

GREATER SHEPPARTON TOWNSHIPS

FRAMEWORK PLAN REVIEW 2018



GREATER
SHEPPARTON

MAKING
**GREAT
THINGS**
HAPPEN

1.0 INTRODUCTION

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.

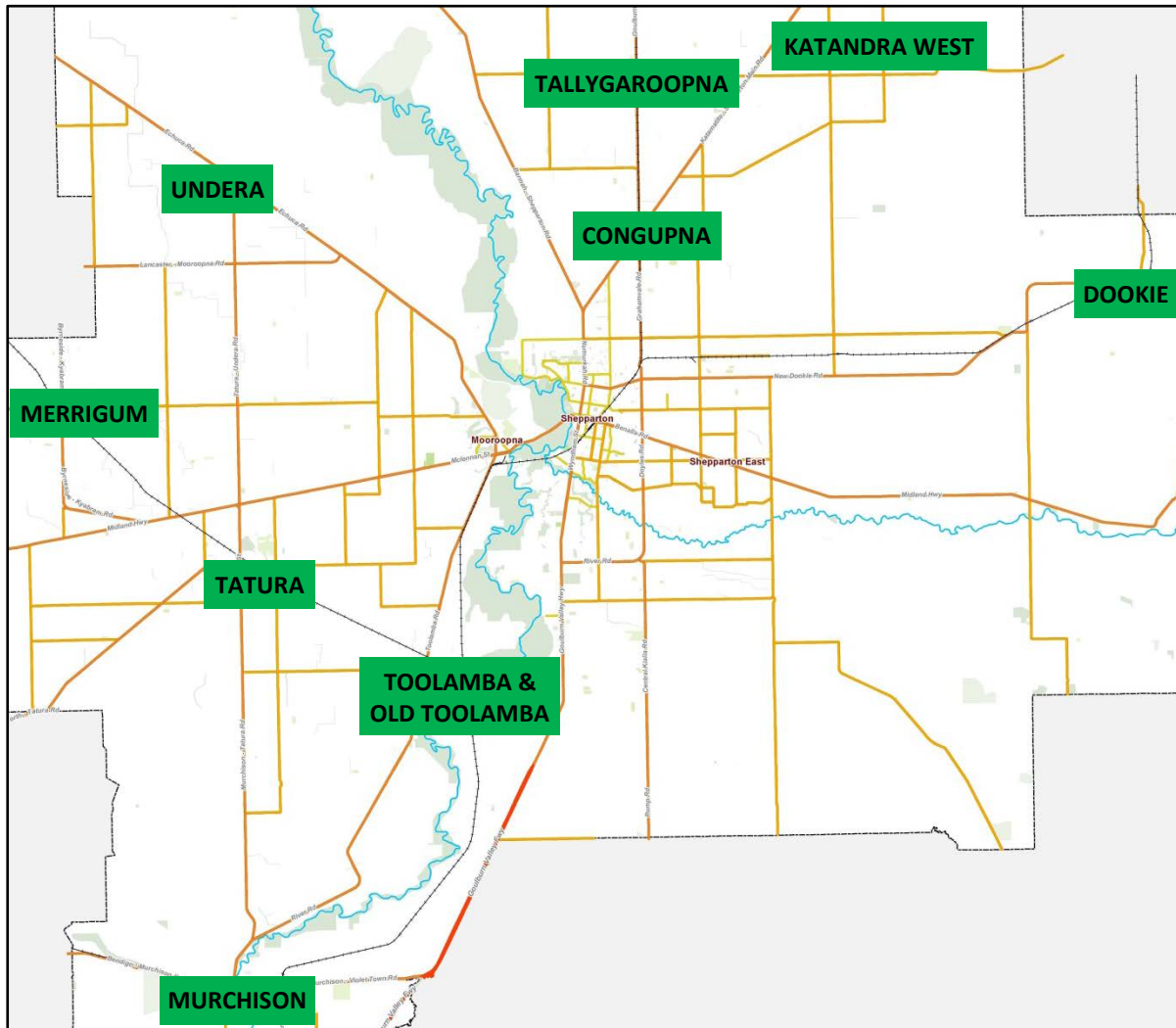
The location of these townships is shown in *Figure 1 – Locality Map*.

Community, agency and stakeholder consultation has been an integral part of the Review. Preliminary feedback was sought from all relevant referral agencies and authorities as well as internal Council departments prior to the Review being released for public comment.

Following a Council resolution to endorse a draft document and release it for public comment, extensive public consultation was undertaken in collaboration with the community plan committees for the townships.

A summary of the consultation undertaken and the feedback received is included as an Appendix to this review (see *12.2 Conversation Report – Townships Framework Plan Review*).

Figure 1 – Locality Map



2.0 RECOMMENDATIONS

2.1 Overall

All Framework Plans should be updated to remove any zoned land from 'Urban Growth Area', 'Potential Low Density' and 'Potential Rural Living'.

The Framework Plans for any townships that have been subject to change since the *Greater Shepparton Housing Strategy, 2011* was implemented should be revised to acknowledge recent rezonings to remove the 'Potential' designation on land that is now zoned/developed.

All Framework Plans should be amended to ensure any anomalous mapping errors are revised to present accurate and clear intentions for future growth.

Growth Plans should be prepared for each township and implemented in to the planning scheme. Growth Plans will consider the opportunities and constraints of each township and utilise a holistic approach for future growth. These Growth Plans should ultimately replace the Framework Plans and should provide for residential growth (as shown in this document), industrial and commercial growth, recreational and community facilities, open spaces and should also identify any constraints to growth and development.

These Growth Plans should be prepared in the following priority order:

1. Tatura; and
Toolamba.
2. Murchison;
Merrigum; and
Dookie.
3. Congupna;
Katandra West;
Tallygaroopna; and
Undera.

Monitoring and review should continue to be undertaken every five years to ensure sufficient supply of zoned residential land.

2.2 Individual Townships

2.2.1 Congupna

It is recommended that the approximately eight hectares of land within a Public Acquisition Overlay for construction of a future drainage/retardation basin should be excluded from the identified 'Potential Low Density' land.

2.2.2 Dookie

No changes required.

2.2.3 Katandra West

It is recommended that land immediately to the south west of the existing township be included in the settlement boundary. This will provide an additional approximately 11 hectares of unzoned land identified for 'Potential Low Density' and approximately 18 hectares of unzoned land identified for 'Potential Rural Living'.

2.2.4 Merrigum

No changes required.

2.2.5 Murchison

No changes required.

2.2.6 Tallygaroopna

No changes required.

2.2.7 Tatura

It is recommended that the following areas of land be identified for 'Urban Growth Area':

- Approximately 43 hectares of land immediately east of Dhurringile Road and south of Pyke Road;
- Approximately 11 hectares of land at the north eastern end of Gowrie Park Road (it should be noted that access to this land relies upon connections through other allotments and/or infrastructure upgrades, to be addressed by the land owner/developer); and
- Approximately 10 hectares of land south of Ferguson Road to the east of Dollar Court.

It is recommended that approximately 42 hectares of land between Ferguson Road and Pyke Road be identified for 'Potential Low Density'.

It is recommended that an arrow to denote the direction of 'Long Term Future Growth' be included on the Tatura Framework Plan. This arrow should identify future direction towards land to the north east of Tatura, east of Dhurringile Road between Pyke Road and the Midland Highway.

2.2.8 Toolamba and Old Toolamba

It is recommended that the arrow denoting 'Long Term Future Growth' within Investigation Area 6 be removed.

It is recommended that an arrow denoting 'Long Term Future Growth' is added to the Framework Plan for the land south of the Toolamba Primary School.

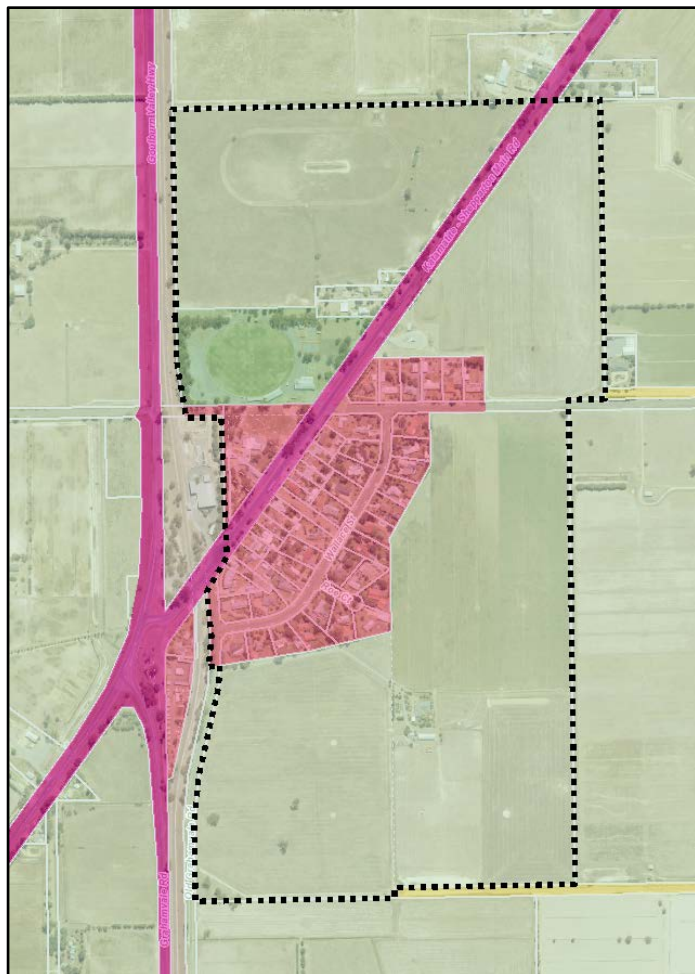
The settlement boundary at the southern extent of Investigation Area 6 should be amended to remove land south of the Public Acquisition Overlay for the Goulburn Valley Highway – Shepparton Bypass from the investigation area.

2.2.9 Undera

The approximately 14 hectares of land for the Undera Recreation Reserve and Undera Park Motorcycle Track should be excluded from the identified 'Potential Rural Living' land.

3.0 CONGUPNA

Figure 2 – Congupna Map



3.1 Township Overview

The township of Congupna is located approximately 10 kilometres north of Shepparton and has a population of 616 (2016 Census). The township is almost entirely surrounded by land utilised for agriculture, including grazing, cropping and dairying. The township is centred 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 Map*).

3.2 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. Congupna has a flat landscape and no waterways, rivers or creeks flowing through the township area. The main source of flooding in a flood event is over land run-off from nearby waterways.

3.3 Infrastructure Availability

The town is not connected to reticulated sewerage. A railway runs to the west of the township, however, there is no passenger rail service and no immediate 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.

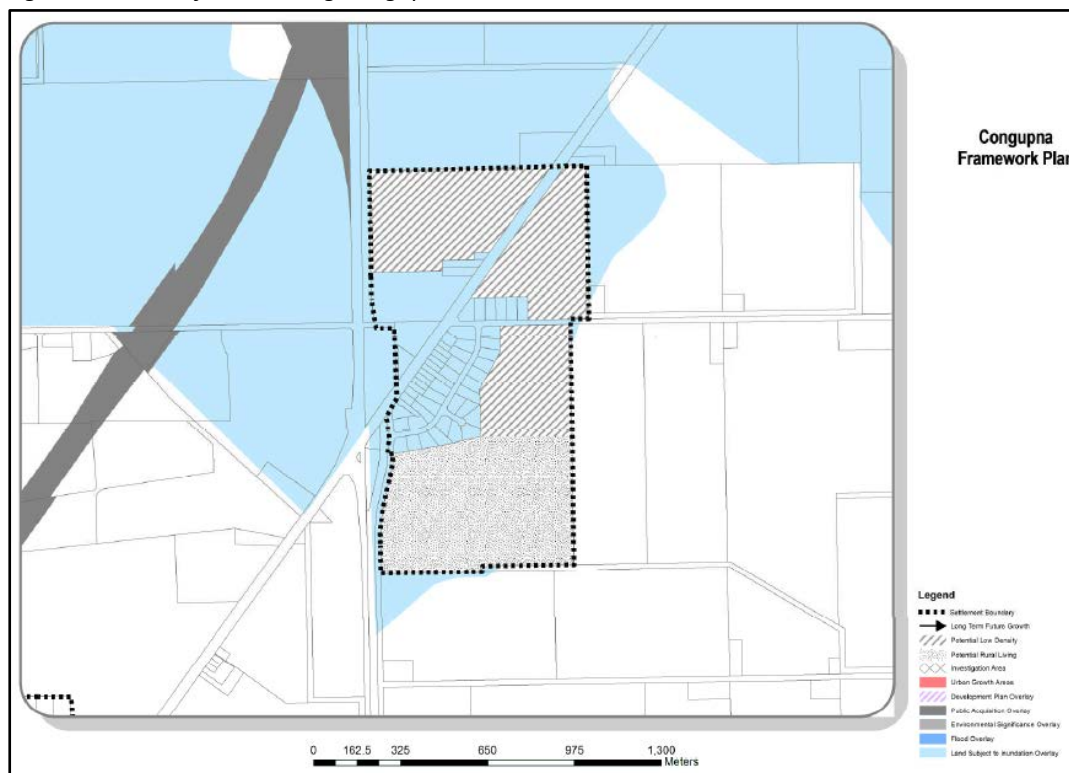
3.4 Current Zones and Overlays

Land within the settlement boundary is primarily within the Farming Zone, with only a small portion being within the Township Zone and the recreation reserve to the north of the existing township within the Public Parks and Recreation Zone (see *Figure 2 – Congupna Map*). Many of the existing houses are within the land subject to inundation overlay and a large amount of land is also a designated Bushfire Prone Area. The predominant surrounding land use is agriculture, including cropping, grazing and dairying. The surrounding land is within the Farming Zone.

3.5 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 3 – Extract from existing Congupna Framework Plan).

Figure 3 - Extract from existing Congupna Framework Plan



3.6 Recent Changes (2011 – 2018)

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

3.7 Findings from 2016 Residential Land Supply Assessment

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

3.8 Current Residential Zoned Land Supply

All land within the Township Zone in Congupna has been subdivided and developed for residential purposes. Because Congupna is unsewered, small vacant residential lots are often unable to accommodate residential development. There is no vacant supply of residential land within the Congupna Township.

3.9 Identified Future Residential Land Supply (unzoned)

The existing Congupna Framework Plan identifies three areas within the Farming Zone for 'Potential Low Density', totalling approximately 55 hectares of land altogether. This includes approximately eight hectares of land within a Public Acquisition Overlay for construction of a future drainage/retardation basin. There is approximately 47 hectares of identified future low density residential land (unzoned).

The existing Congupna Framework Plan identifies one area within the Farming Zone for 'Potential Rural Living' of approximately 34 hectares.

3.10 Recommendations

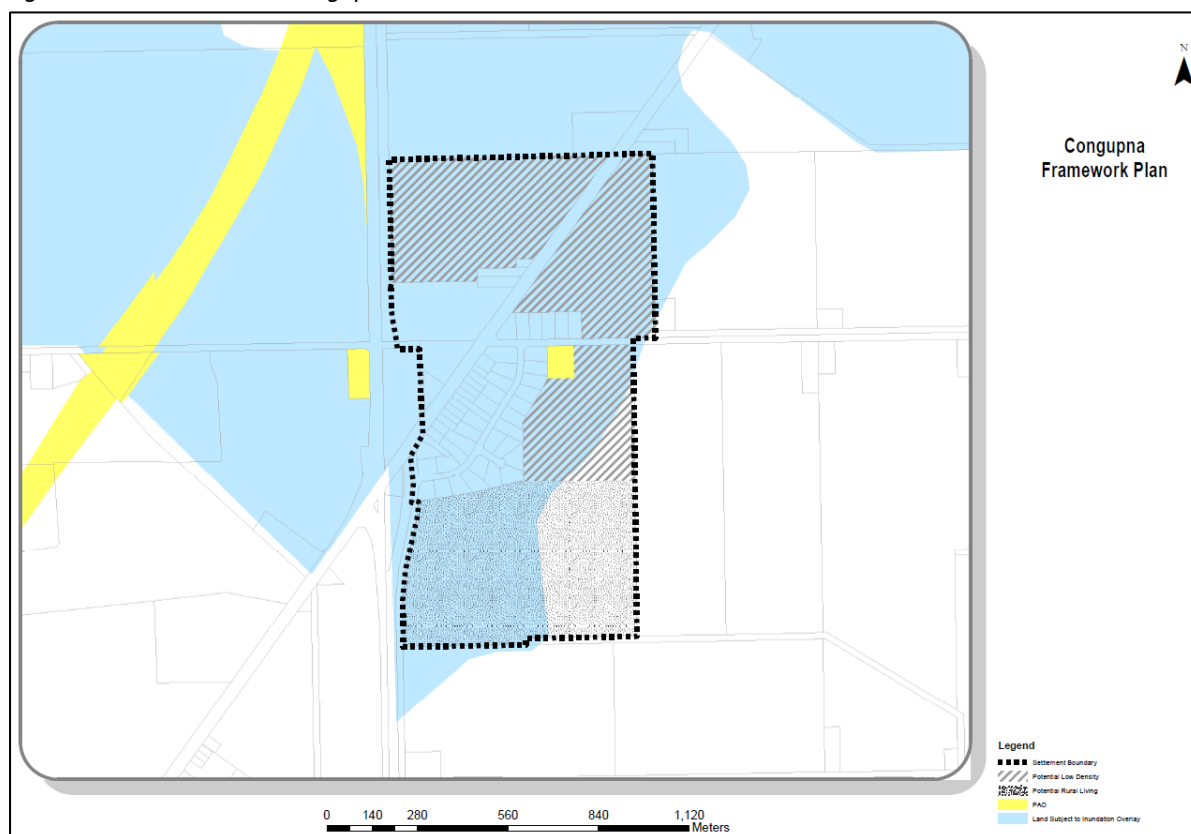
The approximately eight hectares of land within a Public Acquisition Overlay at 226 Old Grahamvale Road for construction of a future drainage/retardation basin should be excluded from the identified 'Potential Low Density' land.

The *Greater Shepparton Sport 2050 Strategic Plan* included the following Strategic Direction (Page 43 of *Greater Shepparton Sport 2050 Strategic Plan: Volume 2*): "Continue to develop Congupna Recreation Reserve to service the Congupna and district community and future expected northern corridor residential growth. Provide land area to accommodate a post 2050 replacement for Deakin Reserve." However, this direction has no current budget allocation and, as such, the timeframe is uncertain. Notwithstanding this, any proposed development for land to the north of the existing Congupna Recreation Reserve will be required to have regard to the aspirations of any adopted Council strategies and studies.

The identification of land for open space, community, recreation and sporting facilities is not within the scope of the Review. No changes to the Framework Plan are recommended to identify land for these purposes.

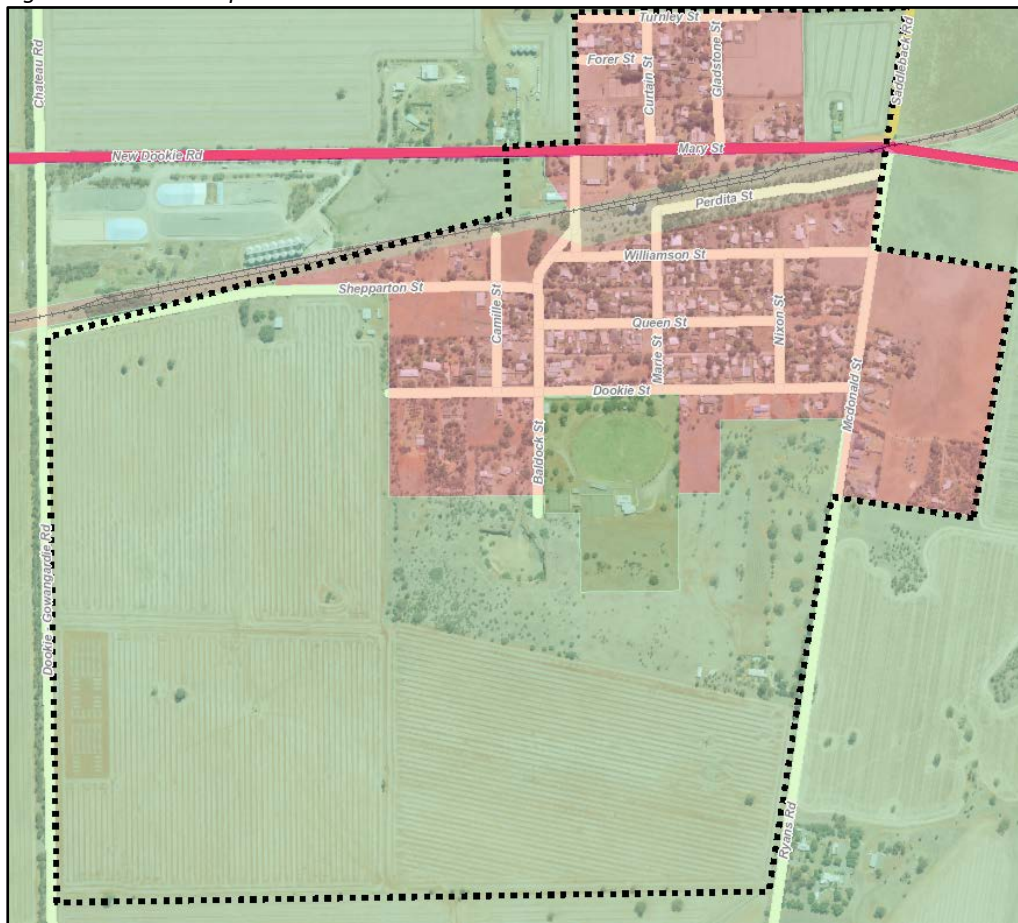
The settlement boundary for Congupna does not require extension as part of this review.

Figure 4 – Recommended Congupna Framework Plan



4.0 DOOKIE

Figure 4 - Dookie Map



4.1 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 utilised for cropping and grazing. Existing facilities within the township include a football oval, tennis and basketball courts, a primary school and several shops (see *Figure 4 – Dookie Map*). A short rail trail has been constructed with plans to extend this in the future. Situated in the Dookie area is the Dookie College, which is managed by the University of Melbourne and the Goulburn Ovens Institute of TAFE.

4.2 Environmental Profile

There is minimal remnant vegetation existing in Dookie as most has been cleared for farmland. Some areas of native grassland have been identified. Dookie Township is largely flood free and is unique in that it is the only township within the municipality with undulating topography. All of the land within the settlement boundary is affected by the Salinity Management Overlay and is also an identified Bushfire Prone Area.

4.3 Infrastructure Availability

The town is not connected to reticulated sewerage, though the community continue to express an interest in the provision of reticulation to the township. A railway traverses the centre of the town, however, there is no passenger rail service and no immediate 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.

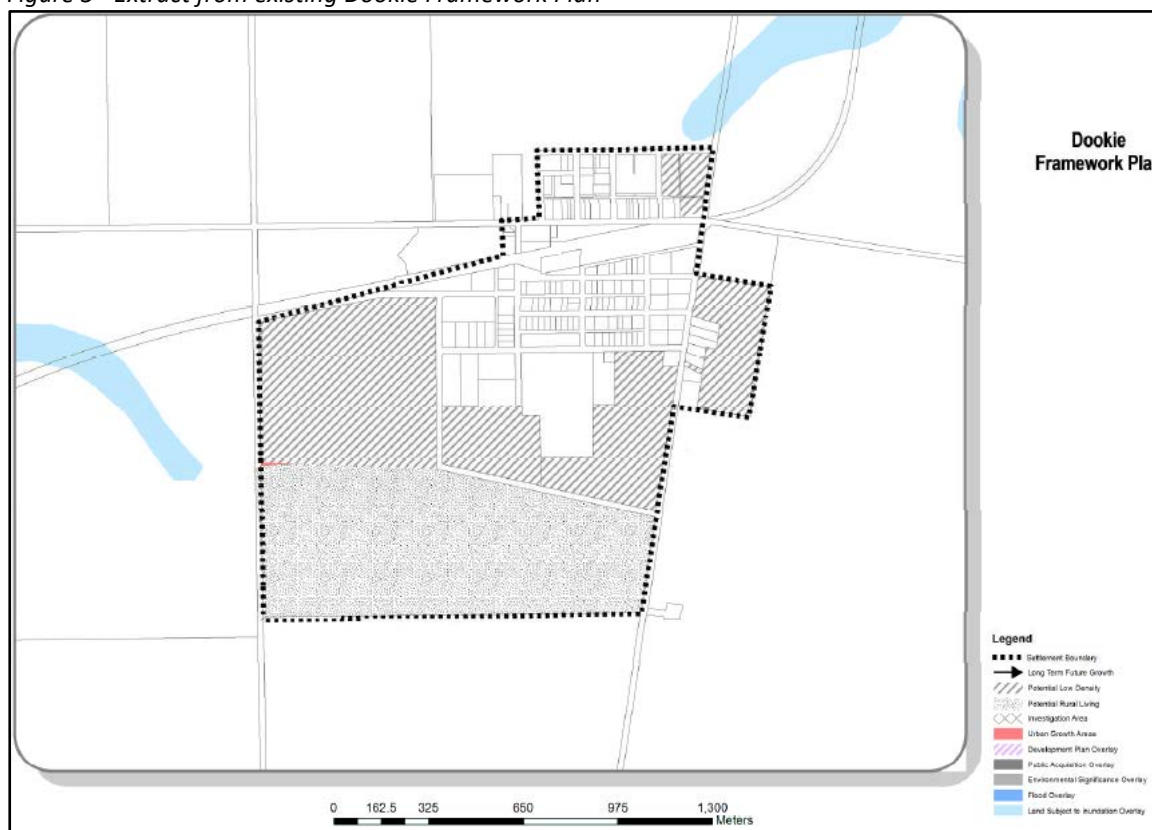
4.4 Current Zones and Overlays

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 sporting facilities is within the Public Park and Recreation Zone (see *Figure 4 – Dookie Map*). Some places within Dookie and surrounds are affected by the Heritage Overlay. The entire township is also affected by the Salinity Management Overlay.

4.5 Existing Framework Plan from Clause 21.04 (Settlement)

Large areas of land to the south of the existing residential area are identified for Potential Rural Living and Potential Low Density. 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 (see *Figure 5 - Extract from existing Dookie Framework Plan*).

Figure 5 - Extract from existing Dookie Framework Plan



4.6 Recent changes (2011 – 2018)

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

4.7 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 was 173 total lots, including 25 Potential Rural Living and 148 Potential Low Density Residential (see *Figure 28 – Dookie extract from Residential Supply Assessment*).

4.8 Current Residential Zoned Land Supply

The majority of land within the Township Zone in Dookie has been subdivided and developed for residential purposes. There may be some smaller allotments that could accommodate some minor infill development, subject to the relevant subdivision and planning process. There is one area of land of approximately nine hectares within the Township Zone to the east of Ryans Road that could accommodate a low density subdivision.

4.9 Identified Future Residential Land Supply (unzoned)

The existing Dookie Framework Plan identifies three areas within the Farming Zone for 'Potential Low Density', totalling approximately 57 hectares of land altogether.

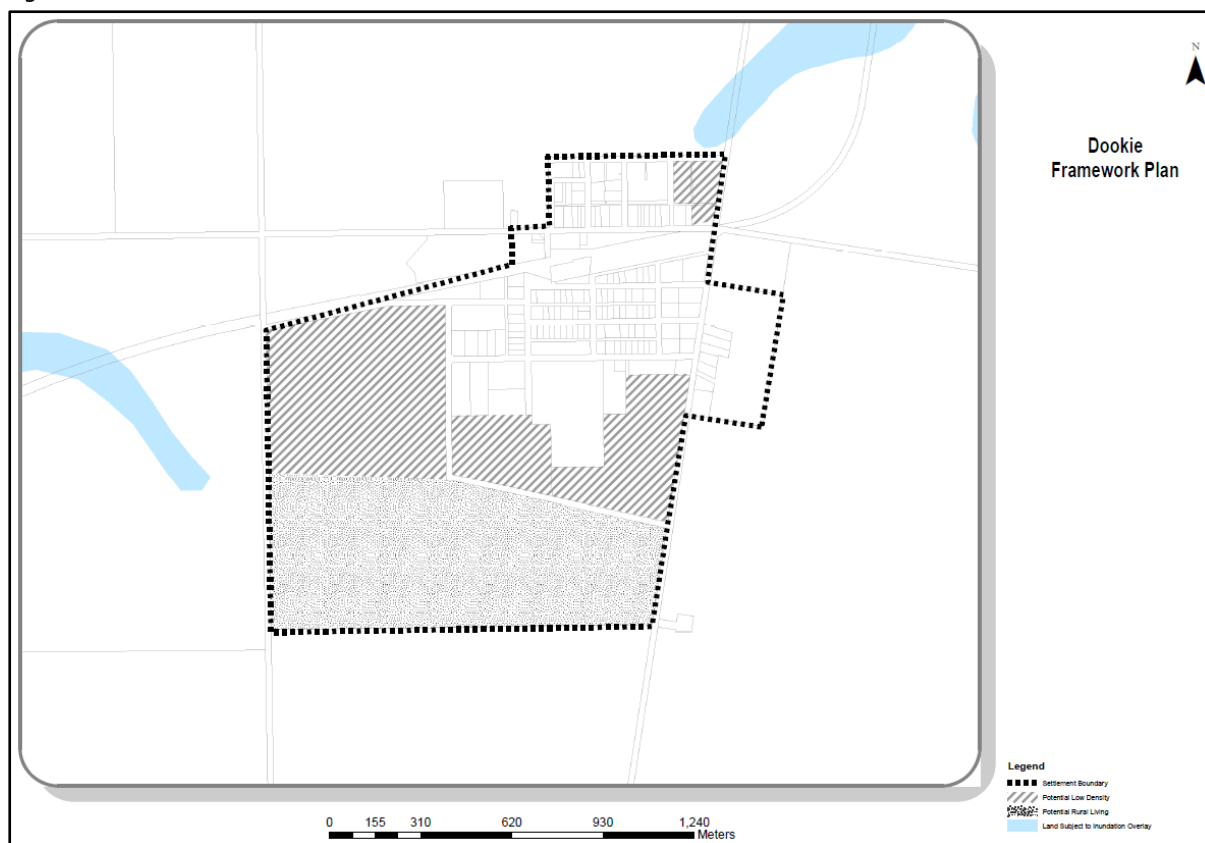
The existing Dookie Framework Plan identifies one area within the Farming Zone for 'Potential Rural Living' of approximately 62 hectares.

4.10 Recommendations

Land within the Township Zone at 41 McDonald Street, 56 Dookie Street and the access to 100 Ryans Road from Dookie Street should be removed from 'Potential Low Density' and changed to no designation.

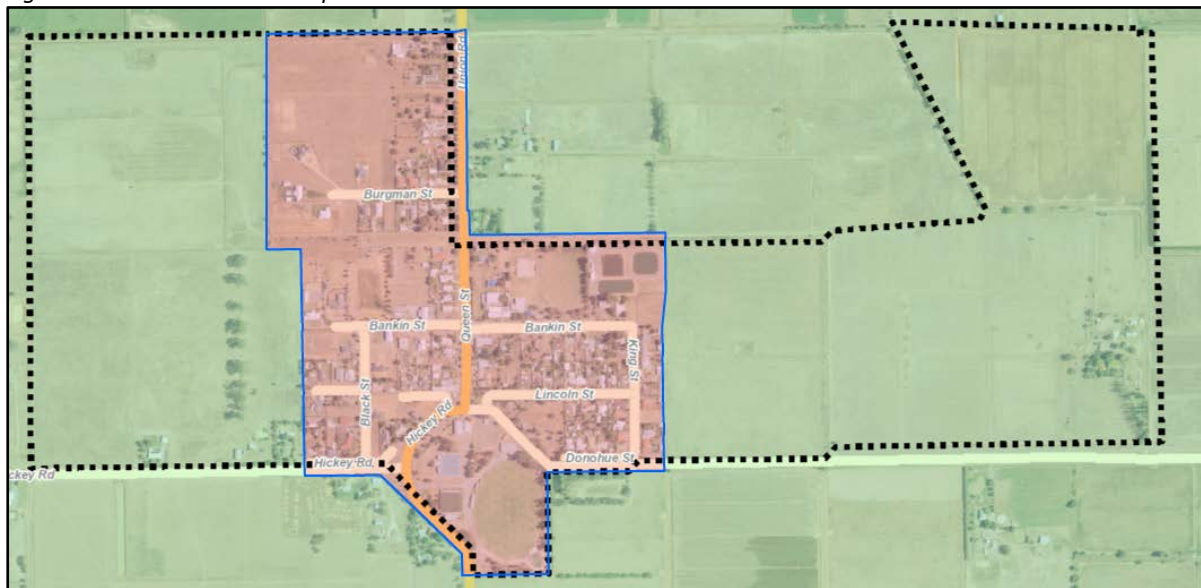
The settlement boundary for Dookie does not require extension as part of this review.

Figure 6 – Recommended Dookie Framework Plan



5.0 KATANDRA WEST

Figure 7 – Katandra West Map



5.1 Township Overview

The township of 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, used largely for cropping and grazing. Queen Street is the main north-south corridor in the township. The major facilities of the town include a primary school, football and cricket oval, tennis courts, and a bowls club (see *Figure 7 – Katandra West Map*).

5.2 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.

5.3 Infrastructure Availability

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

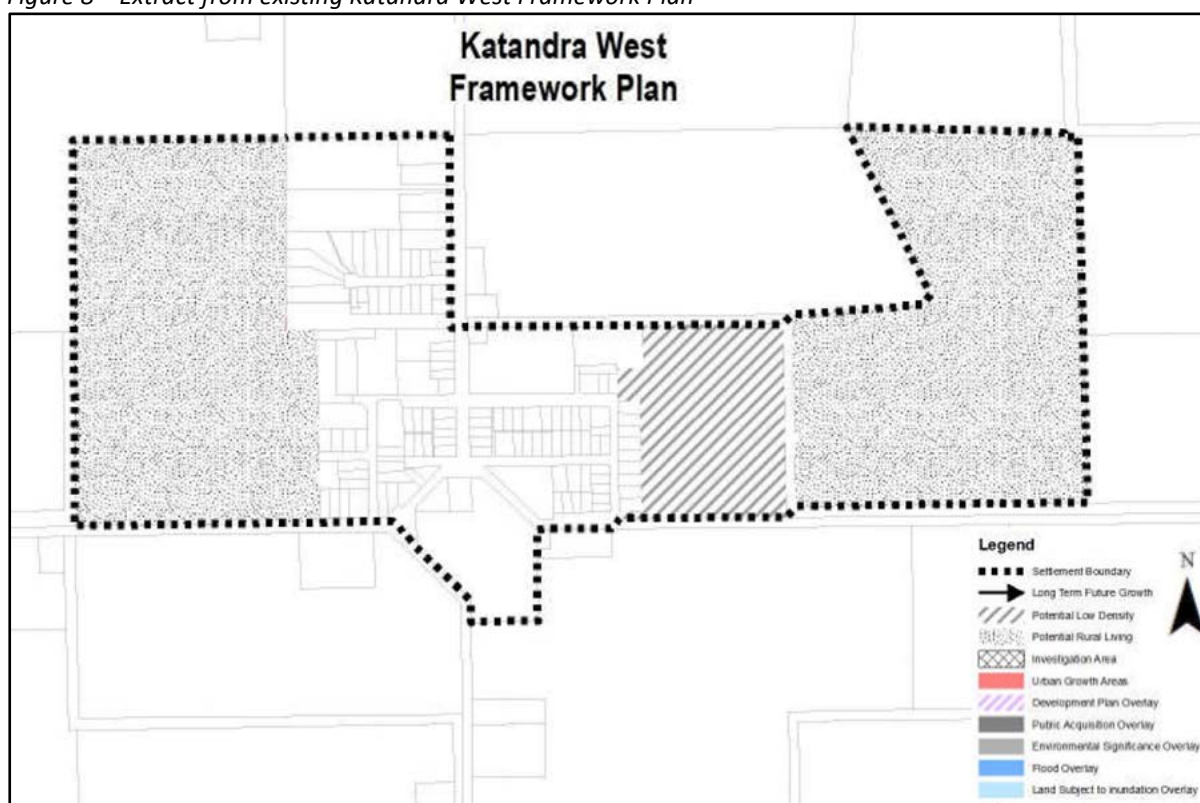
5.4 Current Zones and Overlays

The Township Zone applies to the central township area, including sports and recreation facilities. The township is also entirely designated as a Bushfire Prone Area. All of the land surrounding Katandra West is within the Farming Zone (see *Figure 7 – Katandra West Map*).

5.5 Existing Framework Plan from Clause 21.04 (Settlement)

A small area of land on the eastern side of the Katandra West township is identified for Potential Low Density, and large areas to the west and further to the east have been identified for Potential Rural Living (see *Figure 8 – Extract from existing Katandra West Framework Plan*).

Figure 8 – Extract from existing Katandra West Framework Plan



5.6 Recent Changes (2011 – 2018)

One rezoning application has been received, however, has not progressed at this stage and appears unlikely to progress in the immediate future.

5.7 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 was 62 total lots, including 32 potential Rural Living and 30 potential Low Density Residential (see *Figure 29 – Katandra West extract from Residential Supply Assessment*).

5.8 Current Residential Zoned Land Supply

The majority of land within the Township Zone in Katandra West has been subdivided and developed for residential purposes. There are few vacant lots suitable for residential development. There may be some allotments that could accommodate minor infill development, subject to the relevant subdivision and planning process. There is one area of land of approximately five hectares within the Township Zone to the north of the existing township that could accommodate a small low density subdivision.

5.9 Identified Future Residential Land Supply (unzoned)

The existing Katandra West Framework Plan identifies one area within the Farming Zone for 'Potential Low Density' of approximately 13 hectares of land.

The existing Katandra West Framework Plan identifies two areas within the Farming Zone for 'Potential Rural Living', totalling approximately 78 hectares altogether.

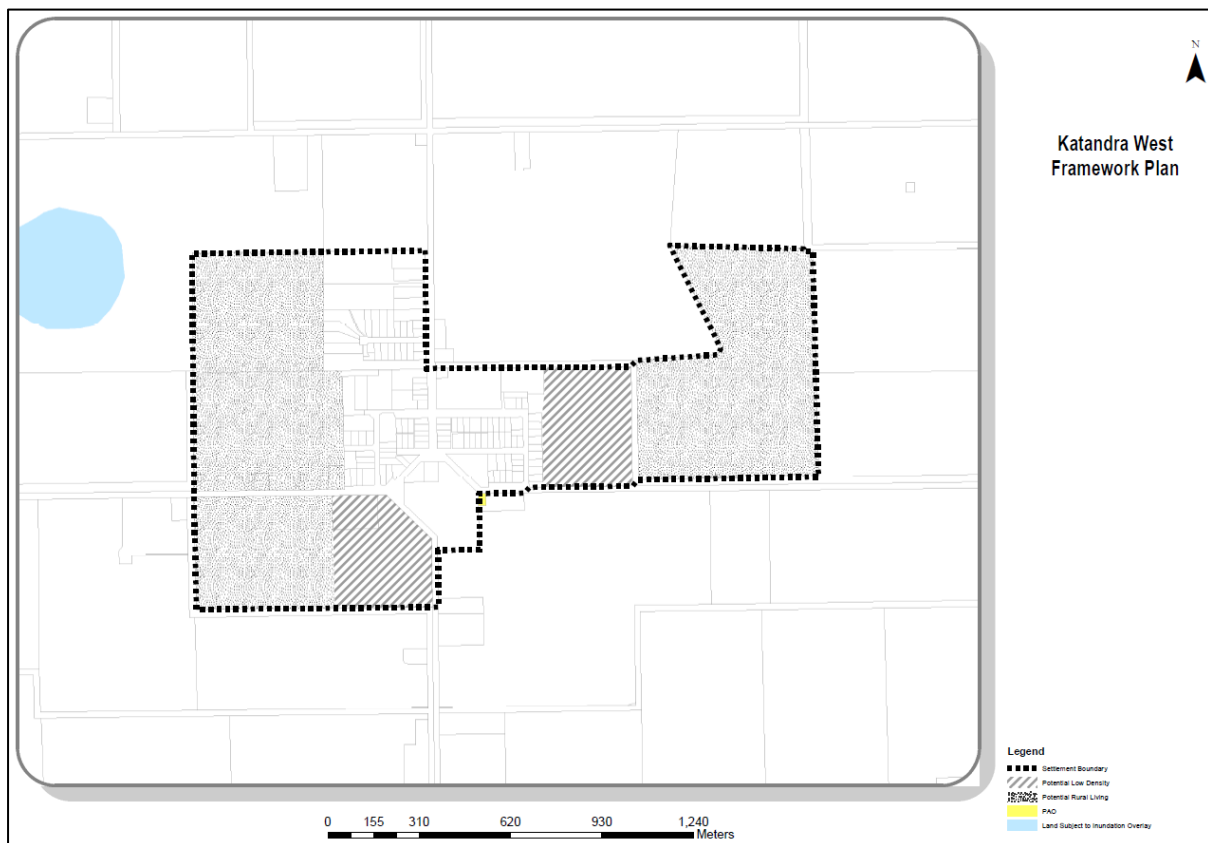
5.10 Recommendations

Land within the Township Zone at 325 Hickey Road should be removed from 'Potential Low Density' and changed to no designation.

The most recent residential subdivision in Katandra West had a relatively strong uptake. Given the lack of interest from land owners/developers in rezoning land in Katandra West, it recommended that a different growth front is identified to provide additional land for future low density and rural residential development.

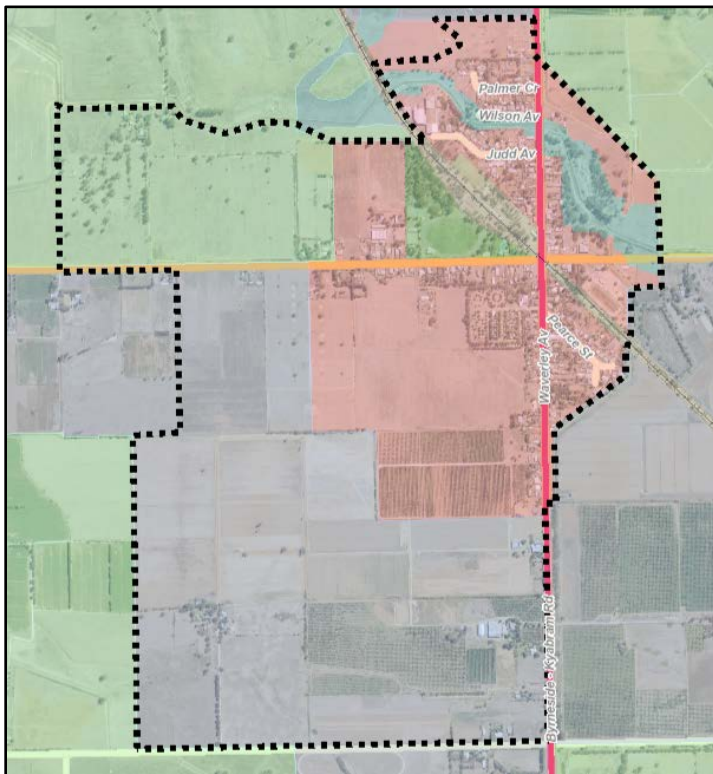
It is recommended that land immediately to the south west of the existing township is included in the settlement boundary. This will provide an additional approximately 11 hectares of unzoned land identified for 'Potential Low Density' and approximately 18 hectares of unzoned land identified for 'Potential Rural Living'.

Figure 9 – Recommended Katandra West Framework Plan



6.0 MERRIGUM

Figure 10 – Merrigum Map



6.1 Township Overview

The township of Merrigum is located approximately 30km west of Shepparton and has a population of 679 (2016 Census). The areas surrounding Merrigum are primarily utilised for farming, including cropping, grazing and dairying. The town is largely centred along Waverly Avenue and Morrissey Street (see *Figure 10 – Merrigum Map*) and a railway line traverses the centre of the town.

6.2 Environmental Profile

There is currently some native vegetation existing within the township area, which is located largely on private land. The northern

portion of the township is heavily affected by flooding. The only parts of the township and surrounds that are not affected by flooding are located to the south and south west.

6.3 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 immediate 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.

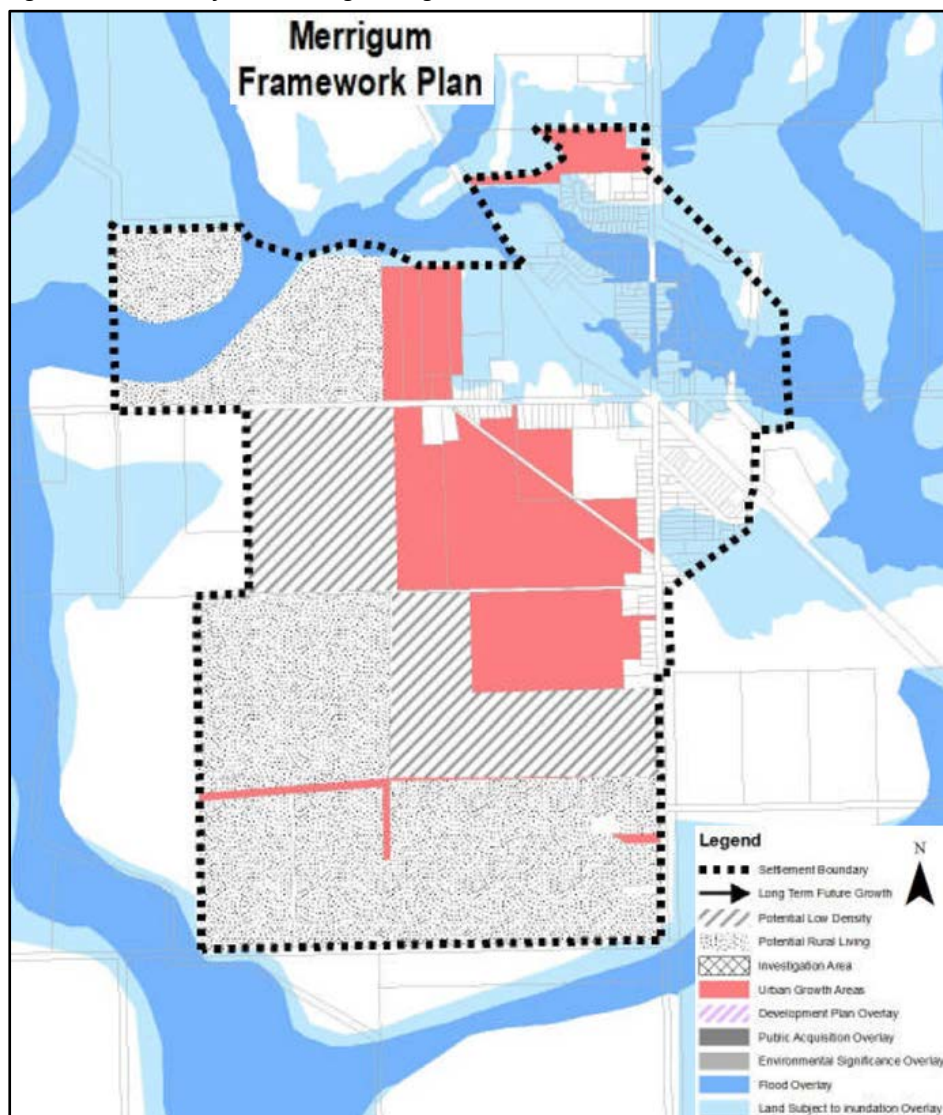
6.4 Current Zones and Overlays

The central township area is within the Township Zone. The Urban Floodway Zone traverses the north eastern portion of the town (see *Figure 10 – Merrigum 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 currently remain vacant as land identified for future residential development. Some places of cultural heritage significance have been identified within the township and the Heritage Overlay has been applied.

6.5 Existing Framework Plan from Clause 21.04 (Settlement)

Large areas of land towards the south of the existing township have been identified for potential Urban Growth Areas, as well as smaller areas to the north. Areas further south have been designated for Potential Low Density and Potential Rural Living (see *Figure 11 – Extract from existing Merrigum Framework Plan*).

Figure 11 – Extract from existing Merrigum Framework Plan



6.6 Recent Changes (2011 – 2018)

No rezoning applications have been received.

6.7 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 30 – Merrigum extract from Residential Supply Assessment*).

6.8 Current Residential Zoned Land Supply

There are large areas of land within the Township Zone that are currently undeveloped and continue to be used for farming. In particular, there is approximately 47 hectares of vacant land within the Township Zone to the south of Morrissey Street and west of Waverley Avenue that could accommodate residential subdivision.

There is an additional area of approximately six hectares of vacant land within the Township Zone between Morrissey Street and the railway line, and an area on the northern edge of the township of approximately either hectares that could accommodate residential subdivision.

6.9 Identified Future Residential Land Supply (unzoned)

The existing Merrigum Framework Plan identifies two areas within the Farming Zone for 'Potential Low Density', totalling approximately 52 hectares of land.

The existing Merrigum Framework Plan identifies one area within the Farming Zone for 'Potential Rural Living' of approximately 100 hectares.

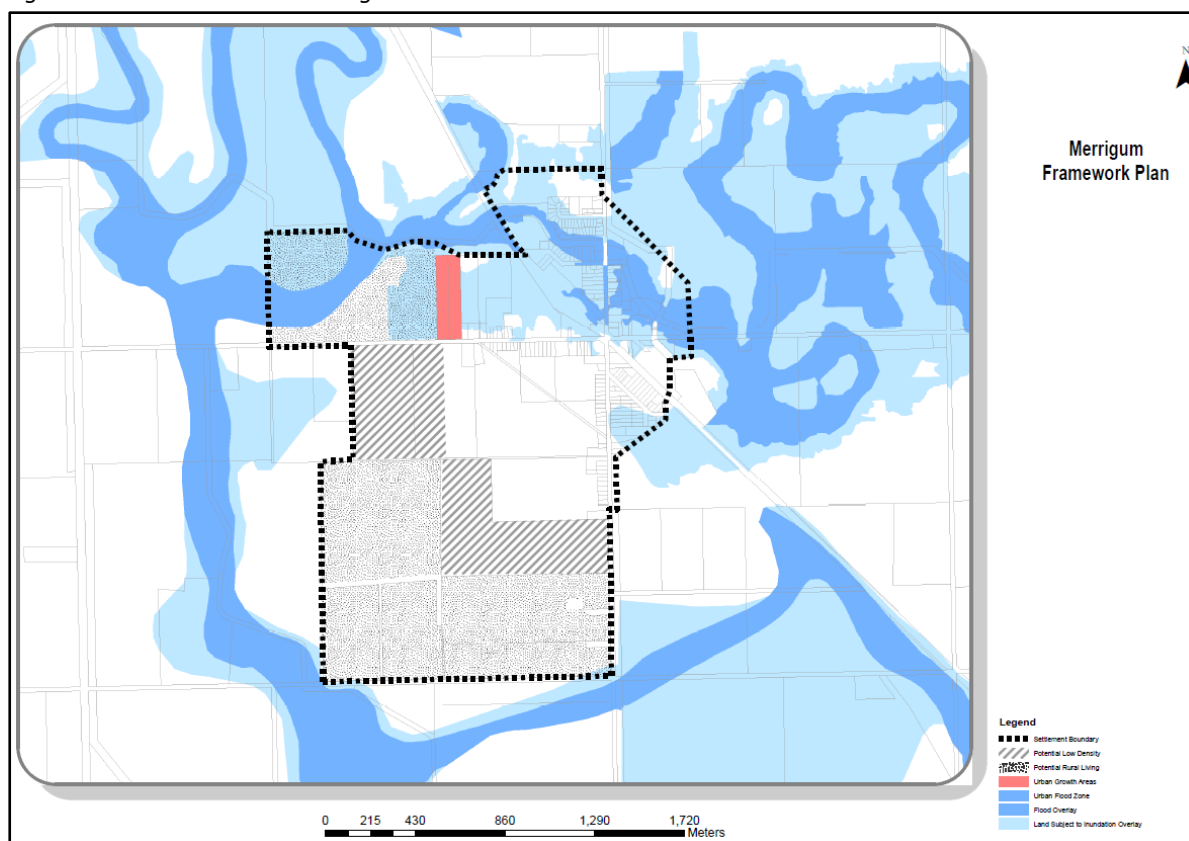
6.10 Recommendations

The settlement boundary for Merrigum does not require extension as part of this review.

All land within the Township Zone should be removed from 'Urban Growth Area' and changed to no designation.

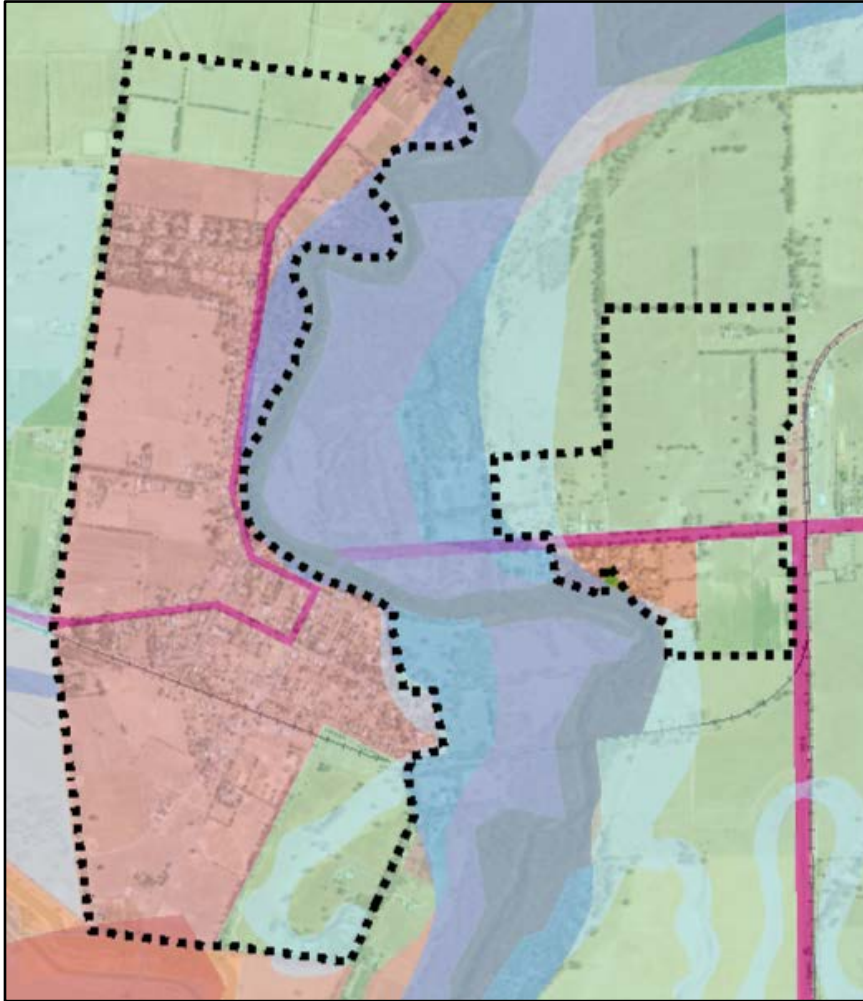
Minor changes should be made to address mapping anomalies. This should include the removal of the narrow strips of 'Urban Growth Area' land from the Framework Plan. It should also include the adjustment of the settlement boundary at the northern edge of the township to include land that is already within the Township Zone.

Figure 12 – Recommended Merrigum Framework Plan



7.0 MURCHISON

Figure 13 – Murchison Map



7.1 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 areas consist of orchards, vineyards, dairy farms, and historic Prisoner of War Camps.

The central township area is primarily comprised of residential development, with some commercial and industrial uses. The core part of the township runs along Stevenson Street, Robinson Street, and Watson Street (see *Figure 13 – Murchison Map*).

A short rail trail has been constructed with plans to extend this in the future. A small portion of the urban area has split across the river to become Murchison East, however, very limited development has occurred.

7.2 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 an identified Bushfire Prone Area and is partially affected by the Bushfire Management Overlay.

7.3 Infrastructure Availability

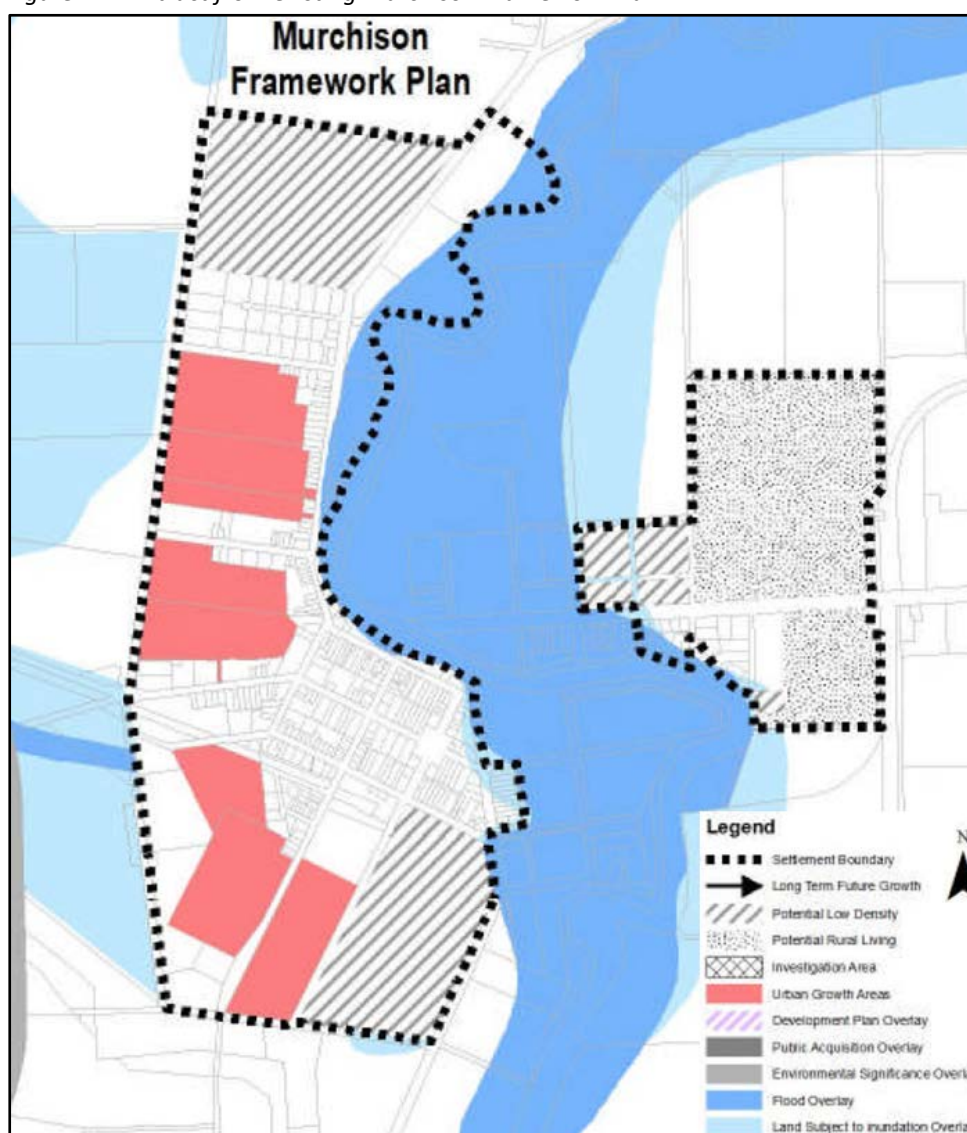
The township is connected to reticulated sewerage with a railway line traversing the southern part of town. The Murchison East Railway Station is a V/Line passenger station and freight station, however, the station building/platform was recently destroyed by fire. Road infrastructure is generally good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

served by the public bus network. The bridge linking Murchison with Murchison East will require upgrades in the long term.

7.4 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 13 – Murchison 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.

Figure 24 – Extract from existing Murchison Framework Plan



7.5 Existing Framework Plan from Clause 21.04 (Settlement)

There are areas of vacant land that are identified for 'Urban Growth Area' and are already within the Township Zone, both to the west and the south of the existing township. There are some areas to the north and south of the township that are identified for 'Potential Low Density'.

Most of Murchison East is identified for 'Potential Rural Living', which currently remains within the Farming Zone (see *Figure 14 – Extract from existing Murchison Framework Plan*).

7.6 Recent Changes (2011 – 2018)

One rezoning request was received following the implementation of the Housing Strategy but it was refused due to being outside of the settlement boundary.

7.7 Findings from 2016 Residential Land Supply Assessment

Murchison was 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 31 – Murchison extract from Residential Supply Assessment*).

7.8 Current Residential Zoned Land Supply

There are large areas of land within the Township Zone that are currently undeveloped and continue to be used for farming. There is approximately 160 hectares of vacant land within the Township that could accommodate residential subdivision, largely comprised of land to the west and south of the existing residential areas.

There may also be some allotments within the township could accommodate minor infill development, subject to the relevant subdivision and planning process.

7.9 Identified Future Residential Land Supply (unzoned)

The existing Murchison Framework Plan identifies, in Murchison, two areas within the Farming Zone for 'Potential Low Density', totalling approximately 76 hectares of land.

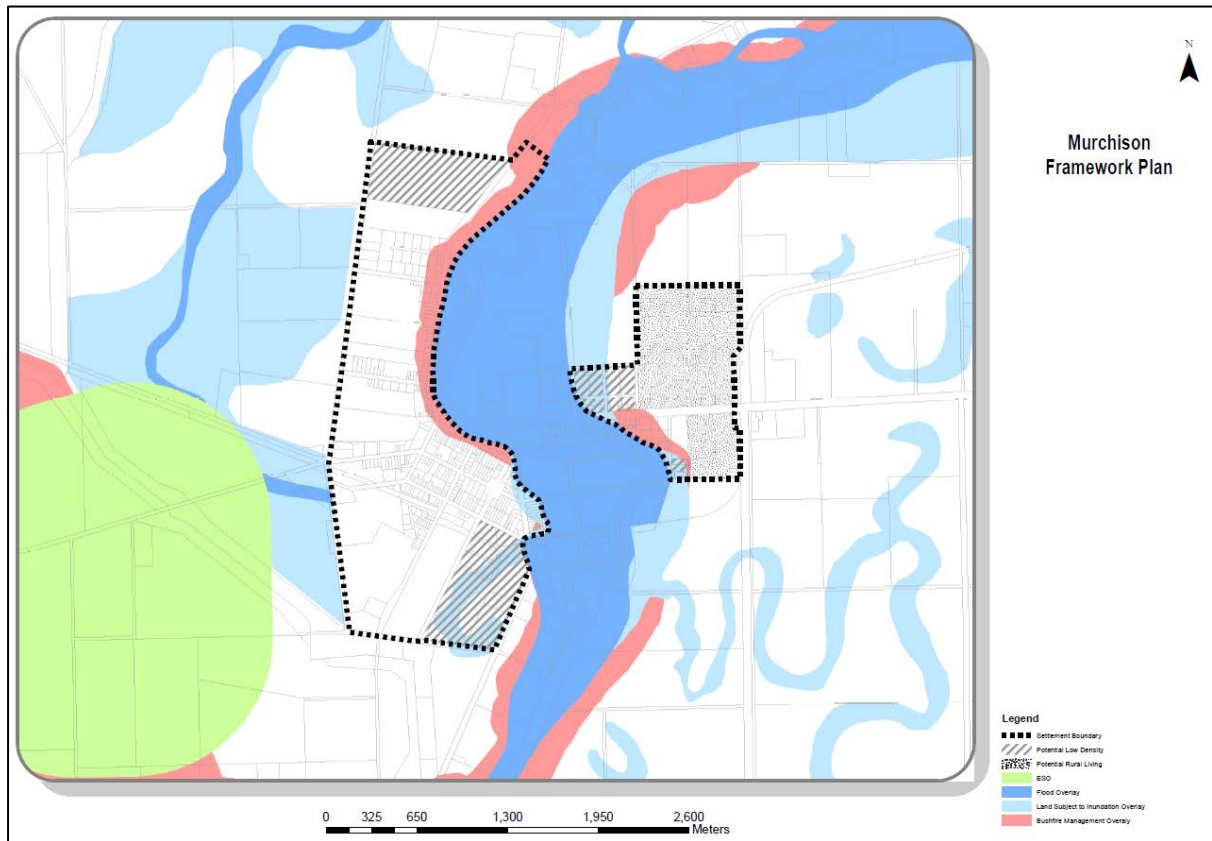
The existing Murchison Framework Plan also identifies, in Murchison East, two areas of land within the Farming Zone for 'Potential Low Density', totalling approximately 14 hectares, and two areas for 'Potential Rural Living', totalling approximately 80 hectares.

7.10 Recommendations

All land within the Township Zone should be removed from 'Urban Growth Area' and 'Potential Low Density' and changed to no designation.

The settlement boundary for Murchison does not require extension as part of this review.

Figure 15 – Recommended Murchison Framework Plan



8.0 TALLYGAROPNA

Figure 16 – Tallygaroopna Map



8.1 Township Overview

The township of Tallygaroopna is located approximately 15km from Shepparton and has a population of 579 (2016 Census). The main facilities within the township include a primary school, a kindergarten, and a football field. The township area is located parallel to the Goulburn Valley Highway, with Victoria Street being the main east-west road servicing the township (see *Figure 16 – Tallygaroopna Map*).

8.2 Environmental Profile

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 areas of land are at risk of inundation and flooding on the edges of the settlement boundary. The entirety of the township is also considered a designated 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.

8.3 Infrastructure Availability

Tallygaroopna 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 and no immediate plans to include the town in the passenger rail network. Tallygaroopna is well serviced by road infrastructure, however, has minimal public transport connections.

8.4 Zones and Overlays

The residential area of the township is within the Township Zone. Some of the land surrounding the township is affected by the Land Subject to Inundation Overlay and the Floodway Overlay. All of the land in the wider area is within the Farming Zone as well as some of the land within the settlement boundary (see *Figure 16 – Tallygaroopna Map*). The north-eastern extent of land within the settlement boundary is affected by the Floodway Overlay.

Figure 17 - Extract from existing Tallygaroopna Framework Plan



8.5 Existing Framework Plan from Clause 21.04 (Settlement)

The area directly north of the township has been identified for 'Potential Low Density', while the land to the east has been designated for 'Potential Rural Living' (see *Figure 17 – Extract from existing Tallygaroopna Framework Plan*).

8.6 Recent Changes (2011 – 2018)

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

8.7 Findings from 2016 Residential Land 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 32 – Tallygaroopna extract from Residential Supply Assessment*).

8.8 Current Residential Zoned Land Supply

There is approximately 16 hectares of land within the Township Zone that is currently undeveloped and continues to be used for farming.

8.9 Identified Future Residential Land Supply (unzoned)

The existing Tallygaroopna Framework Plan identifies area of land within the Farming Zone to the north of the existing township for 'Potential Low Density' of approximately 7 hectares.

The existing Tallygaroopna Framework Plan also identifies one area of land within the Farming Zone to the east of the existing township for 'Potential Rural Living' of approximately 37 hectares.

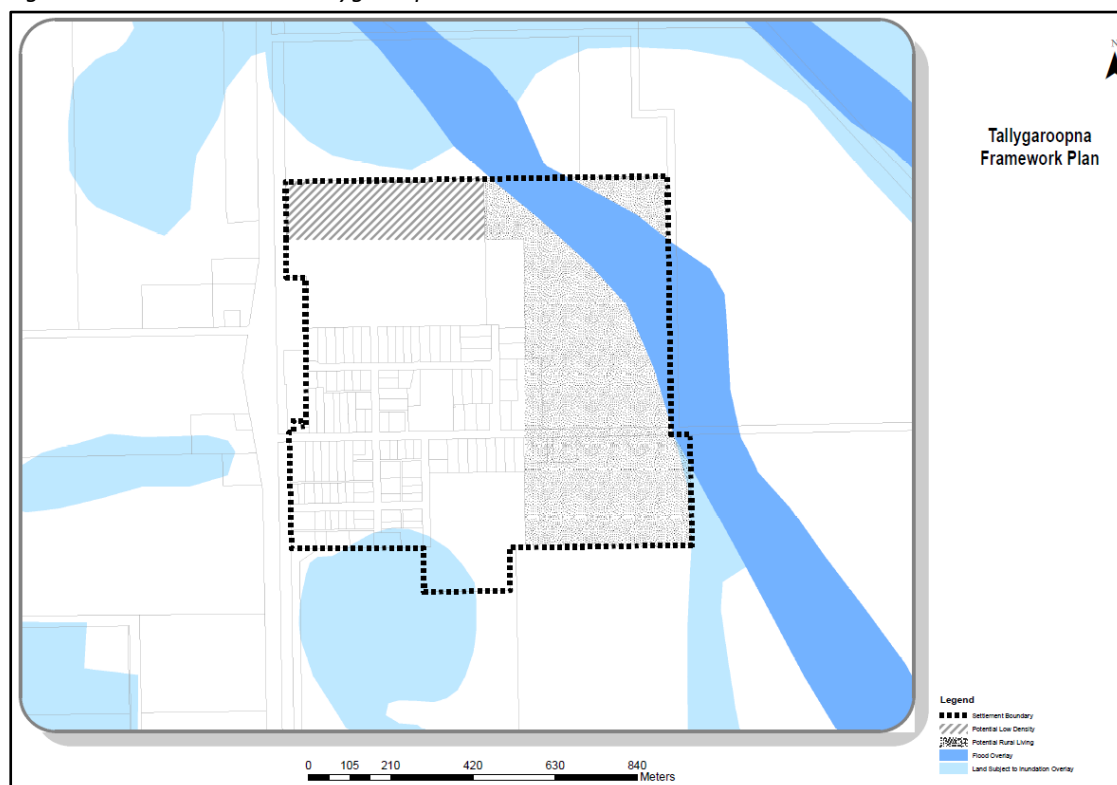
8.10 Recommendations

All land within the Township Zone should be removed from 'Urban Growth Area' and 'Potential Low Density' and changed to no designation.

Minor changes should be made to address mapping anomalies. This should include the removal of the narrow strips of 'Urban Growth Area' land from the Framework Plan. It should also include the adjustment of the settlement boundary at the southern edge of the township to include land that is part of the Tallygaroopna Recreation Reserve.

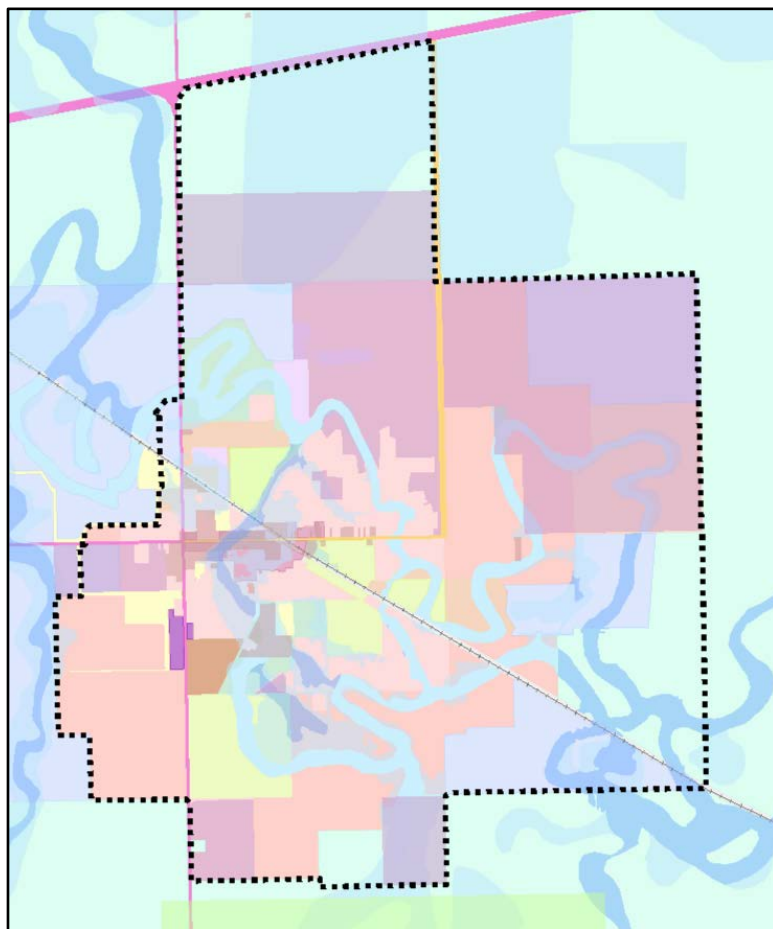
The settlement boundary for Tallygaroopna does not require extension as part of this review.

Figure 18 – Recommended Tallygaroopna Framework Plan



9.0 TATURA

Figure 19 – Tatura Map



9.1 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 19 – Tatura 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.

9.2 Environmental Profile

There is minimal remnant vegetation, as this has predominantly been cleared for farming. There is, however, moderate street tree planting within 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.

9.3 Infrastructure Availability

The township is connected to reticulated sewerage. A railway traverses the centre of the town, however, there is no passenger rail service and no immediate 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.

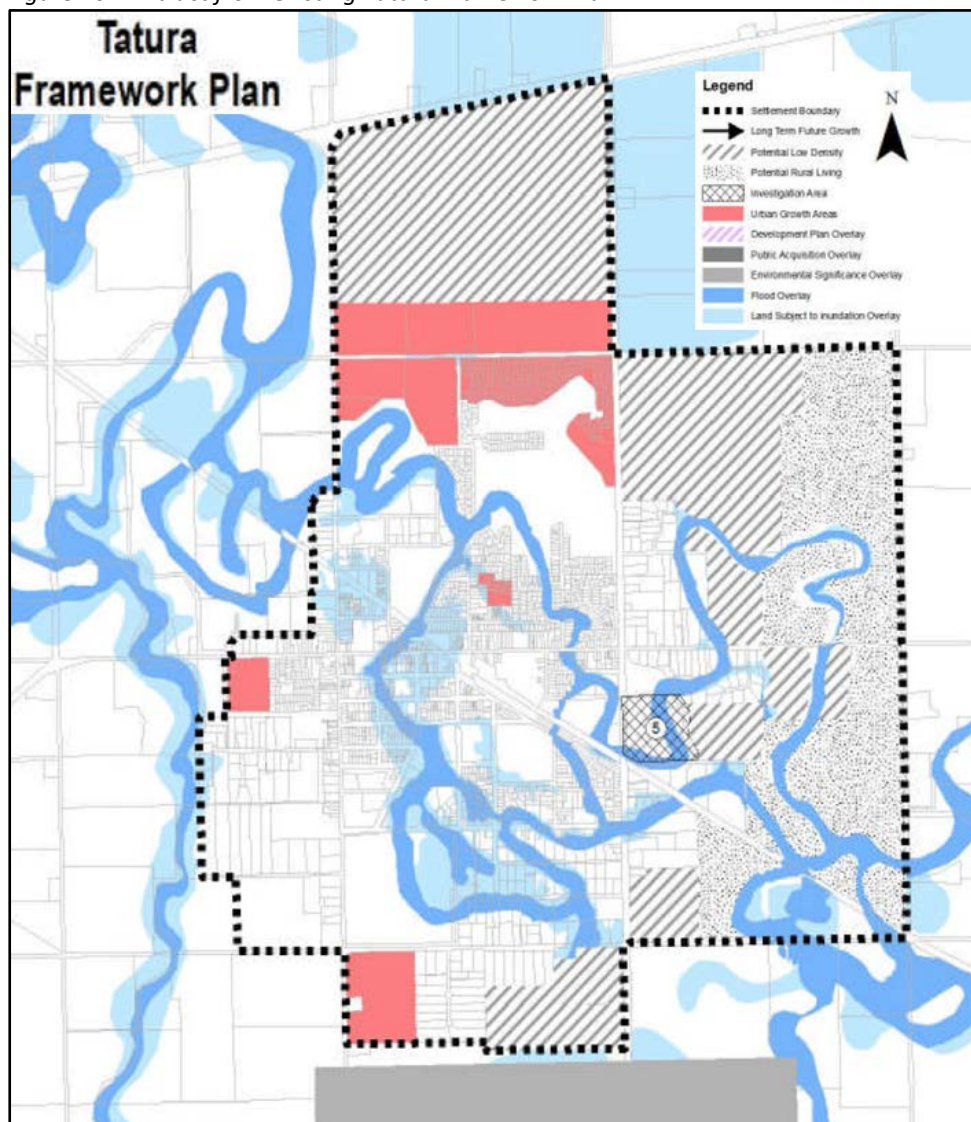
9.4 Current Zones and Overlays

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 within the Low Density Residential Zone to the south and east, and is entirely surrounded by the Farming Zone (see *Figure 19 – Tatura Map*).

A floodway, within the Urban Floodway Zone, traverses the township. The Floodway Overlay and Land Subject to Inundation Overlay apply to flood affected land further to the west and south-east. Much of the central township area is also affected by the Heritage Overlay.

Figure 20 – Extract from existing Tatura Framework Plan



9.5 Existing Framework Plan from Clause 21.04 (Settlement)

A moderately sized area to the north has been identified for 'Urban Growth Area', and areas further north and west has been identified for 'Potential Low Density' (see *Figure 20 – Extract from existing Tatura Framework Plan*). Areas on the western side of the township have been identified for 'Potential Rural Living'.

9.6 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 Zone and the Rural Living Zone have occurred in recent years.

9.7 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 33 – Tatura extract from Residential Supply Assessment*).

9.8 Current Residential Zoned Land Supply

The majority of land within the General Residential Zone in Tatura has been subdivided and developed for residential purposes. There are minimal vacant lots available for residential development. In particular, the Northlinks Estate is nearing completion with minimal allotments available. There may be some allotments that could accommodate minor infill development, subject to the relevant subdivision and planning process.

There is one area of land of approximately 20 hectares within the General Residential Zone to the south of the existing township that could accommodate a small residential density subdivision.

There are some areas of land within the Low Density Residential Zone that are vacant and could be developed. One area is located to the west of the Tatura Racecourse and another to the north east of the existing township, which was recently rezoned from the Farming Zone to the Low Density Residential Zone.

There is one area of land within the Rural Living Zone that is suitable for subdivision. This is located to the east of the existing township and was recently rezoned from the Farming Zone.

9.9 Identified Future Residential Land Supply (unzoned)

The existing Tatura Framework Plan identifies two areas of land within the Farming Zone for 'Urban Growth Area', totalling approximately 80 hectares altogether.

The existing Tatura Framework Plan identifies several areas of land within the Farming Zone for 'Potential Low Density', totalling approximately 270 hectares altogether.

The existing Tatura Framework Plan identifies two areas of land within the Farming Zone for 'Potential Rural Living', totalling approximately 160 hectares altogether.

9.10 Recommendations

All land within the General Residential Zone should be removed from 'Urban Growth Area' and changed to no designation.

All land within the Low Density Residential Zone should be removed from 'Potential Low Density' and changed to no designation.

All land within the Rural Living Zone should be removed from 'Potential Rural Living' and changed to no designation.

Given the strong uptake for allotments within the General Residential Zone in Tatura, it would be prudent to identify additional land for 'Urban Growth Area'.

There has been a noticeably lower interest in land within the Low Density Residential Zone and the Rural Living Zone in recent years in Tatura.

It is recommended that the following areas of land be identified for 'Urban Growth Area' due to the proximity to services and the lack of environmental constraints:

- Approximately 43 hectares of land immediately east of Dhurringile Road and south of Pyke Road;
- Approximately 11 hectares of land at the north eastern end of Gowrie Park Road (it should be noted that access to this land relies upon connections through other allotments and/or infrastructure upgrades, to be addressed by the land owner/developer); and
- Approximately 10 hectares of land south of Ferguson Road to the east of Dollar Court.

This will provide an additional approximately 64 hectares of unzoned land identified for 'Urban Growth Area'.

It is recommended that approximately 42 hectares of land between Ferguson Road and Pyke Road be identified for 'Potential Low Density'.

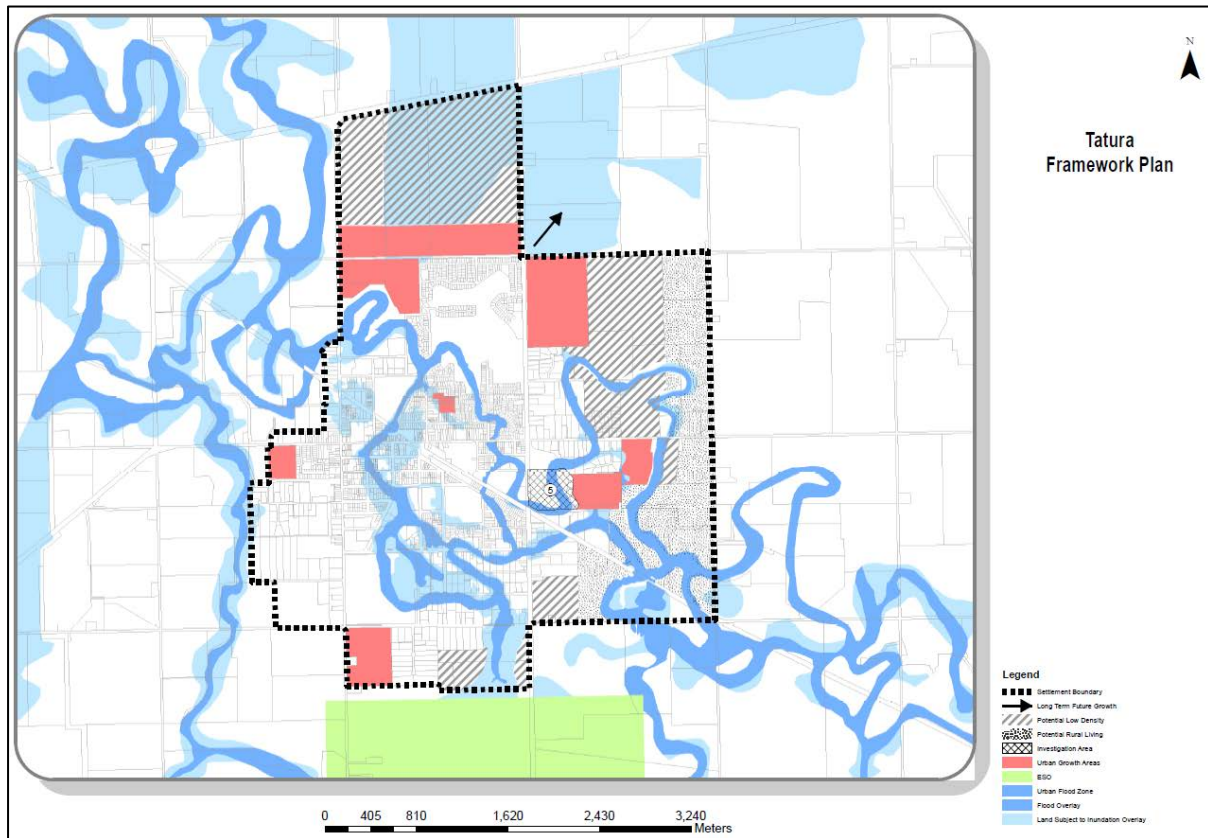
It is recommended that an arrow to denote the direction of 'Long Term Future Growth' be included on the Tatura Framework Plan. Due to a lack of environmental constraints and the location of services, transport connections and the Shepparton and Mooroopna Urban Areas, this arrow should identify future direction towards land to the north east of Tatura, east of Dhurringile Road between Pyke Road and the Midland Highway.

It should be noted that there is an APA High Pressure Gas Pipeline and an AusNet Transmission Group Pty Ltd easement to the north east of the township, which will require consideration as part of any future development proposal.

It is also recommended that minor changes are made to address mapping anomalies. This should include the addition of the flood controls for land south of Murton Road.

The settlement boundary for Tatura does not require extension as part of this review.

Figure 21 – Recommended Tatura Framework Plan



10.0 TOOLAMBA & OLD TOOLAMBA

Figure 22 – Toolamba Map



10.1 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 22 – Toolamba Map*).

10.2 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.

10.3 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.

10.4 Current Zones and Overlays

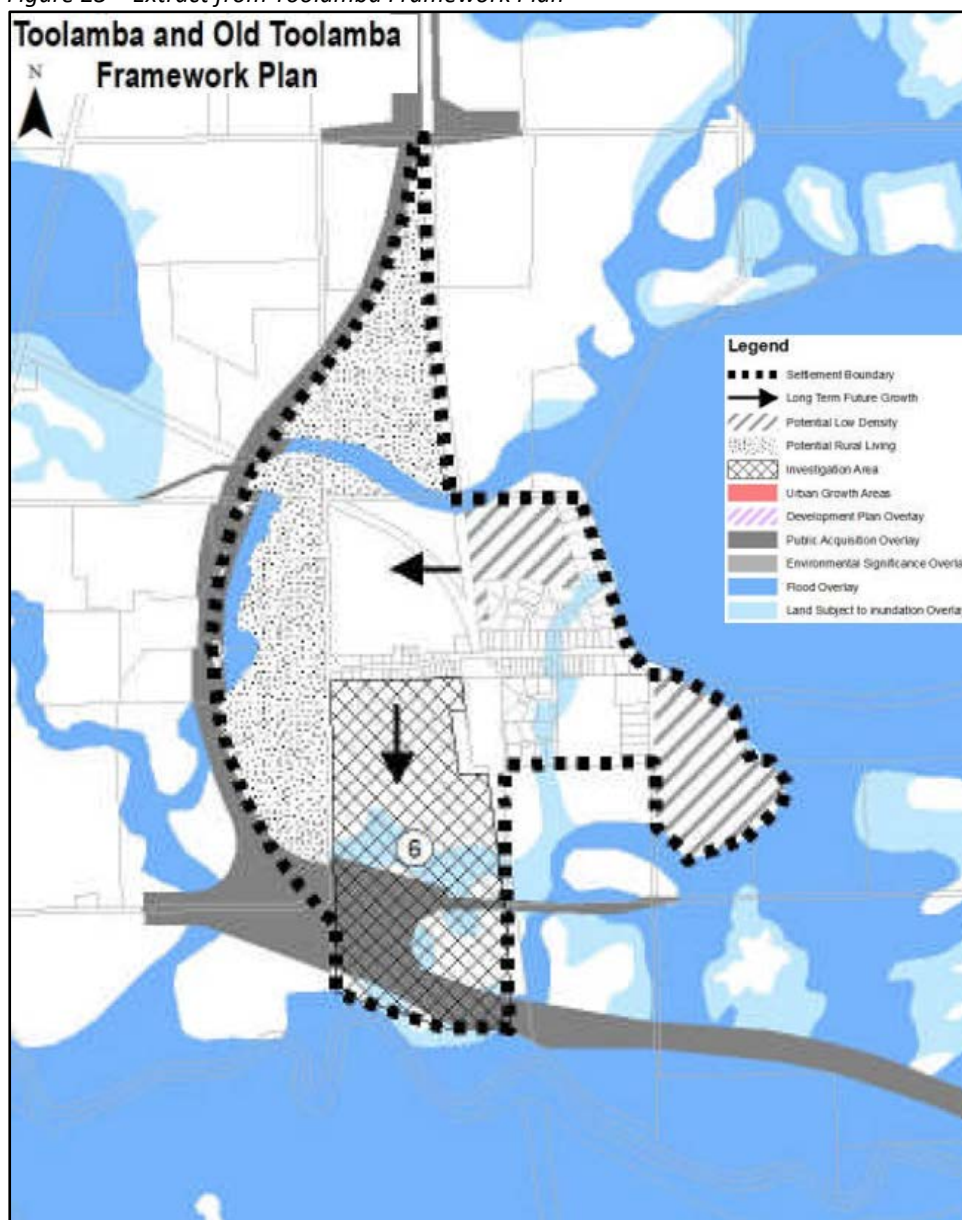
Toolamba is within the Township Zone with some areas affected by the Land Subject to Inundation Overlay. Land to the east along the Goulburn River is within the Public Conservation and Resource Zone (see *Figure 22 – Toolamba Map*). The settlement boundary follows the Public Acquisition Overlay to the 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.

10.5 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 land for residential development subject to investigations being completed

and a planning scheme amendment to rezone the land. Large areas of land within the Farming Zone have also been identified for 'Potential Low Density' and 'Potential Rural Living' to the east and south of the existing township (see Figure 23 – Extract from existing Toolamba Framework Plan).

Figure 23 – Extract from Toolamba Framework Plan



10.6 Recent Changes (2011 – 2018)

Two rezoning requests have been received since the implementation of the Housing Strategy. One of these has been approved, which rezoned land to the east of the township (along Bridge Road) from the Farming Zone to the Low Density Residential Zone. The other rezoning request affects land in Investigation Area 6 and is currently in preliminary stages.

10.7 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 34 – Toolamba extract from Residential Supply Assessment*).

10.8 Current Residential Zoned Land Supply

The majority of land within the Township Zone in Toolamba has been subdivided and developed for residential purposes. There are minimal vacant lots available for residential development. There is no opportunity for infill development due to the existing small lot sizes and lack of reticulated sewerage.

There is one area of land within the Low Density Residential Zone located to the east of Bridge Road that is vacant and can be developed. This area was recently rezoned from the Farming Zone and a subdivision for the land was approved.

10.9 Identified Future Residential Land Supply (unzoned)

The existing Toolamba and Old Toolamba Framework Plan identifies one area of land within the Farming Zone for 'Potential Low Density' of approximately 13 hectares.

The existing Toolamba and Old Toolamba Framework Plan identifies an area of land within the Farming Zone for 'Potential Rural Living', totalling approximately 100 hectares altogether.

The existing Toolamba and Old Toolamba also identifies approximately 30 hectares of land within the Farming Zone for 'Long Term Future Growth' and an additional 80 hectares within the Farming Zone for 'Investigation Area 6'. The development potential of these areas is currently unknown.

10.10 Recommendations

The Toolamba and Old Toolamba Framework Plan should be revised to acknowledge recent changes to remove the 'Potential' designation on land that is already zoned/developed.

Following the completion of the investigation for Investigation Area 6, it is recommended that the designation of this land is amended as a priority.

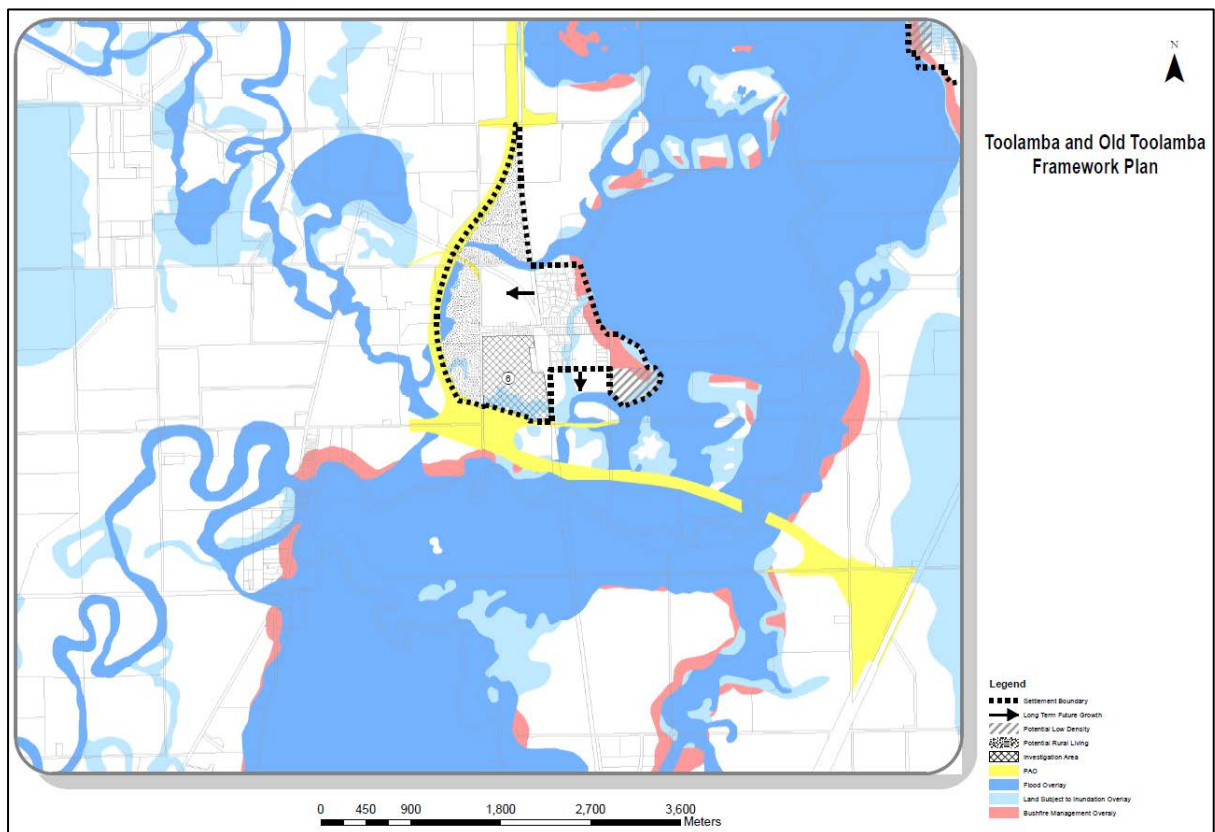
It is recommended that the arrow denoting 'Long Term Future Growth' within Investigation Area 6 is removed. The development potential and timing for this land is unknown, however, it should no longer be restricted to 'Long Term', given the lack of zoned residential land supply.

It is recommended that an arrow denoting 'Long Term Future Growth' is added to the Framework Plan for the land south of the Toolamba Primary School.

It is also recommended that minor changes are made to address mapping anomalies. This should include the adjustment of the settlement boundary to align with the Public Acquisition Overlay for the Goulburn Valley Highway – Shepparton Bypass in the south.

The settlement boundary for Toolamba and Old Toolamba does not require extension as part of this review.

Figure 24 – Recommended Toolamba and Old Toolamba Framework Plan



11.0 UNDERA

Figure 25 – Undera Map



11.1 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 25 – Undera Map).

11.2 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 a designated Bushfire Prone Area.

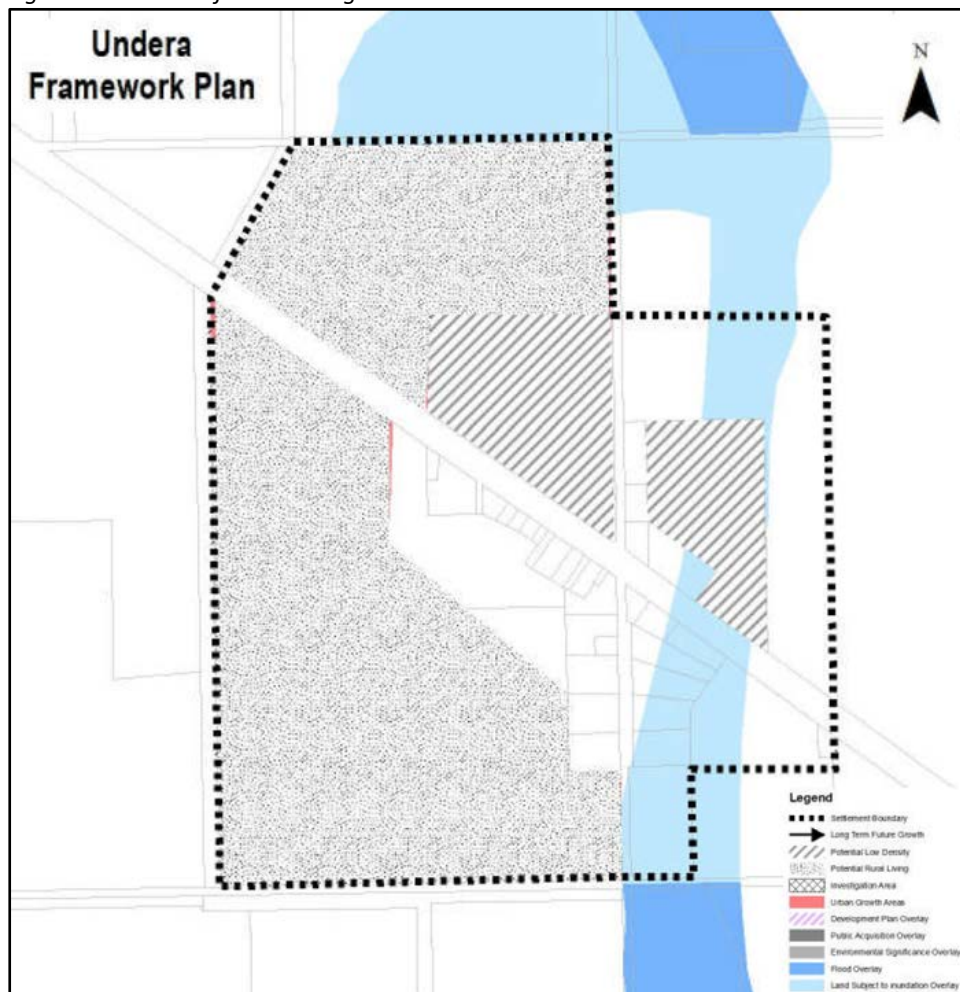
11.3 Infrastructure Availability

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

11.4 Current Zones and Overlays

The central township area is within the Township Zone, with a small area of Land Subject to Inundation Overlay at the eastern edge of the township (see *Figure 25 – Undera 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.

Figure 26 – Extract from existing Undera Framework Plan



11.5 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 identified for 'Potential Low Density' (see *Figure 26 – Extract from existing Undera Framework Plan*).

11.6 Recent Changes (2011 – 2018)

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

11.7 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 35 – Undera extract from Residential Supply Assessment*).

11.8 Current Residential Zoned Land Supply

There are large areas of land within the Township Zone that are currently undeveloped and continue to be used for farming. In particular, there is approximately 40 hectares of vacant land within the Township Zone to the north of Echuca Road, and approximately 13 hectares of vacant land within the Township Zone to the south of Echuca Road that could accommodate residential subdivision.

11.9 Identified Future Residential Land Supply (unzoned)

The existing Undera Framework Plan identifies two areas within the Farming Zone for 'Potential Rural Living', one to the north of Echuca Road and one to the south of Echuca Road, totalling approximately 100 hectares altogether. Approximately 14 hectares of this is utilised for the Undera Recreation Reserve and Undera Park Motorcycle Track.

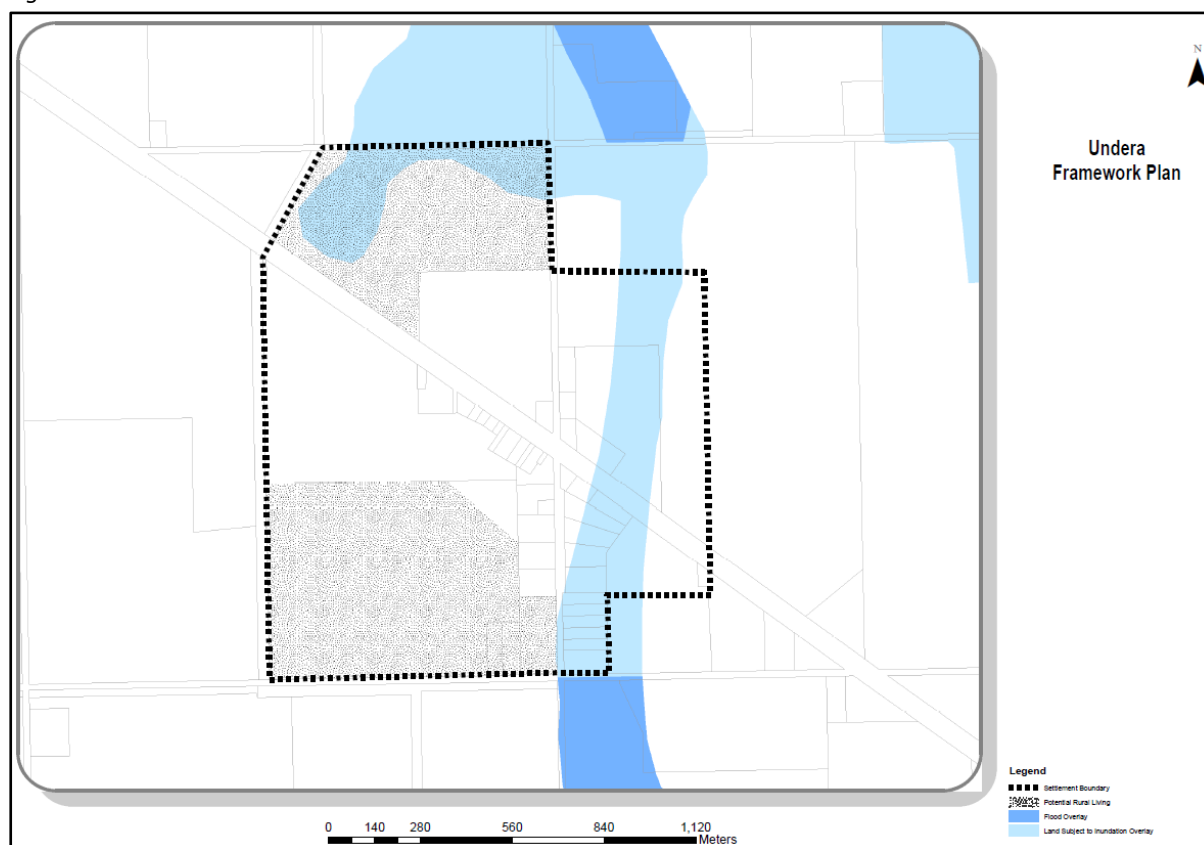
There is approximately 86 hectares of identified future rural living land (unzoned).

11.10 Recommendations

The settlement boundary for Undera does not require extension as part of this review..

The approximately 14 hectares of land for the Undera Recreation Reserve and Undera Park Motorcycle Track should be excluded from the identified 'Potential Rural Living' land.

Figure 27 – Recommended Undera Framework Plan



12.0 APPENDICES

12.1 Extracts from Residential Land Supply Assessment

Figure 23 - Dookie extract from Residential Land Supply Assessment



Figure 29 – Katandra West extract from Residential Land Supply Assessment



Figure 30 – Merrigum extract from Residential Land Supply Assessment

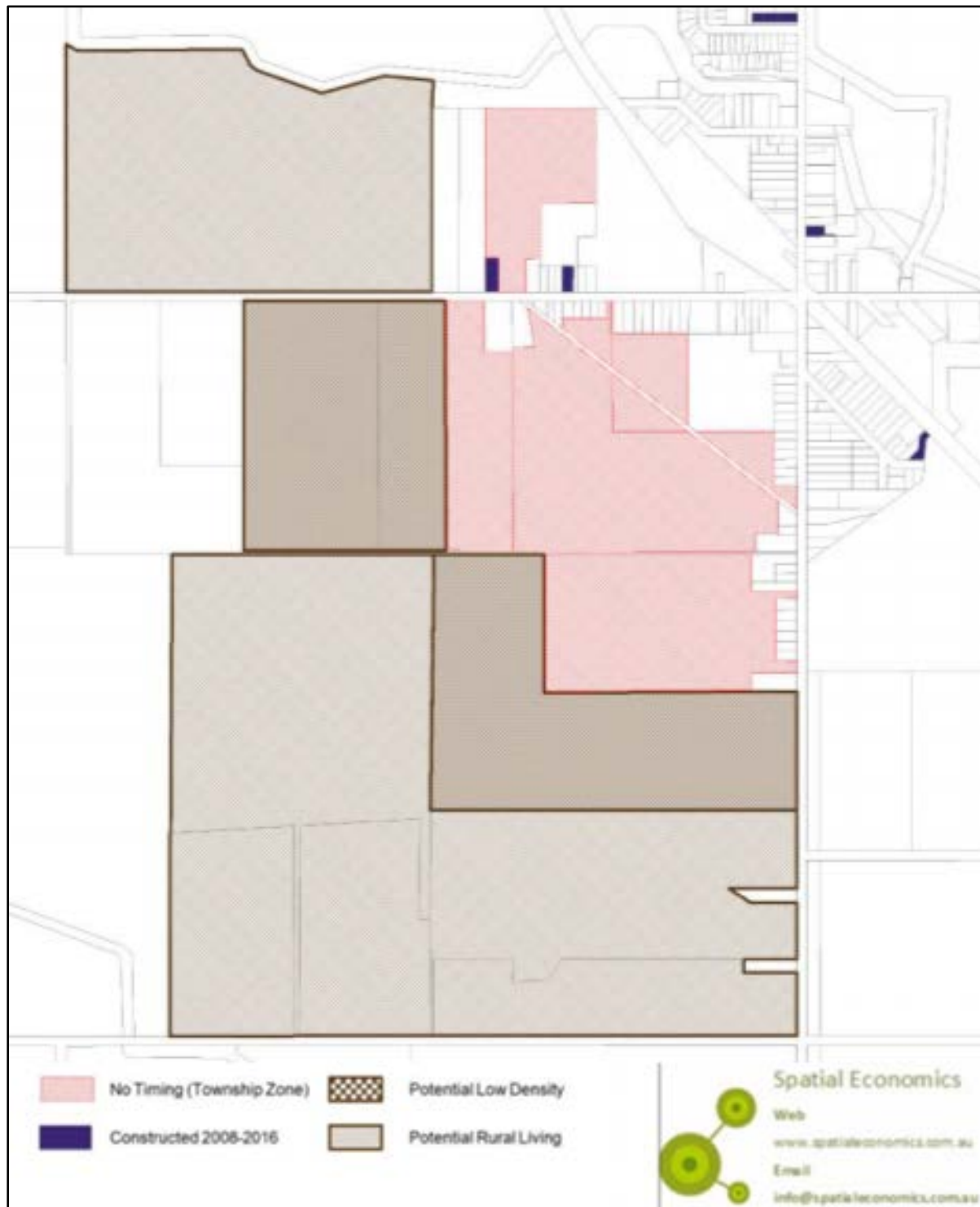


Figure 31 – Murchison extract from Residential Land Supply Assessment

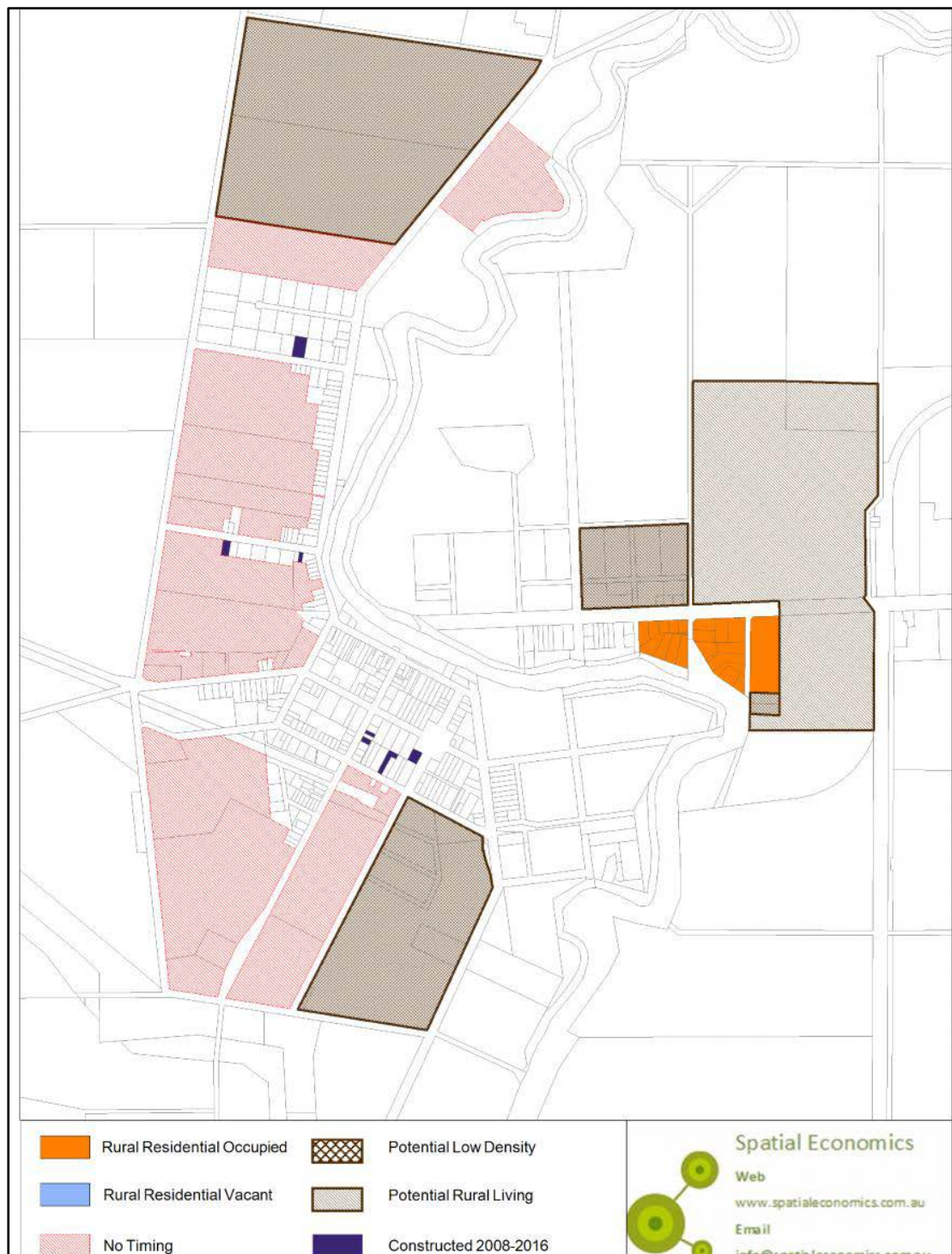


Figure 32 - Tallygaroopna extract from Residential Land Supply Assessment



Figure 33 – Tatura extract from Residential Land Supply Assessment

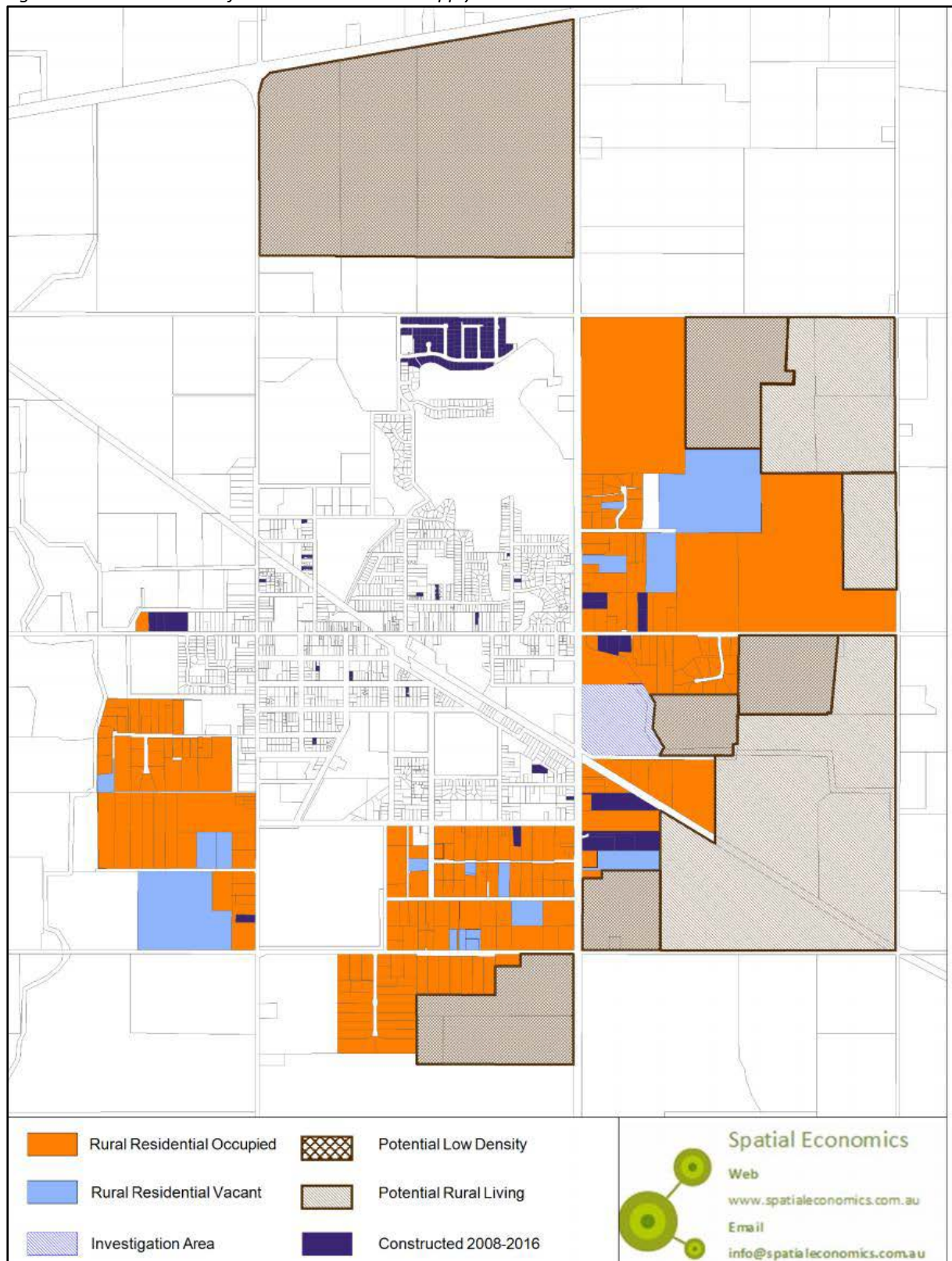


Figure 34 – Toolamba extract from Residential Land Supply Assessment

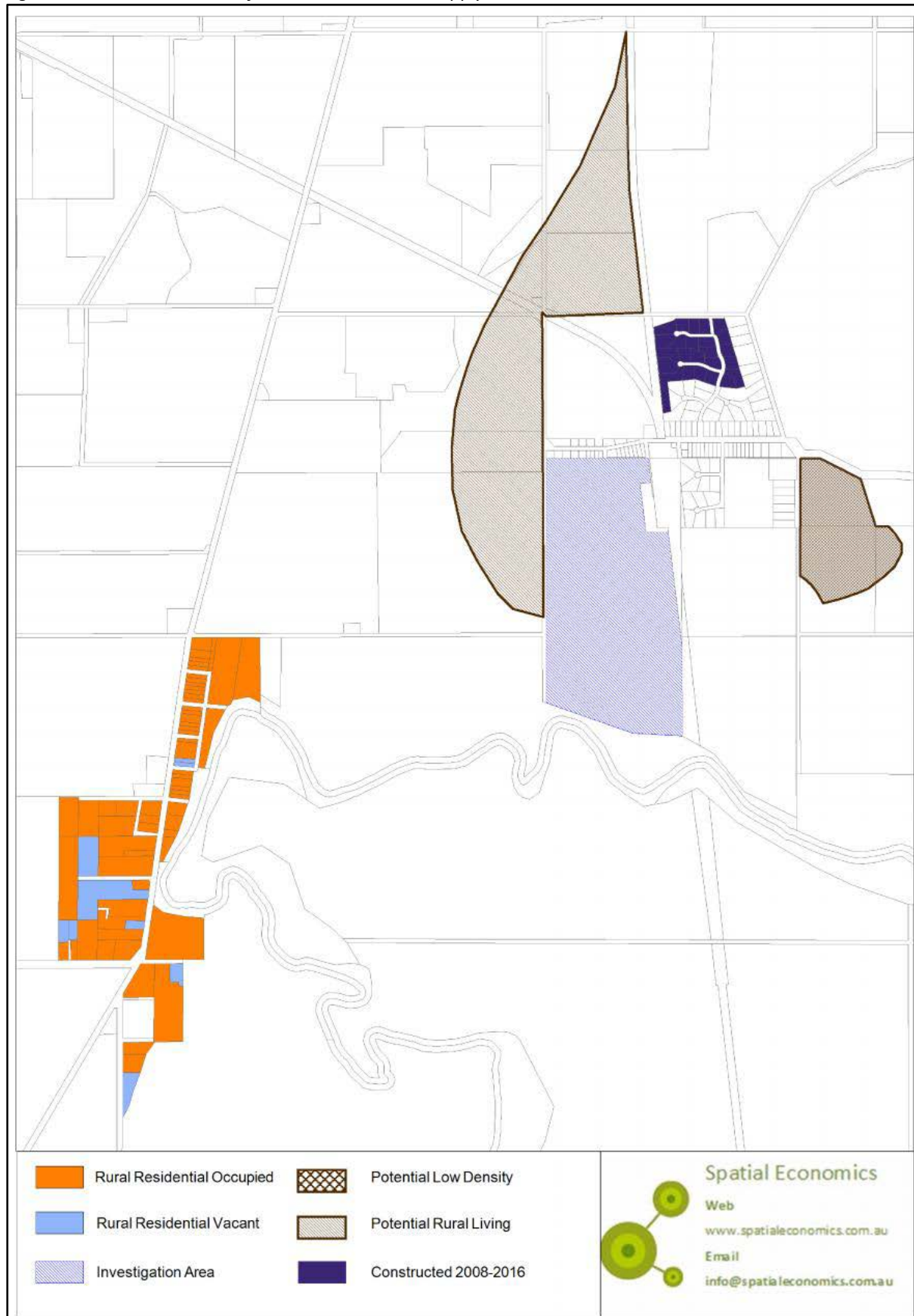


Figure 35 – Undera extract from Residential Supply Assessment





12.2 Conversation Report – Townships Framework Plan Review