



BUNDALONG STRUCTURE PLAN

[DRAFT]

FEBRUARY 2026

This report is the Draft Bundalong Structure Plan for Moira Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Obliqua Pty Ltd, Peter_Boyle_Urban Design + Landscape Architecture, Wayfarer Consulting and Charter Keck Cramer using background reports and information provided by Council and from other government sources. The report issue date is 16 February 2026.

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

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

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sustainable land and bushfire management

ACKNOWLEDGEMENT

Moira Shire Council acknowledges Yorta Yorta Nation as the Traditional Owners of this land.

We recognise the deep spiritual connection to land, waterways and community of the eight clan groups of Yorta Yorta Nation.

We pay our respects to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander Peoples.

Version	Date	Notes
V1	8 October 2025	For Council Officer Review
V2	8 December 2025	For Council Officer Review
V3	10 February 2026	For Councillor Review
V4	16 February 2026	For Councillor Review



TABLE OF CONTENTS

1. INTRODUCTION.....	5
2. THE STRUCTURE PLAN.....	7
2.1 Role and Function of the Plan	7
2.2 Strategic Context.....	7
2.3 Population and Community Profile	11
2.4 What We Have Heard So Far	12
2.5 Issues and Opportunities.....	14
3. THE VISION	18
4. OBJECTIVES AND STRATEGIES.....	19
5. HOUSING	20
6. LOCAL ECONOMY AND LAND USE.....	22
7. LANDSCAPE AND ENVIRONMENT	24
8. URBAN DESIGN, BUILT FORM AND HERITAGE.....	27
9. MOVEMENT AND TRANSPORT	30
10. COMMUNITY FACILITIES AND INFRASTRUCUTRE	33
11. PHYSICAL INFRASTRUCTURE.....	34
12. BUNDALONG FRAMEWORK PLAN	36
12.1 Implementation.....	36
13. MONITORING AND REVIEW.....	40
Appendix 1 - Draft Planning Scheme Policy and Provisions.....	41
Appendix 2 – Implementation Table	42
CONTACT.....	43

LIST OF FIGURES AND TABLES

Figure 1: Bundalong Context Map	6
Figure 2: Bundalong Existing Zones.....	9
Figure 3: Bundalong Existing Overlays	10
Figure 4: Demographic Data for Bundalong.....	11
Figure 5: Stages in the development of the Bundalong Structure Plan	13
Figure 6: Inputs to the Bundalong Structure Planning Process.....	14
Figure 7: Issues and Opportunities Map	16
Figure 8: Bundalong Framework Plan	37
Figure 9: Proposed Zone Changes to the Moira Planning Scheme	38
Figure 10: Proposed Overlay Changes to the Moira Planning Scheme	39
Table 1: Relevant Council Strategies	7



ABBREVIATIONS AND LEGISLATION

Abbreviations

BAL	Bushfire Attack Level
BMO	Bushfire Management Overlay
CMA	Catchment Management Authority
C	Council Amendment
Council	Moirra Shire Council
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
DPO	Development Plan Overlay
EPA	Environment Protection Authority
ESO	Environmental Significance Overlay
ESD	Environmentally Sustainable Development
FZ	Farming Zone
LSIO	Land Subject to Inundation Overlay
LDRZ	Low Density Residential Zone
MPS	Moirra Planning Scheme
MunPS	Municipal Planning Strategy
PAO	Public Acquisition Overlay
PCRZ	Public Conservation and Resource Zone
PPF	Planning Policy Framework
PUZ	Public Use Zone
RAZ	Rural Activity Zone
RRV	Regional Roads Victoria
RFO	Rural Floodway Overlay
SLO	Significant Landscape Overlay
TZ	Township Zone
TRZ	Transport Zone
VC	Victorian and Council Amendment
VPP	Victoria Planning Provisions

Numeric Abbreviations

ha	hectares
%	percent
m ²	metres squared
kms	kilometres
sqm	square metres

Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)



1. INTRODUCTION

Bundalong is located in Moira Shire in Victoria's north-east 15 kilometres from Yarrawonga. The town sits along the Murray River where the Ovens River flows into Lake Mulwala. The name 'Bundalong' is believed to have come from an Aboriginal word meaning "joined." The township itself is peaceful and welcoming, offering a café, tavern, caravan park, and a service station that provides most essentials. Known for its excellent fishing, the area attracts anglers hoping to catch Murray Cod and other native species. A convenient boat ramp makes water access easy, and the calm waters are perfect for canoe exploration and popular with water skiers. The area is known for its sunsets making it a photographer's paradise, and the region is rich in birdlife.

Bundalong is located on the ancestral lands of the Yorta-Yorta people who have continuously occupied and cared for it for thousands of years. The country surrounding Bundalong has been significantly shaped by both substantial natural and human influences. Significant River Redgums dominate the foreshore character and act as a buffer between the residential development of the township and the lake.

Bundalong is a rapidly growing township and is a very popular tourist destination due to the proximity of Lake Mulwala. Bundalong has a large non-resident population who use their dwellings as holiday houses. Yarrawonga is the closest regional centre to Bundalong and provides access to shops and community services. There are several tourism based opportunities to connect walking and cycling paths through Bundalong out to surrounding areas.

The township's underlying grid-based network of wide streets is laid out east of the Murray Valley Highway with recent development forming a continuous ribbon of housing along the shoreline of the Murray River. The township is set within the flat landscape of the river plain and a backdrop of some remnant Eucalypt woodlands. The southern areas of the township have a feature low density development that extends to farming land further to the south and west. Subdivision of larger lots in the Low Density Residential Zone is occurring in a somewhat piecemeal fashion to the west of the township which if left uncoordinated may compromise future integration of land use and movement networks. The street layout provides generally good access and movement options, however these are more limited for people not using a vehicle.

There are increasing tourism opportunities for Bundalong. Council seeks to encourage tourism use and development that takes advantage of the natural attributes of the region and complements existing tourist enterprises and enhances employment opportunities. There are opportunities to enhance the growth, development and diversification of the tourism industry while ensuring the long-term protection and viability of the Shire's natural assets.

The key elements of Bundalong and its regional context are shown in **Figure 1**.



Figure 1: Bundalong Context Map

2. THE STRUCTURE PLAN

2.1 Role and Function of the Plan

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

This long term plan developed in collaboration with the community, stakeholders and government agencies provides a framework for the future of the township. Improved guidance in relation to identified investigation areas in the Moira Planning Scheme (MPS) is also provided.

2.2 Strategic Context

The State Government has developed a new strategic plan for Victoria. Housing targets require an additional 4,500 homes to be delivered by 2051 in Moira.

Clauses 11.01-1S and 11.01-1R promote sustainable, well-planned settlement growth across Victoria, aiming to deliver 2.24 million homes by 2051 with a focus on housing choice, infrastructure access, and supporting regional towns like Yarrawonga. Clause 11.01-1L-01 of the Moira Planning Scheme directs growth to small towns with existing services and reticulated sewerage, focusing on infill development within defined settlement boundaries to protect water supply catchments. The consolidation of lots south and west of the Murray Valley Highway in Bundalong is encouraged along with preventing ribbon development along major highways and access roads to towns.

Clause 12.03-1S seeks to protect and enhance waterway systems and their surrounding environments by conserving ecological, cultural, and landscape values, including indigenous vegetation and biodiversity. It also promotes sensitive development, the preservation of Aboriginal cultural heritage, and the planning of green spaces for recreation and tourism without compromising environmental integrity or flood management. The structure plan addresses these requirements. The structure plan has also been prepared consistent with State and regional planning policy and guidelines. Relevant Council Strategies considered are listed and described in **Table 1**.

Relevant Council Strategy	Strategic Purpose
Bundalong Strategy Plan, 2007	Documents the issues facing Bundalong and makes specific recommendations on the future of the town
Yarrawonga to Bundalong Foreshore Master Plan Synthesis and Strategic Framework Prepared by Coomes Consulting - December 2008	This Master Plan provides direction for an integrated and sustainable approach to the management, use and development of the Lake Mulwala foreshore between Yarrawonga and Bundalong.
Moira Small Towns and Settlements Context Report - Prepared by Spiire, 2013	The Context Report provides the background to the current status and influences for Bundalong. It identifies key issues, development opportunities and constraints and a series of recommendations to guide future development of the town.
Moira Council Plan, 2021 - 2025	Sets out a roadmap for the Shire outlining where the municipality is heading and what is needed to get there.

Table 1: Relevant Council Strategies

The existing planning controls over the town and surrounds include the:

- The Farming Zone (FZ) is applied to agricultural land to the south of the current town boundary.
- Low Density Residential Zone (LDRZ) is applied to land north of the Murray Valley Highway at the western edge of Bundalong within the town boundary as well as land south of Pasley Street and North of Austins Road to the east of the Murray Valley Highway within the town boundary.



- The Township Zone (TZ) is applied to areas of residential development along northern and eastern edges of the Murray and Ovens River.
- The Public Conservation and Recreation Zone (PCRZ) is applied to areas adjacent to the town such as parts of the Murray River and Lake Mulwala.
- The Public Use Zone (PUZ) is applied to a site on Pasley Street that houses a water tower and to a land parcel south of Bundalong that houses a water treatment plant.
- The Rural Activity Zone (RAZ) is applied to land to the west of Bundalong and adjoins the PCRZ.
- The Transport Zone (TRZ2) is applied to the Murray Valley Highway.

The current planning scheme controls are shown in **Figure 2**.

The existing overlay controls over the town and surrounds includes the:

- The Bushfire Management Overlay (BMO) is applied to several sites within Bundalong largely adjacent to waterways.
- The Environmental Significance Overlay (ESO) The ESO2 applies to land surrounding the edge of the Murray River. The ESO3 applies to land at the southern end of the study area on both sides of Playfair Road to ensure that future development is compatible with identified environmental values.
- The Significant Landscape Overlay (SLO1) The SLO1 has been applied to protect the significant landscape of the Murray River north of the Murray Valley Highway.
- The Rural Floodway Overlay (RFO) applies to land along the Murray River and on land that is covered by the horseshoe shaped wetland that sits north of Lewingtons Road.
- The Land Subject to Inundation Overlay (LSIO) is applied to low lying depressions around the town to maintain the free passage and temporary storage of floodwaters, minimise flood damage and not cause any significant rise in flood levels or flow velocity.
- The Development Plan Overlay (DPO1) has been applied to land north of Pasley Street and north of the Murray Valley Highway to facilitate the orderly development of land among several landowners.

The current planning overlay controls are shown in **Figure 3**.

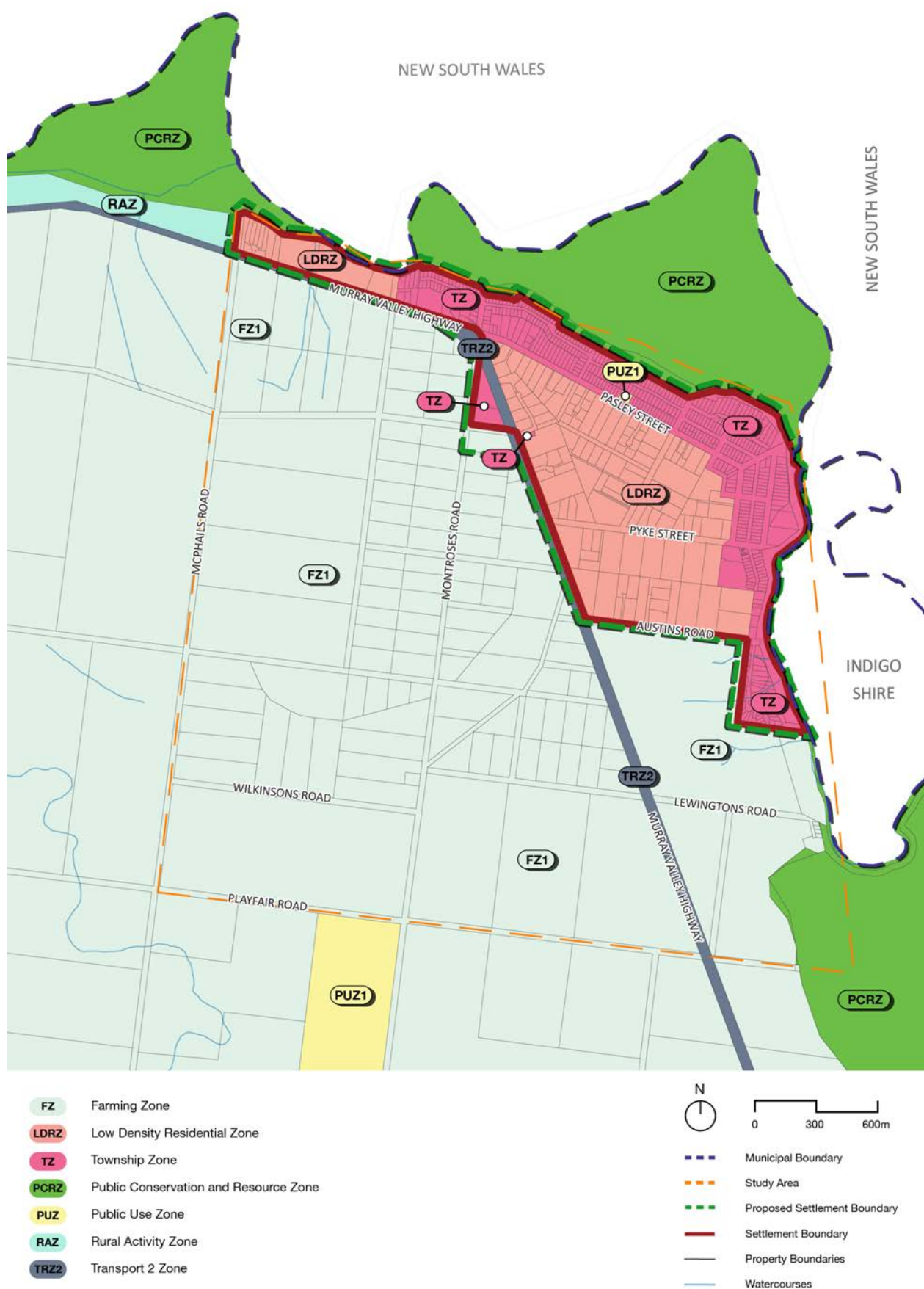


Figure 2: Bundalong Existing Zones

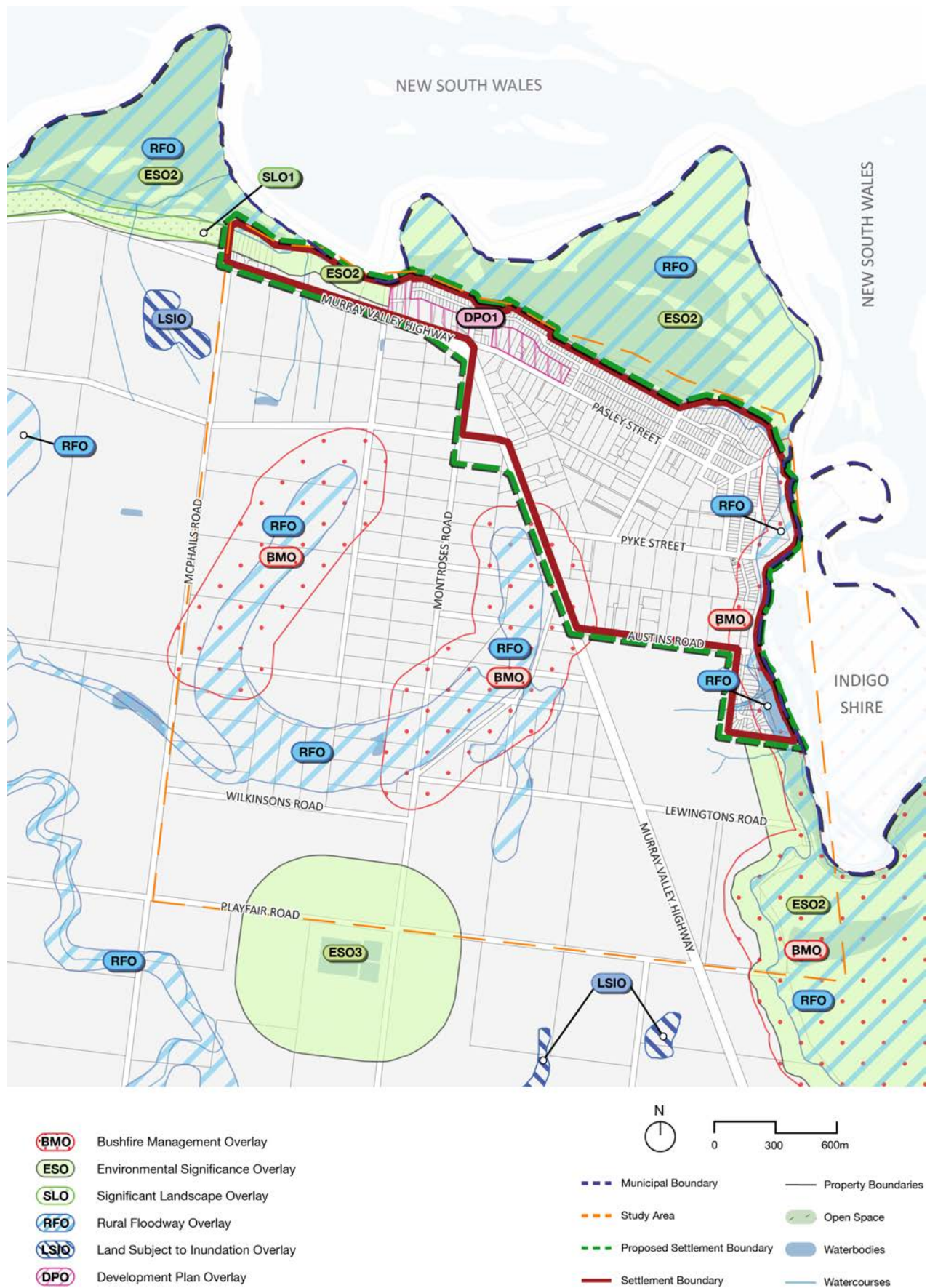


Figure 3: Bundalong Existing Overlays

An assessment of the town boundary has been undertaken in the Bundalong Structure Plan Background Report May 2025 (Background Report). The assessment provides the foundation for the town boundary in this structure plan. The town boundary is currently defined by the extent of zoned residential, and public land.

2.3 Population and Community Profile

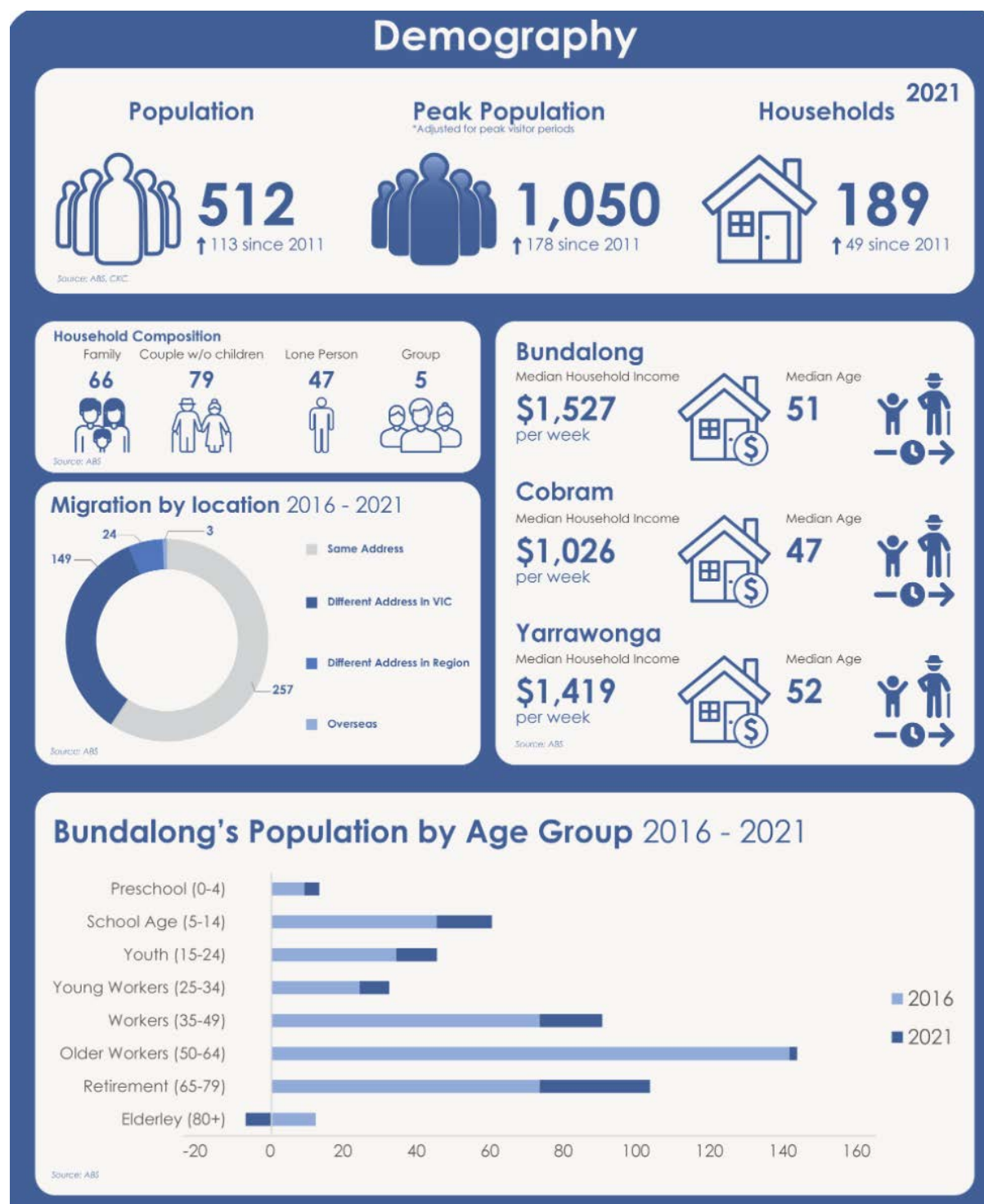


Figure 4: Demographic Data for Bundalong

Source – Census Data 2021

2.4 What We Have Heard So Far

Community consultation was held in June and July 2025 (see **Figure 5**). This included an online survey, two face to face sessions, an online session and the opportunity to provide written submissions. These activities elicited 151 responses from community members all of which have been considered in preparing this structure plan. Across all engagement activities there were some consistent themes. The natural beauty, river, village atmosphere and community spirit of Bundalong is highly valued. Bundalong provides a beautiful environment for a range of water activities. There was concern over the quality key infrastructure particularly storm water drainage. There were concerns over other infrastructure/ services such as power and internet which can be patchy at busy times and when the weather changes.

There was a belief that development should be limited, respectful of the current character and be postponed until the infrastructure challenges are addressed. There was concern over road safety and the impact of traffic, parking and trailer parking during busy periods. There were some concerns over the management of river activities and impact of large (wave) boats on existing infrastructure, the environment and other river users. A desire for walking and cycling paths around Bundalong to other centres was also expressed and a clear message to deliver the link to Yarrawonga as a priority. Another round of Community Consultation is scheduled for early 2026 to allow the community to provide feedback on the Draft Structure Plan.



Community Consultation

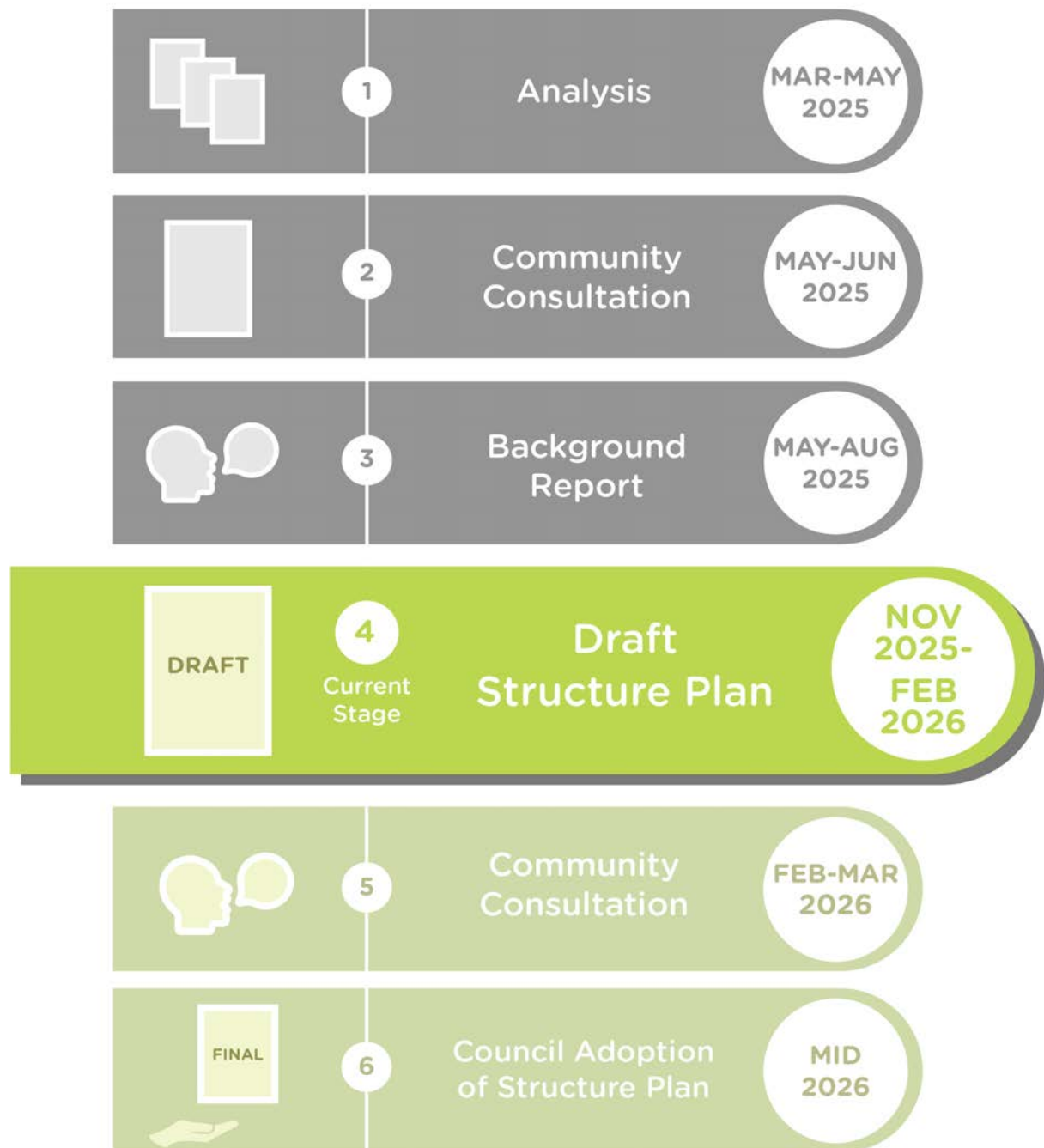


Figure 5: Stages in the development of the Bundalong Structure Plan

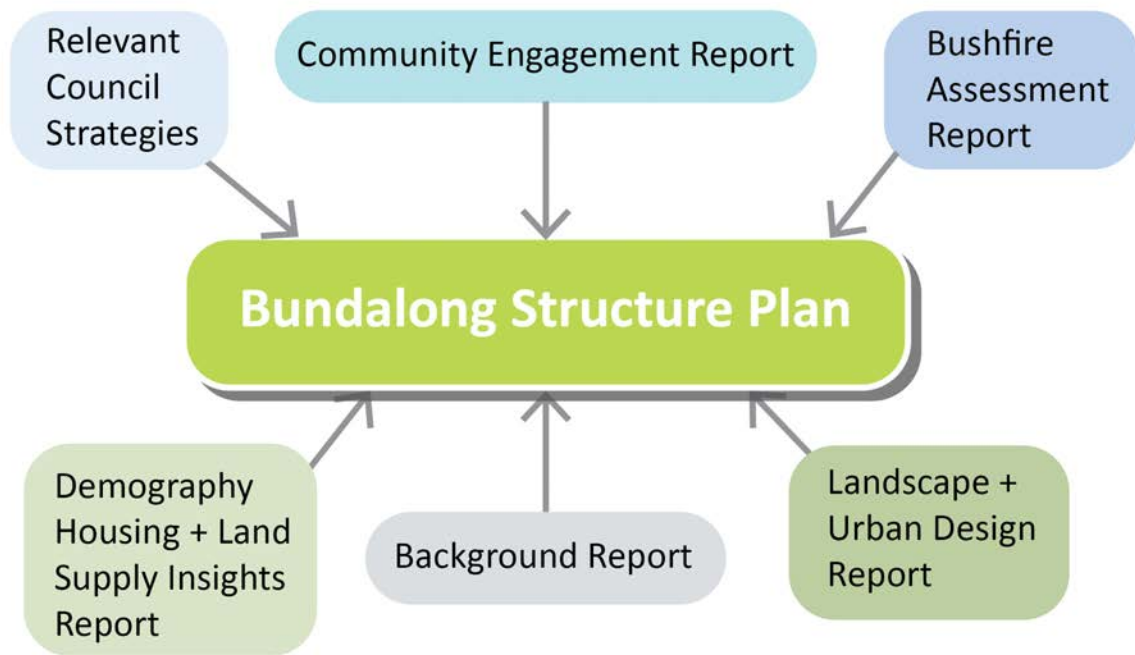


Figure 6: Inputs to the Bundalong Structure Planning Process

2.5 Issues and Opportunities

The issues and opportunities facing Bundalong were explored in the Background Report. A summary of the issues and opportunities impacting the town is shown in **Figure 7**. They are also discussed further in Chapter 5.

Some of the issues highlighted include:

- The boat ramps are congested during peak periods.
- Land is subject to flooding along the Murray and Ovens River frontages.
- Buffers of at least 50m need to be maintained along the river to protect sensitive ecosystems.
- Stormwater drainage needs to be improved especially after rain events.
- Power supply and internet are intermittent.
- Some road intersections are unsafe.
- Access to community activities is hampered due to poor pedestrian links.
- The walking and cycling trail to Yarrawonga remains incomplete.
- The Murray Valley Highway and other roads provide a challenging and unsafe environment for walking and cycling. No clearly defined commercial area.

There are many opportunities for Bundalong including:

- Potential for residential growth in the township through development of vacant and underutilised land.
- Creating a community/commercial node near the cafe.
- Increased tourism opportunities from the future connection to the Murry River Adventure Trail.
- Improving walking and cycling access, safety and connectivity.



- Enhancing pedestrian connectivity through improved pedestrian links and footpaths on all streets.
- Improving vehicular and trailer access and parking around the boat ramps.
- Reducing speed limits to increase road safety throughout the town.
- Applying sustainable water practices like Water Sensitive Urban Design (WSUD) to manage stormwater and protect river health.
- Connecting to regional walking and cycling trails to support increased tourism.
- Exploring opportunities to create a walking trail along the river from Yarrawonga to Bundalong.
- Considering completing the 6km section of track from the Ski Land motel in Yarrawonga to Bundalong.
- Enhancing public access to the foreshore area.
- Increasing landscaping and tree planting across the township to assist with amenity and cooling through the provision of shade and greenspace.
- Create a service road along the Murray Valley Highway.

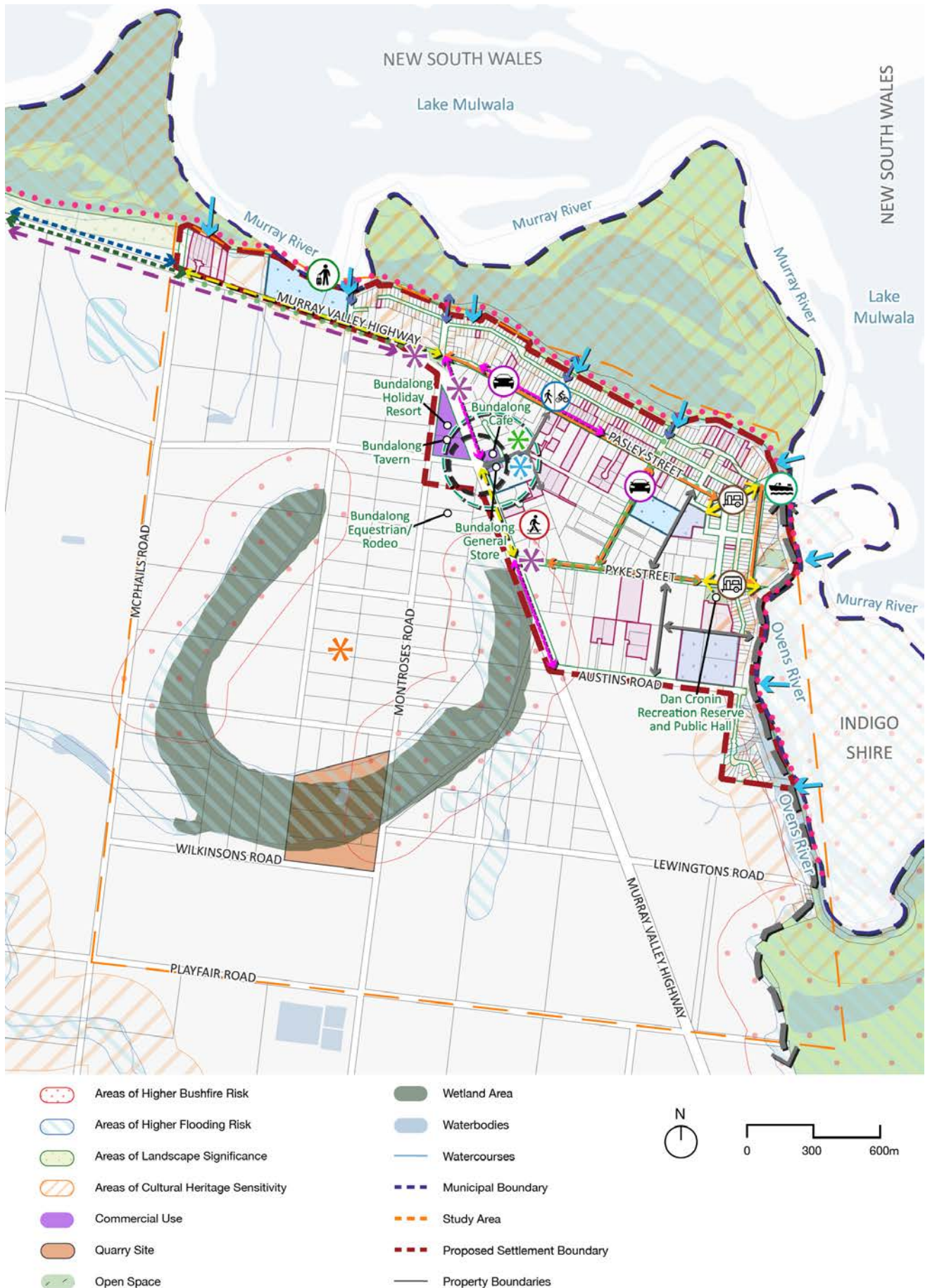


Figure 7: Issues and Opportunities Map



Issues:



Boat ramp is congested in peak periods



Complex road intersections



Accessing community activities is hampered by poor pedestrian links



Direct development away from areas of high biodiversity value including the Horseshoe Wetland area



Potential water quality issues and subject to flooding



Maintain buffers along the river system of at least 50 metres to protect the river ecosystem



Walking and cycling trails to Yarrawonga are incomplete



Murray Valley Highway and other roads provide a challenging and unsafe environment for walking and cycling

Opportunities:



Significant potential for residential growth through development of vacant and underutilised land



Preferred sites to connect water and sewer



Potential affordable and diverse housing



Tourism opportunities from future connection to the Murray River Adventure Trail



Improve cycling and walking access, safety and connectivity



Enhance pedestrian connectivity through improved pedestrian links



Consider reducing speed limits to increase road safety



Improve vehicle and trailer access and parking around the boat ramps



Emerging commercial node and new gathering place



Improve pedestrian safety and access



Connect into regional cycling and walking trails to support increased tourism



Improve access and safety to the Murray Valley Highway



Explore opportunities to create a walking trail along the river from Yarrawonga – Bundalong



Consider completing the 6km section of track from the Ski Land motel to Bundalong



Enhance foreshore access for the public



Potential future road linkages



Priority routes for footpath to improve permeability throughout the town (indicative only)



Enhance the provision of footpaths throughout the town



Increase landscaping across the town to assist with amenity and cooling

3. THE VISION

Bundalong will remain a tranquil riverside township that values its natural beauty, community spirit, and rural charm. Over the next 20 years, development will be carefully managed to protect the township's unique character and the natural environment. There will be a strong focus on improving essential infrastructure, improving access to the river and managing river use responsibly, and enhancing pedestrian safety and connectivity. Bundalong will grow in a way that is respectful, resilient, and sustainable - supporting a connected and liveable community for the future.





4. OBJECTIVES AND STRATEGIES

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

The objectives are:

Housing

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

Local Economy and Land Use

- To support a mix of land uses and activities to meet local community needs and grow the local tourism market.

Landscape and Environment

- To respect the landscape and environmental attributes while managing environmental risks.

Urban Design, Built Form and Heritage

- To ensure that new development respects and contributes to the preferred character and river setting of Bundalong.

Movement and Transport

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

Community Facilities and Infrastructure

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

Physical Infrastructure

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



5. HOUSING

Bundalong has experienced a significant population increase of 20% since 2011 placing additional pressure on local infrastructure and services. By 2021, the town had approximately 446 dwellings, but 56% were unoccupied on Census night, highlighting its function as a weekender and tourist destination rather than a full-time residential community.

A substantial portion of these unoccupied homes—around 75 to 80 dwellings—are used for short-term rentals on platforms like Airbnb. These rentals represent 16–18% of Bundalong’s total housing stock and account for roughly one-third of its unoccupied dwellings, indicating a strong seasonal and tourism-driven housing demand. Many holiday homes are not available for short term stays. The combination of short term and private holiday homes limits the town’s overall occupancy especially during non-peak holiday periods.

The township’s stock of dwellings is growing. The town is adding between 5-6 dwellings per year¹. and has experienced a surge in house prices since 2017, with the median increasing by near on \$700,000 over a 7-year period. Over the same period, Yarrawonga’s median increased by over \$300,000.

Bundalong represents a premium housing market in the region. Bundalong’s median house price was just over \$1 million (2024) exceeding Yarrawonga’s median house price by over \$300,000. The township’s house prices are strongly influenced by its proximity to the Murray River, with house prices declining in locations further from the river.

There are currently 572 lots within the township of Bundalong. In 2025, 451 lots were occupied by either a dwelling or commercial premises while 104 lots were vacant. Seventeen of these lots supported an associated structure most often a large shed. Overall, approximately 20 per cent of the township’s lots are vacant or potentially underutilised.

The town is subject to both the Low Density Residential Zone (LDRZ) comprising around 102 hectares) and the Township Zone (TZ) comprising around 52 hectares. The majority of potential lot supply (65%) is within the TZ. The median lot size of lots within the TZ is 825 sqms while the median in the LDRZ is 4,750 sqms.

Bundalong includes substantial housing capacity within existing vacant and underutilised sites and within its extensive number of unoccupied dwellings. The township has the capacity to add a further 630 dwellings assuming development according to current densities and the re-subdivision of LDRZ land according to minimum lot size requirements (2,000 sqm minimum for locations supported by reticulated sewer). The township therefore has the capacity to accommodate over 1,080 dwellings under current planning controls and current development trends with 258 of these in the TZ².

The LDRZ incorporates additional capacity for a further ~375 dwellings assuming the development of vacant and underutilised lots, and re-subdivision of large (over 4,000 sqms) occupied lots. The development of townhouse/medium density dwellings in the TZ will boost housing capacity beyond the above scenario as will further subdivision into smaller lots. The large number of unoccupied dwellings (likely to be holiday homes) also provides significant capacity to support any further growth.

The township’s current boundary is sufficient to address future population housing needs providing enough housing capacity to accommodate projected housing growth across all of the Moira SA2

¹ Building approvals for Bundalong have been estimated by applying the percentage of existent dwellings in the Moira SA2 located in Bundalong to the building approvals for the SA2 across the 2016 – 2024 period.

² This assumes the development of vacant and underutilised land and the redevelopment and intensification of lots above 1,650 sqms.

census area to 2036. Additionally, the settlement incorporates sufficiently large lots to support small scale low density multi-unit development within the township in response to demand. Bundalong likewise incorporates capacity to accommodate unanticipated growth that might be induced by broader recognition of Bundalong's scenic attractiveness.

Smaller, newer housing types like townhouses are potentially financially viable and would increase housing diversity to meet residents' needs at different life stages, which suggests the need for some additional housing to provide for these housing needs.

The Structure Plan for Bundalong will ensure that the town is well positioned to accommodate future demand arising from projected population growth and can respond to unanticipated growth, including growth induced by increasing recognition of the town's natural advantages.

The town's residential areas are currently in zones that allow many non-residential uses, creating unnecessary permit requirements. Changing these areas to a more focused residential zone (such as GRZ or NRZ) would reduce permit triggers and provide clearer guidance on appropriate residential development and compatible land uses. A Development Plan Overlay (DPO) should be used to coordinate infrastructure provision, design and siting requirements, range of lot sizes and staging. This could also include a native vegetation precinct plan and other environmental requirements as well as opportunities to consider cultural heritage at the precinct and township level.

For more info: See Chapter 4 of the Background Report.

Objective:

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

Strategies:

- Facilitate a greater range of housing options to accommodate residents over all life stages.
- Manage housing growth and land supply within the established township boundary.

	Actions	Priority	Partners
A1	Rezone land in the TZ to NRZ to provide clearer direction on residential land use.	High	DTP
A2	Introduce a Development Plan Overlay over the LDRZ areas to ensure the orderly provision of infrastructure, a range of lot sizes and appropriate design and development outcomes are achieved.	High	DTP
A3	Encourage a greater diversity of housing such as one and two bedroom dwellings on smaller lots to allow people to age in place and provide more affordable housing options through clear direction in local policy.	Ongoing	Developers



6. LOCAL ECONOMY AND LAND USE

Bundalong's economy is centred around a holiday park, a tavern, a café and a general store. Activity concentrates strongly in and around these businesses at the intersection of the Murray Valley Highway and Sullivans Road/Plentyfish Court. There are also a number of home based businesses that operate out of residences in the town.

Residents travel to Yarrawonga or Wangaratta for their retail and service needs. Bundalong attracts significant visitation from Melbourne, Wangaratta and surrounding townships located along the Murray River.

There are a number of opportunities for Bundalong to benefit from new visitor attraction initiatives, such as the new nature-based experience will run along the Murray River and its banks, all the way from Lake Hume in the east, near Wodonga, to Mildura in the west. There are two trailhead locations in Bundalong as part of the proposed Murray River Adventure Trail including the Bundalong Boat Ramp and the Ovens River Canoe/Kayak Trail. When fully complete, the Murray River Adventure Trail will provide a series of connected walking, cycling and paddling trails.

These initiatives will attract more people and visitors to Bundalong. This will increase opportunities for additional retail to meet the needs of visitors such as cafes and bakeries which will result in the need for additional land to be rezoned for commercial activities. Commercial activities are currently in the TZ. Rezoning these to the Commercial 1 Zone (C1Z) will reduce planning requirements. Identifying appropriate locations for additional commercial activities will provide opportunities for more businesses to operate in Bundalong in the future. The Bundalong Holiday Resort and the Tavern are currently affected by the TZ. These type of uses on the west side of the Murray Valley Highway could be accommodated through the NRZ and could be managed through a planning permit or any existing use rights that might apply.

Expanding retail opportunities to create a small neighbourhood centre at the corner of Plentyfish Court and Murray Valley Highway would provide additional benefits for the town over the long term. This should be designed to also enable a gathering space such as a small pocket park for the community and visitors. Intensifying residential development around this node would also support the establishment of the neighbourhood centre and deliver diverse and affordable forms of housing. New connections to this centre through the establishment of new roads and pedestrian links could also be established from locations to the west and north improving the permeability of the town significantly. Any expansion of the existing commercial area should be proponent led and subject to a range of additional information to support such as proposal and consistency with the designation of established retail centres within the municipality.

The popular Bundalong Rodeo hosts a range of events and activities. This brings in a large number of visitors to the town for short periods. Managing the impacts on surrounding transport and infrastructure for these events will ensure best possible outcomes for visitors to the township. This can be managed through the existing FZ.

Many people are attracted to Bundalong for the fishing. Goulburn-Murray Water (GMW) manages its own land along the foreshore and lakebed on the Victorian side of the state border, which runs approximately through the middle of the lake from east to west. This includes managing moorings and structures attached to this land. GMW also operates Yarrawonga Weir on behalf of the Murray-Darling Basin Authority (MDBA). Transport NSW is responsible for waterway management and the NSW Department of Primary Industries is responsible for managing fishing across the entire lake.

Lake Mulwala is a popular fishing, boating, and picnicking location that attracts many visitors, benefitting the local economy. The lake helps to promote physical health and social interaction, with access to natural spaces in which to spend quality time and take part in recreational activities. Public

areas provide facilities for day visitors including toilets, boat ramps, playground, and picnic and barbecue facilities. GWM manages the Pasley Street, Pyke Street and Majors Creeks boat ramps in Bundalong. Fishing locations are located at the end of Pasley Street and Pyke Street Bundalong.

There is also an existing quarry located in the Horseshoe Lagoon area. The quarry is for the extraction of stone including sand and gravel. There is a need to manage interfaces and ensure that sensitive land uses such as residential uses are not located nearby.

Objective:

- To support a mix of land uses and activities to meet local community needs and grow the local tourism market.

Strategies:

- Position Bundalong as a key destination as part of the upcoming Murray River Adventure Trail to expand the local tourism market.
- Ensure the ongoing viability of fishing in the rivers and lakes surrounding Bundalong.
- Ensure access to the rivers and lakes surrounding Bundalong is maintained.

	Actions	Priority	Partners
A4	Rezone land for the Café and the General Store from TZ to the C1Z.	High	Landowners, DTP
A5	Identify appropriate areas for future commercial expansion of activities in the township to direct future development.	Medium	Landowners
A6	Further consider a proponent led proposals to establish a small neighbourhood centre with a mix of housing types to support the everyday grocery needs, dining and personal services of local residents and visitors on 7412 Murray Valley Highway.	High Low	Landowner
A7	Develop a strategy to attract local entrepreneurs to Bundalong to expand the local retail offerings such as a bakery.	Medium	Traders
A8	Explore the cycling network and increase walking trails that connect to existing trails across North East Victoria to support increased tourism opportunities in Bundalong.	High	GMW, RDV
A9	Ensure access to the Boat Ramps is maintained by Goulburn Murray Water to allow for access to the rivers and its opportunities for visitors and residents.	High	Goulburn Murray Water
A10	Ensure public access to the foreshore area is maintained by Goulburn Murray Water for visitors and residents.	High	Goulburn Murray Water
A11	Explore the requirement for a buffer area surrounding the quarry site to protect the activity from encroachment of sensitive uses.	Medium	Land owner



7. LANDSCAPE AND ENVIRONMENT

Bundalong is located on the ancestral lands of the Yorta-Yorta people who have continuously occupied and cared for it for thousands of years. The country surrounding Bundalong has been significantly shaped by both substantial natural and human influences. The township is located on the banks of Lake Mulwala formed with the construction of the Yarrawonga Weir in 1939 which altered the natural flow of the Murray River, creating a reservoir that serves irrigation, recreation, and flood control purposes. The Murray River lies to the north while the Ovens River flows along the eastern edge of the town.

Bundalong is set amongst a natural area with significant River Redgums dominating the foreshore character. The surrounding country features fertile alluvial soils, a result of sediment carried and deposited by the Murray and Ovens Rivers over millennia which support productive agriculture of stock, cropping and horticulture. The foreshore acts as a buffer between the residential development of the township and the lake and offers an appreciation of the environmental values of the area. The area has a picnic reserve within a lakeside setting which with enhanced to reinforce recreation activities along the lake frontage.

A listed wetland shaped in a horseshoe is located in farming land to the west of the township. This wetland is a temporary freshwater swamp that is periodically inundated. Future development should be directed away from this area and appropriate planning controls applied to protect biodiversity.

Extreme weather events are occurring more frequently in the region as a result of climate change including less rainfall and more frequent and intense heavy downpours. It is predicted that these weather events will worsen over the coming decades with temperatures to continue to increase year-round, resulting in more hot days and warm spells, fewer frosts, less rainfall in autumn, winter and spring, more frequent and more intense downpours and harsher fire weather and longer fire seasons. The township needs to prepare now for these events through mitigation and adaption of infrastructure and in new development.

Storm water runoff into the local river system is an ongoing issue for Bundalong. Utilising water sensitive urban design (WSUD) principles would assist in the long term management of storm water runoff. Blue-green algae outbreaks may also be an issue moving forwards for the Murray River system as the climate warms. There is an opportunity to capture and store stormwater runoff using WSUD practices in Bundalong. WSUD interventions could include rainwater tanks, rain gardens, sediment ponds, wetlands and swales. Water will continue to become more expensive over time due to decreasing water availability.

The Bundalong landscape poses some significant challenges due to its location close to the Murray and Ovens Rivers to the north and east and by irrigation and dryland to the west and south including bushfire, flooding and the impacts of salinity.

While there have only been a small number of major fires in recent years, the surrounding woodland and grassland is capable of supporting fire each summer. Potential sources of ignition include lightning, machinery use, escaped campfires and deliberate ignitions. Fire reaching the settlement has the potential to cause destruction from wind, smoke, flame, radiant heat and embers.

As a result, planning and building controls apply to most new development. A large part of the landscape is designated as Bushfire Prone Area, due to the threat of fast-moving grassfire. An area of higher threat posed by woodland in the river corridor to the east and patches in the Horseshoe wetland area, a former billabong to the south west of the settlement, are included in the Bushfire Management Overlay (BMO). Growth should be consolidated within the existing town boundary given increasing risk from climate change. Development to the west and south west has been

identified as lowest threat but is unlikely to contribute to a compact settlement shape needed to minimise the number of buildings exposed to radiant heat and embers.

Bundalong is subject to flooding along the Murray River and the Ovens River catchment areas. The current flood mapping data is significantly out of date and requires updating. It is likely that low lying areas close to the Murray River may experience more frequent flooding. Any future growth of the township boundary should be directed away from these areas.

Salinity remains an issue for Bundalong as the ground water table is high bringing salt to the surface. Areas of salinity discharge may render land unsuitable for development or farming in the future.

Objective:

- To respect the landscape and environmental attributes while managing environmental risks.

Strategies:

- Ensure that future development is directed away from flood prone areas including the Horseshoe Wetlands area.
- Ensure that trees and vegetation are protected and enhanced for their biodiversity and other ecosystem benefits.
- Ensure that the growth of the town is directed to where bushfire risk is lowest and biodiversity constraints are minimal.
- Ensure that new development is setback from woodland areas and small and/or narrow patches of roadside and riparian trees.

	Actions	Priority	Partners
A12	Ensure new development is set back at least 50 metres from the river bank to protect the nearby river systems from pollution and to manage water run-off from any future development.	High	Landowners
A13	Work with DEECA to investigate potential planning scheme controls to protect the environmental qualities of the Horseshoe wetland.	High	DEECA and DTP
A14	Direct new housing away from areas of high bushfire risk.	High	DTP
A15	Work with DTP to extend and update the BMO over the northern edge of town.	High	DTP, and CFA
A16	Ensure that all new development (including residential development) has setbacks that keep radiant heat exposures low (BAL-LOW). For the standard Forest Fire Danger Index of 100 and flatter land (up to 5 degrees) this requires setback of development by a minimum of 50m from woodland and 41m from grassland.	High	DTP and CFA
A17	Setbacks any new development to an FFDI of 150. This corresponds to a minimum setback of 78m from woodland for flatter ground). In addition, based upon the setbacks for achieving excision from the Bushfire Prone Area and the assessed landscape risk, new development within 300m of existing woodland areas and 60 m from grassland should be constructed to a minimum of BAL29.	High	DTP and CFA
A18	Develop mitigation strategies to protect infrastructure from potential climate change impacts.	Medium	CMAs and Water Authorities



A19	Explore installing more WSUD interventions including reed beds to capture, store and reuse water on site and prevent urban runoff from entering the river system.	Medium	Servicing Authorities
A20	Explore the development of a program to support the installation of rain water tanks on private property to capture and store available rain water, to better manage stormwater runoff following a rain event.	Medium	CMAs and Water Authorities
A21	Work with the CMAs to investigate how the 2024 Corowa Howlong Mulwala Flood Study should be understood in the Victorian planning context .	High	CMAs and DTP
A22	Explore increasing planting of local species to enhance biodiversity corridors through and around the town (subject to managing bushfire risk).	Low	CMAs
A23	Explore increasing and protecting vegetation cover across the town in both the public and private realm to assist with climate change adaptation and create a cooler and greener town.	Medium	Landowners and CMAs
A24	Explore opportunities to work with the Yorta Yorta to manage and interpret the landscape.	Medium	Yorta Yorta RAP



8. URBAN DESIGN, BUILT FORM AND HERITAGE

Bundalong is located in an attractive setting between the Murray and Ovens rivers, surrounded by agricultural land. The township's built form is generally low-scale, with single dwellings interspersed with vacant lots and large sheds. Housing mostly dates from the late 20th century, with a variety of architectural styles and materials. Along the riverfront, more recent development includes two-storey homes with larger site coverage.

An increasingly dominant building type is the large shed, often used to store recreational vehicles such as boats and caravans. These are typically located close to the street for easy access, and in some areas, lines of large sheds with multiple garage doors visually dominate the streetscape. This detracts from Bundalong's rural and riverine character. Implementation of built form controls, including setbacks, preferred materials and colours, landscaping, and limitations on crossover widths would help manage their visual impact.

Recent development patterns, particularly within the LDRZ, have introduced cul-de-sac layouts with limited pedestrian and cyclist access, particularly north of the Murray Valley Highway and south of Pasley Street. There are also several body corporate and court bowl roads installed as part of recent developments that have reduced pedestrian access and permeability throughout the town. These layouts restrict walkability, compromise access for emergency and service vehicles, and funnel vehicle traffic onto key roads rather than dispersing it. A more connected and integrated street network, with grid-based layouts and better pedestrian and cyclist permeability is needed. The structure plan identifies new road connections and planning mechanisms to support this, while also encouraging a broader range of lot sizes and configurations.

Street character varies, with most roads sealed but narrow, and road reserve widths ranging from 20 to 30 metres. Footpaths are rare and typically unsealed, reducing safety and accessibility for vulnerable users such as children and older adults. Expanded footpath provision would enhance both safety and amenity across the township.

Native evergreen and some deciduous trees have been planted throughout the town, contributing positively to its character. Continued, coordinated planting of native and indigenous species, selected to avoid increased bushfire risk, would further enhance Bundalong's image, improve climate resilience, and support long-term liveability. Retaining existing roadside vegetation wherever possible to maintain an attractive entry and exit to the township is important. Planting new indigenous trees and vegetation along the roadside will reinforce the local identity and character of Bundalong. Effective management of existing and new roadside signage to minimise visual clutter on the entries to Bundalong will ensure that the visual amenity into the town is maintained. To maintain and enhance the town's character, guidelines addressing the siting of sheds, integration of effective landscaping, and improvement of streetscapes are essential as Bundalong continues to evolve with a mix of permanently occupied and holiday homes. Proximity to the rivers and Lake Mulwala is key to Bundalong's identity and is the primary attraction for residents and visitors for water and land-based recreation. Improved public access along the lake foreshore through a formally constructed shared path is needed on public land. The drafting of a new Design and Development Overlay (DDO) for the town to better manage the visual impacts of sheds and other utilitarian structures upon the streetscape and adjacent properties is important. This new built form control should address matters including siting and location, access and hardstand, setbacks, scale, colour, materials and landscaping. If development such as fences, sheds and other structures meets design, setback and/or floor space requirements specified in the DDO, a permit will not be required.

Public space is important to the community. The river system is the reason people are attracted to Bundalong and the foreshore needs to be a safe inclusive space for people. Camping and car parking should be in designated areas along the foreshore only. The foreshore area acts as a buffer to the

river system and should be fully accessible to the public. The precious environment of the river system needs to be preserved for future generations. Keeping the foreshore space as natural as possible and stopping encroachment to allow space for local wildlife to refuge along the river is important. Buffers should be maintained along the river system of at least 50 metres. Establishing a public gathering place in a prominent, comfortable, safe and easily accessible location close to active uses such as the store or boat ramps is increasingly important for the town. Providing facilities and furniture to support public use throughout the day and seasons will provide a space for the residents of the town and visitors to stop, rest and socialise. While public access via a gravel path has been constructed to parts of Bundalong's foreshore, it is not yet continuous. Completion of defined pedestrian access along the foreshore reserve will provide an important asset for Bundalong as well as support physical activity and community engagement.

There are many private jetties located along the river foreshore allocated to land owners assessed against the environmental impact on the river system. As development in Bundalong has intensified, each application needs to be considered carefully for its appropriateness. The long term management of the number of new jetties constructed is important to ensure that there is not an oversupply and that access to the river can be managed sustainably over time.

Careful management of the impact of more speedboats entering the river system is required. The water authority supports the use of canoes on the river system and shared use is an important principal.

Objective:

- To ensure that new development respects and contributes to the preferred character and river setting of Bundalong.

Strategies:

- Ensure that any new development is designed to enhance the character of Bundalong.
- Ensure that any new development areas are integrated and enhance the existing township structure.
- Support well designed buildings that strengthen the identity and appearance of the township.
- Protect and maintain Bundalong's First Nations heritage places.
- Maintain and enhance public access to the foreshore area along the river.
- Ensure new development contributes to the public realm and provides active frontages.

	Actions	Priority	Partners
A25	Implement a Design and Development Overlay (DDO) over the township to ensure development contributes to the township's public realm through the careful placement of sheds and landscaping.	High	DTP
A26	Enhance the provision of footpaths incrementally throughout the entire township to enhance the amenity and safety for pedestrians especially vulnerable users.	High	Developers
A27	Facilitate new street connections to provide a more connected and integrated layout with increased opportunities for a broader range of lot sizes and configurations as part of new development.	High	Developers
A28	Encourage development to be setback along the river system at least 50 metres to protect the river ecosystem, the river setting and retain public access.	High	CMA and GM Water
A29	Provide clear public access along the foreshore and liaise with adjoining land owners to define the boundary between public and private land.	High	Developers and GM Water



A30	Implement the key recommendations from the Yarrawonga to Bundalong Foreshore Masterplan 2008.	Medium	GM Water RDV
A31	Develop a management strategy to maintain the boat ramps and surrounding foreshore areas in Bundalong	High	GMW
A32	Encourage opportunities to consider cultural heritage at the precinct and township level.	High	Yorta Yorta RAP
A33	Support the creation of a new public gathering space for the town as part of the establishment of a small neighbourhood centre providing facilities and furniture to support public use of the space.	Medium	DTP



9. MOVEMENT AND TRANSPORT

Bundalong residents rely on private vehicles due to the limited provision of public transport services to the township. There is one public bus route servicing Bundalong operated by PTV. The route runs from Wangaratta to Yarrawonga (that also connects to Mulwala) along the Murray Valley Highway. This service runs once a day on weekdays only largely providing children in the area access to their schools in Yarrawonga and Wangaratta via bus. There is an additional service provided on Tuesdays and Thursdays which has a modified route.

The Murray Valley Highway provides access to surrounding towns. This road is managed by the Victorian Government. The speed limit along Murray Valley Highway varies from 60km/hr through the town, through to 80km/hr on the outskirts of town. Other roads in the township are managed by Council. Reducing speed limits would increase pedestrian and cycling safety.

There are some identified road safety issues with two crashes recorded on the Murray Valley Highway near Pasley Street in the past 5 years resulting in injuries but no fatalities. The Department of Transport and Planning (DTP) are currently working on a corridor strategy for the Murray Valley Highway, to address issues including safety, with the intersections of Pasley Street and Goughs Lane. These intersections with the Murray Valley Highway are recognised as a dangerous Y shaped intersections that need urgent attention. These intersections should be realigned to create safer intersections for motorists and pedestrians. No funding has been allocated to date and the inclusion of this action in the corridor strategy should be advocated for (and referenced in this structure plan).

The current picnic facilities at this intersection are quite close to the road and are not in a good location for people to use and enjoy. Moving the picnic area to another more suitable location away from heavy traffic would allow for this public open space to be better utilised. Any potential loss of open space as part of the road realignment would be balanced out by the removal or closure of Goughs Lane. Any potential loss of trees could be rectified by planting additional trees on the freed up land on Goughs Lane.

Movement across the Murray Valley Highway between the tavern and rodeo facilities to the café and general store particularly during peak holiday times and events requires additional safety enhancements to ensure the safe movement of pedestrians.

Driveway access for residents onto the Murray Valley Highway is an issue. DTP would like to minimise any future access points onto the Murray Valley Hwy as it creates safety issues. This will impact the development and subdivision pattern for Bundalong and may result in the need to create new service roads parallel to the road or access roads for development to front. A service road alongside the Murray Valley Highway will be necessary to support new housing to the north-west of the town as well as near the petrol station in the west of the town. This will enable safe access and egress for properties along the highway and with proximity to the river frontage, as well as providing space for people to safely walk and cycle. This will also ensure that new housing fronts and addresses the highway as well as the retention of existing roadsides trees or planting of new trees to provide an attractive presentation to the highway.

To encourage greater use of walking and cycling for both recreation and transport, Bundalong needs a safe, accessible, and reliable movement network. This includes constructing footpaths along all streets, the river foreshore and creating pedestrian cut-throughs that connect key destinations within the town such as the Dan Cronin Reserve and the café and general store.

Bundalong has several former road reserves that appear as “paper” roads on maps in the LDRZ. This land has been sold and is now in private ownership. This is affecting the implementation of the movement network making it difficult to access parts of the town via walking and cycling. The application of the DDO will aim to improve linkages through this area. The establishment of new links will improve accessibility for pedestrians and cyclists to key destinations such as the commercial area

and riverfront while reducing reliance on vehicles for local trips. Council would like to see a more permeable pedestrian network throughout the town through incremental enhancements over time

One key opportunity is the development of the Bundalong Cycling and Walking Track. Completing the 6km section of the Bundalong Track from the Ski Land Motel to Bundalong would eliminate many of the safety risks and significantly improve connectivity. The community have identified this action as a high priority for the structure plan.

In addition to local benefits, linking this proposed track to the Murray River Adventure Trail and the Mountains to Murray Rail Trail presents a strategic opportunity to integrate Bundalong into a broader, world-class cycling and walking network. This would attract cycling tourists It would also encourage Bundalong visitors to explore Yarrawonga and its facilities by bike. Expanding the cycling and walking trail network in North East Victoria offers multiple benefits, from boosting tourism to improving the health and wellbeing of the local community.

In summer, there is significant congestion occurring around the main town jetties as people access the river system. Better management of boat trailers is needed to be provided to manage this congestion and their impacts on local residents. This will also make the area safer for people by providing adequate space to safely park boat trailers and could include parking away from the boat ramp areas.

A significant amount of work has been undertaken for the Yarrawonga to Bundalong Foreshore Masterplan 2008. There are a number of key recommendations that should be implemented including exploring the feasibility of developing the existing boat ramp area at the end of Pyke Street as the main public boat ramp for Bundalong, providing signage from the Murray Valley Highway and long term trailer parking in a designated area on Pyke Street.

Objective:

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

Strategies:

- Ensure that road intersections in Bundalong are safe.
- Improve pedestrian linkages within Bundalong to allow people to walk around the township more easily and safely.
- Link Bundalong to surrounding walking and cycling trails including the forthcoming Murray River Adventure Trail.
- Manage the impacts of additional visitor movements on the township.

	Actions	Priority	Partners
A34	Advocate to Regional Roads Victoria for the improvement of the intersection of Goughs Lane and Pasley Street.	High	DTP
A35	Improve movement linkages within Bundalong to allow people to walk around the township more easily.	Ongoing	Developers
A36	Explore improving pedestrian access along the Murray River foreshore area.	Medium	GMW
A37	Link Bundalong to the Murray River Adventure Trail.	Medium	Parks Vic
A38	Advocate for a feasibility study to complete the 6km section of walking track from the Ski Land Motel in Yarrawonga to Bundalong.	High	RRV, RDV



A39	Explore opportunities to create linkages between Bundalong to North East Victoria via walking and cycling trails.	Medium	DTP
A40	Explore the reduction of traffic speeds throughout the town to encourage more walking and cycling and enhance safety.	High	DTP
A41	Advocate to Regional Roads Victoria to enhance pedestrian safety and access across the Murray Valley Highway between the Caravan Park and Tavern to the General Store and cafe.	High	RRV, Land Owners/ Developers
A42	Create new pedestrian linkages through the LDRZ land accessing the Dan Cronin Reserve as shown on Map 7 (Framework Plan)	Medium	Developers
A43	Discourage the use of cul-de-sacs and common property roads in all new subdivisions through the use of appropriate planning tools.	High	Developers
A44	Explore the feasibility of developing the existing boat ramp area at the end of Pyke Street as the main public boat ramp for Bundalong.	High	Goulburn Murray Water
A45	Explore opportunities to provide signage from the Murray Valley Highway and provide long term trailer parking in a designated area on Pyke Street.	High	Parks Vic and GMW
A46	Explore the implementation of a service road alongside the Murray Valley Highway.	Medium	DTP

10. COMMUNITY FACILITIES AND INFRASTRUCTURE

The residents of Bundalong rely on Yarrawonga and Wangaratta for access to community facilities and infrastructure. Health services, schools, libraries, recreation and community support agencies can be found in these towns. The lack of public transport requires residents to have private vehicle access. As the township grows, the need for additional community facilities should be monitored.

Bundalong has some recreation facilities concentrated around the Dan Cronin Recreation Reserve and Public Hall. These are supplemented by the public land along the foreshore. A number of these should be rezoned to reflect their role and land ownership.

The Bundalong Holiday Resort provides accommodation options to people who visit the town. The Reserve on Pyke Street provides public active recreation facilities for the township. It contains a tennis court and netball/basketball court with lights supporting after-hours use, a playground, barbecue/picnic facilities and a public hall used for public meetings and other activities. The community would like to see the playground upgraded to an all abilities facility that would benefit locals and provide a focus for visitors to stop on the cycling and walking trail.

The DPO in the LDRZ land should also include a provision for some public open space in the main commercial area of the town near the petrol station that could include toilet facilities and a playground. Open space contributions should be used to facilitate linkages to a public open space network to future proof the township. This will provide an increase in recreation space and amenity for the community and visitors as the township continues to expand and densify.

Objective:

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

Strategies:

- Provide and maintain community facilities and infrastructure that meet the needs of the local community.
- Ensure residents have adequate access to open space.

	Actions	Priority	Partners
A47	Facilitate new open spaces and pedestrian connections in new development on LDRZ land through the DPO schedule.	Medium	DTP, Land Owners
A48	Rezone the land at the Dan Cronin Recreation Reserve and Public Hall site from the TZ to the PPRZ.	High	DTP
A49	Identify opportunities to improve pedestrian access to the recreation reserve.	High	DTP
A50	Ensure that the community has good easy access to community facilities and infrastructure in Yarrawonga.	Ongoing	DTP
A51	Advocate for funding for an all abilities playground to benefit the community and provide an additional visitor attraction.	Low	DTP



11. PHYSICAL INFRASTRUCTURE

Bundalong is serviced by reticulated water provided by North East Water. Water is piped in via Yarrawonga. The water supply for Bundalong is good, with clearwater storage capacity so therefore the system has capacity. There are also a number of water bores in use in Bundalong which may be contributing to local salinity issues.

There is a sewerage treatment plant currently servicing the township located to the south of Bundalong which is not managed by Council. The capacity of the sewerage treatment plant will need to be matched to the future needs of a growing population, to better service the town during peak times such as holiday periods or during large public events. Any capacity issues will need to be further investigated to see if expansion of the lagoons is required or if there is a need for an alternative treatment system to better manage a large influx of people to the town. There is capacity to expand services on the current site.

Many of the larger lots in the LDRZ zone are not connected to the sewer and rely on onsite septic tanks to treat sewage. Sequencing of development is important for Bundalong requiring a precinct development plan to ensure that the sewerage system infrastructure can meet the demands of increased development. All new developments are required to be sewered to ensure no runoff into the Murray River system and this is also reflected in the existing Planning Policy Framework (PPF) of the Moira Planning Scheme.

Stormwater runoff is an issue into wetland areas and needs a management plan in place to deal with run off and its impacts. Development that is not sewered must be located at least 100m from a wetland area. There is a North East Integrated Water Management Forum in place that focuses on local storm water capture and storage. This could provide an opportunity for Council to participate to provide opportunities for knowledge sharing and improved outcomes.

The township has access to a 3rd pipe water system providing water from the Murray River system which is suitable for irrigation (watering parks and gardens), toilet flushing and laundry. There has however been little uptake by the community of this opportunity. New development should be encouraged to connect to the system.

There is evidence that some stormwater drainage systems on properties in Bundalong are not managing drainage systems adequately, resulting in impacts on the quality of water entering the river system that must be managed. Education and compliance checks will ensure improvements to the water exiting off private property.

Bundalong has access to natural gas and LPG providers also operate in the area. The State Government's policy that no new developments will be connected to gas means new development will need to rely on electricity for power.

Bundalong is at the end of the power network that runs from Cobram via Yarrawonga and then onto Bundalong. This leaves the power supply to Bundalong particularly vulnerable and can cause intermittent supply issues. There are significant capacity issues for increased power supply to Bundalong that will require further work with Powercor to address and manage over time.

Bundalong is serviced by the National Broadband Network. On rare occasions, some premises cannot be connected. Reliable internet access is essential for people who work from home in Bundalong.

Objective:

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

Strategies:

- Protect river health by requiring that all new developments are properly sewered, minimising the risk of pollution entering the waterway.
- Manage stormwater runoff to ensure no adverse impacts to the surrounding river systems.
- Appropriately sequence new development to allow for efficient connection to utilities and other infrastructure.

	Actions	Priority	Partners
A52	Contribute to the preparation of a sequencing strategy for new development considering tools such a DPO.	High	DTP and NE Water/ Powercor
A53	Ensure that any unsewered development is setback at least 100m from a wetland area including the Horseshoe Wetland area, to minimise impacts and to preserve water quality in important and sensitive waterways such as the Murray River.	High	DTP
A54	Contribute to the preparation of a precinct development plan to ensure that the sewage system infrastructure can meet the demands of increased development.	High	NE Water
A55	Encourage new development to connect to the 3rd pipe system for the watering of gardens.	High	NE Water
A56	Work with Powercor to ensure a reliable electricity service.	High	Powercor
A57	Work with the NBN to ensure a reliable internet service.	High	NBN
A58	Work with Australia Post to install a post box in the township.	High	Australia Post



12. BUNDALONG FRAMEWORK PLAN

The Framework Plan at **Figure 8** establishes the overarching framework plan for Bundalong and includes the key strategic directions and initiatives.

12.1 Implementation

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

Statutory Implementation

The implementation of the Structure Plan will involve the preparation of a planning scheme amendment to implement the statutory actions outlined in the MPS. This will include changes to the MunPS and local policy including a new Framework Plan – see **Figure 8**. Proposed changes to the Moira Planning Scheme are shown in **Figures 9 and 10**.

The proposed changes to the zones to be led by Council include:

- Rezoning TZ land to the NRZ.
- Rezoning the Bundalong Holiday Resort and the Bundalong Tavern to the NRZ.
- Applying the C1Z to the, existing Café, and General Store.
- Rezoning the land at the Dan Cronin Recreation Reserve and Public Hall site from TZ to PPRZ to reflect the existing land use.

The proposed changes to zones to be led by the landowner or proponent could include:

- Land at 7414 Murray Valley Highway that supports a small neighbourhood activity centre with affordable and diverse housing that is consistent with Moria's activity centre hierarchy.

The proposed changes to the overlays include:

- Removing the now redundant DPO1 from land in Bundalong.
- Applying the DPO with a new schedule to land in the LDRZ to ensure high quality development outcomes and coordinated sequenced development connected to the sewer and with enhanced movement connections and water management across the area.
- Applying the DDO across the town to ensure development contributes to the township's public realm through the careful placement of sheds and landscaping.
- Applying the ESO over land at the Horseshoe Lagoon.

Non-Statutory Implementation:

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

Working with Regional Development Victoria and the State Government, Council should prioritise the preparation of a feasibility study to establish a preferred route for the final section of the bike path from Yarrowonga to Bundalong. Council should advocate to the Victorian Government to improve road layouts, intersections and pedestrian crossings. Public realm improvements such as footpaths, drainage and minor streetscape works can be staged and will involve both Council and Victorian Government agencies. Advocating for improved public and community transport options will also be important as future actions.



- | | | | | |
|--|---|--|--|---|
| | Potential future rezoning (subject to demand and consistency with Moira activity centre designations) | | Priority routes for footpath enhancement | |
| | Potential future road linkages | | Improve water quality entering river systems | |
| | Potential future pedestrian crossing | | Increase landscaping across the town to assist with amenity and cooling | |
| | Potential future service road | | Reduce speed limits to increase road safety | |
| | Improve vehicle and trailer access and parking around the boat ramps | | Expand commercial node | Municipal Boundary
Proposed Settlement Boundary
Property Boundaries
Quarry Site
Open Space
Wetland Area
Waterbodies
Watercourses |
| | Upgrade key road intersections | | Rezoned to Commercial 1 Zone | |
| | Recommended separation distance of 500 m for quarry | | Ensure high quality development outcomes and coordinated sequenced development connected to sewer, with enhanced movement connections and water management | |
| | Investigate opportunities for an all abilities playground | | Ensure development contributes to the town's public realm through the careful placement of sheds and landscaping | |
| | Support affordable and diverse housing | | Ready to connect water and sewer | |
| | Investigate Yarrowonga to Bundalong Bike Link | | | |
| | Ensure enhanced public access to the foreshore area | | | |

Figure 8: Bundalong Framework Plan

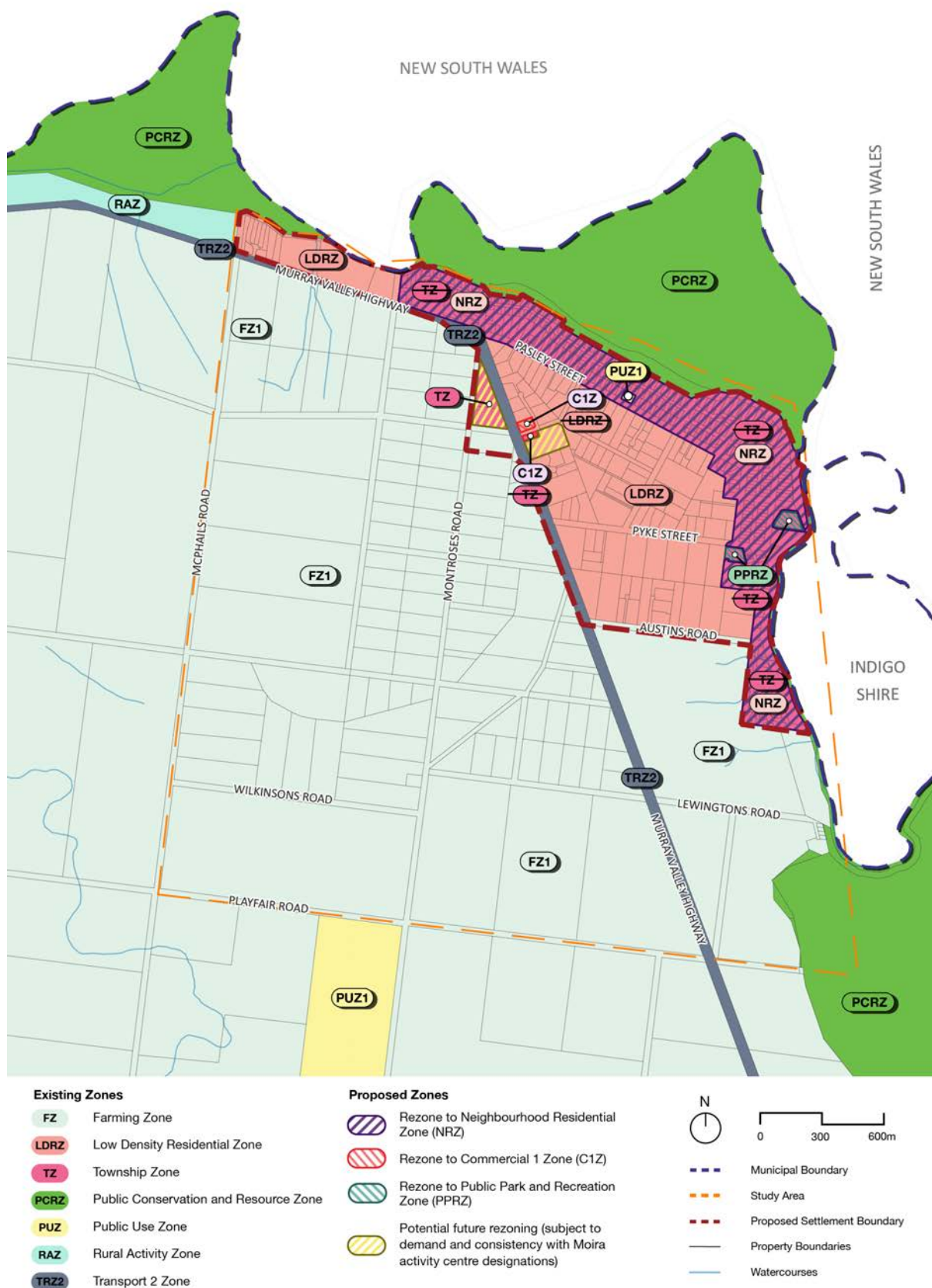


Figure 9: Proposed Zone Changes to the Moira Planning Scheme

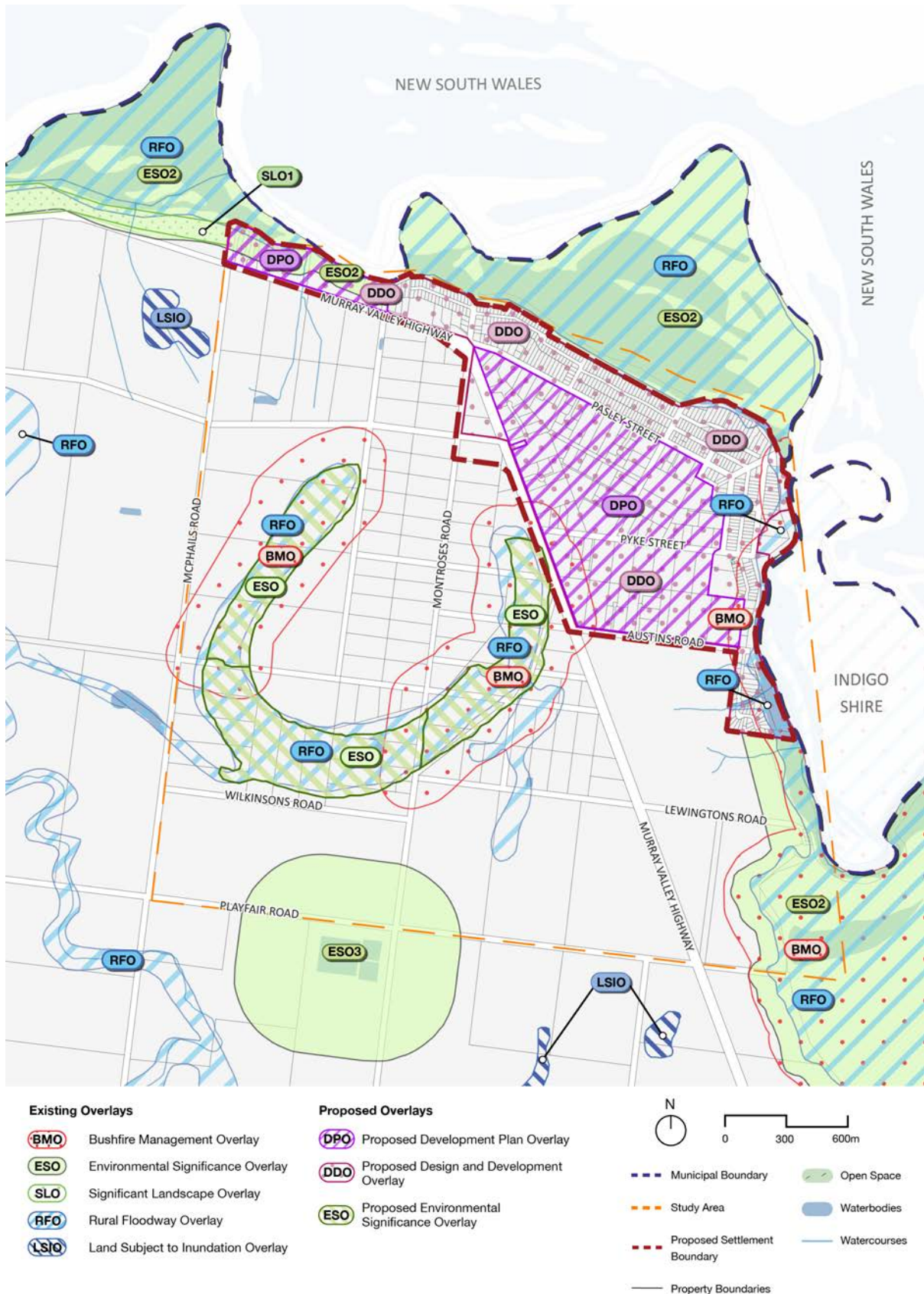


Figure 10: Proposed Overlay Changes to the Moira Planning Scheme

13. MONITORING AND REVIEW

The Structure Plan has a 15-20 year timeframe and regular monitoring and review is required. A progress report on the implementation of the Structure Plan will be reported to Council every five years including an audit of the actions, commencing from when the Structure Plan is approved.

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



Tennis Court and Netball/ Basketball Court in Bundalong



Appendix 1 - Draft Planning Scheme Policy and Provisions

To give greater certainty to the implementation of the vision for Bundalong, key elements are proposed to be included in the Moira Planning Scheme.

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

To give greater certainty to the implementation of the vision for Bundalong, key elements are proposed to be included in the MunPS. The MunPS should be updated to reflect the role and function of the town particularly at Clause 02.03-1.

The vision and objectives should be embedded in local policies integrated into the PPF. This should be through local planning policies for the town which could include:

- Clause 11.01-1L Settlement in Moira.
 - Encourage the consolidation of lots south and west of the Murray Valley Highway in Bundalong, as indicated on the Bundalong Framework Plan.
- Clause 12.01-1L Protection of biodiversity in Moira.
 - Encourage native vegetation plantings to assist in the enhancement of biodiversity.
- Clause 16.01 -1L Housing supply in Moira
 - Encourage medium density housing within walking distance to the town centre, and public open space.
- Clause 17.02-1L Business in Moira.
 - Protect and enhance the commercial zones to consist of predominantly commercial uses and development.

A range of changes to zones, overlays and other provisions could include:

- Rezoning the TZ to the NRZ north of Pasley Street to reflect the residential nature of the land use.
- Rezoning the Bundalong Holiday Resort and the Bundalong Tavern from TZ to NRZ to allow for the ongoing management of the land.
- Applying the C1Z to the, existing Café and General Store to reflect the current land use.
- Rezoning the land at the Dan Cronin Recreation Reserve and Public Hall site from TZ to PPRZ to reflect the existing land use.
- Consider a proponent led rezoning of the land at 7414 Murray Valley Highway that supports a small neighbourhood activity centre with affordable and diverse housing that is consistent with Moira's activity centre hierarchy
- Applying the ESO over land at the Horseshoe Lagoon.
- Applying the DPO with a new schedule to land in the LDRZ to ensure high quality development outcomes and coordinated sequenced development connected to the sewer and with enhanced movement connections and water management across the area.
- Applying the DDO across the town to ensure the development contributes to the township's public realm through the careful placement of sheds and landscaping.
 - The DDO should include requirements to better manage the visual impacts of sheds and other utilitarian structures upon the streetscape and adjacent properties. This new built form control should address matters including siting and location, access and hardstand, setbacks, scale, colour and materials, and landscaping and exempt complying development.
- Applying a the DPO over LDRZ land to include requirements for future residential development such as:

- Objectives to guide residential subdivision and buildings and works and the provision of infrastructure based on those included in the Bundalong Structure Plan.
- The ability to issue a permit prior to the approval of a development plan for use and development of land for farming or agricultural activities and existing development or that otherwise satisfies the objectives and strategies of the Bundalong Structure Plan to the satisfaction of the responsible authority.
- Conditions and requirements on a permit for the provision of electricity, reticulated water, reticulated sewer, drainage, telecommunications, roads, pedestrian/ cycling paths and street landscaping to new residential land that is linked into the existing town.
- Conditions and requirements on a permit for building setbacks that mitigate bushfire risk to an acceptable level and for a bushfire hazard management plan to be provided.

Appendix 2 – Implementation Table

To Be Completed following structure plan consultation

Action	Statutory	Timing	Duration	Council Role	Priority	Partners

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