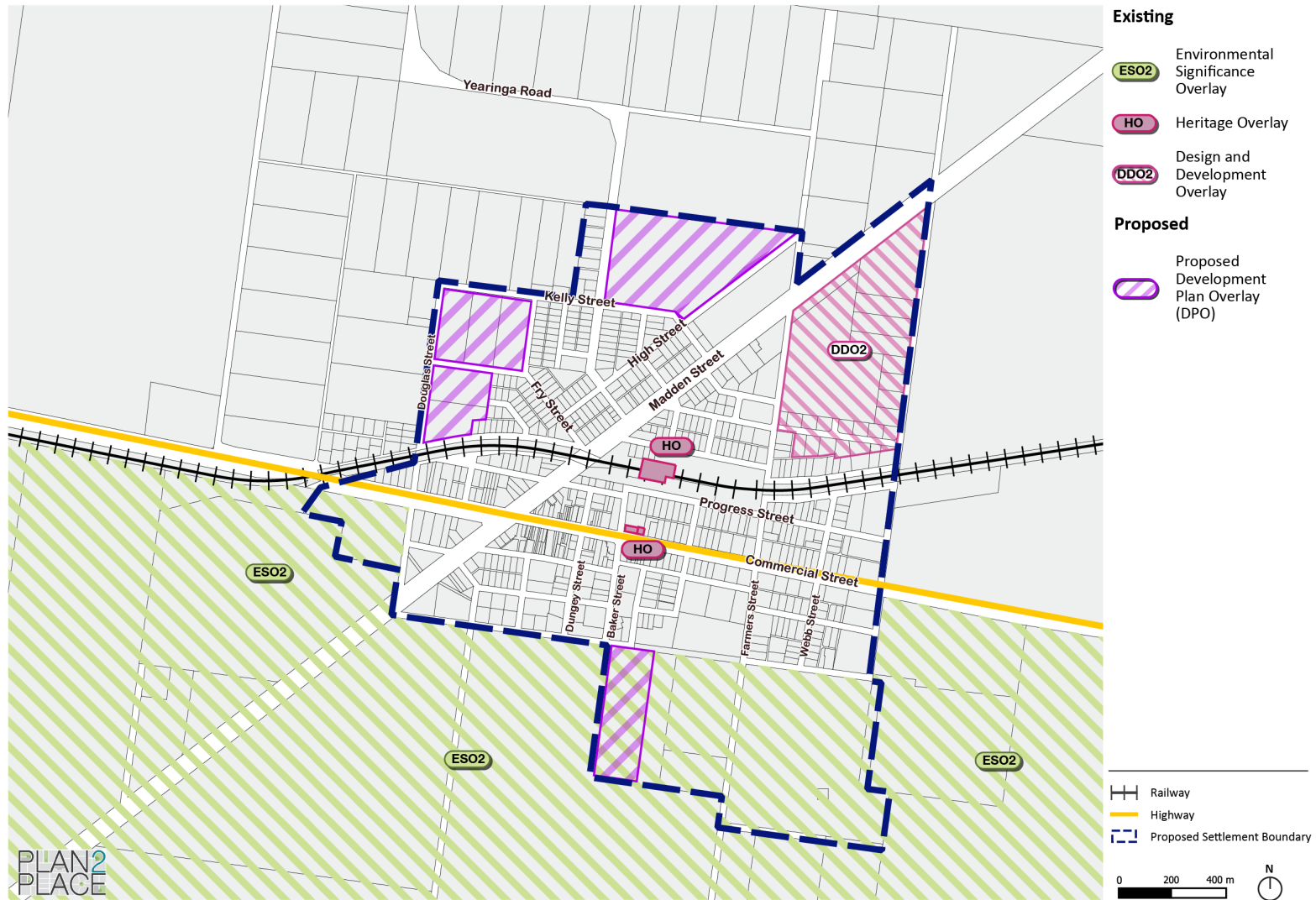


Figure 6: Proposed Overlay Changes - Map

## Appendix 1 - Draft Planning Scheme Policy and Provisions

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To give greater certainty to the implementation of the vision for Kaniva, key elements are proposed to be included in the WWPS.

Update the MPS to reflect the role and function of Kaniva.

The vision and objectives should be embedded in the local policies integrated into the Planning Policy Framework (PPF). This should be through local planning policies which could include:

- Clause 11.01-1L- 02 Kaniva to complement Clauses 11.01-1S Settlement and 11.01-1R. This will include the relevant objective(s), strategies and the township framework plan to guide land use and development.
- Clause 16.01-1L Kaniva housing and include the relevant objective and strategies to complement Clause 16.01-1S – Housing supply.
- Clause 17.02-1L Kaniva business and include the relevant objective and strategies to complement Clause 17.02-1S – Business.
- Clause 18.01-3L Kaniva transport and include the relevant objective and strategies to complement Clause 18.01-1-3S Sustainable and Safe Transport.
- Clause 19.02-4L Kaniva social and cultural infrastructure and include the relevant objective and strategies to complement Clause 19.02-4S – Social and Cultural Infrastructure.



*Kaniva Shire Hall, Commercial Street E, Kaniva*

West Wimmera Shire Council respectfully acknowledges the Traditional Custodians  
of the land, and pays respects to their elders, past, present and emerging.



*Credit: Plan2Place Consulting*

## CONTACT

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### ACKNOWLEDGEMENT

*We respectfully acknowledge that every project enabled or assisted by Plan2Place Consulting in Victoria exists on traditional aboriginal lands which have been sustained for thousands of years.*

*We honour their ongoing connection to these lands and seek to respectfully acknowledge the traditional custodians in our work.*



# KANIVA STRUCTURE PLAN

BACKGROUND REPORT  
[DRAFT]

JANUARY 2026



This report is the Background Report for the Kaniva Structure Plan (v5<sup>1</sup>) for the Department of Transport and Planning and West Wimmera Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Tim Nott Economics and Wayfarer Consulting, using background reports and information provided by Council and from other government sources. The report issue date is 23 January 2026.

Every reasonable effort has been made to validate information provided by the client, Department staff, Council staff, stakeholders and other participants in the preparation of this report throughout the project.

The report has been prepared in conjunction with the West Wimmera Shire Council and Department of Planning and Transport and is based upon up-to-date information provided at the time of report preparation and finalisation.

No part of the report can be replicated or reproduced in part or whole (other than by the West Wimmera Shire Council, Department of Transport and Planning or the consultant team) without the permission of Plan2Place Consulting – see [www.plan2place.com.au](http://www.plan2place.com.au).



**Tim Nott**  
 economic analysis + strategy

**ACKNOWLEDGEMENT**

*We respectfully acknowledge that every project enabled or assisted by Plan2Place Consulting in Victoria exists on traditional aboriginal lands which have been sustained for thousands of years.*

*We honour their ongoing connection to these lands and seek to respectfully acknowledge the traditional custodians in our work.*

Version	Date	Notes
V1	20 December 2024	Draft 1 Prepared for Council and DTP Officer Review
V2	21 August 2025	Draft 2 Prepared following Council and DTP Officer Review
V3	24 October 2025	Draft 3 Prepared following Council and DTP Officer Review
V4	13 November 2025	Draft 4 prepared consolidating DTP, Council, and P2P Review
V5	23 January 2026	Draft 5 Prepared for Councillor Review

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## ABBREVIATIONS AND LEGISLATION

### Abbreviations

ARTC	Australian Rail Track Corporation
BAL	Bushfire Attack Level
BAO	Buffer Area Overlay
BMO	Bushfire Management Overlay
BGLC	Barengi Gadjin Land Council
C	Council Amendment
C1Z	Commercial 1 Zone
Council	West Wimmera Shire Council
DEECA	Department of Energy Environment and Climate Change
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
DDO	Design and Development Overlay
EPAV	Environment Protection Authority Victoria
EPBC	Environmental Protection and Biodiversity Act
ESO	Environmental Significance Overlay
FZ	Farming Zone
FFG	Flora and Fauna Guarantee Act 1988
FO	Flooding Overlay
GRZ	General Residential Zone
GWMW	Grampians Wimmera Mallee Water
HO	Heritage Overlay
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
LSIO	Land Subject to Inundation Overlay
LDRZ	Low Density Residential Zone
MPS	Municipal Planning Strategy
OWM	Onsite Wastewater Management
OWMP	Onsite Wastewater Management Plan
PCRZ	Public Conservation and Resource Zone
PPF	Planning Policy Framework
PSP	Precinct Structure Plan
PUZ	Public Use Zone
RRV	Regional Roads Victoria
TZ	Township Zone
TRZ	Transport Zone
VC	Victorian and Council Amendment
VIF2019/2021	Victoria in Future 2019/2021
VPP	Victoria Planning Provisions
WWPS	West Wimmera Planning Scheme

### Numeric Abbreviations

ha	hectares
%	percent
m <sup>2</sup>	metres squared
kms	kilometres
sqm	square metres

### Related Legislation and Regulations

*Planning and Environment Act 1987 (P&E Act)*

## EXECUTIVE SUMMARY

This Background Report supports the development of a new Structure Plan for Kaniva. It provides the background and evidence leveraging existing and new studies and identifies issues and opportunities that will influence the development of the Structure Plan. These are presented under a number of themes that will translate into the Plan.

The Structure Plan aims to recognise growth aspirations, provide detailed land use guidance, and identify strategic guidelines and infrastructure requirements for future development. It will provide a vision, objectives and a series of actions to be delivered over the coming decade. These will include both statutory actions through the West Wimmera Planning Scheme and non-statutory actions such as funding or advocacy to be achieved by Council, the community and stakeholders.

The development of the Background Report has highlighted a number of areas that the structure plan should address. In summary, key directions include: promoting residential development within the town boundaries; review and monitor the need for additional industrial and commercial land; review the future use and zoning of the town's former airstrip; and facilitate increased tourism, short stay accommodation and more accommodation options to support key worker housing.

More specific key findings from this background report include the following:

### *Policy and Planning Scheme Context*

- The Housing target for the West Wimmera Shire set out in Plan for Victoria is 200 net new dwellings to 2051. has a housing target of 200 additional dwellings within established areas.
- Freight volumes in regional Victoria are forecast to grow.
- Kaniva is a key local service centre and policy encourages the provision of a range of services appropriate for the local community.
- Kaniva should facilitate infill residential development within the town boundaries.
- The potential for Rural Living Zone land adjacent to the town should be investigated through the preparation of a Rural Strategy.

### *Population and Housing*

- According to demographic data, the population in Kaniva is forecast to decline.
- Despite this projected decline in population, housing scenarios suggest that the town is likely to require more dwellings to meet the needs of the community due to an ageing population and demographic changes.
- Kaniva will be expected to accommodate a significant share of the Shire's target.
- There is a shortage of key worker housing in the town which is impacting the ability of the town to attract staff.
- There is limited short term or long term rental accommodation available.
- The median housing purchase price is \$200,000; however, a new build has been costed at \$350,000 (excluding land) (Victorian Valuer General, 2024).
- There is an opportunity for a small local construction industry to provide new housing in the town.
- Land banking is an issue.
- Council and State owned land could be utilised to encourage investment by affordable housing providers and/or to engage in direct housing and infrastructure provision; this could also help alleviate the lack of key worker housing and allow people to age in place.

### *Local Economy and Land Use*

- The accommodation offering is important to facilitate and grow the local tourism market.
- There is a lack of local accommodation available to support the tourist market and house seasonal workers in Kaniva. This needs to be increased and addressed to allow the local tourism and eco-tourism market to grow and to attract more seasonal workers.
- There are opportunities for eco-tourism in Kaniva including the Kaniva Wetlands and Fauna Park.
- There are opportunities to expand the tourism offerings to service the 'silver economy' with specialised recreation and travel catering to this expanding market.

- Tourists stop in Kaniva as part of the Silo Art Trail.
- Other than reflecting existing industrial activities, no further industrial zoned land will be required to accommodate expected development over the period to 2041.
- The Barengi Gadjin Land Council BGLC (the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.

#### *Landscape and Environment*

- Kaniva is vulnerable to climate change, and already experiences significant climate variability, including exposure to extremes in rainfall, winds and drought. This will also see an increase in bushfires in the Shire.
- The entire municipality is categorised as bushfire prone land and as observed bushfires can impact areas where no BMO applies.
- There are areas of environmental significance and high value habitat that need to be protected and preserved for habitat of endangered flora and fauna such as the Red-tailed Black cockatoo ([ESO2](#)) and other environmental considerations.
- Kaniva is affected by overland flow of stormwater.

#### *Urban Design, Built Form and Heritage*

- The town centre of Kaniva has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art. ~~in the form of decorated grazing sheep scattered throughout.~~
- Streetscape Concept Plans were prepared for Council in 2021 to upgrade the town centre (refer to Appendix A).
- Kaniva needs more shade trees to reduce heat impacts for residents and visitors.
- Kaniva has a strong First Nations Heritage.
- The Barengi Gadjin Land Council (BGLC – the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.
- There is an opportunity to work with the BGLC to produce cultural interpretive signage for place names, ~~and wayfinding signage~~ ~~and, as well as signage in local language, referencing local birds, flora and fauna in areas such as wetlands.~~

#### *Movement and Transport*

- Supporting ~~additional further~~ provision of electric vehicle charging stations would be beneficial for increasing visitation and encouraging travellers to stop in Kaniva.
- Council could consider improving and expanding trailer and caravan parking spaces.
- Public transport is very limited within Kaniva which reduces the capacity of people to travel to access services and activities.
- The train no longer stops in Kaniva, and there is insufficient public transport available for the town with residents reliant on private transport.
- The pedestrian network could be further strengthened to encourage more people to walk.
- The Principal Freight Network for road and rail runs through Kaniva.

#### *Community Infrastructure*

- Community infrastructure refers to places and spaces that provide for service delivery, social and community activities, sports, education and emergency relief. Community infrastructure facilitates opportunities to develop and build community relationships and cohesion.
- Kaniva has a supply of community infrastructure some of which is no longer fit for purpose.
- The existing community infrastructure is limited by its single-use – it is not flexible and adaptive and limits the types of activities that can occur.
- Places to meet in town are an essential part of community life and maintaining their accessibility for an ageing population will be important.
- Kaniva has excellent sporting facilities; the hub is a key facility and the usage of this should be maintained.
- Groups and associations are finding it difficult to maintain the physical asset base, to attract and retain volunteers, and to provide their members with the facilities and access they expect.

- There is a strong base of community leaders who are focussed, determined and passionate, but who are facing increasing pressures relating to volunteer decline, limited funding, and increasing workloads and accountability.
- The Kaniva Shire Hall is a priority project to upgrade and enhance the existing facilities, including ~~a new commercial kitchen~~, flexible meeting spaces for community use ~~and improve heating, cooling and seating~~.
- There are limited places for young people to meet; Kaniva has a skate park but there is a lack of designated youth space.

#### *Physical Infrastructure*

- Potable drinking water is now available for the town via a connection to the Wimmera Mallee Pipeline.
- The town has a gravity reticulated sewerage system. Enhancements to the wastewater treatment plants may be required to support growth of the town.
- Reticulated gas is not available which means that residents of the town will continue to be reliant on electricity for their future energy needs.

#### *Implications for the structure plan*

There are a range of issues and opportunities that the structure plan should resolve as explored throughout this report including:

- Land within the current town boundary provides for township growth but some land may not be available due to landowner intentions or environmental risks. Several rezonings are suggested to provide greater choice and direction for the local development industry.
- Vacant, underutilised blocks within the town boundary should be encouraged to provide for medium density housing to meet the needs of an ageing population and to address key worker housing shortages. This can be achieved through clearer direction in the MPS and local policy as well as public education and engagement with land owners.
- A variety of land offerings tailored for different markets are needed and will require the current township boundary to be altered to meet this demand.
- Kaniva could promote itself further as the gateway to Victoria's Bordertown offering services and facilities to visitors and tourists between Melbourne and Adelaide.
- No additional industrial zoned land will be required to accommodate expected development over the period to 2041.
- There is an opportunity to rezone commercial and residential land to more specific zones to consolidate activity and provide greater development certainty for landowners.
- The NRZ would be appropriate for existing residential areas given the pattern, character and nature of development.
- The C1Z would be appropriate for the commercial core of Kaniva along the Western Highway given existing uses, built form and location.

## 1. INTRODUCTION

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### 1.1 Background Report Overview

This Background Report supports the development of the new Structure Plan for Kaniva. The preparation of the Kaniva Structure Plan seeks to consider the future of Kaniva from first planning principles.

The Structure Plan should:

- Recognise the growth aspirations, as well as considerations for the wider development of Kaniva.
- Seek to leverage existing information and studies that have already been prepared in relation to the previous amendments.
- Provide more granular detail relating to the land previously identified by the Regional Growth Plan.
- Identify strategic guidelines, the phasing of future growth, and the key delivery infrastructure requirements to enable future development.

The Background Report consists of nine chapters covering the following themes:

- Policy and Planning Scheme Context.
- Demographics and Population.
- Housing Supply.
- Local Economy and Land use.
- Landscape and Environment.
- Urban Design Built Form and Heritage.
- Movement and Transport.
- Community Infrastructure.
- Physical infrastructure.

### 1.2 What is a Structure Plan?

A structure plan is a long-term plan developed with the community and stakeholders to manage the future of a specific area through a development framework. A structure plan guides the future of land uses and activities, infrastructure, transport, development, physical environment and amenity in a town.

The purpose and function of the Kaniva Structure Plan is to plan for the future of Kaniva by protecting the distinctive positive elements of the town and building upon its opportunities. This will guide the physical and natural environment, amenity and activities of the town and its growth.

The structure plan is required to provide direction to manage sustainable development of the town by defining its unique character, facilitating orderly growth, enlivening the town centre, strengthening the local economy, protecting unique environmental qualities and building community resilience.

### 1.3 Kaniva Today

Kaniva is the largest town in the north of the West Wimmera Shire (the Shire). It is located on the Western Highway and the Melbourne-Adelaide Railway, and lies between the Little Desert National Park and the Big Desert Wilderness. The town provides services to the surrounding farm districts and to travellers on the Western Highway.

Kaniva is a small but robust community and economy. Its location on the Western Highway provides significant strategic advantages relating to economic growth and land use. It has a wide range of community infrastructure to support its population, including sport and recreation facilities. Its economy is anchored in agriculture and the town is adjacent to Little Desert National Park, a major tourist attraction in the wider region.

Kaniva functions both as a service centre for residents and visitors in the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, putting it in a prime position to capture freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset and its location has significantly contributed to the formation of the town's character. The town context map is shown in **Figure 1**.

#### 1.4 Stakeholder Engagement

Many key stakeholders and agencies have been consulted in the development of this Background Report. These include:

- West Wimmera Shire Council officers
- Department of Transport and Planning (DTP),
- Department of Energy, Environment and Climate Action
- Barengi Gadjin Land Council
- Country Fire Authority
- Regional Development Victoria
- Wimmera Catchment Management Authority
- Glenelg Hopkins Catchment Management Authority
- Grampians Wimmera Mallee Water
- EPA Victoria
- VicTrack.

#### 1.5 Additional Background Reports

Three reports were commissioned to inform the Kaniva Structure Plan Background Report including the:

- Kaniva Structure Plan – Social and Community Infrastructure Analysis (Wayfarer Consulting).
- Kaniva Structure Plan – Economic Inputs (Tim Nott Consulting).
- Bushfire Hazard Analysis Report – Terramatrix.

The evidence and findings of these reports have been included in the Kaniva Structure Plan Background Report.

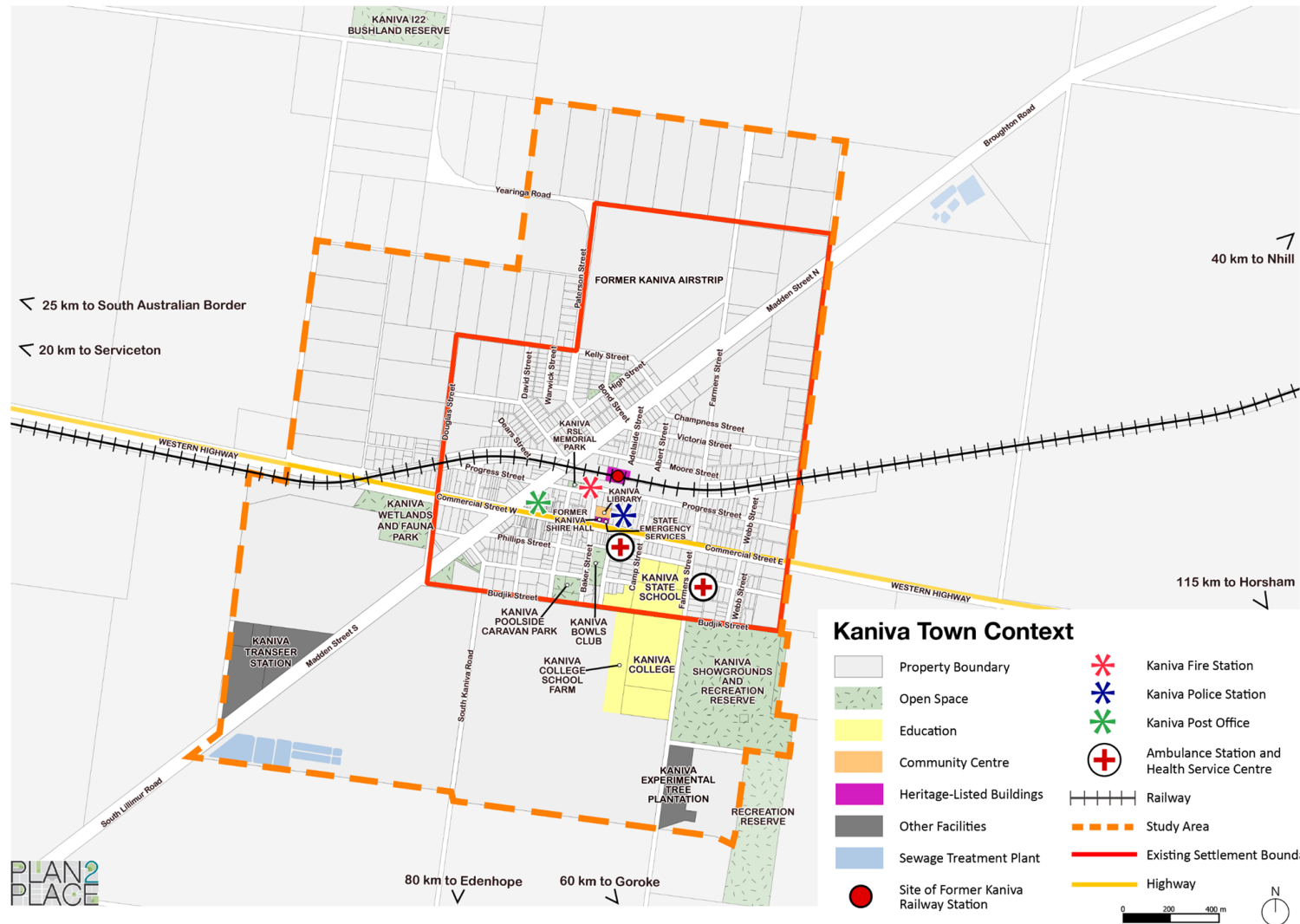


Figure 1: Kaniva Context Map

## 2. POLICY AND PLANNING SCHEME CONTEXT

### Key Findings

- The Housing target for the West Wimmera Shire set out in Plan for Victoria is 200 net new dwellings to 2051
- Freight volumes in regional Victoria are forecast to grow.
- Kaniva is a key local service centre and policy encourages the provision of a range of services appropriate for the local community.
- Kaniva should facilitate infill residential development within the town boundaries.
- The potential for Rural Living Zone land adjacent to the town should be investigated through the preparation of a Rural Strategy.

### 2.1 State Policy

#### Plan for Victoria

Plan for Victoria was released in 2025 and is structured around five pillars which are:

- Self-determination and caring for Country: underpinning and informing the other pillars.
- Housing for all Victorians: delivering sufficient affordable homes for all Victorians.
- Accessible jobs and services: making sure you have good access to facilities and good jobs.
- Great places, suburbs and towns: creating thriving places that are attractive, safe and welcoming for everyone.
- Sustainable environments: preserving the natural values of Victoria and addressing climate change.

This plan sets out housing targets for every local government area across Victoria, specifying their share of the extra 2.24 million homes that are forecast. The housing targets that have been set for West Wimmera are for an additional 200 dwellings to 2051.

The plan seeks to deliver more jobs near homes by planning for, protecting and readying commercial and industrial land for development in locations well-served with jobs, shops, public transport and community facilities and services.

As part the 2.24 million homes needed in Victoria by 2051, the Victorian Government has set a target to build 425,600 of those homes across the regions. There is a new \$1 billion Regional Housing Fund to deliver more than 1,300 new homes across regional Victoria. The new homes will include a mix of social and affordable housing. There is also a \$150 million Regional Worker Accommodation Fund to provide new housing options for regional communities where key workers are struggling to find affordable places to live. The package will make regional workers’ jobs more secure and make it easier for businesses to find and keep staff.

Plan for Victoria was implemented state-wide through Amendment VC283.

#### Delivering the Goods: Victorian Freight Plan 2018

*Delivering the Goods* outlines key priorities to support Victoria’s freight and logistics infrastructure amidst significant growth, driven by rising demand, global trends, and technological advancements. Freight volumes in regional Victoria are forecast to grow at an annual average rate of 1.5 per cent % each year between 2014 and 2051. Towns such as Kaniva are on the Principal Freight Network for both Road and Rail which will mean more trucks on the Shire’s roads.

#### Victoria’s Housing Statement, 2023

*Victoria’s Housing Statement* has placed housing provision as one of the key challenges of the decade ahead. It aims to refresh Victoria’s housing policy settings with a series of initiatives that respond to short-term issues of affordability and supply while still promoting long term economic growth.

The housing statement is supported by Amendments VC242, VC243, VC253, VC267, VC276 and VC282 which aim to facilitate well-located, integrated and diverse housing that meets community needs and supports the delivery of housing in Victoria.

Amendment VC242 introduced two new particular provisions to facilitate significant residential development and significant economic development through clauses 53.22 and 53.23 with the Minister for Planning as the responsible authority.

Amendment VC243 introduced state-wide changes to all planning schemes to codify residential development standards, implement the Future Homes project across Victoria, remove permit requirements for single dwellings on lots of 300 square metres or more and introduce VicSmart permits for single dwellings on lots less than 300 square metres.

Amendment VC253 introduced a new land use term and siting, design and amenity requirements for a ‘small second dwelling’ into a range of residential and rural zones across Victoria including the Low Density Residential Zone (LDRZ), Township Zone (TZ) and Farming Zone (FZ). This replaced the land use term ‘dependent person’s unit’ and made the planning provisions more consistent and easier to build a small second dwelling of 60 square metres (sqm) or less that meets specified requirements.

In March 2025, Amendment VC267 implemented new residential development planning assessment provisions to boost housing construction to meet future housing needs. Deemed to comply provisions were included in the residential standards at Clause 55 of the VPP and planning schemes statewide for the assessment of multi-residential developments of three storeys or less. If the deemed to comply standards are met for an application, it will benefit from a faster and more certain permit process exempt from a third party appeal.

Amendment VC276 then removed most local variations from residential zone schedules across planning schemes state-wide.

Amendment VC282 introduced state-wide changes to all planning schemes to codify residential development standards for single dwellings on lots less than 300 square metres.

2.2 Regional Policy

*Wimmera Southern Mallee Settlement Framework*

The Wimmera Southern Mallee Settlement Framework covers the municipalities of Hindmarsh, Horsham, Northern Grampians, West Wimmera and Yarriambiack. The plan provides broad direction for regional land use and development in the region.

Horsham is the major centre and provides a wide range of services to the whole region and adjoining areas. Kaniva is recognised as a key local service centre with the designation of town.

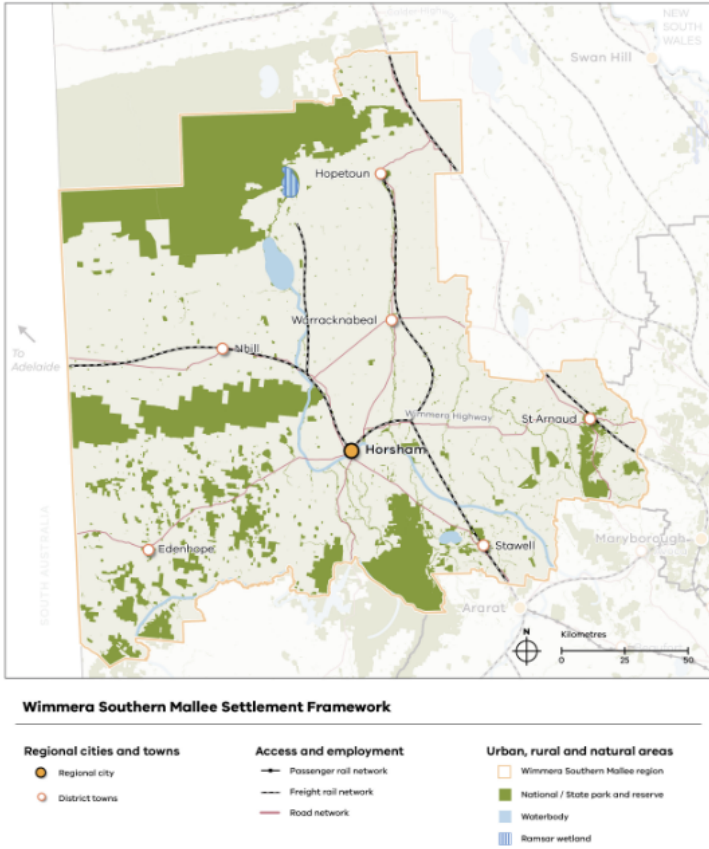


Figure 2: Wimmera Southern Mallee Settlement Framework

2.3 Council Strategies

*West Wimmera Council Plan, 2025 - 2029*

The *West Wimmera Council Plan* sets out a roadmap for the Shire, outlining where the municipality is heading and what is needed to get there. The Council

Plan is a legislated requirement that is required to be prepared every four years and incorporates the Municipal Public Health and Wellbeing Plan.

The Community Vision and future directions outlined in the Council Plan and Community Plan provide a strong platform for the development of the STP as outlined below.

*In 2041 West Wimmera is a great place to live, work and play. We are growing and we are known for our natural environment, resilience and sense of community. We are proud of our heritage and are building new economic capacity based on innovation and tourism, which is creating local employment. Our towns are vibrant and welcoming, offering the services and facilities that meet the needs of our community and visitors. We are a confident community and will empower everyone to be part of our future.*

## Future Directions

Active, healthy and safe – supporting our community to live full and rewarding lives.

Access to the right services – working confidently with partners to ensure health, education and digital services meet our needs.

The natural environment – valuing the time our community and visitors spend enjoying the natural environment.

Our roads – a safe and sustainable road network supporting businesses, our community and visitors.

Attractive and viable town centres – great places to live, visit and do business.

Thriving economy – taking advantage of our strengths in farming, business and tourism to generate employment and share our prosperity.

Sport and recreation – facilities that encourage participation in physical activity and add to community life.

### *West Wimmera Recreational Trails Strategy, 2018*

The *West Wimmera Recreational Trails Strategy* provides a ten year plan to guide decisions about the management of, and investment in, trails and to provide a

vision of what the trail network across the Shire will look like in the future. The Strategy aims to encourage and support active lifestyles in a positive way and address challenges faced by the Shire’s residents. This includes issues related to high rates of physical inactivity and overweight, obese and preventable mortality compared to the average across Victoria and other Australian districts. The opportunity to grow the visitor economy is also recognised.

The Strategy identifies a range of opportunities available to grow the trail network across the municipality and within the towns. This aims to build on proximity to international and national tourism features, the Shire’s natural attributes, landscapes and features, location between Melbourne and Adelaide and diversity of environments.

There are a range of initiatives identified to elevate the quality and extent of trails within Kaniva.

### *West Wimmera Economic Development Strategy 2024-2029 (WWEDS)*

The WWEDS sets out the Shire’s community vision for the municipal economy along with strategies and actions to achieve that vision. It is aligned to the Regional Economic Development Strategy (REDS) for the Wimmera Southern Mallee Region of Victoria, which is the umbrella economic development strategy prepared by the Victorian State Government. The WWEDS is an overarching framework that will be used to guide economic development in the municipality and articulates the role, priorities, and approach. It provides the rationale for engaging with identified priority sectors and delivering outcomes through implementation plans. There are three pillars in the Strategy that will drive the economy which are:

- Continuing to support the growth of the agricultural sector throughout the municipality.
- Enhancing liveability to increase amenity and grow the appeal of the municipality’s towns.
- Supporting small business growth.

There are a range of initiatives outlined for Kaniva including:

- The preparation of town settlement plans to facilitate development (particularly for key workers).
- Promoting industrial estates in Kaniva.

- Advocating for road improvements.
- Mainstreet activation plans.
- Supporting development of business hubs.
- Formalising caravan and trailer parking in Kaniva's main street.
- Upgrading holiday visitor parks.

#### *West Wimmera Small Towns Plan 2025*

The West Wimmera Small Towns Plan (STP) was developed to guide the role, function and purpose of the five largest towns in the Shire of Apsley, Edenhope, Goroke, Harrow and Kaniva and confirm the Municipal Settlement Strategy for West Wimmera.

Key findings and recommendations for Kaniva include:

- Prepare and implement a Structure Plan for Kaniva.
- Advocate for increased public transport to and from Kaniva.
- Facilitate key worker housing and increase quality of housing.
- Explore options to provide more places for childcare for residents in the town and the staff to facilitate places.
- Improve wayfinding signage to attract more visitors to the Kaniva Wetlands and Fauna Park.
- Work with the BGLC to provide signage of local plants and animals in language.
- Explore opportunities to grow bird watching and eco-tourism.
- Promote Kaniva as [the gateway to](#) Victoria's '[Bordertown](#)' encouraging people to stop and stay on the way to Adelaide.
- Expand and upgrade overnight accommodation offerings to attract more tourists and visitors to the area.
- Explore options to work with a housing provider to provide low cost and affordable housing in the town.
- Explore options to diversify the housing stock to enable people to age in place.
- Explore opportunities for apprenticeships for local people to upskill in building and construction.

- Ensure that there is sufficient serviced and available land for commercial, industrial and residential development.
- Facilitate more electric vehicle charging stations.
- Consider the provision of improved trailer and caravan parking spaces.
- Leverage opportunities associated with being part of the Silo Art Trail.
- Explore adaptive reuse of civic buildings.

#### 2.4 Related documents

##### *Wimmera Southern Mallee Regional Economic Development Strategy, 2022 (REDS)*

The REDS was developed by the (former) Department of Jobs, Precincts and Regions for the regional partnership area of West Wimmera Mallee. The REDS should be used to drive strategic, whole of government activity in the region, informed by a contemporary understanding of economic performance.

The document is designed to communicate innovative capacity in the region, now and in the future, support collaboration with government to better understand regional strengths, challenges and opportunities and attract investment to the region based on clearly identified strategic priorities. There are four strategic directions defined for economic development of the region which are:

- Strengthen agriculture and food product manufacturing through diversification.
- Promote growth and development of the visitor economy, leveraging natural assets and Aboriginal heritage.
- Support and expand economic opportunities in growing sectors (health and social services).
- Position the region to benefit from emerging growth opportunities in natural resources.

#### 2.5 Victoria Planning Provisions

This section provides an overview of the current clauses within the Victoria Planning Provisions relating to strategic directions, policies, zones, overlays and particular provisions applicable to Kaniva in the West Wimmera Planning Scheme (WWPS). State 'S', regional (R) and local 'L' planning provisions are included and discussed. State and regional policies are developed and implemented by state

and local governments while local policies are developed by local municipalities, providing greater local direction in addition to state policy where warranted.

The most relevant provisions in Council's Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF) are as follows. Further background on the Victoria Planning Provisions is provided in **Appendix A**.

#### *Municipal Planning Strategy*

**Clause 02.03-1 Settlement** outlines that Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, putting it in a prime position to capture freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset, and its location has significantly contributed to the formation of the town's character. Strategic directions related to Kaniva include to:

- Provide sufficient land and direct growth to the major townships of Edenhope, Kaniva, Gorokey, Apsley, and Harrow.
- Enhance the roles of the major townships of Edenhope, Kaniva, Gorokey, Apsley, and Harrow as the service and business centres for the Shire and as focal points for communities.
- Minimise any detrimental impact of development on the landscape, the environment and existing character.
- Avoid encroachment of residential development on industry.
- Promote Kaniva as a key service centre in the northern part of the Shire for the local and surrounding rural community.

**Clause 02.04 Strategic Framework Plan** identifies the hierarchy of settlement in West Wimmera, identifying Kaniva as a town within this hierarchy.

#### *Clause 11 Settlement*

**Clause 11.01-1S – Settlement** promotes the sustainable growth and development of Victoria to deliver choice and opportunity through a network of settlements. Regions are planned to reinforce settlement boundaries and provide for population growth and development of facilities and services. Growth is directed into existing settlements supported by a network of major and neighbourhood activity centres and townships of varying size, role and function. Urban

consolidation is encouraged with density that supports sustainable transport and retail, office-based employment and community facilities and services.

**Clause 11.01-1R – Settlement – Regional Victoria** provides high-level strategies to guide settlements in regional Victoria. Strategies include delivering networks of high-quality integrated regional settlements by building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments, balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level and providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs.

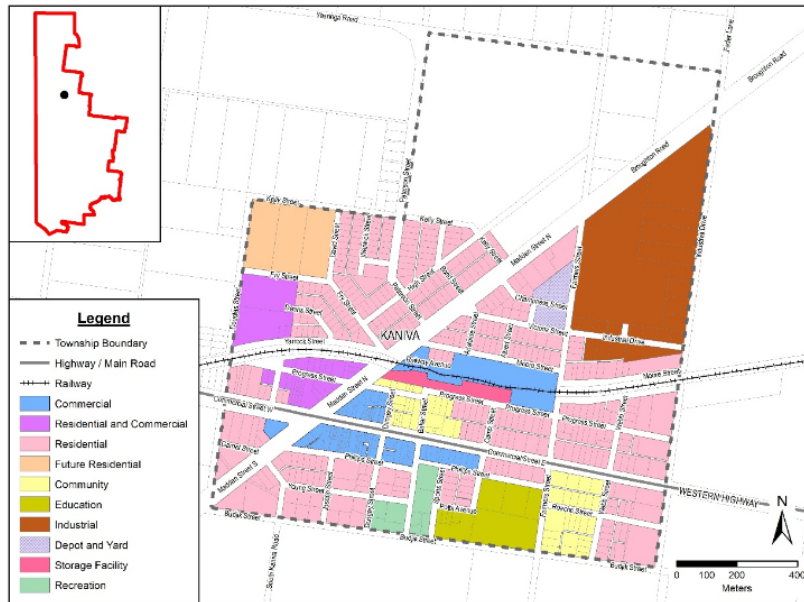
**Clause 11.01-1R – Settlement – Wimmera Southern Mallee** identifies the hierarchy of towns in the Wimmera Southern Mallee sub-region and provides directions to guide development of towns. Strategies relevant to Kaniva under this clause include communicating the role of Nhill as a key service hub and providing local and some sub-regional services in Kaniva.

**Clause 11.01-1L-02 Settlement – Kaniva** provides the existing settlement framework for the town. Strategies to the clause seek to encourage development of the Kaniva Industrial Estate that is mindful of residential growth in the town and to retain community and commercial facilities in the town. The Clause 11.01-1L-02 settlement framework for Kaniva is shown in **Figure 3**.

#### *Clause 12 Environmental and Landscape Values*

**Clause 12.01-1L – Protection of biodiversity – West Wimmera** – seeks to protect the Red Tailed Black Cockatoo and Jumping Jack Wattle habitat within the Shire through clear delineation of boundaries and protection from incursion by adjacent land uses. Planting of native species and management of weeds is encouraged. This clause provides direction on how biodiversity will need to be addressed in Kaniva.

**Clause 12.01-2S – Native vegetation management** aims to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation by avoiding the removal, destruction or lopping of native vegetation, minimising impacts where vegetation removal cannot be avoided and providing offsets to compensate for biodiversity impacts where vegetation removal is required.



**Figure 3: Kaniva Framework Plan at Clause 11.01-1L-02**

*Clause 13 Environmental Risks and Amenity*

**Clause 13.02-1S – Bushfire planning** prioritises the protection of human life over all other policy considerations, directing growth to low risk locations. It identifies and assesses bushfire hazard, applying the Bushfire Management Overlay and considering bushfire hazard on the basis of the site, neighbourhood and local conditions. Strategies promote future land use and development that will not result in increased bushfire risk to existing and future communities. Any new development in Kaniva must be directed to areas of low bushfire risk.

*Clause 14 Natural Resource Management*

**Clause 14.01-1S – Protection of agricultural land** aims to protect the state’s agricultural base by preserving productive farmland. Strategies seek to identify areas of productive agricultural land, including land for primary production and intensive agriculture. This land should be protected from incompatible uses or loss due to changes in land use without considering the economic importance of

the land for agricultural production. New housing in rural areas should be avoided by directing housing growth into existing settlements and discouraging development in isolated small lots in rural zones. Agricultural land use, subdivision or development should assess land capability and compatibility between the proposed development and the existing use of surrounding land.

**Clause 14.01-1L – Protection of agricultural land – West Wimmera** seeks to consolidate land holdings in the Farming Zone to increase economies of scale and ensure viability of farms and ensure a clear link between the need for a dwelling and the agricultural use of the land.

*Clause 16 Housing*

**Clause 16.01-1S – Housing supply** aims to ensure an appropriate quantity, quality and mix of housing types and lot sizes are provided, with an increased portion of housing provided in established urban areas that are well served by jobs, services and public transport. Development should provide well designed housing that provides a high level of amenity and provides an adaptable internal design.

*Clause 17 Economic Development*

**Clause 17.01-1S – Diversified economy** aims to diversify the economy by protecting existing and planned new employment areas and facilitate regional relationships to harness emerging economic opportunities. Growth is to be facilitated by building on the emerging and existing strengths of the region. Improving access to jobs and supporting rural economies to grow and diversify is also supported.

**Clause 17.01-1R – Diversified economy – West Wimmera** aims to capitalise on the municipality’s opportunities including agriculture, energy, mining and tourism. Facilitating the use of secure water supplies to develop the economy is also encouraged.

*Clause 19 Infrastructure*

**Clause 19.02- 4S – Social and cultural infrastructure** aims to ensure a fair distribution of, and access to, social and cultural infrastructure. The clause seeks to identify and address gaps in facilities, encouraging their location in activity centres, and ensuring they are accessible. It emphasises early delivery of social infrastructure in growth areas, adaptable design of community buildings to accommodate changing populations, and innovative service delivery in areas with limited growth.

2.6 Zones

Relevant zones within the WWPS affecting Kaniva are shown in **Figure 4** and are summarised below.

*Clause 32.05 Township Zone (TZ)*

The Township Zone (TZ) is applied to small towns with no specific structure of residential, commercial, industrial and public uses. Development should be connected to reticulated sewerage unless an alternative potable water supply is provided to the satisfaction of Council. The TZ applies to most land within Kaniva. This zone does not provide clear land use direction based on the types of land use and development that are encouraged. The structure plan should provide a clearer land use and development framework where permit requirements are reduced by applying appropriate zones to particular areas for intended outcomes.

*Clause 33.01 Industrial 1 Zone (IN1Z)*

The Industrial 1 Zone (IN1Z) is applied to land where the industrial land uses and associated commercial uses are promoted. Other than a caretaker's house, all other forms of accommodation are prohibited. The IN1Z applies to land on the east side of the town, south of Madden Street within the existing township boundary. There are some activities on the west side of Farmers Street that appear to be industrial activities however are located in the Township Zone. The zone that is applied to these properties should be reviewed through the preparation of the structure plan.

*Clause 33.03 Industrial 3 Zone (IN3Z)*

The Industrial 3 Zone (IN3Z) serves as a transitional buffer between industrial and residential areas, addressing issues such as industrial traffic, noise and emissions. It is applied in industrial zones needing special attention to minimise conflicts and promote less hazardous uses. The zone includes amenity standards based on specified separation distances. A schedule restricts maximum office floor space, shops and supermarkets outside the Melbourne Urban Growth Boundary (UGB) and accommodation and hospitals are prohibited uses. The IN3Z applies to land adjoining the IN1Z behind some residential housing that abuts the railway line.

*Clause 35.07 Farming Zone (FZ)*

The Farming Zone (FZ) is applied to encourage the retention of productive agricultural land and employment and population to support rural communities.

The FZ is a rural zone that is applied in rural areas. The FZ has no role inside the Kaniva town boundary in either its current or proposed expanded form. The zone provides a minimum lot size of 40 hectares unless an alternative is specified in a schedule to the zone. The creation of smaller lots is allowed under particular circumstances. The FZ applies to land to the north within the town boundary and to agricultural land surrounding the town boundaries. There are low density residential land uses on the west side of Paterson Street that are located in the FZ. The zone that is applied to these properties should be reviewed through the preparation of the structure plan. The Kaniva College is also located in the FZ and outside the current town boundary and this should be reviewed.

*Clause 36.04 Transport Zone (TRZ)*

The Transport Zone (TRZ) is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations. The TRZ1 is applied to railway land and the TRZ2 is applied to main roads. The TRZ applies to land for declared roads, railways and other important transportation infrastructure representing state and local designations. The TRZ1 is applied to railway reserve land and the TRZ2 is applied to Commercial Street E.

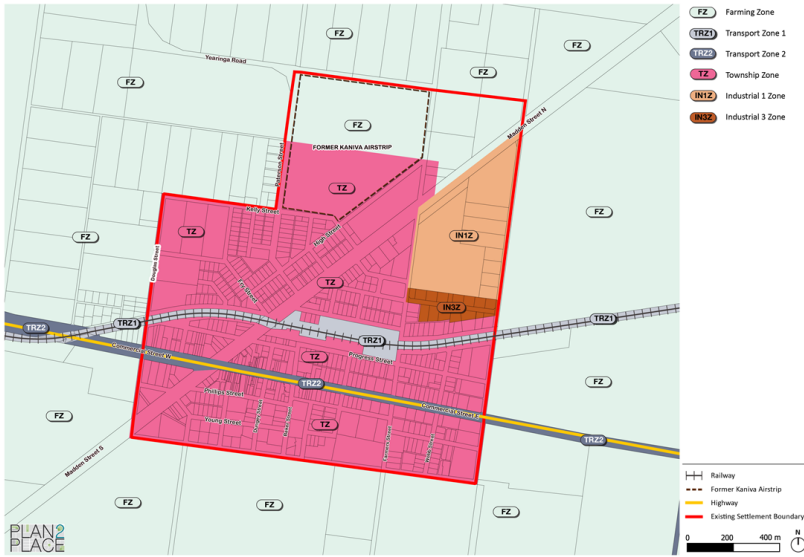


Figure 4: Kaniva - Existing Zones

*Land in two zones*

There are a number of sites that are currently located in two zones including the former Kaniva Airstrip and sites on the corner of Madden Street and Farmers Street. Although the zones only apply to the land where it is mapped, this situation creates less clarity for permit requirements. The structure plan should review the zones applied to these sites.

**2.7 Overlays**

Relevant overlays within the WWPS affecting Kaniva are shown in **Figure 5** and are summarised below.

*Clause 42.01 Environmental Significance Overlay (ESO)*

The Environmental Significance Overlay (ESO) is applied to areas where the development of land may be affected by either environmental constraints such as the effects from noise or industrial buffer areas or issued related to the significance of the natural environment. ESO2 relates to the protection of the Red-tailed black cockatoo habitat. The ESO2 applies to land at the southern end of Kaniva to ensure that development is compatible with identified environmental values.

*Clause 43.01 Heritage Overlay (HO)*

The Heritage Overlay (HO) is applied to a heritage place with a recognised citation identified through the Victorian Heritage Register or in a local heritage study. A heritage place should include a statement of significance, establishing the importance of the place, and can affect land, buildings, trees and/or vegetation. The HO applies to several sites within Kaniva such as the former Kaniva Railway Station Building which has since burnt down. The HO also applies to the former Courthouse on Commercial Street (which is now the State Emergency Services building) and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street.

*Clause 43.02 Design and Development Overlay (DDO)*

The Design and Development Overlay (DDO) manages built form and the built environment through building height and setback provisions. DDO – Schedule 2 (DDO2) is applied to the Kaniva Industrial Precinct to ensure high quality development. A DDO2 applies to land to the south of Madden Street North to identify areas which are affected by specific requirements relating to the design and built form of new development.



**Figure 5: Kaniva - Existing Overlays**

**2.8 Key Implications for the structure plan**

- Kaniva is designated as a Town in the Wimmera Southern Mallee Regional Growth Plan and a key service centre in the West Wimmera MPS (confirmed in the draft Small Towns Plan). The structure plan should plan for this outcome.
- The town should continue to provide services for its local community of interest which includes small rural settlements such as Lillimur, Miram, Serviceton and Telopea Downs.
- There are opportunities to improve land use direction in the town through a clearer land use framework and changes to the zones applied to land.

### 3. POPULATION AND HOUSING

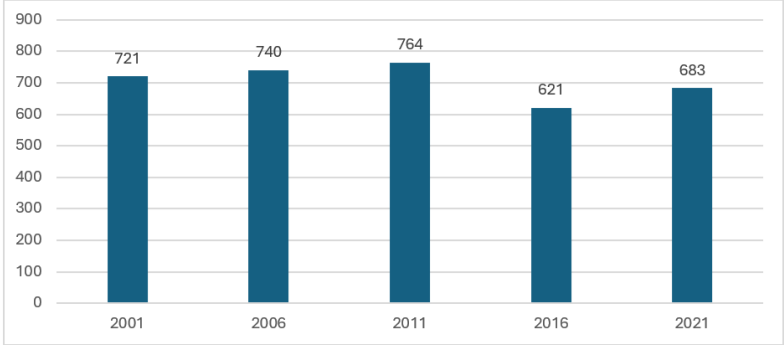
*Key Findings*

- According to demographic data, the population in Kaniva is forecast to decline.
- Despite this projected decline in population, housing scenarios suggest that the town is likely to require more dwellings to meet the needs of the community due to an ageing population and demographic changes.
- Kaniva will be expected to accommodate a significant share of the Shire’s target.
- There is a shortage of key worker housing in the town which is impacting the ability of the town to attract staff.
- There is limited short term or long term rental accommodation available.
- The median housing purchase price is \$200,000; however, a new build has been costed at \$350,000 (excluding land) (Victorian Valuer General, 2024).
- There is an opportunity for a small local construction industry to provide new housing in the town.
- Land banking is an issue.
- Council and State owned land could be utilised leveraged to encourage investment by affordable housing providers and/or to engage in direct housing and infrastructure provision; this could also help alleviate the lack of key worker housing and allow people to age in place.

This section looks at the trends and forecasts for population and housing in Kaniva and its district. It provides scenarios for change to help understand the likely demand for housing lots and residential land.

**3.1 Error! Reference source not found.Error! Reference source not found.Recent Population Change**

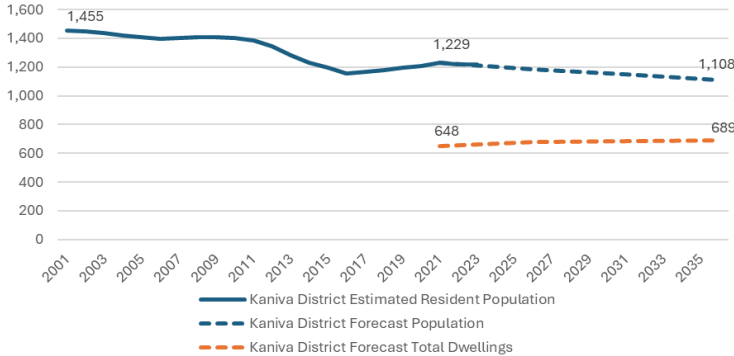
The population count for Kaniva at the last ABS Census of Population and Housing in 2021 was 683. The changing population in the town is shown in **Figure 6 below**. The population of the township has grown in every inter-censal period except between 2011 and 2016, when there was a significant decline.



**Figure 6: Population count in the Kaniva Urban Centre, 2001 to 2021**  
Source: ABS, Census of Population and Housing, various dates

**3.2 Forecast Population and Housing**

There is no official forecast for population in the Kaniva township. However, the Victorian Government (Victoria in Future, 2023) has produced a recent forecast for the change in population and housing in the Kaniva district (the northern-most third of West Wimmera Shire – the area between the Big Desert and the Little Desert National Parks). This forecast is reproduced in **Figure 7**.



**Figure 7: Forecast population and housing, Kaniva district, to 2036**  
Source: State Government of Victoria, Victoria in Future 2023

The population in the wider Kaniva district has generally been declining and the State Government forecast this trend to continue at a rate of 0.7 per cent per year in the period from 2021 to 2036 with the loss of 121 people over that time. The number of dwellings forecast to grow by 41 at an annual average growth rate of 0.4 per cent per year or 2.7 per year. This apparent contradiction is a result of a decline in the number of people per household and an increase in the [housing](#) vacancy rate.

This forecast for population decline in the wider district will not necessarily be replicated in the township. It is possible for the town to grow even while farm amalgamations and mechanisation reduce the numbers of people in the rural areas. A range of outcomes is possible and these are explored below.

### 3.3 Scenarios for Change

The future demand for housing in Kaniva will depend on a wide range of factors including the following:

- Ongoing farm amalgamation and mechanisation in the district could lead to a reduction in the rural population which is replicated in the town.
- Agricultural products and practices in the district could require more town-based labour.
- The arrival of potable water to Kaniva via the GWM pipeline may persuade more residents to stay and invest in additional tourism infrastructure such as new cafés and new or updated accommodation, requiring additional workers.
- The provision of affordable worker's accommodation, currently in short supply, may allow the operation of expanded services such as child care and aged care, encouraging other workers to relocate to Kaniva.
- "Silver economy" services for older age groups may find a home in the town, and this could include specialist health, financial planning, specialist travel. These services could attract the growing cohort of older people in the Shire.
- The construction of smaller dwellings or purpose-built retirement units may encourage more people to retire into the town.
- Improving services may lead to relocation of more professional service workers seeking a country lifestyle where they can work remotely.

- Large mining and infrastructure projects in the wider Wimmera may generate demand for housing across the region, which Kaniva can benefit from.

In Plan for Victoria, the Victorian Government sets out a housing target of **more than** 200 dwellings for West Wimmera by 2051. The local construction workforce will need to be expanded to meet new housing development demands. Given that Kaniva and Edenhope are the main service centres, Kaniva could absorb a significant proportion of the targeted growth - perhaps 90 dwellings by 2051. A role of the Structure Plan is to identify locations within the town to accommodate this growth in line with Plan for Victoria targets.

Despite targets and policies for social and economic development, there are many other influences on housing demand, which may reinforce or hinder desired outcomes. In a situation of uncertainty, a commonly used tool is to develop scenarios. The following scenarios for population and housing have been developed for Kaniva.

#### *Scenario 1: Population decline*

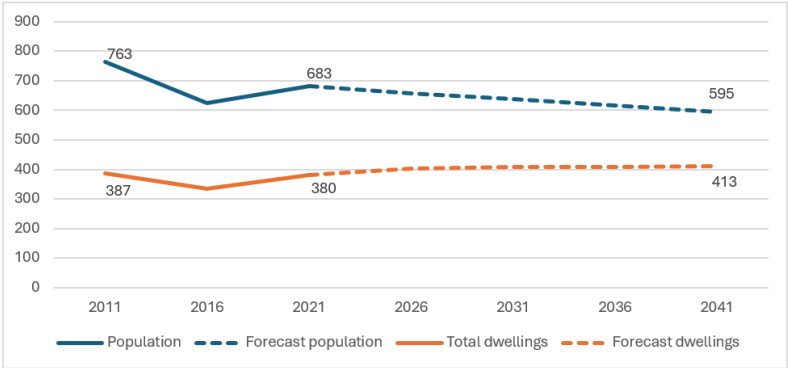
This scenario uses the Victoria in Future forecast for the wider Kaniva district as a base. In this scenario, the population is anticipated to decline by 0.7 per cent per year on average in line with the forecast for the district. Extending the forecast to 2041, the town's population will decline to 595, a loss of 88 people compared with 2021. As Kaniva is the only significant town in the district, the scenario makes the reasonable assumption that 80 per cent of all forecast additions to the housing stock will take place in the town. Because of a decline in household size and growing vacancy rate, by 2041, the number of dwellings is forecast to increase by 33, compared with 2021, to a total of 413 dwellings (shown in **Figure 8**).

#### *Scenario 2: Stable population*

Economic circumstances and local policies may serve to stabilise the population in the Kaniva township. In this scenario, the population in 2041 remains around 683 people. Assuming that other factors such as the declining household size and growing vacancy rate remain the same as in scenario 1, the number of dwellings would grow by 71 over the period from 2021 to 2041. This is equivalent to 3.7 dwellings per year.

**Scenario 3: Growing population**

In this scenario, successful social and economic development policies enable the town to grow to 740 people, at a rate of 0.4 per cent per year on average over the 20 years to 2041. This would most likely result in the number of dwellings growing by 117 over the period, an average of 5.8 dwellings per year.



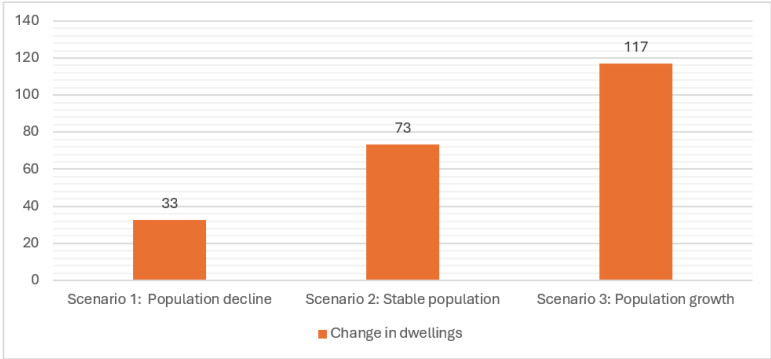
**Figure 8: Recent and forecast population and housing in Kaniva, Base Case**

Source State Government of Victoria, 2023; Tim Nott

Note: The figures for 2021 are based on the Census taken during the COVID19 pandemic and should be treated with some caution in guiding future trends because of the extraordinary population movements at the time.

Figure 9 illustrates what these population scenarios will mean for housing demand in the township over the period to 2041, assuming that other factors such as the declining household size and occupancy rate remain the same as in the State Government forecast.

Whichever of these three scenarios is most accurate, it appears likely that there will be at least some housing growth. Given the aspirations of the community and Council, as well as the housing targets of State Government, it is prudent to plan for higher levels of housing demand and the infrastructure required to support that demand so that improvements in local economic conditions can be accommodated if required.



**Figure 9: Net addition to housing stock - scenarios for Kaniva, 2021 to 2041**

Source: Tim Nott, Economic Inputs to the Kaniva Structure Plan, 2025

**3.4 Housing Supply and Capacity for Growth**

Currently, around 98 per cent of occupied dwellings in Kaniva are separate houses, mostly on blocks of between 700 to 2,000 sqm, with 1,000 sqm being the most common size. The remaining 2 per cent of dwellings are townhouses or apartments – most of which are in a single development. The majority of current dwellings are owner-occupied, with only 18 per cent being rented or occupied with some other type of tenure.

There is an existing and potential supply of housing lots within and adjacent to the current town boundary. These comprise:

- Existing sub-divided house lots that are empty, of which there are currently 20-25; these are generally in the 800-1,500 sqm size range and could accommodate single houses or multi-unit developments.
- Unsubdivided land in Township Zoning on the fringes of the township including land occupied by the former airstrip owned by the Council.
- Undeveloped Crown land bounded by Victoria Street, Madden Street and Champness Street.
- Land that is adjacent to the existing town boundary in the north west of the town on Paterson Street and land on the southern edge of town adjacent to Kaniva College.

The larger parcels are shown in the diagram below **Figure 10**.



**Table 1: Estimated housing development capacity in Kaniva, 2025**

Land Parcel	Gross Developable Area (sqm)	Share of land required for roads, open space and infrastructure	Net developable area	Average Lot Size (sqm)	Total Lots
Individual infill lots				1,000	20+
1	125,482	40%	75,000	2,000	37
2	60,518	30%	42,400	2,000	21
3	102,771	20%	82,200	1,000	82
4	29,121	0%	29,100	1,000	29
5	22,984	0%	23,000	1,000	23
6	56,701	30%	39,700	1,000	40
7	12,000	0%	12,000	1,000	13
Total	409,577		303,400		265

Source: Plan2Place Consulting, Tim Nott

These sites equate to 40.9 hectares of gross developable land, with sites 2 and 6 not being inside the existing settlement boundary and including 11.7 hectares of land. This is more than offset by the amount of land that is proposed to be removed from the settlement boundary north of Broughton Road and the northern half of the former airstrip land which totals 30.3 hectares.

Sites 1, 3, 4, 5, 6, and 7 have merit and should be considered for future development. Site 6 being adjacent to the school and close to the town centre would also provide a net community benefit. Site 2 is largely constrained and fragmented and does not easily lend itself to further development.

**Table 2** shows that a net increase in urban land of 42ha is proposed for the settlement boundary of Kaniva. This is 5.4 ha increase overall on land used for urban purposes but a slight decrease in land proposed for residential activities. Most of the proposed increase in land area within the settlement boundary relates to the inclusion of PPRZ and PUZ land which was previously outside the boundary.

**Table 2: Land Size by Zone within the Current and Proposed Settlement Boundaries**

Zones	Number of Hectares (ha) in each Zone	
	Current Settlement Boundary	Proposed Settlement Boundary
FZ	30.7	0
PPRZ	0	67.5
PUZ	0	16.2
IN1Z	21.9	21.9
IN3Z	4	5.7
TZ	152.2	0
C1Z	0	10
NRZ	0	114.5
LDRZ	0	15.2
<b>Total</b>	<b>208.0</b>	<b>250.8</b>

Source: Plan2Place Consulting

A key issue in providing new housing is likely to be economic feasibility. In a town where the cost of constructing a new family home is likely to be at least \$350,000, excluding the land, but the median house sale price is only \$200,000 (Victorian Valuer General, 2024), it may be difficult for a prospective household to obtain a loan or to trade up from an existing house. In addition, there are few local builders so the lack of availability of trades people also adds to the cost. Builders will be traveling from nearby towns such as Horsham and Naracoorte which will add to the cost of the build. Exploring options for offsite builds will also be important to reduce construction costs.

The following actions may be helpful in addressing the cost issues:

- Encouraging increased density in the redevelopment of existing house lots in order to reduce costs per dwelling.
- Using Council-owned land to leverage investment in housing, including by housing associations that can provide affordable or key worker housing.
- Direct investment by Council to provide key worker housing for rent or sale.
- Subdivision and servicing of housing lots by Council, with costs recouped over the long term (as Council has often done with industrial land, for example).
- Use of good quality prefabricated houses which are not so reliant on the availability of local labour.

- Spot purchase and renovation of poor quality homes for rent or resale using a revolving purchase fund. Renovation could use local trades people or “sweat equity” of tenants.
- Council partnering with other agencies to provide dwellings for rent.

In summary, Kaniva has sufficient housing land to meet the likely scenarios for growth. Bringing that land to market may rely on Council leveraging its ownership of land in the north of the town which is currently mostly vacant and grazing land. Planning for development of existing housing lots in the town would need to encourage the provision of smaller homes to accommodate the growing demand from older singles and retirees. Unlocking various areas of future supply for housing will be important moving forward to ensure an adequate supply of land if some areas don't develop as quickly as others and if land banking occurs.

*Implications for the Structure Plan:*

- Kaniva has sufficient land within the current settlement boundary to meet the likely scenarios for growth, however some existing land may not be available for immediate or timely release for development. Several rezonings are suggested here to provide choice in the local housing market and to maximise growth opportunities being realised, some of which may occur over the medium to long term.
- Infill development should be directed to vacant, underutilised blocks within the town boundary.
- A variety of land offerings tailored for different markets will be required to allow the town to expand beyond the current township boundary.
- There is a need to support medium density housing to meet the needs of an ageing population and to address the key worker housing shortage.
- Encourage smaller lots and two lot subdivisions in the town centre to accommodate an ageing population and demand for smaller lots with good access to services.
- Explore options to work with a housing provider which manages or develops housing for others with the goal of providing affordable or social housing to provide low cost and affordable housing that is priced appropriately for low to moderate income households in the town.
- Explore options to diversify the housing stock and provide townhouses and smaller units to enable people to age in place. This will allow people who wish to downsize from farms to relocate to smaller land holdings close to the town centre while also providing some lower density options.

- Council should investigate the opportunity to develop a workforce training program to support the local industry and community.



*Painted Sheep in Kaniva*

## 4. LOCAL ECONOMY AND LAND USE

### Key Findings:

- The accommodation offering is important to facilitate and grow the local tourism market.
- There is a lack of local accommodation available to support the tourist market and house seasonal workers in Kaniva. This needs to be increased and addressed to allow the local tourism and eco-tourism market to grow and to attract more seasonal workers.
- There are opportunities for eco-tourism in Kaniva including the Kaniva Wetlands and Fauna Park.
- There are opportunities to expand the tourism offerings to service the 'silver economy' with specialised recreation and travel catering to this expanding market.
- Tourists stop in Kaniva as part of the Silo Art Trail
- Other than reflecting existing industrial activities, no further industrial zoned land will be required to accommodate expected development over the period to 2041.
- The Barengi Gadjin Land Council BGLC (the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.

### 4.1 Town Location and Offerings

Kaniva is midway between Adelaide (3 hours and 20 minutes) and Melbourne (4 hours and 40 minutes) and is a convenient place to stop or rest on the journey. This has given rise to a local visitor services industry that comprises cafés, pubs and a service station in the town centre as well as two motels and a caravan park elsewhere in town. Kaniva provides places to rest, including the Madden Street car-park and the Wetlands and Fauna Park on the western edge of the town. The town is also on the Silo Art Trail, providing the western-most painted silo in Victoria.

While the number of travellers on the Western Highway will continue to grow, Kaniva faces competition for visitor expenditure from the nearby towns of Nhill and Dimboola which are slightly larger and with more services. In the case of

Dimboola, there is direct access to the Wimmera River and the Little Desert National Park.

The town has a commercial services centre on the main highway. The main food and grocery outlet is a small IGA supermarket of approximately 650 sqm. There is a small selection of speciality retailers, including cafés, a butcher, pharmacy, hardware and agricultural supplies, hairdresser, thrift shop and puppet seller.

There are two hotels in the town centre, catering to residents and visitors which also provide overnight parking for RVs. The eastern end of the centre around Baker Street has several civic functions including the Kaniva Shire Hall, Council offices, library and police station. There are a limited number of professional services. The centre has a service station and café which is a run community enterprise, saved from closure by residents of the town.

The central commercial strip has some vacancies. There are also several former commercial buildings that appear to have been repurposed for housing. There is no bank, although there is a post office which has some banking facilities.

There are limited local food offerings in Kaniva. The local food offerings could be further expanded to include farm gate offerings for fresh produce and local farmers markets by working with local food producers. Kaniva has a slowly declining residential catchment but there is growth in the demand for visitor services as traffic on the Western Highway continues to increase. Visitor services could include more toilet facilities with baby change rooms, wi-fi zones, playgrounds with shade, picnic spots and parking for cars, caravans and coaches. There is also an opportunity to remove clutter on the footpaths encourage more outdoor seating for dining and ensure that toilets are well maintained. A consistent farming and agricultural theme could also be considered for the town.

### 4.2 Public Land

VicTrack owns land around the Kaniva Railway Station. Kaniva is on the Serviceton line and the rail corridor is under lease to the Australian Rail Track Corporation (ARTC). There is vacant land within the VicTrack and Crown Land holdings as seen in **Figure 11** in dashed dark blue. The Council or the community could put forward a case for some of this land to be activated, sold or leased if a need arises. **Figure 12** shows the crown land in yellow.

The VicTrack land remains challenging for some uses as it will require further investigation to check for any potential contamination on the site. Some of the

VicTrack land is currently leased for an agricultural storage facility containing grain silos. This area is cordoned off for biosecurity purposes and is not conducive to other uses at this time.



Figure 11: Station Precinct with VicTrack Boundaries and Vacant Land



Figure 12: Yellow Crown Land in the Station Precinct

4.3 Town Centre

The purpose of reviewing the town centre activity is to determine whether the supply of commercial space is likely to be sufficient to meet future demand and whether new space or land will be required. This type of analysis usually focuses on retailing as the most dynamic of the town centre activities and for which

demand is a function of population and income. Demand for other activities is estimated through a variety of means including discussion with service providers.

The retail assessment steps used here are:

- Identify the existing commercial floorspace in the town centre.
- Estimate the retail sales using industry standard sales per square metre (adjusted for local conditions).
- Identify the trade area for the centre and estimate its current and future population based on existing population forecasts and scenarios.
- Estimate the average retail spending per local resident and the total spending now and in the future.
- Estimate the share of resident spending that flows to the Kaniva town centre.
- Estimate the visitor spending enjoyed by the town centre.
- Using conservative assumptions about how spending patterns will change in the future, project forward spending in the town centre.
- Translate spending to retail floorspace.

This method is commonly used in planning for activity centres throughout Victoria.

4.4 Town Centre Activity

As discussed, there is no C1Z covering the town centre. However the centre is reasonably well defined and for the purposes of this project, the town centre precinct is shown in Figure 13.



**Figure 13: Kaniva Town Centre Precinct**

Source: base map from Google Maps

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street. Observation of the centre reveals the following points:

- The Western Highway is a major through route and the commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. This creates a barrier between the two sides of the main street.
- The main food and grocery outlet is a small IGA supermarket of approximately 630 sqm.
- There is a small selection of speciality retailers including cafés, a butcher, pharmacy, hardware/agricultural supplies, hairdresser, clothing stores ~~thrift shop~~ and puppet seller.
- There are two hotels in the town centre catering to residents and visitors.
- The eastern end of the centre around Baker Street has several civic functions including the Kaniva Shire Hall, Council offices, library and police station.
- There are a limited number of professional services.

- The centre has a service station/café which is a community enterprise, saved from closure by residents of the town.
- The strip has some high profile vacancies including a former small department/ clothing store and a now vacant lot. There are also several former commercial buildings that appear to have been repurposed for housing.
- There is no bank although there is a Post Office which has some banking facilities.
- There is extensive visitor parking on the service roads as well as in Madden Street North where there are public toilets and electric car charging stations.

The core of the centre has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. There is a small shady park on church land at the corner of the Highway and Baker Street.

The non-residential activities within this boundary are summarised in **Table 3** which shows:

- Retail floorspace is approximately 2,800 sqm, including a 630 sqm supermarket.
- Community services space is approximately 3,500 sqm including the Shire Hall, municipal offices, child care, emergency services and senior citizens' centre.
- The centre has some workshops and light industrial activity, mainly on the eastern and western fringes of the centre.
- Vacant space is 7 per cent of total activity floorspace but is around 18 per cent of shop floorspace.

**Table 3: Estimated Activity Floorspace Kaniva Town Centre**

Activity	Floorspace (sqm)	Share (%)
Food, groceries and liquor	630	
Other retail	2,190	
<b>Total retail</b>	<b>2,820</b>	<b>19%</b>
Wholesale	1,200	8%
Professional services	110	1%
Health services	50	0%
Community services	3,500	24%
Religious buildings	920	6%
Hotel and accommodation	2,310	16%
Arts workshop	250	2%
Workshop/ industry	1,950	13%
Other	360	2%
Vacant	1,040	7%
<b>Total</b>	<b>14,510</b>	<b>100%</b>

*(Source: Tim Nott – survey undertaken 14 October 2024)*

**4.5 Retail Sales**

For the purposes of this report, retail activity comprises the following categories:

- **Food, groceries and liquor** – comprises supermarkets, general stores, liquor outlets, specialty food outlets (butchers, bakers, greengrocers etc)
- **Other retailing**, comprising:
  - Food catering – cafes, restaurants and take-away food outlets.
  - Clothing – clothes, shoes, Manchester.
  - Household goods – homeware, hardware, furniture, floor coverings, curtains and blinds, electronic goods, etc.
  - Recreational goods – sporting goods, toys, bookshops, newsagents
  - Other goods – chemists, florists, jewellers, second-hand goods, etc.
  - Retail services – hairdressers, beauty parlours, video rental, clothing and household goods repairs.

**Table 4** provides a calculation of retail sales in the town centre using an estimate of sales per square metre that is achieved by the stores at the centre. This estimate is based on industry standards and adjusted for local conditions and the type of stores that are present.

**Table 4: Estimate of Retail Sales in Kaniva Town Centre, 2024**

	Floorspace sqm	Sales/sqm \$/sqm	Retail sales \$M
<b>Food, groceries and liquor</b>	630	\$8,000	\$5.0
<b>Other retail</b>	2,190	\$2,500	\$5.5
<b>Total retail</b>	<b>2,820</b>	<b>\$3,729</b>	<b>\$10.5</b>

*(Source: Tim Nott Kaniva Economic Inputs Report 2024)*

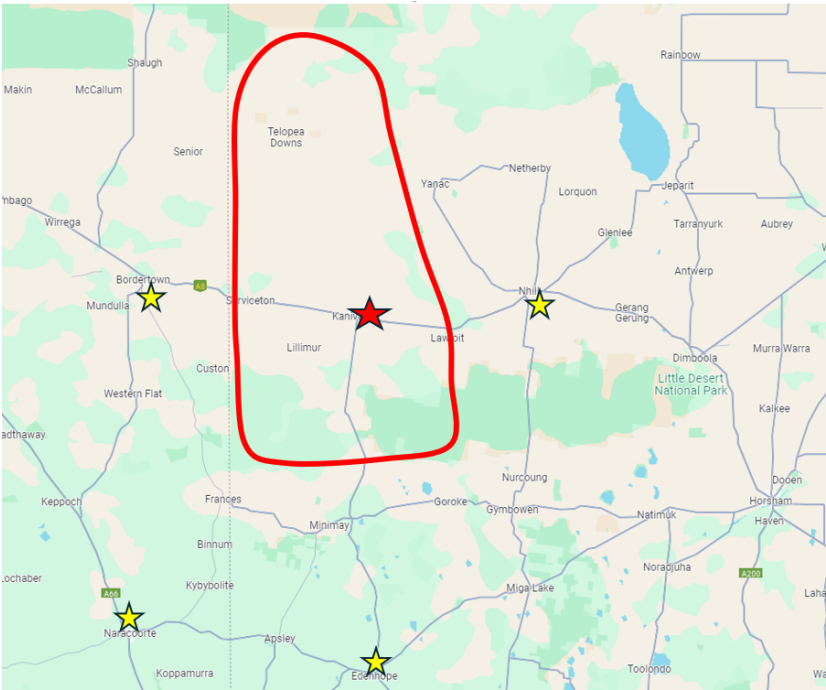
Total retail sales in the town centre for 2024 are estimated at \$10.5 million.

**4.6 Trade Area**

The trade area of an activity centre or town centre is the area from which residents naturally visit the centre to obtain particular goods and services. At the boundary of the trade area, residents may choose from two or more equidistant centres that provide equivalent services. The extent of a trade area is influenced mainly by the location of competing centres and the travel patterns of residents. The precise boundaries are usually set by the analyst to coincide with convenient statistical areas.

In this case, the trade area has been set with reference to the location of surrounding centres that have supermarkets of at least 500 sqm and the boundaries of relevant statistical areas (in this case SA1s). **Figure 14** shows the Kaniva statistical trade area in relation to the surrounding centres, including Bordertown, Naracoorte, Edenhope and Nhill (SA2).

The population of this trade area is currently estimated at 2,820. The current forecast for the SA2 of which the Kaniva trade area forms a part is for a decline in population at a consistent rate of around 0.7 per cent per year over the forecast period. This is considered the base case. There is potential for the township to have a stable or growing population, as discussed in Chapter 3. Due to the economic pressures facing farming, it is most likely that the rural areas will continue to decline, even if the township grows slightly. The second scenario for the trade area population is therefore for a steady population overall. This would accommodate the township growth scenario presented in Chapter 3.



**Figure 14: Kaniva Trade Area**

Source: Base map from Google Maps

**4.7 Retail Spending by Trade Area Residents**

**Table 5** provides an estimate of the total retail spending by trade area residents in 2024. Estimates for country Victoria have been sourced from the Census of Population and Housing and the Household Expenditure Survey (ABS, 2022 and 2017 respectively) and adjusted for Kaniva based on the difference in household income per person and allowing for the higher costs in Kaniva compared with much of the State.

Residents of the Kaniva trade area (SA1) are estimated to spend \$16.9 million on retail goods and services this year. Not all of this spending is made in shops, nor is it all made in the trade area. A substantial proportion of spending by residents

flows to centres outside the trade area mainly to larger centres that have a wider range of goods and services – larger supermarkets, clothing stores, recreational goods stores and so on that are present in substantial centres such as Horsham, Ballarat, Bendigo, Naracoorte, Murray Bridge or Adelaide. In addition, internet retailing is taking a growing share of retail spending. Some of this is fulfilled in local street-front shops but most is organised through large warehouses in industrial precincts away from town centres. In August this year, online retailing accounted for 11 per cent of all retail sales Australia-wide, up from 6 per cent in August 2019 (ABS, 2024a). Internet retailing is forecast by most commentators to continue to expand its share of the market.

**Table 5: Estimate of Annual Retail Spending, Kaniva Trade Area Residents, 2024**

Annual Retail Spending per person (\$)	Country Victoria	Kaniva trade area	Total retail spending by trade area residents
Food, groceries and liquor	\$6,700	\$6,500	\$7.8 million
Other retailing	\$7,600	\$7,500	\$9.0 million
<b>Total retailing</b>	<b>\$14,300</b>	<b>\$14,000</b>	<b>\$16.9 million</b>

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

The estimated balance of retail spending in Kaniva is shown in **Error! Reference source not found.6**. Sales to visitors from outside the trade area are estimated at 39 per cent of the total for the centre. This is a high proportion, reflecting the role of the town as a service centre for travellers on the Western Highway. The support of the centre by visitors means that residents benefit from a wider range of services than would otherwise be provided.

**Table 6: Estimate of current balance of retail spending in Kaniva**

	Retail sales in Kaniva (\$M)	Share to visitors %	Sales to visitors \$M	Sales to residents \$M	Total spending by residents \$M	Spending retained locally %
Food, groceries and liquor	\$5.0	20%	\$1.0	\$4.0	\$7.8	51%
Other retail	\$5.5	55%	\$3.0	\$2.5	\$9.0	27%
<b>Total retail</b>	<b>\$10.5</b>		<b>\$4.1</b>	<b>\$6.5</b>	<b>\$16.9</b>	<b>38%</b>

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

The share of retail spending retained in Kaniva by trade area residents is estimated at 38 per cent. This is also high considering the relatively small retail

offering of the centre and reflects the distance to alternative shopping centres and the time and cost required to access them.

#### 4.8 Future Retail Floorspace Scenarios

Using the trade area population analysis and making a series of further assumptions, it is possible to develop scenarios for the future demand for retail floorspace in the Kaniva centre. The further assumptions include:

- The share of retail spending by trade area residents flowing to Kaniva will decline slightly over the period with a decline of around 0.5 per cent per year - reflecting the ongoing growth of online shopping.
- The share of sales to visitors will grow by around 0.75 per cent per year, reflecting a steady growth in traffic along the Western Highway.
- The population of the town will vary as in the scenarios described in Section 1. The population of the rural parts of the trade area will decline by 0.7 per cent as per the forecasts of the Victorian Government.
- Other factors, such as retail spending per person, sales per square metre and the balance of spending on different retail types, will remain the same over the period (or balance each other out).

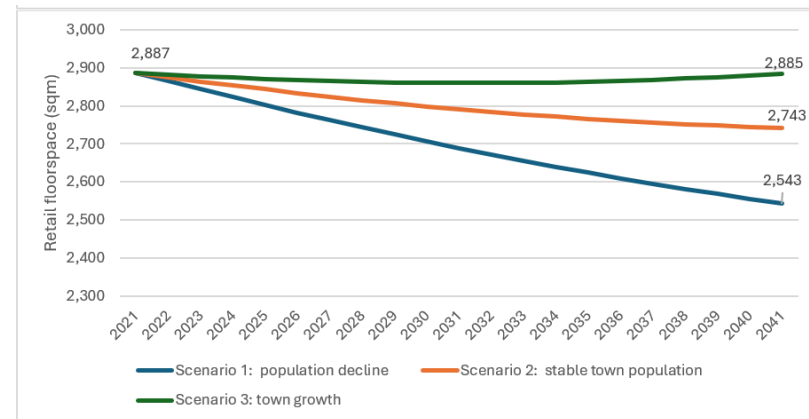
This gives rise to three scenarios:

**Scenario 1** - population decline, in which the population of the trade area declines by 0.7 per cent per year on average through the forecast period.

**Scenario 2** - stable town, in which the population of the town remains stable but the population in the rural parts of the trade area decline as per the Victorian Government forecast.

**Scenario 3** - town growth, in which the population of the town grows by 0.4 per cent per year but the population in the rural parts of the trade area continue to decline as per the Victorian Government forecast.

The consequences of these various assumptions for the retail floorspace in the town are shown in the following **Figure 15**.



**Figure 15: Future Retail Floorspace Demand Scenarios, Kaniva Town Centre, 2021 to 2041**

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

The demand for retail floorspace under the base case population scenario is forecast here to decline by nearly 300 sqm over the period from 2024 to 2041. With a stable population in the town, retail floorspace demand is expected to decline more slowly, with a decline in demand of around 100 sqm. Population growth in the town will more or less, balance any decline in the rural parts of the trade area and this will lead to a steady overall demand for retail floorspace, with a growth trajectory at the end of the period as visitor spending continues to grow.

Despite these scenarios for a steady or declining overall retail demand, there may still be new shops catering for particular needs, because existing shop buildings are not suitable or because of growth in particular markets such as the need to cater for visitors.

Overall, given the existing vacant shop space of over 1,000 sqm, there is unlikely to be a need for further space for retail buildings in Kaniva under these scenarios.

#### 4.9 Non-Retail Development

Non-retail development comprises the majority of activity-space in the Kaniva centre as shown in **Table 7**. Each of the activities will have its own demand characteristics. Most are reliant to some degree on the size of the population catchment, although some are more reliant on the willingness of entrepreneurs

to invest. The following points highlight some of the demand factors for non-retail activities over the period to 2041:

- Discussions with Council suggest that there is unlikely to be further demand for civic spaces beyond the existing footprint of Council-owned land over coming years.
- More offices to host “silver economy” services – financial and legal advice, allied health, specialist recreation services, etc may be required if the town can attract a significant number of newly retired residents. However given the size of the catchment, any such provision is likely to be small.
- There may be potential for co-working spaces or shared office accommodation to allow visiting professionals to collaborate or for local professionals to access collective services not available at their home.
- Provision of additional accommodation on the main street seems unlikely given the through traffic, although there may be potential to expand existing outlets with potable water now provided to the town. New guest houses or holiday rentals are more likely to be in the quieter streets elsewhere in the town.
- Additional industrial activity on the main street is a possibility but Council may wish to direct this to the purpose-zoned land in the northeast of the town.
- There may be potential for a destination activity to seek to locate in the centre. This could include a wide range of possibilities, ~~for example from a~~ large regional produce outlet ~~orto~~ a regional gallery ~~orto~~ a brewery. There are one or two vacant sites in the centre and also some buildings that could be repurposed or redeveloped.

The demand for additional non-retail activity in the Kaniva town centre appears likely to be subdued.

#### 4.10 Town Centre Summary

The base case population change scenario would likely see a slight decline in demand for activity space in the town centre over the period to 2041. A growing population in the Kaniva township would provide for a stable retail demand and potentially some office and other activities. Under any scenario, there is likely to be some shift from functions serving the local population to those serving visitors.

These changes are very likely to be accommodated within the existing vacant and under-utilised space in the centre and there is value in concentrating commercial activity into the town centre by creating a walkable centre, capitalising on existing infrastructure, and improving the level of foot-traffic for all businesses. If a significant new activity does wish to locate in the centre, there are two vacant sites that may be utilised (if available), or ~~some~~ premises that could be redeveloped such as old churches and other civic or underutilised buildings.

The town centre is reasonably well defined. If this is to be differentiated from residential areas, there would be value in setting the town centre in a C1Z to direct all relevant activity to locate within it. This would encourage a walkable centre, creating economies of scale and scope for all activities in the centre with lesser planning restrictions. The boundary of the centre could be subject to further community consultation but a starting point for discussion would be the boundary identified in **Figure 13**.

The residential and commercial areas of the town are currently covered by a TZ. If more appropriate zones were to be introduced, it would be a straightforward matter to identify an appropriate area for the C1Z to cover the town centre to reflect existing commercial activities.

#### 4.11 Industrial Land

Kaniva has an industrial precinct located at the north east edge of the town. This comprises:

- Approximately 18.8 hectares of IN1Z land which is mostly vacant apart from three businesses on lots of 0.4 hectares or less.
- Approximately 3 hectares of IN3Z land on an adjacent site of which about 2 hectares is vacant.
- Approximately 2.7 hectares of adjacent land being used for industrial purposes in the TZ.

The zoning of land for industry in the precinct is somewhat problematic, with the TZ in particular, which allows housing to be interspersed with industrial activities. There may be some scope to reform the town’s zoning to ensure that existing and future housing is kept separate from the industrial activity and to support industrial activities. The area of industrial land should be ample for likely future investment over the forecast period.

Agricultural supplies, storage and works depots are currently the principal activities in the precinct.

**Figure 14** shows the industrially zoned land in the north-east of the Kaniva township. The industrial precinct has been developed by Council over the past decade to provide employment and investment options for the town. The precinct also includes industrial activity on land zoned Township adjacent to the land zoned Industrial.

The activities currently in the industrial precinct include:

- A livestock dealer.
- Agricultural supplies sales and storage.
- Shire works depot.
- Farm freight operator.
- Overland museum ~~(temporarily closed)~~.
- GWM Water treatment facility.
- Carters Dynamic Diggers.

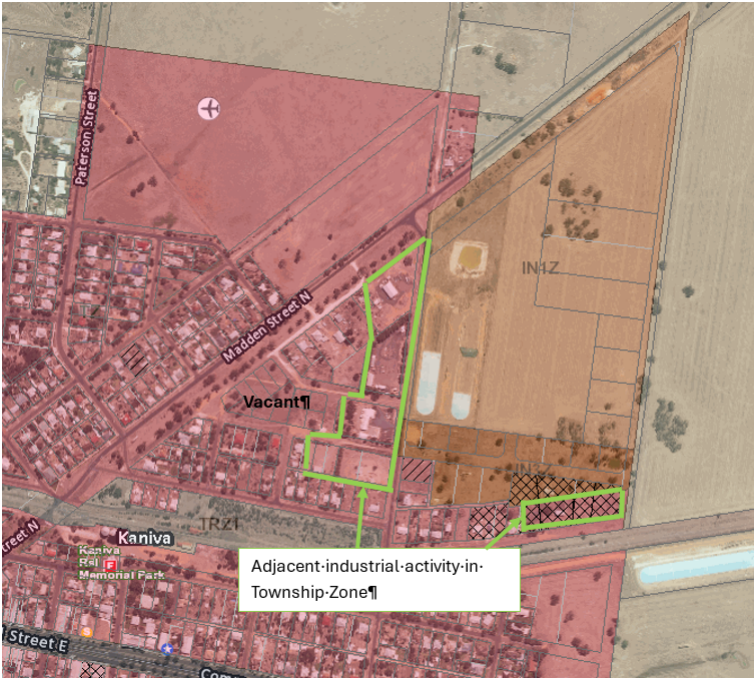
An estimate of the occupied and vacant industrial land is provided in **Table 7**.

**Table 7: Estimated Area of Industrial Land, Kaniva, 2024 (hectares)**

	Occupied	Vacant	Total
Industrial 1 Zone	0.4	15.4	15.8
Industrial 3 Zone	0.9	2.3	3.2
Adjacent industrial land in Township Zone	3.7	0.2	3.9
<b>Total industrial land</b>	<b>5.0</b>	<b>17.9</b>	<b>22.9</b>

Source: Tim Nott, survey 2024

The precinct has an estimated 22.9 hectares, of which about 5 hectares is occupied and 17.9 hectares is vacant.



**Figure 16: Industrial Precinct, Kaniva**

Source: Base map from VicPlan; aerial photo from approximately 2016

Kaniva’s industrial precinct is generally well-positioned, with the competitive advantage of being close to the Western Highway. However, there are two factors that may hinder its success.

- There is potential for housing to intrude into the precinct via the TZ and this is already happening. It would be best to exclude housing in order to allow freedom of operation for the industrial activities as much as possible. One solution would be to rezone the adjacent lots that already have industrial activities to the IN3Z. This would include the areas identified in green on Figure 14.
- The railway crossing on Farmer Street provides direct access from the precinct to the Western Highway. Unfortunately, this crossing is not well-constructed for industrial traffic, being a little narrow and with a rather

steep road surface over the railway tracks. Further investment in this crossing is required to fully encourage industrial activity into the precinct.

#### 4.12 Future Industrial Demand

Future demand for industrial land in Kaniva is difficult to judge with confidence. There are factors serving both to slow and accelerate industrial development as shown in **Table 8**.

**Table 8: Factors Serving to Slow and Accelerate Industrial Development**

Factors accelerating industrial development	Factors slowing industrial development
<ul style="list-style-type: none"> <li>Retailing increasingly requires warehousing and order fulfillment in industrial precincts.</li> </ul>	<ul style="list-style-type: none"> <li>Manufacturing and industrial services continue to be affected by automation, requiring fewer workers and, in some cases, less space.</li> </ul>
<ul style="list-style-type: none"> <li>Recycling and repurposing of materials is becoming more urgent and will require materials aggregators on industrial land.</li> </ul>	<ul style="list-style-type: none"> <li>The advent of electric vehicles is likely to reduce, or at least concentrate, repairs and servicing. Such activities are more likely to be in large centres, although there may be opportunities in Kaniva.</li> </ul>
<ul style="list-style-type: none"> <li>Industrial land is accessible by an increasingly wide set of activities, including churches, recreational centres and professional services as well as the traditional industrial activities.</li> </ul>	<ul style="list-style-type: none"> <li>Industrial activities are increasingly concentrated into the large metropolitan and regional industrial precincts with access to a wide range of services and skilled labour.</li> </ul>

In the absence of strong evidence indicating the level of demand, it is prudent to allow for the rate of industrial land take-up that has occurred in the past to continue, and to make allowances for a more significant industrial user should one choose to invest in Kaniva.

From these calculations it appears that no further industrial zoned land will be required to accommodate expected development over the period to 2041.

In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct.

#### Implications for the Structure Plan

- The town centre is reasonably well defined. If this is to be differentiated from residential areas, there would be value in setting the town centre in a C1Z to direct all relevant activity to locate within it.
- The boundary of the centre is subject to further community consultation but a starting point for discussion would be the boundary identified in Figure 13: Kaniva Town Centre Precinct Map.
- An eco-tourism strategy ~~could~~ **should** be developed for Kaniva including a plan to service the ‘silver economy’.
- The Kaniva Wetlands and Fauna Park is a great attraction for tourists and could be **better signposted and promoted further advertised** to attract more visitors.
- Bird watching and ecotourism could be a major attraction for tourists and should be explored further.
- Kaniva could promote itself further as **the gateway to Victoria’s Bordertown**.
- Promote and Need to develop a strategy to** encourage business operators to upgrade and expand existing local accommodation offerings.
- Need to e**Create more short-term accommodation options for new and seasonal employees in the town.
- Investigate options for on-farm accommodation for farm workers.
- Investigate upgrading and expanding caravan park accommodation to provide more accommodation options.
- Overnight accommodation offerings could be expanded and upgraded to attract more tourists and visitors to the town.
- Develop a strategy to attract local entrepreneurs to Kaniva to expand the local food offerings.
- No further industrial zoned land will be required to accommodate expected development over the period to 2041.
- In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct.

- The railway crossing on Farmer Street is not well-constructed for industrial traffic or pedestrians and this should be investigated further.

5. LANDSCAPE AND ENVIRONMENT

Key Findings:

- Kaniva is vulnerable to climate change, and already experiences significant climate variability, including exposure to extremes in rainfall, winds and drought. This will also see an increase in bushfires in the Shire.
- The entire municipality is categorised as bushfire prone land and as observed bushfires can impact areas where no BMO applies.
- There are areas of environmental significance and high value habitat that need to be protected and preserved for habitat of endangered flora and fauna such as the Red-tailed Black cockatoo (ESO2) and other environmental considerations.
- Kaniva is affected by overland flow of stormwater.

5.1 Bushfire Risk Assessment

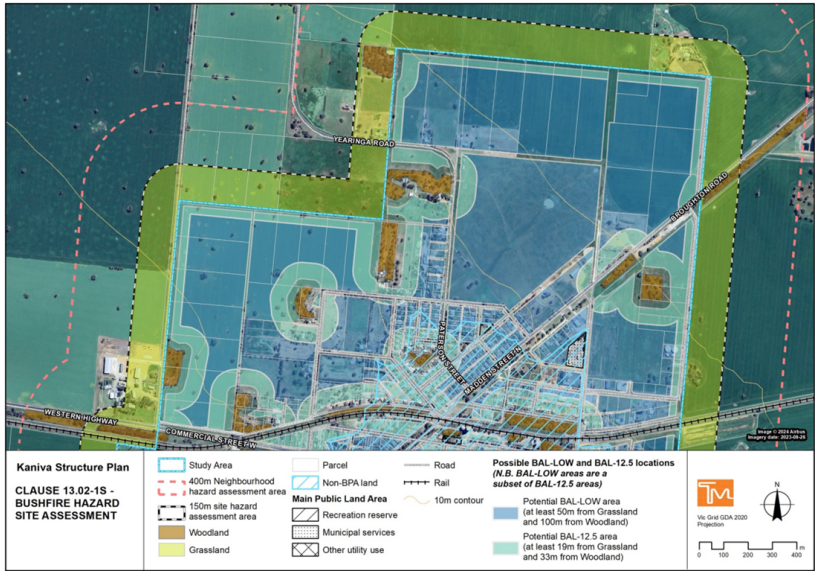
Terramatrix has prepared a bushfire assessment to consider the ability of the study area and locations within it to meet key settlement planning safety thresholds in the WWPS for Bushfire Attack Level and Radiant Heat Flux exposure based on development setbacks from hazardous vegetation. Analysis of safety thresholds are based on the following settlement planning strategies in Clause 13.02-1S:

- ‘Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959- 2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018).
- Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018) where human life can be better protected from the effects of bushfire.

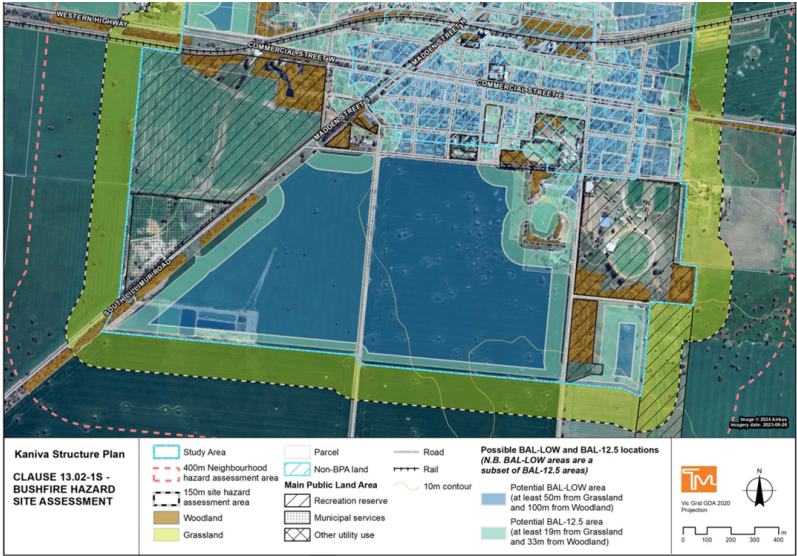
- Not approving any strategic planning document, local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than a BAL-12.5 rating under AS 3959-2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018)’ (West Wimmera Planning Scheme, Cl. 13.02-1S).

The results are shown in **Figures 17 and 18** as the following two layers:

1. Potential ‘low risk’ areas where BAL-12.5 development could occur, that is, where RHF is calculated to not exceed 12.5 kW/m<sup>2</sup> i.e. at least 33 m from Woodland and 19 m from Grassland in the 150 m assessment zone around the study area.
2. Potential BAL-LOW areas where human life may be better protected from the effects of bushfire i.e. land at least 50 m from Grassland and 100 m from Woodland. Note that these areas have been defined as buffers (setbacks) from the potentially classifiable vegetation identified. This does not include Grassland within the study area, as it assumed under a future development/growth scenario, Grassland within the study area can be rendered low threat or non-vegetated by development.



**Figure 17: Northern Study Area Clause 13.02-1S Site-based Hazard Assessment**



**Figure 18: Southern Study Area Clause 13.02-1S Site-based Hazard Assessment**

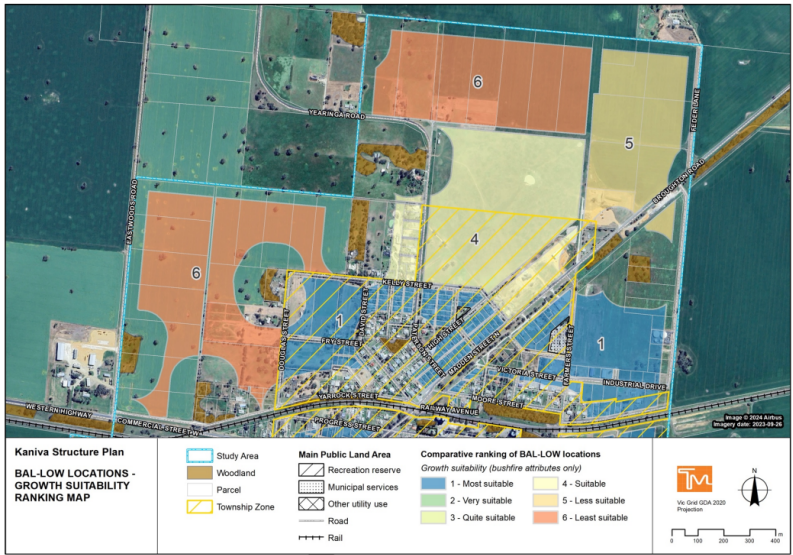
From a bushfire perspective, a beneficial growth and development principle is to minimise the edge to area ratio of any new development area (e.g. avoid complex and/or long interfaces with a hazard) and consolidate and ‘harden’ development edges/subdivisions. This should be achieved with bushfire protection features such as roads and reticulated hydrant systems, BAL construction standards for buildings, good lot layout and sizes including ensuring low threat or non-vegetated land will be created (including streetscapes, sports/active recreation parks and reserves). **Figures 19 and 20** depict the study areas growth suitability ranking.

The ‘most suitable’ locations where future development should be preferentially directed, are areas within, or immediately adjacent to, the main township area. They have the following beneficial bushfire risk attributes (advantages):

- Largely already zoned as Township Zone (TZ).
- Away from higher risk interfaces typically associated with bushfire approach on days of elevated fire danger i.e. the north, west and south-west.

- Surrounded by existing or potential perimeter roads.
- Either non-Bushfire Prone Area (BPA) locations or land immediately adjacent, which could become eligible for excision from the BPA as it is developed.
- Wholly or largely low threat land without classifiable Grassland or Woodland.
- Immediate access to places of relative safety from bushfire, within the area or immediately abutting areas.

It is noted that growth opportunities in the ‘most suitable’ ranked areas may be limited to infill development, or to three other locations to the north-west, north-east and south of the existing township/residential area.



**Figure 19: Northern Study Areas Growth Suitability Ranking Map**

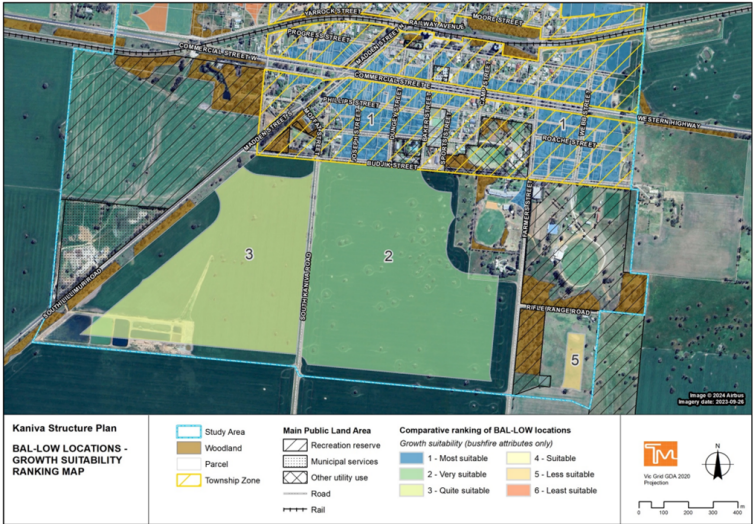


Figure 20: Southern Study Areas Growth Suitability Ranking Map

5.2 Stormwater

Kaniva has limited overland flow issues, mainly from stormwater. Kaniva sits on land that was once a retreated ancient sea and there is a limestone aquifer which sits under Kaniva.

However, extreme short-duration ‘rain bursts’ are becoming more intense and more frequent especially during summer when thunderstorm rainfall is increasing due to climate change. Existing infrastructure was not designed to cope with these unnatural extremes and overland flow of stormwater is set to be a growing issue for infrastructure such as roads and railway lines. Future infrastructure in Kaniva will need to be delivered and assessed to determine its ability to withstand and recover from flash flooding and climate change impacts.

5.3 Biodiversity

Kaniva is located in the Wimmera bioregion in the far west of the central Victoria, typified by flat to gently undulating plains in the east, with black and grey cracking clay soils (Vertosols). Plains Woodland, Plains Grassy Woodland, Plains Grassland, Red Gum Wetland and Grassy Woodland are the dominant ecosystems.

Kaniva contains a number of Flora and Fauna Guarantee Act (FFG) listed species including the Grey Box Buloke, Grassy Woodland and the Red Gum Swamp. The Growling Grass Frog (FFG and Environmental Protection and Biodiversity Conservation Act (EPBC) listed) has been identified in Kaniva and there are historic records of the Bearded Dragon and a range of waterbird species in the area. High quality remnant vegetation remains on the roadsides of Kaniva. The Kaniva Bushland Reserve (outside the town boundary) contains remnants of Buloke which is on the FFG critically endangered list. Vegetation on Crown Land acts as a refuge and is an important stepping stone in a cleared landscape providing connectivity for vegetation. There are records of Red-tailed Black Cockatoos in the wider area. If these protected species are found on sites within the town boundary, legislation including the FFG and the EPBC Act will be triggered.

Kaniva sits just north of the Little Desert National Park and south of the Big Desert State Forest. More than 670 species of native plants have been recorded in the Little Desert, representing about one fifth of Victoria’s indigenous flora. The eastern block contains extensive heathlands, with banksia, tea-tree and sheoak, and many spring flowering species. Woodlands of Yellow and Red Gum with Slender Cypress-pines, and swamps and clay flats of Buloke and melaleuca are of particular interest in this area. Some twelve plant species are considered to be rare or significant. In terms of birds, nearly 230 species have been recorded.

Figure 21 below from NaturePrint identifies areas of biodiversity in Kaniva with areas of the highest value in the darkest green.

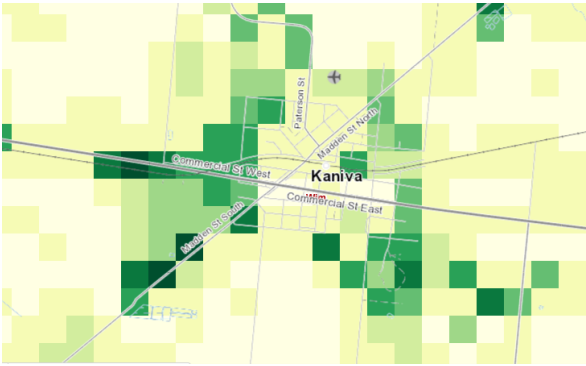
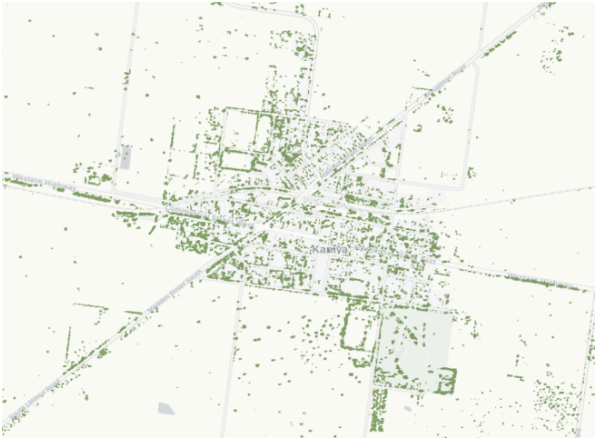


Figure 21: NaturePrint Biodiversity Areas in Kaniva

Further to this tree canopy cover in and around Kaniva is shown in **Figure 22**. **Figure 23** depicts areas of biodiversity in and around the town with Plains Grasslands and Chenopod Shrublands (Clays soils) in magenta to the south-west of Kaniva. The central orange area shows Lower slopes/Hills Woodlands (seasonally inundated, shrubby areas). The purple areas depict Mallee Sandstone Ridges and Rises.



**Figure 22: Tree Canopy in and around Kaniva**



**Figure 23: Biodiversity Areas in and around Kaniva**

**5.4 Climate**

Kaniva already experiences significant climate variability, including exposure to extremes in rainfall, winds and drought. The Shire is expected to also see an increase in bushfires. Infrastructure, such as roads and rail is at risk of exposure to increases in frequency and intensity of extreme weather events.

Infrastructure in Kaniva is at risk of climate variability, such as extreme heat, fire and rainfall.

Changes in climate and weather patterns in the wider region are driving changes to farming practices. Larger landholdings managed by consortiums and serviced by contractors, will continue to contribute to a declining population in Kaniva.

*Implications for the Structure Plan:*

- Kaniva has stormwater management issues.
- New development should comply with stormwater management requirements as set out in the VPPs.
- Industry runoff into the wetlands could be a potential pollution problem.
- Housing should be directed away from areas subject to the overland flow of stormwater.
- Areas of environmental significance need to be better understood and should be protected from future development.
- Bushfire risks have been mapped for the town and housing must be directed away from areas at high risk of bushfire.
- The ‘most suitable’ locations where future development should be preferentially directed are areas within, or immediately adjacent to, the main township area.
- Kaniva is subject to increased climate variability and will need to develop mitigation strategies and improved infrastructure to improve resilience.

## 6. URBAN DESIGN BUILT FORM AND HERITAGE

### Key Findings

- The town centre of Kaniva has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art ~~in the form of decorated grazing sheep scattered throughout.~~
- Streetscape Concept Plans were prepared for Council in 2021 to upgrade the town centre (refer to Appendix A).
- Kaniva needs more shade trees to reduce heat impacts for residents and visitors.
- Kaniva has a strong First Nations Heritage.
- The Barengi Gadjin Land Council (BGLC - (the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.
- There is an opportunity to work with the BGLC to produce cultural interpretive signage for place names, ~~and wayfinding signage and signage in local language referencing local birds, flora and fauna in areas such as wetlands.~~

### 6.1 Town Centre Attractiveness

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street.

Town vibrancy is important in attracting people to the town centre. Vibrant neighbourhoods that have a well-distributed network of natural areas, as well as walkable and attractive public open spaces will attract more people. Continuing the streetscape improvements in Kaniva and implementing this program subject to budgetary considerations will be an important piece of work moving forwards (See Appendix B. [Kaniva Streetscape Concept Plans](#)).

The town centre has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. There is a small shady park on church land at the corner of the Highway and Baker Street. In improving Kaniva as a rest stop for travellers, the provision of shade will be increasingly important. When

upgrading the streetscape of the town centre, consideration should be given to the planting of [additional](#) shade trees, as well as extending verandas for the length of the pedestrian strip (particularly on the north side).

### 6.2 Built Form

Kaniva has a compact and contiguous built form and is contained within the TZ. Kaniva's built form is characterised by low scale single storey weatherboard residential development interspersed with occasional commercial and community buildings. Garden areas consist of low level shrubs and grass with some canopy trees.

The application of the NRZ to residential areas will provide clearer direction and assist with retaining the low scale nature of development in Kaniva and reflects the single and two storey development throughout the town.

Kaniva's commercial area is characterised by predominantly single storey brick buildings, with single frontages to Commercial Street. Two storey buildings [define demarcate](#) the extent of the commercial area, with the Commercial Hotel and former Bank of New South Wales building to the west and Kaniva Shire Hall and Municipal Offices to the east.

Lot sizes are predominantly between 1,000 – 2,000 sqm, but range from 344 sqm to 37,755sqm.



*Weatherboard House in Kaniva*

The Western Highway is a major through-route and the commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. This acts as a barrier between the two sides of the main street.

~~The town centre has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. There is a small shady park on church land at the corner of the Highway and Baker Street. In improving Kaniva as a rest stop for travellers, the provision of shade will be increasingly important. When upgrading the streetscape of the town centre, consideration should be given to the planting of shade trees, as well as extending verandas for the length of the pedestrian strip (particularly on the north side).~~



*Weatherboard House in Kaniva*

### 6.3 First Nations Heritage

Kaniva lies on the traditional lands of the Wotjobaluk Peoples. Historically Wotjobaluk Peoples have been trailblazers in the advancement of their communities and self-determination. They were the first clan in Victoria to acquire Native Title (immediately after Mabo) in the early 2000s - a testament to the tireless hard work and determination of Wotjobaluk People throughout the early 1990s. Sites of Aboriginal Cultural Heritage Sensitivity identified in and around Kaniva are shown in **Figure 24**.

The Barengi Gadjin Land Council (BGLC) have committed to a number of actions. These include, re-engaging with Community, creating strategies to better manage their land and water, looking after historical cultural sites, and maintaining their cultural practices.

People have been living in the Wimmera for at least 40,000 years, in interconnected local groups, each of which was associated with a particular tract of the Country. A person belonged and shared rights to the resources of the local group of their father; however, the groups were part of a shared cultural system. People enjoyed social connections and access to resources beyond their local group.

The availability of particular foods across the land encouraged people to move from season to season. Wirrengren Plain in the Mallee and Lake Buloke in the Wimmera were important areas for large gatherings and for trade of items such as stone axes, spears and possum skin rugs. Interaction with surrounding groups took place and firm connections were established through trade, marriage and kinship.

Water was essential and the Barringgi Gadyin (Wimmera River) provided abundant food. Small sources of water were important too, such as soaks, clay pans, rock holes and the roots of different kinds of Mallee eucalypts and Hakeas. Plants were used for food, medicine and for trade, and supplemented a diet of birds, fish and mammals.

mosaic of burnt and un-burnt areas that arose from cultural burning practices also minimised the spread of damaging wildfires and promoted diversity in the landscape.

The taking of lands by pastoralists brought rapid and devastating changes to the Wotjobaluk Peoples. Their ancestors sought refuge at 'friendly' pastoral runs, where a familiar sense of local-group life was maintained. People moved around, but could be associated with particular runs and families. Through these associations many of their ancestors took on the European family names of these pastoral families.

6.4 European Settlement (Post Contact) Heritage

The first township in the area was Lawloit which developed in the 1860s. The first selector arrived in 1875 and many others followed, particularly from 1879. They established wheat farms and 'mullenised' the land, which is to say it was cleared with a red-gum roller invented by a South Australian named Mullens. Three metres long and one metre in diameter, it was hauled over the land by a team of 10 bullocks. This process squashed the mallee trees, after which the land was burnt and then ploughed.

The township of Lillimur South developed in the late 1870s and was soon followed by Lillimur North. Another settlement, initially named 'Budjik', (meaning stone axe) as it was situated on Budjik Hill, began to develop when a flour mill and grain shed was built there in 1881. The opening of a post office on the site in April 1882 saw the town officially change its name to Kaniva.

The word's origins are uncertain. The name Kaniva was conferred to the locality in 1881 by the Post Master General, after the name of a shepherd's hut on the old station which recalled Kinnivie, near Durham, England. Several stores, two hotels, a mechanics institute, a school, a Wesleyan church and numerous businesses soon followed. A thriving country town quickly developed while Lawloit and the two Lillimurs went into decline, much to the resentment of their inhabitants. Kaniva was gazetted in 1885 and benefited further from the arrival of the railway in 1886.



(Source VicPlan – Aboriginal Cultural Heritage Sites)

**Figure 24: Aboriginal Cultural Heritage Sensitivity and Heritage Overlay sites in Kaniva**

Fire was traditionally used as a tool to manage and look after Country. The cultural use of fire assisted people with hunting, the gathering of edible tubers and roots and helped ease movement through densely vegetated areas. The

### Acknowledgement of Country

Kaniva is located on the lands of the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagalk Peoples (WJJWJ Peoples). They are acknowledged as the Traditional Owners of their traditional lands and waters.

A Recognition and Settlement Agreement has been signed between the Victorian Government and the Barengi Gadjin Land Council (BGLC) on behalf of the Wotjobaluk Nation. The State is to facilitate relationships between local government and the BGLC under this agreement.

### 6.5 Heritage Places

Some Heritage places in Kaniva are protected by the Heritage Overlay in the WWPS including the former Kaniva Station building, the former Courthouse (which is now the State Emergency Services building on Commercial Street) and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street.



*Kaniva Historical Museum*

### Implications for the Structure Plan:

- Advocate for external grant funding for streetscape improvements while continuing to gradually implement identified improvements.
- Plant more trees in the town centre to create shade.
- Continue to build footpaths throughout the town.
- Work with the BGLC to explore options to provide cultural interpretive signage of local plants and animals in language for Kaniva.
- Work with the BGLC to ~~explore provide~~ options for apprenticeships for local people to upskill in building and construction.
- Investigate opportunities to further explore post contact and Aboriginal heritage sites of significance.

## 7. MOVEMENT AND TRANSPORT

### Key Findings

- Supporting ~~additional~~ ~~further~~ provision of electric vehicle charging stations would be beneficial for increasing visitation and encouraging travellers to stop in Kaniva.
- Council could consider improving and expanding trailer and caravan parking spaces.
- Public transport is very limited within Kaniva which reduces the capacity of people to travel to access services and activities.
- The train no longer stops in Kaniva and there is insufficient public transport available for the town with residents reliant on private transport.
- The pedestrian network could be further strengthened to encourage more people to walk.
- The Principal Freight Network for road and rail runs through Kaniva.

Good movement networks allow people to travel safely and conveniently between home, work, school and other important destinations within and between towns. It is important to integrate convenient walking, cycling and public transport routes to local destinations and provide opportunities for planned and incidental physical activity.

Movement networks within a town and connecting out to surrounding towns need to be accessible, safe and reliable. Public transport is very limited within Kaniva which reduces the capacity of people to travel to access services and activities. The primary mode of transport for residents, workers and visitors to Kaniva is via private vehicle. There is an EV charging station on Madden Street North.

### 7.1 Public Transport

Kaniva is on the Western Highway and has an infrequent bus service to Horsham that runs once a week. Kaniva is on the Serviceton line, between Melbourne and Adelaide however the train no longer stops at Kaniva. Despite community interest in reinstating a railway station, the Victorian Government has indicated no

intention to construct a new station. This leaves the community largely reliant on private vehicles for transport to and from the town.

Local and community transport services support people that may have difficulty accessing the public transport system, or where there is no or limited public transport available in their community. Both the Victorian and Commonwealth Governments support community transport through part funding and coordination support for those unable to use public transport.

DTP has a role to support better connections between public and local transport to improve access particularly for those in rural areas. Improving access includes for education and employment purposes, social access as well as health care needs and enabling ageing in place. Community transport services and increased public transport service provision should be advocated for in the structure plan as public transport is not currently a viable option for residents in Kaniva.

### 7.2 Freight

The Principal Road and Rail Freight Network runs through Kaniva. The Western Highway is the main truck route between Melbourne and Adelaide through to Perth. The train line is part of the main freight network across Australia linking Melbourne through to Perth. The road and rail line facilitates the movement of a significant volume of freight across Australia. The rail crossing at Farmers Street needs to be improved to allow for easier freight access.

### 7.3 Pedestrians

There are opportunities to provide better pedestrian linkages in and around Kaniva to allow people to walk between the health and wellbeing precinct, the recreation reserve and Kaniva College. These areas then need to connect back to the town centre via a pedestrian network.



***Shared Footway Signage Kaniva***

***Implications for the Structure Plan:***

- Investigate the ability to provide local bus service to key services within Kaniva and to other nearby towns such as Horsham, Nhill and Edenhope.
- Advocate to the State Government for increased public transport to and from Kaniva.
- Identify suitable locations for the provision of electric vehicle charging stations.
- Consider upgrading and expanding trailer and caravan parking spaces to encourage people travelling through Kaniva to stop.
- Upgrade footpaths to allow more people to walk in and around Kaniva.
- Consider how to minimise the impacts of the freight movements through the Kaniva commercial and civic centre.
- Improve rail crossings to improve safety and to encourage further uptake of land in the industrial precinct.

## 8. COMMUNITY INFRASTRUCTURE

*Key Findings:*

- Community infrastructure refers to places and spaces that provide for service delivery, social and community activities, sports, education and emergency relief. Community infrastructure facilitates opportunities to develop and build community relationships and cohesion.
- Kaniva has a supply of community infrastructure some of which is no longer fit for purpose.
- The existing community infrastructure is limited by its single-use – it is not flexible and adaptive and limits the types of activities that can occur.
- Places to meet in town are an essential part of community life and maintaining their accessibility for an ageing population will be important.
- Kaniva has excellent sporting facilities; the hub is a key facility and the usage of this should be maintained.
- Groups and associations are finding it difficult to maintain the physical asset base, to attract and retain volunteers, and to provide their members with the facilities and access they expect.
- There is a strong base of community leaders who are focussed, determined and passionate, but who are facing increasing pressures relating to volunteer decline, limited funding, and increasing workloads and accountability.
- The Kaniva Shire Hall is a priority project to upgrade and enhance the existing facilities, including ~~a new commercial kitchen~~, flexible meeting spaces for community use ~~and improve heating, cooling and seating~~.
- There are limited places for young people to meet; Kaniva has a skate park but there is a lack of designated youth space.

### 8.1 Town Centre Facilities

Kaniva has community infrastructure in close proximity to the residential and commercial centre. Community infrastructure supports smaller communities outside of Kaniva, but many local people travel away from Kaniva to access community infrastructure, including to Horsham and Nhill. The Kaniva hospital

provides urgent care, acute care, residential aged care and community health services and is located at 7 Roache St.

Kaniva has a skate park but there is a lack of designated youth space. While this demographic is not growing, there were 65 young people living in town at the time of the last census. Providing facilities that are interesting and accessible for young people will reduce the need to travel for some activities. The exact nature of the facilities needs to be developed in consultation with local young people.

A number of community facilities should be rezoned to reflect their public ownership including the Shire Hall, Council offices and the kindergarten.

### 8.2 Early Year Education

The Kaniva Kindergarten provides pre-school education services and is located at 23 Baker St. The current kindergarten facilities are not large enough to deliver on the upcoming kindergarten reforms and there is limited room for expansion. Moving the kindergarten to the school site would allow for kindergarten expansion and has the potential to keep the school numbers to a viable level. This would also free up space in the current facilities for additional childcare and playgroups to support young families. The Victorian Government supports kindergartens on or adjacent to school sites but funding would be required to build a new facility.

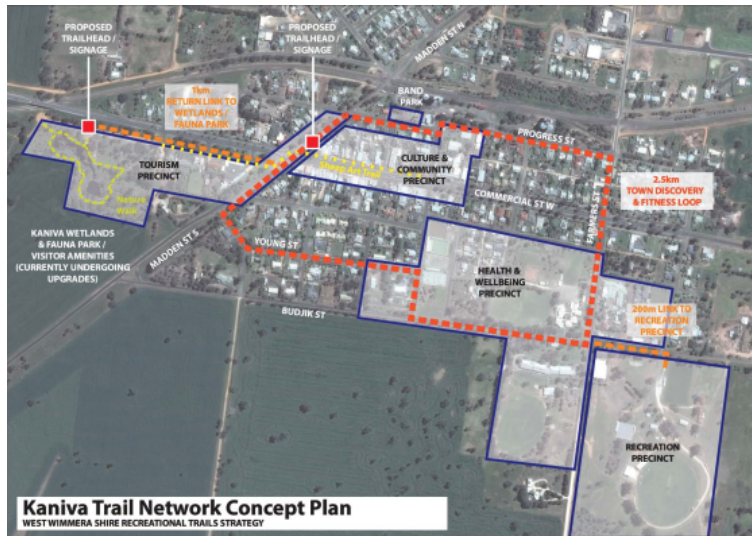
### 8.3 Education

Kaniva College is a P-12 Government school located at 2 Farmers Street and one of three P-12 schools in the Shire. The school would benefit from being brought into the settlement boundary, appropriately zoned and having some additional housing nearby. This would provide housing for families that could then easily access the school via walking or cycling well accessed by other services and facilities. This would better embed the school into the town.

### 8.4 Open Space

The Kaniva Wetlands and Fauna Park is a popular spot with locals and visitors. The Wetlands and Fauna Park was upgraded in 2018/19 as part of a community partnership project instigated by Kaniva & District Progress Association. Council has ~~proposed to recently~~ upgraded the Kaniva Town Walk, a town discovery and

fitness loop, starting at the Kaniva Fauna Wetlands Park and connecting back to the town centre. See the Kaniva Trail Network Concept Plan in **Figure 25**.



**Figure 25: Land Tenure and Management, Sport and Recreation facilities, Kaniva**

(Source: West Wimmera Recreational Trail Strategy – Volume 1: The Strategy November 2018)

### 8.5 Sport and Active Recreation

Sport and active recreation is an integral part of the community in Kaniva. It is essential for health, physical and mental wellbeing, the sense of belonging and connection to each other. Sport and active recreation contributes significantly to the liveability of Kaniva and is underpinned by a network of local facilities, opportunities to participate and a strong volunteer culture.

There is a Recreation Reserve that houses active sports groups including cricket, hockey, football and netball. There is also a tennis club, bowls club and a rifle range. The Kaniva swimming pool should soon be upgraded to include a splash park subject to funding. The Gun Club is located in the north west corner of the airstrip.



**Kaniva Recreation Reserve**

**Table 9** includes a list of potential upgrades and improvements for Kaniva that have been consolidated from existing strategies and community feedback as part of the WWSC Sport and Active Recreation Strategy 2024-2034. Many of these will benefit not only residents of the town but also the region and visitors.

The many open spaces and sports and recreation facilities throughout the town should be rezoned to reflect their current ongoing uses and minimise unnecessary permit requirements.

[Figure 26](#) depicts [Crown Land in Kaniva](#).

**Table 9: Potential Upgrades and Improvements for Kaniva Open space and Sporting Facilities**

Facility	Potential Upgrades and Improvements	Current Status
<b>Band Park play space</b>	<ul style="list-style-type: none"> <li>Upgrade play equipment</li> </ul>	<ul style="list-style-type: none"> <li>Play equipment not yet funded.</li> <li>There have been upgrades to the toilet facilities, fencing and paths.</li> </ul>
<b>Kaniva bowls and croquet green</b>	<ul style="list-style-type: none"> <li>Upgrade bowling green</li> <li>Upgrade facility to be accessible for all</li> <li>Upgraded lights for green</li> </ul>	<ul style="list-style-type: none"> <li>Funding announced to cover both projects.</li> </ul>
<b>Kaniva Community Indoor Sporting Complex</b>	<ul style="list-style-type: none"> <li>Review management of stadium</li> <li>Upgrade gymnasium equipment</li> <li>Upgrade energy efficiency (heating &amp; cooling)</li> <li>Upgrade mezzanine floor and railing to current safety standards</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded.</li> </ul>
<b>Kaniva Golf Course</b>	<ul style="list-style-type: none"> <li>Upgrade building to be accessible for all and energy efficient.</li> <li>Improvements to water system to save power costs</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Gun Club</b>	<ul style="list-style-type: none"> <li>Upgraded facilities and trap house infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Memorial Swimming Pool</b>	<ul style="list-style-type: none"> <li>Develop splash park</li> <li>Upgrade changerooms to all accessibility</li> <li>Improve access to pool</li> <li>Upgrade filtration and water &amp; energy management system</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva tennis courts</b>	<ul style="list-style-type: none"> <li>Upgrade Court surfacing</li> <li>Amenity upgrades</li> <li>Lighting upgrades</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Recreation Reserve</b>	<ul style="list-style-type: none"> <li>Update Master plan for the Kaniva Recreation Reserve</li> <li>Design and install lighting for hockey fields</li> <li>Design and construct hockey change room facility</li> <li>Upgrade Hockey field surfaces and fencing</li> <li>Upgrade netball courts and lighting</li> <li>Upgrade public toilets</li> <li>Design &amp; construct netball change rooms, possibly including tennis</li> <li>Construct junior footy oval</li> <li>Design and construct cricket training nets</li> </ul>	<ul style="list-style-type: none"> <li>Master plan currently in development.</li> </ul>
<b>Kaniva Wetlands &amp; Fauna Park</b>	<ul style="list-style-type: none"> <li>Additional play equipment</li> <li>Extend walking trail</li> <li>Review long term management of fauna park</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Rogerson Street Playground</b>	<ul style="list-style-type: none"> <li>Install toilet</li> <li>Install BBQ and shelter</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Location Yet to Be Determined</b>	<ul style="list-style-type: none"> <li>Construct a specialised pump track for cycling, skateboarding, scootering, and other wheeled sports.</li> <li>Construct a dog park</li> <li>Construct a Changing Places Facilities and specialised accessible toilet facility.</li> </ul>	<ul style="list-style-type: none"> <li>Pump track being included in the Recreation Reserve Masterplan, not yet funded for track itself.</li> <li>Dog park funded, <u>and is proposed to will</u> be located at the Kaniva Wetlands and Fauna Park.</li> <li>Changing Places Facilities still in concept stage no funding received</li> </ul>



Figure 26: Crown Land in and around Kaniva



(Source: WWSC Sport and Active Recreation Strategy 2024-2034)

***Kaniva Bowling and Croquet Club***

***Implications for the Structure Plan:***

- Explore increasing the capacity of facilities to deliver kindergarten and other children's services.
- Explore creating spaces for young people to meet to avoid having to leave the town for social activities.
- Explore opportunities to co-locate play spaces and toilets, making them more usable and increasing the time families and visitors spend there.
- Minimise potential off site impacts from recreation facilities onto sensitive uses and future residential encroachment.
- Consider expanding the township boundary to include the school and the recreation reserve and consider applying appropriate zones to reflect the ongoing use of these sites.

## 9. PHYSICAL INFRASTRUCTURE

### Key Findings

- Potable drinking water is now available for the town via a connection to the Wimmera Mallee Pipeline.
- The town has a gravity reticulated sewerage system. Enhancements to the wastewater treatment plants may be required to support growth of the town.
- Reticulated gas is not available which means that residents of the town will continue to be reliant on electricity for their future energy needs.

### 9.1 Infrastructure Services

Reticulated gas is unavailable in Kaniva but household LPG gas bottles are available. The Victorian Government's announcement in 2024 that no new developments will be connected to gas means the town's residents will need to rely on electricity to meet their energy needs. Opportunities for microgrids and community batteries could be explored.

The Victorian Government is supporting and developing microgrids. A microgrid is a small 'subset' of the electricity grid that provides energy generation and storage to properties at a local level. It can incorporate renewable energy generation from solar panels or wind turbines as well as battery energy storage.

Some microgrids can operate independently of the grid during power outages (also referred to as islanding), which can be particularly helpful for communities in regional and rural settings. A community battery is another option for Kaniva that could be explored further in a suitable location. This could provide an electricity storage system that would enable Kaniva to generate, store and consume its own renewable energy, increasing the town's resilience.

Access to the NBN is available in Kaniva but could be significantly improved.

### 9.2 Water

Drinking water is now available for the town via a new Wimmera Mallee Pipeline from Nhill. Water is available for industrial uses however industrial customers need to pay a fee to meet the building code's requirements.

### 9.3 Wastewater Disposal

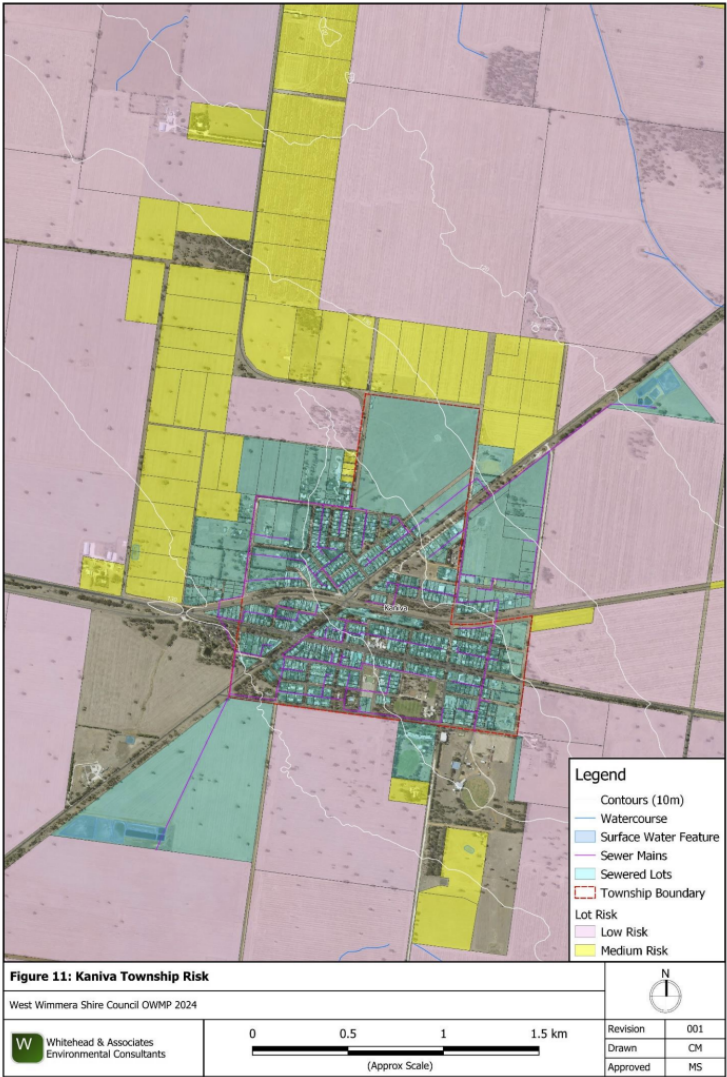
There is a gravity sewer system in Kaniva to treat wastewater. However, the capacity of the wastewater treatment plants needs to be increased to support growth in the town. Some homes remain on septic tanks and are not connected to the sewage treatment system.

Council developed an Onsite Wastewater Management Plan (OWMP) to assist with the efficient and effective regulation of onsite wastewater management (OWM) within the Shire to minimise the potential risk posed by effluent upon public health, the physical environment and local receiving environments.

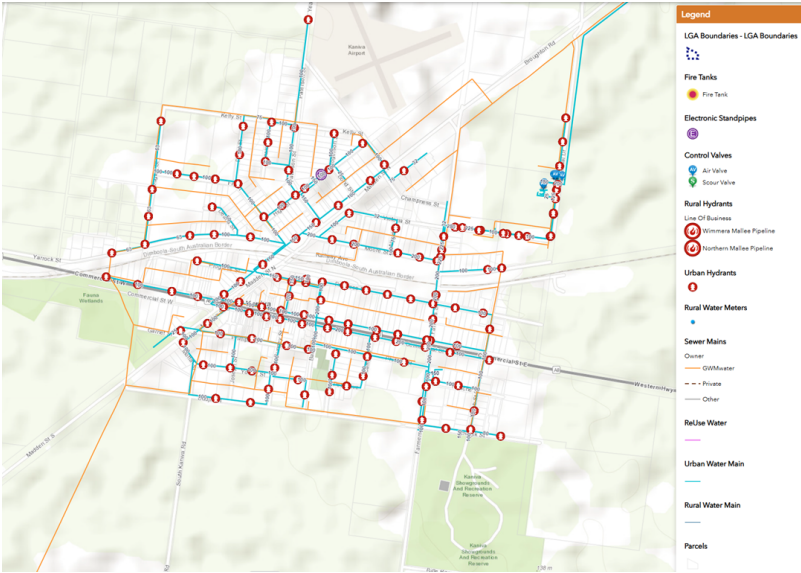
Several key issues have been identified in the OWMP:

- Failing OWM systems having the potential to be harmful to the health of residents and can pollute the environment.
- Small lots and poorly draining clay soils limiting the effectiveness of OWM systems in townships.
- Many larger operations (pubs, restaurants, etc.) have insufficient area to treat wastewater within their property boundaries.
- There is a trend of split wastewater treatment with greywater treatment and discharge to street drainage or onsite irrigation.
- Physical environments may limit the effectiveness of OWM systems within the Shire and therefore many systems may require a high level of design and management to ensure each OWM system is sustainable.

**Figure 276** shows land parcels in Kaniva that are sewered and **Figure 287** shows the sewer and urban water mains in Kaniva.



**Figure 276: Sewered Land in Kaniva**  
 (Source - West Wimmera Shire Council Onsite Wastewater Management Plan 2024)



**Figure 287: Urban Water and Sewer Mains in Kaniva**

(Source – Interactive Map of GMMWater Assets)

*Implications for the Structure Plan*

- Plan for the growth opportunities provided by potable water which may attract further industrial and commercial investment and residential development in the town.
- All land parcels in Kaniva including residential, commercial and industrial zoned land should be connected to the reticulated sewage system.
- Work with Grampians Wimmera Mallee Water (GMMW) to identify the buffer area required around the Sewage Treatment Plants in conjunction with the EPAV to ensure this outcome feeds into the final Kaniva Structure Plan.
- Ensure the finalised buffer areas are incorporated into the West Wimmera Planning Scheme via appropriate planning overlays such as the Buffer Area Overlay (BAO).
- Continue to work with GMMW to service growth into the south of the town through a dedicated sewerage pump station and rising main back and determine if this requires land to be reserved for this purpose.

## 10. ISSUES AND OPPORTUNITIES

### 10.1 Issues and Opportunities for Kaniva

The key implications for the Structure Plan are as follows:

#### *Policy and Planning Scheme Context*

- Kaniva is designated as a Town in the Wimmera Southern Mallee Regional Growth Plan and a key service centre in the West Wimmera MPS (confirmed in the draft Small Towns Plan). The structure plan should plan for this outcome.
- The town should continue to provide services for its local community of interest which includes small rural settlements such as Lillimur, Miram, Serviceton and Telopea Downs.
- There are opportunities to improve land use direction in the town through a clearer land use framework and changes to the zones applied to land.

#### *Population and Housing*

- Kaniva has sufficient land within the current town boundary to meet the likely scenarios for growth, however some existing land may not be available for immediate or timely release for development. Several rezonings are suggested here to provide choice in the local housing market and to maximise growth opportunities being realised, some of which may occur over the medium to long term.
- Infill development should be directed to vacant, underutilised blocks within the town boundary.
- A variety of land offerings tailored for different markets will be required to allow the town to expand beyond the current township boundary.
- There is a need to support medium density housing to meet the needs of an ageing population and to address the key worker housing shortage.
- Encourage smaller lots and two lot subdivisions in the town centre to accommodate an ageing population and demand for smaller lots with good access to services.

- Consider housing recommendations identified in the Housing Blueprint developed by the Wimmera Development Association, 2022 that may be applicable to Kaniva.
- Explore options to work with a housing provider which manages or develops housing for others with the goal of providing affordable or social housing to provide low cost and affordable housing that is priced appropriately for low to moderate income households in the town.
- Explore options to diversify the housing stock and provide townhouses and smaller units to enable people to age in place. This will allow people who wish to downsize from farms to relocate to smaller land holdings close to the town centre while also providing some lower density options.
- Council should investigate the opportunity to develop a workforce training program to support the local industry and community.

#### *Local Economy and Land Use*

- The town centre is reasonably well defined. If this is to be differentiated from residential areas, there would be value in setting the town centre in a C1Z to direct all relevant activity to locate within it.
- The boundary of the centre is subject to further community consultation but a starting point for discussion would be the boundary identified in Figure 13: Kaniva Town Centre Precinct Map.
- An eco-tourism strategy ~~could should~~ be developed for Kaniva including a plan to service the 'silver economy'.
- The Kaniva Wetlands and Fauna Park is a great attraction for tourists and could be ~~better signposted and promoted further advertised~~ to attract more visitors.
- Bird watching and ecotourism could be a major attraction for tourists and should be explored further.
- Kaniva could promote itself further as ~~the gateway to~~ Victoria's ~~Bordertown~~.
- ~~Promote and Need to develop a strategy to~~ encourage business operators to upgrade and expand existing local accommodation offerings.

- ~~Need to e~~Create more short-term accommodation options for new and seasonal employees in the town.
- Investigate options for on-farm accommodation for farm workers.
- Investigate upgrading and expanding caravan park accommodation to provide more accommodation options.
- Overnight accommodation offerings could be expanded and upgraded to attract more tourists and visitors to the town.
- Develop a strategy to attract local entrepreneurs to Kaniva to expand the local food offerings.
- No further industrial zoned land will be required to accommodate expected development over the period to 2041.
- In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct.
- The railway crossing on Farmer Street is not well-constructed for industrial traffic ~~or pedestrians~~ and this should be investigated further.

#### *Landscape and Environment*

- Kaniva has limited stormwater management issues.
- New development should comply with stormwater management requirements as set out in the VPPs.
- Industry runoff into the wetlands could be a potential pollution problem.
- Housing should be directed away from areas subject to the overland flow of stormwater.
- Areas of environmental significance need to be better understood and should be protected from future development.
- Bushfire risks have been mapped for the town and housing must be directed away from areas at high risk of bushfire.
- The 'most suitable' locations where future development should be preferentially directed are areas within, or immediately adjacent to, the main township area.
- Kaniva is subject to increased climate variability and will need to develop mitigation strategies and improved infrastructure to improve resilience

#### *Urban Design Built Form and Heritage*

- Advocate for external grant funding for streetscape improvements while continuing to gradually implement identified improvements.
- Plant more trees in the town centre to create shade.
- Continue to build footpaths throughout the town.
- Work with the BGLC to explore options to provide cultural interpretive signage of local plants and animals in language for Kaniva.
- Work with the BGLC to ~~explore provide~~ options for apprenticeships for local people to upskill in building and construction.
- Investigate opportunities to further explore post contact and Aboriginal heritage sites of significance.

#### *Movement and Transport*

- Investigate the ability to provide a local bus service to key services within Kaniva and to other nearby towns such as Horsham, Nhill and Edenhope.
- Advocate to the State Government for increased public transport to and from Kaniva.
- Identify suitable locations for the provision of electric vehicle charging stations.
- Consider upgrading and expanding trailer and caravan parking spaces to encourage people travelling through Kaniva to stop.
- Upgrade footpaths to allow more people to walk in and around Kaniva.
- Consider how to minimise the impacts of the freight movements through the Kaniva commercial and civic centre.
- Improve rail crossings to improve safety and to encourage further uptake of land in the industrial precinct.

#### *Community Infrastructure*

- Explore increasing the capacity of facilities to deliver kindergarten and other children's services.
- Explore creating spaces for young people to meet, to avoid having to leave the town for social activities.
- Explore opportunities to co-locate play spaces and toilets making them more usable and increasing the time families and visitors spend there.

- Minimise potential off site impacts from recreation facilities onto sensitive uses and future residential encroachment.
- Consider expanding the township boundary to include the school and the recreation reserve and consider applying an appropriate zone to reflect the ongoing use of these sites.

#### *Physical Infrastructure*

- Plan for the growth opportunities provided by potable water, which may attract further industrial and commercial investment and residential development in the town.
- All land parcels in Kaniva including residential, commercial and industrial zoned land should be connected to the reticulated sewage system.
- Work with Grampians Wimmera Mallee Water (GWMW) to identify the buffer area required around the Sewage Treatment Plant in conjunction with the EPAV to ensure this outcome feeds into the final Kaniva Structure Plan.
- Ensure the finalised buffer areas are incorporated into the West Wimmera Planning Scheme via appropriate planning overlays such as the Buffer Area Overlay (BAO).
- Continue to work with GWMW to service growth into the south of the town through a dedicated sewerage pump station and rising main back and determine if this requires land to be reserved for this purpose.

The findings from this background report can be distilled into key issues and opportunities for Kaniva as summarised in **Figure 298**.

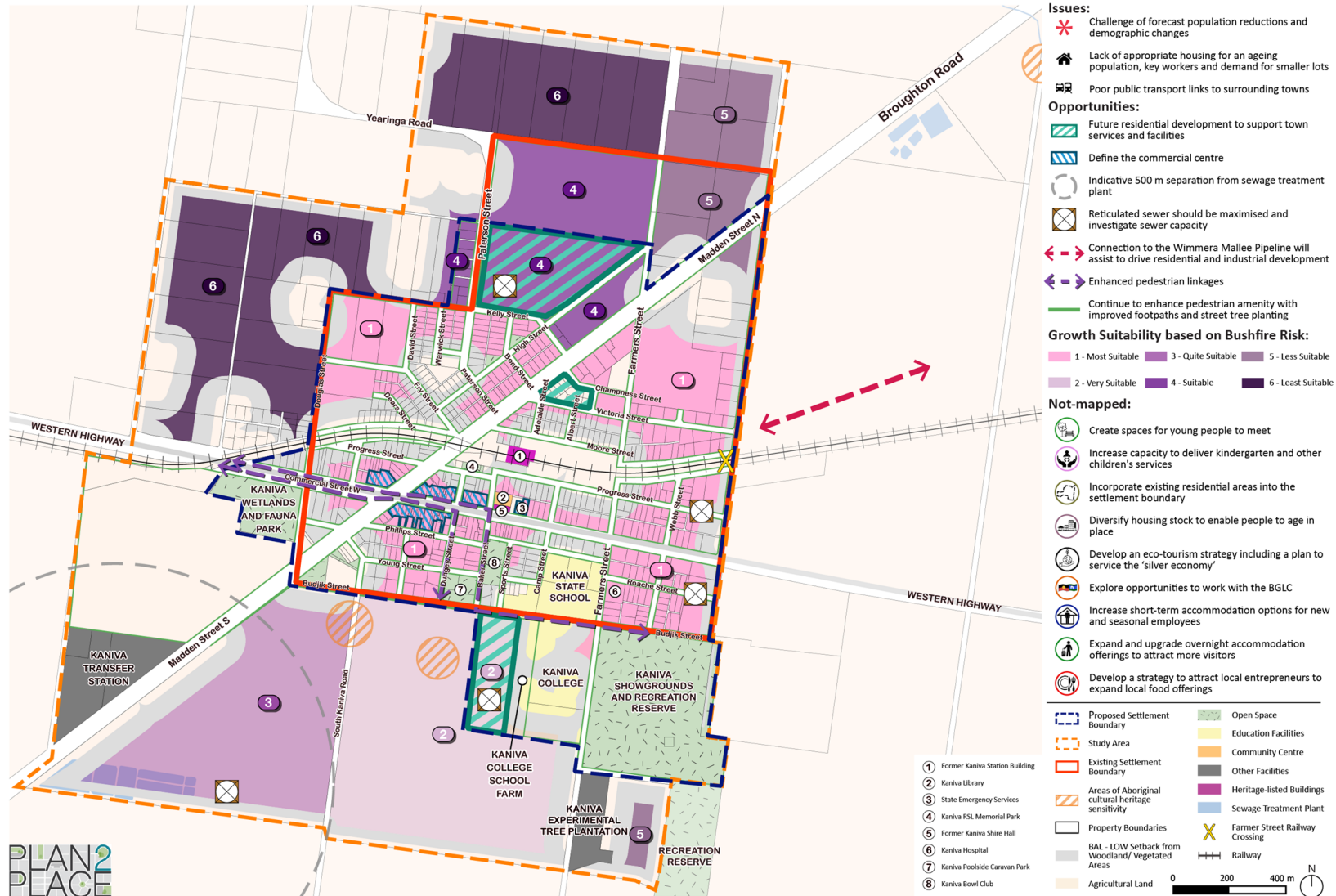


Figure 298: Issues and Opportunities for Kaniva

## 11. BOUNDARY ASSESSMENT

### *Kaniva Boundary Assessment*

Defining the extent of the township is a key task in the development of a structure plan and should be guided by an assessment undertaken against the criteria set out by the Victorian Government.

Planning Practice Note 58 - Structure Planning for Activity Centres (PPN58) sets out criteria to be used to determine an activity centre boundary in a structure plan. This has been adapted to the township context for this town structure plan. **Table 910** provides an analysis of the township boundary assessed against guidelines in PPN58. The spatial outcome of this assessment is shown in **Figure 3026** with a proposed township boundary including any areas proposed for inclusion or removal from the town boundary.

**Table 10: Township Boundary Assessment**

Boundary Criteria:	Assessment/Response:
<i>Consider the following issues in determining the potential location of a township boundary:</i>	
<b>The location of existing commercial areas and land uses</b>	There is a commercial area along Commercial Street, between Madden Street and Baker Street. These uses in this area are centrally located within Kaniva, within the existing town boundary. Kaniva is predominantly zoned TZ with zoned industrial areas to the north-east.
<b>The location of existing government and institutional areas and land uses</b>	Kaniva has one educational institution being the Kaniva College (a P-12 Government school) located at 2 Farmers Street, The Kaniva hospital provides urgent care, acute care, residential aged care and community health services and is located at 7 Roache St. These land uses should be retained in the town boundary as they are needed for the local community. The township boundary should be extended to include the Kaniva College parcel of land. There are council services including a hall, library, kindergarten and early learning centre located on the corner of Commercial Street and Baker Street. These facilities are near the centre of the town and are well-located. The Kaniva CFA, Victoria State Emergency Services Annex, Police Station and three churches are also located near the council buildings.
<b>The location of existing areas of public open space</b>	The Kaniva Wetlands and Fauna Park is a popular spot with locals and visitors and should be included in the town boundary to recognise its important recreation and tourism role. The Kaniva Racecourse and Kaniva Showgrounds and Recreation Reserve provide important community functions and are also currently outside the town boundary and should be included.
<b>Commercial and residential needs</b>	<p>The town centre is reasonably well defined. If the TZ is to be differentiated, there would be value in setting the town centre in a Commercial 1 Zone (C1Z) to direct all relevant activity to locate within it. This would encourage a walkable centre, creating economies of scale and scope for all activities in the centre with a zone that supports this.</p> <p>The residential and commercial areas of the town are currently zoned TZ. If more appropriate zones were to be introduced, it would be a straightforward matter to identify an appropriate area for the C1Z to cover the town centre.</p> <p>There is one vacant parcel of land in the main commercial centre and multiple building vacancies. To allow room for growth, a commercial zone could be extended to include vacant land to the east of the police station as far as 85 Commercial Street.</p> <p>There are retail and commercial services in Kaniva along Commercial Street. No further industrial zoned land will be required to accommodate expected development over the period to 2041. There is potential for housing to intrude into the precinct via the TZ and this is already happening. It would be best to exclude housing in order to allow freedom of operation for the industrial activities as much as possible. One solution would be to rezone the adjacent allotments that already have industrial activities to IN3Z.</p>
<b>Environmental and stormwater constraints</b>	Kaniva has limited overland flow of stormwater. Industrial runoff into the wetlands could be a potential pollution problem. Kaniva has no flood overlays.

Boundary Criteria:	Assessment/Response:
	<p>Areas of environmental significance should be protected from future development. Areas of environmental significance adjacent to the town boundary need to be better understood.</p> <p>Bushfire risks have been mapped for the town in the report prepared by Terramatrix. Housing must be directed to areas at low risk of bushfire. The ‘most suitable’ locations where future development should be preferentially directed, in areas within or immediately adjacent to the main township area. It is noted that growth opportunities in the ‘most suitable’ ranked areas may be limited to infill development, or to three other locations to the north-west, north-east and south of the existing township/residential area. The area to the north of the town is identified as least suitable from a bushfire perspective and should be removed from the town boundary. It is also agricultural land.</p>
<b>Heritage constraints</b>	The Heritage Overlay is applied to three sites in Kaniva and has limited implications for the township boundary.
<b>Availability of strategic redevelopment sites, both existing and potential</b>	<p>Assessment has revealed that no further industrial zoned land will be required to accommodate expected development over the period to 2041. In the event that there is an unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. Land surrounding the rail corridor is presently under-utilised and may be available for redevelopment, subject to engagement with the Victorian Government.</p> <p>Land bounded by Victoria Street, Champness Street and Madden Street North is a strategic site that is ready for redevelopment.</p> <p>It is not clear whether the individual vacant lots or the unsubdivided land on the fringe are available for development. Nevertheless, it is prudent to identify a range of possible development fronts around the town in order to prevent monopolisation of the available land.</p> <p>The calculation of notional lot capacity assumes that the average size of lots in the Township Zone parcels and the parcel adjacent to the school will be 1,000 sqm. This is in keeping with the existing housing lot pattern of the town, although even more lots could be produced if the average size was reduced to, say, 800 sqm.</p> <p>The land north of Kelly Street and west of Paterson Street is assumed to have a lot size of 2,000 sqm, in keeping with other housing lots in the immediate area. These larger rural residential lots would provide a degree of choice for new residents and may be especially attractive for those moving into town from surrounding rural areas.</p> <p>The notional development capacity of the town – 303 lots - exceeds the anticipated demand under the housing growth scenarios– demand for 117 lots over the period to 2041 under the most optimistic growth scenario. The development capacity would be increased further if average lot sizes were decreased and/or if multi-unit development was encouraged to provide multiple smaller dwellings on some lots that would be suitable for smaller or temporary households. Given that no guarantees exist that any or all of these sites will be made available for development, they exist as options to pursue, which will be further refined by subsequent reviews of the West Wimmera Planning Scheme and this Structure Plan.</p> <p>Kaniva has sufficient housing land to meet the likely scenarios for growth. Bringing that land to market may rely on Council leveraging its ownership of land in the north of the town which is currently used as an airstrip. The airstrip use would need to cease over time as the land was developed. Planning for development of existing housing lots in the town would need to encourage the provision of smaller homes to accommodate the growing demand from older singles and retirees. Several rezonings are suggested to provide choice in the local housing market.</p> <ul style="list-style-type: none"> <li>• Infill development should be directed to vacant, underutilised blocks within the town boundary.</li> <li>• A variety of land offerings tailored for different markets will be required to allow the town to expand beyond the current township boundary.</li> <li>• There is a need to support medium density housing to meet the needs of an ageing population and to address the key worker housing shortage.</li> </ul>

Boundary Criteria:	Assessment/Response:
<p><b>The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township</b></p>	<p>Currently around 98 <u>per cent</u> % of occupied dwellings in Kaniva are separate houses, mostly on blocks of between 700 to 2,000 sqm with 1,000 sqm being the most common size. The remaining 2 per cent of dwellings are townhouses or apartments, most of which are in a single development. The majority of current dwellings are owner-occupied, with only 18 per cent being rented or occupied with some other type of tenure.</p> <p>Plan for Victoria sets out a housing target of <u>more than</u> 200 dwellings for West Wimmera by 2051. Kaniva could absorb a significant proportion of the targeted growth, perhaps 90 dwellings by 2051. There is an existing and potential supply of housing lots within and adjacent to the current town boundary to accommodate the forecast decline in the number of people per household and an increase in vacancy rates. These comprise:</p> <ul style="list-style-type: none"> <li>• Existing sub-divided house lots that are empty, of which there are currently 20-25; these are generally in the 800-1,500 sqm size range and could accommodate single houses or multi-unit developments.</li> <li>• Unsubdivided land in Township Zoning on the fringes of the township including land occupied by the little-used airstrip owned by the Council. Land that is adjacent to the existing town boundary in the northwest of the town on Paterson Street and land on the southern edge of town adjacent to Kaniva College</li> </ul> <p>A further consideration is that demand for new dwellings is likely to be for older age groups. Many of these people will prefer to be in smaller homes close to the services of the hospital and the town centre. There are some vacant lots among the existing development where there is potential to encourage redevelopment at higher densities. Sites 1, 3, 4 5, 6, and 7 identified in Figure 10 have merit and should be considered for future development. Site 6 being adjacent to the school and close to the town centre would also provide a net community benefit. Site 2 is largely constrained and fragmented and does not easily lend itself to further development.</p>
<p><b>Consideration of physical barriers and opportunities for their improvement</b></p>	<p>The Western Highway is a major through route and the commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. This creates a barrier between the two sides of the main street.</p> <p>The rail line running through Kaniva limits movement between the north and south sides of Kaniva, however the street layout to the north assists in reducing the impact of a limited number of rail crossings.</p> <p>The railway crossing on Farmer Street is not well-constructed for industrial traffic and could present a barrier to businesses investing in the industrial precinct.</p>
<p><b>Proximity to public transport, especially fixed rail (train or tram)</b></p>	<p>Kaniva has limited access to public transport with an infrequent bus service that travels to Horsham. While there are train services between Melbourne and Adelaide, these do not stop at Kaniva. An infrequent coach bus service is provided stopping in Kaniva.</p>
<p><b>The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges</b></p>	<p>Public transport is very limited within Kaniva however the site of the former train station remains in public ownership and could facilitate reinstatement of passenger services at some point in the future. In the interim, increases to public transport frequency or commencement of a community bus service, departing from the commercial centre would assist with improving access. Strengthening the provision of electric vehicle charging stations would also be beneficial. Council could also consider the provision of improved trailer and caravan parking spaces.</p> <p>There are opportunities to provide better pedestrian linkages in and around Kaniva to allow people to walk between the town centre and out to the health and wellbeing precinct, the recreation reserve and to Kaniva College. There are opportunities to create an on road cycling network along the residential streets in Kaniva off the Western Highway where the through flow of trucks in the central carriageway makes it unsafe for cycling. There may also be opportunities to provide an offroad cycling network linking open space areas and the Kaniva College to residential areas.</p>
<p><b><i>Consider the following issues in determining the potential location of a township boundary:</i></b></p>	
<p><b>Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre</b></p>	<p>There is an opportunity to improve the walkability of the town centre due to its compact layout and flat topography, with most essential amenities located along Commercial Street. Kaniva is a relatively small town and the distance between most amenities and services in the town is walkable within 400 to 800 metres. Providing safe pedestrian crossings over Commercial Street and across the train line will be important moving forwards.</p>

Boundary Criteria:	Assessment/Response:
	There are few walking connections to open space areas. Providing infrastructure such as footpaths and safe pedestrian crossings will help to encourage people to walk in and around Kaniva.
<b>Consistency with State policy</b>	The proposed boundaries are consistent with the state policy framework, such as Clauses 11.01-1S and 11.02-1S, as the proposed boundaries provide opportunities for growth in existing town area, logical expansion of the town and also supports limiting natural hazards.
<b>Consistency with local policy and a Municipal Planning Strategy (MPS) where relevant</b>	The Kaniva township boundary is consistent with the Council's MPS and local planning policy framework, particularly Clauses 11.01-1L, 11.02-1L and 11.02-3L which provide guidance on investigation areas for new development and to ensure that development is sequenced logically ensuring infrastructure service provision can be provided.
<b>Impacts of the boundary on other township boundaries.</b>	There is sufficient separation between Kaniva and other towns in the region, such as Nhill, Gorokey, Edenhope and Serviceton and larger towns such as Horsham.
<b><i>In setting a boundary for a township include:</i></b>	
<b>Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon</b>	Any new commercial uses are likely to be accommodated within the existing vacant and underutilised space in the town centre. There is value in concentrating commercial activity in the town centre to create a walkable centre, capitalising on the existing infrastructure and improving the level of foot traffic for all businesses. If a significant new activity was to locate in the town centre there are two vacant sites that could be utilised if available and some premises that could be redeveloped.
<b>Residential areas that are integrated into the township or surrounded by other uses that have a strong functional inter- relationship with the township even where limited development opportunities exist</b>	Future housing will be constructed on land that remains so far undeveloped. The unsubdivided land in the TZ provides the largest resource for housing development. This land is inside the current township boundary. There is sufficient land available within the proposed town boundary to meet the likely scenarios for growth. The disused Kaniva airstrip is owned by Council and would be well placed to be utilised for the provision of smaller homes to accommodate the growing demand from older singles and retirees as well as the parcel of land south of the town adjacent to Kaniva College and the area of land on the west side of Paterson Street, north of Kelly Street. It is recommended that only the southern half of the airstrip site be included in the township boundary. The northern part of site is deemed less suitable for housing as it faces north and is not a preferred site from a bushfire management perspective.
<b>Key public land uses that have or are intended to have a strong functional inter-relationship with the township even where there are no or limited redevelopment opportunities</b>	Kaniva College which lies on the southern boundary of the town should be included in the township boundary.
<b>Public open space areas that have or are intended to have a strong functional inter-relationship with the township.</b>	The Kaniva Showgrounds and the Recreation Reserve play a crucial role in Kaniva for recreational activities. There are also opportunities for the Kaniva Wetlands Fauna Park and Kaniva Racecourse Reserve to be included in the town boundary to recognise their important recreation and tourism roles.
<b><i>In setting a boundary for a township, generally exclude:</i></b>	
<b>Residential land encumbered by significant constraints located at the edge of the township.</b>	Some of the growth constraints, such as BMO and LSIO, do not apply to Kaniva, meaning that there is little constraint on development.

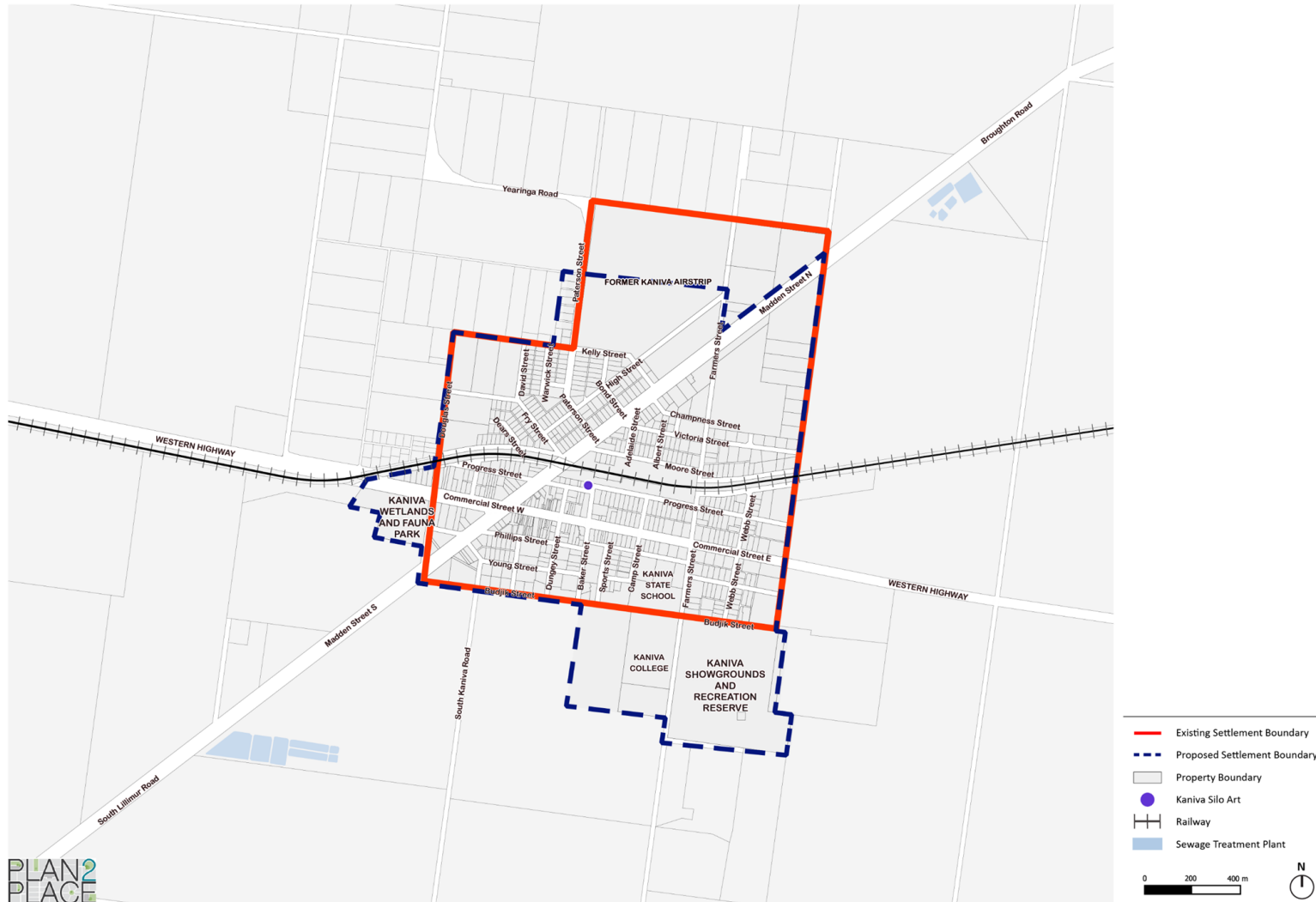


Figure 3029: Kaniva Proposed Settlement/Township Boundary

## APPENDIX A – VICTORIA PLANNING PROVISIONS

### *Municipal Planning Strategy*

**Clause 02.03-1 Settlement** outlines that Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, putting it in a prime position to capture freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset, and its location has significantly contributed to the formation of the town's character. Strategic directions related to Kaniva include to:

- Provide sufficient land and direct growth to the major townships of Edenhope, Kaniva, Goroke, Apsley, and Harrow.
- Enhance the roles of the major townships of Edenhope, Kaniva, Goroke, Apsley, and Harrow as the service and business centres for the Shire and as focal points for communities.
- Minimise any detrimental impact of development on the landscape, the environment and existing character.
- Avoid encroachment of residential development on industry.
- Promote Kaniva as a key service centre in the northern part of the Shire for the local and surrounding rural community.

Other clauses from the MPS at 02.03-2 to 02.03-9 include other relevant strategic context and directions for Kaniva but with more general application and less specificity to the town.

**Clause 02.04 Strategic Framework Plan** identifies the hierarchy of settlement in West Wimmera, identifying Kaniva as a town within this hierarchy.

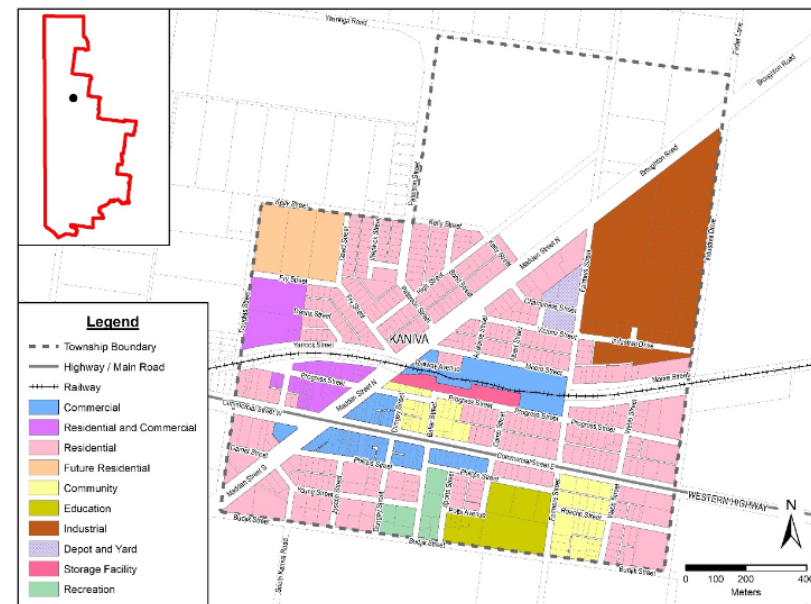
### *Clause 11 Settlement*

**Clause 11.01-1S – Settlement** promotes the sustainable growth and development of Victoria to deliver choice and opportunity through a network of settlements. Regions are planned to reinforce settlement boundaries and provide for population growth and development of facilities and services. Growth is directed into existing settlements supported by a network of major and neighbourhood activity centres and townships of varying size, role and function. Urban

consolidation is encouraged with density that supports sustainable transport and retail, office-based employment and community facilities and services.

**Clause 11.01-1R – Settlement** supports the role of Horsham as the key population and employment centre for the region. Kaniva is identified as providing local and some sub-regional services. Easy access to housing, education, employment and community facilities is to be provided particularly in Horsham and district towns along with an ongoing supply of infill and greenfield residential land.

**Clause 11.01-1L-02 Settlement – Kaniva** provides the existing settlement framework for the town. Strategies to the clause seek to encourage development of the Kaniva Industrial Estate that is mindful of residential growth in the town and to retain community and commercial facilities in the town. The Clause 11.01-1L-02 settlement framework for Kaniva is shown in **Figure 231**.



**Figure 312: Kaniva Settlement Plan at Clause 11.01-1L-02**

*Clause 12 Environmental and Landscape Values*

**Clause 12.01-1S – Protection of biodiversity** focuses on protecting and enhancing Victoria’s biodiversity by identifying and strategically planning for the protection and conservation of important areas of biodiversity through recognition of various international conventions.

**Clause 12.01-1L – Protection of biodiversity – West Wimmera** – seeks to protect the Red Tailed Black Cockatoo and Jumping Jack Wattle habitat within the Shire through clear delineation of boundaries and protection from incursion by adjacent land uses. Planting of native species and management of weeds is encouraged. This clause provides direction on how biodiversity will need to be addressed in Kaniva.

**Clause 12.01-2S – Native vegetation management** aims to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation by avoiding the removal, destruction or lopping of native vegetation, minimising impacts where vegetation removal cannot be avoided and providing offsets to compensate for biodiversity impacts where vegetation removal is required.

**Clause 12.03-1S – River and riparian corridors, waterways, lakes, wetlands and billabongs** seeks to protect these areas for their significant economic, environmental and cultural assets by conserving surrounding systems and landscapes and environmental values. Design and development should be sensitively designed to protect the waterway system while recreation and amenity values and a sense of place and landscape are also to be protected.

*Clause 13 Environmental Risks and Amenity*

**Clause 13.02-1S – Bushfire planning** prioritises the protection of human life over all other policy considerations, directing growth to low risk locations. It identifies and assesses bushfire hazard, applying the Bushfire Management Overlay and considering bushfire hazard on the basis of the site, neighbourhood and local conditions. Strategies promote future land use and development that will not result in increased bushfire risk to existing and future communities. Any new development in Kaniva must be directed to areas of low bushfire risk.

**Clause 13.03-1S – Floodplain management** focuses on protecting life, property and community infrastructure from flood hazard along with the natural flood carrying capacity of these areas enabling flood storage to occur. Intensifying

development in areas impacted by the 1 in 100 year flood event is to be avoided including the consideration of cumulative impacts. Any new development in Kaniva will need to be directed to areas of low flood risk.

*Clause 14 Natural Resource Management*

**Clause 14.01-1S – Protection of agricultural land** aims to protect the state’s agricultural base by preserving productive farmland. Strategies seek to identify areas of productive agricultural land, including land for primary production and intensive agriculture. This land should be protected from incompatible uses or loss due to changes in land use without considering the economic importance of the land for agricultural production. New housing in rural areas should be avoided by directing housing growth into existing settlements and discouraging development in isolated small lots in rural zones. Agricultural land use, subdivision or development should assess land capability and compatibility between the proposed development and the existing use of surrounding land.

**Clause 14.01-1L – Protection of agricultural land – West Wimmera** seeks to consolidate land holdings in the Farming Zone to increase economies of scale and ensure viability of farms and ensure a clear link between the need for a dwelling and the agricultural use of the land.

**Clause 14.01-2S – Sustainable agricultural land use** encourages sustainable agricultural land use and ensuring that agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.

**Clause 14.01-2R – Agricultural productivity – West Wimmera Southern Mallee** seeks to support local industries, activities and infrastructure that complements and enhances the region’s agricultural sector and facilitate opportunities presented by the Wimmera Mallee Pipeline.

**Clause 14.02-1S – Catchment planning and management** aims to protect and restore catchments, waterways, and marine environments. The clause seeks to ensure clean drinking water by safeguarding catchments, considering downstream impacts on water quality, maintaining natural drainage corridors, minimising stormwater runoff, filtering sediment and wastes, enhancing waterway environments during development, and reducing nutrient contributions and sediment discharges. Coordination with catchment

management authorities and designing infrastructure to minimise harm to surface waters and groundwater are also emphasised.

*Clause 15 Built Environment and Heritage*

**Clause 15.01-1S – Urban Design** aims to create environments that are safe, healthy, functional and enjoyable with a sense of place and cultural identity.

**Clause 15.01-2S – Building Design** aims to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

**Clause 15.01-3S – Subdivision design – West Wimmera** encourages residential subdivision to include permeable fencing of landscaping in areas adjacent to roads and reserves.

**Clause 15.01-4S – Healthy neighbourhoods** seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.

**Clause 15.01-5S – Neighbourhood character** seeks to recognise, support and protect neighbourhood character, cultural identity and sense of place.

**Clause 15.01-6S – Design for rural areas** seeks to ensure development respects valued areas of rural character.

**Clause 15.03-1S – Heritage conservation** aims to ensure the conservation of places of heritage significance by identifying and protecting through the planning scheme. Providing protection, conservation and enhancement of significant places and encouraging appropriate development is also identified.

**Clause 15.03-2S – Aboriginal cultural heritage conservation** aims to ensure the protection and conservation of places of Aboriginal cultural heritage significance by identifying and protecting them through the planning scheme. Providing protection and conservation of both pre-contact and post-contact places and ensuring that permit approvals align with any relevant Cultural Heritage Management Plan are also identified.

*Clause 16 Housing*

**Clause 16.01-1S – Housing supply** aims to ensure an appropriate quantity, quality and mix of housing types and lot sizes are provided, with an increased portion of housing provided in established urban areas that are well served by jobs, services

and public transport. Development should provide well designed housing that provides a high level of amenity and provides an adaptable internal design.

**Clause 16.01-2S – Housing affordability** aims to improve housing affordability by ensuring a continued land supply to meet demand. The policy also aims to facilitate a choice of housing type, tenure and cost in suburbs, activity centres, infill and surplus government land and encourage a significant portion of new development to be affordable for low to moderate income households.

**Clause 16.01-3S – Rural residential development** aims to manage rural residential development to avoid hindering future urban growth opportunities and discourage reliance on irrigation water supply. The clause advocates for diverse and flexible lot sizes to mitigate low density residential “sprawl”. Existing character, density patterns, site constraints, infrastructure provision and land capability should be considered when determining appropriate lot sizes and development.

*Clause 17 Economic Development*

**Clause 17.01-1S – Diversified economy** aims to diversify the economy by protecting existing and planned new employment areas and facilitate regional relationships to harness emerging economic opportunities. Growth is to be facilitated by building on the emerging and existing strengths of the region. Improving access to jobs and supporting rural economies to grow and diversify is also supported.

**Clause 17.01-1R – Diversified economy – West Wimmera** aims to capitalise on the municipality’s opportunities including agriculture, energy, mining and tourism. Facilitating the use of secure water supplies to develop the economy is also encouraged.

**Clause 17.03-1R – Industrial land supply – Wimmera Southern Mallee** aims to provide ongoing supply of industrial land particularly in towns including Edenhope and facilitating new opportunities due to the investment of the Wimmera-Mallee Pipeline.

**Clause 17.04-1R – Tourism – Wimmera Southern Mallee** aims to support and provide direction on the location of tourism development. Facilitating nature based tourism around key attractions including the Little Desert National Park and major lakes is encouraged along with economic opportunities presented by the region’s wetlands and lakes to encourage more tourism.

*Clause 18 Transport*

**Clause 18.01-1S – Land use and transport integration** seeks to protect existing and planned transport infrastructure from encroachment and development that could prejudice such development and to plan movement networks and land uses to minimise disruption to residential communities. Strategies also seek to plan for the timely delivery of transport infrastructure to support changing land uses and transport demands, including public transport, walking and cycling within existing urban areas.

*Clause 19 Infrastructure*

**Clause 19.02- 4S – Social and cultural infrastructure** aims to ensure a fair distribution of, and access to, social and cultural infrastructure. The clause seeks to identify and address gaps in facilities, encouraging their location in activity centres, and ensuring they are accessible. It emphasises early delivery of social infrastructure in growth areas, adaptable design of community buildings to accommodate changing populations, and innovative service delivery in areas with limited growth.

**Clause 19.02-4R – Social and cultural infrastructure – Wimmera Southern Mallee** seeks to maintain and enhance social and community facilities in key service centres particularly district towns ensuring they are sustainable and continue to attract new residents.

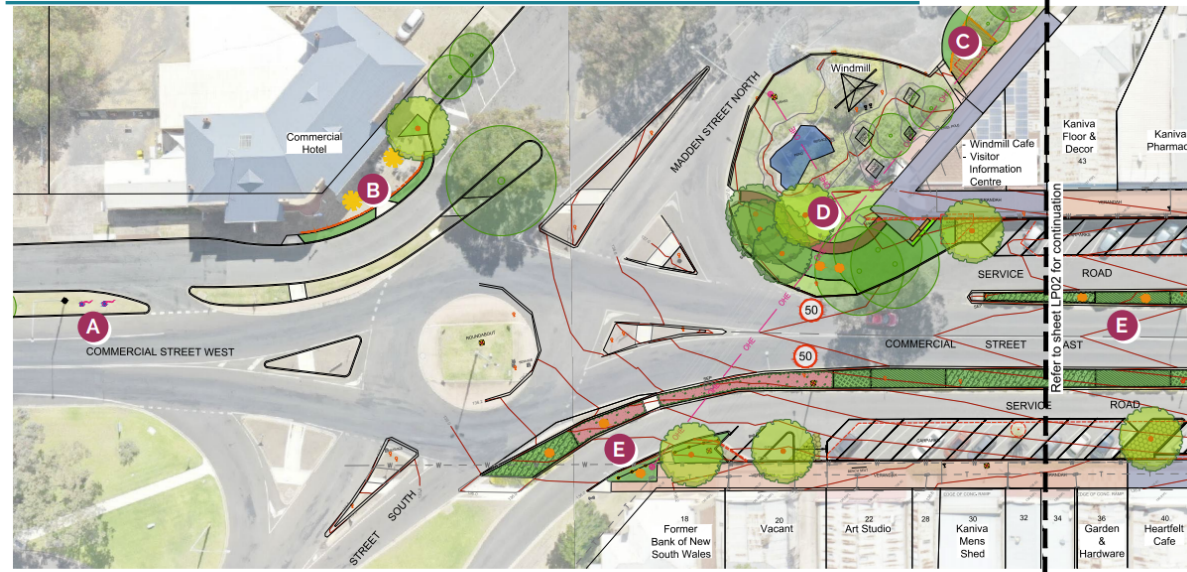
**Clause 19.02-4L – Recreational facilities** seeks to ensure recreational facilities provide for year-round activities and seeks to encourage water based activities and facilities in suitable locations.

**Clause 19.02-6S – Open space** aims to develop a diverse and integrated public open space network that meets community needs. It seeks to include planning regional and local open spaces for recreation and conservation, ensuring connectivity through walking and cycling trails, maintaining public access to waterways and coasts, and improving the quality and distribution of open spaces.

**Clause 19.03-1S – Development and infrastructure contributions plans** aims to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans. Strategies also promote the integrated provision of water supply, water resources, sewerage, drainage and stormwater as well as utilities such as electricity, gas (not new connections) and telecommunications.

**Clause 74.02 – Further strategic work** is a concise list of strategic planning projects that Council intends to complete before the next planning scheme review. For West Wimmera there are no projects identified in the schedule to the clause.

## APPENDIX B - KANIVA STREETSCAPE CONCEPT PLANS



ROUNDBOUT / WINDMILL AREA CONCEPT PLAN  
Scale 1:250 at A1

**LEGEND**

- Tile boundary
- Pre-development contours @ 200mm intervals
- Demolition
- Banner pole to be removed
- Tree to be removed
- Existing tree
- Existing ornamental pond
- Existing brick pavement
- Proposed brick pavement
- Proposed feature pavement
- Proposed playground in rubber surface
- Eucalyptus sideroxylon / Red Ironbark
- Jacaranda mimosaefolia / Jacaranda
- Robinia pseudoacacia / Black Locust
- Proposed irrigated grass
- Proposed garden bed
- Proposed tree pit planting
- Proposed median planting in Roses
- Proposed median planting in Westringia Fulvicosa 'Mundi'
- Proposed median planting in Lomandra 'Tankie'
- Proposed median planting in Alloc 'Mighty Coral'
- Proposed fence
- Proposed cafe barrier
- Rebarcast cast iron balustrade + chain fence
- Proposed green wall
- Proposed bench / seat
- Proposed rubbish / recycle bins
- Proposed bike rack
- Proposed carpark
- Proposed flag pole
- Road speed limit
- Proposed sculpture
- Proposed location for heritage lights
- Proposed arbor
- Proposed paving artwork
- Proposed engraved steel plate

**SERVICE LEGEND**

- Overhead power line
- Telecommunication
- Water
- Light pole
- Street furniture
- Road sign

Note: Streetscape and intersection treatments subject to review and approval by a road safety auditor and Vicroads.

### Kaniva Streetscape KEY RECOMMENDATIONS

Kaniva is located on the busy Western Highway, and as the first / last town in Victoria from South Australia it is an important gateway to the Wimmera Mallee region.

The traffic engineering and landscape design is intended to improve liveability, safety and functionality for the local community and visitors to the town.

New and refurbished street furniture, a new shade structure, new entry signs, lighting, new footpath pavement, shade trees and a fresh planting palette is proposed within the streetscape to improve and complement the townscape character and amenity of Kaniva.

#### WINDMILL AREA

##### A BANNER POLES

Banner poles are proposed within the median at both ends of the central activities area, at the Madden Street and Baker Street intersections.

##### B COMMERCIAL HOTEL FORECOURT

Proposed shade tree, garden beds, heritage lights and cafe barriers to improve shade and amenity in outdoor dining area adjoining the hotel.

##### C PLAYGROUND

Enlarge existing playground area, provide new rubber spillfall surfacing, concrete edging and fence. Review play equipment, select new equipment with a sheep theme. Play equipment to be selected for the toddler age-group.

##### D WINDMILL GARDEN

Re-design the windmill garden to increase outdoor dining opportunities by re-aligning the pedestrian path to the roundabout, update outdoor furniture, provision of additional irrigated lawns and new garden beds and tree planting

to improve shade and amenity. Locate new garden beds to improve visual and physical separation to the roundabout / traffic lanes. Retain Glenys' Garden plaque.

Proposed uplighting to windmill

##### E MEDIAN SCULPTURES

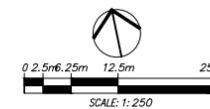
A series of painted pic-perf (perforated steel) spiral cylinder sculptures to 2,000 - 2,500mm high are proposed within the median strip with key agricultural images of Kaniva highlighting grain, sheep and a windmill. The sculptures are intended to provide visual interest within the median, and introduce vertical artwork into the streetscape. Refer to precedent images for sculpture concept.

The location and design of sculptures will be the subject of further community consultation.

Kaniva Carparking - Existing				
Area	Carpark Type			
	Standard Carports (single)	Standard Carports (perforated)	Long Vehicle	TOTAL
Block 1 - North	32		1	33
Block 1 - South	38			38
Block 2 - North	10			10
Block 2 - South	11	2		13
Block 3 - North		13		13
Block 3 - South		25		25
<b>TOTAL Carparks</b>	<b>106</b>	<b>3</b>	<b>0</b>	<b>107</b>

Kaniva Carparking - Proposed				
Area	Carpark Type			
	Standard Carports (single)	Standard Carports (perforated)	Long Vehicle	TOTAL
Block 1 - North	30		1	31
Block 1 - South	32	2		34
Block 2 - North	7		4	11
Block 2 - South	15	2		17
Block 3 - North		13		13
Block 3 - South		29		29
<b>TOTAL Carparks</b>	<b>104</b>	<b>3</b>	<b>6</b>	<b>113</b>

Kaniva Carparking - Loss/Gain				
Area	Carpark Type			
	Standard Carports (single)	Standard Carports (perforated)	Long Vehicle	TOTAL
Block 1 - North	-2		0	-2
Block 1 - South	-6		2	-4
Block 2 - North	-3		2	-1
Block 2 - South	-11	2		-9
Block 3 - North		0		0
Block 3 - South		0		0
<b>TOTAL Carparks</b>	<b>-18</b>	<b>2</b>	<b>6</b>	<b>-4</b>



Australian Government

**BUILDING OUR FUTURE**

Project: Kaniva Central Activities Area Streetscape

Drawing Title: Streetscape Concept Plan 1 of 3

Prepared for: Wimmera Mallee Tourism

West Wimmera Shire Council

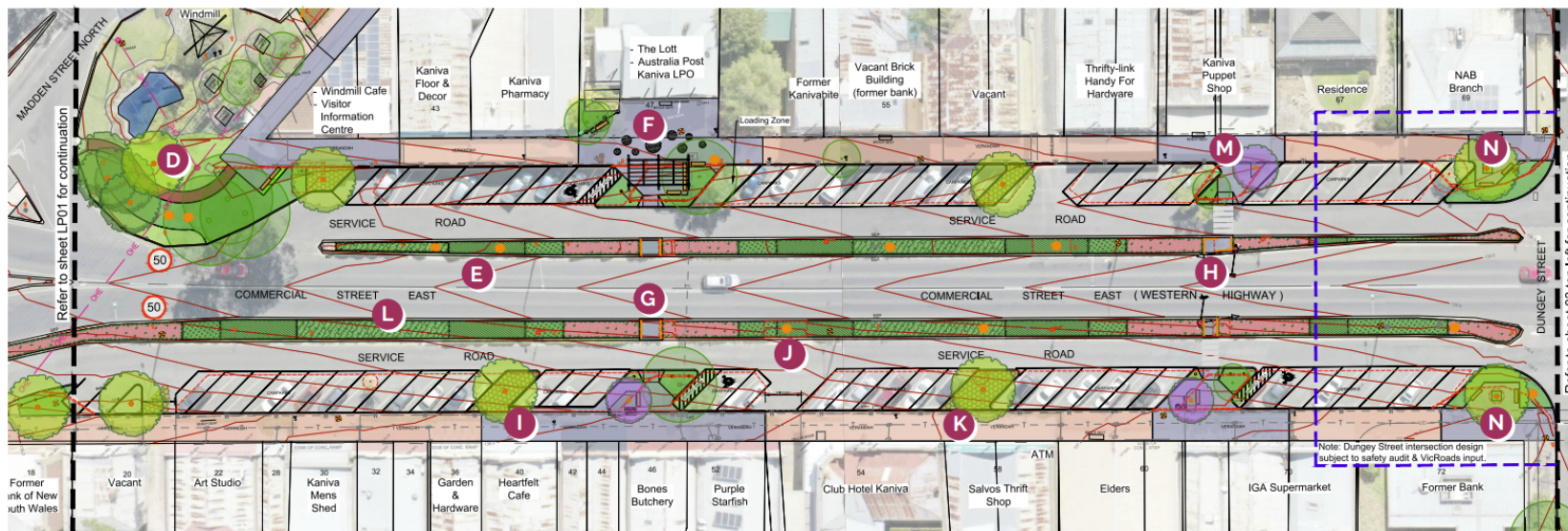
Date: November 18, 2021

Scale: 1:250 @ A1 sheet size

Drawn: YL

Checked: HJ

Drawing No.: 2111-Kaniva-P01 Rev C



BLOCK 1 - MADDEN STREET - DUNGEY STREET CONCEPT PLAN  
Scale 1:250 at A1

**BLOCK 1**

**F POST OFFICE FORECOURT**

Our design creates an improved gathering space within the streetscape to encourage people to meet and linger. Extend kerb outstand (loss of one car park bay). Provide a Loading Zone bay. Replace the existing arbour with a painted, steel-framed arbour, provide high quality feature paving with steel pavement art, seating, lighting and garden bed planting. Opportunity for new art installation e.g. flock of sheep or steel paving artwork. The 'inland sea' and the importance of underground water to the district were raised as possible art themes.

**G UNSIGNALISED PEDESTRIAN CROSSING**

Re-design existing pedestrian crossing to comply with AS 1428.1-2009 Design for Access and Mobility. Re-align to avoid tree removal. Increase width of kerb outstand, provide feature paving, seating and garden bed planting.

**H SIGNALISED PEDESTRIAN CROSSING**

Re-design existing pedestrian crossing to comply with AS 1428.1-2009 Design for Access and Mobility. Provide pedestrian operated signals across the arterial road lanes and zebra / wombat crossing on service roads to improve pedestrian safety.

**I WIDEN FOOTPATH**

Proposed re-alignment of kerb adjoining Heartfelt Cafe to increase footpath width and provide additional space for outdoor dining.

**J REMOVE MEDIAN BREAKS**

Remove median breaks to improve pedestrian and vehicle safety. subject to safety audit & VicRoads input.

**K TREE BAYS / OUTSTANDS**

Proposed tree bays and outstands to cater for large canopy trees in the streetscape. Consider using tree cells or tree tips to support long term growth / establishment of trees.  
Proposed feature tree planting - *Robinia pseudoacacia* / Black Locust.

**L MEDIAN PLANTING**

Roses to continue to be used as feature planting within the median. Use red-flowering groundcover Roses (to match existing theme) to 'book-end' each block and highlight pedestrian crossings.  
Use hardy bladed plants / groundcovers throughout the remaining garden beds to reduce ongoing maintenance and watering requirements within the median including Westringia 'Mundi', Lomandra 'Tanika' and Aloe 'Mighty Coral'. Remove Diosma plants.

Replace median strip irrigation system with new dripper system.

Install a centrally located temporary post and PVC-coated plain wire fence along the median to restrict unauthorised access / crossing of the median and to allow the plants to establish.

No tree planting is proposed in the median.

**M OUTDOOR PUPPET THEATRE**

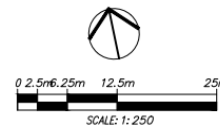
Provide open pavement space for outdoor puppet theatre or other interactive street / art installation.

**N PARKLETS**

Create spaces for street activation including shaded seating, picnic tables, feature paving, tree and garden bed planting and lighting.

**LEGEND**

- Title boundary
- Pre-development contours @ 200mm intervals
- Demolition
- Banner pole to be removed
- Tree to be removed
- Existing tree
- Existing ornamental pond
- Existing brick pavement
- Proposed brick pavement
- Proposed feature pavement
- Proposed playground (ie: rubber surface)
- Eucalyptus sideroxylon / Red Ironbark
- Jacaranda mimosifolia / Jacaranda
- Robinia pseudoacacia / Black Locust
- Proposed irrigated grass
- Proposed garden bed
- Proposed tree pit planting
- Proposed median planting (ie: Roses)
- Proposed median planting (ie: Lomandra 'Tanika')
- Proposed median planting (ie: Aloe 'Mighty Coral')
- Proposed fence
- Proposed cafe barrier
- Relocated cast iron bollard + chain fence
- Proposed green wall
- Proposed bench / seat
- Proposed rubbish / recycle bins
- Proposed bike rack
- Proposed carpark
- Proposed flag pole
- 50 Road speed limit
- Proposed sculpture
- Proposed location for heritage lights
- Proposed arbor
- Proposed paving artwork (eg: engraved steel plate for pedestrian crossing)
- Proposed zebra / wombat crossing
- SERVICE LEGEND
- Overhead power line
- Telecommunication
- Water
- Light pole
- Street furniture
- Road sign



**Australian Government**

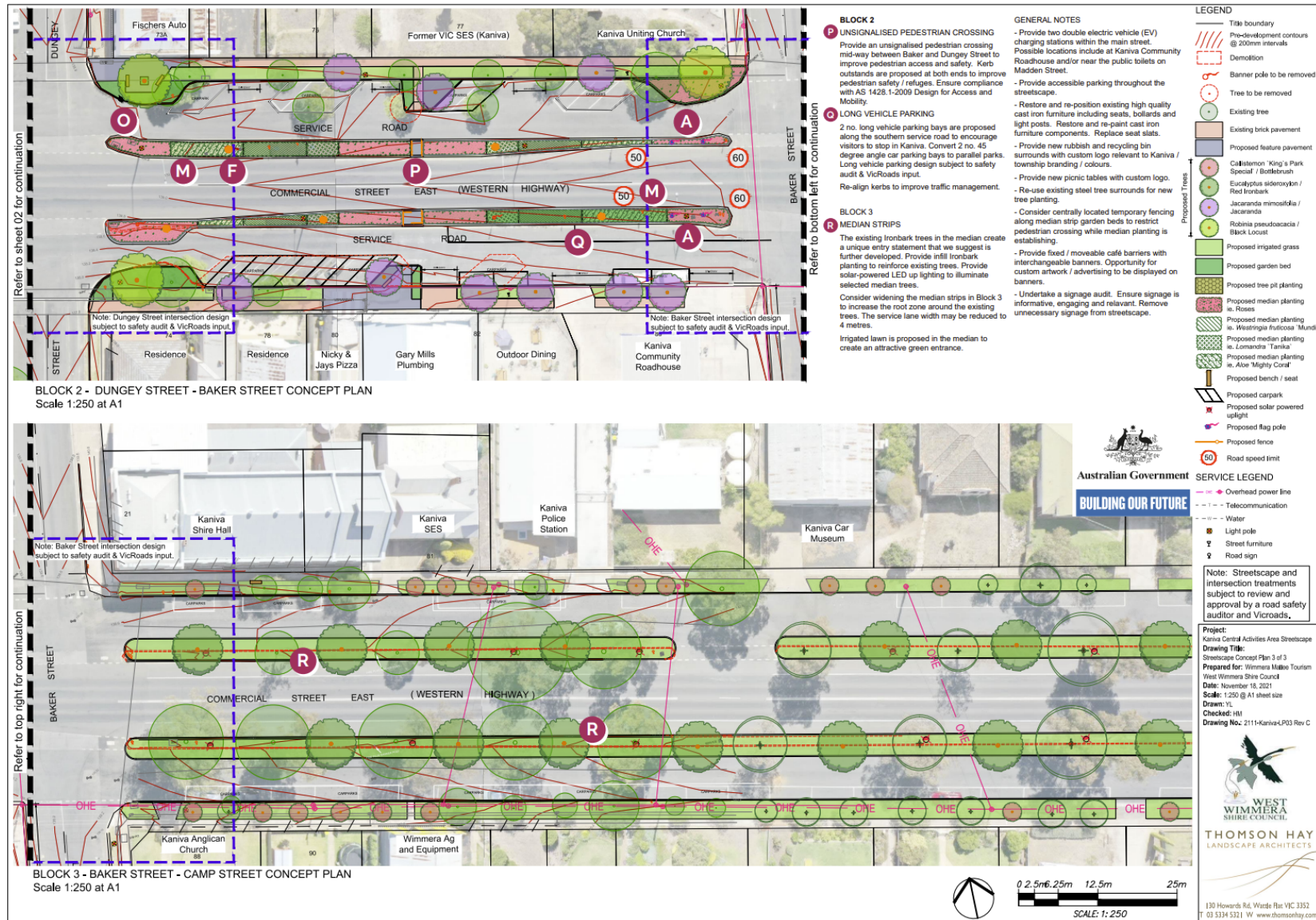
**BUILDING OUR FUTURE**

Project: Kaniva Central Activities Area Streetscape  
Drawing Title: Streetscape Concept Plan 2 of 3  
Prepared for: Wimmera Midline Tourism  
West Wimmera Shire Council  
Date: November 18, 2021  
Scale: 1:250 @ A1 sheet size  
Drawn: VC  
Checked: HM  
Drawing No.: 2111-Kaniva-LP02 Rev C

**WEST WIMMERA SHIRE COUNCIL**

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# KANIVA STRUCTURE PLAN

**BACKGROUND REPORT  
[DRAFT]**

**JANUARY 2026**



This report is the Background Report for the Kaniva Structure Plan (v5) for the Department of Transport and Planning and West Wimmera Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Tim Nott Economics and Wayfarer Consulting, using background reports and information provided by Council and from other government sources. The report issue date is 23 January 2026.

Every reasonable effort has been made to validate information provided by the client, Department staff, Council staff, stakeholders and other participants in the preparation of this report throughout the project.

The report has been prepared in conjunction with the West Wimmera Shire Council and Department of Planning and Transport and is based upon up-to-date information provided at the time of report preparation and finalisation.

No part of the report can be replicated or reproduced in part or whole (other than by the West Wimmera Shire Council, Department of Transport and Planning or the consultant team) without the permission of Plan2Place Consulting – see [www.plan2place.com.au](http://www.plan2place.com.au).



**ACKNOWLEDGEMENT**

*We respectfully acknowledge that every project enabled or assisted by Plan2Place Consulting in Victoria exists on traditional aboriginal lands which have been sustained for thousands of years.*

*We honour their ongoing connection to these lands and seek to respectfully acknowledge the traditional custodians in our work.*

Version	Date	Notes
V1	20 December 2024	Draft 1 Prepared for Council and DTP Officer Review
V2	21 August 2025	Draft 2 Prepared following Council and DTP Officer Review
V3	24 October 2025	Draft 3 Prepared following Council and DTP Officer Review
V4	13 November 2025	Draft 4 prepared consolidating DTP, Council, and P2P Review
V5	23 January 2026	Draft 5 Prepared for Councillor Review

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## ABBREVIATIONS AND LEGISLATION

### Abbreviations

ARTC	Australian Rail Track Corporation
BAL	Bushfire Attack Level
BAO	Buffer Area Overlay
BMO	Bushfire Management Overlay
BGLC	Barengi Gadjin Land Council
C	Council Amendment
C1Z	Commercial 1 Zone
Council	West Wimmera Shire Council
DEECA	Department of Energy Environment and Climate Change
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
DDO	Design and Development Overlay
EPAV	Environment Protection Authority Victoria
EPBC	Environmental Protection and Biodiversity Act
ESO	Environmental Significance Overlay
FZ	Farming Zone
FFG	Flora and Fauna Guarantee Act 1988
FO	Flooding Overlay
GRZ	General Residential Zone
GWMW	Grampians Wimmera Mallee Water
HO	Heritage Overlay
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
LSIO	Land Subject to Inundation Overlay
LDRZ	Low Density Residential Zone
MPS	Municipal Planning Strategy
OWM	Onsite Wastewater Management
OWMP	Onsite Wastewater Management Plan
PCRZ	Public Conservation and Resource Zone
PPF	Planning Policy Framework
PSP	Precinct Structure Plan
PUZ	Public Use Zone
RRV	Regional Roads Victoria
TZ	Township Zone
TRZ	Transport Zone
VC	Victorian and Council Amendment
VIF2019/2021	Victoria in Future 2019/2021
VPP	Victoria Planning Provisions
WWPS	West Wimmera Planning Scheme

### Numeric Abbreviations

ha	hectares
%	percent
m <sup>2</sup>	metres squared
kms	kilometres
sqm	square metres

### Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)

## EXECUTIVE SUMMARY

This Background Report supports the development of a new Structure Plan for Kaniva. It provides the background and evidence leveraging existing and new studies and identifies issues and opportunities that will influence the development of the Structure Plan. These are presented under a number of themes that will translate into the Plan.

The Structure Plan aims to recognise growth aspirations, provide detailed land use guidance, and identify strategic guidelines and infrastructure requirements for future development. It will provide a vision, objectives and a series of actions to be delivered over the coming decade. These will include both statutory actions through the West Wimmera Planning Scheme and non-statutory actions such as funding or advocacy to be achieved by Council, the community and stakeholders.

The development of the Background Report has highlighted a number of areas that the structure plan should address. In summary, key directions include: promoting residential development within the town boundaries; review and monitor the need for additional industrial and commercial land; review the future use and zoning of the town's former airstrip; and facilitate increased tourism, short stay accommodation and more accommodation options to support key worker housing.

More specific key findings from this background report include the following:

### *Policy and Planning Scheme Context*

- The Housing target for the West Wimmera Shire set out in Plan for Victoria is 200 net new dwellings to 2051. .
- Freight volumes in regional Victoria are forecast to grow.
- Kaniva is a key local service centre and policy encourages the provision of a range of services appropriate for the local community.
- Kaniva should facilitate infill residential development within the town boundaries.
- The potential for Rural Living Zone land adjacent to the town should be investigated through the preparation of a Rural Strategy.

### *Population and Housing*

- According to demographic data, the population in Kaniva is forecast to decline.
- Despite this projected decline in population, housing scenarios suggest that the town is likely to require more dwellings to meet the needs of the community due to an ageing population and demographic changes.
- Kaniva will be expected to accommodate a significant share of the Shire's target.
- There is a shortage of key worker housing in the town which is impacting the ability of the town to attract staff.
- There is limited short term or long term rental accommodation available.
- The median housing purchase price is \$200,000; however, a new build has been costed at \$350,000 (excluding land)(Victorian Valuer General, 2024).
- There is an opportunity for a small local construction industry to provide new housing in the town.
- Land banking is an issue.
- Council and State owned land could be utilised to encourage investment by affordable housing providers and/or to engage in direct housing and infrastructure provision; this could also help alleviate the lack of key worker housing and allow people to age in place.

### *Local Economy and Land Use*

- The accommodation offering is important to facilitate and grow the local tourism market.
- There is a lack of local accommodation available to support the tourist market and house seasonal workers in Kaniva. This needs to be increased and addressed to allow the local tourism and eco-tourism market to grow and to attract more seasonal workers.
- There are opportunities for eco-tourism in Kaniva including the Kaniva Wetlands and Fauna Park.
- There are opportunities to expand the tourism offerings to service the 'silver economy' with specialised recreation and travel catering to this expanding market.

- Tourists stop in Kaniva as part of the Silo Art Trail.
- Other than reflecting existing industrial activities, no further industrial zoned land will be required to accommodate expected development over the period to 2041.
- The Barengi Gadjin Land Council BGLC (the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.

#### *Landscape and Environment*

- Kaniva is vulnerable to climate change, and already experiences significant climate variability, including exposure to extremes in rainfall, winds and drought. This will also see an increase in bushfires in the Shire.
- The entire municipality is categorised as bushfire prone land and as observed bushfires can impact areas where no BMO applies.
- There are areas of environmental significance and high value habitat that need to be protected and preserved for habitat of endangered flora and fauna such as the Red-tailed Black cockatoo (ES02) and other environmental considerations.
- Kaniva is affected by overland flow of stormwater.

#### *Urban Design, Built Form and Heritage*

- The town centre of Kaniva has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art.
- Streetscape Concept Plans were prepared for Council in 2021 to upgrade the town centre (refer to Appendix A).
- Kaniva needs more shade trees to reduce heat impacts for residents and visitors.
- Kaniva has a strong First Nations Heritage.
- The Barengi Gadjin Land Council (BGLC – the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.
- There is an opportunity to work with the BGLC to produce cultural interpretive signage for place names, wayfinding signage and signage in local language.

#### *Movement and Transport*

- Supporting additional provision of electric vehicle charging stations would be beneficial for increasing visitation and encouraging travellers to stop in Kaniva.
- Council could consider improving and expanding trailer and caravan parking spaces.
- Public transport is very limited within Kaniva which reduces the capacity of people to travel to access services and activities.
- The train no longer stops in Kaniva, and there is insufficient public transport available for the town with residents reliant on private transport.
- The pedestrian network could be further strengthened to encourage more people to walk.
- The Principal Freight Network for road and rail runs through Kaniva.

#### *Community Infrastructure*

- Community infrastructure refers to places and spaces that provide for service delivery, social and community activities, sports, education and emergency relief. Community infrastructure facilitates opportunities to develop and build community relationships and cohesion.
- Kaniva has a supply of community infrastructure some of which is no longer fit for purpose.
- The existing community infrastructure is limited by its single-use – it is not flexible and adaptive and limits the types of activities that can occur.
- Places to meet in town are an essential part of community life and maintaining their accessibility for an ageing population will be important.
- Kaniva has excellent sporting facilities; the hub is a key facility and the usage of this should be maintained.
- Groups and associations are finding it difficult to maintain the physical asset base, to attract and retain volunteers, and to provide their members with the facilities and access they expect.
- There is a strong base of community leaders who are focussed, determined and passionate, but who are facing increasing pressures relating to volunteer decline, limited funding, and increasing workloads and accountability.
- The Kaniva Shire Hall is a priority project to upgrade and enhance the existing facilities, including flexible meeting spaces for community use.

- There are limited places for young people to meet; Kaniva has a skate park but there is a lack of designated youth space.

#### *Physical Infrastructure*

- Potable drinking water is now available for the town via a connection to the Wimmera Mallee Pipeline.
- The town has a gravity reticulated sewerage system. Enhancements to the wastewater treatment plants may be required to support growth of the town.
- Reticulated gas is not available which means that residents of the town will continue to be reliant on electricity for their future energy needs.

#### *Implications for the structure plan*

There are a range of issues and opportunities that the structure plan should resolve as explored throughout this report including:

- Land within the current town boundary provides for township growth but some land may not be available due to landowner intentions or environmental risks. Several rezonings are suggested to provide greater choice and direction for the local development industry.
- Vacant, underutilised blocks within the town boundary should be encouraged to provide for medium density housing to meet the needs of an ageing population and to address key worker housing shortages. This can be achieved through clearer direction in the MPS and local policy as well as public education and engagement with land owners.
- A variety of land offerings tailored for different markets are needed and will require the current township boundary to be altered to meet this demand.
- Kaniva could promote itself further as the gateway to Victoria offering services and facilities to visitors and tourists between Melbourne and Adelaide.
- No additional industrial zoned land will be required to accommodate expected development over the period to 2041.
- There is an opportunity to rezone commercial and residential land to more specific zones to consolidate activity and provide greater development certainty for landowners.
- The NRZ would be appropriate for existing residential areas given the pattern, character and nature of development.
- The C1Z would be appropriate for the commercial core of Kaniva along the Western Highway given existing uses, built form and location.

## 1. INTRODUCTION

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### 1.1 Background Report Overview

This Background Report supports the development of the new Structure Plan for Kaniva. The preparation of the Kaniva Structure Plan seeks to consider the future of Kaniva from first planning principles.

The Structure Plan should:

- Recognise the growth aspirations, as well as considerations for the wider development of Kaniva.
- Seek to leverage existing information and studies that have already been prepared in relation to the previous amendments.
- Provide more granular detail relating to the land previously identified by the Regional Growth Plan.
- Identify strategic guidelines, the phasing of future growth, and the key delivery infrastructure requirements to enable future development.

The Background Report consists of nine chapters covering the following themes:

- Policy and Planning Scheme Context.
- Demographics and Population.
- Housing Supply.
- Local Economy and Land use.
- Landscape and Environment.
- Urban Design Built Form and Heritage.
- Movement and Transport.
- Community Infrastructure.
- Physical infrastructure.

### 1.2 What is a Structure Plan?

A structure plan is a long-term plan developed with the community and stakeholders to manage the future of a specific area through a development framework. A structure plan guides the future of land uses and activities, infrastructure, transport, development, physical environment and amenity in a town.

The purpose and function of the Kaniva Structure Plan is to plan for the future of Kaniva by protecting the distinctive positive elements of the town and building upon its opportunities. This will guide the physical and natural environment, amenity and activities of the town and its growth.

The structure plan is required to provide direction to manage sustainable development of the town by defining its unique character, facilitating orderly growth, enlivening the town centre, strengthening the local economy, protecting unique environmental qualities and building community resilience.

### 1.3 Kaniva Today

Kaniva is the largest town in the north of the West Wimmera Shire (the Shire). It is located on the Western Highway and the Melbourne-Adelaide Railway, and lies between the Little Desert National Park and the Big Desert Wilderness. The town provides services to the surrounding farm districts and to travellers on the Western Highway.

Kaniva is a small but robust community and economy. Its location on the Western Highway provides significant strategic advantages relating to economic growth and land use. It has a wide range of community infrastructure to support its population, including sport and recreation facilities. Its economy is anchored in agriculture and the town is adjacent to Little Desert National Park, a major tourist attraction in the wider region.

Kaniva functions both as a service centre for residents and visitors in the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, putting it in a prime position to capture freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset and its location has significantly contributed to the formation of the town's character. The town context map is shown in **Figure 1**.

#### 1.4 Stakeholder Engagement

Many key stakeholders and agencies have been consulted in the development of this Background Report. These include:

- West Wimmera Shire Council officers
- Department of Transport and Planning (DTP),
- Department of Energy, Environment and Climate Action
- Barengi Gadjin Land Council
- Country Fire Authority
- Regional Development Victoria
- Wimmera Catchment Management Authority
- Glenelg Hopkins Catchment Management Authority
- Grampians Wimmera Mallee Water
- EPA Victoria
- VicTrack.

#### 1.5 Additional Background Reports

Three reports were commissioned to inform the Kaniva Structure Plan Background Report including the:

- Kaniva Structure Plan – Social and Community Infrastructure Analysis (Wayfarer Consulting).
- Kaniva Structure Plan – Economic Inputs (Tim Nott Consulting).
- Bushfire Hazard Analysis Report – Terramatrix.

The evidence and findings of these reports have been included in the Kaniva Structure Plan Background Report.

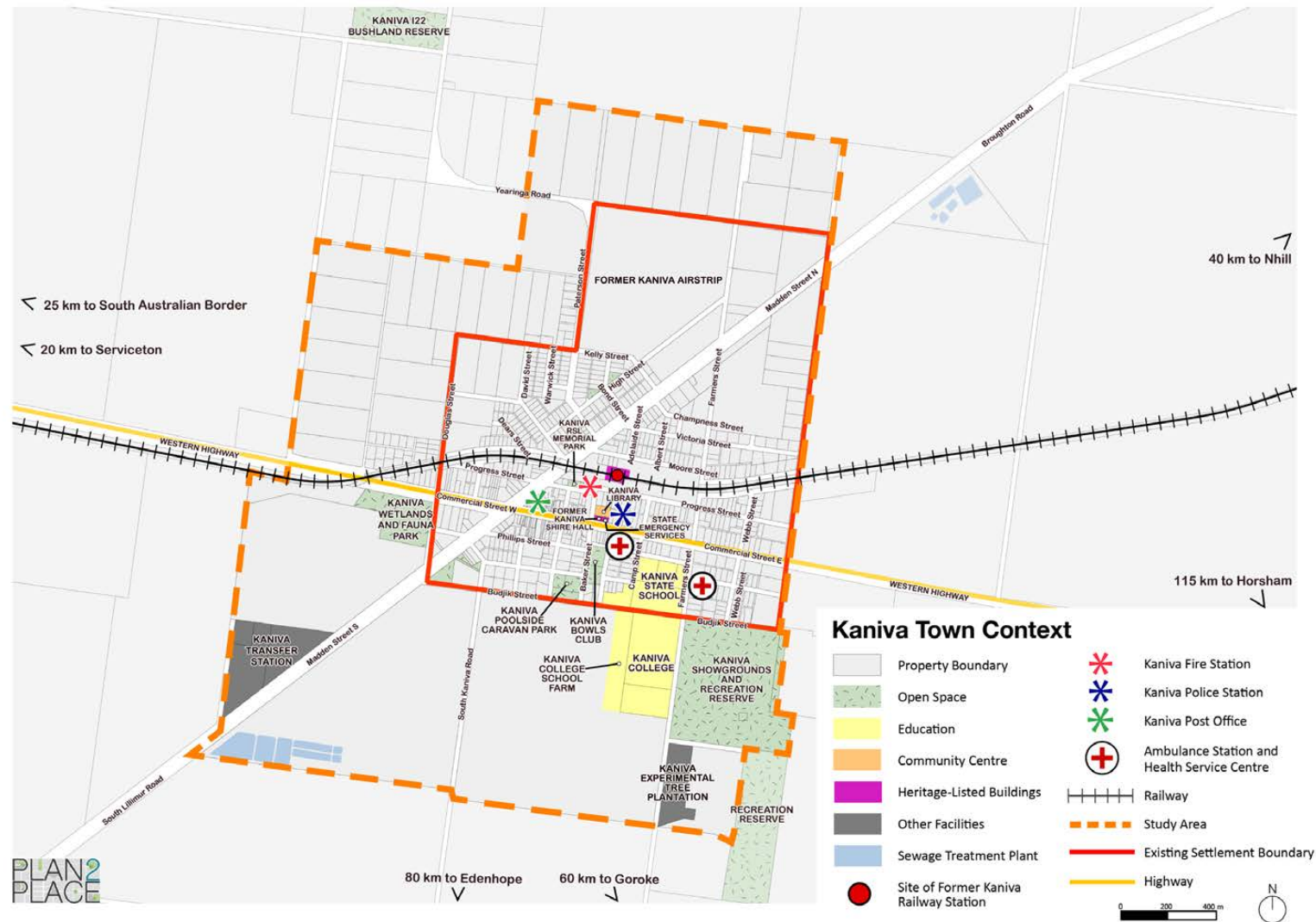


Figure 1: Kaniva Context Map

## 2. POLICY AND PLANNING SCHEME CONTEXT

### Key Findings

- The Housing target for the West Wimmera Shire set out in Plan for Victoria is 200 net new dwellings to 2051
- Freight volumes in regional Victoria are forecast to grow.
- Kaniva is a key local service centre and policy encourages the provision of a range of services appropriate for the local community.
- Kaniva should facilitate infill residential development within the town boundaries.
- The potential for Rural Living Zone land adjacent to the town should be investigated through the preparation of a Rural Strategy.

### 2.1 State Policy

#### Plan for Victoria

Plan for Victoria was released in 2025 and is structured around five pillars which are:

- Self-determination and caring for Country: underpinning and informing the other pillars.
- Housing for all Victorians: delivering sufficient affordable homes for all Victorians.
- Accessible jobs and services: making sure you have good access to facilities and good jobs.
- Great places, suburbs and towns: creating thriving places that are attractive, safe and welcoming for everyone.
- Sustainable environments: preserving the natural values of Victoria and addressing climate change.

This plan sets out housing targets for every local government area across Victoria, specifying their share of the extra 2.24 million homes that are forecast. The housing targets that have been set for West Wimmera are for an additional 200 dwellings to 2051.

The plan seeks to deliver more jobs near homes by planning for, protecting and readying commercial and industrial land for development in locations well-served with jobs, shops, public transport and community facilities and services.

As part the 2.24 million homes needed in Victoria by 2051, the Victorian Government has set a target to build 425,600 of those homes across the regions. There is a new \$1 billion Regional Housing Fund to deliver more than 1,300 new homes across regional Victoria. The new homes will include a mix of social and affordable housing. There is also a \$150 million Regional Worker Accommodation Fund to provide new housing options for regional communities where key workers are struggling to find affordable places to live. The package will make regional workers' jobs more secure and make it easier for businesses to find and keep staff.

Plan for Victoria was implemented state-wide through Amendment VC283.

#### Delivering the Goods: Victorian Freight Plan 2018

*Delivering the Goods* outlines key priorities to support Victoria's freight and logistics infrastructure amidst significant growth, driven by rising demand, global trends, and technological advancements. Freight volumes in regional Victoria are forecast to grow at an annual average rate of 1.5 per cent each year between 2014 and 2051. Towns such as Kaniva are on the Principal Freight Network for both Road and Rail which will mean more trucks on the Shire's roads.

#### Victoria's Housing Statement, 2023

*Victoria's Housing Statement* has placed housing provision as one of the key challenges of the decade ahead. It aims to refresh Victoria's housing policy settings with a series of initiatives that respond to short-term issues of affordability and supply while still promoting long term economic growth.

The housing statement is supported by Amendments VC242, VC243, VC253, VC267, VC276 and VC282 which aim to facilitate well-located, integrated and diverse housing that meets community needs and supports the delivery of housing in Victoria.

Amendment VC242 introduced two new particular provisions to facilitate significant residential development and significant economic development through clauses 53.22 and 53.23 with the Minister for Planning as the responsible authority.

Amendment VC243 introduced state-wide changes to all planning schemes to codify residential development standards, implement the Future Homes project across Victoria, remove permit requirements for single dwellings on lots of 300 square metres or more and introduce VicSmart permits for single dwellings on lots less than 300 square metres.

Amendment VC253 introduced a new land use term and siting, design and amenity requirements for a 'small second dwelling' into a range of residential and rural zones across Victoria including the Low Density Residential Zone (LDRZ), Township Zone (TZ) and Farming Zone (FZ). This replaced the land use term 'dependent person's unit' and made the planning provisions more consistent and easier to build a small second dwelling of 60 square metres (sqm) or less that meets specified requirements.

In March 2025, Amendment VC267 implemented new residential development planning assessment provisions to boost housing construction to meet future housing needs. Deemed to comply provisions were included in the residential standards at Clause 55 of the VPP and planning schemes statewide for the assessment of multi-residential developments of three storeys or less. If the deemed to comply standards are met for an application, it will benefit from a faster and more certain permit process exempt from a third party appeal.

Amendment VC276 then removed most local variations from residential zone schedules across planning schemes state-wide.

Amendment VC282 introduced state-wide changes to all planning schemes to codify residential development standards for single dwellings on lots less than 300 square metres.

## 2.2 Regional Policy

### *Wimmera Southern Mallee Settlement Framework*

The Wimmera Southern Mallee Settlement Framework covers the municipalities of Hindmarsh, Horsham, Northern Grampians, West Wimmera and Yarriambiack. The plan provides broad direction for regional land use and development in the region.

Horsham is the major centre and provides a wide range of services to the whole region and adjoining areas. Kaniva is recognised as a key local service centre with the designation of town.

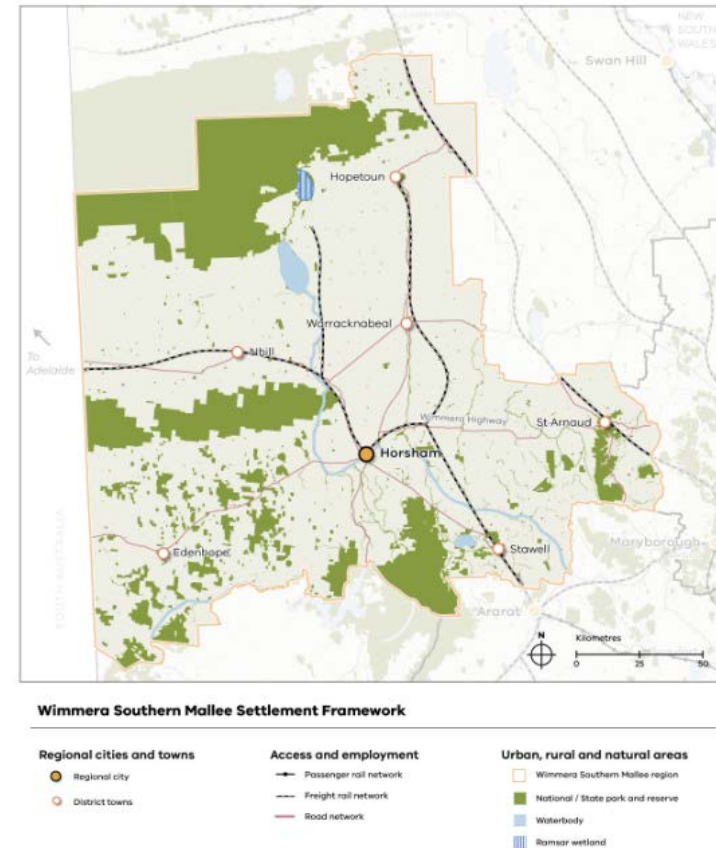


Figure 2: Wimmera Southern Mallee Settlement Framework

## 2.3 Council Strategies

### *West Wimmera Council Plan, 2025 - 2029*

The *West Wimmera Council Plan* sets out a roadmap for the Shire, outlining where the municipality is heading and what is needed to get there. The Council

Plan is a legislated requirement that is required to be prepared every four years and incorporates the Municipal Public Health and Wellbeing Plan.

The Community Vision and future directions outlined in the Council Plan and Community Plan provide a strong platform for the development of the STP as outlined below.

*In 2041 West Wimmera is a great place to live, work and play. We are growing and we are known for our natural environment, resilience and sense of community. We are proud of our heritage and are building new economic capacity based on innovation and tourism, which is creating local employment. Our towns are vibrant and welcoming, offering the services and facilities that meet the needs of our community and visitors. We are a confident community and will empower everyone to be part of our future.*

## Future Directions

Active, healthy and safe – supporting our community to live full and rewarding lives.

Access to the right services – working confidently with partners to ensure health, education and digital services meet our needs.

The natural environment – valuing the time our community and visitors spend enjoying the natural environment.

Our roads – a safe and sustainable road network supporting businesses, our community and visitors.

Attractive and viable town centres – great places to live, visit and do business.

Thriving economy – taking advantage of our strengths in farming, business and tourism to generate employment and share our prosperity.

Sport and recreation – facilities that encourage participation in physical activity and add to community life.

### *West Wimmera Recreational Trails Strategy, 2018*

The *West Wimmera Recreational Trails Strategy* provides a ten year plan to guide decisions about the management of, and investment in, trails and to provide a

vision of what the trail network across the Shire will look like in the future. The Strategy aims to encourage and support active lifestyles in a positive way and address challenges faced by the Shire's residents. This includes issues related to high rates of physical inactivity and overweight, obese and preventable mortality compared to the average across Victoria and other Australian districts. The opportunity to grow the visitor economy is also recognised.

The Strategy identifies a range of opportunities available to grow the trail network across the municipality and within the towns. This aims to build on proximity to international and national tourism features, the Shire's natural attributes, landscapes and features, location between Melbourne and Adelaide and diversity of environments.

There are a range of initiatives identified to elevate the quality and extent of trails within Kaniva.

### *West Wimmera Economic Development Strategy 2024-2029 (WWEDS)*

The WWEDS sets out the Shire's community vision for the municipal economy along with strategies and actions to achieve that vision. It is aligned to the Regional Economic Development Strategy (REDS) for the Wimmera Southern Mallee Region of Victoria, which is the umbrella economic development strategy prepared by the Victorian State Government. The WWEDS is an overarching framework that will be used to guide economic development in the municipality and articulates the role, priorities, and approach. It provides the rationale for engaging with identified priority sectors and delivering outcomes through implementation plans. There are three pillars in the Strategy that will drive the economy which are:

- Continuing to support the growth of the agricultural sector throughout the municipality.
- Enhancing liveability to increase amenity and grow the appeal of the municipality's towns.
- Supporting small business growth.

There are a range of initiatives outlined for Kaniva including:

- The preparation of town settlement plans to facilitate development (particularly for key workers).
- Promoting industrial estates in Kaniva.

- Advocating for road improvements.
- Mainstreet activation plans.
- Supporting development of business hubs.
- Formalising caravan and trailer parking in Kaniva's main street.
- Upgrading holiday visitor parks.

#### *West Wimmera Small Towns Plan 2025*

The West Wimmera Small Towns Plan (STP) was developed to guide the role, function and purpose of the five largest towns in the Shire of Apsley, Edenhope, Goroke, Harrow and Kaniva and confirm the Municipal Settlement Strategy for West Wimmera.

Key findings and recommendations for Kaniva include:

- Prepare and implement a Structure Plan for Kaniva.
- Advocate for increased public transport to and from Kaniva.
- Facilitate key worker housing and increase quality of housing.
- Explore options to provide more places for childcare for residents in the town and the staff to facilitate places.
- Improve wayfinding signage to attract more visitors to the Kaniva Wetlands and Fauna Park.
- Work with the BGLC to provide signage of local plants and animals in language.
- Explore opportunities to grow bird watching and eco-tourism.
- Promote Kaniva as the gateway to Victoria encouraging people to stop and stay on the way to Adelaide.
- Expand and upgrade overnight accommodation offerings to attract more tourists and visitors to the area.
- Explore options to work with a housing provider to provide low cost and affordable housing in the town.
- Explore options to diversify the housing stock to enable people to age in place.
- Explore opportunities for apprenticeships for local people to upskill in building and construction.

- Ensure that there is sufficient serviced and available land for commercial, industrial and residential development.
- Facilitate more electric vehicle charging stations.
- Consider the provision of improved trailer and caravan parking spaces.
- Leverage opportunities associated with being part of the Silo Art Trail.
- Explore adaptive reuse of civic buildings.

#### 2.4 Related documents

##### *Wimmera Southern Mallee Regional Economic Development Strategy, 2022 (REDS)*

The REDS was developed by the (former) Department of Jobs, Precincts and Regions for the regional partnership area of West Wimmera Mallee. The REDS should be used to drive strategic, whole of government activity in the region, informed by a contemporary understanding of economic performance.

The document is designed to communicate innovative capacity in the region, now and in the future, support collaboration with government to better understand regional strengths, challenges and opportunities and attract investment to the region based on clearly identified strategic priorities. There are four strategic directions defined for economic development of the region which are:

- Strengthen agriculture and food product manufacturing through diversification.
- Promote growth and development of the visitor economy, leveraging natural assets and Aboriginal heritage.
- Support and expand economic opportunities in growing sectors (health and social services).
- Position the region to benefit from emerging growth opportunities in natural resources.

#### 2.5 Victoria Planning Provisions

This section provides an overview of the current clauses within the Victoria Planning Provisions relating to strategic directions, policies, zones, overlays and particular provisions applicable to Kaniva in the West Wimmera Planning Scheme (WWPS). State 'S', regional (R) and local 'L' planning provisions are included and discussed. State and regional policies are developed and implemented by state

and local governments while local policies are developed by local municipalities, providing greater local direction in addition to state policy where warranted.

The most relevant provisions in Council's Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF) are as follows. Further background on the Victoria Planning Provisions is provided in **Appendix A**.

#### *Municipal Planning Strategy*

**Clause 02.03-1 Settlement** outlines that Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, putting it in a prime position to capture freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset, and its location has significantly contributed to the formation of the town's character. Strategic directions related to Kaniva include to:

- Provide sufficient land and direct growth to the major townships of Edenhope, Kaniva, Gorokey, Apsley, and Harrow.
- Enhance the roles of the major townships of Edenhope, Kaniva, Gorokey, Apsley, and Harrow as the service and business centres for the Shire and as focal points for communities.
- Minimise any detrimental impact of development on the landscape, the environment and existing character.
- Avoid encroachment of residential development on industry.
- Promote Kaniva as a key service centre in the northern part of the Shire for the local and surrounding rural community.

**Clause 02.04 Strategic Framework Plan** identifies the hierarchy of settlement in West Wimmera, identifying Kaniva as a town within this hierarchy.

#### *Clause 11 Settlement*

**Clause 11.01-1S – Settlement** promotes the sustainable growth and development of Victoria to deliver choice and opportunity through a network of settlements. Regions are planned to reinforce settlement boundaries and provide for population growth and development of facilities and services. Growth is directed into existing settlements supported by a network of major and neighbourhood activity centres and townships of varying size, role and function. Urban

consolidation is encouraged with density that supports sustainable transport and retail, office-based employment and community facilities and services.

**Clause 11.01-1R – Settlement – Regional Victoria** provides high-level strategies to guide settlements in regional Victoria. Strategies include delivering networks of high-quality integrated regional settlements by building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments, balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level and providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs.

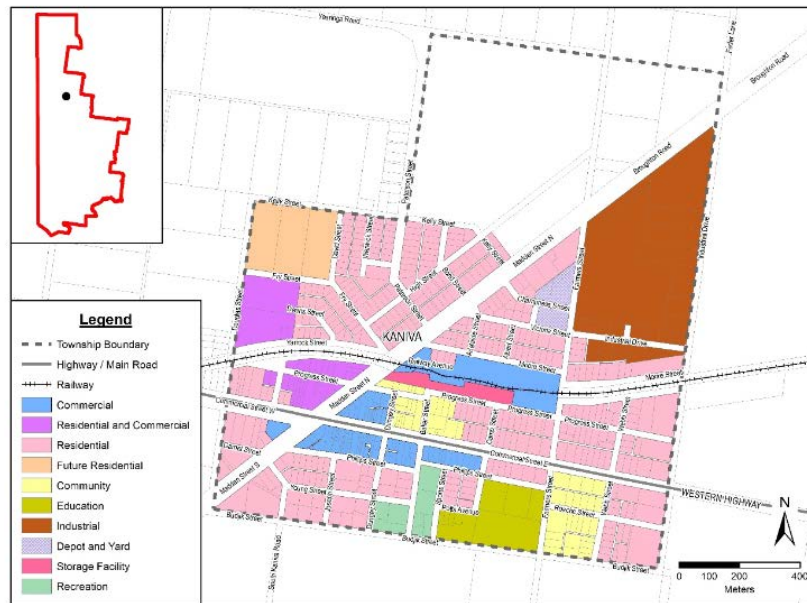
**Clause 11.01-1R – Settlement – Wimmera Southern Mallee** identifies the hierarchy of towns in the Wimmera Southern Mallee sub-region and provides directions to guide development of towns. Strategies relevant to Kaniva under this clause include communicating the role of Nhill as a key service hub and providing local and some sub-regional services in Kaniva.

**Clause 11.01-1L-02 Settlement – Kaniva** provides the existing settlement framework for the town. Strategies to the clause seek to encourage development of the Kaniva Industrial Estate that is mindful of residential growth in the town and to retain community and commercial facilities in the town. The Clause 11.01-1L-02 settlement framework for Kaniva is shown in **Figure 3**.

#### *Clause 12 Environmental and Landscape Values*

**Clause 12.01-1L – Protection of biodiversity – West Wimmera** – seeks to protect the Red Tailed Black Cockatoo and Jumping Jack Wattle habitat within the Shire through clear delineation of boundaries and protection from incursion by adjacent land uses. Planting of native species and management of weeds is encouraged. This clause provides direction on how biodiversity will need to be addressed in Kaniva.

**Clause 12.01-2S – Native vegetation management** aims to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation by avoiding the removal, destruction or lopping of native vegetation, minimising impacts where vegetation removal cannot be avoided and providing offsets to compensate for biodiversity impacts where vegetation removal is required.



**Figure 3: Kaniva Framework Plan at Clause 11.01-1L-02**

*Clause 13 Environmental Risks and Amenity*

**Clause 13.02-1S – Bushfire planning** prioritises the protection of human life over all other policy considerations, directing growth to low risk locations. It identifies and assesses bushfire hazard, applying the Bushfire Management Overlay and considering bushfire hazard on the basis of the site, neighbourhood and local conditions. Strategies promote future land use and development that will not result in increased bushfire risk to existing and future communities. Any new development in Kaniva must be directed to areas of low bushfire risk.

*Clause 14 Natural Resource Management*

**Clause 14.01-1S – Protection of agricultural land** aims to protect the state’s agricultural base by preserving productive farmland. Strategies seek to identify areas of productive agricultural land, including land for primary production and intensive agriculture. This land should be protected from incompatible uses or loss due to changes in land use without considering the economic importance of the land for agricultural production. New housing in rural areas should be avoided by directing housing growth into existing settlements and discouraging

development in isolated small lots in rural zones. Agricultural land use, subdivision or development should assess land capability and compatibility between the proposed development and the existing use of surrounding land.

**Clause 14.01-1L – Protection of agricultural land – West Wimmera** seeks to consolidate land holdings in the Farming Zone to increase economies of scale and ensure viability of farms and ensure a clear link between the need for a dwelling and the agricultural use of the land.

*Clause 16 Housing*

**Clause 16.01-1S – Housing supply** aims to ensure an appropriate quantity, quality and mix of housing types and lot sizes are provided, with an increased portion of housing provided in established urban areas that are well served by jobs, services and public transport. Development should provide well designed housing that provides a high level of amenity and provides an adaptable internal design.

*Clause 17 Economic Development*

**Clause 17.01-1S – Diversified economy** aims to diversify the economy by protecting existing and planned new employment areas and facilitate regional relationships to harness emerging economic opportunities. Growth is to be facilitated by building on the emerging and existing strengths of the region. Improving access to jobs and supporting rural economies to grow and diversify is also supported.

**Clause 17.01-1R – Diversified economy – West Wimmera** aims to capitalise on the municipality’s opportunities including agriculture, energy, mining and tourism. Facilitating the use of secure water supplies to develop the economy is also encouraged.

*Clause 19 Infrastructure*

**Clause 19.02- 4S – Social and cultural infrastructure** aims to ensure a fair distribution of, and access to, social and cultural infrastructure. The clause seeks to identify and address gaps in facilities, encouraging their location in activity centres, and ensuring they are accessible. It emphasises early delivery of social infrastructure in growth areas, adaptable design of community buildings to accommodate changing populations, and innovative service delivery in areas with limited growth.

## 2.6 Zones

Relevant zones within the WWPS affecting Kaniva are shown in **Figure 4** and are summarised below.

### Clause 32.05 Township Zone (TZ)

The Township Zone (TZ) is applied to small towns with no specific structure of residential, commercial, industrial and public uses. Development should be connected to reticulated sewerage unless an alternative potable water supply is provided to the satisfaction of Council. The TZ applies to most land within Kaniva. This zone does not provide clear land use direction based on the types of land use and development that are encouraged. The structure plan should provide a clearer land use and development framework where permit requirements are reduced by applying appropriate zones to particular areas for intended outcomes.

### Clause 33.01 Industrial 1 Zone (IN1Z)

The Industrial 1 Zone (IN1Z) is applied to land where the industrial land uses and associated commercial uses are promoted. Other than a caretaker's house, all other forms of accommodation are prohibited. The IN1Z applies to land on the east side of the town, south of Madden Street within the existing township boundary. There are some activities on the west side of Farmers Street that appear to be industrial activities however are located in the Township Zone. The zone that is applied to these properties should be reviewed through the preparation of the structure plan.

### Clause 33.03 Industrial 3 Zone (IN3Z)

The Industrial 3 Zone (IN3Z) serves as a transitional buffer between industrial and residential areas, addressing issues such as industrial traffic, noise and emissions. It is applied in industrial zones needing special attention to minimise conflicts and promote less hazardous uses. The zone includes amenity standards based on specified separation distances. A schedule restricts maximum office floor space, shops and supermarkets outside the Melbourne Urban Growth Boundary (UGB) and accommodation and hospitals are prohibited uses. The IN3Z applies to land adjoining the IN1Z behind some residential housing that abuts the railway line.

### Clause 35.07 Farming Zone (FZ)

The Farming Zone (FZ) is applied to encourage the retention of productive agricultural land and employment and population to support rural communities. The FZ is a rural zone that is applied in rural areas. The FZ has no role inside the Kaniva town boundary in either its current or proposed expanded form. The zone

provides a minimum lot size of 40 hectares unless an alternative is specified in a schedule to the zone. The creation of smaller lots is allowed under particular circumstances. The FZ applies to land to the north within the town boundary and to agricultural land surrounding the town boundaries. There are low density residential land uses on the west side of Paterson Street that are located in the FZ. The zone that is applied to these properties should be reviewed through the preparation of the structure plan. The Kaniva College is also located in the FZ and outside the current town boundary and this should be reviewed.

### Clause 36.04 Transport Zone (TRZ)

The Transport Zone (TRZ) is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations. The TRZ1 is applied to railway land and the TRZ2 is applied to main roads. The TRZ applies to land for declared roads, railways and other important transportation infrastructure representing state and local designations. The TRZ1 is applied to railway reserve land and the TRZ2 is applied to Commercial Street E.

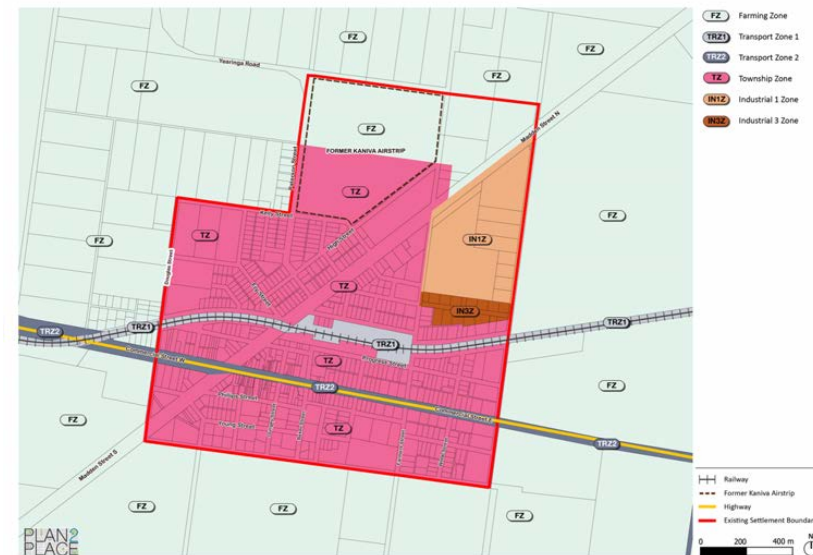


Figure 4: Kaniva - Existing Zones

### Land in two zones

There are a number of sites that are currently located in two zones including the former Kaniva Airstrip and sites on the corner of Madden Street and Farmers Street. Although the zones only apply to the land where it is mapped, this situation creates less clarity for permit requirements. The structure plan should review the zones applied to these sites.

## 2.7 Overlays

Relevant overlays within the WWPS affecting Kaniva are shown in **Figure 5** and are summarised below.

### Clause 42.01 Environmental Significance Overlay (ESO)

The Environmental Significance Overlay (ESO) is applied to areas where the development of land may be affected by either environmental constraints such as the effects from noise or industrial buffer areas or issued related to the significance of the natural environment. ESO2 relates to the protection of the Red-tailed black cockatoo habitat. The ESO2 applies to land at the southern end of Kaniva to ensure that development is compatible with identified environmental values.

### Clause 43.01 Heritage Overlay (HO)

The Heritage Overlay (HO) is applied to a heritage place with a recognised citation identified through the Victorian Heritage Register or in a local heritage study. A heritage place should include a statement of significance, establishing the importance of the place, and can affect land, buildings, trees and/or vegetation. The HO applies to several sites within Kaniva such as the former Kaniva Railway Station Building which has since burnt down. The HO also applies to the former Courthouse on Commercial Street (which is now the State Emergency Services building) and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street.

### Clause 43.02 Design and Development Overlay (DDO)

The Design and Development Overlay (DDO) manages built form and the built environment through building height and setback provisions. DDO – Schedule 2 (DDO2) is applied to the Kaniva Industrial Precinct to ensure high quality development. A DDO2 applies to land to the south of Madden Street North to identify areas which are affected by specific requirements relating to the design and built form of new development.



**Figure 5: Kaniva - Existing Overlays**

## 2.8 Key Implications for the structure plan

- Kaniva is designated as a Town in the Wimmera Southern Mallee Regional Growth Plan and a key service centre in the West Wimmera MPS (confirmed in the draft Small Towns Plan). The structure plan should plan for this outcome.
- The town should continue to provide services for its local community of interest which includes small rural settlements such as Lillimur, Miram, Serviceton and Telopea Downs.
- There are opportunities to improve land use direction in the town through a clearer land use framework and changes to the zones applied to land.

### 3. POPULATION AND HOUSING

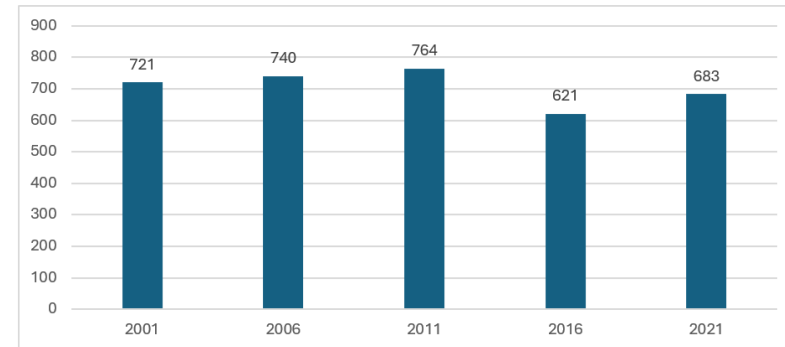
#### Key Findings

- According to demographic data, the population in Kaniva is forecast to decline.
- Despite this projected decline in population, housing scenarios suggest that the town is likely to require more dwellings to meet the needs of the community due to an ageing population and demographic changes.
- Kaniva will be expected to accommodate a significant share of the Shire’s target.
- There is a shortage of key worker housing in the town which is impacting the ability of the town to attract staff.
- There is limited short term or long term rental accommodation available.
- The median housing purchase price is \$200,000; however, a new build has been costed at \$350,000 (excluding land) (Victorian Valuer General, 2024).
- There is an opportunity for a small local construction industry to provide new housing in the town.
- Land banking is an issue.
- Council and State owned land could be utilised to encourage investment by affordable housing providers and/or to engage in direct housing and infrastructure provision; this could also help alleviate the lack of key worker housing and allow people to age in place.

This section looks at the trends and forecasts for population and housing in Kaniva and its district. It provides scenarios for change to help understand the likely demand for housing lots and residential land.

#### 3.1 Error! Reference source not found. Error! Reference source not found. Recent Population Change

The population count for Kaniva at the last ABS Census of Population and Housing in 2021 was 683. The changing population in the town is shown in **Figure 6**. The population of the township has grown in every inter-censal period except between 2011 and 2016, when there was a significant decline.

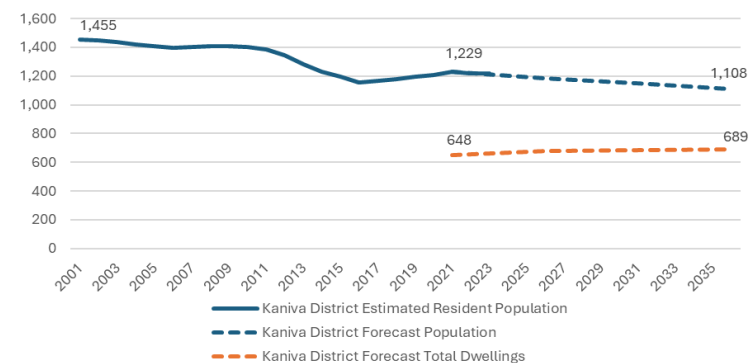


**Figure 6: Population count in the Kaniva Urban Centre, 2001 to 2021**

Source: ABS, Census of Population and Housing, various dates

#### 3.2 Forecast Population and Housing

There is no official forecast for population in the Kaniva township. However, the Victorian Government (Victoria in Future, 2023) has produced a recent forecast for the change in population and housing in the Kaniva district (the northern-most third of West Wimmera Shire – the area between the Big Desert and the Little Desert National Parks). This forecast is reproduced in **Figure 7**.



**Figure 7: Forecast population and housing, Kaniva district, to 2036**

Source: State Government of Victoria, Victoria in Future 2023

The population in the wider Kaniva district has generally been declining and the State Government forecast this trend to continue at a rate of 0.7 per cent per year in the period from 2021 to 2036 with the loss of 121 people over that time. The number of dwellings forecast to grow by 41 at an annual average growth rate of 0.4 per cent per year or 2.7 per year. This apparent contradiction is a result of a decline in the number of people per household and an increase in the housing vacancy rate.

This forecast for population decline in the wider district will not necessarily be replicated in the township. It is possible for the town to grow even while farm amalgamations and mechanisation reduce the numbers of people in the rural areas. A range of outcomes is possible and these are explored below.

### 3.3 Scenarios for Change

The future demand for housing in Kaniva will depend on a wide range of factors including the following:

- Ongoing farm amalgamation and mechanisation in the district could lead to a reduction in the rural population which is replicated in the town.
- Agricultural products and practices in the district could require more town-based labour.
- The arrival of potable water to Kaniva via the GWM pipeline may persuade more residents to stay and invest in additional tourism infrastructure such as new cafés and new or updated accommodation, requiring additional workers.
- The provision of affordable worker's accommodation, currently in short supply, may allow the operation of expanded services such as child care and aged care, encouraging other workers to relocate to Kaniva.
- "Silver economy" services for older age groups may find a home in the town, and this could include specialist health, financial planning, specialist travel. These services could attract the growing cohort of older people in the Shire.
- The construction of smaller dwellings or purpose-built retirement units may encourage more people to retire into the town.
- Improving services may lead to relocation of more professional service workers seeking a country lifestyle where they can work remotely.

- Large mining and infrastructure projects in the wider Wimmera may generate demand for housing across the region, which Kaniva can benefit from.

In Plan for Victoria, the Victorian Government sets out a housing target of 200 dwellings for West Wimmera by 2051. The local construction workforce will need to be expanded to meet new housing development demands. Given that Kaniva and Edenhope are the main service centres, Kaniva could absorb a significant proportion of the targeted growth - perhaps 90 dwellings by 2051. A role of the Structure Plan is to identify locations within the town to accommodate this growth in line with Plan for Victoria targets.

Despite targets and policies for social and economic development, there are many other influences on housing demand, which may reinforce or hinder desired outcomes. In a situation of uncertainty, a commonly used tool is to develop scenarios. The following scenarios for population and housing have been developed for Kaniva.

#### *Scenario 1: Population decline*

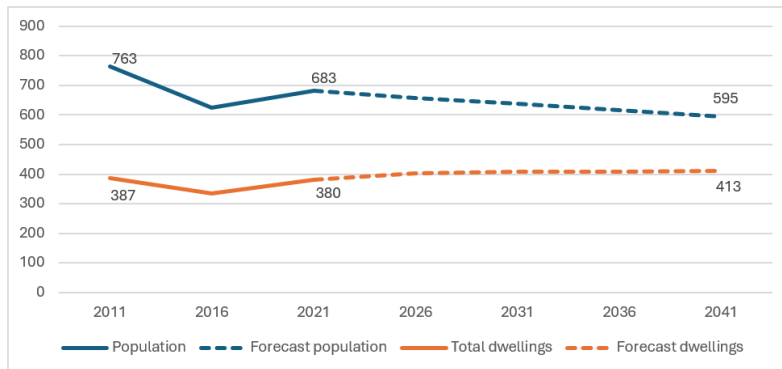
This scenario uses the Victoria in Future forecast for the wider Kaniva district as a base. In this scenario, the population is anticipated to decline by 0.7 per cent per year on average in line with the forecast for the district. Extending the forecast to 2041, the town's population will decline to 595, a loss of 88 people compared with 2021. As Kaniva is the only significant town in the district, the scenario makes the reasonable assumption that 80 per cent of all forecast additions to the housing stock will take place in the town. Because of a decline in household size and growing vacancy rate, by 2041, the number of dwellings is forecast to increase by 33, compared with 2021, to a total of 413 dwellings (shown in **Figure 8**).

#### *Scenario 2: Stable population*

Economic circumstances and local policies may serve to stabilise the population in the Kaniva township. In this scenario, the population in 2041 remains around 683 people. Assuming that other factors such as the declining household size and growing vacancy rate remain the same as in scenario 1, the number of dwellings would grow by 71 over the period from 2021 to 2041. This is equivalent to 3.7 dwellings per year.

**Scenario 3: Growing population**

In this scenario, successful social and economic development policies enable the town to grow to 740 people, at a rate of 0.4 per cent per year on average over the 20 years to 2041. This would most likely result in the number of dwellings growing by 117 over the period, an average of 5.8 dwellings per year.



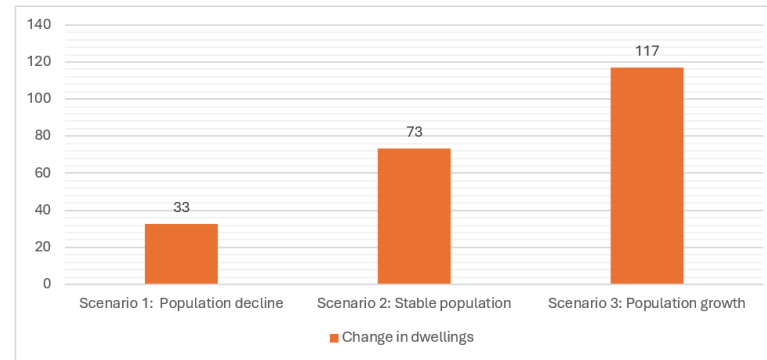
**Figure 8: Recent and forecast population and housing in Kaniva, Base Case**

Source State Government of Victoria, 2023; Tim Nott

Note: The figures for 2021 are based on the Census taken during the COVID19 pandemic and should be treated with some caution in guiding future trends because of the extraordinary population movements at the time.

Figure 9 illustrates what these population scenarios will mean for housing demand in the township over the period to 2041, assuming that other factors such as the declining household size and occupancy rate remain the same as in the State Government forecast.

Whichever of these three scenarios is most accurate, it appears likely that there will be at least some housing growth. Given the aspirations of the community and Council, as well as the housing targets of State Government, it is prudent to plan for higher levels of housing demand and the infrastructure required to support that demand so that improvements in local economic conditions can be accommodated if required.



**Figure 9: Net addition to housing stock - scenarios for Kaniva, 2021 to 2041**

Source: Tim Nott, Economic Inputs to the Kaniva Structure Plan, 2025

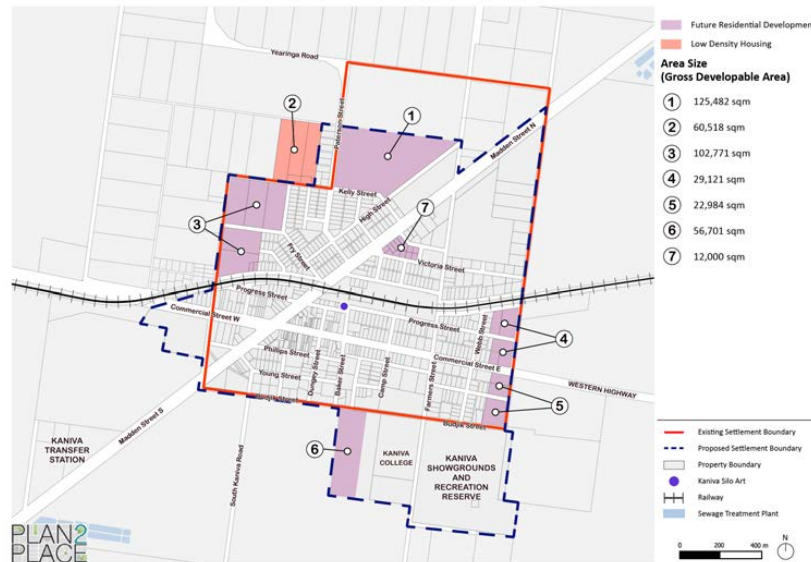
**3.4 Housing Supply and Capacity for Growth**

Currently, around 98 per cent of occupied dwellings in Kaniva are separate houses, mostly on blocks of between 700 to 2,000 sqm, with 1,000 sqm being the most common size. The remaining 2 per cent of dwellings are townhouses or apartments – most of which are in a single development. The majority of current dwellings are owner-occupied, with only 18 per cent being rented or occupied with some other type of tenure.

There is an existing and potential supply of housing lots within and adjacent to the current town boundary. These comprise:

- Existing sub-divided house lots that are empty, of which there are currently 20-25; these are generally in the 800-1,500 sqm size range and could accommodate single houses or multi-unit developments.
- Unsubdivided land in Township Zoning on the fringes of the township including land occupied by the former airstrip owned by the Council.
- Undeveloped Crown land bounded by Victoria Street, Madden Street and Champness Street.
- Land that is adjacent to the existing town boundary in the north west of the town on Paterson Street and land on the southern edge of town adjacent to Kaniva College.

The larger parcels are shown in the diagram below **Figure 10**.



**Figure 10: Sites for Future Residential Development in Kaniva**

It is not clear whether the individual vacant lots or the unsubdivided land on the fringe are available for development. Nevertheless, it is prudent to identify a range of possible development fronts around the town in order to prevent monopolisation of the available land.

**Table 1** provides an estimate of the total development capacity of the town, using some assumptions about the average lot size for new developments and allowing for roads and open space provision in the larger parcels.

The calculation of notional lot capacity assumes that the average size of lots in the Township Zone parcels and the parcel adjacent to the school will be 1,000 sqm. This is in keeping with the existing housing lot pattern of the town, although even more lots could be produced if the average size was reduced to, say, 800 sqm.

The land north of Kelly Street and west of Paterson Street is assumed to have a lot size of 2,000 sqm, in keeping with other housing lots in the immediate area. These larger rural residential lots would provide a degree of choice for new

residents and may be especially attractive for those moving into town from surrounding rural areas.

The notional development capacity of the town – 265 lots – exceeds the anticipated demand under the housing growth scenarios outlined in the previous section – demand for 117 lots over the period to 2041 under the most optimistic growth scenario. The development capacity would be increased further if average lot sizes were decreased and/or if multi-unit development was encouraged to provide multiple smaller dwellings on some lots that would be suitable for smaller or temporary households.

Providing increased housing supply in Kaniva is complex and will be difficult to deliver. Current available lots have so far remained undeveloped as shown in Figure 10. In this figure, sites 4 and 5 have already been subdivided and require roads to be constructed to provide access to any new lots. Site 2 is constrained due to existing housing and recent battleaxe subdivisions on the site making it less likely that further subdivision and development will occur in the short to medium term. Site 7 is already subdivided into 13 lots that range in area from 699sqm to 1,010sqm, with supporting infrastructure already in place.

There is a need to provide a variety of development fronts in addition to infill development given there are different subsets of the housing market that require different housing products to cater for different types of households and community needs. There are also current issues with supply of building materials that is increasing costs and difficulty in attracting local staff, making some forms of housing development economically unviable.

This means that what might appear to be a large amount of housing capacity over the next 10-20 years is much more constrained and less likely to be readily developed. The total number of lots for the seven sites shown in Figure 10 have been calculated based on varying average net developable area and lot size resulting in approximately 265 lots. It is highly unlikely for the reasons stated above that these total number of lots will be realised within the foreseeable future and that growth opportunities should be maximised.

**Table 1: Estimated housing development capacity in Kaniva, 2025**

Land Parcel	Gross Developable Area (sqm)	Share of land required for roads, open space and infrastructure	Net developable area	Average Lot Size (sqm)	Total Lots
Individual infill lots				1,000	20+
1	125,482	40%	75,000	2,000	37
2	60,518	30%	42,400	2,000	21
3	102,771	20%	82,200	1,000	82
4	29,121	0%	29,100	1,000	29
5	22,984	0%	23,000	1,000	23
6	56,701	30%	39,700	1,000	40
7	12,000	0%	12,000	1,000	13
<b>Total</b>	<b>409,577</b>		<b>303,400</b>		<b>265</b>

Source: Plan2Place Consulting, Tim Nott

These sites equate to 40.9 hectares of gross developable land, with sites 2 and 6 not being inside the existing settlement boundary and including 11.7 hectares of land. This is more than offset by the amount of land that is proposed to be removed from the settlement boundary north of Broughton Road and the northern half of the former airstrip land which totals 30.3 hectares.

Sites 1, 3, 4, 5, 6, and 7 have merit and should be considered for future development. Site 6 being adjacent to the school and close to the town centre would also provide a net community benefit. Site 2 is largely constrained and fragmented and does not easily lend itself to further development.

**Table 2** shows that a net increase in urban land of 42ha is proposed for the settlement boundary of Kaniva. This is 5.4 ha increase overall on land used for urban purposes but a slight decrease in land proposed for residential activities. Most of the proposed increase in land area within the settlement boundary relates to the inclusion of PPRZ and PUZ land which was previously outside the boundary.

**Table 2: Land Size by Zone within the Current and Proposed Settlement Boundaries**

Zones	Number of Hectares (ha) in each Zone	
	Current Settlement Boundary	Proposed Settlement Boundary
FZ	30.7	0
PPRZ	0	67.5
PUZ	0	16.2
IN1Z	21.9	21.9
IN3Z	4	5.7
TZ	152.2	0
C1Z	0	10
NRZ	0	114.5
LDRZ	0	15.2
<b>Total</b>	<b>208.0</b>	<b>250.8</b>

Source: Plan2Place Consulting

A key issue in providing new housing is likely to be economic feasibility. In a town where the cost of constructing a new family home is likely to be at least \$350,000, excluding the land, but the median house sale price is only \$200,000 (Victorian Valuer General, 2024), it may be difficult for a prospective household to obtain a loan or to trade up from an existing house. In addition, there are few local builders so the lack of availability of trades people also adds to the cost. Builders will be traveling from nearby towns such as Horsham and Naracoorte which will add to the cost of the build. Exploring options for offsite builds will also be important to reduce construction costs.

The following actions may be helpful in addressing the cost issues:

- Encouraging increased density in the redevelopment of existing house lots in order to reduce costs per dwelling.
- Using Council-owned land to leverage investment in housing, including by housing associations that can provide affordable or key worker housing.
- Direct investment by Council to provide key worker housing for rent or sale.
- Subdivision and servicing of housing lots by Council, with costs recouped over the long term (as Council has often done with industrial land, for example).
- Use of good quality prefabricated houses which are not so reliant on the availability of local labour.

- Spot purchase and renovation of poor quality homes for rent or resale using a revolving purchase fund. Renovation could use local trades people or “sweat equity” of tenants.
- Council partnering with other agencies to provide dwellings for rent.

In summary, Kaniva has sufficient housing land to meet the likely scenarios for growth. Bringing that land to market may rely on Council leveraging its ownership of land in the north of the town which is currently mostly vacant and grazing land. Planning for development of existing housing lots in the town would need to encourage the provision of smaller homes to accommodate the growing demand from older singles and retirees. Unlocking various areas of future supply for housing will be important moving forward to ensure an adequate supply of land if some areas don't develop as quickly as others and if land banking occurs.

*Implications for the Structure Plan:*

- Kaniva has sufficient land within the current settlement boundary to meet the likely scenarios for growth, however some existing land may not be available for immediate or timely release for development. Several rezonings are suggested here to provide choice in the local housing market and to maximise growth opportunities being realised, some of which may occur over the medium to long term.
- Infill development should be directed to vacant, underutilised blocks within the town boundary.
- A variety of land offerings tailored for different markets will be required to allow the town to expand beyond the current township boundary.
- There is a need to support medium density housing to meet the needs of an ageing population and to address the key worker housing shortage.
- Encourage smaller lots and two lot subdivisions in the town centre to accommodate an ageing population and demand for smaller lots with good access to services.
- Explore options to work with a housing provider which manages or develops housing for others with the goal of providing affordable or social housing to provide low cost and affordable housing that is priced appropriately for low to moderate income households in the town.
- Explore options to diversify the housing stock and provide townhouses and smaller units to enable people to age in place. This will allow people who wish to downsize from farms to relocate to smaller land holdings close to the town centre while also providing some lower density options.

- Council should investigate the opportunity to develop a workforce training program to support the local industry and community.



*Painted Sheep in Kaniva*

## 4. LOCAL ECONOMY AND LAND USE

### Key Findings:

- The accommodation offering is important to facilitate and grow the local tourism market.
- There is a lack of local accommodation available to support the tourist market and house seasonal workers in Kaniva. This needs to be increased and addressed to allow the local tourism and eco-tourism market to grow and to attract more seasonal workers.
- There are opportunities for eco-tourism in Kaniva including the Kaniva Wetlands and Fauna Park.
- There are opportunities to expand the tourism offerings to service the 'silver economy' with specialised recreation and travel catering to this expanding market.
- Tourists stop in Kaniva as part of the Silo Art Trail
- Other than reflecting existing industrial activities, no further industrial zoned land will be required to accommodate expected development over the period to 2041.
- The Barengi Gadjin Land Council BGLC (the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.

### 4.1 Town Location and Offerings

Kaniva is midway between Adelaide (3 hours and 20 minutes) and Melbourne (4 hours and 40 minutes) and is a convenient place to stop or rest on the journey. This has given rise to a local visitor services industry that comprises cafés, pubs and a service station in the town centre as well as two motels and a caravan park elsewhere in town. Kaniva provides places to rest, including the Madden Street car-park and the Wetlands and Fauna Park on the western edge of the town. The town is also on the Silo Art Trail, providing the western-most painted silo in Victoria.

While the number of travellers on the Western Highway will continue to grow, Kaniva faces competition for visitor expenditure from the nearby towns of Nhill and Dimboola which are slightly larger and with more services. In the case of

Dimboola, there is direct access to the Wimmera River and the Little Desert National Park.

The town has a commercial services centre on the main highway. The main food and grocery outlet is a small IGA supermarket of approximately 650 sqm. There is a small selection of speciality retailers, including cafés, a butcher, pharmacy, hardware and agricultural supplies, hairdresser, thrift shop and puppet seller.

There are two hotels in the town centre, catering to residents and visitors which also provide overnight parking for RVs. The eastern end of the centre around Baker Street has several civic functions including the Kaniva Shire Hall, Council offices, library and police station. There are a limited number of professional services. The centre has a service station and café which is a run community enterprise, saved from closure by residents of the town.

The central commercial strip has some vacancies. There are also several former commercial buildings that appear to have been repurposed for housing. There is no bank, although there is a post office which has some banking facilities.

There are limited local food offerings in Kaniva. The local food offerings could be further expanded to include farm gate offerings for fresh produce and local farmers markets by working with local food producers. Kaniva has a slowly declining residential catchment but there is growth in the demand for visitor services as traffic on the Western Highway continues to increase. Visitor services could include wi-fi zones, playgrounds with shade, picnic spots and parking for cars, caravans and coaches. There is also an opportunity to remove clutter on the footpaths encourage more outdoor seating for dining and ensure that toilets are well maintained. A consistent farming and agricultural theme could also be considered for the town.

### 4.2 Public Land

VicTrack owns land around the Kaniva Railway Station. Kaniva is on the Serviceton line and the rail corridor is under lease to the Australian Rail Track Corporation (ARTC). There is vacant land within the VicTrack and Crown Land holdings as seen in **Figure 11** in dashed dark blue. The Council or the community could put forward a case for some of this land to be activated, sold or leased if a need arises. **Figure 12** shows the crown land in yellow.

The VicTrack land remains challenging for some uses as it will require further investigation to check for any potential contamination on the site. Some of the

VicTrack land is currently leased for an agricultural storage facility containing grain silos. This area is cordoned off for biosecurity purposes and is not conducive to other uses at this time.



**Figure 11: Station Precinct with VicTrack Boundaries and Vacant Land**



**Figure 12: Yellow Crown Land in the Station Precinct**

#### 4.3 Town Centre

The purpose of reviewing the town centre activity is to determine whether the supply of commercial space is likely to be sufficient to meet future demand and whether new space or land will be required. This type of analysis usually focuses on retailing as the most dynamic of the town centre activities and for which

demand is a function of population and income. Demand for other activities is estimated through a variety of means including discussion with service providers.

The retail assessment steps used here are:

- Identify the existing commercial floorspace in the town centre.
- Estimate the retail sales using industry standard sales per square metre (adjusted for local conditions).
- Identify the trade area for the centre and estimate its current and future population based on existing population forecasts and scenarios.
- Estimate the average retail spending per local resident and the total spending now and in the future.
- Estimate the share of resident spending that flows to the Kaniva town centre.
- Estimate the visitor spending enjoyed by the town centre.
- Using conservative assumptions about how spending patterns will change in the future, project forward spending in the town centre.
- Translate spending to retail floorspace.

This method is commonly used in planning for activity centres throughout Victoria.

#### 4.4 Town Centre Activity

As discussed, there is no C1Z covering the town centre. However the centre is reasonably well defined and for the purposes of this project, the town centre precinct is shown in **Figure 13**.



**Figure 13: Kaniva Town Centre Precinct**

Source: base map from Google Maps

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street. Observation of the centre reveals the following points:

- The Western Highway is a major through route and the commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. This creates a barrier between the two sides of the main street.
- The main food and grocery outlet is a small IGA supermarket of approximately 630 sqm.
- There is a small selection of speciality retailers including cafés, a butcher, pharmacy, hardware/agricultural supplies, hairdresser, clothing stores and puppet seller.
- There are two hotels in the town centre catering to residents and visitors.
- The eastern end of the centre around Baker Street has several civic functions including the Kaniva Shire Hall, Council offices, library and police station.
- There are a limited number of professional services.

- The centre has a service station/café which is a community enterprise, saved from closure by residents of the town.
- There are also several former commercial buildings that appear to have been repurposed for housing.
- There is no bank although there is a Post Office which has some banking facilities.
- There is extensive visitor parking on the service roads as well as in Madden Street North where there are public toilets and electric car charging stations.

The core of the centre has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. There is a small shady park on church land at the corner of the Highway and Baker Street.

The non-residential activities within this boundary are summarised in **Table 3** which shows:

- Retail floorspace is approximately 2,800 sqm, including a 630 sqm supermarket.
- Community services space is approximately 3,500 sqm including the Shire Hall, municipal offices, child care, emergency services and senior citizens' centre.
- The centre has some workshops and light industrial activity, mainly on the eastern and western fringes of the centre.
- Vacant space is 7 per cent of total activity floorspace but is around 18 per cent of shop floorspace.

**Table 3: Estimated Activity Floorspace Kaniva Town Centre**

Activity	Floorspace (sqm)	Share (%)
Food, groceries and liquor	630	
Other retail	2,190	
<b>Total retail</b>	<b>2,820</b>	<b>19%</b>
Wholesale	1,200	8%
Professional services	110	1%
Health services	50	0%
Community services	3,500	24%
Religious buildings	920	6%
Hotel and accommodation	2,310	16%
Arts workshop	250	2%
Workshop/ industry	1,950	13%
Other	360	2%
Vacant	1,040	7%
<b>Total</b>	<b>14,510</b>	<b>100%</b>

(Source: Tim Nott – survey undertaken 14 October 2024)

#### 4.5 Retail Sales

For the purposes of this report, retail activity comprises the following categories:

- **Food, groceries and liquor** – comprises supermarkets, general stores, liquor outlets, specialty food outlets (butchers, bakers, greengrocers etc)
- **Other retailing**, comprising:
  - Food catering – cafes, restaurants and take-away food outlets.
  - Clothing – clothes, shoes, Manchester.
  - Household goods – homeware, hardware, furniture, floor coverings, curtains and blinds, electronic goods, etc.
  - Recreational goods – sporting goods, toys, bookshops, newsagents
  - Other goods – chemists, florists, jewellers, second-hand goods, etc.
  - Retail services – hairdressers, beauty parlours, video rental, clothing and household goods repairs.

**Table 4** provides a calculation of retail sales in the town centre using an estimate of sales per square metre that is achieved by the stores at the centre. This estimate is based on industry standards and adjusted for local conditions and the type of stores that are present.

**Table 4: Estimate of Retail Sales in Kaniva Town Centre, 2024**

	Floorspace sqm	Sales/sqm \$/sqm	Retail sales \$M
<b>Food, groceries and liquor</b>	630	\$8,000	\$5.0
<b>Other retail</b>	2,190	\$2,500	\$5.5
<b>Total retail</b>	<b>2,820</b>	<b>\$3,729</b>	<b>\$10.5</b>

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

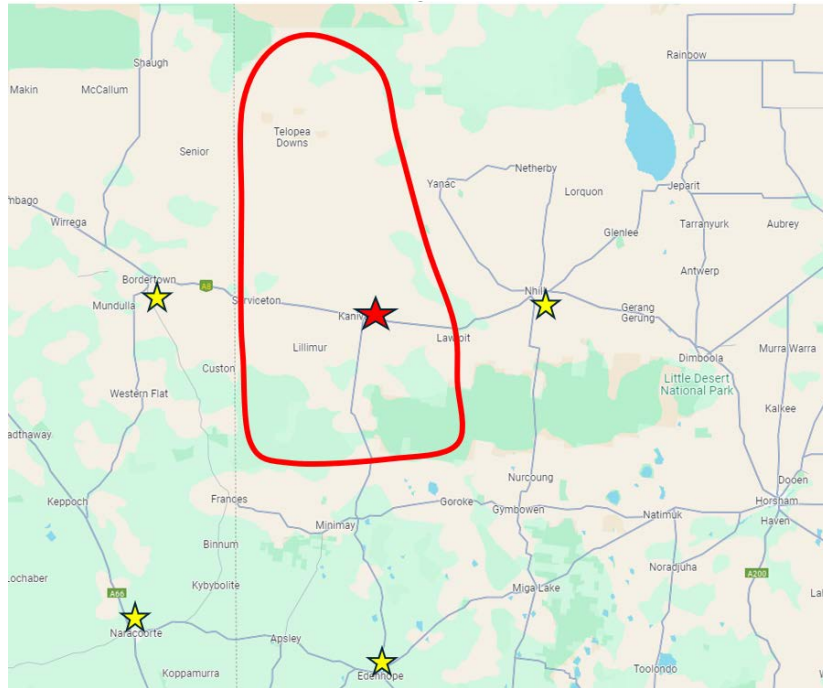
Total retail sales in the town centre for 2024 are estimated at \$10.5 million.

#### 4.6 Trade Area

The trade area of an activity centre or town centre is the area from which residents naturally visit the centre to obtain particular goods and services. At the boundary of the trade area, residents may choose from two or more equidistant centres that provide equivalent services. The extent of a trade area is influenced mainly by the location of competing centres and the travel patterns of residents. The precise boundaries are usually set by the analyst to coincide with convenient statistical areas.

In this case, the trade area has been set with reference to the location of surrounding centres that have supermarkets of at least 500 sqm and the boundaries of relevant statistical areas (in this case SA1s). **Figure 14** shows the Kaniva statistical trade area in relation to the surrounding centres, including Bordertown, Naracoorte, Edenhope and Nhill (SA2).

The population of this trade area is currently estimated at 2,820. The current forecast for the SA2 of which the Kaniva trade area forms a part is for a decline in population at a consistent rate of around 0.7 per cent per year over the forecast period. This is considered the base case. There is potential for the township to have a stable or growing population, as discussed in Chapter 3. Due to the economic pressures facing farming, it is most likely that the rural areas will continue to decline, even if the township grows slightly. The second scenario for the trade area population is therefore for a steady population overall. This would accommodate the township growth scenario presented in Chapter 3.



**Figure 14: Kaniva Trade Area**

Source: Base map from Google Maps

#### 4.7 Retail Spending by Trade Area Residents

**Table 5** provides an estimate of the total retail spending by trade area residents in 2024. Estimates for country Victoria have been sourced from the Census of Population and Housing and the Household Expenditure Survey (ABS, 2022 and 2017 respectively) and adjusted for Kaniva based on the difference in household income per person and allowing for the higher costs in Kaniva compared with much of the State.

Residents of the Kaniva trade area (SA1) are estimated to spend \$16.9 million on retail goods and services this year. Not all of this spending is made in shops, nor is it all made in the trade area. A substantial proportion of spending by residents

flows to centres outside the trade area mainly to larger centres that have a wider range of goods and services – larger supermarkets, clothing stores, recreational goods stores and so on that are present in substantial centres such as Horsham, Ballarat, Bendigo, Naracoorte, Murray Bridge or Adelaide. In addition, internet retailing is taking a growing share of retail spending. Some of this is fulfilled in local street-front shops but most is organised through large warehouses in industrial precincts away from town centres. In August this year, online retailing accounted for 11 per cent of all retail sales Australia-wide, up from 6 per cent in August 2019 (ABS, 2024a). Internet retailing is forecast by most commentators to continue to expand its share of the market.

**Table 5: Estimate of Annual Retail Spending, Kaniva Trade Area Residents, 2024**

Annual Retail Spending per person (\$)	Country Victoria	Kaniva trade area	Total retail spending by trade area residents
Food, groceries and liquor	\$6,700	\$6,500	\$7.8 million
Other retailing	\$7,600	\$7,500	\$9.0 million
<b>Total retailing</b>	<b>\$14,300</b>	<b>\$14,000</b>	<b>\$16.9 million</b>

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

The estimated balance of retail spending in Kaniva is shown in **Table 6**. Sales to visitors from outside the trade area are estimated at 39 per cent of the total for the centre. This is a high proportion, reflecting the role of the town as a service centre for travellers on the Western Highway. The support of the centre by visitors means that residents benefit from a wider range of services than would otherwise be provided.

**Table 6: Estimate of current balance of retail spending in Kaniva**

	Retail sales in Kaniva (\$M)	Share to visitors %	Sales to visitors \$M	Sales to residents \$M	Total spending by residents \$M	Spending retained locally %
Food, groceries and liquor	\$5.0	20%	\$1.0	\$4.0	\$7.8	51%
Other retail	\$5.5	55%	\$3.0	\$2.5	\$9.0	27%
<b>Total retail</b>	<b>\$10.5</b>		<b>\$4.1</b>	<b>\$6.5</b>	<b>\$16.9</b>	<b>38%</b>

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

The share of retail spending retained in Kaniva by trade area residents is estimated at 38 per cent. This is also high considering the relatively small retail

offering of the centre and reflects the distance to alternative shopping centres and the time and cost required to access them.

#### 4.8 Future Retail Floorspace Scenarios

Using the trade area population analysis and making a series of further assumptions, it is possible to develop scenarios for the future demand for retail floorspace in the Kaniva centre. The further assumptions include:

- The share of retail spending by trade area residents flowing to Kaniva will decline slightly over the period with a decline of around 0.5 per cent per year - reflecting the ongoing growth of online shopping.
- The share of sales to visitors will grow by around 0.75 per cent per year, reflecting a steady growth in traffic along the Western Highway.
- The population of the town will vary as in the scenarios described in Section 1. The population of the rural parts of the trade area will decline by 0.7 per cent as per the forecasts of the Victorian Government.
- Other factors, such as retail spending per person, sales per square metre and the balance of spending on different retail types, will remain the same over the period (or balance each other out).

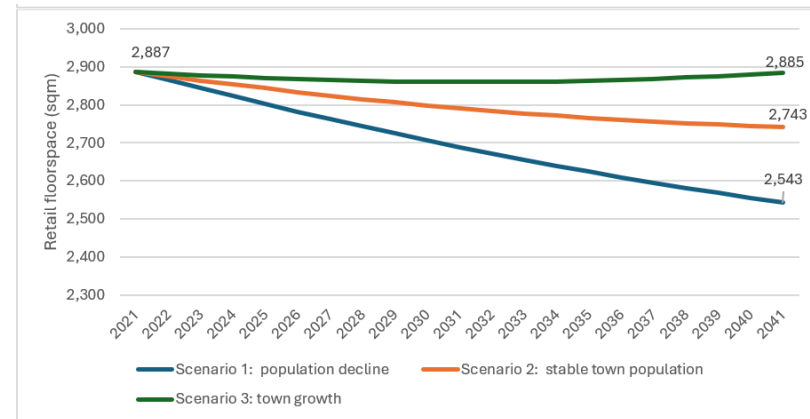
This gives rise to three scenarios:

**Scenario 1**- population decline, in which the population of the trade area declines by 0.7 per cent per year on average through the forecast period.

**Scenario 2**- stable town, in which the population of the town remains stable but the population in the rural parts of the trade area decline as per the Victorian Government forecast.

**Scenario 3** - town growth, in which the population of the town grows by 0.4 per cent per year but the population in the rural parts of the trade area continue to decline as per the Victorian Government forecast.

The consequences of these various assumptions for the retail floorspace in the town are shown in the following **Figure 15**.



**Figure 15: Future Retail Floorspace Demand Scenarios, Kaniva Town Centre, 2021 to 2041**

(Source: Tim Nott Kaniva Economic Inputs Report 2024)

The demand for retail floorspace under the base case population scenario is forecast here to decline by nearly 300 sqm over the period from 2024 to 2041. With a stable population in the town, retail floorspace demand is expected to decline more slowly, with a decline in demand of around 100 sqm. Population growth in the town will more or less, balance any decline in the rural parts of the trade area and this will lead to a steady overall demand for retail floorspace, with a growth trajectory at the end of the period as visitor spending continues to grow.

Despite these scenarios for a steady or declining overall retail demand, there may still be new shops catering for particular needs, because existing shop buildings are not suitable or because of growth in particular markets such as the need to cater for visitors.

Overall, given the existing vacant shop space of over 1,000 sqm, there is unlikely to be a need for further space for retail buildings in Kaniva under these scenarios.

#### 4.9 Non-Retail Development

Non-retail development comprises the majority of activity-space in the Kaniva centre as shown in **Table 7**. Each of the activities will have its own demand characteristics. Most are reliant to some degree on the size of the population catchment, although some are more reliant on the willingness of entrepreneurs

to invest. The following points highlight some of the demand factors for non-retail activities over the period to 2041:

- Discussions with Council suggest that there is unlikely to be further demand for civic spaces beyond the existing footprint of Council-owned land over coming years.
- More offices to host “silver economy” services – financial and legal advice, allied health, specialist recreation services, etc may be required if the town can attract a significant number of newly retired residents. However given the size of the catchment, any such provision is likely to be small.
- There may be potential for co-working spaces or shared office accommodation to allow visiting professionals to collaborate or for local professionals to access collective services not available at their home.
- Provision of additional accommodation on the main street seems unlikely given the through traffic, although there may be potential to expand existing outlets with potable water now provided to the town. New guest houses or holiday rentals are more likely to be in the quieter streets elsewhere in the town.
- Additional industrial activity on the main street is a possibility but Council may wish to direct this to the purpose-zoned land in the northeast of the town.
- There may be potential for a destination activity to seek to locate in the centre. This could include a wide range of possibilities, for example a large regional produce outlet or a regional gallery or a brewery. There are one or two vacant sites in the centre and also some buildings that could be repurposed or redeveloped.

The demand for additional non-retail activity in the Kaniva town centre appears likely to be subdued.

#### 4.10 Town Centre Summary

The base case population change scenario would likely see a slight decline in demand for activity space in the town centre over the period to 2041. A growing population in the Kaniva township would provide for a stable retail demand and potentially some office and other activities. Under any scenario, there is likely to be some shift from functions serving the local population to those serving visitors.

These changes are very likely to be accommodated within the existing vacant and under-utilised space in the centre and there is value in concentrating commercial activity into the town centre by creating a walkable centre, capitalising on existing infrastructure, and improving the level of foot-traffic for all businesses. If a significant new activity does wish to locate in the centre, there are two vacant sites that may be utilised (if available), or premises that could be redeveloped such as old churches and other civic or underutilised buildings.

The town centre is reasonably well defined. If this is to be differentiated from residential areas, there would be value in setting the town centre in a C1Z to direct all relevant activity to locate within it. This would encourage a walkable centre, creating economies of scale and scope for all activities in the centre with lesser planning restrictions. The boundary of the centre could be subject to further community consultation but a starting point for discussion would be the boundary identified in **Figure 13**.

The residential and commercial areas of the town are currently covered by a TZ. If more appropriate zones were to be introduced, it would be a straightforward matter to identify an appropriate area for the C1Z to cover the town centre to reflect existing commercial activities.

#### 4.11 Industrial Land

Kaniva has an industrial precinct located at the north east edge of the town. This comprises:

- Approximately 18.8 hectares of IN1Z land which is mostly vacant apart from three businesses on lots of 0.4 hectares or less.
- Approximately 3 hectares of IN3Z land on an adjacent site of which about 2 hectares is vacant.
- Approximately 2.7 hectares of adjacent land being used for industrial purposes in the TZ.

The zoning of land for industry in the precinct is somewhat problematic, with the TZ in particular, which allows housing to be interspersed with industrial activities. There may be some scope to reform the town’s zoning to ensure that existing and future housing is kept separate from the industrial activity and to support industrial activities. The area of industrial land should be ample for likely future investment over the forecast period.

Agricultural supplies, storage and works depots are currently the principal activities in the precinct.

**Figure 14** shows the industrially zoned land in the north-east of the Kaniva township. The industrial precinct has been developed by Council over the past decade to provide employment and investment options for the town. The precinct also includes industrial activity on land zoned Township adjacent to the land zoned Industrial.

The activities currently in the industrial precinct include:

- A livestock dealer.
- Agricultural supplies sales and storage.
- Shire works depot.
- Farm freight operator.
- Overland museum.
- GWM Water treatment facility.
- Carters Dynamic Diggers.

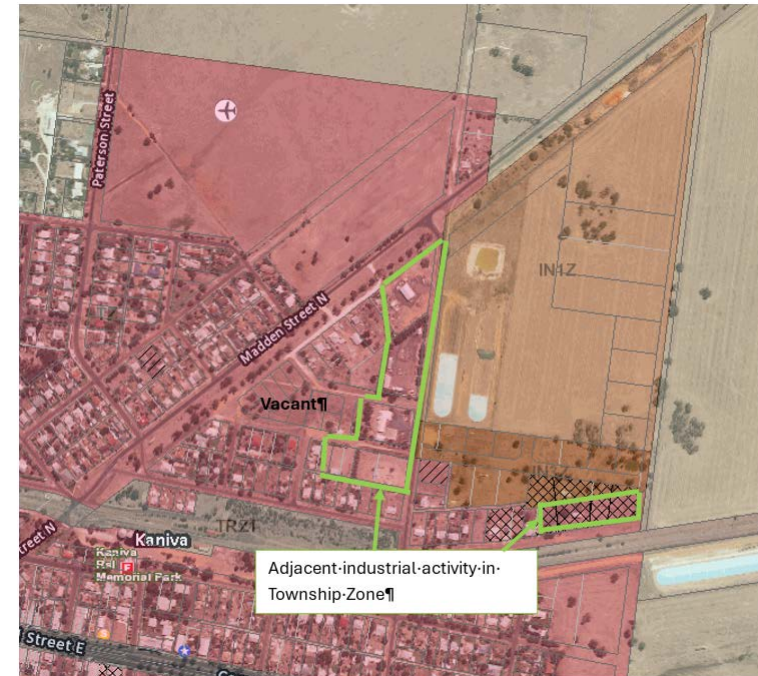
An estimate of the occupied and vacant industrial land is provided in **Table 7**.

**Table 7: Estimated Area of Industrial Land, Kaniva, 2024 (hectares)**

	Occupied	Vacant	Total
Industrial 1 Zone	0.4	15.4	15.8
Industrial 3 Zone	0.9	2.3	3.2
Adjacent industrial land in Township Zone	3.7	0.2	3.9
Total industrial land	5.0	17.9	22.9

Source: Tim Nott, survey 2024

The precinct has an estimated 22.9 hectares, of which about 5 hectares is occupied and 17.9 hectares is vacant.



**Figure 16: Industrial Precinct, Kaniva**

Source: Base map from VicPlan; aerial photo from approximately 2016

Kaniva's industrial precinct is generally well-positioned, with the competitive advantage of being close to the Western Highway. However, there are two factors that may hinder its success.

- There is potential for housing to intrude into the precinct via the TZ and this is already happening. It would be best to exclude housing in order to allow freedom of operation for the industrial activities as much as possible. One solution would be to rezone the adjacent lots that already have industrial activities to the IN3Z. This would include the areas identified in green on Figure 14.
- The railway crossing on Farmer Street provides direct access from the precinct to the Western Highway. Unfortunately, this crossing is not well-constructed for industrial traffic, being a little narrow and with a rather

steep road surface over the railway tracks. Further investment in this crossing is required to fully encourage industrial activity into the precinct.

#### 4.12 Future Industrial Demand

Future demand for industrial land in Kaniva is difficult to judge with confidence. There are factors serving both to slow and accelerate industrial development as shown in **Table 8**.

**Table 8: Factors Serving to Slow and Accelerate Industrial Development**

Factors accelerating industrial development	Factors slowing industrial development
<ul style="list-style-type: none"> <li>• Retailing increasingly requires warehousing and order fulfillment in industrial precincts.</li> </ul>	<ul style="list-style-type: none"> <li>• Manufacturing and industrial services continue to be affected by automation, requiring fewer workers and, in some cases, less space.</li> </ul>
<ul style="list-style-type: none"> <li>• Recycling and repurposing of materials is becoming more urgent and will require materials aggregators on industrial land.</li> </ul>	<ul style="list-style-type: none"> <li>• The advent of electric vehicles is likely to reduce, or at least concentrate, repairs and servicing. Such activities are more likely to be in large centres, although there may be opportunities in Kaniva.</li> </ul>
<ul style="list-style-type: none"> <li>• Industrial land is accessible by an increasingly wide set of activities, including churches, recreational centres and professional services as well as the traditional industrial activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Industrial activities are increasingly concentrated into the large metropolitan and regional industrial precincts with access to a wide range of services and skilled labour.</li> </ul>

In the absence of strong evidence indicating the level of demand, it is prudent to allow for the rate of industrial land take-up that has occurred in the past to continue, and to make allowances for a more significant industrial user should one choose to invest in Kaniva.

From these calculations it appears that no further industrial zoned land will be required to accommodate expected development over the period to 2041.

In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct.

#### Implications for the Structure Plan

- The town centre is reasonably well defined. If this is to be differentiated from residential areas, there would be value in setting the town centre in a C1Z to direct all relevant activity to locate within it.
- The boundary of the centre is subject to further community consultation but a starting point for discussion would be the boundary identified in Figure 13: Kaniva Town Centre Precinct Map.
- An eco-tourism strategy could be developed for Kaniva including a plan to service the 'silver economy'.
- The Kaniva Wetlands and Fauna Park is a great attraction for tourists and could be better signposted and promoted to attract more visitors.
- Bird watching and ecotourism could be a major attraction for tourists and should be explored further.
- Kaniva could promote itself further as the gateway to Victoria.
- Promote and encourage business operators to upgrade and expand existing local accommodation offerings.
- Create more short-term accommodation options for new and seasonal employees in the town.
- Investigate options for on-farm accommodation for farm workers.
- Investigate upgrading and expanding caravan park accommodation to provide more accommodation options.
- Overnight accommodation offerings could be expanded and upgraded to attract more tourists and visitors to the town.
- Develop a strategy to attract local entrepreneurs to Kaniva to expand the local food offerings.
- No further industrial zoned land will be required to accommodate expected development over the period to 2041.
- In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct.
- The railway crossing on Farmer Street is not well-constructed for industrial traffic or pedestrians this should be investigated further.

## 5. LANDSCAPE AND ENVIRONMENT

### Key Findings:

- Kaniva is vulnerable to climate change, and already experiences significant climate variability, including exposure to extremes in rainfall, winds and drought. This will also see an increase in bushfires in the Shire.
- The entire municipality is categorised as bushfire prone land and as observed bushfires can impact areas where no BMO applies.
- There are areas of environmental significance and high value habitat that need to be protected and preserved for habitat of endangered flora and fauna such as the Red-tailed Black cockatoo (ESO2) and other environmental considerations.
- Kaniva is affected by overland flow of stormwater.

### 5.1 Bushfire Risk Assessment

Terramatrix has prepared a bushfire assessment to consider the ability of the study area and locations within it to meet key settlement planning safety thresholds in the WWPS for Bushfire Attack Level and Radiant Heat Flux exposure based on development setbacks from hazardous vegetation. Analysis of safety thresholds are based on the following settlement planning strategies in Clause 13.02-1S:

- 'Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959- 2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018).
- Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018) where human life can be better protected from the effects of bushfire.
- Not approving any strategic planning document, local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than a BAL-12.5 rating under AS 3959-2018 Construction of

Buildings in Bushfire-prone Areas (Standards Australia, 2018)' (West Wimmera Planning Scheme, Cl. 13.02-1S).

The results are shown in **Figures 17 and 18** as the following two layers:

1. Potential 'low risk' areas where BAL-12.5 development could occur, that is, where RHF is calculated to not exceed 12.5 kW/m<sup>2</sup> i.e. at least 33 m from Woodland and 19 m from Grassland in the 150 m assessment zone around the study area.
2. Potential BAL-LOW areas where human life may be better protected from the effects of bushfire i.e. land at least 50 m from Grassland and 100 m from Woodland. Note that these areas have been defined as buffers (setbacks) from the potentially classifiable vegetation identified. This does not include Grassland within the study area, as it assumed under a future development/growth scenario, Grassland within the study area can be rendered low threat or non-vegetated by development.

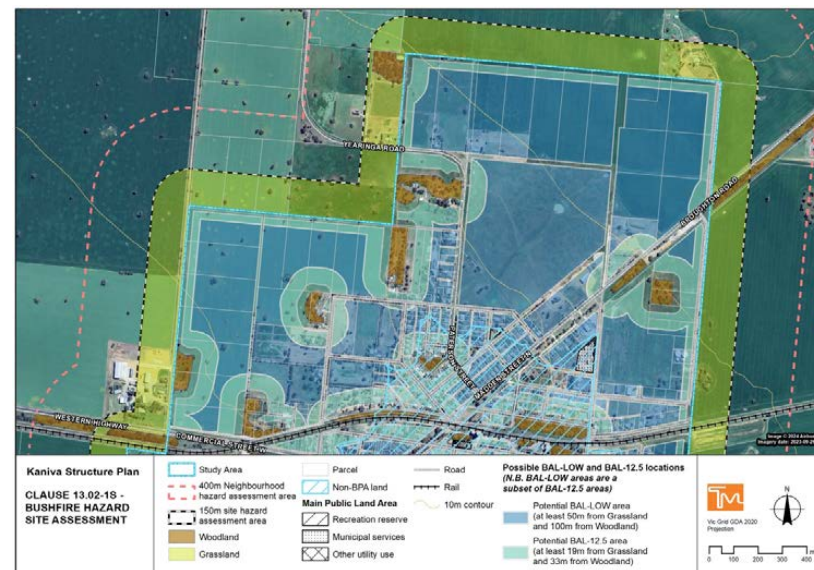
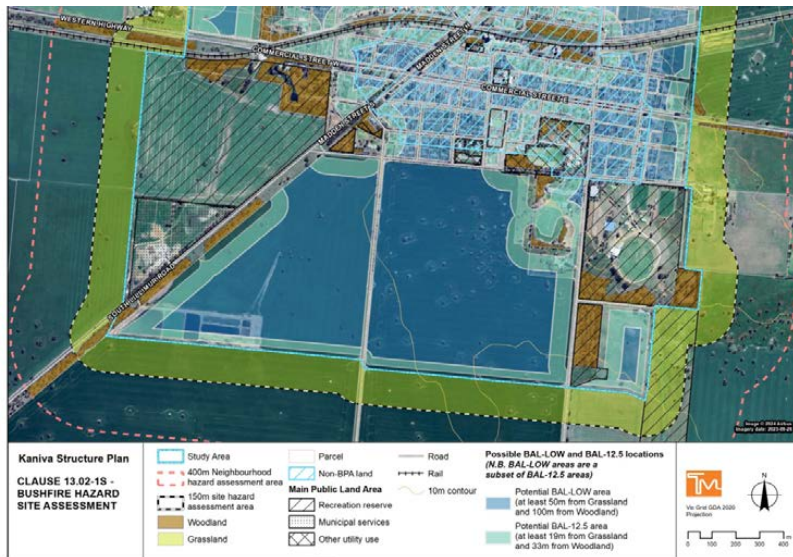


Figure 17: Northern Study Area Clause 13.02-1S Site-based Hazard Assessment



**Figure 18: Southern Study Area Clause 13.02-1S Site-based Hazard Assessment**

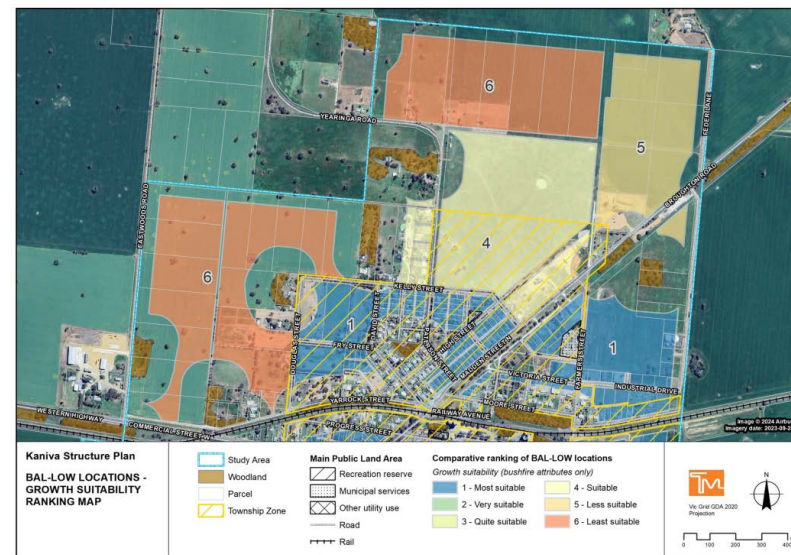
From a bushfire perspective, a beneficial growth and development principle is to minimise the edge to area ratio of any new development area (e.g. avoid complex and/or long interfaces with a hazard) and consolidate and ‘harden’ development edges/subdivisions. This should be achieved with bushfire protection features such as roads and reticulated hydrant systems, BAL construction standards for buildings, good lot layout and sizes including ensuring low threat or non-vegetated land will be created (including streetscapes, sports/active recreation parks and reserves). **Figures 19 and 20** depict the study areas growth suitability ranking.

The ‘most suitable’ locations where future development should be preferentially directed, are areas within, or immediately adjacent to, the main township area. They have the following beneficial bushfire risk attributes (advantages):

- Largely already zoned as Township Zone (TZ).
- Away from higher risk interfaces typically associated with bushfire approach on days of elevated fire danger i.e. the north, west and south-west.
- Surrounded by existing or potential perimeter roads.

- Either non-Bushfire Prone Area (BPA) locations or land immediately adjacent, which could become eligible for excision from the BPA as it is developed.
- Wholly or largely low threat land without classifiable Grassland or Woodland.
- Immediate access to places of relative safety from bushfire, within the area or immediately abutting areas.

It is noted that growth opportunities in the ‘most suitable’ ranked areas may be limited to infill development, or to three other locations to the north-west, north-east and south of the existing township/residential area.



**Figure 19: Northern Study Areas Growth Suitability Ranking Map**



**Figure 20: Southern Study Areas Growth Suitability Ranking Map**

## 5.2 Stormwater

Kaniva has limited overland flow issues, mainly from stormwater. Kaniva sits on land that was once a retreated ancient sea and there is a limestone aquifer which sits under Kaniva.

However, extreme short-duration 'rain bursts' are becoming more intense and more frequent especially during summer when thunderstorm rainfall is increasing due to climate change. Existing infrastructure was not designed to cope with these unnatural extremes and overland flow of stormwater is set to be a growing issue for infrastructure such as roads and railway lines. Future infrastructure in Kaniva will need to be delivered and assessed to determine its ability to withstand and recover from flash flooding and climate change impacts.

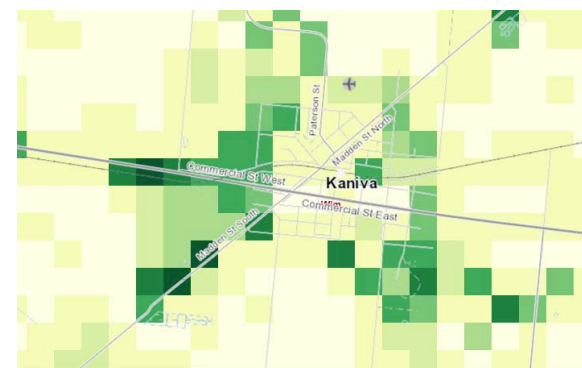
## 5.3 Biodiversity

Kaniva is located in the Wimmera bioregion in the far west of the central Victoria, typified by flat to gently undulating plains in the east, with black and grey cracking clay soils (Vertosols). Plains Woodland, Plains Grassy Woodland, Plains Grassland, Red Gum Wetland and Grassy Woodland are the dominant ecosystems.

Kaniva contains a number of Flora and Fauna Guarantee Act (FFG) listed species including the Grey Box Buloke, Grassy Woodland and the Red Gum Swamp. The Growling Grass Frog (FFG and Environmental Protection and Biodiversity Conservation Act (EPBC) listed) has been identified in Kaniva and there are historic records of the Bearded Dragon and a range of waterbird species in the area. High quality remnant vegetation remains on the roadsides of Kaniva. The Kaniva Bushland Reserve (outside the town boundary) contains remnants of Buloke which is on the FFG critically endangered list. Vegetation on Crown Land acts as a refuge and is an important stepping stone in a cleared landscape providing connectivity for vegetation. There are records of Red-tailed Black Cockatoos in the wider area. If these protected species are found on sites within the town boundary, legislation including the FFG and the EPBC Act will be triggered.

Kaniva sits just north of the Little Desert National Park and south of the Big Desert State Forest. More than 670 species of native plants have been recorded in the Little Desert, representing about one fifth of Victoria's indigenous flora. The eastern block contains extensive heathlands, with banksia, tea-tree and sheoak, and many spring flowering species. Woodlands of Yellow and Red Gum with Slender Cypress-pines, and swamps and clay flats of Buloke and melaleuca are of particular interest in this area. Some twelve plant species are considered to be rare or significant. In terms of birds, nearly 230 species have been recorded.

**Figure 21** below from NaturePrint identifies areas of biodiversity in Kaniva with areas of the highest value in the darkest green.



**Figure 21: NaturePrint Biodiversity Areas in Kaniva**

Further to this tree canopy cover in and around Kaniva is shown in **Figure 22**. **Figure 23** depicts areas of biodiversity in and around the town with Plains Grasslands and Chenopod Shrublands (Clays soils) in magenta to the south-west of Kaniva. The central orange area shows Lower slopes/Hills Woodlands (seasonally inundated, shrubby areas). The purple areas depict Mallee Sandstone Ridges and Rises.



**Figure 22: Tree Canopy in and around Kaniva**



**Figure 23: Biodiversity Areas in and around Kaniva**

#### 5.4 Climate

Kaniva already experiences significant climate variability, including exposure to extremes in rainfall, winds and drought. The Shire is expected to also see an increase in bushfires. Infrastructure, such as roads and rail is at risk of exposure to increases in frequency and intensity of extreme weather events.

Infrastructure in Kaniva is at risk of climate variability, such as extreme heat, fire and rainfall.

Changes in climate and weather patterns in the wider region are driving changes to farming practices. Larger landholdings managed by consortiums and serviced by contractors, will continue to contribute to a declining population in Kaniva.

##### *Implications for the Structure Plan:*

- Kaniva has stormwater management issues.
- New development should comply with stormwater management requirements as set out in the VPPs.
- Industry runoff into the wetlands could be a potential pollution problem.
- Housing should be directed away from areas subject to the overland flow of stormwater.
- Areas of environmental significance need to be better understood and should be protected from future development.
- Bushfire risks have been mapped for the town and housing must be directed away from areas at high risk of bushfire.
- The 'most suitable' locations where future development should be preferentially directed are areas within, or immediately adjacent to, the main township area.
- Kaniva is subject to increased climate variability and will need to develop mitigation strategies and improved infrastructure to improve resilience.

## 6. URBAN DESIGN BUILT FORM AND HERITAGE

### Key Findings

- The town centre of Kaniva has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art.
- Streetscape Concept Plans were prepared for Council in 2021 to upgrade the town centre (refer to Appendix A).
- Kaniva needs more shade trees to reduce heat impacts for residents and visitors.
- Kaniva has a strong First Nations Heritage.
- The Barengi Gadjin Land Council (BGLC - the local Registered Aboriginal Party) would like to work with Council to provide skills training programs for the local community to support a local construction industry for housing.
- There is an opportunity to work with the BGLC to produce cultural interpretive signage for place names, wayfinding signage and signage in local language.

### 6.1 Town Centre Attractiveness

The Kaniva town centre extends along the Western Highway but is principally concentrated in the area from just east of the intersection with Baker Street to just west of the intersection with Madden Street.

Town vibrancy is important in attracting people to the town centre. Vibrant neighbourhoods that have a well-distributed network of natural areas, as well as walkable and attractive public open spaces will attract more people. Continuing the streetscape improvements in Kaniva and implementing this program subject to budgetary considerations will be an important piece of work moving forwards (See Appendix B: Kaniva Streetscape Concept Plans).

The town centre has had extensive landscape treatment including planting of vines on verandas and paving as well as some public art in the form of decorated grazing sheep scattered throughout. There is a small shady park on church land at the corner of the Highway and Baker Street. In improving Kaniva as a rest stop for travellers, the provision of shade will be increasingly important. When upgrading the streetscape of the town centre, consideration should be given to

the planting of additional shade trees, as well as extending verandas for the length of the pedestrian strip (particularly on the north side).

### 6.2 Built Form

Kaniva has a compact and contiguous built form and is contained within the TZ. Kaniva's built form is characterised by low scale single storey weatherboard residential development interspersed with occasional commercial and community buildings. Garden areas consist of low level shrubs and grass with some canopy trees.

The application of the NRZ to residential areas will provide clearer direction and assist with retaining the low scale nature of development in Kaniva and reflects the single and two storey development throughout the town.

Kaniva's commercial area is characterised by predominantly single storey brick buildings, with single frontages to Commercial Street. Two storey buildings define the extent of the commercial area, with the Commercial Hotel and former Bank of New South Wales building to the west and Kaniva Shire Hall and Municipal Offices to the east.

Lot sizes are predominantly between 1,000 – 2,000 sqm, but range from 344 sqm to 37,755sqm.



*Weatherboard House in Kaniva*

The Western Highway is a major through-route and the commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. This acts as a barrier between the two sides of the main street.



*Weatherboard House in Kaniva*

### 6.3 First Nations Heritage

Kaniva lies on the traditional lands of the Wotjobaluk Peoples. Historically Wotjobaluk Peoples have been trailblazers in the advancement of their communities and self-determination. They were the first clan in Victoria to acquire Native Title (immediately after Mabo) in the early 2000s - a testament to the tireless hard work and determination of Wotjobaluk People throughout the early 1990s. Sites of Aboriginal Cultural Heritage Sensitivity identified in and around Kaniva are shown in **Figure 24**.

The Barengi Gadjin Land Council (BGLC) have committed to a number of actions. These include, re-engaging with Community, creating strategies to better manage their land and water, looking after historical cultural sites, and maintaining their cultural practices.

People have been living in the Wimmera for at least 40,000 years, in interconnected local groups, each of which was associated with a particular tract of the Country. A person belonged and shared rights to the resources of the local group of their father; however, the groups were part of a shared cultural system. People enjoyed social connections and access to resources beyond their local group.

The availability of particular foods across the land encouraged people to move from season to season. Wirrengren Plain in the Mallee and Lake Buloke in the Wimmera were important areas for large gatherings and for trade of items such as stone axes, spears and possum skin rugs. Interaction with surrounding groups took place and firm connections were established through trade, marriage and kinship.

Water was essential and the Barringgi Gadyin (Wimmera River) provided abundant food. Small sources of water were important too, such as soaks, clay pans, rock holes and the roots of different kinds of Mallee eucalypts and Hakeas. Plants were used for food, medicine and for trade, and supplemented a diet of birds, fish and mammals.



(Source VicPlan – Aboriginal Cultural Heritage Sites)

**Figure 24: Aboriginal Cultural Heritage Sensitivity and Heritage Overlay sites in Kaniva**

Fire was traditionally used as a tool to manage and look after Country. The cultural use of fire assisted people with hunting, the gathering of edible tubers and roots and helped ease movement through densely vegetated areas. The

mosaic of burnt and un-burnt areas that arose from cultural burning practices also minimised the spread of damaging wildfires and promoted diversity in the landscape.

The taking of lands by pastoralists brought rapid and devastating changes to the Wotjobaluk Peoples. Their ancestors sought refuge at 'friendly' pastoral runs, where a familiar sense of local-group life was maintained. People moved around, but could be associated with particular runs and families. Through these associations many of their ancestors took on the European family names of these pastoral families.

#### 6.4 European Settlement (Post Contact) Heritage

The first township in the area was Lawloit which developed in the 1860s. The first selector arrived in 1875 and many others followed, particularly from 1879. They established wheat farms and 'mullenised' the land, which is to say it was cleared with a red-gum roller invented by a South Australian named Mullens. Three metres long and one metre in diameter, it was hauled over the land by a team of 10 bullocks. This process squashed the mallee trees, after which the land was burnt and then ploughed.

The township of Lillimur South developed in the late 1870s and was soon followed by Lillimur North. Another settlement, initially named 'Budjik', (meaning stone axe) as it was situated on Budjik Hill, began to develop when a flour mill and grain shed was built there in 1881. The opening of a post office on the site in April 1882 saw the town officially change its name to Kaniva.

The word's origins are uncertain. The name Kaniva was conferred to the locality in 1881 by the Post Master General, after the name of a shepherd's hut on the old station which recalled Kinnivie, near Durham, England. Several stores, two hotels, a mechanics institute, a school, a Wesleyan church and numerous businesses soon followed. A thriving country town quickly developed while Lawloit and the two Lillimurs went into decline, much to the resentment of their inhabitants. Kaniva was gazetted in 1885 and benefited further from the arrival of the railway in 1886.

### Acknowledgement of Country

Kaniva is located on the lands of the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagalk Peoples (WJJWJ Peoples). They are acknowledged as the Traditional Owners of their traditional lands and waters.

A Recognition and Settlement Agreement has been signed between the Victorian Government and the Barengi Gadjin Land Council (BGLC) on behalf of the Wotjobaluk Nation. The State is to facilitate relationships between local government and the BGLC under this agreement.

### 6.5 Heritage Places

Some heritage places in Kaniva are protected by the Heritage Overlay in the WWPS including the former Kaniva Station building, the former Courthouse (which is now the State Emergency Services building on Commercial Street) and the former Kaniva Shire Hall and Municipal Offices on the corner of Commercial Street and Baker Street.



*Kaniva Historical Museum*

### Implications for the Structure Plan:

- Advocate for external grant funding for streetscape improvements while continuing to gradually implement identified improvements.
- Plant more trees in the town centre to create shade.
- Continue to build footpaths throughout the town.
- Work with the BGLC to explore options to provide cultural interpretive signage of local plants and animals in language for Kaniva.
- Work with the BGLC to explore options for apprenticeships for local people to upskill in building and construction.
- Investigate opportunities to further explore post contact and Aboriginal heritage sites of significance.

## 7. MOVEMENT AND TRANSPORT

### Key Findings

- Supporting additional provision of electric vehicle charging stations would be beneficial for increasing visitation and encouraging travellers to stop in Kaniva.
- Council could consider improving and expanding trailer and caravan parking spaces.
- Public transport is very limited within Kaniva which reduces the capacity of people to travel to access services and activities.
- The train no longer stops in Kaniva and there is insufficient public transport available for the town with residents reliant on private transport.
- The pedestrian network could be further strengthened to encourage more people to walk.
- The Principal Freight Network for road and rail runs through Kaniva.

Good movement networks allow people to travel safely and conveniently between home, work, school and other important destinations within and between towns. It is important to integrate convenient walking, cycling and public transport routes to local destinations and provide opportunities for planned and incidental physical activity.

Movement networks within a town and connecting out to surrounding towns need to be accessible, safe and reliable. Public transport is very limited within Kaniva which reduces the capacity of people to travel to access services and activities. The primary mode of transport for residents, workers and visitors to Kaniva is via private vehicle. There is an EV charging station on Madden Street North.

### 7.1 Public Transport

Kaniva is on the Western Highway and has an infrequent bus service to Horsham that runs once a week. Kaniva is on the Serviceton line, between Melbourne and Adelaide however the train no longer stops at Kaniva. Despite community interest in reinstating a railway station, the Victorian Government has indicated no

intention to construct a new station. This leaves the community largely reliant on private vehicles for transport to and from the town.

Local and community transport services support people that may have difficulty accessing the public transport system, or where there is no or limited public transport available in their community. Both the Victorian and Commonwealth Governments support community transport through part funding and coordination support for those unable to use public transport.

DTP has a role to support better connections between public and local transport to improve access particularly for those in rural areas. Improving access includes for education and employment purposes, social access as well as health care needs and enabling ageing in place. Community transport services and increased public transport service provision should be advocated for in the structure plan as public transport is not currently a viable option for residents in Kaniva.

### 7.2 Freight

The Principal Road and Rail Freight Network runs through Kaniva. The Western Highway is the main truck route between Melbourne and Adelaide through to Perth. The train line is part of the main freight network across Australia linking Melbourne through to Perth. The road and rail line facilitates the movement of a significant volume of freight across Australia. The rail crossing at Farmers Street needs to be improved to allow for easier freight access.

### 7.3 Pedestrians

There are opportunities to provide better pedestrian linkages in and around Kaniva to allow people to walk between the health and wellbeing precinct, the recreation reserve and Kaniva College. These areas then need to connect back to the town centre via a pedestrian network.



***Shared Footway Signage Kaniva***

***Implications for the Structure Plan:***

- Investigate the ability to provide local bus service to key services within Kaniva and to other nearby towns such as Horsham, Nhill and Edenhope.
- Advocate to the State Government for increased public transport to and from Kaniva.
- Identify suitable locations for the provision of electric vehicle charging stations.
- Consider upgrading and expanding trailer and caravan parking spaces to encourage people travelling through Kaniva to stop.
- Upgrade footpaths to allow more people to walk in and around Kaniva.
- Consider how to minimise the impacts of the freight movements through the Kaniva commercial and civic centre.
- Improve rail crossings to improve safety and to encourage further uptake of land in the industrial precinct.

## 8. COMMUNITY INFRASTRUCTURE

### Key Findings:

- Community infrastructure refers to places and spaces that provide for service delivery, social and community activities, sports, education and emergency relief. Community infrastructure facilitates opportunities to develop and build community relationships and cohesion.
- Kaniva has a supply of community infrastructure some of which is no longer fit for purpose.
- The existing community infrastructure is limited by its single-use – it is not flexible and adaptive and limits the types of activities that can occur.
- Places to meet in town are an essential part of community life and maintaining their accessibility for an ageing population will be important.
- Kaniva has excellent sporting facilities; the hub is a key facility and the usage of this should be maintained.
- Groups and associations are finding it difficult to maintain the physical asset base, to attract and retain volunteers, and to provide their members with the facilities and access they expect.
- There is a strong base of community leaders who are focussed, determined and passionate, but who are facing increasing pressures relating to volunteer decline, limited funding, and increasing workloads and accountability.
- The Kaniva Shire Hall is a priority project to upgrade and enhance the existing facilities, including flexible meeting spaces for community use.
- There are limited places for young people to meet; Kaniva has a skate park but there is a lack of designated youth space.

### 8.1 Town Centre Facilities

Kaniva has community infrastructure in close proximity to the residential and commercial centre. Community infrastructure supports smaller communities outside of Kaniva, but many local people travel away from Kaniva to access community infrastructure, including to Horsham and Nhill. The Kaniva hospital provides urgent care, acute care, residential aged care and community health services and is located at 7 Roache St.

Kaniva has a skate park but there is a lack of designated youth space. While this demographic is not growing, there were 65 young people living in town at the time of the last census. Providing facilities that are interesting and accessible for young people will reduce the need to travel for some activities. The exact nature of the facilities needs to be developed in consultation with local young people.

A number of community facilities should be rezoned to reflect their public ownership including the Shire Hall, Council offices and the kindergarten.

### 8.2 Early Year Education

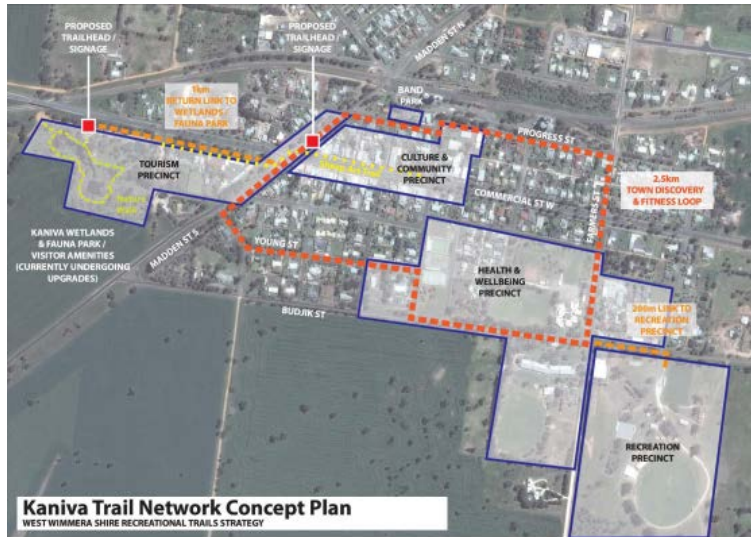
The Kaniva Kindergarten provides pre-school education services and is located at 23 Baker St. The current kindergarten facilities are not large enough to deliver on the upcoming kindergarten reforms and there is limited room for expansion. Moving the kindergarten to the school site would allow for kindergarten expansion and has the potential to keep the school numbers to a viable level. This would also free up space in the current facilities for additional childcare and playgroups to support young families. The Victorian Government supports kindergartens on or adjacent to school sites but funding would be required to build a new facility.

### 8.3 Education

Kaniva College is a P-12 Government school located at 2 Farmers Street and one of three P-12 schools in the Shire. The school would benefit from being brought into the settlement boundary, appropriately zoned and having some additional housing nearby. This would provide housing for families that could then easily access the school via walking or cycling well accessed by other services and facilities. This would better embed the school into the town.

### 8.4 Open Space

The Kaniva Wetlands and Fauna Park is a popular spot with locals and visitors. The Wetlands and Fauna Park was upgraded in 2018/19 as part of a community partnership project instigated by Kaniva & District Progress Association. Council has proposed to upgrade the Kaniva Town Walk, a town discovery and fitness loop, starting at the Kaniva Fauna Wetlands Park and connecting back to the town centre. See the Kaniva Trail Network Concept Plan in **Figure 25**.



**Figure 25: Land Tenure and Management, Sport and Recreation facilities, Kaniva**

(Source: West Wimmera Recreational Trail Strategy – Volume 1: The Strategy November 2018)

### 8.5 Sport and Active Recreation

Sport and active recreation is an integral part of the community in Kaniva. It is essential for health, physical and mental wellbeing, the sense of belonging and connection to each other. Sport and active recreation contributes significantly to the liveability of Kaniva and is underpinned by a network of local facilities, opportunities to participate and a strong volunteer culture.

There is a Recreation Reserve that houses active sports groups including cricket, hockey, football and netball. There is also a tennis club, bowls club and a rifle range. The Kaniva swimming pool should soon be upgraded to include a splash park subject to funding. The Gun Club is located in the north west corner of the airstrip.



**Kaniva Recreation Reserve**

**Table 9** includes a list of potential upgrades and improvements for Kaniva that have been consolidated from existing strategies and community feedback as part of the WWSC Sport and Active Recreation Strategy 2024-2034. Many of these will benefit not only residents of the town but also the region and visitors.

The many open spaces and sports and recreation facilities throughout the town should be rezoned to reflect their current ongoing uses and minimise unnecessary permit requirements.

**Figure 26** depicts Crown Land in Kaniva.

**Table 9: Potential Upgrades and Improvements for Kaniva Open space and Sporting Facilities**

Facility	Potential Upgrades and Improvements	Current Status
<b>Band Park play space</b>	<ul style="list-style-type: none"> <li>Upgrade play equipment</li> </ul>	<ul style="list-style-type: none"> <li>Play equipment not yet funded.</li> <li>There have been upgrades to the toilet facilities, fencing and paths.</li> <li>Funding announced to cover both projects.</li> </ul>
<b>Kaniva bowls and croquet green</b>	<ul style="list-style-type: none"> <li>Upgrade bowling green</li> <li>Upgrade facility to be accessible for all</li> <li>Upgraded lights for green</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded.</li> </ul>
<b>Kaniva Community Indoor Sporting Complex</b>	<ul style="list-style-type: none"> <li>Review management of stadium</li> <li>Upgrade gymnasium equipment</li> <li>Upgrade energy efficiency (heating &amp; cooling)</li> <li>Upgrade mezzanine floor and railing to current safety standards</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Golf Course</b>	<ul style="list-style-type: none"> <li>Upgrade building to be accessible for all and energy efficient.</li> <li>Improvements to water system to save power costs</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Gun Club</b>	<ul style="list-style-type: none"> <li>Upgraded facilities and trap house infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Memorial Swimming Pool</b>	<ul style="list-style-type: none"> <li>Develop splash park</li> <li>Upgrade changerooms to all accessibility</li> <li>Improve access to pool</li> <li>Upgrade filtration and water &amp; energy management system</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva tennis courts</b>	<ul style="list-style-type: none"> <li>Upgrade Court surfacing</li> <li>Amenity upgrades</li> <li>Lighting upgrades</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Kaniva Recreation Reserve</b>	<ul style="list-style-type: none"> <li>Update Master plan for the Kaniva Recreation Reserve</li> <li>Design and install lighting for hockey fields</li> <li>Design and construct hockey change room facility</li> <li>Upgrade Hockey field surfaces and fencing</li> <li>Upgrade netball courts and lighting</li> <li>Upgrade public toilets</li> <li>Design &amp; construct netball change rooms, possibly including tennis</li> <li>Construct junior footy oval</li> <li>Design and construct cricket training nets</li> </ul>	<ul style="list-style-type: none"> <li>Master plan currently in development.</li> </ul>
<b>Kaniva Wetlands &amp; Fauna Park</b>	<ul style="list-style-type: none"> <li>Additional play equipment</li> <li>Extend walking trail</li> <li>Review long term management of fauna park</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Rogerson Street Playground</b>	<ul style="list-style-type: none"> <li>Install toilet</li> <li>Install BBQ and shelter</li> </ul>	<ul style="list-style-type: none"> <li>Not yet funded</li> </ul>
<b>Location Yet to Be Determined</b>	<ul style="list-style-type: none"> <li>Construct a specialised pump track for cycling, skateboarding, scootering, and other wheeled sports.</li> <li>Construct a dog park</li> <li>Construct a Changing Places Facilities and specialised accessible toilet facility.</li> </ul>	<ul style="list-style-type: none"> <li>Pump track being included in the Recreation Reserve Masterplan, not yet funded for track itself.</li> <li>Dog park funded, and is proposed to be located at the Kaniva Wetlands and Fauna Park.</li> <li>Changing Places Facilities still in concept stage no funding received</li> </ul>



Figure 26: Crown Land in and around Kaniva



(Source: WWSC Sport and Active Recreation Strategy 2024-2034)

***Kaniva Bowling and Croquet Club***

***Implications for the Structure Plan:***

- Explore increasing the capacity of facilities to deliver kindergarten and other children's services.
- Explore creating spaces for young people to meet to avoid having to leave the town for social activities.
- Explore opportunities to co-locate play spaces and toilets, making them more usable and increasing the time families and visitors spend there.
- Minimise potential off site impacts from recreation facilities onto sensitive uses and future residential encroachment.
- Consider expanding the township boundary to include the school and the recreation reserve and consider applying appropriate zones to reflect the ongoing use of these sites.

## 9. PHYSICAL INFRASTRUCTURE

### Key Findings

- Potable drinking water is now available for the town via a connection to the Wimmera Mallee Pipeline.
- The town has a gravity reticulated sewerage system. Enhancements to the wastewater treatment plants may be required to support growth of the town.
- Reticulated gas is not available which means that residents of the town will continue to be reliant on electricity for their future energy needs.

### 9.1 Infrastructure Services

Reticulated gas is unavailable in Kaniva but household LPG gas bottles are available. The Victorian Government's announcement in 2024 that no new developments will be connected to gas means the town's residents will need to rely on electricity to meet their energy needs. Opportunities for microgrids and community batteries could be explored.

The Victorian Government is supporting and developing microgrids. A microgrid is a small 'subset' of the electricity grid that provides energy generation and storage to properties at a local level. It can incorporate renewable energy generation from solar panels or wind turbines as well as battery energy storage.

Some microgrids can operate independently of the grid during power outages (also referred to as islanding), which can be particularly helpful for communities in regional and rural settings. A community battery is another option for Kaniva that could be explored further in a suitable location. This could provide an electricity storage system that would enable Kaniva to generate, store and consume its own renewable energy, increasing the town's resilience.

Access to the NBN is available in Kaniva but could be significantly improved.

### 9.2 Water

Drinking water is now available for the town via a new Wimmera Mallee Pipeline from Nhill. Water is available for industrial uses however industrial customers need to pay a fee to meet the building code's requirements.

### 9.3 Wastewater Disposal

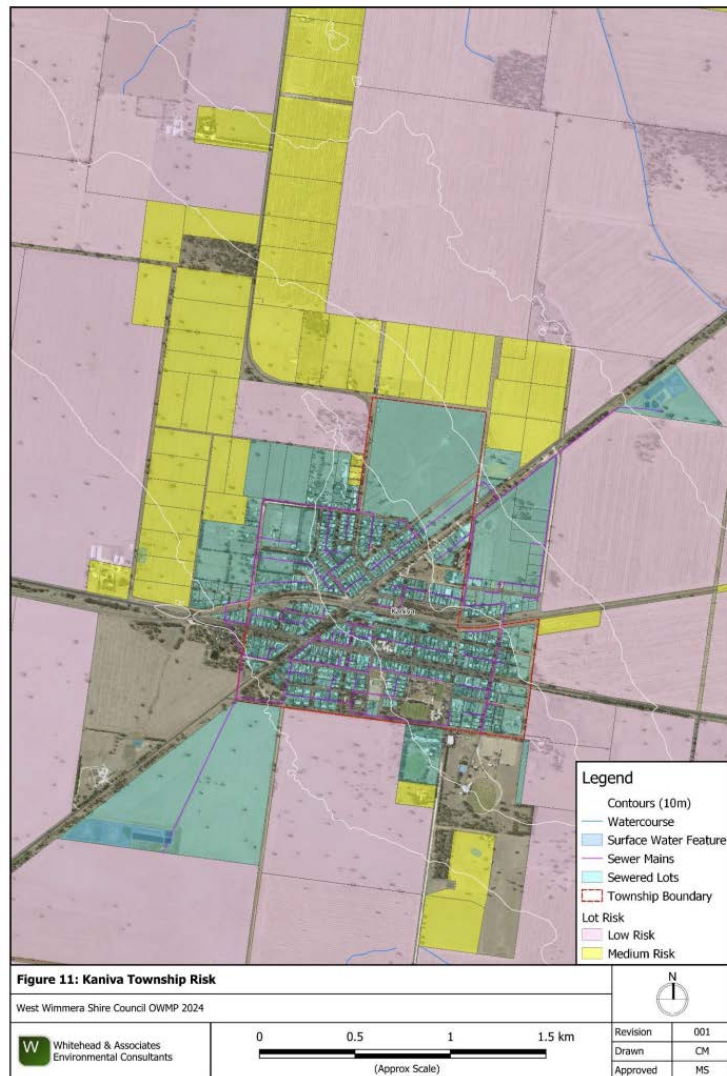
There is a gravity sewer system in Kaniva to treat wastewater. However, the capacity of the wastewater treatment plants needs to be increased to support growth in the town. Some homes remain on septic tanks and are not connected to the sewage treatment system.

Council developed an Onsite Wastewater Management Plan (OWMP) to assist with the efficient and effective regulation of onsite wastewater management (OWM) within the Shire to minimise the potential risk posed by effluent upon public health, the physical environment and local receiving environments.

Several key issues have been identified in the OWMP:

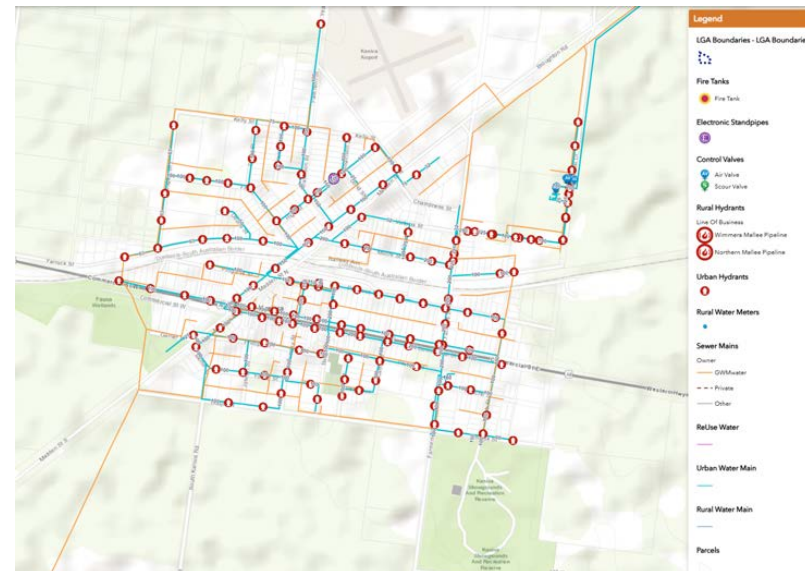
- Failing OWM systems having the potential to be harmful to the health of residents and can pollute the environment.
- Small lots and poorly draining clay soils limiting the effectiveness of OWM systems in townships.
- Many larger operations (pubs, restaurants, etc.) have insufficient area to treat wastewater within their property boundaries.
- There is a trend of split wastewater treatment with greywater treatment and discharge to street drainage or onsite irrigation.
- Physical environments may limit the effectiveness of OWM systems within the Shire and therefore many systems may require a high level of design and management to ensure each OWM system is sustainable.

**Figure 27** shows land parcels in Kaniva that are sewerred and **Figure 28** shows the sewer and urban water mains in Kaniva.



**Figure 27: Sewered Land in Kaniva**

(Source - West Wimmera Shire Council Onsite Wastewater Management Plan 2024)



**Figure 28: Urban Water and Sewer Mains in Kaniva**

(Source – Interactive Map of GMMWater Assets)

*Implications for the Structure Plan*

- Plan for the growth opportunities provided by potable water which may attract further industrial and commercial investment and residential development in the town.
- All land parcels in Kaniva including residential, commercial and industrial zoned land should be connected to the reticulated sewage system.
- Work with Grampians Wimmera Mallee Water (GMMW) to identify the buffer area required around the Sewage Treatment Plants in conjunction with the EPAV to ensure this outcome feeds into the final Kaniva Structure Plan.
- Ensure the finalised buffer areas are incorporated into the West Wimmera Planning Scheme via appropriate planning overlays such as the Buffer Area Overlay (BAO).
- Continue to work with GMMW to service growth into the south of the town through a dedicated sewerage pump station and rising main back and determine if this requires land to be reserved for this purpose.

## 10. ISSUES AND OPPORTUNITIES

### 10.1 Issues and Opportunities for Kaniva

The key implications for the Structure Plan are as follows:

#### *Policy and Planning Scheme Context*

- Kaniva is designated as a Town in the Wimmera Southern Mallee Regional Growth Plan and a key service centre in the West Wimmera MPS (confirmed in the draft Small Towns Plan). The structure plan should plan for this outcome.
- The town should continue to provide services for its local community of interest which includes small rural settlements such as Lillimur, Miram, Serviceton and Telopea Downs.
- There are opportunities to improve land use direction in the town through a clearer land use framework and changes to the zones applied to land.

#### *Population and Housing*

- Kaniva has sufficient land within the current town boundary to meet the likely scenarios for growth, however some existing land may not be available for immediate or timely release for development. Several rezonings are suggested here to provide choice in the local housing market and to maximise growth opportunities being realised, some of which may occur over the medium to long term.
- Infill development should be directed to vacant, underutilised blocks within the town boundary.
- A variety of land offerings tailored for different markets will be required to allow the town to expand beyond the current township boundary.
- There is a need to support medium density housing to meet the needs of an ageing population and to address the key worker housing shortage.
- Encourage smaller lots and two lot subdivisions in the town centre to accommodate an ageing population and demand for smaller lots with good access to services.
- Consider housing recommendations identified in the Housing Blueprint developed by the Wimmera Development Association, 2022 that may be applicable to Kaniva.

- Explore options to work with a housing provider which manages or develops housing for others with the goal of providing affordable or social housing to provide low cost and affordable housing that is priced appropriately for low to moderate income households in the town.
- Explore options to diversify the housing stock and provide townhouses and smaller units to enable people to age in place. This will allow people who wish to downsize from farms to relocate to smaller land holdings close to the town centre while also providing some lower density options.
- Council should investigate the opportunity to develop a workforce training program to support the local industry and community.

#### *Local Economy and Land Use*

- The town centre is reasonably well defined. If this is to be differentiated from residential areas, there would be value in setting the town centre in a C1Z to direct all relevant activity to locate within it.
- The boundary of the centre is subject to further community consultation but a starting point for discussion would be the boundary identified in Figure 13: Kaniva Town Centre Precinct Map.
- An eco-tourism strategy could be developed for Kaniva including a plan to service the 'silver economy'.
- The Kaniva Wetlands and Fauna Park is a great attraction for tourists and could be better signposted and promoted to attract more visitors.
- Bird watching and ecotourism could be a major attraction for tourists and should be explored further.
- Kaniva could promote itself further as the gateway to Victoria.
- Promote and encourage business operators to upgrade and expand existing local accommodation offerings.
- Create more short-term accommodation options for new and seasonal employees in the town.
- Investigate options for on-farm accommodation for farm workers.
- Investigate upgrading and expanding caravan park accommodation to provide more accommodation options.

- Overnight accommodation offerings could be expanded and upgraded to attract more tourists and visitors to the town.
- Develop a strategy to attract local entrepreneurs to Kaniva to expand the local food offerings.
- No further industrial zoned land will be required to accommodate expected development over the period to 2041.
- In the event that there is unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. This may require investigating and rezoning farmland to the east of the existing precinct.
- The railway crossing on Farmer Street is not well-constructed for industrial traffic or pedestrians and this should be investigated further.

#### *Landscape and Environment*

- Kaniva has limited stormwater management issues.
- New development should comply with stormwater management requirements as set out in the VPPs.
- Industry runoff into the wetlands could be a potential pollution problem.
- Housing should be directed away from areas subject to the overland flow of stormwater.
- Areas of environmental significance need to be better understood and should be protected from future development.
- Bushfire risks have been mapped for the town and housing must be directed away from areas at high risk of bushfire.
- The 'most suitable' locations where future development should be preferentially directed are areas within, or immediately adjacent to, the main township area.
- Kaniva is subject to increased climate variability and will need to develop mitigation strategies and improved infrastructure to improve resilience

#### *Urban Design Built Form and Heritage*

- Advocate for external grant funding for streetscape improvements while continuing to gradually implement identified improvements.
- Plant more trees in the town centre to create shade.

- Continue to build footpaths throughout the town.
- Work with the BGLC to explore options to provide cultural interpretive signage of local plants and animals in language for Kaniva.
- Work with the BGLC to explore options for apprenticeships for local people to upskill in building and construction.
- Investigate opportunities to further explore post contact and Aboriginal heritage sites of significance.

#### *Movement and Transport*

- Investigate the ability to provide a local bus service to key services within Kaniva and to other nearby towns such as Horsham, Nhill and Edenhope.
- Advocate to the State Government for increased public transport to and from Kaniva.
- Identify suitable locations for the provision of electric vehicle charging stations.
- Consider upgrading and expanding trailer and caravan parking spaces to encourage people travelling through Kaniva to stop.
- Upgrade footpaths to allow more people to walk in and around Kaniva.
- Consider how to minimise the impacts of the freight movements through the Kaniva commercial and civic centre.
- Improve rail crossings to improve safety and to encourage further uptake of land in the industrial precinct.

#### *Community Infrastructure*

- Explore increasing the capacity of facilities to deliver kindergarten and other children's services.
- Explore creating spaces for young people to meet, to avoid having to leave the town for social activities.
- Explore opportunities to co-locate play spaces and toilets making them more usable and increasing the time families and visitors spend there.
- Minimise potential off site impacts from recreation facilities onto sensitive uses and future residential encroachment.
- Consider expanding the township boundary to include the school and the recreation reserve and consider applying an appropriate zone to reflect the ongoing use of these sites.

*Physical Infrastructure*

- Plan for the growth opportunities provided by potable water, which may attract further industrial and commercial investment and residential development in the town.
- All land parcels in Kaniva including residential, commercial and industrial zoned land should be connected to the reticulated sewage system.
- Work with Grampians Wimmera Mallee Water (GWMW) to identify the buffer area required around the Sewage Treatment Plant in conjunction with the EPAV to ensure this outcome feeds into the final Kaniva Structure Plan.
- Ensure the finalised buffer areas are incorporated into the West Wimmera Planning Scheme via appropriate planning overlays such as the Buffer Area Overlay (BAO).
- Continue to work with GWMW to service growth into the south of the town through a dedicated sewerage pump station and rising main back and determine if this requires land to be reserved for this purpose.

The findings from this background report can be distilled into key issues and opportunities for Kaniva as summarised in **Figure 29**.



## 11. BOUNDARY ASSESSMENT

### *Kaniva Boundary Assessment*

Defining the extent of the township is a key task in the development of a structure plan and should be guided by an assessment undertaken against the criteria set out by the Victorian Government.

Planning Practice Note 58 - Structure Planning for Activity Centres (PPN58) sets out criteria to be used to determine an activity centre boundary in a structure plan. This has been adapted to the township context for this town structure plan. **Table 10** provides an analysis of the township boundary assessed against guidelines in PPN58. The spatial outcome of this assessment is shown in **Figure 30** with a proposed township boundary including any areas proposed for inclusion or removal from the town boundary.

**Table 10: Township Boundary Assessment**

Boundary Criteria:	Assessment/Response:
<i>Consider the following issues in determining the potential location of a township boundary:</i>	
<b>The location of existing commercial areas and land uses</b>	There is a commercial area along Commercial Street, between Madden Street and Baker Street. These uses in this area are centrally located within Kaniva, within the existing town boundary. Kaniva is predominantly zoned TZ with zoned industrial areas to the north-east.
<b>The location of existing government and institutional areas and land uses</b>	Kaniva has one educational institution being the Kaniva College (a P-12 Government school) located at 2 Farmers Street, The Kaniva hospital provides urgent care, acute care, residential aged care and community health services and is located at 7 Roache St. These land uses should be retained in the town boundary as they are needed for the local community. The township boundary should be extended to include the Kaniva College parcel of land. There are council services including a hall, library, kindergarten and early learning centre located on the corner of Commercial Street and Baker Street. These facilities are near the centre of the town and are well-located. The Kaniva CFA, Victoria State Emergency Services Annex, Police Station and three churches are also located near the council buildings.
<b>The location of existing areas of public open space</b>	The Kaniva Wetlands and Fauna Park is a popular spot with locals and visitors and should be included in the town boundary to recognise its important recreation and tourism role. The Kaniva Racecourse and Kaniva Showgrounds and Recreation Reserve provide important community functions and are also currently outside the town boundary and should be included.
<b>Commercial and residential needs</b>	<p>The town centre is reasonably well defined. If the TZ is to be differentiated, there would be value in setting the town centre in a Commercial 1 Zone (C1Z) to direct all relevant activity to locate within it. This would encourage a walkable centre, creating economies of scale and scope for all activities in the centre with a zone that supports this.</p> <p>The residential and commercial areas of the town are currently zoned TZ. If more appropriate zones were to be introduced, it would be a straightforward matter to identify an appropriate area for the C1Z to cover the town centre.</p> <p>There is one vacant parcel of land in the main commercial centre and multiple building vacancies. To allow room for growth, a commercial zone could be extended to include vacant land to the east of the police station as far as 85 Commercial Street.</p> <p>There are retail and commercial services in Kaniva along Commercial Street. No further industrial zoned land will be required to accommodate expected development over the period to 2041. There is potential for housing to intrude into the precinct via the TZ and this is already happening. It would be best to exclude housing in order to allow freedom of operation for the industrial activities as much as possible. One solution would be to rezone the adjacent allotments that already have industrial activities to IN3Z.</p>
<b>Environmental and stormwater constraints</b>	Kaniva has limited overland flow of stormwater. Industrial runoff into the wetlands could be a potential pollution problem. Kaniva has no flood overlays.

Boundary Criteria:	Assessment/Response:
	<p>Areas of environmental significance should be protected from future development. Areas of environmental significance adjacent to the town boundary need to be better understood.</p> <p>Bushfire risks have been mapped for the town in the report prepared by Terramatrix. Housing must be directed to areas at low risk of bushfire. The 'most suitable' locations where future development should be preferentially directed, in areas within or immediately adjacent to the main township area. It is noted that growth opportunities in the 'most suitable' ranked areas may be limited to infill development, or to three other locations to the north-west, north-east and south of the existing township/residential area. The area to the north of the town is identified as least suitable from a bushfire perspective and should be removed from the town boundary. It is also agricultural land.</p>
<b>Heritage constraints</b>	<p>The Heritage Overlay is applied to three sites in Kaniva and has limited implications for the township boundary.</p>
<b>Availability of strategic redevelopment sites, both existing and potential</b>	<p>Assessment has revealed that no further industrial zoned land will be required to accommodate expected development over the period to 2041. In the event that there is an unexpected demand that the existing stock of industrial land cannot accommodate, a location adjacent to the existing industrial precinct should be preferred in order to restrict off-site impacts and to make use of the existing industrial infrastructure. Land surrounding the rail corridor is presently under-utilised and may be available for redevelopment, subject to engagement with the Victorian Government.</p> <p>Land bounded by Victoria Street, Champness Street and Madden Street North is a strategic site that is ready for redevelopment.</p> <p>It is not clear whether the individual vacant lots or the unsubdivided land on the fringe are available for development. Nevertheless, it is prudent to identify a range of possible development fronts around the town in order to prevent monopolisation of the available land.</p> <p>The calculation of notional lot capacity assumes that the average size of lots in the Township Zone parcels and the parcel adjacent to the school will be 1,000 sqm. This is in keeping with the existing housing lot pattern of the town, although even more lots could be produced if the average size was reduced to, say, 800 sqm.</p> <p>The land north of Kelly Street and west of Paterson Street is assumed to have a lot size of 2,000 sqm, in keeping with other housing lots in the immediate area. These larger rural residential lots would provide a degree of choice for new residents and may be especially attractive for those moving into town from surrounding rural areas.</p> <p>The notional development capacity of the town – 303 lots - exceeds the anticipated demand under the housing growth scenarios– demand for 117 lots over the period to 2041 under the most optimistic growth scenario. The development capacity would be increased further if average lot sizes were decreased and/or if multi-unit development was encouraged to provide multiple smaller dwellings on some lots that would be suitable for smaller or temporary households. Given that no guarantees exist that any or all of these sites will be made available for development, they exist as options to pursue, which will be further refined by subsequent reviews of the West Wimmera Planning Scheme and this Structure Plan.</p> <p>Kaniva has sufficient housing land to meet the likely scenarios for growth. Bringing that land to market may rely on Council leveraging its ownership of land in the north of the town which is currently used as an airstrip. The airstrip use would need to cease over time as the land was developed. Planning for development of existing housing lots in the town would need to encourage the provision of smaller homes to accommodate the growing demand from older singles and retirees. Several rezonings are suggested to provide choice in the local housing market.</p> <ul style="list-style-type: none"> <li>• Infill development should be directed to vacant, underutilised blocks within the town boundary.</li> <li>• A variety of land offerings tailored for different markets will be required to allow the town to expand beyond the current township boundary.</li> <li>• There is a need to support medium density housing to meet the needs of an ageing population and to address the key worker housing shortage.</li> </ul>

Boundary Criteria:	Assessment/Response:
<p><b>The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township</b></p>	<p>Currently around 98 per cent of occupied dwellings in Kaniva are separate houses, mostly on blocks of between 700 to 2,000 sqm with 1,000 sqm being the most common size. The remaining 2 per cent of dwellings are townhouses or apartments, most of which are in a single development. The majority of current dwellings are owner-occupied, with only 18 per cent being rented or occupied with some other type of tenure.</p> <p>Plan for Victoria sets out a housing target of 200 dwellings for West Wimmera by 2051. Kaniva could absorb a significant proportion of the targeted growth, perhaps 90 dwellings by 2051. There is an existing and potential supply of housing lots within and adjacent to the current town boundary to accommodate the forecast decline in the number of people per household and an increase in vacancy rates. These comprise:</p> <ul style="list-style-type: none"> <li>Existing sub-divided house lots that are empty, of which there are currently 20-25; these are generally in the 800-1,500 sqm size range and could accommodate single houses or multi-unit developments.</li> <li>Unsubdivided land in Township Zoning on the fringes of the township including land occupied by the little-used airstrip owned by the Council. Land that is adjacent to the existing town boundary in the northwest of the town on Paterson Street and land on the southern edge of town adjacent to Kaniva College</li> </ul> <p>A further consideration is that demand for new dwellings is likely to be for older age groups. Many of these people will prefer to be in smaller homes close to the services of the hospital and the town centre. There are some vacant lots among the existing development where there is potential to encourage redevelopment at higher densities. Sites 1, 3, 4 5, 6, and 7 identified in Figure 10 have merit and should be considered for future development. Site 6 being adjacent to the school and close to the town centre would also provide a net community benefit. Site 2 is largely constrained and fragmented and does not easily lend itself to further development.</p>
<p><b>Consideration of physical barriers and opportunities for their improvement</b></p>	<p>The Western Highway is a major through route and the commercial activities on the northern and southern side of the road are accessed via two service roads, each separated from the Highway by a median strip. This creates a barrier between the two sides of the main street.</p> <p>The rail line running through Kaniva limits movement between the north and south sides of Kaniva, however the street layout to the north assists in reducing the impact of a limited number of rail crossings.</p> <p>The railway crossing on Farmer Street is not well-constructed for industrial traffic and could present a barrier to businesses investing in the industrial precinct.</p>
<p><b>Proximity to public transport, especially fixed rail (train or tram)</b></p>	<p>Kaniva has limited access to public transport with an infrequent bus service that travels to Horsham. While there are train services between Melbourne and Adelaide, these do not stop at Kaniva. An infrequent coach bus service is provided stopping in Kaniva.</p>
<p><b>The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges</b></p>	<p>Public transport is very limited within Kaniva however the site of the former train station remains in public ownership and could facilitate reinstatement of passenger services at some point in the future. In the interim, increases to public transport frequency or commencement of a community bus service, departing from the commercial centre would assist with improving access. Strengthening the provision of electric vehicle charging stations would also be beneficial. Council could also consider the provision of improved trailer and caravan parking spaces.</p> <p>There are opportunities to provide better pedestrian linkages in and around Kaniva to allow people to walk between the town centre and out to the health and wellbeing precinct, the recreation reserve and to Kaniva College. There are opportunities to create an on road cycling network along the residential streets in Kaniva off the Western Highway where the through flow of trucks in the central carriageway makes it unsafe for cycling. There may also be opportunities to provide an offroad cycling network linking open space areas and the Kaniva College to residential areas.</p>
<p><b>Consider the following issues in determining the potential location of a township boundary:</b></p>	
<p><b>Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre</b></p>	<p>There is an opportunity to improve the walkability of the town centre due to its compact layout and flat topography, with most essential amenities located along Commercial Street. Kaniva is a relatively small town and the distance between most amenities and services in the town is walkable within 400 to 800 metres. Providing safe pedestrian crossings over Commercial Street and across the train line will be important moving forwards.</p>

Boundary Criteria:	Assessment/Response:
	There are few walking connections to open space areas. Providing infrastructure such as footpaths and safe pedestrian crossings will help to encourage people to walk in and around Kaniva.
<b>Consistency with State policy</b>	The proposed boundaries are consistent with the state policy framework, such as Clauses 11.01-1S and 11.02-1S, as the proposed boundaries provide opportunities for growth in existing town area, logical expansion of the town and also supports limiting natural hazards.
<b>Consistency with local policy and a Municipal Planning Strategy (MPS) where relevant</b>	The Kaniva township boundary is consistent with the Council's MPS and local planning policy framework, particularly Clauses 11.01-1L, 11.02-1L and 11.02-3L which provide guidance on investigation areas for new development and to ensure that development is sequenced logically ensuring infrastructure service provision can be provided.
<b>Impacts of the boundary on other township boundaries.</b>	There is sufficient separation between Kaniva and other towns in the region, such as Nhill, Goroke, Edenhope and Serviceton and larger towns such as Horsham.
<b><i>In setting a boundary for a township include:</i></b>	
<b>Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon</b>	Any new commercial uses are likely to be accommodated within the existing vacant and underutilised space in the town centre. There is value in concentrating commercial activity in the town centre to create a walkable centre, capitalising on the existing infrastructure and improving the level of foot traffic for all businesses. If a significant new activity was to locate in the town centre there are two vacant sites that could be utilised if available and some premises that could be redeveloped.
<b>Residential areas that are integrated into the township or surrounded by other uses that have a strong functional inter- relationship with the township even where limited development opportunities exist</b>	Future housing will be constructed on land that remains so far undeveloped. The unsubdivided land in the TZ provides the largest resource for housing development. This land is inside the current township boundary. There is sufficient land available within the proposed town boundary to meet the likely scenarios for growth. The disused Kaniva airstrip is owned by Council and would be well placed to be utilised for the provision of smaller homes to accommodate the growing demand from older singles and retirees as well as the parcel of land south of the town adjacent to Kaniva College and the area of land on the west side of Paterson Street, north of Kelly Street. It is recommended that only the southern half of the airstrip site be included in the township boundary. The northern part of site is deemed less suitable for housing as it faces north and is not a preferred site from a bushfire management perspective.
<b>Key public land uses that have or are intended to have a strong functional inter-relationship with the township even where there are no or limited redevelopment opportunities</b>	Kaniva College which lies on the southern boundary of the town should be included in the township boundary.
<b>Public open space areas that have or are intended to have a strong functional inter-relationship with the township.</b>	The Kaniva Showgrounds and the Recreation Reserve play a crucial role in Kaniva for recreational activities. There are also opportunities for the Kaniva Wetlands Fauna Park and Kaniva Racecourse Reserve to be included in the town boundary to recognise their important recreation and tourism roles.
<b><i>In setting a boundary for a township, generally exclude:</i></b>	
<b>Residential land encumbered by significant constraints located at the edge of the township.</b>	Some of the growth constraints, such as BMO and LSIO, do not apply to Kaniva, meaning that there is little constraint on development.

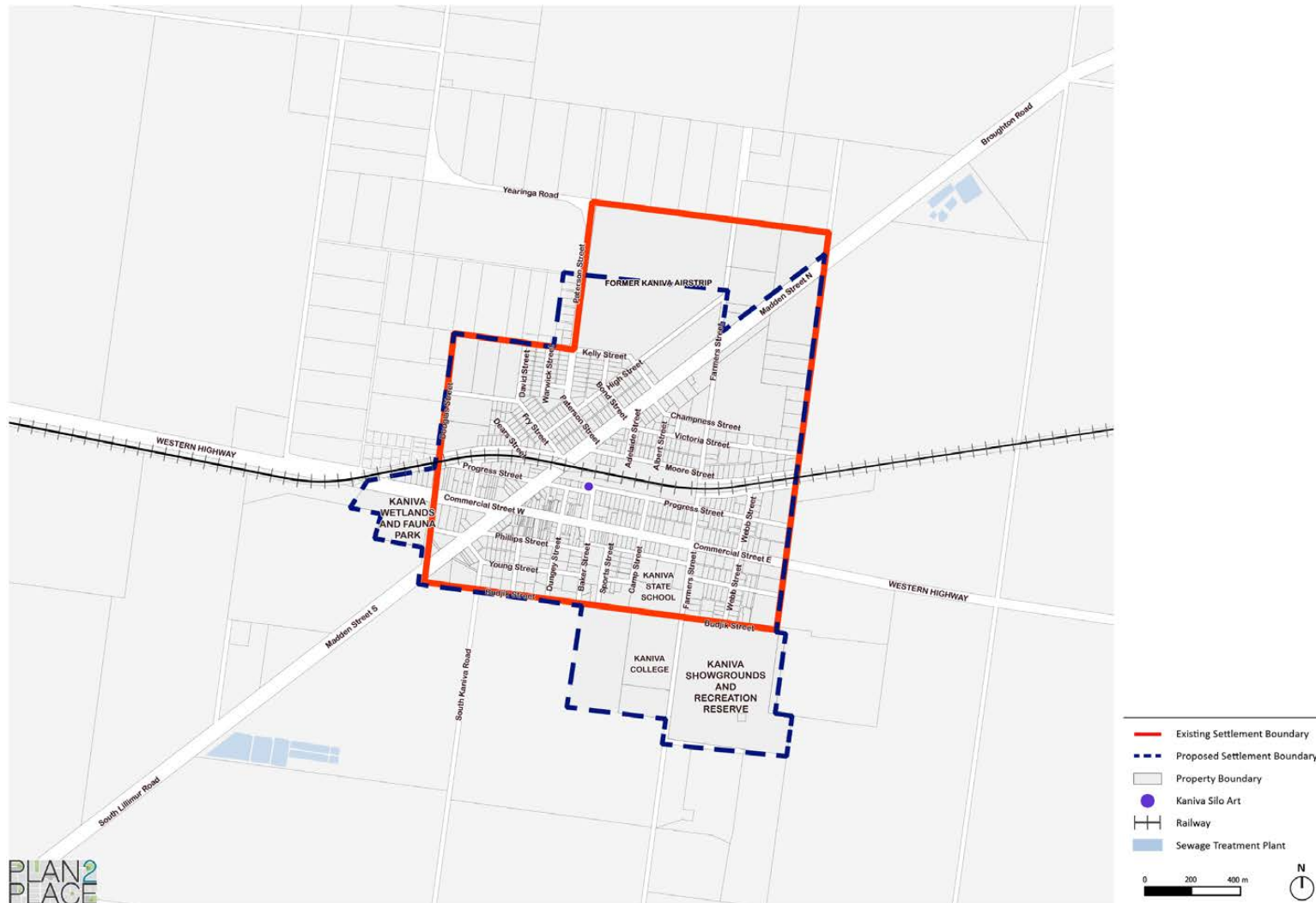


Figure 30: Kaniva Proposed Settlement Boundary

## APPENDIX A – VICTORIA PLANNING PROVISIONS

### *Municipal Planning Strategy*

**Clause 02.03-1 Settlement** outlines that Kaniva functions both as a service centre for the surrounding agricultural area and as a rest stop for travellers on the way to regional destinations and Adelaide. The commercial area is centrally located along the Western Highway, putting it in a prime position to capture freight and logistics-oriented activity. The local community sees the location of the town on the Western Highway and the railway as a major asset, and its location has significantly contributed to the formation of the town's character. Strategic directions related to Kaniva include to:

- Provide sufficient land and direct growth to the major townships of Edenhope, Kaniva, Goroke, Apsley, and Harrow.
- Enhance the roles of the major townships of Edenhope, Kaniva, Goroke, Apsley, and Harrow as the service and business centres for the Shire and as focal points for communities.
- Minimise any detrimental impact of development on the landscape, the environment and existing character.
- Avoid encroachment of residential development on industry.
- Promote Kaniva as a key service centre in the northern part of the Shire for the local and surrounding rural community.

Other clauses from the MPS at 02.03-2 to 02.03-9 include other relevant strategic context and directions for Kaniva but with more general application and less specificity to the town.

**Clause 02.04 Strategic Framework Plan** identifies the hierarchy of settlement in West Wimmera, identifying Kaniva as a town within this hierarchy.

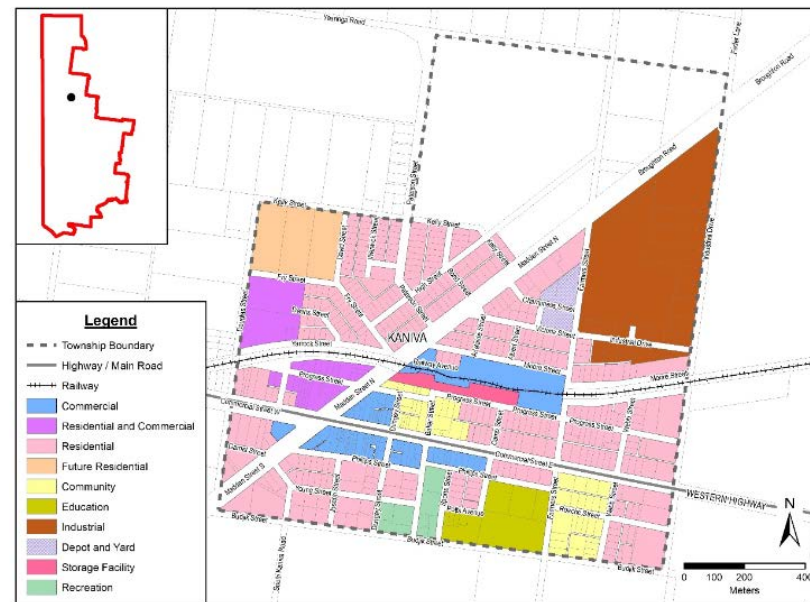
### *Clause 11 Settlement*

**Clause 11.01-1S – Settlement** promotes the sustainable growth and development of Victoria to deliver choice and opportunity through a network of settlements. Regions are planned to reinforce settlement boundaries and provide for population growth and development of facilities and services. Growth is directed into existing settlements supported by a network of major and neighbourhood activity centres and townships of varying size, role and function. Urban

consolidation is encouraged with density that supports sustainable transport and retail, office-based employment and community facilities and services.

**Clause 11.01-1R – Settlement** supports the role of Horsham as the key population and employment centre for the region. Kaniva is identified as providing local and some sub-regional services. Easy access to housing, education, employment and community facilities is to be provided particularly in Horsham and district towns along with an ongoing supply of infill and greenfield residential land.

**Clause 11.01-1L-02 Settlement – Kaniva** provides the existing settlement framework for the town. Strategies to the clause seek to encourage development of the Kaniva Industrial Estate that is mindful of residential growth in the town and to retain community and commercial facilities in the town. The Clause 11.01-1L-02 settlement framework for Kaniva is shown in **Figure 31**.



**Figure 31: Kaniva Settlement Plan at Clause 11.01-1L-02**

*Clause 12 Environmental and Landscape Values*

**Clause 12.01-1S – Protection of biodiversity** focuses on protecting and enhancing Victoria’s biodiversity by identifying and strategically planning for the protection and conservation of important areas of biodiversity through recognition of various international conventions.

**Clause 12.01-1L – Protection of biodiversity – West Wimmera** – seeks to protect the Red Tailed Black Cockatoo and Jumping Jack Wattle habitat within the Shire through clear delineation of boundaries and protection from incursion by adjacent land uses. Planting of native species and management of weeds is encouraged. This clause provides direction on how biodiversity will need to be addressed in Kaniva.

**Clause 12.01-2S – Native vegetation management** aims to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation by avoiding the removal, destruction or lopping of native vegetation, minimising impacts where vegetation removal cannot be avoided and providing offsets to compensate for biodiversity impacts where vegetation removal is required.

**Clause 12.03-1S – River and riparian corridors, waterways, lakes, wetlands and billabongs** seeks to protect these areas for their significant economic, environmental and cultural assets by conserving surrounding systems and landscapes and environmental values. Design and development should be sensitively designed to protect the waterway system while recreation and amenity values and a sense of place and landscape are also to be protected.

*Clause 13 Environmental Risks and Amenity*

**Clause 13.02-1S – Bushfire planning** prioritises the protection of human life over all other policy considerations, directing growth to low risk locations. It identifies and assesses bushfire hazard, applying the Bushfire Management Overlay and considering bushfire hazard on the basis of the site, neighbourhood and local conditions. Strategies promote future land use and development that will not result in increased bushfire risk to existing and future communities. Any new development in Kaniva must be directed to areas of low bushfire risk.

**Clause 13.03-1S – Floodplain management** focuses on protecting life, property and community infrastructure from flood hazard along with the natural flood carrying capacity of these areas enabling flood storage to occur. Intensifying

development in areas impacted by the 1 in 100 year flood event is to be avoided including the consideration of cumulative impacts. Any new development in Kaniva will need to be directed to areas of low flood risk.

*Clause 14 Natural Resource Management*

**Clause 14.01-1S – Protection of agricultural land** aims to protect the state’s agricultural base by preserving productive farmland. Strategies seek to identify areas of productive agricultural land, including land for primary production and intensive agriculture. This land should be protected from incompatible uses or loss due to changes in land use without considering the economic importance of the land for agricultural production. New housing in rural areas should be avoided by directing housing growth into existing settlements and discouraging development in isolated small lots in rural zones. Agricultural land use, subdivision or development should assess land capability and compatibility between the proposed development and the existing use of surrounding land.

**Clause 14.01-1L – Protection of agricultural land – West Wimmera** seeks to consolidate land holdings in the Farming Zone to increase economies of scale and ensure viability of farms and ensure a clear link between the need for a dwelling and the agricultural use of the land.

**Clause 14.01-2S – Sustainable agricultural land use** encourages sustainable agricultural land use and ensuring that agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.

**Clause 14.01-2R – Agricultural productivity – West Wimmera Southern Mallee** seeks to support local industries, activities and infrastructure that complements and enhances the region’s agricultural sector and facilitate opportunities presented by the Wimmera Mallee Pipeline.

**Clause 14.02-1S – Catchment planning and management** aims to protect and restore catchments, waterways, and marine environments. The clause seeks to ensure clean drinking water by safeguarding catchments, considering downstream impacts on water quality, maintaining natural drainage corridors, minimising stormwater runoff, filtering sediment and wastes, enhancing waterway environments during development, and reducing nutrient contributions and sediment discharges. Coordination with catchment

management authorities and designing infrastructure to minimise harm to surface waters and groundwater are also emphasised.

*Clause 15 Built Environment and Heritage*

**Clause 15.01-1S – Urban Design** aims to create environments that are safe, healthy, functional and enjoyable with a sense of place and cultural identity.

**Clause 15.01-2S – Building Design** aims to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

**Clause 15.01-3S – Subdivision design – West Wimmera** encourages residential subdivision to include permeable fencing of landscaping in areas adjacent to roads and reserves.

**Clause 15.01-4S – Healthy neighbourhoods** seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.

**Clause 15.01-5S – Neighbourhood character** seeks to recognise, support and protect neighbourhood character, cultural identity and sense of place.

**Clause 15.01-6S – Design for rural areas** seeks to ensure development respects valued areas of rural character.

**Clause 15.03-1S – Heritage conservation** aims to ensure the conservation of places of heritage significance by identifying and protecting through the planning scheme. Providing protection, conservation and enhancement of significant places and encouraging appropriate development is also identified.

**Clause 15.03-2S – Aboriginal cultural heritage conservation** aims to ensure the protection and conservation of places of Aboriginal cultural heritage significance by identifying and protecting them through the planning scheme. Providing protection and conservation of both pre-contact and post-contact places and ensuring that permit approvals align with any relevant Cultural Heritage Management Plan are also identified.

*Clause 16 Housing*

**Clause 16.01-1S – Housing supply** aims to ensure an appropriate quantity, quality and mix of housing types and lot sizes are provided, with an increased portion of housing provided in established urban areas that are well served by jobs, services

and public transport. Development should provide well designed housing that provides a high level of amenity and provides an adaptable internal design.

**Clause 16.01-2S – Housing affordability** aims to improve housing affordability by ensuring a continued land supply to meet demand. The policy also aims to facilitate a choice of housing type, tenure and cost in suburbs, activity centres, infill and surplus government land and encourage a significant portion of new development to be affordable for low to moderate income households.

**Clause 16.01-3S – Rural residential development** aims to manage rural residential development to avoid hindering future urban growth opportunities and discourage reliance on irrigation water supply. The clause advocates for diverse and flexible lot sizes to mitigate low density residential “sprawl”. Existing character, density patterns, site constraints, infrastructure provision and land capability should be considered when determining appropriate lot sizes and development.

*Clause 17 Economic Development*

**Clause 17.01-1S – Diversified economy** aims to diversify the economy by protecting existing and planned new employment areas and facilitate regional relationships to harness emerging economic opportunities. Growth is to be facilitated by building on the emerging and existing strengths of the region. Improving access to jobs and supporting rural economies to grow and diversify is also supported.

**Clause 17.01-1R – Diversified economy – West Wimmera** aims to capitalise on the municipality’s opportunities including agriculture, energy, mining and tourism. Facilitating the use of secure water supplies to develop the economy is also encouraged.

**Clause 17.03-1R – Industrial land supply – Wimmera Southern Mallee** aims to provide ongoing supply of industrial land particularly in towns including Edenhope and facilitating new opportunities due to the investment of the Wimmera-Mallee Pipeline.

**Clause 17.04-1R – Tourism – Wimmera Southern Mallee** aims to support and provide direction on the location of tourism development. Facilitating nature based tourism around key attractions including the Little Desert National Park and major lakes is encouraged along with economic opportunities presented by the region’s wetlands and lakes to encourage more tourism.

*Clause 18 Transport*

**Clause 18.01-1S – Land use and transport integration** seeks to protect existing and planned transport infrastructure from encroachment and development that could prejudice such development and to plan movement networks and land uses to minimise disruption to residential communities. Strategies also seek to plan for the timely delivery of transport infrastructure to support changing land uses and transport demands, including public transport, walking and cycling within existing urban areas.

*Clause 19 Infrastructure*

**Clause 19.02- 4S – Social and cultural infrastructure** aims to ensure a fair distribution of, and access to, social and cultural infrastructure. The clause seeks to identify and address gaps in facilities, encouraging their location in activity centres, and ensuring they are accessible. It emphasises early delivery of social infrastructure in growth areas, adaptable design of community buildings to accommodate changing populations, and innovative service delivery in areas with limited growth.

**Clause 19.02-4R – Social and cultural infrastructure – Wimmera Southern Mallee** seeks to maintain and enhance social and community facilities in key service centres particularly district towns ensuring they are sustainable and continue to attract new residents.

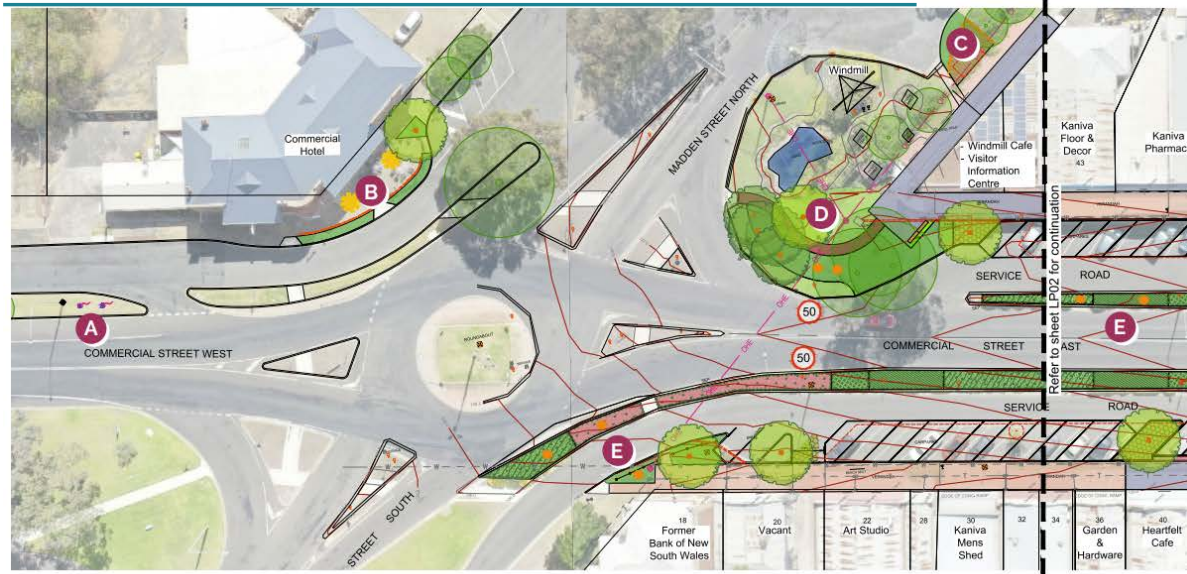
**Clause 19.02-4L – Recreational facilities** seeks to ensure recreational facilities provide for year-round activities and seeks to encourage water based activities and facilities in suitable locations.

**Clause 19.02-6S – Open space** aims to develop a diverse and integrated public open space network that meets community needs. It seeks to include planning regional and local open spaces for recreation and conservation, ensuring connectivity through walking and cycling trails, maintaining public access to waterways and coasts, and improving the quality and distribution of open spaces.

**Clause 19.03-1S – Development and infrastructure contributions plans** aims to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans. Strategies also promote the integrated provision of water supply, water resources, sewerage, drainage and stormwater as well as utilities such as electricity, gas (not new connections) and telecommunications.

**Clause 74.02 – Further strategic work** is a concise list of strategic planning projects that Council intends to complete before the next planning scheme review. For West Wimmera there are no projects identified in the schedule to the clause.

## APPENDIX B - KANIVA STREETScape CONCEPT PLANS



ROUNDBOUT / WINDMILL AREA CONCEPT PLAN  
Scale 1:250 at A1

**LEGEND**

- Tile boundary
- Pre-development contours @ 200mm intervals
- Demolition
- Banner pole to be removed
- Tree to be removed
- Existing tree
- Existing ornamental pond
- Proposed brick pavement
- Proposed feature pavement
- Proposed playground in rubber surface
- Eucalyptus sideroxylon / Red Ironbark
- Jacaranda mimosifolia / Jacaranda
- Robinia pseudacacia / Black Locust
- Proposed irrigated grass
- Proposed garden bed
- Proposed tree pit planting
- Proposed median planting in Roses
- Proposed median planting in Westringia fulvicosa 'Mundi'
- Proposed median planting in Lomandra 'Tanki'
- Proposed median planting in Aloe 'Mighty Coral'
- Proposed fence
- Proposed cafe barrier
- Relocated cast iron bollard + chain fence
- Proposed green wall
- Proposed bench / seat
- Proposed rubbish / recycle bins
- Proposed bike rack
- Proposed flag pole
- Road speed limit
- Proposed sculpture
- Proposed location for heritage lights
- Proposed arbor
- Proposed paving artwork eg. engraved steel plate
- Overhead power line
- Telecommunication
- Water
- Light pole
- Street furniture
- Road sign

**SERVICE LEGEND**

- Proposed paving artwork eg. engraved steel plate
- Overhead power line
- Telecommunication
- Water
- Light pole
- Street furniture
- Road sign

Note: Streetscape and intersection treatments subject to review and approval by a road safety auditor and Vicroads.

### Kaniva Streetscape KEY RECOMMENDATIONS

Kaniva is located on the busy Western Highway, and as the first / last town in Victoria from South Australia it is an important gateway to the Wimmera Mallee region.

The traffic engineering and landscape design is intended to improve liveability, safety and functionality for the local community and visitors to the town.

New and refurbished street furniture, a new shade structure, new entry signs, lighting, new footpath pavement, shade trees and a fresh planting palette is proposed within the streetscape to improve and complement the townscape character and amenity of Kaniva.

#### WINDMILL AREA

##### A BANNER POLES

Banner poles are proposed within the median at both ends of the central activities area, at the Madden Street and Baker Street intersections.

##### B COMMERCIAL HOTEL FORECOURT

Proposed shade tree, garden beds, heritage lights and cafe barriers to improve shade and amenity in outdoor dining area adjoining the hotel.

##### C PLAYGROUND

Enlarge existing playground area, provide new rubber softfall surfacing, concrete edging and fence. Review play equipment, select new equipment with a sheep theme. Play equipment to be selected for the toddler age-group.

##### D WINDMILL GARDEN

Re-design the windmill garden to increase outdoor dining opportunities by re-aligning the pedestrian path to the roundabout, update outdoor furniture, provision of additional irrigated lawns and new garden beds and tree planting

to improve shade and amenity. Locate new garden beds to improve visual and physical separation to the roundabout / traffic lanes. Retain Glenys Garden plaque.

Proposed uplighting to windmill

##### E MEDIAN SCULPTURES

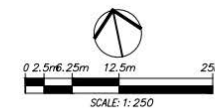
A series of painted pic-perf (perforated steel) spiral cylinder sculptures to 2,000 – 2,500mm high are proposed within the median strip with key agricultural images of Kaniva highlighting grain, sheep and a windmill. The sculptures are intended to provide visual interest within the median, and introduce vertical artwork into the streetscape. Refer to precedent images for sculpture concept.

The location and design of sculptures will be the subject of further community consultation.

Kaniva Carparking - Existing					
Area	Carpark Type				TOTAL
	Standard Carparks (asphalt)	Standard Carparks (paved)	EVK	Long Vehicle	
Block 1 - North	31				31
Block 1 - South	38		1		39
Block 2 - North	10				10
Block 2 - South	11	2			13
Block 3 - North	13				13
Block 3 - South	21				21
<b>TOTAL Carparks</b>	<b>144</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>147</b>

Kaniva Carparking - Proposed					
Area	Carpark Type				TOTAL
	Standard Carparks (asphalt)	Standard Carparks (paved)	EVK	Long Vehicle	
Block 1 - North	30			1	31
Block 1 - South	32		2		34
Block 2 - North		7		4	11
Block 2 - South	11		2		13
Block 3 - North	13				13
Block 3 - South	21				21
<b>TOTAL Carparks</b>	<b>144</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>159</b>

Kaniva Carparking - Loss/Gain					
Area	Carpark Type				TOTAL
	Standard Carparks (asphalt)	Standard Carparks (paved)	EVK	Long Vehicle	
Block 1 - North					-1
Block 1 - South	-1		2		+1
Block 2 - North		7		4	+11
Block 2 - South	-1		2		+1
Block 3 - North					0
Block 3 - South					0
<b>TOTAL Carparks</b>	<b>-1</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>+14</b>



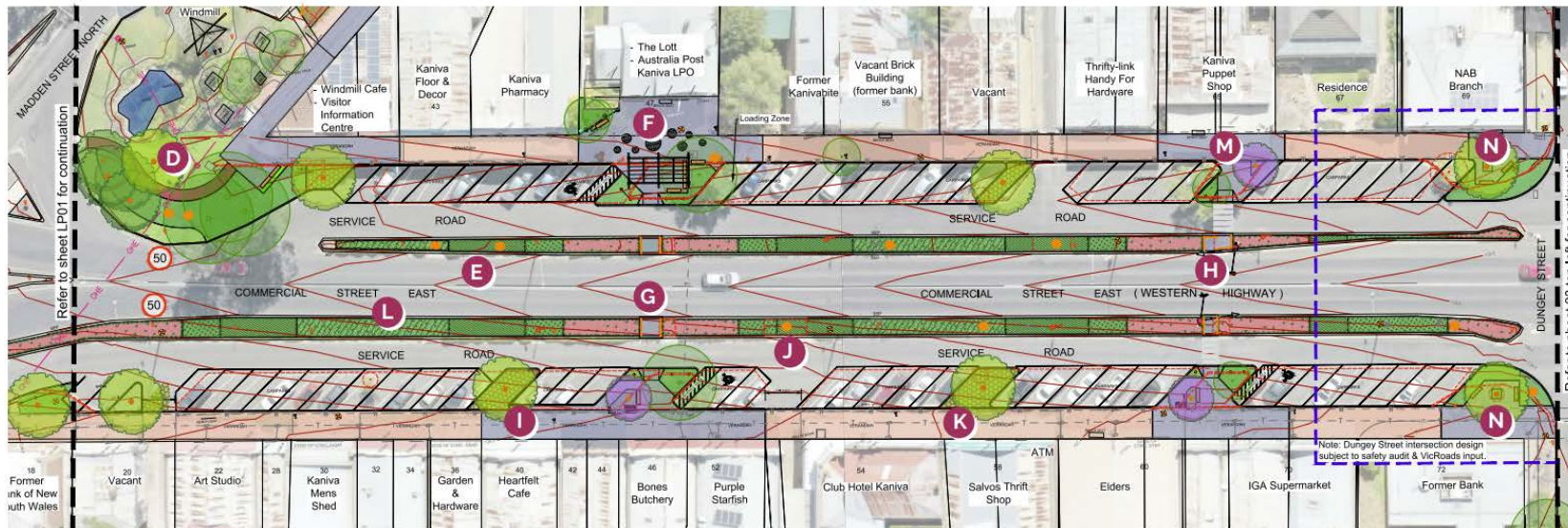
Australian Government  
**BUILDING OUR FUTURE**

Project: Kaniva Central Activities Area Streetscape  
Drawing Title: Streetscape Concept Plan 1 of 3  
Prepared for: Wimmera Mallee Tourism West Wimmera Shire Council  
Date: November 18, 2021  
Scale: 1:250 @ A1 sheet size  
Drawn: YL  
Checked: HJL  
Drawing No.: 2111-Kaniva-P01 Rev C

**WEST WIMMERA SHIRE COUNCIL**

**THOMSON HAY LANDSCAPE ARCHITECTS**

130 Howards Rd, Wuzzle Flat VIC 3352  
T: 03 5214 5211 W: www.thomsonhay.com



BLOCK 1 - MADDEN STREET - DUNGEY STREET CONCEPT PLAN  
Scale 1:250 at A1

**BLOCK 1**

**F POST OFFICE FORECOURT**

Our design creates an improved gathering space within the streetscape to encourage people to meet and linger. Extend kerb outstand (loss of one car park bay). Provide a Loading Zone bay. Replace the existing arbour with a painted, steel-framed arbour, provide high quality feature paving with steel pavement art, seating, lighting and garden bed planting. Opportunity for new art installation e.g. flock of sheep or steel paving artwork. The 'inland sea' and the importance of underground water to the district were raised as possible art themes.

**G UNSIGNALISED PEDESTRIAN CROSSING**

Re-design existing pedestrian crossing to comply with AS 1428.1-2009 Design for Access and Mobility. Re-align to avoid tree removal. Increase width of kerb outstand, provide feature paving, seating and garden bed planting.

**H SIGNALISED PEDESTRIAN CROSSING**

Re-design existing pedestrian crossing to comply with AS 1428.1-2009 Design for Access and Mobility. Provide pedestrian operated signals across the arterial road lanes and zebra / wombat crossing on service roads to improve pedestrian safety.

**I WIDEN FOOTPATH**

Proposed re-alignment of kerb adjoining Heartfelt Cafe to increase footpath width and provide additional space for outdoor dining.

**J REMOVE MEDIAN BREAKS**

Remove median breaks to improve pedestrian and vehicle safety, subject to safety audit & VicRoads input.

**K TREE BAYS / OUTSTANDS**

Proposed tree bays and outstands to cater for large canopy trees in the streetscape. Consider using tree cells or tree pits to support long term growth / establishment of trees.

Proposed feature tree planting – *Robinia pseudoacacia* / Black Locust.

**L MEDIAN PLANTING**

Roses to continue to be used as feature planting within the median. Use red-flowering groundcover Roses (to match existing theme) to 'book-end' each block and highlight pedestrian crossings. Use hardy bladed plants / groundcovers throughout the remaining garden beds to reduce ongoing maintenance and watering requirements within the median including *Westringia 'Mundi'*, *Lomandra 'Tanika'* and *Aloe 'Mighty Coral'*. Remove *Diosma* plants.

Replace median strip irrigation system with new dripper system.

Install a centrally located temporary post and PVC-coated plain wire fence along the median to restrict unauthorised access / crossing of the median and to allow the plants to establish.

No tree planting is proposed in the median.

**M OUTDOOR PUPPET THEATRE**

Provide open pavement space for outdoor puppet theatre or other interactive street / art installation.

**N PARKLETS**

Create spaces for street activation including shaded seating, picnic tables, feature paving, tree and garden bed planting and lighting.

**LEGEND**

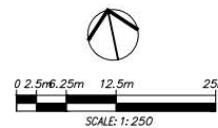
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- Proposed playground ie. rubber surface
- Proposed playground ie. rubber surface
- Proposed irrigated grass
- Proposed garden bed
- Proposed tree pit planting
- Proposed median planting ie. Roses
- Proposed median planting ie. *Westringia frutescens* 'Mundi'
- Proposed median planting ie. *Lomandra 'Tanika'*
- Proposed median planting ie. *Aloe 'Mighty Coral'*
- Proposed fence
- Proposed cafe barrier
- Relocated cast iron bollard + chain fence
- Proposed green wall
- Proposed bench / seat
- Proposed rubbish / recycle bins
- Proposed bike rack
- Proposed carpark
- Proposed flag pole
- Road speed limit
- Proposed sculpture
- Proposed location for heritage lights
- Proposed arbor
- Proposed paving artwork e.g. engraved steel plate
- Proposed stop traffic light for pedestrian crossing
- Proposed zebra / wombat crossing

**Proposed Trees**

- Eucalyptus sideroxylon / Red Ironbark
- Jacaranda mimosifolia / Jacaranda
- *Robinia pseudoacacia* / Black Locust
- Proposed irrigated grass
- Proposed garden bed
- Proposed tree pit planting
- Proposed median planting ie. Roses
- Proposed median planting ie. *Westringia frutescens* 'Mundi'
- Proposed median planting ie. *Lomandra 'Tanika'*
- Proposed median planting ie. *Aloe 'Mighty Coral'*

**SERVICE LEGEND**

- Overhead power line
- Telecommunication
- Water
- Light pole
- Street furniture
- Road sign

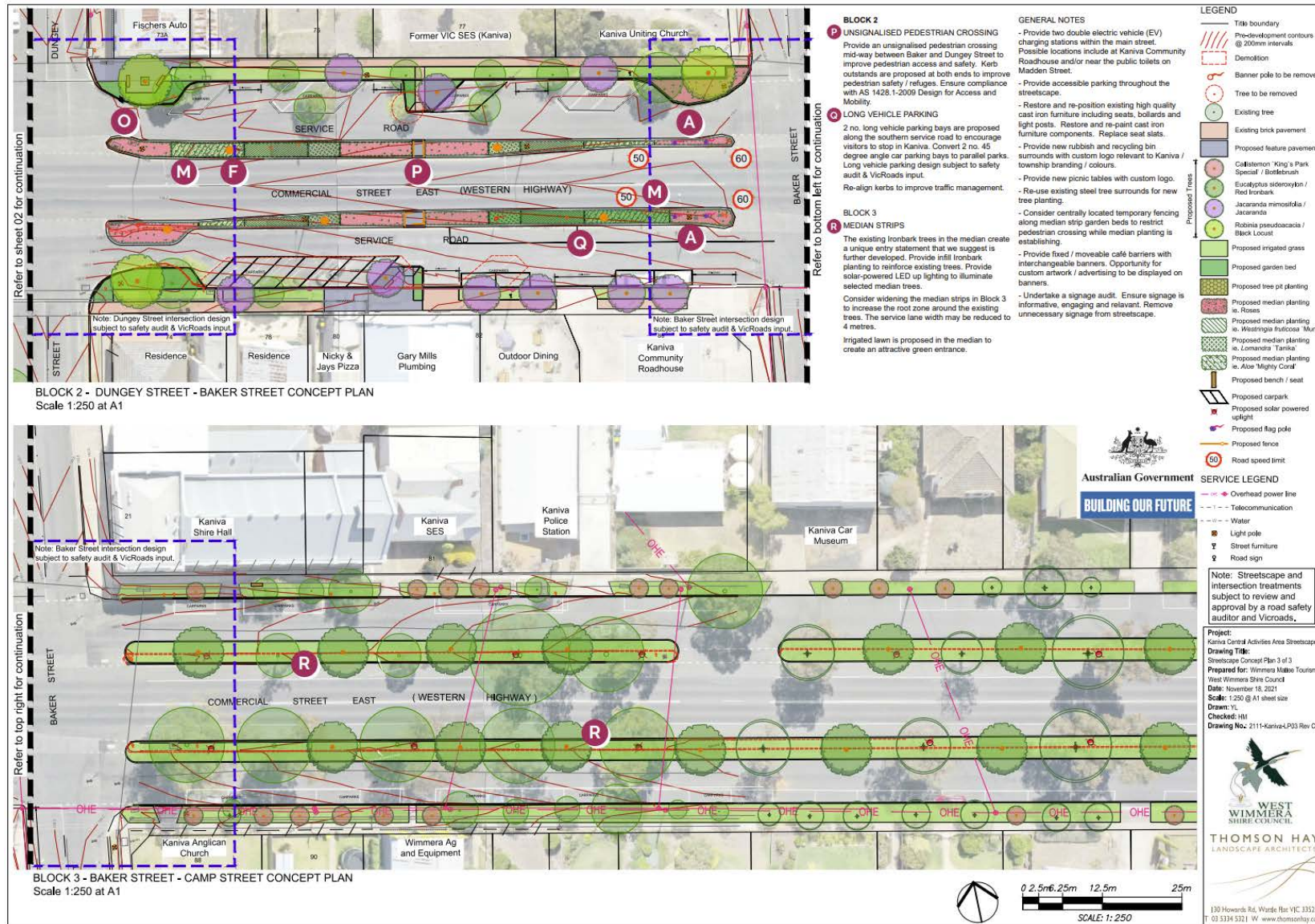


**Australian Government**  
**BUILDING OUR FUTURE**

**Project:** Kaniva Central Activities Area Streetscape  
**Drawing Title:** Streetscape Concept Plan 2 of 3  
**Prepared for:** West Wimmera Shire Council  
**Date:** November 18, 2021  
**Scale:** 1:250 @ A1 sheet size  
**Drawn:** VL  
**Checked:** HM  
**Drawing No.:** 2111-Kaniva-LP02 Rev C

**WEST WIMMERA SHIRE COUNCIL**  
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## CONTACT

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Director  
Plan2Place Consulting



**Kellie Marks**  
Principal  
Plan2Place Consulting





## 15.2 Tiny Towns Round 3 Funding Applications

*Directorate: Infrastructure Development and Works*

*Report Author: Innovation & PMO Manager*

*Report Purpose: For Decision*

### **Purpose**

The Victorian Government has established the Tiny Towns Fund with an investment of \$20 million over 4 years, starting in 2023-24. This fund will support local projects in communities with a population of up to 5,000 people in the 48 local government areas of regional Victoria and has a ratio of 3:1 for LGA's.

As the third round of the Tiny Town's funding is now available, Council officers are seeking approval and contribution from Council to submit several applications across Apsley, Edenhope and Kaniva. These would include the Edenhope Lake Wallace Parkrun Shelter; Apsley Hall Facilities Upgrade and the Kaniva Hall Amenities Upgrade projects.

This funding program presents a significant opportunity to enhance community activities, strengthen economic prosperity, and support the local tourism industry, while also ensuring facilities across the West Wimmera Shire are upgraded to meet contemporary standards and community expectations.

### **OFFICER RECOMMENDATION:**

#### **That Council:**

- 1. Endorses an application to the Tiny Towns Round 3 Fund for the Edenhope Lake Wallace Parkrun Shelter Project with a total project value of \$13,278.70 including a Council contribution of \$3,319.68.**
- 2. Endorses an application to the Tiny Towns Round 3 Fund for the Kaniva Hall Amenities Upgrade Project with a total project value of up to \$36,500 including a Council contribution of up to \$9,125.**
- 3. a. Endorses an application to the Tiny Towns Round 3 Fund for the Apsley Hall Facilities Upgrade Project with a total project value of up to \$65,812 including a Council contribution of up to \$11,453.**  
**b. Underwrites the community contribution of \$5,000 to the Tiny Towns Round 3 Fund for the Apsley Hall Facilities Upgrade Project.**



## **Declaration of Interest**

No officer declared an interest under the Local Government Act 2020 (LGA 2020) in the preparation of this report.

## **Background**

In response to the latest Tiny Towns Round 3 funding opportunity being announced, West Wimmera Shire Council has offered to all community groups who are seeking to apply, assistance with their funding applications. Council officers are only progressing applications in instances where no community groups have expressed interest in submitting a project for the town. Where community-led proposals are being developed, Council is actively supporting these through application reviews and the provision of letters of support.

Applications within many of the West Wimmera communities have been assisted, however no applications for Edenhope or Kaniva have been shared with Council. As such, Council officers recommend putting forward one application for each town from Council's list of potential projects. Additionally, while the Apsley community has been working together with Council officers on an application for the Hall, it has been determined that Council should be the applicant.

The scope proposed for each of these projects has been considered against the funding outcomes to ensure the suitability of each project.

These funding outcomes include to:

- support economic development within small towns as places where local businesses can thrive
- address gaps in community infrastructure and facilities in Victoria's smallest communities
- build community pride and enhance living, working, socialising and recreation in small towns
- strengthen social cohesion and support the increased participation in community life and community inclusion of all residents, including Aboriginal and Torres Strait Islander Victorians, people living with disability, LGBTQIA+ communities and people from culturally and linguistically diverse (CALD) backgrounds and isolated communities
- increase the capacity of community groups and local organisations to provide leadership and connect, service and engage residents in small towns.

## ***Edenhope Lake Wallace Parkrun Shelter Project***



The Edenhope Parkrun has been a successful weekly community event for the past three years, held every Saturday and generating increasing tourism visitation and associated economic benefit for Edenhope. The event is welcoming and inclusive, catering to participants of all abilities, while also playing an important role in fostering social connection across the shire.

As part of the event, volunteers stationed at the 5km finish point are required to record participant times. These volunteers regularly operate in exposed conditions, as Parkrun events proceed in most weather circumstances. To support volunteers and participants, the installation of a shelter at the 5km mark was identified through Council’s Innovation Platform, with Council previously supportive of progressing a funding application for the project. Project scoping has been undertaken in collaboration with key Parkrun representatives to ensure the proposed shelter meets operational and functional requirements.

The scope for this project consists of:

- A 3m x 3m shelter with only the side facing Lake Wallace open including 3 corrugated Perspex walls and an aluminium bench seat.
- 4x4m concrete pad (under shelter).
- 1000ltr water tank including pipework, base and guttering.

**Edenhope Project Budget**

Project Deliverables	\$ 12,678.70
Contingency	\$ 600.00
TOTAL:	\$ 13,278.70

**Edenhope Contributions Table**

Regional Development Victoria	\$ 9,959.03
West Wimmera Shire Council	\$ 3,319.68
TOTAL:	\$ 13,278.70

This application aligns strongly with the 2025-2029 Council plan overarching strategies with particularly strong alignment with:

- Goal 1 – Healthy, inviting and connected community
  - 1.3 Create recreation, sport and active lifestyle opportunities for the community.
  - 1.6 Maintain and enhance community infrastructure and streetscapes.
- Goal 2 – Diverse and growing economy
  - 2.1 Maintain and renew assets and infrastructure.
  - 2.5 Encourage economic development and industry diversification.



### ***Kaniva Hall Amenities Upgrade Project***

The Kaniva Hall is a vital community facility that hosts a wide range of successful community and Council events each year. As the asset owner, Council is responsible for ensuring the facility is accessible, fit for purpose, and appropriately maintained for all users. These improvements will support increased social and economic activity, including the hall's upcoming centenary celebrations in 2028.

It has been identified that the venue currently does not provide ambulant toilet facilities and that the existing urinal requires upgrading. The proposed works would address these deficiencies and provide essential support for the diverse range of user groups and events that rely on the Kaniva Hall, including individuals with additional accessibility needs.

The scope for this project consists of:

- A new ambulant toilet and handrail cubicle replacing one of each of the existing Male and Female cubicles.
- Two new 1500 urinals (replacing an 1800x1800 corner urinal).
- Touch up and miscellaneous works including carpentry, painting and tiling.

#### **Kaniva Project Budget**

Project Deliverables	\$ 34,500.00
Contingency	\$ 2,000.00
TOTAL:	\$ 36,500.00

#### **Kaniva Contributions Table**

Regional Development Victoria	\$ 27,375.00
West Wimmera Shire Council	\$ 9,125.00
TOTAL:	\$ 36,500.00

This application aligns strongly with the 2025-2029 Council plan overarching strategies with particularly strong alignment with:

- Goal 1 – Healthy, inviting and connected community
  - 1.6 Maintain and enhance community infrastructure and streetscapes.
- Goal 2 – Diverse and growing economy
  - 2.1 Maintain and renew assets and infrastructure.



### **Apsley Hall Facilities Upgrade Project**

The Apsley Hall is a vital community asset and the primary venue in the township, hosting a wide range of well-attended community events each year. As the asset owner, Council is responsible for ensuring the facility is safe, accessible, and suitable for all patrons, regardless of ability, and that infrastructure is maintained or upgraded as required.

It has been identified that the facility currently lacks ambulant toilet facilities, contains areas with asbestos, and presents accessibility challenges at the main entrance. This project would see Council work in partnership with the Apsley Hall Committee to address these issues and provide essential improvements that better support hall users, including those with additional needs. These upgrades will ensure the hall remains a welcoming, inclusive venue that continues to support economic and community activity within Apsley.

Project scoping has been undertaken in collaboration with the Apsley Hall Committee to ensure the proposed works address priority issues and deliver long-term benefits for the community.

The scope for this project consists of:

- Removal of the existing asbestos containing foyer vinyl and installation of new vinyl.
- Removal of existing asbestos containing toilet partitions and installation of 5 new toilet cubicles.
- Removal of the existing asbestos containing toilet ceiling lining and installation of new ceiling lining, plastering and painting.
- A new ambulant toilet and handrail cubicle to be installed into one of each of the Male and Female cubicles.
- Removal of existing entrance pathway pavers and installation of an approximately 17m concrete pathway.
- Touch up and miscellaneous works including carpentry, floor levelling and painting.

#### **Apsley Project Budget**

Project Deliverables	\$ 62,812.00
Contingency	\$ 3,000.00
TOTAL:	\$ 65,812.00

#### **Apsley Contributions Table**

Regional Development Victoria	\$ 49,359.00
West Wimmera Shire Council	\$ 11,453.00
Apsley Hall Committee	\$ 5,000.00
TOTAL:	\$ 65,812.00

This application aligns strongly with the 2025-2029 Council plan overarching strategies with particularly strong alignment with:



- Goal 1 – Healthy, inviting and connected community
  - 1.3 Create recreation, sport and active lifestyle opportunities for the community.
  - 1.6 Maintain and enhance community infrastructure and streetscapes.
- Goal 2 – Diverse and growing economy
  - 2.1 Maintain and renew assets and infrastructure.

### **Risk Management Implications**

Risk identified: There are no obvious risks for Council to mitigate or eliminate in regard to the proposal considered for funding support in this report.

### **Legislative Implications**

The report complies with the requirements of the:  
Local Government Act 2020

### **Environmental Implications**

Environmental Risk rating has been assessed as: Low

### **Financial and Budgetary Implications**

The financial risk rating has been assessed as: Low

There are limited financial risks associated with these applications due to the total project values.

All projects will include a maximum of 5% project contingency in line with funding guideline recommendations.

Council will be required to provide project management services out of existing PMO resources. These projects are estimated to take below 20 hours each in project management.

The Council contributions for these projects are accommodated within the current 2025/26 capital budget under the provision for the unsuccessful housing grant application council contribution.

### **Policy Implications**

This report is supported by the following West Wimmera Shire Council Policy/s:



Asset Management Policy

Fair Access Policy

### **Council Plan Implications**

This report supports the following sections of the West Wimmera Shire Council Plan 2021 – 2025:

#### ***Goal 1 – Healthy, inviting and connected community***

1.3 Create recreation, sport and active lifestyle opportunities for the community.

1.6 Maintain and enhance community infrastructure and streetscapes.

#### ***Goal 2 – Diverse and growing economy***

2.1 Maintain and renew assets and infrastructure.

2.5 Encourage economic development and industry diversification.

### **Communication Implications**

Consultation has already been undertaken in development of the plans

### **Gender Equality**

An Equal Impact Assessment (as defined in the Gender Equality Act 2020) has been undertaken in relation to this matter in accordance with the Gender Equality Act (2020).

### **Conclusion**

The Tiny Towns Round 3 Fund represents an important opportunity to deliver key projects equitably across the shire's towns. Many of the activities and projects eligible under this fund are not typically supported through other funding initiatives, making funding difficult to source and highlighting the importance of submissions to this unique funding opportunity.

### **Attachments**

Nil



## 16 Sealing Schedule

S6A Instrument of Delegations under the Planning and Environment Act 1987.

## 17 Late Items of Business

**Pursuant to West Wimmera Shire Council Governance Rules – Division 3 Section 20:**

### 20. Late Business

*If the agenda for a Council meeting makes provision for late business, business cannot be admitted as late business other than by resolution of Council, and only then if it:*

- *20.1 relates to or arises out of a matter which has arisen since distribution of the agenda; and*
- *20.2 cannot safely or conveniently be deferred until the next Council meeting.*

## 18 Confidential Reports

Nil.

## 19 Close of Meeting

**Next Meeting:**

18 March 2026

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