

D. Inverleigh

D.1 Town Profile

Location

- Inverleigh is located on the Hamilton Highway approximately 39 kilometres east of Cressy, 28 kilometres west of Geelong and 19 kilometres north of Winchelsea. The town is located on the Gheringhap to Maroona railway.

Natural Environment

- Located on a generally flat plain and adjacent to the junction of the Leigh and Barwon Rivers.
- Floodplains are located to the north, east and south of the town.
- Formal tree plantings extend along the Hamilton Highway.

Built Environment

- The town building and landscape elements are highly cohesive and provide a strong landscape character.
- High Street has a relatively high level of amenity with a wide street and formal plantings.
- Pedestrian and cycle access is effective around the town and even along the main street, because of the adjacent service roads.

Economic and Community

- The population of Inverleigh was 279 in 1991. The annual growth rate has been 1% or approximately 2.7 persons per annum.
- Roadside facilities and open space is provided for visitors to the township.
- This is an attractive wayside stop for travellers.

D.2 Opportunities

- Inverleigh's relative proximity to Geelong will provide some opportunity for moderate residential development.
- Inverleigh has the potential to meet the needs of tourists, particularly day trips from Geelong. Assets within the township such as recreation-open space, historical and cultural exhibits, and agricultural activity could be more effectively used to achieve this objective. Significant effort has already been made by the community in this regard.
- The town is attractive for young families and semi-retired persons.
- The low density residential area to the north of the township is one of the more attractive developments of this kind in the Shire.
- Capacity still exists within the currently zoned township area for further subdivision and dwelling construction.
- Inverleigh has developed in a relatively compact form which has the advantage of allowing the efficient provision of infrastructure services and ease of access to commercial and community services.
- Inverleigh can be promoted as a 'gateway' to the Western District.

D.3 Constraints

- The site is constrained by extensive floodlands associated with the Leigh and Barwon Rivers. The 62 metre AHD (Australian Height Datum) contour is generally the minimum acceptable level for development.
- The rear half of properties in the Cambridge and East Street area are considered to be of high flood risk. The low-level buildings on these properties have experienced flooded floors.

- The area at the eastern end of Park Street is part of the alluvial flood plain of the Leigh River.
- The area south of McCallum Road between Jubilee Street and the Inverleigh to Winchelsea Road is generally below the 62m AHD contour but is not subject to inundation due to the flow patterns adjoining the confluence.
- An extensive area south of the town in the vicinity of River Road is subject to inundation.
- To the north east of the town (west and south of Common Road) is below the 62m AHD contour is subject to regular inundation.
- The land between the Hamilton Highway and Cambridge Street and the south bank of the Leigh River is also subject to inundation.
- Use of the standard gauge railway line which runs east-west to the south of the town is likely to increase over time. Development south of the railway will be separated from the town centre and may be subject to reduced amenity because of noise.
- The existing low density subdivision pattern and form of development south of the railway line would make consolidation and re-subdivision difficult.
- The town does not have a reticulated sewerage scheme.
- The area of west Inverleigh (which incorporates an area of old Crown titles) does not have reticulated water.

D.4 Strategic Issues

- A significant issue to address is the maintenance of the town's rural character and compactness with future development. The village atmosphere of the town should be enhanced.
- Areas in and adjoining the town are flat or flood prone, and therefore costly to provide with infrastructure services.
- Whether to provide significant areas of land for industry related to rural services.
- The only growth options which form an extension of the town are west along Cemetery Road. Otherwise development will need be located in separate pockets along Common Road to the north or east of the town in the Peel Road area.
- Development west beyond Mahers Lane above 70m will incur additional water supply costs in terms of booster pumps.
- The existing subdivision pattern west of the town has been a constraint to the compact and efficient use and development of the area. Consolidation and resubdivision would provide for a greater lot yield and subsequent development potential.
- A greater density of development to the west of the town would provide greater opportunity for infrastructure servicing costs to be recovered.
- The township has a strong framework of built and natural features that could effectively meet the needs of future residential development.

D.5 Planning Strategy

- The role of Inverleigh is as a town centre for residents and the surrounding rural area, providing a range of commercial and community services.
- Future augmentation of the township residential areas can be achieved towards the west, however demand is anticipated to be higher for low density residential allotments than township-residential sites.
- Those areas subject to flood risk or inundation will be subject to use and development controls.
- The area most appropriate location for future township growth is immediately west of the sporting ovals, north of the cemetery. This corridor should be made available for residential development and low density subdivision prevented from inhibiting the ultimate residential use of the area.
- Provide a pedestrian link over the Leigh River from the low density residential area along Common Road to the town centre.
- Maintain the general strategy of low density residential development to the north of the town. Low density residential development should be located in a defined node. There is

capacity within the Savage Drive estate and the area east of the Leigh River south of the Hamilton Highway.

- Provide a site for industrial use and development south of the town on the Inverleigh-Winchelsea Road. The site is not subject to flood risk or inundation and is separated from residential areas.
- Consolidate the commercial area on the north side of High Street between Dundas Street and East Street and on the south side between Newman Street and East Street. New commercial uses should make use of opportunities for infill development in this area. Commercial use or development outside this defined area will require substantial justification based on site requirements.
- Open space contributions should be taken for all subdivision along the Leigh River in order to provide an open space system along the river that links with existing public land.
- Residential growth should extend westerly between the railway line and the Hamilton Highway.

- TOWNSHIP DEVELOPMENT STRATEGIES**
- Future residential areas west of Inverleigh.
 - Flood areas strictly managed.
 - Future township west of sports ovals / north of cemetery.
 - Foot bridge over Leigh River.
 - Rural residential north of township.
 - Provide industrial site to South.
 - Combine commercial centre.
 - Open space area along Leigh River.



Golden Plains Shire
 Town Structure Plan
 Inverleigh

The Town Structure Plan is Indicative only of desirable growth patterns. The lines show broadly the areas required for different uses but are not meant to be for statutory purposes.

△ Reinforce Formal Avenue of trees.

- * Twin Entrance and Intersection Treatment
- Limit Development in Flood Area.