

# Greater Shepparton Townships Framework Plan Review, 2018

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## Introduction

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The *Greater Shepparton Housing Strategy 2011* (the GSHS) was prepared by David Lock Associates Pty Ltd on behalf of Council to guide the future long term identification and provision of residential land within Greater Shepparton.

The GSHS establishes a development framework in the Shepparton and Mooroopna urban areas, as well as the smaller townships within the municipality.

The *Greater Shepparton Townships Framework Plan Review* (the Review) focuses on only the nine townships that the GSHS provided framework plans for, and excludes the Shepparton and Mooroopna urban areas. The purpose of this review is to complement and build upon the work undertaken through the GSHS to 2011, and to update the framework plans for each of the small townships within the municipality.

The Review assesses each township against a number of criteria but, importantly, recognizes that each township is different and a “one size fits all approach” is not always appropriate. The townships have been assessed against the following criteria:

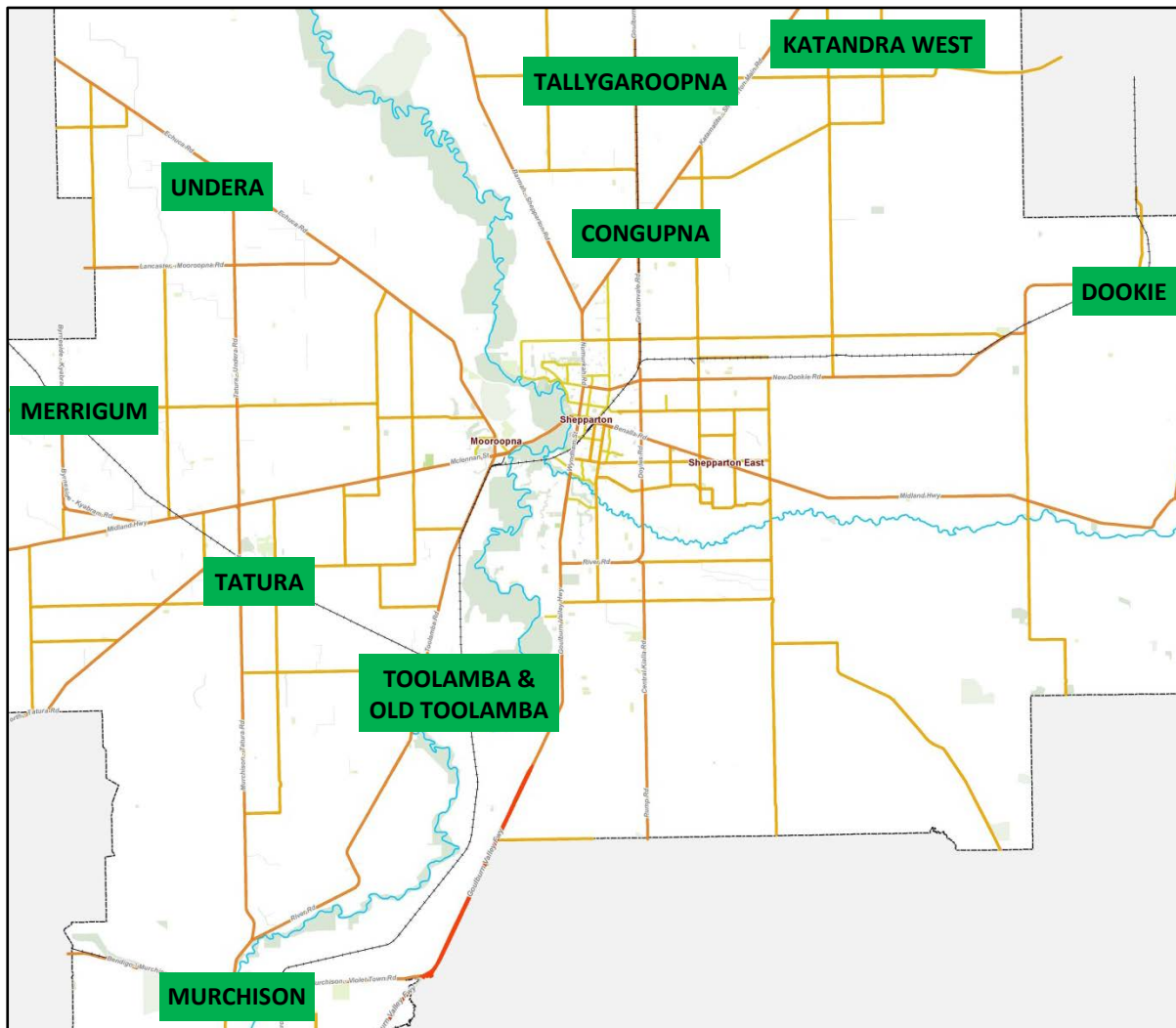
- Current status and history;
- Infrastructure and servicing availability;
- Environmental influences; and
- Population trends / supply and demand.

The townships that are included in the Review are:

- Congupna;
- Dookie;
- Katandra West;
- Merrigum;
- Murchison;
- Tallygaroopna;
- Tatura;
- Toolamba and Old Toolamba; and
- Undera.

The location of these townships is shown in *Figure 1 – Locality Map*.

Figure 1 – Locality Map



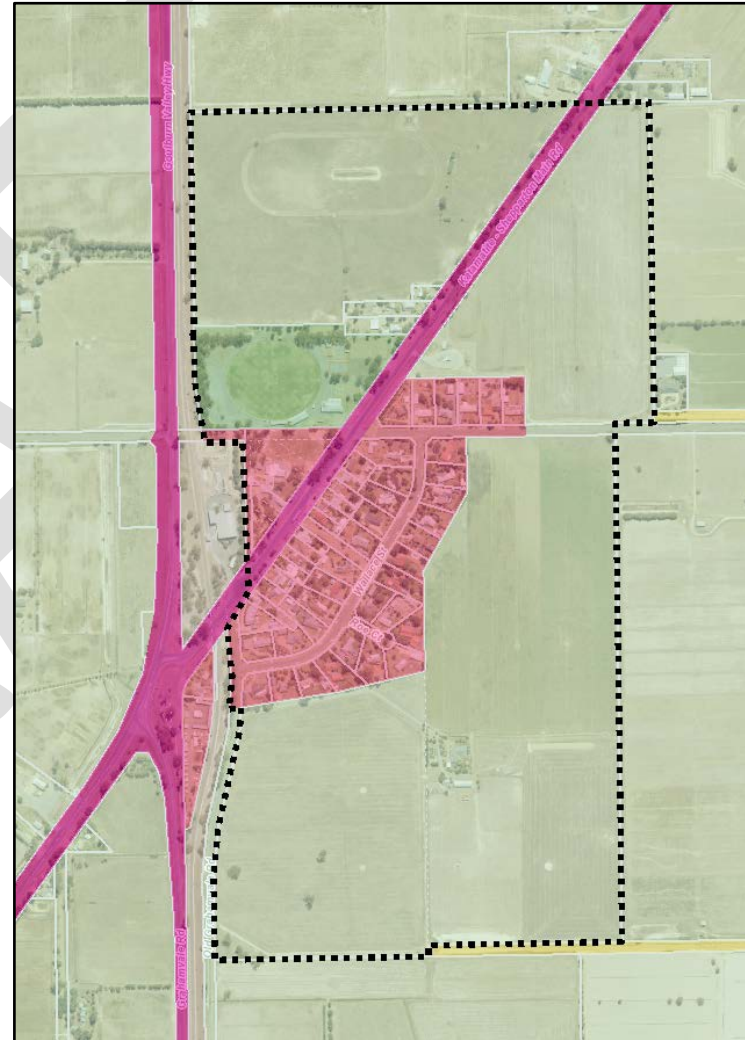


## CONGUPNA

Figure 2 – Congupna Aerial Map



Figure 3 – Congupna Zone Map



### **Township Overview**

The township of Congupna is located approximately 10km north of Shepparton and has a population of 605 (2016 Census). The township is almost entirely surrounded by land utilised for agriculture, including grazing, cropping and dairying. The township runs along the Goulburn Valley Highway and Katamatite-Shepparton Main Road. Some of the main facilities include a primary school, football/cricket oval, and tennis courts (see *Figure 2 – Congupna Aerial Map*).

### **Environmental Profile**

There is minimal native vegetation left around the township area as most of the land has been cleared for farming. However, there are small-moderate amounts of street tree planting and some vegetation around the recreation reserve. Most of the township is heavily flood prone and is identified as a Bushfire Prone Area.

### **Infrastructure Availability**

The town is not connected to reticulated sewerage. A railway runs to the west of the township town, however, there is no passenger rail service and no plans to include the town in the passenger rail network. Road infrastructure is generally good and the township is serviced by limited public bus services.

### **Current Zones and Overlays**

Land within the settlement boundary is primarily comprised of land within the Farming Zone, with only a small portion being Township Zone and the recreation reserve to the north of the existing township within the Public Parks and Recreation Zone (see *Figure 3 – Congupna Zone Map*). Most of the houses are within the land subject to inundation overlay and an overwhelming amount is also within a Bushfire Prone Area. The predominant surrounding land use is agriculture, including cropping, grazing and dairying. The surrounding land is within the Farming Zone.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

Most of the land surrounding the existing residential area has been identified for potential Low Density Residential, while the southern section of the township has been identified as potential Rural Living (see *Figure 4 – Extract from Congupna Framework Plan*).

### **Recent Changes (2011 – 2018)**

There have been two primary rezoning requests in Congupna since the implementation of the Housing Strategy. These are in the preliminary assessment stage.

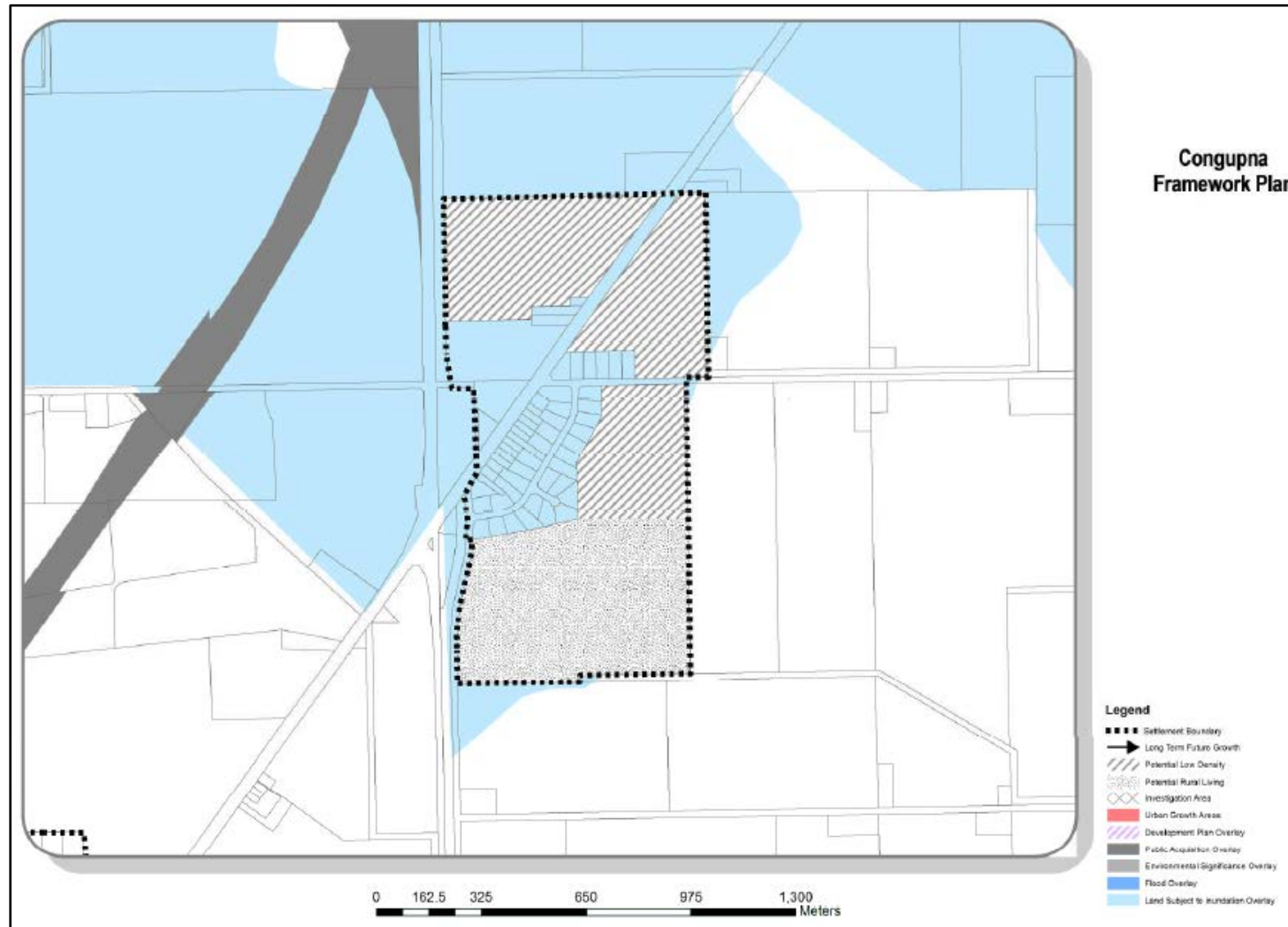
### **Findings from 2016 Residential Land Supply Assessment**

Congupna was erroneously excluded from the 2016 Residential Land Supply Assessment. No updated data is available.

### **Recommendations**

The settlement boundary appears to be generous – no changes required.

Figure 4 - Extract from Congupna Framework Plan



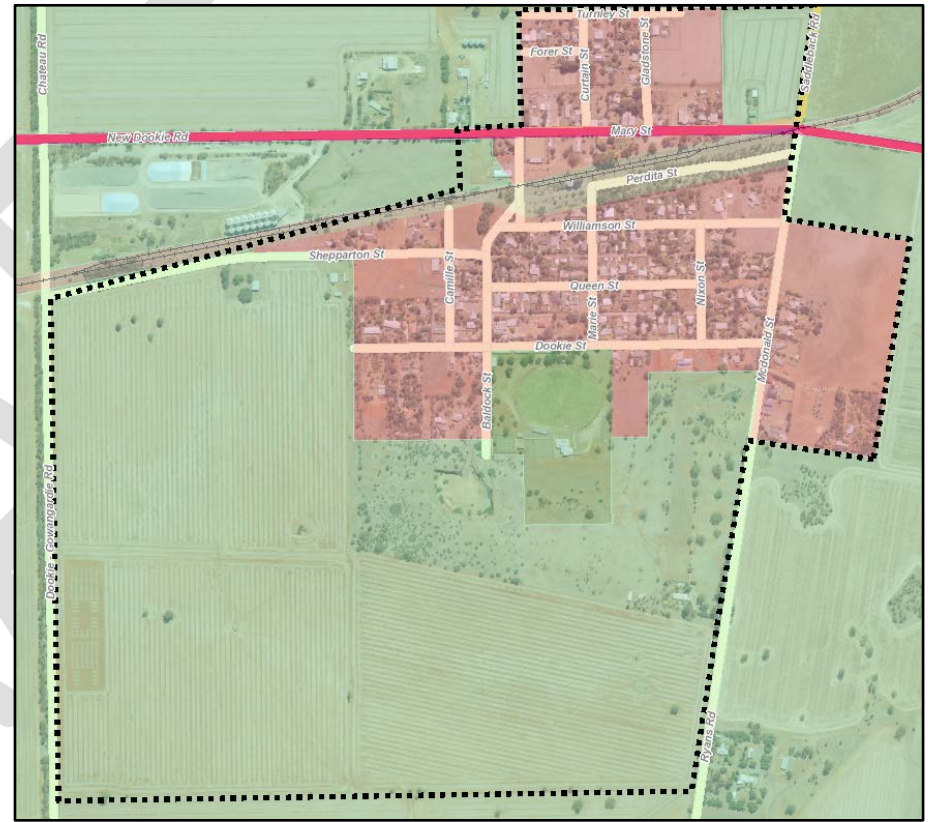


## DOOKIE

Figure 1 - Dookie Aerial Map



Figure 2 - Dookie Zone Map



### **Township Overview**

The township of Dookie is located approximately 30km east of Shepparton and has a population of 328 (2016 Census). The settlement boundary is completely surrounded by farmland, largely cropping and grazing. Existing facilities include a football oval, tennis and basketball courts, a primary school and several shops (see *Figure 5 – Dookie Aerial Map*). A short rail trail has been constructed with plans to extend this in the future.

### **Environmental Profile**

There is minimal vegetation existing in Dookie as most has been cleared for farmland. All of the land within the settlement boundary is affected by the Salinity Management Overlay and is also considered to be a bushfire prone area. The township is largely flood free and is the only township within the municipality with any hills.

### **Infrastructure Availability**

The town is not connected to reticulated sewerage, though the community have expressed an interest in reticulation in recent past. A railway traverses the centre of the town, however, there is no passenger rail service and no plans to include the town in the passenger rail network. Road infrastructure is generally good and the township is serviced by limited public bus services.

### **Current Zones and Overlays**

The central township is within the Township Zone. Areas outside of the settlement boundary consist solely of Farming Zone, as well as almost half of all the land within the settlement boundary. A small section covering the towns sporting facilities is within the Public Park and Recreation Zone (see *Figure 6 – Dookie Zone Map*). The lots of land currently facilitating farming practices have been set aside for potential future residential development. Some buildings in town are also affected by the Heritage Overlay. The entire township is also affected by the Salinity Management Overlay.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

A large area of land within the southern side of the settlement boundary has been set identified for potential Rural Living and potential Low Density Residential. Small parcels near the north-east corner of the settlement boundary, and along the eastern side of Ryans Road, have also been identified for potential Low Density Residential (see *Figure 3 - Extract from Dookie Framework Plan*).

### **Recent changes (2011 – 2018)**

There has been one rezoning request in Dookie, which is still in the preliminary assessment stage.

### **Findings from 2016 Residential Land Supply Assessment**

In 2016, Dookie had a vacant residential lot supply of nine lots. Estimated lot capacity for future rural residential (unzoned) land supply is 173 total lots, including 25 potential Rural Living and 148 potential Low Density Residential (see *Figure 8 – Dookie extract from Residential Supply Assessment*).

### **Recommendations**

- Consider changing the designation for land that includes significant native vegetation.
- The settlement boundary appears to be generous – no changes required.



Figure 4 - Extract from Dookie Framework Plan

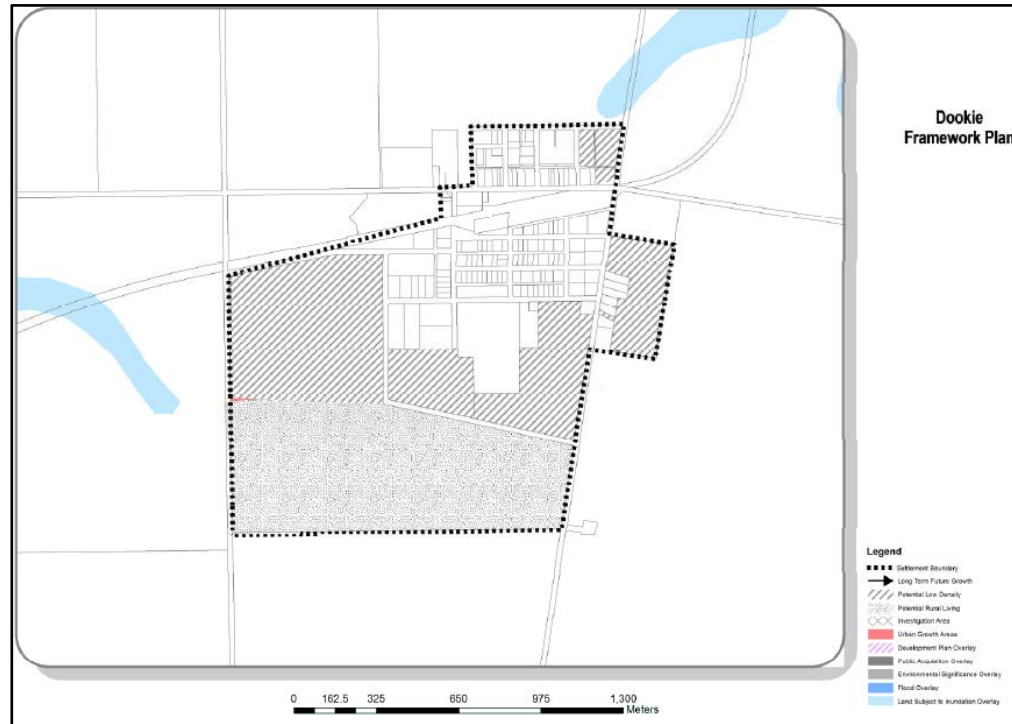


Figure 5 - Dookie extract from Residential Land Supply Assessment



## KATANDRA WEST

Figure 9 – Katandra West Aerial Map



Figure 10 – Katandra West Zone Map



### **Township Overview**

Katandra West is located approximately 30km north-west of Shepparton and has a population of 476 (2016 Census). The land surrounding the township is within the Farming Zone. Queen Street is the main north-south corridor in the town. The major facilities of the town include a primary school, football and cricket oval, tennis courts, and a bowls club (see *Figure 9 – Katandra West Aerial Map*).

### **Environmental Profile**

The township is not highly impacted by flooding and is largely made up of former cleared farmland. There is minimal native vegetation or other environmental constraints.

### **Infrastructure Availability**

The town is not connected to any reticulated sewerage. The road infrastructure is in good condition, however, public transport connections and availability are minimal.

### **Current Zones and Overlays**

The Township Zone applies to the central township area. The township is also entirely identified as a Bushfire Prone Area. All of the land surrounding the town is made up of Farming Zone (see *Figure 10 – Katandra West Zone Map*).

### **Existing Framework Plan from Clause 21.04 (Settlement)**

A small area of land on the eastern side of the Katandra West township has been identified for Potential Low Density, and large areas further east and west have been identified as Potential Rural Living (see *Figure 11 – Extract from Katandra West Framework Plan*).

### **Recent Changes (2011 – 2018)**

One rezoning application has been received, however, has not progressed at this stage.

### **Findings from 2016 Residential Land Supply Assessment**

Katandra West, as of the 2016 study, had a vacant residential lot supply of 46 lots. From July 2008 to March 2016 there were 20 new residential lots created in Katandra West.

Estimated lot capacity for future rural residential (unzoned) land supply is 62 total lots, including 32 potential Rural Living and 30 potential Low Density Residential (see *Figure 12 – Katandra West extract from Residential Supply Assessment*).

### **Recommendations**

- The settlement boundary appears to be generous – no changes required.

Figure 11 – Extract from Katandra West Framework Plan

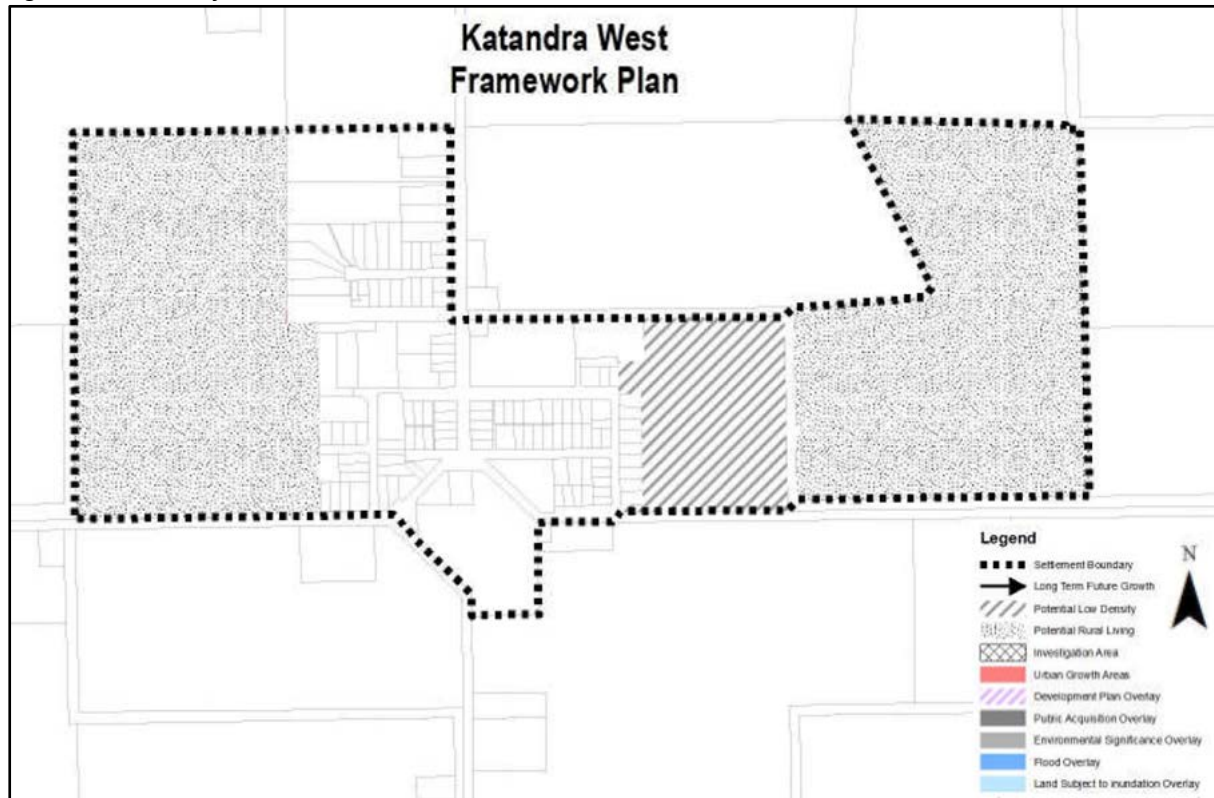


Figure 12 – Katandra West extract from Residential Land Supply Assessment





## MERRIGUM

Figure 6 – Merrigum Aerial Map

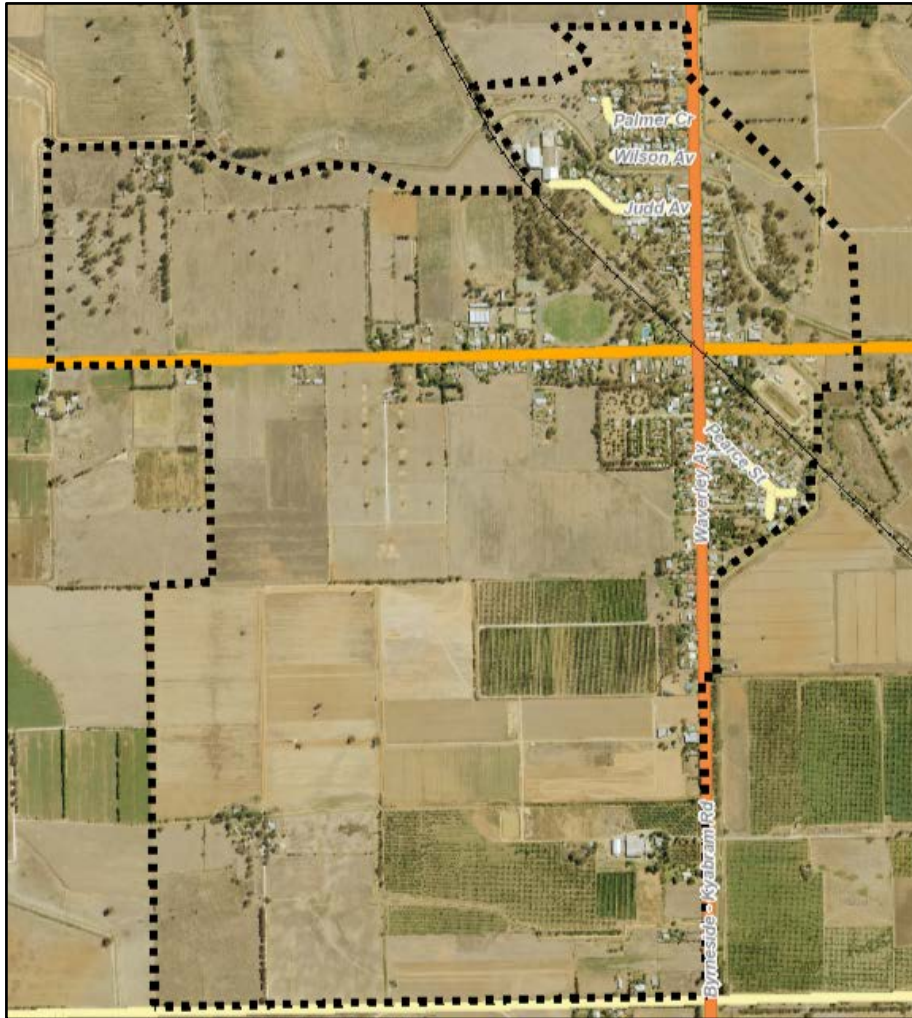
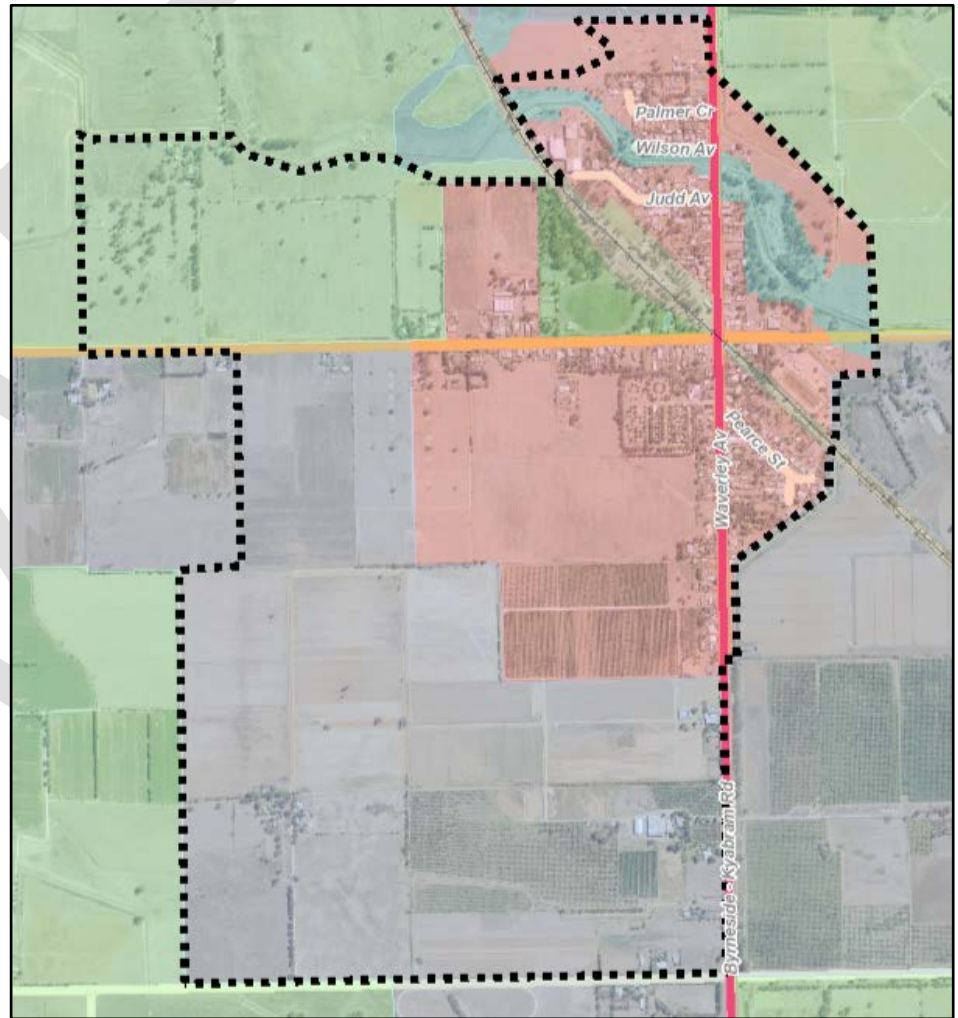


Figure 7 – Merrigum Zone Map



### **Township Overview**

Merrigum is located approximately 30km west of Shepparton and has a population of 679 (2016 Census). The surrounds of the township are primarily comprised of farming, including cropping, grazing and dairying. A railway line traverses the centre of the town and there is some native vegetation in and around the township area. The town is largely centred along Waverly Avenue and Morrissey Street (see *Figure 13 – Merrigum Aerial Map*).

### **Environmental Profile**

There is currently some native vegetation existing within the township, mostly on private land. Street tree planting is minimal. The northern portion of the township is heavily affected by flooding. The only part of the township and surrounds that is not affected by flooding lies to the south and south west.

### **Infrastructure Availability**

The town is connected to reticulated sewerage. A railway traverses the centre of the town, however, there is no passenger rail service and no plans to include the town in the passenger rail network. Road infrastructure is generally good and the township is serviced by limited public bus services.

### **Current Zones and Overlays**

The central township area is within the Township Zone. The Urban Floodway Zone traverses the northern portion of the town (see *Figure 14 – Merrigum Zone Map*). Most of the land north of Morrissey Street and Andrews Road is affected by the Land Subject to Inundation and Floodway Overlays. Land surrounding the town primarily consists of Farming Zone. Large sections of the Township Zone remain currently vacant as land identified for future development. Some places of cultural heritage significance have been identified within the township and the Heritage Overlay has been applied.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

Large sections of land parcels on the southern part of town have been set aside as potential Urban Growth Areas, small parcels on the northern side have as well. Areas further south have been designated for Potential Low Density Residential and Potential Rural Living (see *Figure 15 – Extract from Merrigum Framework Plan*).

### **Recent Changes (2011 – 2018)**

No rezoning applications have been received.

### **Findings from 2016 Residential Land Supply Assessment**

Within the township of Merrigum there is 60 hectares of identified land that is suitable for future residential development.

Estimated lot capacity for future rural residential (unzoned) land supply is 149 total lots, including 56 potential Rural Living and 93 potential Low Density Residential (see *Figure 16 – Merrigum extract from Residential Supply Assessment*).

Figure 8 – Extract from Merrigum Framework Plan

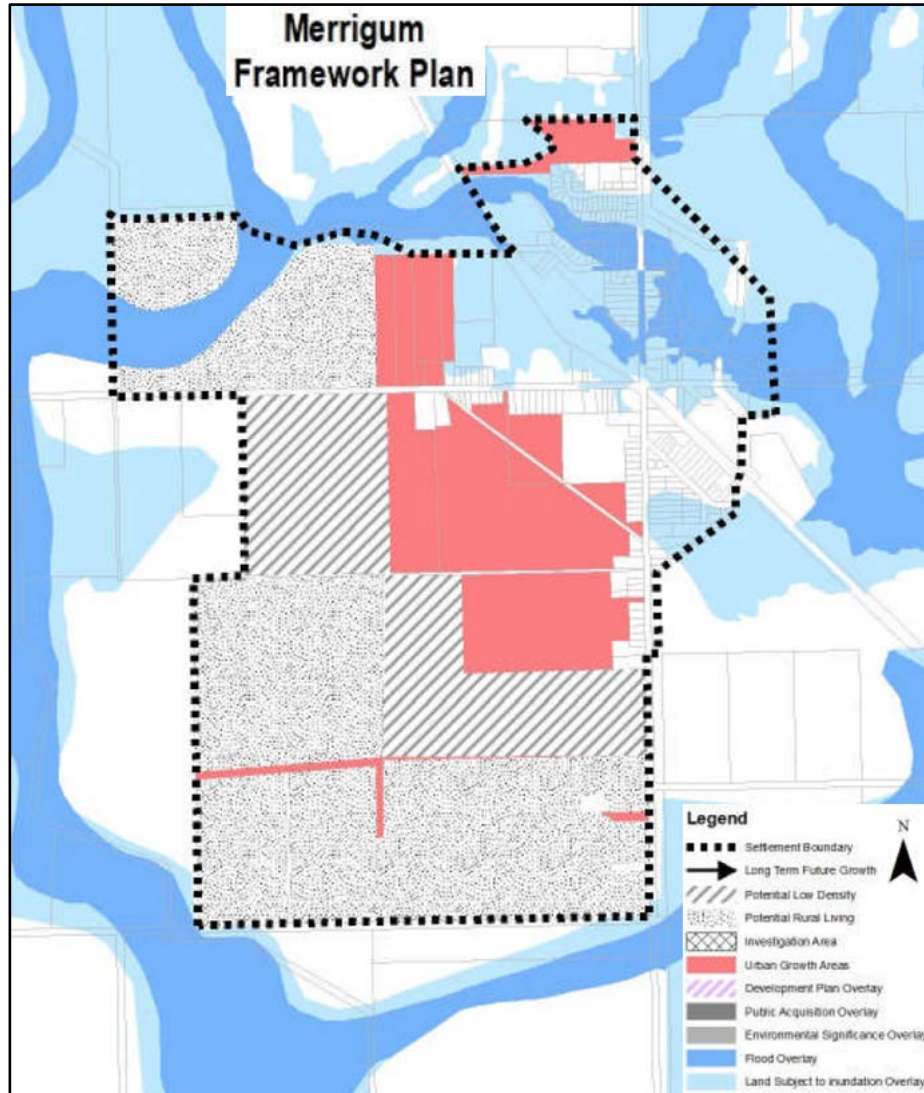
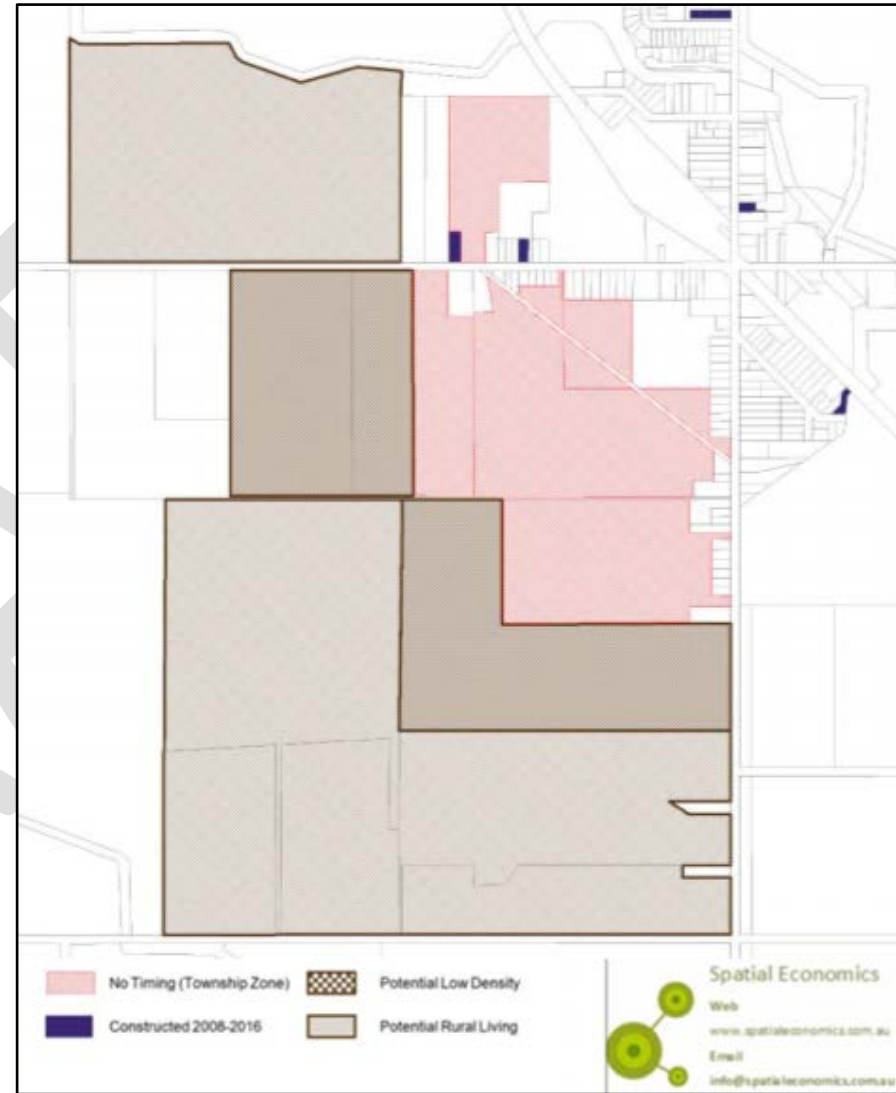


Figure 9 – Merrigum extract from Residential Land Supply Assessment



### **Recommendations**

- Consider changing the designation for land that includes significant native vegetation.
- Amend framework plan to remove narrow strips of land erroneously identified as urban growth areas in the south west.
- The settlement boundary appears generous – no changes required.

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## MURCHISON

Figure 17 – Murchison Aerial Map

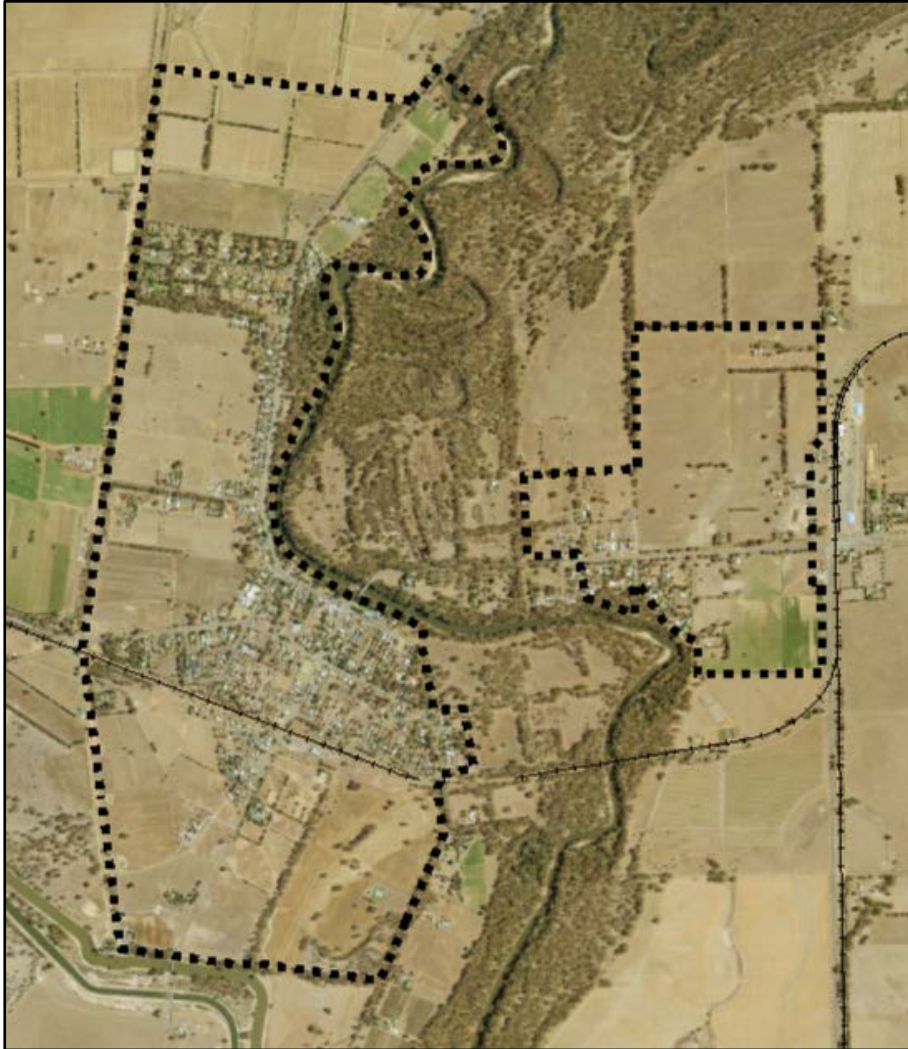
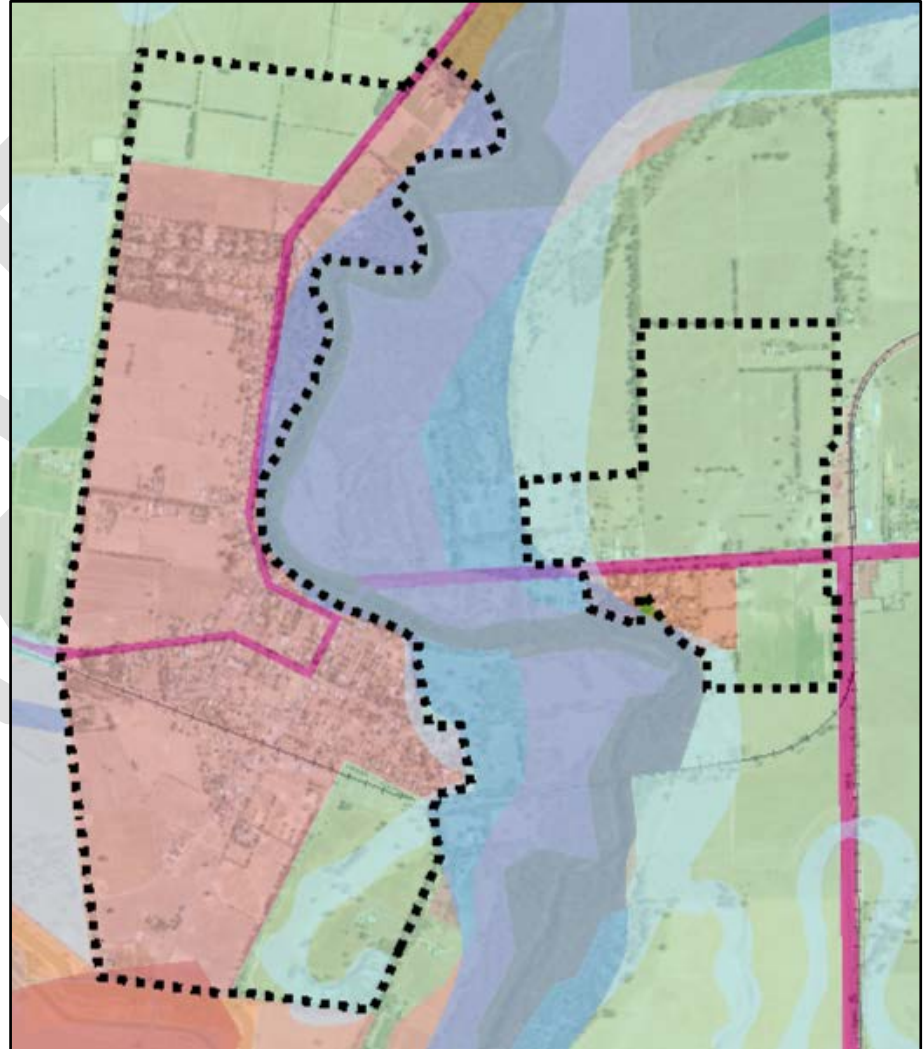


Figure 18 – Murchison Zone Map



### **Township Overview**

The Murchison township is located approximately 35km to the south-west of Shepparton, situated on the Goulburn River, with a population of 925 (2016 Census). The surrounding countryside consists of orchards, vineyards, dairy farms, and historic Prisoner of War Camps. The central township area is primarily comprised of residential housing. The core part of the township runs along Stevenson Street, Robinson Street, and Watson Street (see *Figure 17 – Murchison Aerial Map*). A small portion of the urban area has split across the river to become Murchison East, however, very little development has occurred there. A short rail trail has been constructed with plans to extend this in the future.

### **Environmental Profile**

There is minimal remnant vegetation within the boundaries of the township, with the exception of the land along the Goulburn River. Large parts of the urban area and surrounding farmland have been cleared. The township flanks the Goulburn River to the east, which is located within the Public Conservation and Resource Zone, and provides a logical town boundary. Growth of the town to the west is limited by the location of the wastewater treatment plant. The town is also with a designated Bushfire Prone Area and is partially affected by the Bushfire Management Overlay.

### **Infrastructure Availability**

The town is connected to reticulated sewerage with a railway line traversing the southern part of town. The Murchison East Railway Station is a V/Line passenger station and freight station, however, the station building/platform was recently destroyed by fire. Road infrastructure is generally good and provides relatively easy access to the Goulburn Valley Highway. The township is serviced by the public bus network. The bridge linking Murchison with Murchison East will require upgrades in the long term.

### **Current Zones and Overlays**

Murchison is entirely within the Township Zone and is largely surrounded by the Farming Zone. The Goulburn River, which runs immediately to the east of the central township area is within the Public Conservation and Resource Zone. Aside from the river corridor, the township is not affected by flooding and only a small portion of Land Subject to Inundation Overlay applies to the southern corner of the township area (see *Figure 18 – Murchison Zone Map*). Murchison East has had a small parcel of land that is within the Low Density Residential Zone while the balance remains in the Farming Zone.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

There are sections of vacant land that have been designated as potential “Urban Growth Areas” and are already within the Township Zone, both to the west and the south of the existing township. Most of Murchison East is identified for “Potential Rural Living” but currently remains in the Farming Zone (see *Figure 19 – Extract from Murchison Framework Plan*).

### **Recent Changes (2011 – 2018)**

One rezoning request has been received since the implementation of the Housing Strategy but it was declined due to being outside of the settlement boundary.

### **Findings from 2016 Residential Land Supply Assessment**

Murchison has been identified as having a vacant residential lot supply of 14, however, there are large areas of zoned land available for subdivision. From July 2008 to March 2016 there were 7 lots subdivided within the township of Murchison.

Estimated lot capacity for future rural residential (unzoned) land supply is 462 total lots, including 33 potential Rural Living and 429 potential Low Density Residential (see *Figure 20 – Murchison extract from Residential Supply Assessment*).

### **Recommendations**

- Settlement boundary appears to be sufficient in size – no changes required.



Figure 109 – Extract from Murchison Framework Plan

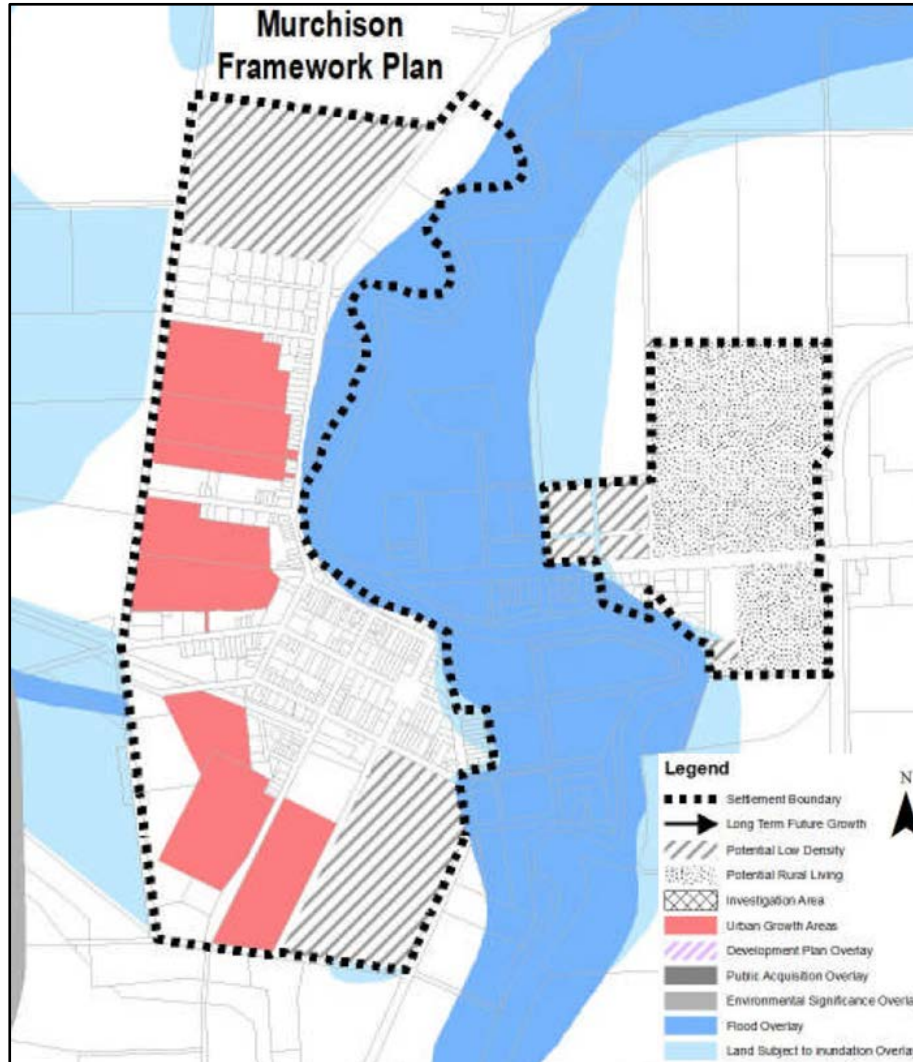
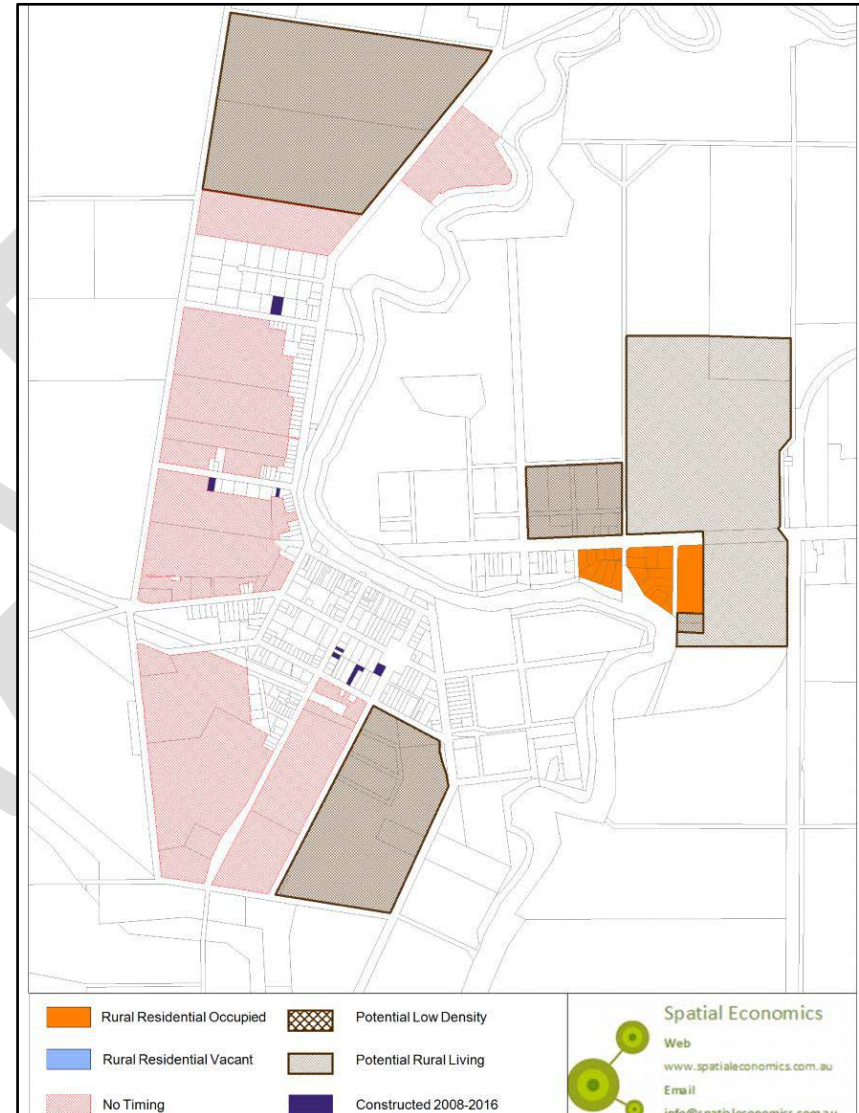


Figure 20 – Murchison extract from Residential Land Supply Assessment





## TALLYGAROPNA

Figure 21 – Tallygaroopna Aerial Map



Figure 22 – Tallygaroopna Zone Map



## Overview

The township of Tallygaroopna is located approximately 15km from Shepparton and has a population of 579 (2016 Census). The main facilities include a primary school, a kindergarten, and a football field. The settlement runs parallel to the Goulburn Valley Highway and Victoria Street is the main east-west road servicing the township (see *Figure 21 – Tallygaroopna Aerial Map*).

## Environmental Risks

There is a moderate amount of street tree planting and existing vegetation on cleared land, however the overwhelming majority has been cleared for agricultural purposes. Small parcels of land are at risk of inundation and flooding on the outskirts of the settlement boundary, the entirety of the township is also considered to be within a Bushfire Prone Area.

There is a large area of native vegetation to the north of the existing township, within the settlement boundary. An assessment should be undertaken to ascertain the value of this vegetation and extent of it that should be retained. This area is partially within the Township Zone and partially within the Farming Zone. Consideration should be given to co-locating a park, reserve or drainage basin adjacent to this vegetated area. Smaller patches of native vegetation should also be assessed and their retention considered as part of any future development of the land.

## Infrastructure

The town is not connected to reticulated sewerage. The township is adjacent to an existing railway line that is used solely for freight movements – there is no passenger rail service to the township. Tallygaroopna is well serviced by road infrastructure, however, has minimal public transport connections.

## Zones and Overlays

The township is considered to be a bushfire prone area and some of the land is at risk of inundation and flooding. All of the surrounding land is zoned as FZ as well as a large portion within the settlement boundary. Most if not all of the development within the settlement area has occurred in the south-west corner, meaning that there is plenty of room for further development in the future should there be a demand for it (see *Tallygaroopna Zone Map*).

The north-eastern extent of land within the settlement boundary is affected by the floodway overlay. Consideration should be given to the removal of this land from the settlement boundary due to flooding and access constraints.

## Framework Plan (Clause 21.04)

The area directly north of the township has been designated for potential Low Density Residential, while the land to the east (beyond the football oval) has been designated for potential Rural Living (see *Figure 23 – Extract from Tallygaroopna Framework Plan*).

### **Recent Changes (2011 – 2018)**

No rezoning requests have been received since the implementation of the Housing Strategy.

### **2016 Supply Assessment**

The 2016 study found that there is only 1 vacant residential lot within the township. However, there are large areas of land within the Township Zone available for subdivision. Estimated lot capacity for future rural residential (unzoned) land supply is 55 total lots, including 15 potential Rural Living and 40 potential Low Density Residential (see *Figure 24 – Tallygaroopna extract from Residential Supply Assessment*).

### **Recommendations**

- Consider changing the designation for land that includes significant native vegetation and floodway overlay.
- The settlement boundary appears to be generous – no increase required.

Figure 23 - Extract from Tallygaroopna Framework Plan

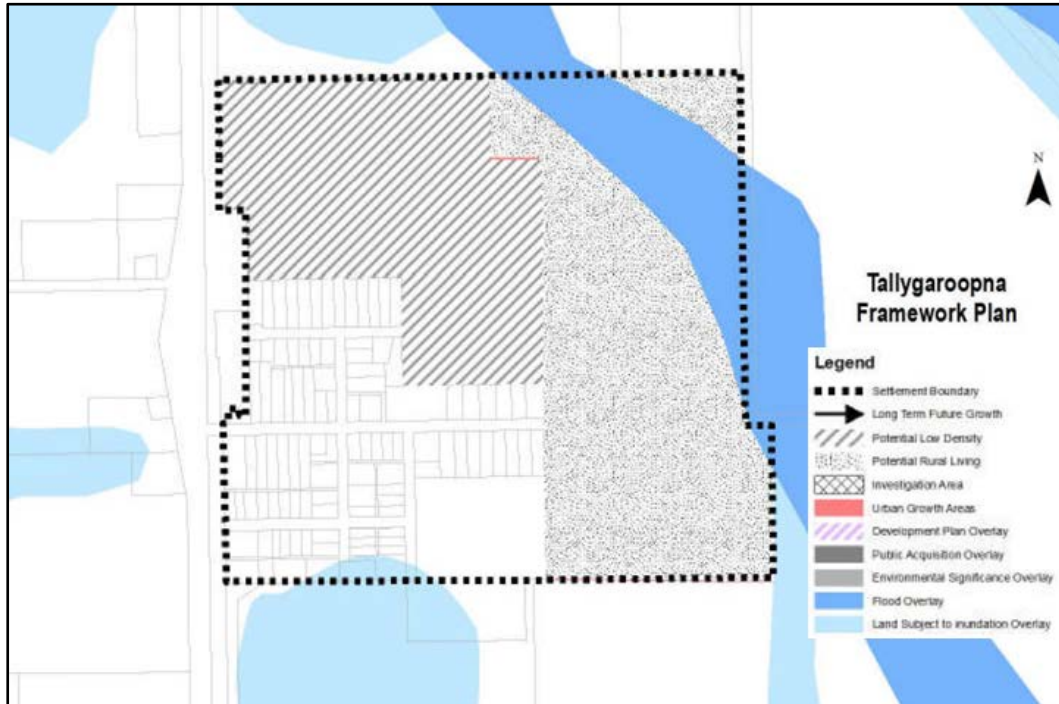


Figure 24 - Tallygaroopna extract from Residential Land Supply Assessment



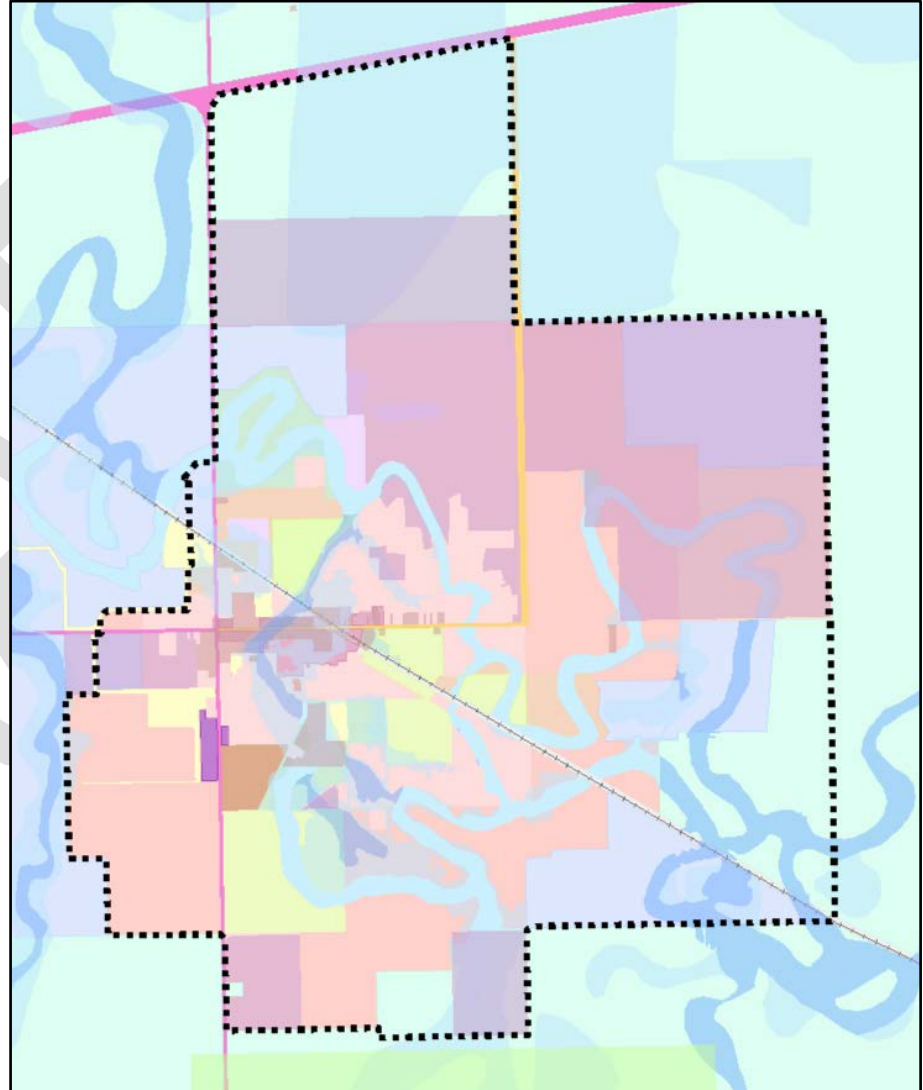


## TATURA

Figure 211 – Tatura Aerial Map



Figure 212 – Tatura Zone and Overlay Map



### **Township Overview**

The Tatura Township is located approximately 20km west of Shepparton with a population of 4,669 (2016 Census). The existing township is surrounded by farmland, largely used for dairying, cropping and grazing. There is a large corporate and manufacturing presence within the town, which includes some major regional processing plants (see *Figure 25 – Tatura Aerial Map*). The centre of the township is located along Hogan Street. The township contains various sporting facilities, including football ovals, a racecourse, an equestrian sports centre and a golf club. Tourist attractions include the Cussen Park Wetlands and historic Prisoner of War Camps.

### **Environmental Profile**

There is minimal native vegetation existing, as most has predominantly been cleared for farmland. There is, however, moderate street tree planting in the existing township. There are some environmental constraints that impact the direction of future growth. Flooding may pose some issue to the west and south-east, the wastewater treatment plant is located to the south of the township, and there is a strong industrial presence throughout the township, particularly in the south and west. There is no Bushfire Management Overlay affecting the town.

### **Infrastructure Availability**

The township is connected to reticulated sewerage and water services. A railway traverses the centre of the town, however, there is no passenger rail service and no plans to include the town in the passenger rail network. Road infrastructure is generally good and the township is serviced by the public bus network.

### **Current Zones and Overlays**

The central township area is made up largely of residential, commercial and special use zones (for industries such as Tatura Milk Industries Pty Ltd and Unilever Australia Pty Ltd). The town is flanked by land in the Low Density Residential Zone to the south and east, and is entirely surrounded by the Farming Zone (see *Figure 26 – Tatura Zone and Overlay Map*).

A floodway traverses the township in the Urban Floodway Zone. The Floodway Overlay and Land Subject to Inundation Overlay applies to the flood affected land further to the west and south-east. Large areas that are currently being used for agricultural purposes have been set aside for future developments, particularly to the north and east of the township. Much of the central township area is also affected by the Heritage Overlay.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

A moderately sized area to the north has been designated as a potential Urban Growth Area, areas further north and west has been designated as land for potential Low Density Residential (see *Figure 27 – Extract from Tatura Framework Plan*). Areas on the western side of the framework plan have been designated as land for potential Rural Living.



Figure 213 – Extract from Tatura Framework Plan

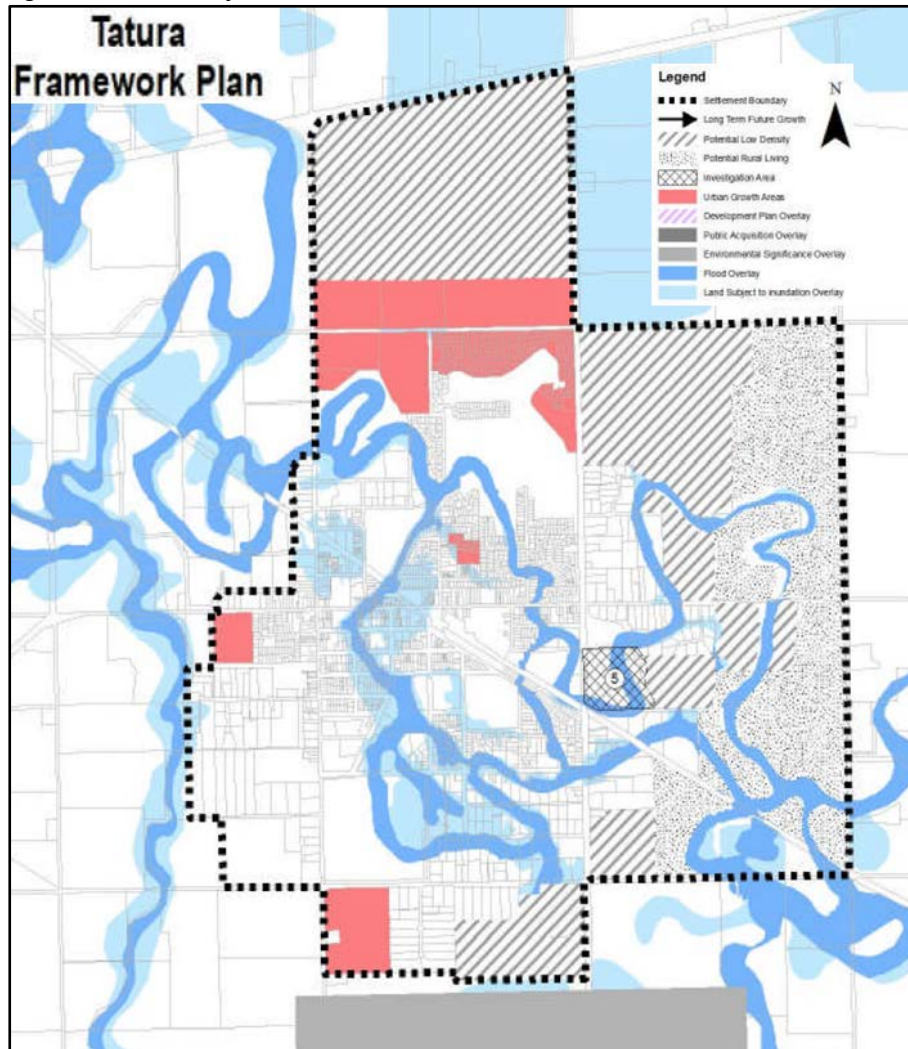
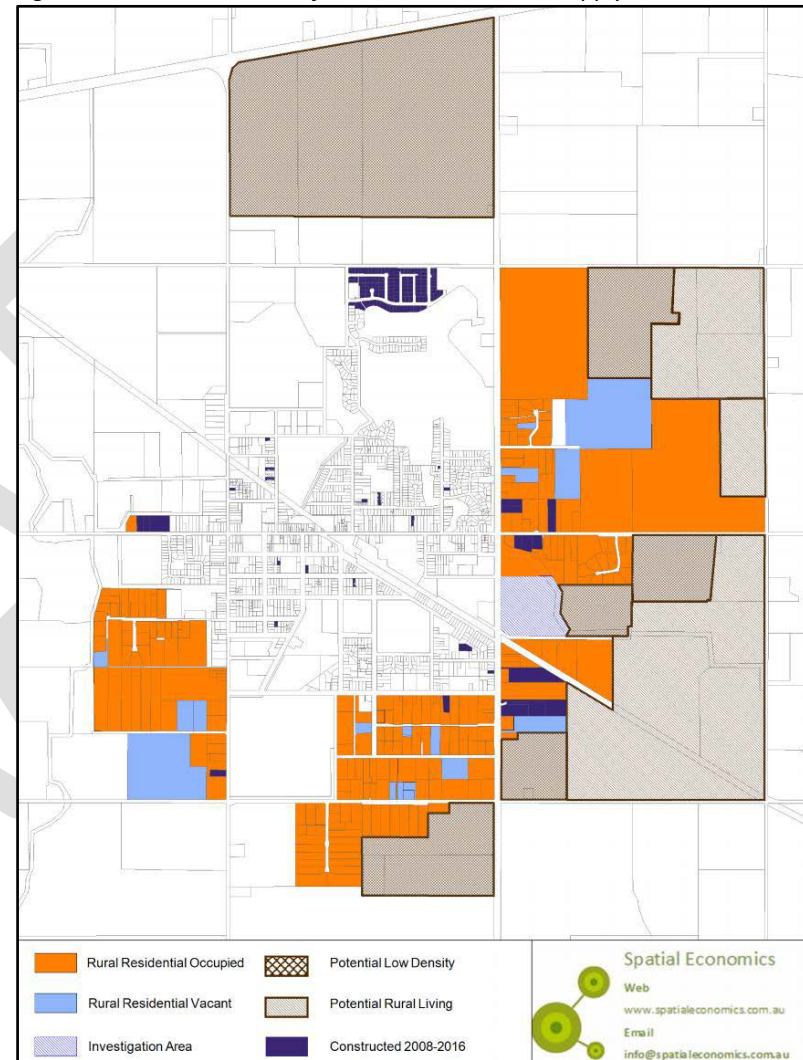


Figure 214 – Tatura extract from Residential Land Supply Assessment



### **Recent Changes (2011 – 2018)**

A number of rezoning requests have been received since the Housing Strategy was implemented. Large rezonings in the north-eastern area of the township from the Farming Zone to the Low Density Residential and Rural Living Zones have occurred in recent years. Northlinks estate is nearing completion – there is minimal land within a residential zone (rather than a low density or rural living zone) available for development.

### **Findings of 2016 Residential Land Supply Assessment**

Tatura has been identified as having a vacant residential lot supply of 46. From July 2008 to March 2016 there were 173 residential lots constructed in Tatura.

Estimated lot capacity for future rural residential (unzoned) land supply (page 35 of Spatial Economics Land Supply Assessment) is 750 total lots, including 119 potential Rural Living and 631 potential Low Density Residential (see *Figure 28 – Tatura extract from Residential Supply Assessment*).

### **Recommendation**

- Consider updating framework plan to reflect recent changes to zones.
- Consider increasing densities in appropriate areas to identify additional general residential land.
- Identify AusNet Transmission Group Pty Ltd easement in between Pyke Road and Midland Highway.
- Identify APA High Pressure Gas Pipeline and buffer north east of the township.
- Show flood controls south of Murton Road.
- Settlement Boundary appears generous – no changes required.



## TOOLAMBA & OLD TOOLAMBA

Figure 29 – Toolamba Aerial Map



Figure 30 – Toolamba Zone Map



### **Township Overview**

Toolamba township is located approximately 20km south-west of Shepparton and has a population of 769 (2016 Census). Most of the land surrounding the town is used for agricultural, including dairying, cropping and grazing. The centre of the town is located along Wren Street. Buildings of significance include the town hall, the historic hotel, and historic post office and railway station (see *Figure 29 – Toolamba Aerial Map*).

### **Environmental Profile**

There are small amounts of vegetation scattered around the township, but most of the vacant land has been cleared. Land at the eastern boundary of the township is close to the Goulburn River corridor, which is heavily vegetated. A small section of the centre of town is affected by the Land Subject to Inundation Overlay, and a large portion is also within the Bushfire Management Overlay.

### **Infrastructure Availability**

The town is not connected to reticulated sewerage. A railway traverses the centre of the town, however, there is no passenger rail service and no plans to include the town in the passenger rail network. Road infrastructure is generally good and the township is serviced by limited public bus services.

### **Current Zones and Overlays**

Toolamba is within the Township Zone and has small areas affected by the Land Subject to Inundation Overlay. Surrounding land is primarily used for farming, including cropping, grazing and dairying. Land to the east along the Goulburn River is within the Public Conservation and Resource Zone (see *Figure 30 – Toolamba Zone Map*). The settlement boundary follows the Public Acquisition Overlay to the west, which identifies the alignment of the Goulburn Valley Highway – Shepparton Bypass. The eastern areas of the township are affected by the Bushfire Management Overlay.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

A large area on the southern side of Wren Street has been designated as a residential investigation area. This may provide residential development subject to investigations being completed. Large area of land within the Farming Zone have also been identified for potential Low Density Residential and potential Rural Living (see *Figure 31 – Extract from Toolamba Framework Plan*).

### **Recent Changes (2011 – 2018)**

Multiple rezoning requests have been received since the implementation of the Housing Strategy.

### **Findings from 2016 Residential Land Supply Assessment**

As of 2016, Toolamba has 21 vacant residential lots identified, 24 lots have been constructed between July 2008 and March 2016.

Estimated lot capacity for future rural residential (unzoned) land supply is 75 total lots, including 40 potential Rural Living and 35 potential Low Density Residential (see *Figure 32 – Toolamba extract from Residential Supply Assessment*).

Figure 31 – Extract from Toolamba Framework Plan

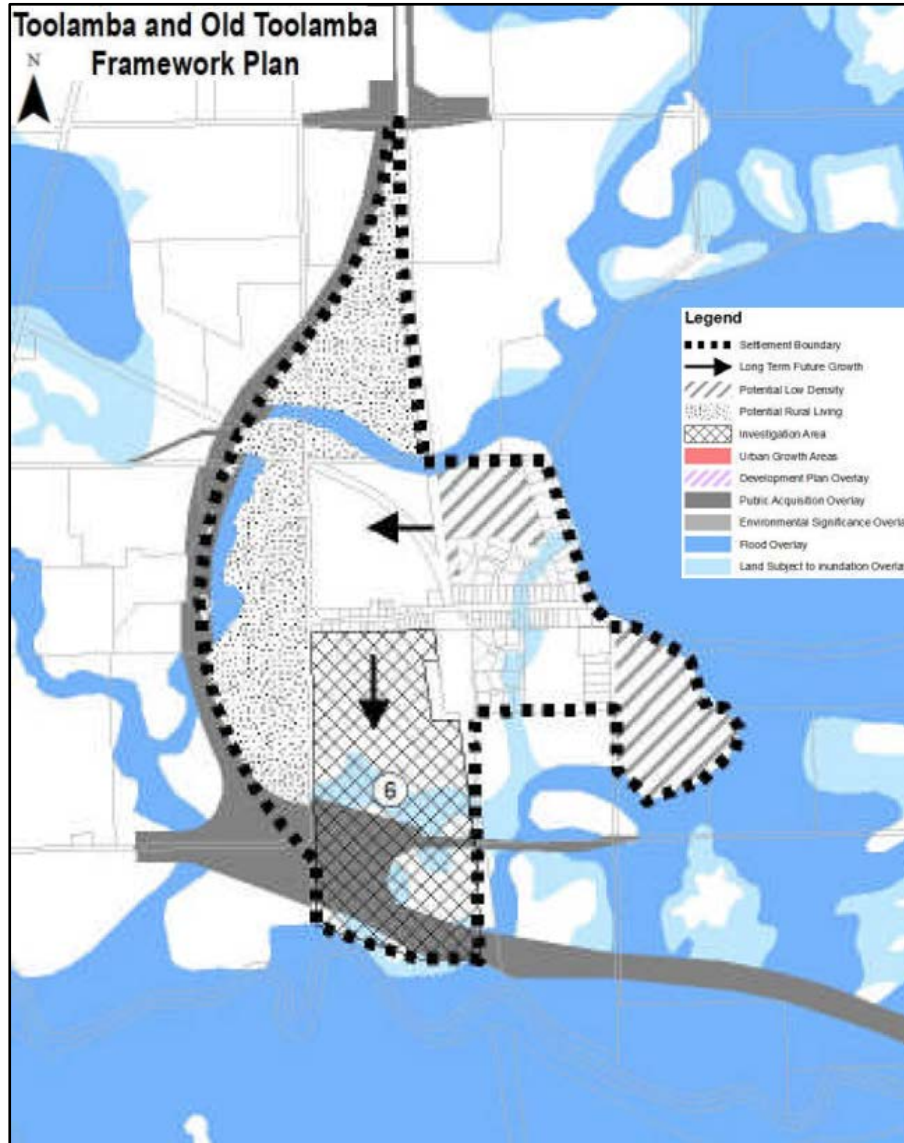
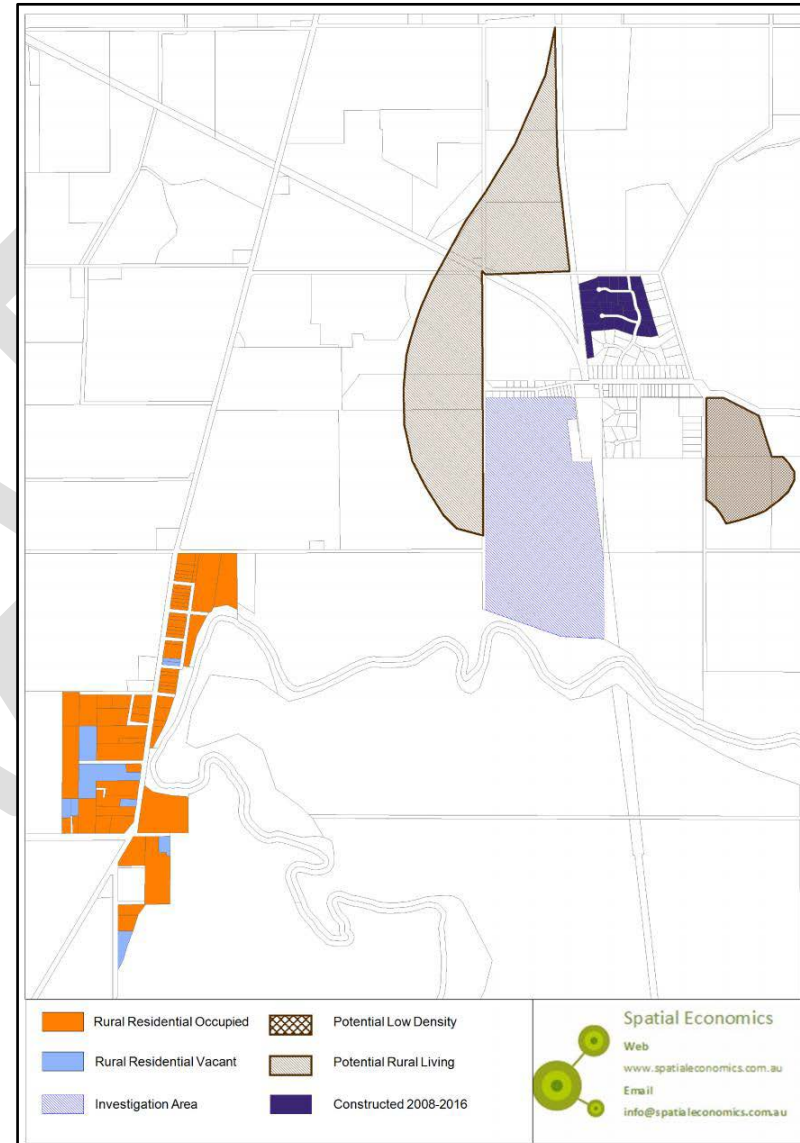


Figure 32 – Toolamba extract from Residential Land Supply Assessment



**Recommendations**

- Remove land included in the Public Acquisition Overlay for the Goulburn Valley Highway – Shepparton Bypass from the settlement boundary.
- Consider changing Investigation Area 6 designation following finalisation of the investigation.
- Consider removing potential Low Density Residential designation from land already within the Low Density Residential Zone.
- The settlement boundary appears generous – no changes require

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## UNDERA

Figure 33 – Undera Aerial Map

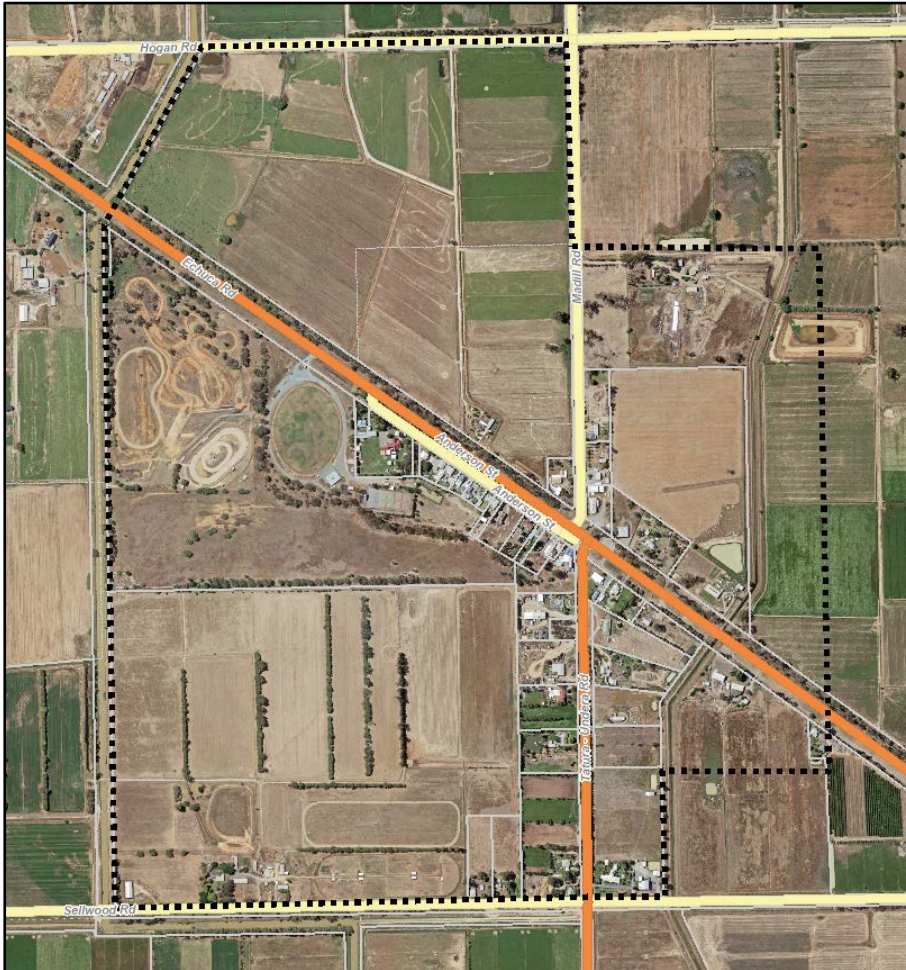
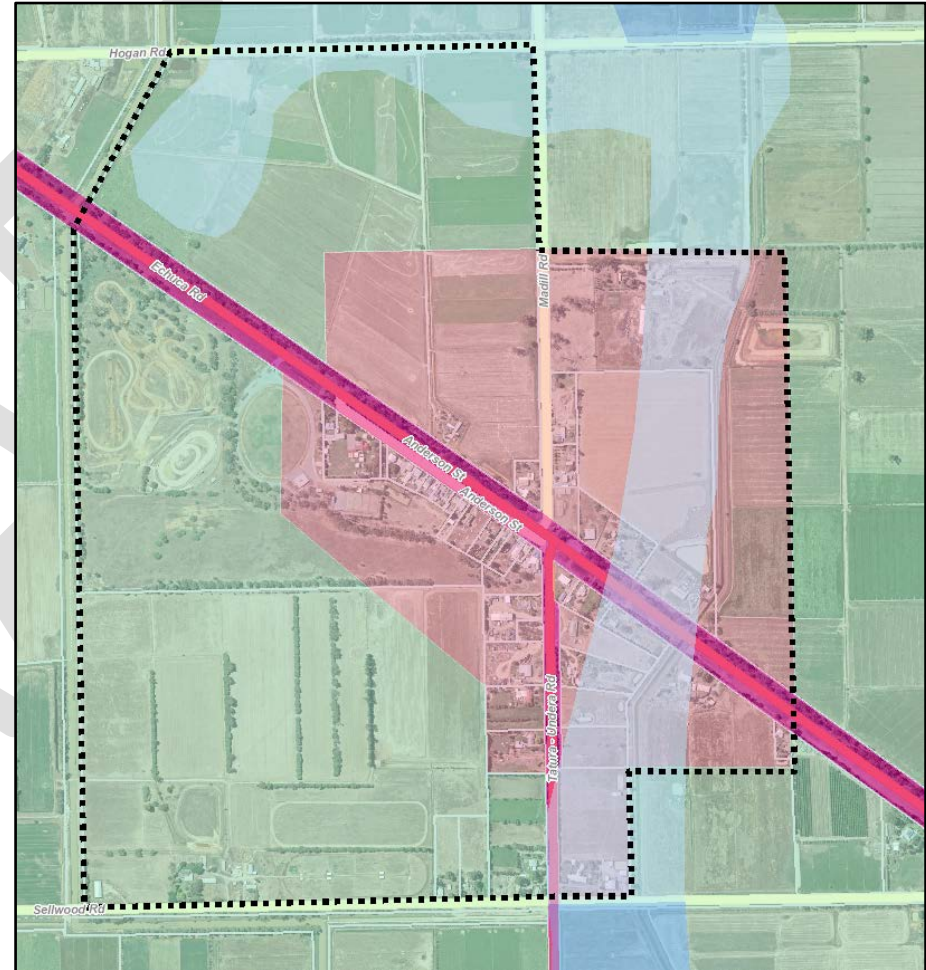


Figure 34 – Undera Zone and Overlay Map



### **Township Overview**

The Undera township is located approximately 25km north-west of Shepparton, with a population of 442 (2016 census). The area is generally flat and is surrounded by farmland, used largely for dairying, cropping and grazing. The central township area is located along Echuca Road with some social, educational and commercial facilities including a post office, general store, hotel, primary school, kindergarten/pre-school, recreation reserve and associated sporting facilities, and a speedway track (see *Figure 33 – Undera Aerial Map*).

### **Environmental Profile**

With the exclusion of some native vegetation present along the Echuca Road corridor, the township and surrounding area does not contain significant native vegetation. The wider area largely comprises cleared, irrigated agricultural land used for dairying, cropping and grazing. There are minimal constraints in terms of natural resources – the area is not heavily flood affected and not affected by the Bushfire Management Overlay or within a designated Bushfire Prone Area.

### **Infrastructure Availability**

The Undera township is not connected to reticulated sewerage. The road infrastructure is in good condition, however, public transport connections and availability are minimal.

### **Current Zones and Overlays**

The central township is within the Township Zone with a small portion of Land Subject to Inundation Overlay flanking the eastern edge of the existing township area (see *Figure 34 – Undera Zone and Overlay Map*). The Township Zone is entirely surrounded by Farming Zone. There are large areas of vacant land within the Township Zone to the north of Echuca Road. These areas do not appear to have any major land use conflicts or environmental constraints. There is currently no land within the Low Density Residential Zone or the Rural Living Zone.

### **Existing Framework Plan from Clause 21.04 (Settlement)**

Large areas of land to the west of the township are identified for potential Rural Living. Some areas north of Echuca Road (already within the Township Zone) are designated for potential Low Density Residential (see *Figure 35 – Extract from Undera Framework Plan*). However, vacant land within the Township Zone could accommodate a general township density, subject to planning permit process, without requiring a planning scheme amendment.

### **Recent Changes (2011 – 2018)**

No rezoning requests have been received for Undera since the Housing Strategy was implemented.

### **Findings of 2016 Residential Land Supply Assessment**

Estimated lot capacity for future rural residential (unzoned) land supply (page 35 of Spatial Economics Land Supply Assessment) is 82 total lots, including 41 potential Rural Living and 41 potential Low Density Residential (see *Figure 36 – Undera extract from Residential Supply Assessment*).

Figure 35 – Extract from Undera Framework Plan

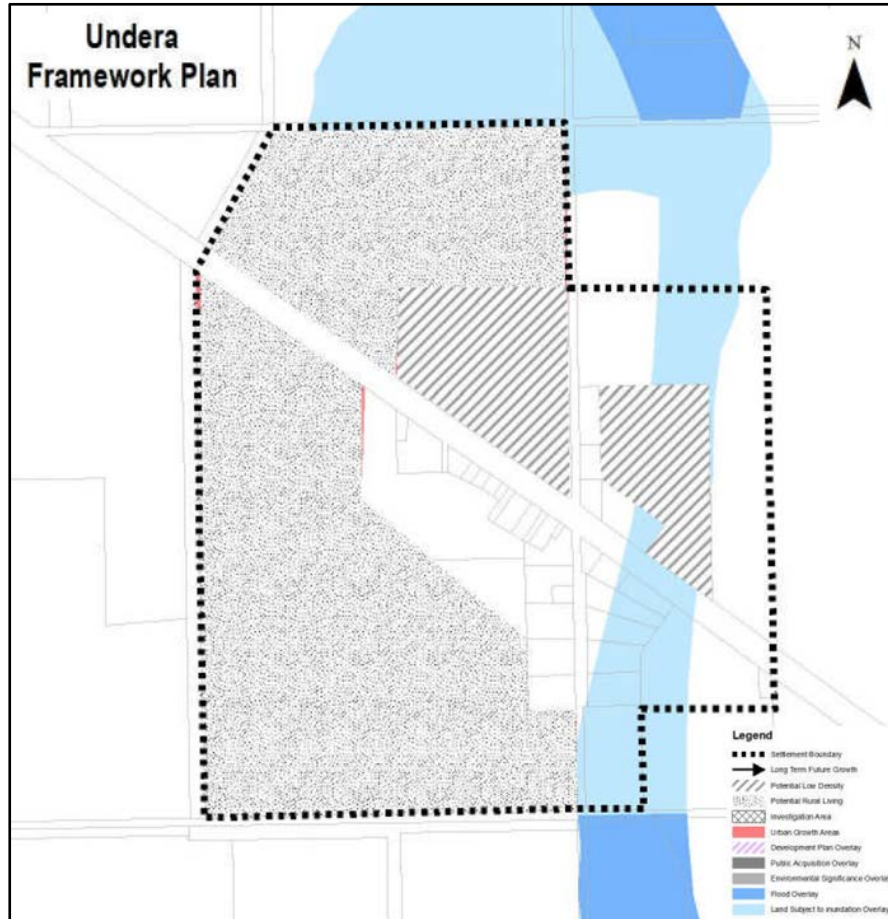


Figure 36 – Undera extract from Residential Supply Assessment





**Recommendation**

- Consider updating the Framework Plan to remove potential Low Density Residential designation from land already within the Township Zone
- Amend framework plan to remove narrow strip of land erroneously identified as urban growth area.
- Settlement Boundary appears generous – no changes required.