

## 21.12 MUNICIPAL CENTRE - LEONGATHA

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### 21.12-1 Overview – Leongatha

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Leongatha is the municipal centre of the South Gippsland Shire and a centre of state significance in the dairy milk processing and beef industries. Key issues in Leongatha include the completion of the Town Centre heavy vehicle bypass route, the development of a bulky goods retail precinct, the provision of additional industrial land and the development of the surplus railway precinct land. Leongatha's future will depend on consolidating and growing its commercial sector, promoting residential development, and defining and building upon Leongatha's broader role within the greater West Gippsland region.

Car parking within the Leongatha Central Business District area was reviewed in the *Leongatha CBD Parking Strategy 2013* and subsequently, the Parking Overlay was introduced to this precinct.

### 21.12-2 Objectives – Leongatha

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- Retain Leongatha as the major regional service centre in the Shire.
- Ensure that any proposed use and development of land in Leongatha is generally in accordance with the *Leongatha Framework Plan* and the *Leongatha Town Centre Framework Plan* at clause 21.12-4.

### 21.12-3 Strategies – Leongatha

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- Settlement strategies:
  - Ensure that sufficient areas of residential land, at a range of densities, are available to accommodate future township growth.
  - Achieve sequential and staged residential development that integrates with existing infrastructure networks.
  - Encourage the rezoning of appropriate areas identified in the *Leongatha Framework Plan* to maintain an estimated 15-year residential land supply.
  - Promote higher density residential development and retirement living within a 400m radius of the existing commercially zoned land in the Town Centre.
  - Require the preparation of development plans for new residential estates that:
    - Establish appropriate integration with existing residential areas and infrastructure;
    - Provide pedestrian and cyclist connectivity to the Town Centre and key community features; and
    - Protect the environmental values of the land.
- Economic strategies:
  - Maintain the importance of the Town Centre as the retail and service hub of the settlement.
  - Discourage the development of retail uses outside of the Town Centre where such uses may detract from the principal role of the Town Centre.
  - Maintain a compact Town Centre that reduces the need for car usage, with all key features and major retail activities within comfortable walking distance of the intersection of Bair Street and McCartin Street.
  - Ensure that adequate land is available to accommodate new retail, social, community, commercial and entertainment facilities within the Town Centre.
  - Provide adequate areas of commercial and industrial land in suitable locations with good access to infrastructure.

- Encourage industrial development on land which is provided with town infrastructure.
- Promote the establishment of a bulky goods retail precinct on the western side of the South Gippsland Highway, and commercial use precinct for uses not appropriate to a Town Centre location on the eastern side of the Highway, at the southern entry to the township – see 21.12-5 Southern Leongatha Growth Area provisions below and 21.12-??? (should be 5) Leongatha Framework Plan .
- Focus industrial development within existing industrial areas, encouraging the development of vacant or under-utilised land.
- Promote the expansion of industrial uses into the land north and west of the golf course recreation reserve while integrating the potential for heavy vehicle connectivity to the South Gippsland Highway.
- Landscape and built form strategies:
  - Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the highway entrances to the town.
- Infrastructure strategies:
  - Provide strong pedestrian and cycling connectivity to the Town Centre and key community assets.
  - Improve heavy vehicle and highway traffic movement through and around the township.
  - Ensure new development and road traffic improvements do not compromise the longer-term potential return of rail services to Melbourne.
  - Promote integrated storm water management on a ‘whole of catchment’ basis.

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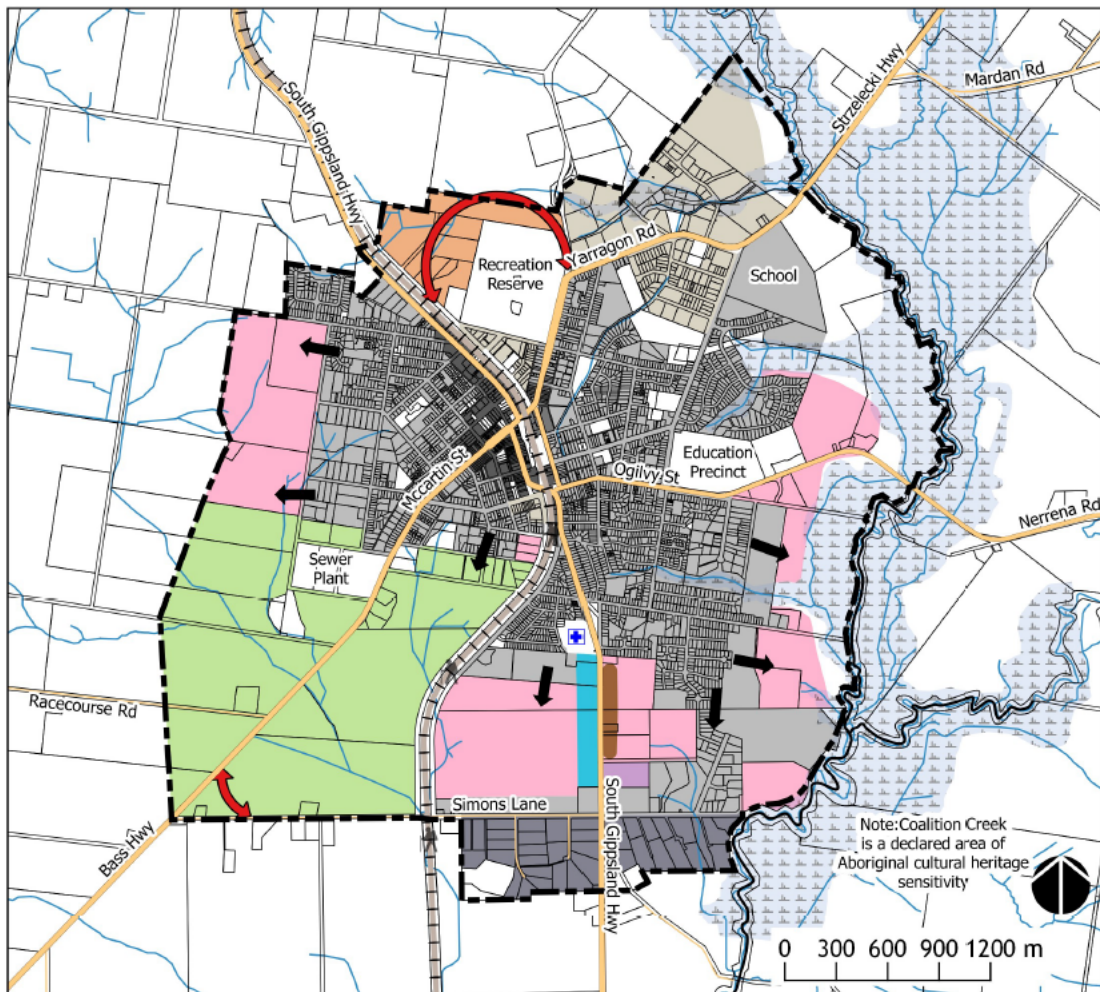
**Implementation – Leongatha**

Strategies relating to Leongatha will be implemented by:

- Ensuring that any proposed use and development of land in Leongatha is generally in accordance with the *Leongatha Framework Plan* and the *Leongatha Town Centre Framework Plan* at Clause 21.12-4.
- Requiring the following information (as appropriate) to be supplied to accompany an application to rezone and/or to develop land in the Bulky Goods Retail Area and/or the Highway Frontage Commercial Area:
  - A detailed assessment of the appropriate zone provisions to accord with zoning for commercial use to maintain the primacy of the Leongatha Town Centre and with 21.12-1 Leongatha and 21.12-5 Southern Leongatha policy provisions.
- A detailed Development Plan that includes but is not limited to:
  - A site analysis and design response.
  - Building / subdivision plans that display the proposed outcomes on the land.
  - An assessment of traffic generated by the proposed building/subdivision.
  - The scenario of a logical development unit that is bounded by main roads, natural features or the boundaries of the Development Plan Overlay map area, including consideration of linkages with and impacts on the broader area surrounding the development.
  - A detailed Development Infrastructure Plan (that addresses the requirements of Council’s Infrastructure Design Manual) that will form the basis for a developer contributions scheme to be implemented through a Development Contributions Plan Overlay or section 173.
  - Clear demonstration that the requirements of the Southern Leongatha Outline Development Plan can be satisfied, where residential rezoning and Development Plan applications are submitted for individual small lots on the eastern side of the highway.

- Agreements instigated when land is rezoned or developed are to address, but not be limited to:
  - The full development scenario, including consideration to linkages with and impacts on, the broader area surrounding the development.
  - The full construction of the whole length of Simons Lane; upgrading the Boags Road / Simons Lane highway intersection.
  - Improvements to the Simons Lane / Bass Highway intersection including its potential relocation further north.
  - Improvements to the South Gippsland Highway intersections with Parr Street and Greenwood Parade.
  - The provision of shared pathways, open space drainage and community infrastructure.
  - The timing, staging and trigger points for infrastructure provision.

# Leongatha Framework Plan

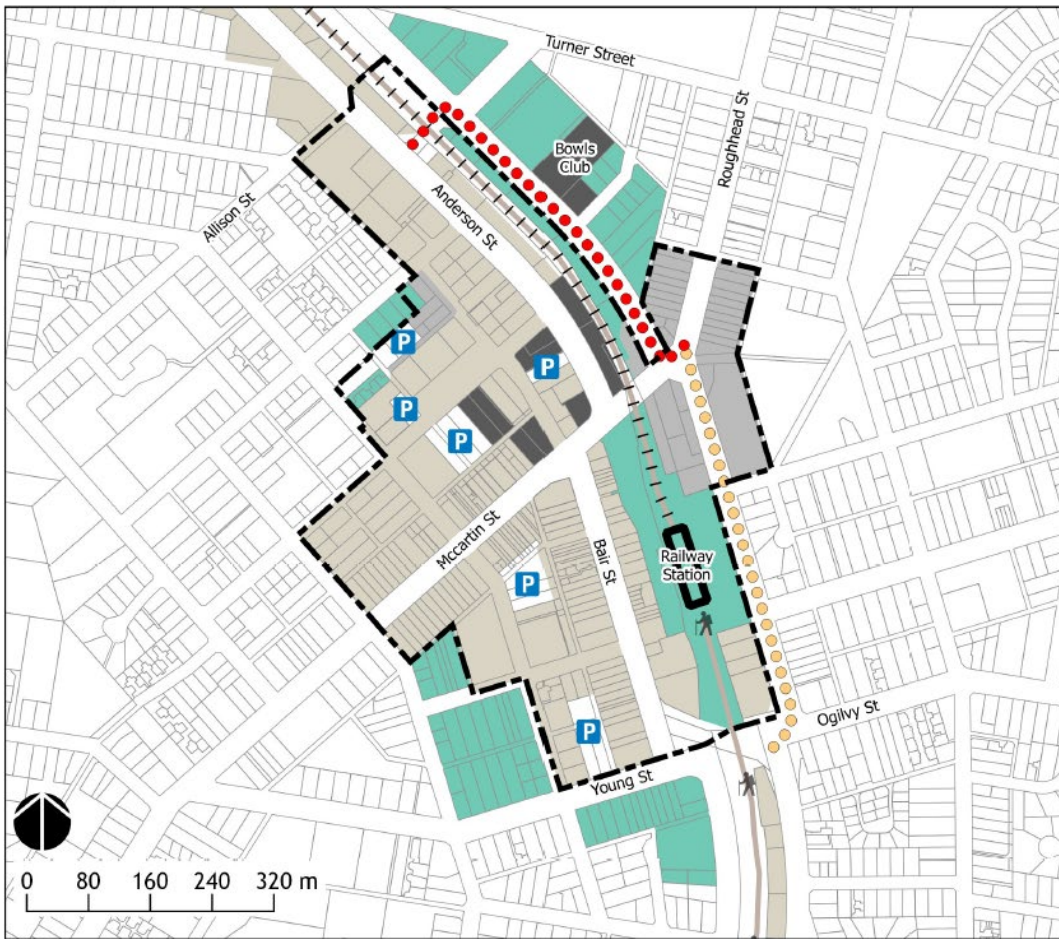


## Legend

Settlement Boundary	Waterways	<b>Existing:</b>
Proposed Major Traffic Route (indicative)	<b>Proposed Changes:</b>	Existing Commercial Land
Rail Trail	Urban Residential Expansion Area	Existing Industrial Land
Former Railway	Low Density Expansion Area	Existing Urban Residential Land
Direction of Development	Highway Frontage Commercial Area	Existing Mixed Use Land
Hospital	Rural Living Expansion Area	Existing Rural Living Land
Low Lying Land	Bulky Goods Retail Area	
	Industrial Investigation Area	

1. Where Settlement Boundary line does not accord with a lot boundary or road, the line is indicative and zone boundaries may vary depending on site specific requirements.

# Leongatha Town Centre Framework Plan



**Legend**

- Town Centre Expansion Investigation Area
- Public Acquisition Overlay (privately owned land)
- Existing Commercially Zoned Land
- Existing Mixed Use Land
- Town Centre Boundary
- P Parking
- Rail Trail
- Former Railway
- Leongatha Heavy Vehicle Alternate Route
- Proposed Highway Bypass Route

## 21.12-5 Overview – Southern Leongatha growth area

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The Southern Leongatha Growth Area is situated on the southern development boundary of Leongatha and is defined by Simons Lane and Boags Road to the south, the Great Southern Rail Trail to the west and Coalition Creek to the east. The area has significant opportunities for residential and highway frontage commercial development over the next 25 years and beyond.

The *Leongatha Framework Plan* at clause 21.12-4 shows four precincts in the Southern Leongatha Growth Area. The precincts comprise:

- The *Bulky Goods Retail Area* on the west side of the South Gippsland Highway north of Simons Lane.
- The *Highway Frontage Commercial Area* on the east side of the South Gippsland Highway north of Boags Road.
- *Urban Expansion Areas* on both sides of the South Gippsland Highway south of the existing urban development.
- *Low Density Residential Zone* on both sides of the South Gippsland Highway located south of the Urban Expansion Areas.

## 21.12-6 Objectives – Southern Leongatha growth area

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- Achieve high quality residential and commercial development that responds to the landform, amenity, and development and community infrastructure requirements of the subject land and its surrounds in an equitable long-term manner.
- Ensure that any proposed use and development of land in the Southern Leongatha Growth Area is generally in accordance with the *Leongatha Framework Plan* at clause 21.12-4.

## 21.12-7 Strategies – Southern Leongatha growth area

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- Bulky goods retail area strategies:
  - Promote application of a Special Use Zone in the Bulky Goods Retail Area identified on the *Leongatha Framework Plan*.
  - Direct large floor-plate developments/uses defined as ‘Restricted retail premises’ to the ‘Bulky Goods Area’ identified on the *Leongatha Framework Plan*.
  - Discourage Accommodation (excepting Hotel and Motel) Food and drink premises, Offices, Place of assembly (excluding Conference / Function centre and Place of worship), Retail premises (excluding Restricted retail premises) and Warehouses.
  - Strongly discourage commercial or community uses that may weaken the primacy of the Town Centre.
  - Strongly discourage the establishment of industrial uses, or other discretionary uses, that may detrimentally affect the amenity of surrounding sensitive land uses.
- Highway frontage commercial area strategies:
  - Promote application of a Special Use Zone in the Highway Frontage Commercial Area identified on the *Leongatha Framework Plan*.
  - Direct uses that benefit from highway exposure, that are not suited to a Town Centre location and that will have visitation patterns that do not encourage cross-highway vehicle and pedestrian traffic movements to the ‘Highway Frontage Commercial Area’ identified on the *Leongatha Framework Plan*. Such uses may include (but are not restricted to) Car wash, Conference/Function centre, Emergency services facility, Hotel, Landscape gardening supplies, Motel, Motor vehicle boat or caravan sales, Place of worship, Service station, Trade supplies, and Veterinary centre.
  - Discourage Accommodation (excepting Hotel and Motel) Food and drink premises, Office, Place of assembly (excluding Conference / Function centre and Place of worship), Retail premises (excluding Restricted retail premises) and Warehouse.

- Strongly discourage commercial or community uses that may weaken the primacy of the Town Centre.
- Strongly discourage the establishment of industrial uses, or other discretionary uses, that may detrimentally affect the amenity of surrounding sensitive land uses.
- Urban expansion areas strategies:
  - Promote the application of the General Residential Zone in the Urban Expansion Areas identified on the *Leongatha Framework Plan*
  - Promote the subdivision of land to maximize the efficient use of land across a range of lot sizes.
  - Promote the staged and sequential rezoning and subdivision of General Residential zoned land that integrates with the existing road network and infrastructure to the north, and avoids the creation of development that is isolated or has poor connectivity to the north.
  - Avoid the creation of residential lots in the Coalition Creek flood plain, except where the potential exists for dwellings to be located within lots above the flood level and associated access to and within the lot is above the flood level.
  - Minimise the number of residential lots with boundaries adjoining the highway frontage commercial uses.
  - Encourage the creation of wide, landscaped road reserves that create a residential sense of place in residential areas accessed through commercial areas.
- Low Density Residential Zone strategies:
  - Promote the retention and application of the Low Density Residential Zone to the land immediately north of Simons Lane and Boags Road, and the land south of the proposed commercial area on the eastern side of the Highway as identified on the *Leongatha Framework Plan*.
  - Encourage connectivity with the land to the north.
- Landscape and built form strategies:
  - Minimise the number of highway entry points through subdivision, building layout and access design that avoids the requirement to create new highway access points.
  - Promote high quality urban design, site layout, building and landscape design suitable to a township entry point that includes:
    - Generally consistent building setback lines with buildings of not more than 10 metres height above ground level.
    - Building layout that considers the long term potential for widening of the highway.
    - Ample onsite car parking, without visually dominating front setbacks.
    - Building siting and design which makes efficient use of land with specific regard to minimizing unused areas of land (not including landscaping) to the side and rear of development.
  - Encourage appropriate buffers to adjoining sensitive land uses.
  - Provide sufficient size and depth to residential lots adjoining commercial uses so that screening landscaping can be applied to soften the potential visual and amenity impact.
- Infrastructure strategies:
  - Encourage the location and design of new highway intersection treatments that facilitate development on both sides of the highway.
  - Create an internal road network that considers the future requirements of adjoining undeveloped land and the potential for cumulative increased usage over time.
  - Encourage creation of a new connector road between Parr Street and Nerrena Road.
  - Consider the requirement for road and pathway infrastructure upgrading and funding at locations separated from development sites.



- Avoid location of roads in flood prone areas of the Coalition Creek flood plain.
- Create a shared pathway network around the boundaries of the Growth Area and along both sides of the highway.
- Promote integrated storm water management on a 'whole of catchment' basis.
- Avoid the duplication of drainage assets or reliance on overland flows outside of drainage easements and declared waterways.
- Encourage the provision of reticulated sewage assets that consider the development requirements of surrounding land and avoid asset duplication and the need for incremental asset upgrading.
- Provide and/or designate an open space reserve of approximately four hectares on the flatter sections of the residential area west of the highway. If this cannot be achieved, additional open space should also be provided at a location adjoining the rail trail.
- Provide and/or reserve a one-hectare (minimum) land parcel west of the highway for future community development infrastructure.
- Provide continuous linear open space connectivity between the eastern end of Parkside Close and the wetland area adjoining the Boags Road / Tarwin Ridge Boulevard.
- Encourage provision of a local park adjoining Coalition Creek.

**21.12-8 Implementation – Southern Leongatha growth area**

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Strategies relating to the Southern Leongatha Growth Area will be implemented by:

- Ensuring that any proposed use and development of land in Leongatha is generally in accordance with the *Leongatha Framework Plan* at clause 21.12-4.