



BUNDALONG STRUCTURE PLAN

BACKGROUND REPORT

FEBRUARY 2026



This report is the Background Report – 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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Landscape Architecture**



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.

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ABBREVIATIONS AND LEGISLATION

Abbreviations

BAL	Bushfire Attack Level
BMO	Bushfire Management Overlay
CMA	Catchment Management Authority
C	Council Amendment
Council	Moira 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
LGA	Local Government Area
LSIO	Land Subject to Inundation Overlay
LDRZ	Low Density Residential Zone
MPS	Moira Planning Scheme
MunPS	Municipal Planning Strategy
NBN	National Broadband Network
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)



EXECUTIVE SUMMARY

This Background Report supports the development of a structure plan for Bundalong. The structure plan will provide directions for growth and development of the town over a 15-to-20-year horizon. The structure plan will provide clear and updated policy direction and an updated planning policy framework.

The Draft Structure Plan will be developed building on the evidence base and issues and opportunities identified in this report and informed by community and stakeholder consultation. The plan will set a vision, strategies, and a clear action plan for implementation that will provide the town with the strategic direction needed to facilitate appropriate growth and support a thriving community

The development of the Background Report has highlighted a number of areas that the structure plan should address. In summary key directions include:

- The potential for residential growth in the township through the development of vacant and underutilised land.
- Creating a community/ commercial node near the existing café.
- Capitalising on the increased tourism opportunities that the future connection to the Murray River Adventure Trail will bring.
- Improving vehicular and trailer access and parking around the boat ramps.

The findings from this background report can be distilled into a number of **key issues and opportunities** facing Bundalong, which are further explored in this report. A summary of the issues and opportunities that should be addressed through the Structure Plan, are provided at section 11.



1. INTRODUCTION

1.1 Overview

This Background Report supports the development of a structure plan for the town of Bundalong in northern Victoria.

The aim of the project is to develop a structure plan for Bundalong that provides clear directions for growth and development of the town over a 15-to-20-year horizon. The structure plan will provide clear and current policy direction and an updated planning policy framework currently absent due to the current lack of a plan for the town.

The structure plan will help position the town to capitalise on future development opportunities and provide clear direction on growth directing and promoting residential opportunities, protecting the character and landscape values, and planning for any growth of commercial, industrial and tourism opportunities.

The plan will set a vision, strategies, and a clear action plan to for implementation that will provide the town with the strategic direction needed to facilitate appropriate growth and support a thriving community.

The structure plan should:

- Develop a vision and strategic direction for Bundalong outlining its future role and opportunities for growth.
- Deliver a long-term planning framework and settlement boundary.
- Articulate the future role of Bundalong in relation to other settlements within the Shire and surrounds.
- Explore development opportunities for higher density development of land currently zoned Township, Farming or Low Density Residential.
- Ensure an adequate supply of commercial and industrial land, to ensure the township continues to grow its economic base.
- Determine environmental considerations for current and future growth areas.
- Explore the requirement for a commercial and recreational activity hub/centre and the need for other types of Public Open Space.
- Determine the capacity of infrastructure services to cater for future growth of the township.
- Examine inappropriate historical subdivisions and determine the need to consolidate land holdings.
- Determine the demographic profile of the town with an understanding of the fluctuating population impacts, especially at summer time periods and the impacts of absentee land owners.
- Prepare an updated township land use framework plan for inclusion in the Moira Planning Scheme (MPS) and the Planning Policy Framework (PPF).
- Determine the need for new planning scheme controls including the use of planning overlays including Development Plan, Development Contributions Plan, Design and Development, Environmental Significance, and any other relevant overlay.

This background report consists of ten chapters covering the following areas and themes:

- Policy context
- Demographic



- Housing
- Local economy and land uses
- Landscape and environment
- Urban Design, built form and heritage
- Movement and transport
- Community facilities and infrastructure
- Physical infrastructure
- Issues and Opportunities.

1.2 What is a Structure Plan?

A structure plan is a long-term plan developed with the community and stakeholders to manage the future of a specific area through a development framework. A structure plan guides the future of land uses and activities, infrastructure, transport, development, physical environment and amenity in a township.

The purpose and function of the Bundalong Structure Plan is to plan for the future of Bundalong by protecting the distinctive positive elements of the township and building upon the opportunities.

A structure plan for Bundalong will provide positive direction to manage sustainable development of the township by defining its unique character, facilitating orderly growth, strengthening the local economy, protecting its unique environmental qualities and building community resilience.

1.3 The Town Today

The town is located in Moira Shire in Victoria's north-east 15 kilometres from Yarrawonga. The Shire, with a population of approximately 30,522 residents in 2021, is focused on agricultural production, food processing, horticulture, health, education, business services and tourism. It is also a significant tourist destination related environmental assets such as the Murray, Goulburn and Ovens river systems, national parks and Ramsar listed wetlands. These are complemented by recreational offerings such as golf courses and water based recreation.

The main centres of the Shire consist of four larger towns, - Cobram, Nathalia, Numurkah, and Yarrawonga with 18 smaller towns and communities. Bundalong is identified as a village in the settlement hierarchy in the Moira Planning Scheme. Bundalong experienced significant population growth between 2016 and 2021 growing from 428 to 512 residents. Bundalong's population has expanded since 2011, growing by around 20 per cent, which translates to an additional 110 residents joining the community over the 10-year period to 2021. It has an older population, with the average age of 51 years compared to 48 years for the Shire and 38 years for Victoria. **Figure 3** shows the context for the town.

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

The town'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. Public access to the riverbank is restricted to a few points such as the Bundalong boat ramp and Dan Cronin Recreation Reserve. The town is set within the flat landscape of the river plain and a backdrop of some remnant Eucalypt woodlands. Subdivision of larger lots in the Low Density



Residential Zone is occurring in a somewhat piecemeal fashion to the west of the town 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.

Council seeks to prepare a structure plan for Bundalong that offers clear directions through an integrated long-term plan that supports the future growth and development of the town over a 15 to 20 year horizon.

1.4 Stakeholder Engagement

A number of key stakeholders and agencies have been consulted in the development of this Background Report to date. These include:

- Department of Transport and Planning.
- Regional Roads Victoria.
- North East Water.
- Goulburn Murray Water.
- Goulburn Broken Catchment Management Authority.
- North East Catchment Management Authority.
- Powercor.
- Department of Energy Environment and Climate Action.
- Country Fire Authority.

1.5 Additional Background Reports

Several background reports were commissioned to inform this Background Report. These were the:

- Bundalong Demography & Land Supply Insights, April 2025 updated (Charter Keck Cramer)
- Peter Boyle Urban Design and Landscape Architecture (Landscape and Urban Design Advice)
- Moira Shire Council - Bushfire Assessment Report 1 Risk and Issues for Background Report, May 2025 (Obliqua Pty Ltd).



1.6 Structure Plan Stages

Figure 1: Stages in the development of the Bundalong Structure Plan

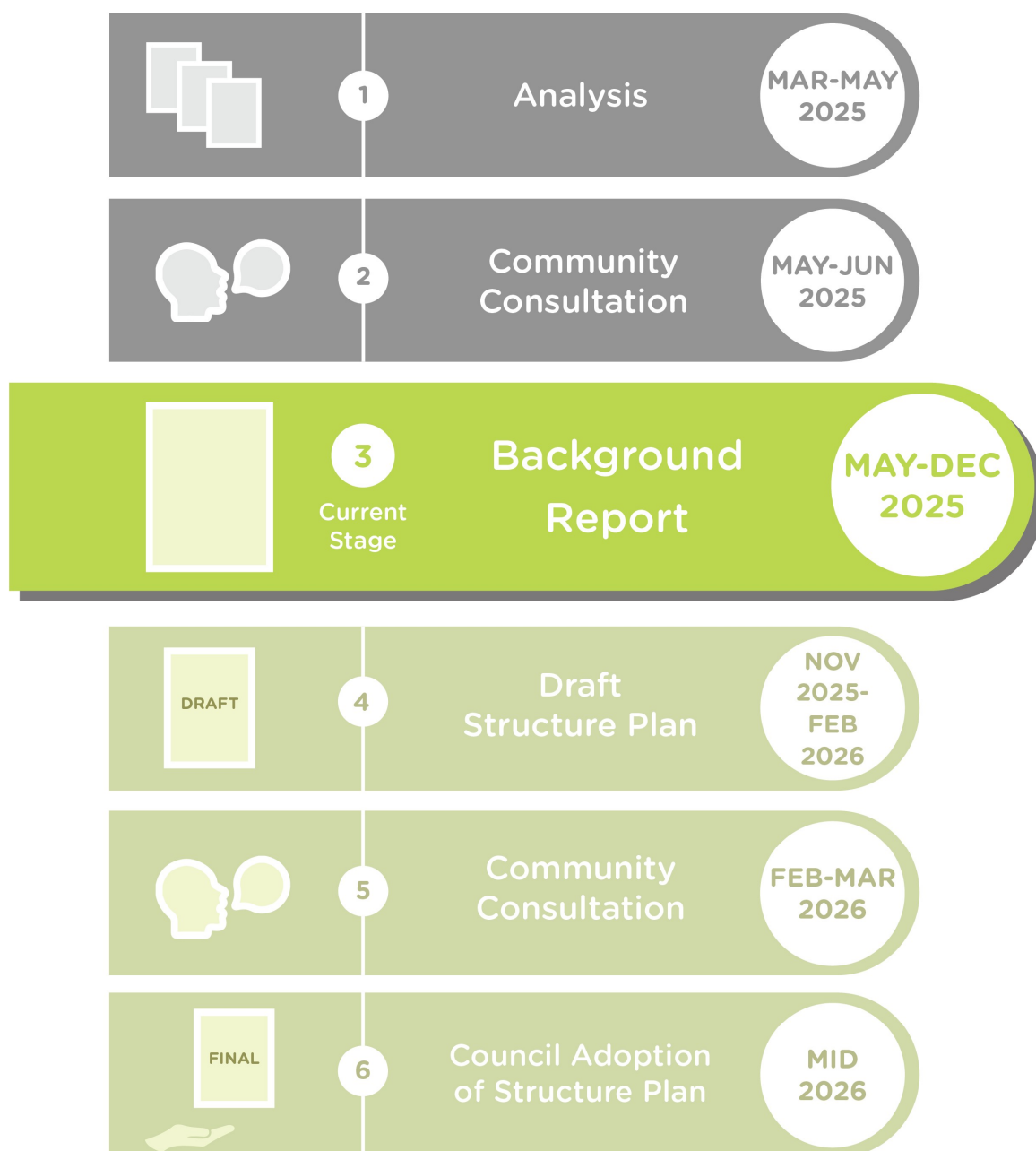


Figure 2: Bundalong Regional Context

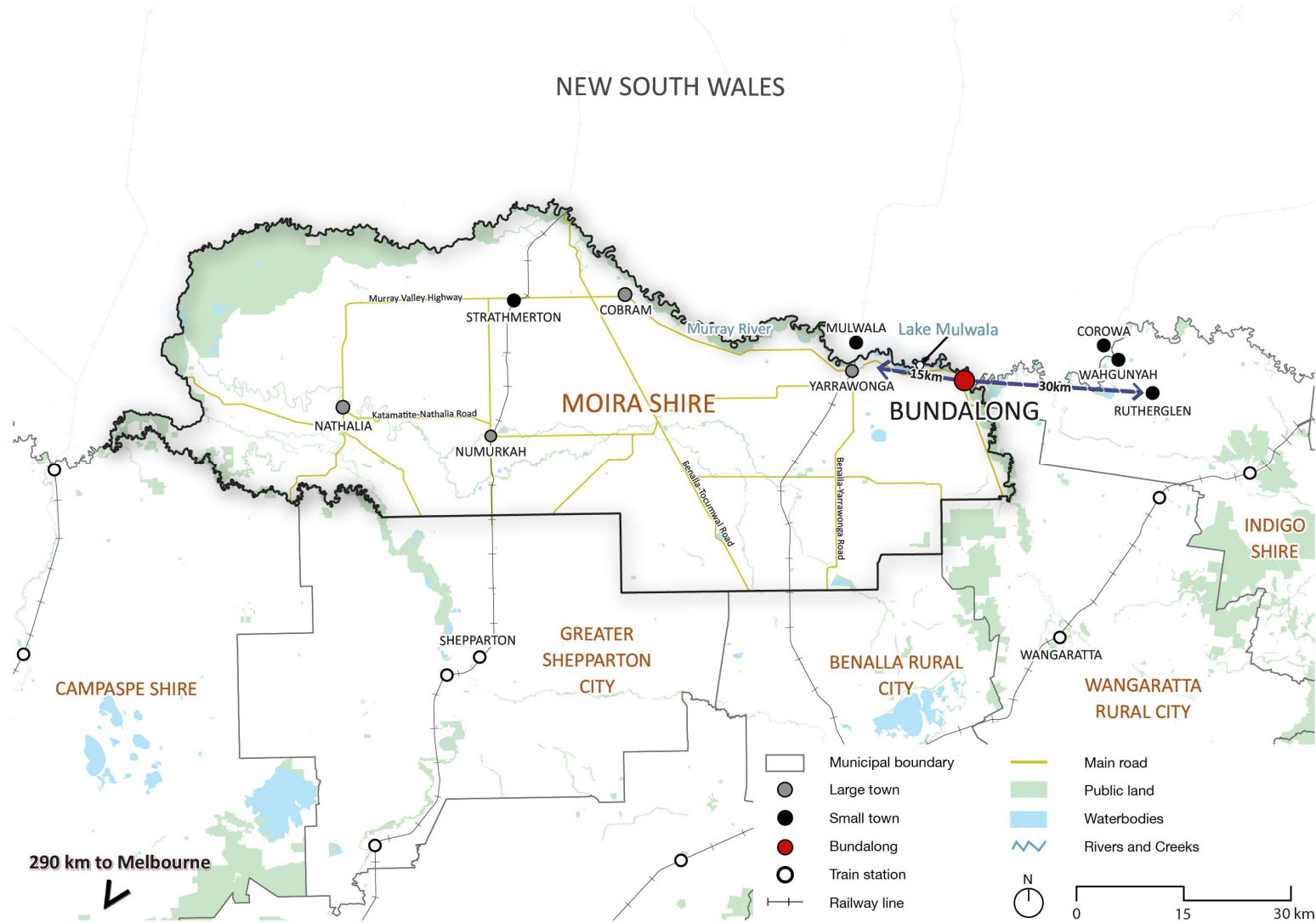


Figure 3: Bundalong Context Map





2. POLICY CONTEXT

2.1 Chapter Summary

This Chapter provides a summary of the policy context and key strategic planning policies that apply to Bundalong at the State and local level. These provide valuable context for the development of the structure plan.

2.2 State Policy

Plan for Victoria

The State Government has developed a new strategic plan for Victoria titled Plan for Victoria (2025). Housing targets have been established for each Council. An additional 4,500 homes to be delivered by 2051 have been proposed for Moira Shire Council.

Plan for Victoria is structured around five pillars which are:

1. Self-determination and caring for Country: underpinning and informing the other pillars.
2. Housing for all Victorians: delivering sufficient affordable homes for all Victorians.
3. Accessible jobs and services: making sure you have good access to facilities and good jobs.
4. Great places, suburbs and towns: creating thriving places that are attractive, safe and welcoming for everyone.
5. Sustainable environments: preserving the natural values of Victoria and addressing climate change.

This plan sets out housing targets for every local government area across Victoria, specifying their share of the extra 2.24 million homes that are forecast. Relevant actions also include establishing town boundaries, coordinating infrastructure delivery with new development; carefully using regional resources, better managing bushfire and flooding risks, and providing new industrial and commercial land. Amendment VC283 implemented the housing targets and Plan for Victoria's other objectives updating the State Policy Planning Framework within the Victorian Planning Provisions.

Victoria's Housing Statement, 2023

Victoria's Housing Statement has placed housing provision as one of the key challenges of the decade ahead. It aims to refresh Victoria's housing policy settings with a series of initiatives that respond to short-term issues of affordability and supply while still promoting long term economic growth.

The housing statement is supported by Amendments VC242, VC243, VC253, VC267, VC276 and VC282 which aim to facilitate well-located, integrated and diverse housing that meets community needs and to support the delivery of housing in Victoria.

Amendment VC253 introduced a new land use term and siting, design and amenity requirements for a 'small second dwelling' into a range of residential and rural zones across Victoria including the Low Density Residential Zone and Township Zone. This replaced the land use term 'dependent person's unit' and made the planning provisions more consistent and easier to build a small second dwelling of 60 square metres (sqm) or less that meets specified requirements.

These three Amendments have removed many previous planning requirements from residential planning applications and aim to facilitate different forms of housing across Victoria including Moira Shire.



Townhouse and Low-Rise Code 2024

Amendment VC267 recently revised Clause 55 to include the new Townhouse and Low-Rise Code for residential multi-dwelling development.

Key design changes include:

- Reduced minimum front setback of 6 metres, replacing the previous average setback rule.
- Private open space requirement reduced from 40 sqm to 25 sqm at ground level.
- Tree canopy coverage requirements introduced:
 - 10% of site area for sites up to 1,000 sqm
 - 20% of site area for sites over 1,000 sqm
- Maximum site coverage increased to:
 - 65% in General Residential Zone (GRZ)
 - 70% in Mixed Use Zone (MUZ) and Residential Growth Zone (RGZ)
 - Overlooking standards removed for bedroom windows only.

The recent changes to Clauses 55 and 57, as informed by the Townhouse and Low-Rise Apartment Code, have implications for the future building envelope and development standards for residential development within the LGA.

Amendment VC276 amended all residential zone schedules and Neighbourhood Character Overlay schedules to implement the new residential development planning assessment provisions (removing any local variations) and correct technical errors resulting from Amendment VC267. Amendment VC282 aligned the single dwelling residential provisions for development on lots less than 300 sqm with the Townhouse and Low Rise Code (where relevant).

2.3 Regional Policy

Hume Regional Growth Plan - May 2014

The Hume Regional Growth Plan (RGP) covers the municipalities of Alpine, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga. Although this document was removed as a policy document from the Moira Planning Scheme (MPS) through Amendment VC283, it was previously endorsed by Council and continues to be a background document in the MPS. The RGP encourages consolidation of settlements and promotes redevelopment or infill where appropriate, focusing on underutilised sites to meet regional needs.

A number of urban localities in the sub-region will continue to accommodate some growth including Tatura, Numurkah, Nagambie, Nathalia, Euroa, Yarrawonga and Cobram. Some of these locations offer natural attractions and lifestyle opportunities such as rural settings and access to significant water bodies. These towns will continue to support surrounding rural communities by providing services and access to services in larger urban localities. Some of these localities offer unique growth opportunities related to natural characteristics, but growth needs to be managed to protect environmental assets and values and limit exposure to natural hazards, especially bushfire and flood. Cobram and Yarrawonga are located on the Murray River (Victoria-New South Wales border) and form part of the cross-border twin towns of Cobram-Barooga and Yarrawonga-Mulwala. These urban locations will continue to provide services to communities on both sides of the border including for Bundalong. Cobram is strategically located near the intersection of key transport routes linking Melbourne and Brisbane and Albury-Wodonga and Adelaide. Connections across the Murray River may need to be enhanced, via a new bridge at Yarrawonga.

The Hume Regional Growth Plan supports growth and development in other urban settlements and fosters the sustainability of small rural settlements such as Bundalong. As well as maintaining and



enhancing the distinctive characters of different settlements, supporting residential development that provides a mix of housing types while protecting heritage and environmental assets.

2.4 Victoria Planning Provisions

This section provides an overview of the current clauses applicable to Bundalong in the Moira Planning Scheme (MPS) within the Victoria Planning Provisions relating to strategic directions, policies, zones, overlays and particular provisions. Both State 'S' and Local 'L' planning provisions are included and discussed. State provisions are developed and implemented by state and local governments while local policies are developed by local municipalities providing greater local direction in addition to state policy where warranted.

The most relevant provisions in Council's Municipal Planning Strategy (MunPS) and Planning Policy Framework (PPF) are:

Clause 02.03-1 Settlement

Moira Shire is a predominantly rural municipality. Cobram, Yarrawonga, Numurkah and Nathalia are the four principal towns and have been identified as key sub-regional settlements. Residential development is encouraged in these four principal towns to attract and support expanding populations that will, in turn, stimulate the economic and social development of these centres.

There are several smaller towns and settlements in Moira. These areas are an important source of affordable housing and provide rural lifestyle opportunities and a sense of identity and individual character for its residents. The suitability for growth of these settlements is based on whether adequate infrastructure is available to support growth.

Serviced settlements suitable for growth include Bundalong which is a popular holiday destination and the fastest growing small town in Moira. It has a moderate to high growth capacity due to the availability of a lagoon based reticulated sewerage system and reticulated potable water.

Council seeks to:

- Promote the orderly development of urban areas.
- Direct residential use and development to existing urban centres and rural living areas, where there is no adverse impact on rural activities.
- Focus the growth of smaller towns and settlements to areas where existing infrastructure provides capacity to accommodate the growth.
- Maintain and enhance the role of each settlement.

Clause 02.03 – Environmental and landscape values Council seeks to maintain and enhance the biodiversity of native flora and fauna communities as well as maintain and enhance waterway health. Protection of the Murray River and its environs is important as well as recognising its importance for nature conservation, flooding, economic development, recreation and tourism. Council seeks to discourage development that adversely impacts on Lake Mulwala, the Lower Ovens River and any other water body or waterway.

Clause 02.03 -3 Environmental risks and amenity Council seeks to ensure development adapts to the impacts of climate change and minimises impacts of natural hazards and ensure that development responds to bushfire risk. Minimising the risk to life and safety from the effects of flood waters is important as well as preserving the natural function of floodplains, including their inherent wetland values. Council also seeks to minimise the impacts of high water tables and salinity in irrigation and dryland areas.

Clause 02.03 -4 Natural resource management Council seeks to protect farming as the dominant activity in rural areas, discourage the fragmentation of existing farms and encourage the expansion



of existing farm businesses and investment in farming areas. As well as ensuring that dwellings in rural areas do not inhibit the use of the land for agriculture and minimise any environmental and economic impacts that rural dwellings may have on the sustainability of Moira's agricultural resources.

Clause 02.03-5 Built Environment and Heritage Council seeks to protect sites and places of heritage significance, including Aboriginal cultural heritage significance and encourage the retention and restoration of heritage places.

Clause 02.03 - 6 Housing Council seeks to encourage a diverse range of housing options for the existing and future population and facilitate the provision of housing that is affordable within walking distance to facilities or where such facilities are accessible by public transport.

Clause 02.03 - 7 Economic development Council seeks to:

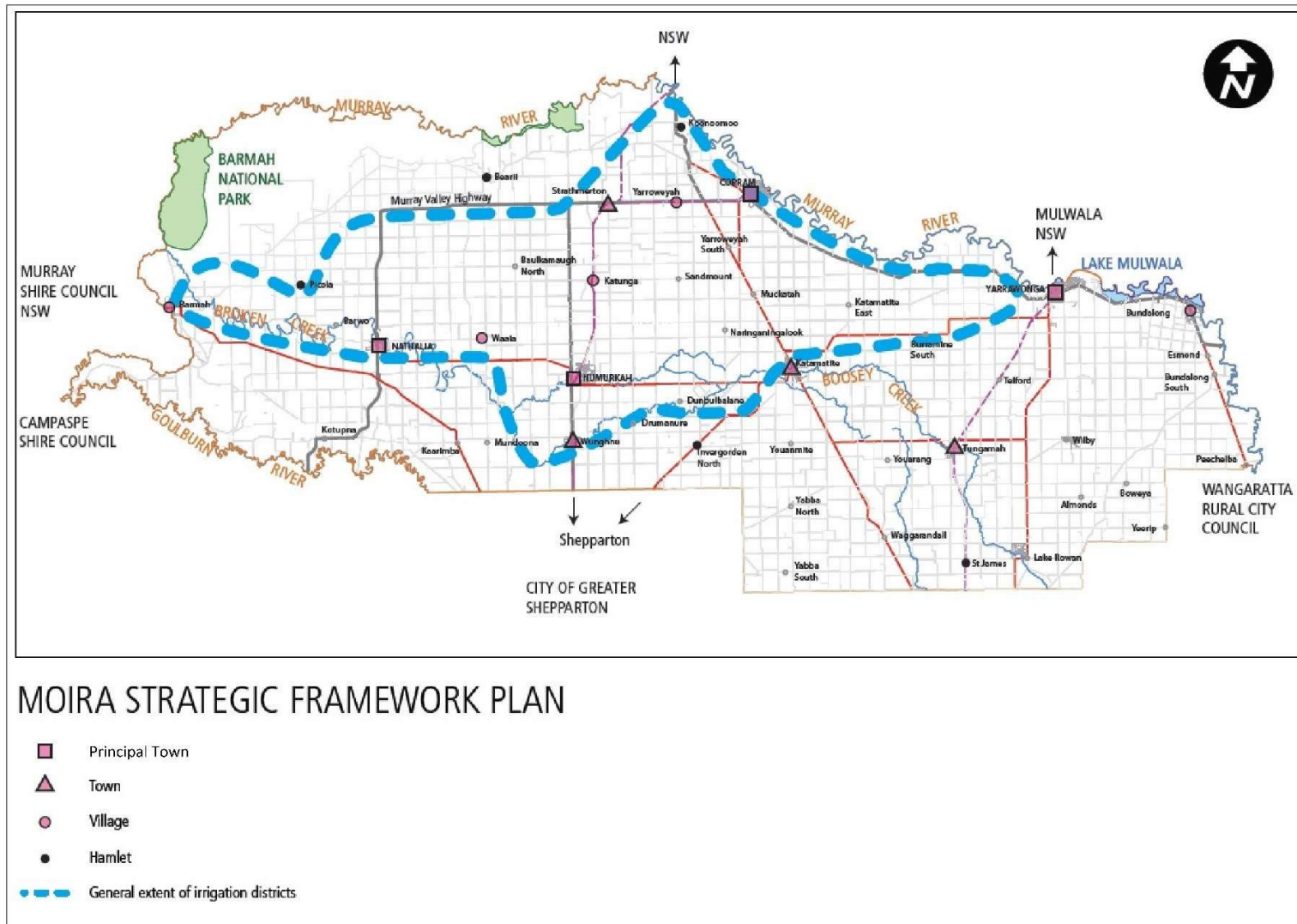
- Maintain agriculture as the major economic driver in the region.
- Facilitate the growth of agricultural investment by supporting the expansion of the processing and value adding agricultural industries.
- Enhance the growth, development and diversification of the tourism industry while ensuring the long-term protection and viability of the Shire's natural assets.
- Encourage tourism use and development that:
- Takes advantage of the natural attributes of the region, such as the Murray River and the agricultural landscape and produce.
- Complements existing tourist enterprises and enhances employment opportunities.
- Promotes the dominant role of Yarrawonga as a tourist town.
- Encourage tourism uses in the Rural Activity Zone that are directly related to primary production and local environmental attributes.

Clause 02.03 - 8 Infrastructure Council seeks to ensure land use and development responds to existing high pressure gas pipelines and facilitate improved water management to protect natural features and minimise water use and wastewater discharge while encouraging reuse. Council seeks to ensure development discharges wastewater to a suitable treatment facility or provides onsite treatment and disposal.

In relation to integrated water management Moira is heavily dependent on the irrigated agriculture industry recognising the supply of water for irrigation is finite. Efficient irrigation management is needed to minimise water use, reduce infiltration to the water table and potential downstream impacts from drainage (such as nutrients, water quality and increased flows, loss of flood storage, loss of wetlands and biodiversity).



Figure 4: Clause 02.04 – Strategic Framework Plan





Clause 11.01-1S – Settlement promotes the sustainable growth and development of Victoria to deliver choice and opportunity through a network of settlements. Strategies plan for the delivery of 2.24 million homes across Victoria by 2051. The settlement framework aims for housing choice and convenient access to jobs, services, infrastructure and community facilities, taking account of regional and municipal contexts and frameworks.

Regions are planned to reinforce settlement boundaries and provide for population growth and development of facilities and services. Growth is directed into existing settlements and supported by a network of major and neighbourhood activity centres and townships of varying size, role and function. Expansion of settlements is managed by creating and reinforcing settlement boundaries (or to existing urban zoned land), promoting urban renewal and infill redevelopment, limiting urban sprawl with growth in existing settlements and not compromising land for future urban expansion.

Growth in population and development of facilities and services is planned across a regional or sub-regional network in accordance with housing targets with best use of existing and planned transport infrastructure. Transport, communications and economic linkages between settlements are coordinated through the identification of servicing priorities with strengthened national freight networks.

Networks of high-quality integrated settlements, suburbs and towns are to be delivered as well as environmentally resilient settlements. Plan for Victoria and the Victorian Housing Statement are policy documents.

Clause 11.01-1R – Settlement seeks to deliver networks of high-quality integrated regional settlements by building on strengths and capabilities of each region to respond sustainably to population growth and changing environments plus a range of other factors. Development of Yarrawonga as a district town is encouraged.

Clause 11.01-1L-01 Settlement in Moira avoid the encroachment of residential and rural residential development into rural areas that are not identified for urban expansion. Direct the growth of small towns and settlements to those settlements where there are existing community services and facilities. Direct development to settlements where reticulated sewerage systems are available to protect water supply catchments.

Contain development within settlement boundaries identified on the framework plans in this clause. Direct residential development to infill residential land within settlement boundaries, particularly to any places identified on the framework plans in this clause.

Prevent ribbon development along major highways and access roads to towns, particularly in the Rural Activity Zone. Limit housing opportunities in rural areas to those associated with the agricultural use of the land, except on land identified for rural living on town fringes. Facilitate retail and industrial growth in the urban areas.

Encourage the consolidation of lots south and west of the Murray Valley Highway in Bundalong, as indicated on the Bundalong Framework Plan (See **Figure 5**).

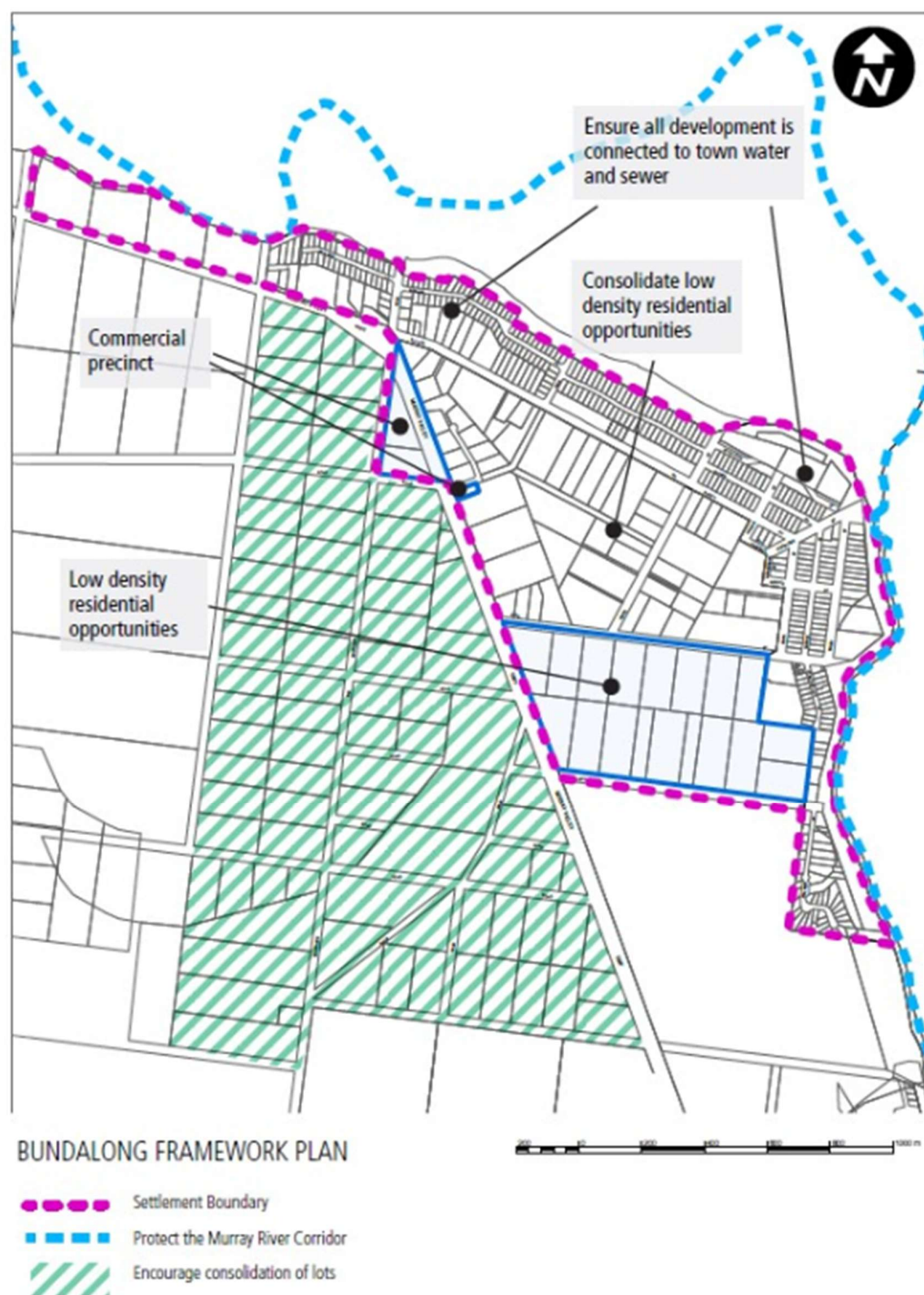


Figure 5: Current Bundalong Framework Plan at Clause 11.01-1L-01

12.01-1S Protection of Biodiversity use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites. Strategically plan for the protection and conservation of Victoria's important areas of biodiversity. Ensure that decision making takes into account the impacts of land use and development on Victoria's biodiversity, including consideration of cumulative impacts,



fragmentation of habitat and the spread of pest plants, animals and pathogens into natural ecosystems to avoid impacts of land use and development on important areas of biodiversity.

12.01-1L Protection of Biodiversity in Moira encourages native vegetation plantings to assist in the enhancement of biodiversity.

Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs seeks to protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs. Strategies seek to protect and enhance the environmental, cultural, and landscape values of waterway systems as vital natural assets. They aim to conserve ecological integrity by safeguarding vegetation, habitats, and biodiversity while ensuring development is sensitively designed to respect the natural and cultural landscape. The policies also seek to manage the impacts of climate events like drought and flooding, protect geomorphology and water quality, and preserve Aboriginal cultural heritage. Additionally, they promote public access, recreational use, and landscape identity, while discouraging privatisation and ensuring development remains visually and environmentally respectful of waterways.

Clause 13 Environmental Risks and Amenity

Clause 13.01-01S Natural Hazards and Climate Change aims to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning and respond to the risks associated with climate change in planning and management decision making processes. This includes identifying high-risk areas using current data, integrating land use and emergency planning, directing development to safer locations, enabling adaptation in existing communities, ensuring planning controls support mitigation, and designing development to reduce risk to people, property, and the environment.

Clause 13.01-1L Greenhouse gas abatement in Moira Shire encourages native vegetation plantings to assist in greenhouse gas abatement.

Clause 13.02-1S Bushfire planning prioritises the protection of human life over all other policy considerations, directing growth to low risk locations. It identifies and assesses bushfire hazard, applying the Bushfire Management Overlay and considering bushfire hazard on the basis of the site, neighbourhood and local conditions. Strategies promote future land use and development that will not result in increased bushfire risk to existing and future communities.

13.03 – 1S Floodplains seeks to assist the protection of life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows, the natural flood carrying capacity of rivers, streams and floodways, the flood storage function of floodplains and waterways and floodplain areas of environmental significance or of importance to river, wetland or coastal health.

The Clause also seeks to:

- Identify land affected by flooding, including land inundated by the 1 in 100 year flood event (1 per cent Annual Exceedance Probability) or as determined by the floodplain management authority in planning schemes.
- Avoid intensifying the impact of flooding through inappropriately located use and development.
- Plan for the cumulative impacts of use and development on flood behaviour.
- Locate emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters, child care centres and schools) outside the 1 in 100 year (1 per cent Annual Exceedance Probability) floodplain and, where possible, at levels above the height of the probable maximum flood.



- Locate use and development that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewage treatment plants) outside floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain.
- Ensure land use on floodplains minimises the risk of waterway contamination occurring during floods and floodplains are able to function as temporary storage to moderate peak flows and minimise downstream impacts.

13.03-1L Floodplain management in Moira Shire ensures that buildings near the Murray River are sited away from the river and on land that is free from flooding and that development in areas prone to flooding minimise flooding impacts on land outside the identified area of potential flooding.

13.04-3S Salinity seeks to minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance and reduce salt load in rivers. The intent of these strategies is to manage and mitigate the impacts of groundwater salinity by identifying affected areas in planning processes, promoting vegetation to reduce salinity risks, and preventing unsuitable development in vulnerable locations.

Clause 14 Natural Resource Management

Clause 14.01-1L-01 Dwellings in the Farming Zone seeks to discourage a dwelling that is not associated with or required for the agricultural use of the land, such as for the permanent and continuous care, supervision or security of the farming use or development.

Dwellings are discouraged that will result in a rural living or rural residential outcome in the area. Dwellings are to be sited so to minimise impacts on existing and potential agricultural operations on nearby land.

14.01-1L-02 Subdivision in the Farming Zone seeks to discourage land excisions in 'agriculture growth' areas to preserve the space needed for large-scale farming, while in 'agriculture consolidation' areas, they should only be supported where they minimise neighbour impacts and promote farm expansion or restructuring. Subdivisions must enhance agricultural productivity, with small lot subdivisions only supported when they include a dwelling and leave a compliant balance lot, and discouraged on land previously unsuitable for development.

14.01-1L-03 Rural Activity Zone in Moira Shire seeks to ensure that land is retained in parcels suitable for agriculture. Small lot subdivisions are discouraged (other than those that promote farm consolidation) and the proliferation of housing on small lots, to avoid rural residential outcomes and non-agricultural neighbours. Dwellings are discouraged not associated with or required for the agricultural or tourism use of the land. Land uses such as tourist and recreational activities that complement existing uses, such as boating, ecotourism and nature retreats are encouraged along with accommodation and associated restaurants.

14.02-1S Catchment planning and management aims to protect and restore catchments, waterways, and marine environments. The clause seeks to ensure clean drinking water by safeguarding catchments, considering downstream impacts on water quality, maintaining natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side of a waterway, minimising stormwater runoff, filtering sediment and wastes, enhancing waterway environments during development, and reducing nutrient contributions and sediment discharges. Coordination with catchment management authorities and designing infrastructure to minimise harm to surface waters and groundwater are also emphasised.

14.01-2S Sustainable agricultural land use seeks to ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources. The development of innovative and sustainable approaches to agricultural and



associated rural land use practices are supported along with adaptation of the agricultural sector to respond to the potential risks arising from climate change. Diversification and value-adding of agriculture is encouraged through effective agricultural production and processing, rural industry and farm-related retailing.

15.01-3S Subdivision Design In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by creating compact neighbourhoods that have walkable distances between activities.

15.01-4S Healthy Neighbourhoods Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.

Clause 16 Housing

Clause 16.01-1S Housing supply aims to facilitate well-located, integrated and diverse housing that meets community needs. The key strategy is focused on accommodating identified housing targets by ensuring zones and overlays deliver sufficient realisable development capacity. The Moira Shire housing target is for an additional 4500 dwellings to 2051 (comprising only an established area target). Other strategies seek to ensure an appropriate quantity, quality and mix of housing types and lot sizes are provided, with an increased portion of housing provided in established urban areas that are well served by jobs, services and public transport. Development should provide well designed housing that provides a high level of amenity and provides an adaptable internal design.

16.01-2S Housing affordability aims to improve housing affordability by ensuring a continued land supply to meet demand, facilitating a choice of housing type, tenure and cost in suburbs, activity centres, infill and surplus government land and encouraging a significant portion of new development to be affordable for low to moderate income households.

16.01-1L Housing supply in Moira encourages medium density housing in Cobram and Nathalia and Numurkah within walking distance to the town centre, public open space and public transport.

A mix of housing types are encouraged, particularly smaller housing units in Yarrawonga near the Central Business District along with wide range of housing opportunities in urban areas that respond to the housing needs of the population through all stages of the lifecycle.

Alternative forms of supported housing, such as retirement and nursing homes should be located in existing urban centres that are accessible to community and social infrastructure. Low density residential housing is supported on land not required for conventional urban development.

17.04 -1R Tourism – Hume supports opportunities for nature-based tourism throughout the region, including in wetlands of national and regional significance, such as the Winton Wetlands, the Barmah Forest and the lower Ovens River along with the region's network of tracks and trails and activities that complement and extend their use

Clause 18.01-1S Land use and transport integration seeks to protect existing and planned transport infrastructure from encroachment and development that could prejudice such development and to plan movement networks and land uses to minimise disruption to residential communities. Strategies also seek to plan for the timely delivery of transport infrastructure to support changing land uses and transport demands, including public transport, walking and cycling within existing urban areas.

18.02-1S Walking seeks to facilitate an efficient and safe walking network and increase the proportion of trips made by walking. Strategies seek to plan and develop walking networks to provide pedestrian routes that are safe, direct and comfortable to use, enable walking as a part of



everyday life and people to meet more of their needs locally relying less on their cars. Footpaths are encouraged to be accessible for vehicles including wheelchairs, prams and scooters.

2.5 Zones

Relevant zones within the MPS affecting Bundalong are shown in **Figure 6** and summarised below.

Clause 32.03 Low Density Residential Zone

The Low Density Residential Zone (LDRZ) provides for a range of low density residential, tourism and rural uses suitable for areas with and without reticulated sewerage. A permit is not required for a single dwelling on a lot but a permit is required to subdivide the land with a minimum lot size of 0.4 ha for each lot not connected to reticulated sewerage or 0.2 ha for each lot connected to reticulated sewerage. The LDRZ is applied to land north of the Murray Valley Highway in Bundalong within the town boundary. In Schedule 1, a minimum subdivision area of 0.4ha applies. In Schedule 2, a minimum subdivision area of 2ha applies. In Schedule 3, a minimum subdivision area of 0.4ha applies with an average subdivision area of 0.9ha. A permit is required to construct an outbuilding that is greater than 120 sqm or 200 sqm, depending on the schedule.

Clause 32.05 Township Zone (TZ)

The Township Zone (TZ) is applied to small towns with no specific structure of residential, commercial, industrial and public uses. Development should be connected to reticulated sewage unless an alternative wastewater treatment option is provided to the satisfaction of the Council. Potable water should also be provided to all properties. The TZ applies to the northern and eastern areas of the town adjacent to the Murray and Ovens river.

Clause 35.07 Farming Zone (FZ1)

The Farming Zone (FZ) is applied to encourage the retention of productive agricultural land and the retention of employment and population to support rural communities. Schedule 1 to the zone provides a minimum lot size of 60 hectares. The minimum area for which no permit is required to use land for a dwelling is 80 hectares. The creation of smaller lots is allowed under particular circumstances. The FZ1 is applied to agricultural land to the south and west of the current town boundary.

Clause 36.01 Public Use Zone (PUZ1)

The Public Use Zone (PUZ) is applied to public land recognising public land use for public utility, infrastructure and community services and requires the public land manager's approval/consent to ensure public land management and development. The PUZ is applied to a site on Pasley Street that houses a water tower and to a land parcel south of the study area for Bundalong that houses a wastewater treatment plant.

Clause 36.03 Public Conservation and Resource Zone (PCRZ)

The Public Conservation and Recreation Zone (PCRZ) is applied to places where the primary intention is to conserve and protect the natural environment or resources such as public conservation reserves and parks and allows associated educational activities and resource-based uses. The PCRZ is not applied within the settlement boundary of Bundalong however it is applied to areas adjacent such as parts of the Murray River and Lake Mulwala.

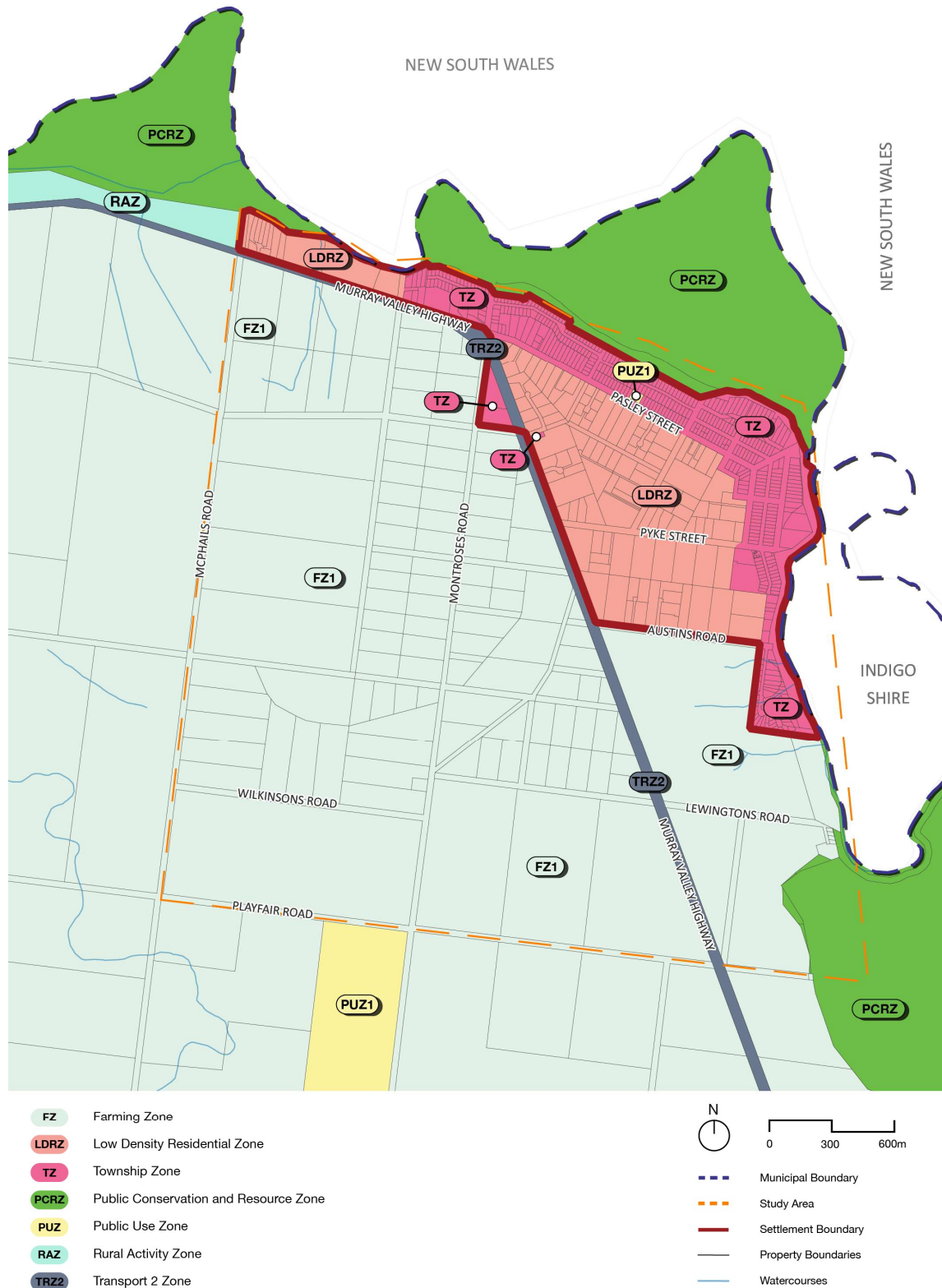
Clause 36.04 Transport Zone (TRZ2)

The Transport Zone (TRZ) is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations. The TRZ2 relates to the Principal Road network and is applied to the Murray Valley Highway.

Clause 35.08 Rural Activity Zone (RAZ)

The Rural Activity Zone (RAZ) is applied to land for use for agricultural purposes and to ensure that use and development does not adversely affect surrounding land uses. The RAZ is applied to land to the north west of the study area between Bundalong and Yarrawonga and adjoins the PCRZ.

Figure 6: Bundalong Existing Zones





2.6 Overlays

Relevant overlays within the MPS impacting the town are shown in **Figure 7** and are summarised below.

Clause 42.01 Environmental Significance Overlay (ESO2 and ESO3)

The Environmental Significance Overlay (ESO) is applied to areas where the development of land may be affected by either environmental constraints such as the effects from noise or industrial buffer areas or issues related to compatibility with identified environmental values and the significance of the natural environment. 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.

Clause 42.03 Significant Landscape Overlay (SLO1)

The Significant Landscape Overlay (SLO) identifies significant landscapes and outlines how they should be conserved and enhanced. A permit is required to construct a building or carry out works within a Significant Landscape Overlay, unless the schedule to the overlay specifies otherwise. The SLO1 has been applied to protect the significant landscape of the Murray River north of the Murray Valley Highway. Development should be sited to form an integral part of the visual landscape rather than dominating the landscape and its significant elements.

Clause 43.04 Development Plan Overlay (DPO1)

The Development Plan Overlay (DPO1) identifies areas where the form and conditions of future development need to be shown on a plan before a permit can be granted to use or develop the land. They usually relate to new development areas and significant redevelopment sites. The DPO 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.

Clause 44.03 Rural Floodway Overlay (RFO)

The Rural Floodway Overlay (RFO) identifies waterways, major floodpaths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by flooding. To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting. In Bundalong the 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 within the study area.

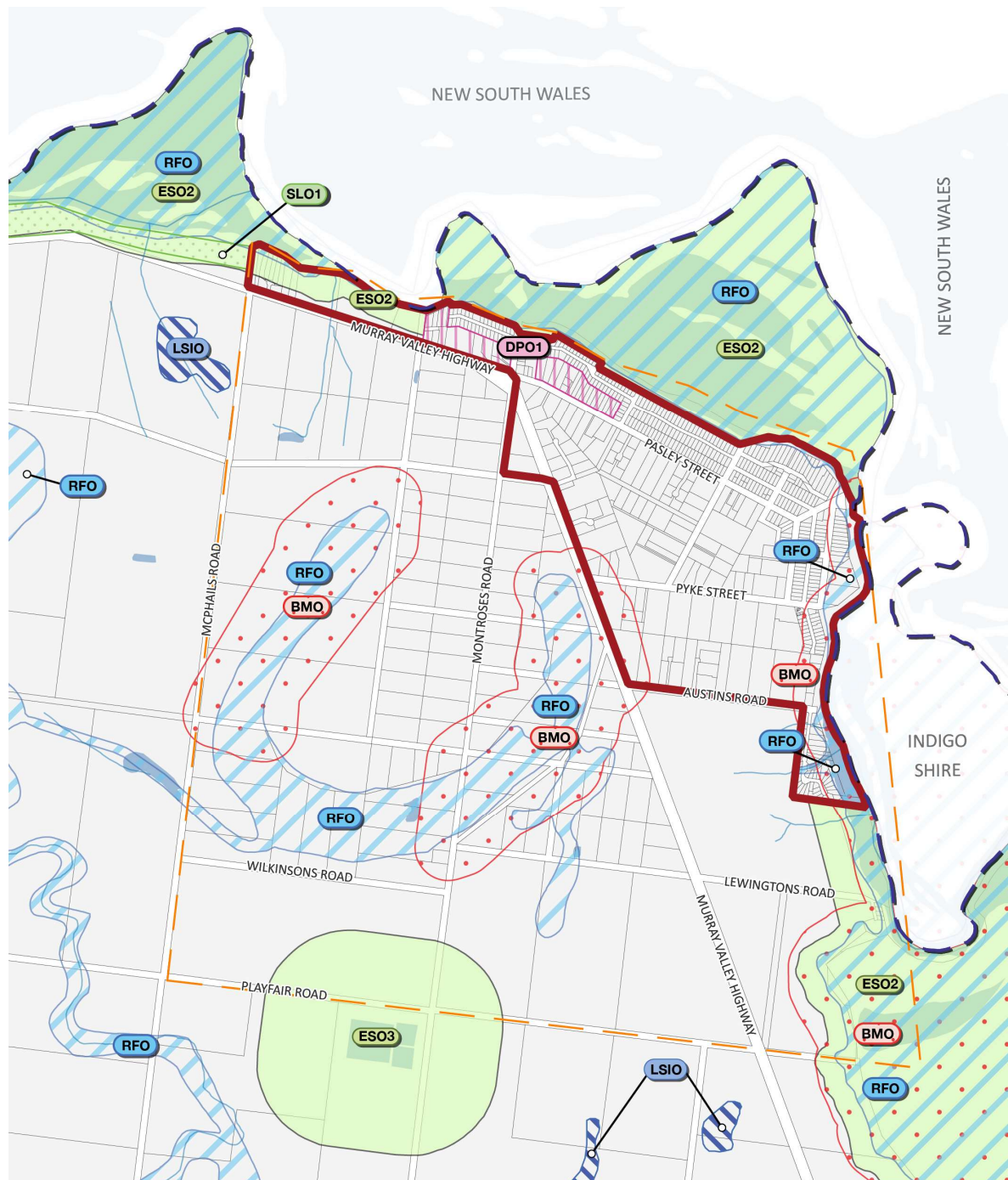
Clause 44.04 Land Subject to Inundation (LSIO)

The Land Subject to Inundation Overlay (LSIO) is applied to land that is subject to inundation related to flooding from waterways but is not part of the primary floodway as identified by the relevant floodplain management authority. The overlay runs in low lying depressions just outside the study area for Bundalong. Development should maintain the free passage and temporary storage of floodwaters, minimise flood damage and not cause any significant rise in flood levels or flow velocity.

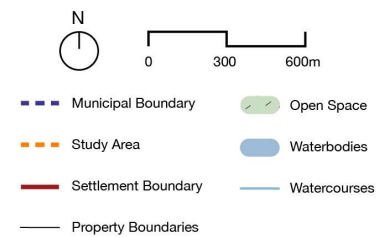
Clause 44.06 Bushfire Management Overlay (BMO)

The Bushfire Management Overlay (BMO) identifies areas where the bushfire hazard requires bushfire protection measures to be implemented, seeking to ensure that development of land prioritises the protection of human life and strengthens community resilience to bushfire. Development is permitted only where the risk to life and property from bushfire can be reduced to an acceptable level. The BMO applies to several sites within Bundalong largely adjacent to waterways.

Figure 7: Bundalong Existing Overlays



- BMO** Bushfire Management Overlay
- ESO** Environmental Significance Overlay
- SLO** Significant Landscape Overlay
- RFO** Rural Floodway Overlay
- LSIO** Land Subject to Inundation Overlay
- DPO** Development Plan Overlay





2.7 Council Strategies

Council Plan – 2025- 2029

The Moira Shire Council Plan 2025-2029 provides a clear and strategic roadmap to guide Moira Shire over the next four years. The Council Plan reflects the strategic priorities and direction of the Council and must be prepared every four years following a general election.

The Council Plan addresses the following:

- The strategic direction of Council;
- The strategic objectives for achieving that direction;
- Strategies for achieving the objectives (for at least 4 years);
- Strategic indicators for monitoring achievement; and description of initiatives and priorities for services, infrastructure and amenity.

The five Strategic Objective Pillars for Moira Shire are:

- Community Healthy, safe, well serviced and connected communities.
- Environment Enhanced natural environments.
- Liveability Well planned and maintained places and spaces.
- Prosperity A strong and diversified regional economy.
- Leading Organisation A community-centred organisation focused on best practice.

The Moira Community Vision:

By 2045 we will be: A thriving, connected regional community.

We will be a leading Council taking intentional action to support the realisation of the Moira 2045 Council Vision.

We will embrace new ways of thinking, demonstrate financial responsibility, cultivate strong partnerships and seek external investment to strengthen our region.

Bundalong Strategy Plan, 2007

The Bundalong Strategy Plan was prepared by Council to document the issues facing Bundalong and to make specific recommendations on the future of the town. The strategy was developed following community input on the challenges and issues that need to be considered. The community input allowed the desired vision for Bundalong to be formulated – *Bundalong on the Murray with a sustainable environment supporting a safe, caring, prosperous and cohesive community: the best place to be*. This vision then guided the preparation of the planning scheme amendments that were subsequently undertaken.

Council prepared strategy plans in a number of other areas with recommendations typically involving rezoning, developing more specific land use options or encouraging restructuring or consolidation of existing land to support desired development. The Key recommendations from this piece of work were as follows:

- Prepare a planning scheme amendment to implement the rezonings as recommended in this strategy. The amendment is also to introduce the required Development Plan Overlays, Design and Development Overlays and the Restructure Overlay.
- Initiate negotiations with North-East Water for the development of a strategy to supply reticulated sewerage to all Township Zoned land, land to be rezoned to Township and land identified as future Township.



- Seek specialist advice on the significance of the area of native vegetation to the west of the Murray Valley Highway.
- Prepare a planning scheme amendment to rezone the land covered by the existing native vegetation to the Public Park and Recreation Zone and consider the application of an Environmental Significance Overlay if required.
- Request Origin Energy to review its position on the provision of natural gas based on the new growth forecast as discussed in this strategy.
- Refer this strategy to Powercor and Telstra with a request that they review their strategic plans for the provision of electricity and telecommunications to Bundalong.
- Require the abutting land owners to remove the trees and structures that block Service Street between Ligar and Hoddle streets.
- Require the abutting land owners to remove the trees and structures that block Hoddle Street at the Pasley Street end.
- Refer the sealing of Ligar and Woods streets to the 2008/2009 capital works program.
- Refer the preparation of a drainage strategy for Bundalong to the 2008/2009 budget estimates process.
- Negotiate with VicRoads for the full construction of the Goughs Lane/Murray Valley Highway intersection.
- It is recommended that negotiations be initiated with VicRoads with the objective of reviewing the posted speed limits within the township.
- It is recommended that the future location of new community facilities be on the west side of the highway and within the environmentally sensitive area and that the council continue working with the community to identify what facilities are required.
- Seek the extension of the Significant Landscape Overlay along the full length of the foreshore from McPhails Road to the Murray Valley Highway bridge over the Ovens River as part of the Lake Mulwala Foreshore Master Plan Project.
- That a development contributions plan be prepared for Bundalong to assist with the funding of new services, works and facilities.

These actions have been implemented:

- Initiate negotiations with North-East Water for the development of a strategy to supply reticulated water (two-pipe system) to all Township Zoned land, land to be rezoned to Township and land identified as future Township Zone.
- Initiate negotiations with North-East Water for the development of a strategy to supply reticulated water (two-pipe system) to land to be rezoned to the Low Density Residential Zone.
- Initiate negotiations with North-East Water for the development of a strategy to supply reticulated sewerage to land to be rezoned to the Low Density Residential Zone.

Moira Small Towns and Settlements Context Report— Prepared by Spiire - March 2013

The Context Report provides the background to the current status and influences on the small towns of the Moira Shire. It identifies key issues and influencing factors, establishes principles for the final strategy, and provides an overview of the options for the Strategy. The town of highest growth from 1998 – 2012 was Bundalong with 170 dwelling approvals. The report highlighted that Bundalong is a rapidly growing town and very popular tourist destination due to the proximity of Lake Mulwala and has a large non-resident population who use their dwellings as holiday houses. A Community Forum for Bundalong was conducted in 2010. The outcomes of the community survey are presented in **Table 1** below. Each settlement in Moira was appraised against a consistent framework of considerations. Recommendations for the future role of Bundalong, the intended outcomes and implications for land provision are outlined in **Table 2**.



What does it mean to be a small town? • Relax Living – Amenity • Open space areas • Larger block sizes • Larger roads • Balance between small town and services • Bundalong unique due to holiday appeal • Safety changed in Bundalong • Water is flat in Bundalong • Larger lots available, also increasing land prices	What are biggest issues facing small towns • Boat and car parking at boat ramps • Water supply – drinking and irrigation • Collection of rubbish over holiday period • Telecommunications (mobile reception)/broadband internet • Electricity charges increasing summer period • Light industry looking to set-up maybe positive • Under age drinking/anti-social behaviour • Natural gas priority – Origin indicated unlikely • No postal box • Speed limit on Hwy and blackspot at turn-off • Traffic management plan required • Status of caravan park with cabins being built – not traditional park, permanent residents • Holiday rentals • Public transport • Water supply to Junction Estate
Where do we want to be in 10 years time? • Still want to be a small town • Rural community and small changes • Manage, protected, enhanced optimise existing land supply and services • Maintained Infrastructure ○ Sewer ○ Water ○ Walking tracks/reserves ○ Car Parking ○ Roads ○ Toilets • Sporting oval for young ones • Public transport to services • Info session for aging population • No additional shops/cafes • Extend bike track • Small town support larger towns	How will we get there? • Resolve water supply issues • Improve car parking near water • Council purchase land adjacent to ramps

Table 1: Bundalong Community Forum Outcomes, Spiire 2010



Settlement	Bundalong
Role	– Village
Main Features	– Population of 336 (<i>2011 Census of Population and Housing</i>) – 15 kilometres east of Yarrowonga – Located adjacent to Ovens River – Significant tourist destination with many dwellings being used as holiday homes – Fastest growing small town in the Moira Shire – Previously adopted Bundalong Strategy encouraged expansion
Existing Infrastructure	– Reticulated water - limited capacity (North East Water providing for increase supply) – Reticulated sewerage (lagoon based treatment system) – Post office/General store – Tavern – Caravan park – Community hall – Public tennis court – Two public boat ramps
Policy/Strategy References	– Settlement Strategy in Clause 21.04-4
Residential Demand/Supply	– Highest number of dwelling approvals issued in recent years (170 approvals 1998 – 2012, or 11.3 approvals pa) – Based on current take up rates, there is approximately 25 years supply of zoned land. – In the existing Township Zone there is approx. 115 lots (some with subdivision potential) and 8 hectares of unsubdivided land, and in the existing Low Density Residential Zone there is approx. 20 lots (some with subdivision potential). – Anecdotal evidence suggests that demand will significantly increase when North East Water has upgraded the reticulated water system.
Development Opportunities	– Short to medium term development opportunities are for the subdivision of land currently zoned either Township or Low Density Residential and rezoning of land to the west that is considered of a size that can generally not be productively farmed and has frontage to the River. – There is longer term potential for residential development to continue south from existing development, between the highway and the Ovens River. – There is also longer term potential for residential development west of the town, between the river and the highway, potentially for conventional subdivision to maximise proximity to the river. – There is potential for an activity hub/centre adjacent to the General Store and within close proximity to the Tavern and caravan park.
Development Constraints	– Large supply of zoned land. – Currently constrained by limited capacity of reticulated water supply, however North East Water is currently working on the designs to upgrade the system to increase capacity.
Growth Capacity	– Moderate to high, depending on provision of improved reticulated water supply and of retail/tourism/community services
Expected Outcomes	– Future growth expected, potentially at higher rates than current experiencing
Recommendations	– Define a Settlement Boundary. – Rezone the Bundalong Tavern, Caravan Park and General Store to Township Zone. – Investigate the environmental values of the 'Horseshoe Lagoon' to the south west of the town to determine if any additional overlays are required to be applied.



	– Encourage the consolidation of a number of lots generally to the south and west of the Murray Valley Highway. – Rezone land to the west to Low Density Residential Zone. – Identify land for future growth to the south of the township. – Recognise existing developed subdivision to the south of the town by rezoning to Low Density Residential Zone.
Justification	– The Settlement Boundary has been defined to include current and potential future settlement areas. Bundalong is the fastest growing small town within the Moira Shire, and whilst there is sufficient land to cater for the short to medium term growth, given expected growth rates, it is considered prudent to identify a settlement area that can accommodate future needs. – The Bundalong Tavern and adjoining caravan park and the General Store would be more appropriately zoned Township. The current Farming Zone and Low Density Residential Zone do not reflect these existing uses. – The 'Horseshoe Lagoon' has been identified in the Bundalong Strategy as having environmental significance and flood affected. It is considered investigations should be undertaken to determine if additional overlay/s are required to protect and give effect to its significance. – Land proposed to be encouraged for consolidation appears to be mostly used for farming in larger holdings. It comprises a number of small titles which appear to be the original Crown town settlement subdivision. It is also noted that some of this land is within the Rural Floodway Overlay. – As stated previously there is sufficient zoned land in Bundalong to cater for expected growth over the next 20-30 years. It is proposed to rezone land to Low Density Residential Zone that has been predominantly developed as low density residential and land with frontage to Ovens River and of a size that is unlikely to be productively used for agricultural. Furthermore, if North East Water upgrades services it is likely the demand will significantly increase. However, it is considered appropriate to apply a Development Plan Overlay on land than can reasonably be expected to be used and developed for residential or town purposes in the future. The Development Plan Overlay can ensure that land is released in a logical manner, that subdivision patterns and lot sizes are appropriate and that the future residential development areas are connected and integrated.

Table 2: Settlement Strategy for Bundalong, Spiire 2013

Major Town's Strategy Plan Review (Yarrawonga, Cobram, Numurkah and Nathalia) Prepared by SD Planning Strategy and Development for Moira Shire Council June 2018

Recognising that Yarrawonga is an evolving regional economy, the Yarrawonga Growth Management Strategy was developed as a framework to guide future population, residential settlements and other land use activities in Yarrawonga from 2016 to 2051. The Strategy considered local and regional economic trends and their potential future implications for:

- Local population growth and associated demand for new dwellings in Yarrawonga;
- Future employment by sector, and current and future demand for developable land for retail, commercial, industrial and community uses;
- The spatial distribution of these uses within the Yarrawonga township; and,
- Potential locations for detailed future examination via precinct-level planning or master planning.

Yarrawonga Framework Plan Developed by the VPA on behalf of the Victorian Government in collaboration with Moira Shire Council - January 2020

The Victorian Planning Authority (VPA), in partnership with Moira Shire Council, prepared the Yarrawonga Framework Plan. This work was delivered as part of the 2018/19 Streamlining for Growth program. The Framework Plan is a high-level plan that sets the direction and necessary steps to achieve the vision for Yarrawonga over the next 30 years. Yarrawonga is a key regional centre of the Goulburn regional partnership, which sits within the broader Hume planning region, and has unique strengths as a lifestyle and recreation destination. Across the Murray River is its twin township, Mulwala, which shares economic and community services. Yarrawonga is growing at a faster rate than other townships in Moira Shire and is expected to continue accommodating most of the shire's population growth. A co-ordinated approach to growth will help ensure that the



Yarrawonga of the future is adequately serviced by utilities, infrastructure and community facilities to meet the changing needs of existing and future residents

Lake Mulwala is a key tourism asset for Yarrawonga, being used for a wide range of water-based activities including fishing, boating, water skiing, and speed boat racing. The riverfront has been acknowledged as an asset, with investments such as Lake Mulwala foreshore protection works and construction of the Silverwoods golf, tourism and residential development. Several opportunities identified by council to enhance development along the waterfront are acknowledged in the Growth Management Strategy. There are opportunities to also connect the Belmore Street Town Centre to the Lake Mulwala waterfront. Yarrawonga to Bundalong Foreshore Master Plan 2008 provides several broad principles and design principles for the whole foreshore between Yarrawonga and Bundalong, with the aim of coordinating management of the southern Lake Mulwala foreshore area by Moira Shire Council and Goulburn–Murray Water. Detailed concepts have been produced for individual sites along the waterfront, with recommendations and management responsibilities outlined in the master plan. Goulburn–Murray Water’s Lake Mulwala Land and On Water Management Plan 2015 references the Yarrawonga to Bundalong Foreshore Master Plan as a key document providing certainty and direction to stakeholders.

Yarrawonga – Mulwala Local Area Plan and Recommended Actions Prepared by Urban Enterprise for Murray Regional Tourism 2023

Murray Regional Tourism and Destination Riverina have prepared Local Area Plans for 10 of the Murray region’s prominent destinations. The Local Area Plans are strategic documents that capture local aspirations and directions at a high-level to inform the Murray Region Destination Management Plan (2023-2027) and the NSW Riverina Murray Destination Management Plan (2023-2030). This has ensured local needs and priorities have been captured across both Destination Management Plans. The Local Area Plans provide the framework for local stakeholders to work collaboratively and in partnership with Murray Regional Tourism and Destination Riverina Murray towards strengthening the regional visitor economy. This Plan has been prepared for the destination of Yarrawonga-Mulwala.

A range of recommended actions have been identified through consultation with industry and local government stakeholders during the Local Area Plan workshops, assessment of existing local documents and strategies, and in response to visitor economy needs and opportunities for the destination (See **Table 3**). There are a range of recommended actions in the table below. The ones most relevant to Bundalong include:

- On water activations
- Murray winter night time events
- Muray River Adventure Trail



Product, Experience and Events	Infrastructure and Planning	Branding, Marketing and Visitor Servicing	Industry Development and Workforce
- Waterfront Food, Drink and Entertainment Activation - Night-time Economy Activation Plan - On-Water Activations - Attract Family Activities and Attractions - Cruising Experience Investment - Lake Mulwala Aboriginal Cultural Centre - Water Theme Park "On Farm" Experiences - Conference Centre - Murray Winter Night Time Events - Accommodation Investment - Murray River Adventure Trail	- Lake Mulwala Waterfront Masterplan - New Bridge - Accessing Lake Mulwala - Access and Transport Advocacy - Yarrawonga Airport Upgrade - Infrastructure Servicing - Urban Design Framework - Advocacy to Address Housing Crisis	- Bookable Product and Packaging - Brand Review - Cross-Border Marketing Plan - Visitor Information Review and Delivery - Murray Region Local Ambassador Project	- Governance - Regional Workforce Pathways and Promotion Program - Skills Development Plan

Table 3: Recommended Actions Murray Regional Tourism and Destination Riverina

Population and Employment Growth – Yarrawonga and surrounds Prepared for NE Water by SMEC June 2024

The Yarrawonga Infrastructure Plan 2017 and Yarrawonga Strategic Land Use Plan 2020 recognise that Yarrawonga and Bundalong experience a significant increase in tourism over the summer months due to close proximity to Lake Mulwala, Murray River and Ovens River.

Several strategic documents for Yarrawonga and the surrounding townships have identified their two key economic drivers as tourism and agriculture. Yarrawonga and Bundalong are primarily high-amenity tourism towns that see an influx of tourists during holiday periods seeking access to Lake Mulwala and the Murray River, while the other surrounding townships are primarily agriculturally based, being small single-street townships surrounded by farmland.

Bundalong has experienced the highest growth rate in recent years when compared to the other townships. This is likely attributed to the high amenity, proximity to natural water resources and available land supply.

The Report identified Bundalong, along with a large increase in growth through population, experienced growth in new Separate Detached Housing (37). Unoccupied housing currently makes up 53.7% of all housing in Bundalong; which are likely to be holiday homes.

Bundalong experienced a significant increase to employment between 2016 and 2021 (19.71%). The highest growth was in clerical and administrative workers (77.27%) and the lowest was professionals (-9.09%).

Bundalong:

- Between 2016 and 2021, Bundalong's population rose from 428 to 512 (19.6%)



- Between 2016 and 2021, Bundalong saw the total number of private dwellings rise from 403 to 463.

Yarrowonga to Bundalong Foreshore Master Plan Synthesis and Strategic Framework Prepared by Coomes Consulting - December 2008

Moira Shire Council and Goulburn Murray Water appointed Coomes Consulting Group in association with @leisure and Practical Ecology to prepare a master plan to provide direction for an integrated and sustainable approach to the management, use and development of the Lake Mulwala foreshore between Yarrowonga and Bundalong. The project involves partnerships between all levels of Government; Federal (Murray Darling Basin Commission), State (Goulburn Murray Water) and Local (Moira Shire Council). An analysis program which involved site assessment, a review of previous reports and background information, and an extensive community consultation program has been completed. This report seeks to collate the issues highlighted by the consultation process and the site assessment study by presenting broad design options and identifying strategic actions for the master plan.



Figure 8: Yarrowonga to Bundalong Foreshore Master 2008

It was recommended that:

- Goulburn Murray Water be responsible for the licencing of public boat ramps and jetties, erosion control on the lake edge and revegetation where appropriate.
- Moira Shire Council to be responsible for the management and maintenance of open space areas including toilets, BBQ, play equipment, parking and rubbish. They will maintain the carpark, rubbish and toilet facilities at the boat ramp area.
- Review existing facilities in this area to provide more effective access to the lake and river frontages.
- Ensure the lake frontage is easily accessible to the public by continuing the ongoing liaison between Goulburn Murray Water and private landowners.
- Retain and upgrade the existing public boat ramp at Pasley Street and create a family based open space reserve that highlights the environmental significance of the Ovens River.
- Upgrade the public toilet, picnic facilities, car parking and play area.



- Upgrade the existing boat ramp facilities at Pyke Street with a larger car parking area, toilet facilities, fish washing area and rubbish bins.

Camping

The report highlighted that demand for camping is increasing. This is a valuable recreational activity however its uncontrolled nature on the foreshore is detrimental to other uses and long term management objectives. Bush camping areas are managed by Parks Victoria and are located outside of the study area for Bundalong.

Walking and Cycling

The use of shared paths in the town can cause conflict and safety concerns between pedestrians and cyclists. Separated paths would be better.

The strategy suggests that it would be good to accommodate a variety of paths to and along the foreshore to minimize conflicts between cyclists and other trail users:

- Locate the shared pathway along the foreshore edge where appropriate.
- Vary the alignment of paths along the foreshore depending on the width of the foreshore reserve, the nature of the setting and the function of open spaces.
- Vary the width, surface material, and other design elements of the trails to differentiate types and the needs of different users and activities. Limit the construction of sealed shared trails on the foreshore to urban areas and restrict high speed cyclists to trails that do not interfere with social or family recreation areas.
- Continue to remove barriers such as cross fences, vegetation and private infrastructure that prevent or discourage public access along the foreshore.
- Encourage meandering walking/strolling in the grassed foreshore areas of Woodlands and Bundalong.

Implications for the Structure Plan

- Bundalong is a rapidly growing town 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 15km away from Bundalong and is expected to grow and expand over time.
- 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 to surrounding areas.



3. DEMOGRAPHICS AND POPULATION

3.1 Population and Households

Charter Keck Cramer have provided an analysis of Bundalong's Demography & Land Supply Insights as part of this Background Report. Bundalong maintains an all year-round population of around 510 residents, which grows over peak periods. The broader Goulburn region is a popular visitor destination during the summer, with Bundalong's riverfront and natural landscapes proving to be an attractive location for holidaymakers. Accounting for this, it is estimated that Bundalong's peak population is approximately 1,050 residents ¹. **Figure 9** presents a breakdown of the demographic data for Bundalong.

Bundalong's population has expanded since 2011, growing by around 20 per cent . This translates to an additional 110 residents joining the community over the 10-year period to 2021. The town is attractive to older residents, with the majority of recent growth a result of older age groups moving to Bundalong. Over the 2016-2021 period, the township added 30 new residents in the 65-79 year old age bracket, comprising over a quarter of its overall growth.

50-64 year olds account for the largest age cohort in the township in 2021. Bundalong's households are comprised of older age groups. The town's median age is 51, as compared to Moira's median age of 48 at 2021. There is also growth across younger cohorts, particularly within children and teenagers. The majority of new residents derive from locations across Victoria outside of the region.

Bundalong incorporates high numbers of small households, with two thirds of households comprised of either couples without children or single-person households. Based on average household income, Bundalong's households are relatively more affluent than the neighbouring townships of Cobram, Yarrawonga and the broader municipality.

Bundalong's working population predominantly works locally, with over 50 per cent of its workforce employed across Moira (SA2) and Yarrawonga, with an additional 4 per cent located in Cobram. The remainder of its workforce is largely spread across the surrounding regions in Victoria, however 12 per cent of its employed population travel across the border to New South Wales for work.

¹ As discussed, Bundalong incorporates a high number of unoccupied dwellings. Peak population has been estimated by applying an assumption of 90% of unoccupied dwellings being occupied over peak periods at the average household size of 2.4 persons. This total has then been added to the all-year round population recorded in the 2021 ABS Census.

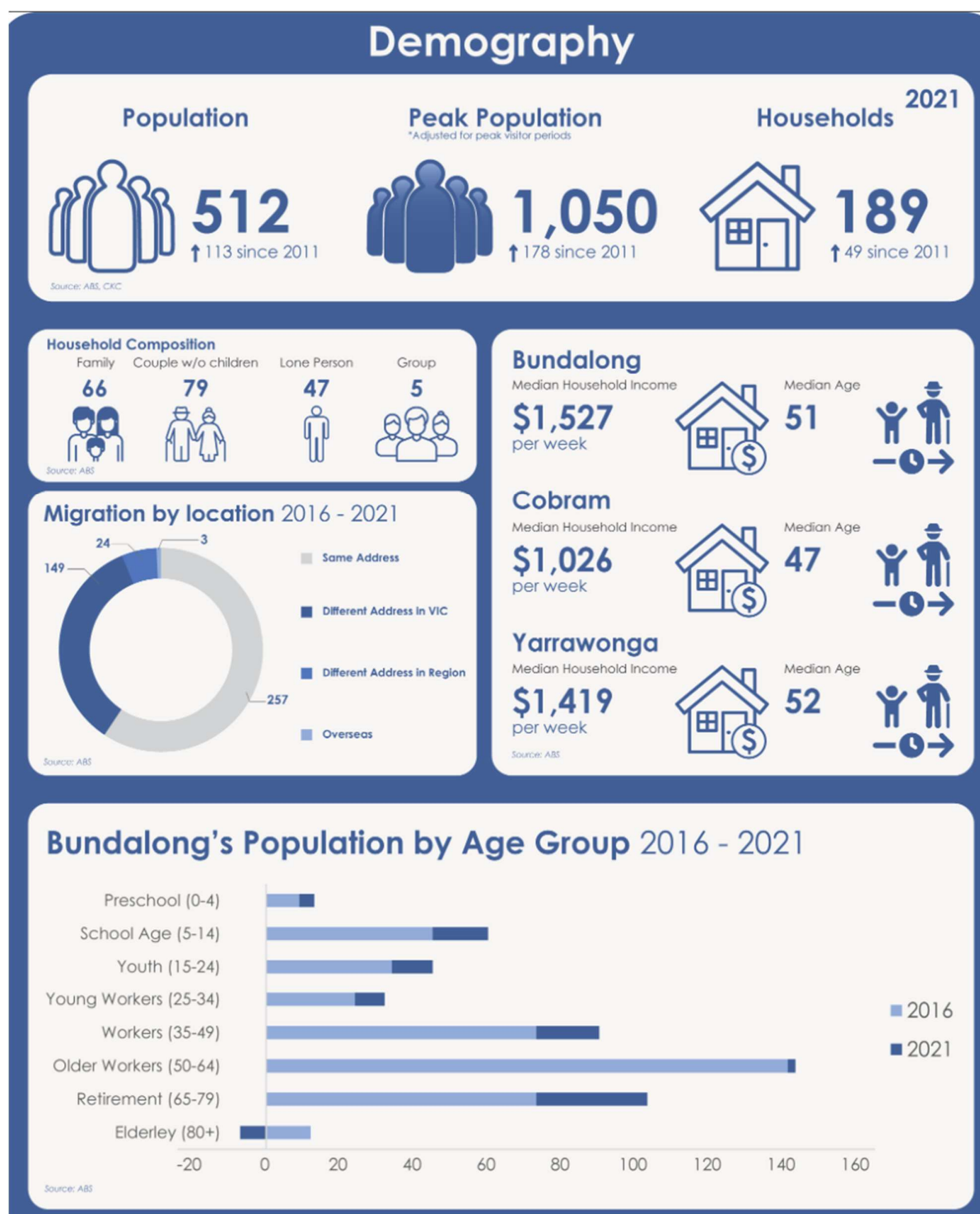


Figure 9: Demographic data for Bundalong



Implications for the Structure Plan

- The population has rapidly grown by 20% since 2011 impacting infrastructure and service requirements of the community.
- The town is attractive to older residents providing with a median age of 51. This is likely to impact the range of services needed for this cohort moving forwards including public transport.
- There is growth across younger cohorts particularly children and teenagers. Providing recreation and community services, active transport options and access to public transport will be important to meeting their needs.
- Bundalong's population in the labour force (59.5 per cent) predominantly works locally within the Shire. Providing public transport links between the surrounding towns will be important moving forwards to reduce car use and reliance.



4. HOUSING SUPPLY

4.1 Housing

In 2021, there were an estimated 446 dwellings in Bundalong. Of these, 56 per cent were unoccupied on the night of the Census. **Figure 10** presents a breakdown of the housing data for Bundalong. This reflects Bundalong's role as a weekender and tourist destination.

As a popular tourist destination, it is assumed that a high proportion of these unoccupied dwellings are occupied over peak tourist season. Notably, approximately 75-80 dwellings are available for short-term rentals on Airbnb. Short-term rentals comprise between 16-18 per cent of the township's overall dwelling stock and approximately a third of its unoccupied dwelling stock.

In prime holiday locations, high numbers of private dwellings now function as short stay accommodation. Bundalong's short stay market is consistent with locations such as Apollo Bay, approximately 30 per cent of private dwellings currently function as short stay accommodation, Port Fairy (18 per cent), Lorne (24 per cent) and Torquay (9 per cent). The prevalence of short stay accommodation inevitably impacts on the availability of longer-term rentals, in turn, impacting on the ability to attract long term renters. Short stay accommodation, however, is generally more lucrative for private property owners than long term rentals.

It is important to note that in addition to short term rentals Bundalong is likely to include many holiday homes that are not available for short term stays. Overall, 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 year². Bundalong is not a major focus for new housing growth equivalent to that of Cobram or Yarrawonga. Bundalong 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. At the end of 2024, Bundalong's median house price was just over \$1 million. This exceeds Yarrawonga's median house price by over \$300,000. The townships house prices are strongly influenced by its proximity to the Murray River, with house prices declining in locations further from the river.

² 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.

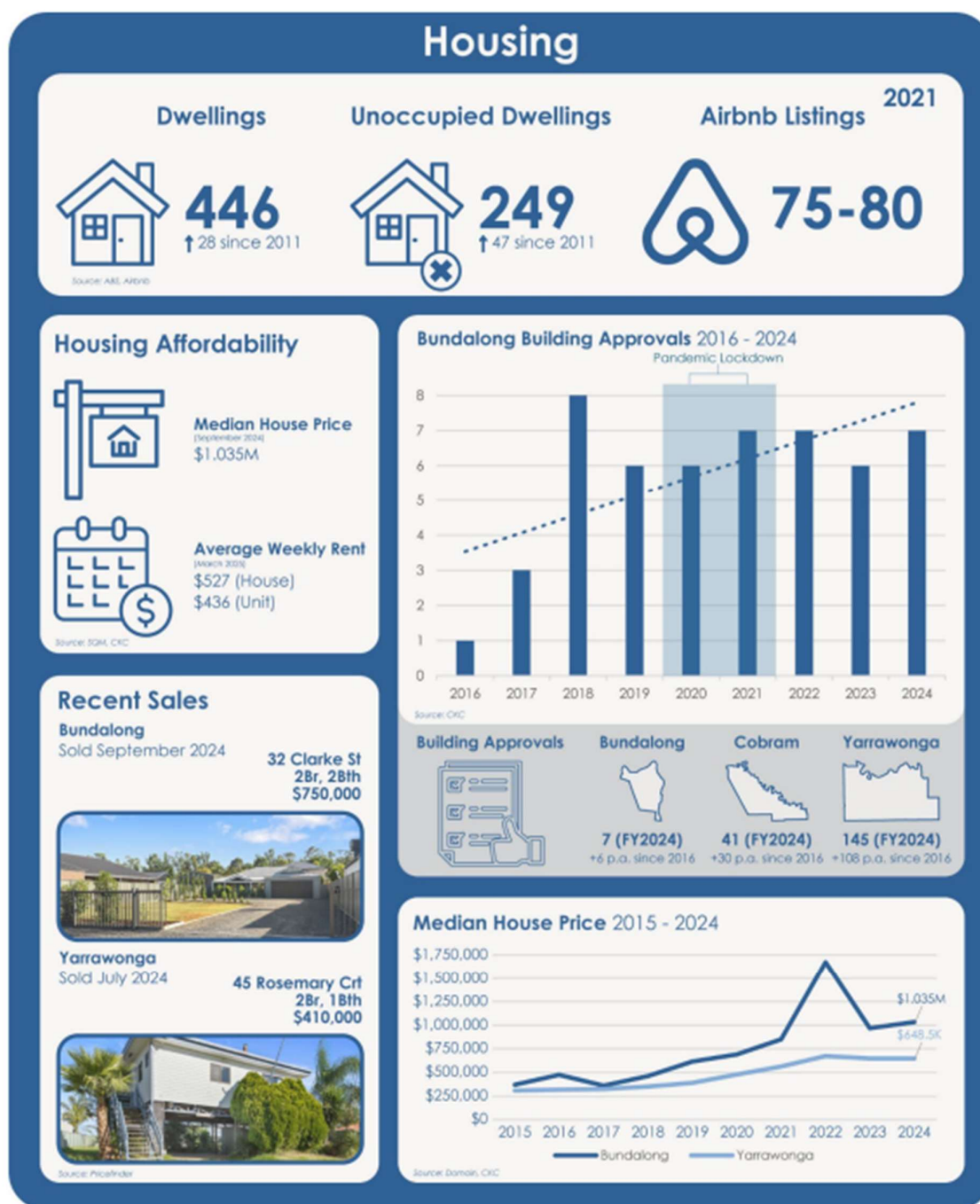


Figure 10: Housing data for Bundalong.

4.2 Land Supply

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 (see **Table 4**). 17 lots supported an ancillary structure most often a large shed. Overall, approximately 20% of the township's lots are vacant or potentially underutilised.



Use at 2025	Number of Lots
Occupied	451
Vacant	104
Underutilised	17
Grand Total	572

Table 4: Bundalong Lot Count and Use



Figure 11: Location of land supply for Bundalong

The town is subject to both the Low Density Residential Zone (LDRZ) and the Township Zone (TZ). The township is comprised of 154 hectares of zoned land of which 34 per cent (52 hectares) is within the TZ while 66 per cent (102 hectares) is within the LDRZ (see **Table 5**).



Zone	Number of Lots
LDRZ	131
TZ	441
Total	572

Table 5: Lots by Zone

The majority of the potential lot supply (65 per cent) is located within the TZ. The median lot size of lots within the TZ is 890 sqms while the median in the LDRZ is 4,750 sqms. There are 10 lots greater than 4,000 sqms in the TZ. These lots inflate the median lot size within the TZ. When these larger lots are excluded, the median lot size within the TZ is 825 sqms. (See **Table 6**).

Zone/Status	Count of Lots by Lot Size (SQM)							
	<500	500-1,000	1,000-2,000	2,000-4,000	4,000-6,000	6,000-8,000	>8,000	Grand Total
LDRZ								
Occupied	0	0	0	11	41	8	29	89
Underutilised	0	0	0	0	3	1	1	5
Vacant	0	0	1	19	11	0	6	37
Total	0	0	1	30	55	9	36	131
TZ								
Occupied	7	247	84	17	3	1	3	362
Underutilised	0	6	3	3	0	0	0	12
Vacant	1	52	8	3	0	0	3	67
Total	8	305	95	23	3	1	6	441
Grand Total	8	305	96	53	58	10	42	572

Table 6: Count of Lots by Lot Size

4.3 Future Capacity

Bundalong is not currently subject to a dedicated population projection. The town is located within the Moira SA2 which is subject to a projection by the Victorian State Government (Victoria in Future). Bundalong is the largest settlement in the Moira SA2.³

Projected population growth for the Moira SA2 out to 2036 is for an additional 70 people (Victoria in Future 2023). In this time, the Moira SA2 projection area is projected to need a further 146 dwellings (or approximately 10 dwellings per annum). Projected housing growth reflects a combination of household change (additional numbers of smaller households), growth in holiday homes and population growth.

³ Bundalong is only slightly larger than Tungamah (449 residents at 2021) and Katamatite (453 residents at 2021)



To 2036, the area's composition of age groups will largely remain the same as it is today with over 50% of the area's population aged over 45 years.

For the purpose of estimating Bundalong's future housing capacity, the following assumptions have been made by Charter:

- All zoned vacant lots are developable.
- LDRZ Subdivision: Minimum lot-size subdivision requirements in the LDRZ (> 2,000 sqms) requires a source lot >4,000 sqms to support further subdivision.
- TZ Subdivision: The analysis assumes future lots will broadly adhere to the current median lot size of 825 sqms per lot. It follows that lots >1650 sqms are assessed as developable lots incorporating subdivision potential. Theoretically, 3 lot subdivisions may be delivered resulting in sub 500 sqms lots. However, at 2025 this not typical of development in Bundalong or its existing subdivision pattern (to date there are minimal number a small number of smaller lots within the settlement).

Zone	Developable Lots	Gross Capacity	Net Capacity
LDRZ	100	464	375
TZ	129	620	258
Total	229	1084	633

Table 7: Housing Capacity Assessment 2025

According to the capacity results in **Table 7**, there is sufficient lot capacity for Bundalong to grow through the development of vacant land and infill development.

- 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 thereby has the capacity to accommodate over 1,080 dwellings under current planning controls and current development trends.
- According to Charter's analysis the TZ incorporates additional capacity for approximately 258 dwellings. This assumes the development of vacant and underutilised land and the redevelopment and intensification of lots above 1,650 sqms.
- According to Charter's analysis 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 Township Zone will boost housing capacity beyond the above scenario. Likewise small lot subdivision.
- Given the township's median house price, the development of townhouses within the township zone is financially feasible.

In addition, at the 2021 Census there were near on 250 unoccupied dwellings in the township. These unoccupied dwellings (likely to be holiday homes) also provide significant capacity to support any further growth.

At this stage, no change to the township's boundary is needed to address future population housing needs. There is sufficient housing capacity to accommodate projected housing growth across all of Moira SA2 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.

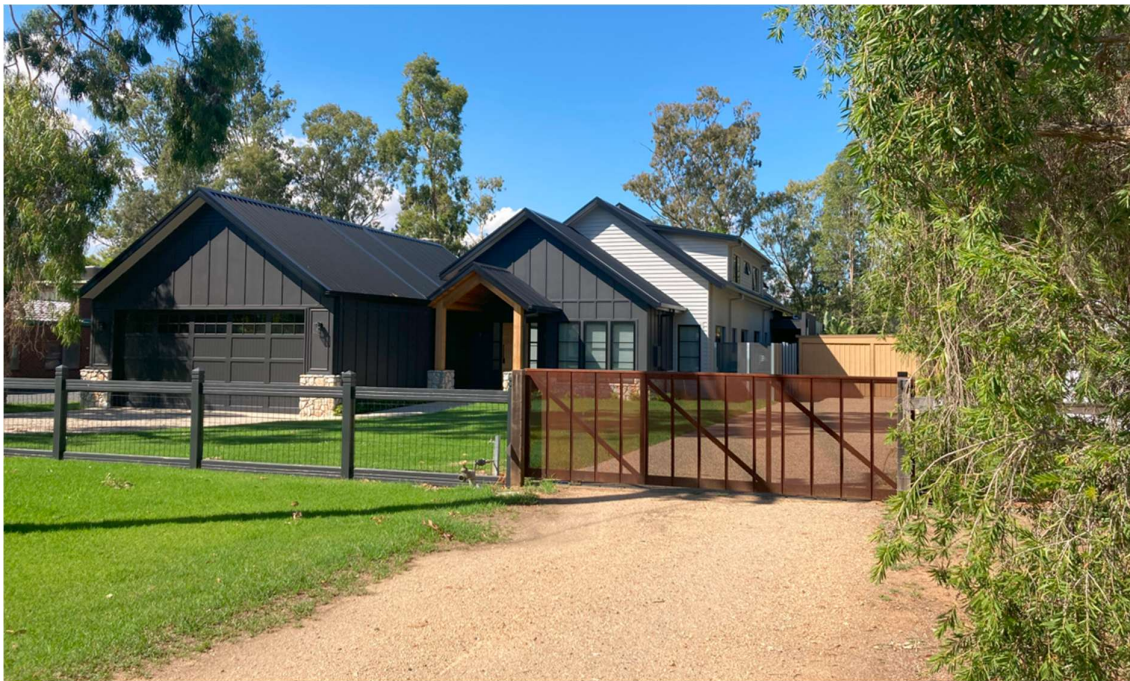


Township Zone

- There are 58 vacant lots of between 500 to 1,000 sqms in the Township Zone (average lot size 750 sqms) that could be developed for new housing.
- There are 17 vacant and underutilised lots in the Township Zone between 1,000 and 4,000 sqms that might be developed for multiple dwellings.
- There are 43 occupied lots between 1,650 sqms and 4,000 sqms in the Township Zone that might be further subdivided for housing.
- There are 3 vacant and 7 occupied sites within the Township Zone in excess of 4,000 sqms that might be redeveloped for multiple dwellings.

Low Density Residential Zone

- There are 100 lots in the LDRZ that meet the 2,000 sqm subdivision threshold capable of further subdivision.



Housing Stock in Bundalong



Housing Stock in Bundalong



4.4 Holiday home market

In general, the holiday home market experienced significant growth throughout 2020/21 and into the first half of 2022 which is described as the “COVID peak.” Subsequently, 13 successive increases in interest rates since May 2022 combined with increased land holding costs has seen (a) price declines in secondary home markets (b) elevated numbers of dwellings in for sale in secondary markets and (c) longer sales periods due to a more limited pool of purchasers. This is exemplified in Melbourne’s prime secondary dwelling market in the Mornington Peninsula which has seen each of the above dynamics since 2023. Bundalong is likely to have been impacted by the same influences which is reflected in the elevated number of properties currently for sale in the township. In the short to medium term, elevated numbers of dwellings for sale is likely to dampen demand for new dwellings.

Implications for the Structure Plan

- There is significant lot capacity for Bundalong to grow through the development of vacant land and infill development
- The township thereby has the capacity to accommodate over 1080 dwellings under current planning controls and current development trends.
- According to Charter’s analysis the TZ incorporates additional capacity for approximately 258 dwellings. This assumes the development of vacant and underutilised land and the redevelopment and intensification of lots above 1,650 sqms.
- According to Charter’s analysis 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 Township Zone will boost housing capacity beyond the above scenario. Likewise, small lot subdivision.
- Given the township’s median house price, the development of townhouses within the township zone is financially feasible.
- In addition, at the 2021 Census there were near on 250 unoccupied dwellings in the township. These unoccupied dwellings (likely to be holiday homes) also provide significant capacity to support any further growth.
- There are 58 vacant lots of between 500 to 1,000 sqms in the Township zone (average lot size 750 sqms) that could be developed for new housing.
- There are 17 vacant and underutilised lots in the township zone between 1,000 and 4,000 sqms that might be developed for multiple dwellings.
- There are 43 occupied lots between 1,650 sqms and 4,000 sqms in the Township Zone that might be further subdivided for housing.
- There are 3 vacant and 7 occupied sites within the Township Zone in excess of 4,000 sqms that might be redeveloped for multiple dwellings as part of the Low Density Residential Zone.
- There are 100 lots in the LDRZ that are 2,000 sqm. This is the minimum lot size in the LDRZ if sewered.
- In the short to medium term, elevated numbers of dwellings for sale is likely to dampen demand for new dwellings.
- At this stage, no change to the township’s boundary is needed to address future population and housing needs.



5. LOCAL ECONOMY AND LAND USE

5.1 Tourism

Bundalong is a small town whose economy is underpinned by a holiday park, tavern, a café and a general store. Visitation was examined over the most recent peak summer period 01/12/2024 – 28/02/2025. According to mobile phone data, the area incorporating Pasley Street, the Murray Valley Highway and Sullivan Road experienced the highest volume of activity, thereby representing the prime visitor destination in the town. The town incorporates two peak periods of activity across the day. Activity peaks between midday to 2pm and 4pm to 7pm. Overall the township is busiest in the early evening. Activity concentrates strongly in and around the holiday park, tavern and café.

Over the summer period, mobile phone data suggests visitation peaks between Friday and Monday, declining between Tuesday and Thursday. Bundalong attracts significant visitation from Melbourne, Wangaratta and surrounding townships located along the Murray River. The data also indicates relatively high visitation from Sydney.

The Watts In Bundalong Café at 1 Plentyfish Crt Bundalong it opened in 2014 and has added another dimension to the small township of Bundalong as a meeting place for the community. Its owners are locals and recognised the need to enhance the township's current community services. The response by locals and travellers alike has been supportive with many "out of towners" making regular visits. The growing demand for this type of venue has been welcomed by many holiday makers who have made Bundalong their second home or favourite holiday destination. With a large car park at the rear of the cafe, it has become a popular spot for caravaners and boat owners.



Bundalong Café



The Bundalong General Store at 7416 Murray Valley Highway, Bundalong was established in 1962. The original home was converted into a small shop & was known as "Petty Cash Junction." The Store now provides groceries and petrol to the surrounding community and stocks local produce & supporting local farmers, families & charities.



Bundalong General Store

The Bundalong Holiday Resort at 7419 Murray Valley Hwy, is situated in the heart of Bundalong next to the Bundalong Tavern and within walking distance to the Murray River. Bundalong is a tourist destination town due to its location close to Yarrawonga, Mulwala, & Rutherglen. The Bundalong Holiday Resort has a range of facilities including two pools, bbq area, basketball court, private bathrooms and a commercial laundry.

There are also a range of events and activities held in the town including the Bundalong Rodeo. This brings in a large number of visitors for short periods. The impacts on transport and infrastructure require planning and management.

The corner of Plentyfish Court and Murray Valley Highway acts as the commercial core of the town incorporating a number of existing commercial uses – the Bundalong Café, the General Store and fuel station and the Bundalong Tavern. The sites that support the Bundalong Café, and the General Store/Fuel station incorporate significant underutilized land. As Bundalong grows, consideration of the need to grow the town's commercial services should also be made to service locals and tourists.

The development of a new commercial facility may be costly and require high rental yields to justify the development cost. The incorporation of residential and accommodation uses into a future proposal would enable a future developer to manage risk and cross subsidise the development of floor space.

There is an opportunity to create a small neighbourhood centre at the corner of Plentyfish Court and Murray Valley Highway and add new connections to this node from locations to the west and north of the town. Expanding retail opportunities as part of a new commercial facility at this location could be designed to also include 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 more diverse and affordable forms of housing.



Bundalong Holiday Resort



Bundalong Tavern

Murray River Adventure Trail

When fully complete, the Murray River Adventure Trail will provide a series of connected walking, cycling and paddling trails. The project will be delivered in stages. Some sections are still subject to funding. Construction on priority aspects of the trail will start in 2025. This 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. This will attract more people and visitors to Bundalong.

Parks Victoria is leading the planning and delivery of Stage One of the project which proposes new canoe and kayak launches, pedestrian links and new facilities at key visitor sites from Barmah National Park to Koondrook. Stage One will pass through Echuca, Murray River Reserve, Gunbower National Park and Lower Goulburn National Park.

This initial stage of the project will deliver improvements to key campgrounds along the trail alignment including several bookable campsites, canoe and kayak launches, toilets, car parking and picnic facilities. Several key pedestrian links will be planned and constructed under Stage One of the project. Planning for additional sections of trail and small bridge crossings required to connect the trail end-to-end will also be completed during this stage of the project but are not funded for construction.

New signage will help visitors navigate the trail and learn about the rich Aboriginal heritage and environmental values of the river and surrounding landscape. Environmental and cultural heritage assessments will inform exactly where, when and how components of the project are delivered.

Parks Victoria is working closely with Traditional Owners, Department of Energy, Environment and Climate Action, and local governments in the area.

There are two trailhead locations in Bundalong as part of the proposed Murray River Adventure Trail:

- The Bundalong Boat Ramp which currently includes car parking, toilets and a boat ramp upgraded facilities include seating and an organising platform.



- Ovens River Canoe/Kayak Trail, dispersed bush camping area with no facilities recommended
upgraded facilities include a basic toilet, seating and an organising platform.

Fishing locations

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. GMW manages seven boat ramps and two recreational areas along the Victorian foreshore of Lake Mulwala. 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.



Boat Ramp

Quarry

There is an existing quarry located in the Horseshoe Lagoon area at 210 Montroses Road (see **Figure 12**). The quarry is for the extraction of stone including sand and gravel. There is a one metre high levee bank on the western side of the site that has been constructed to stop any flows from Majors Creek entering the extraction site. There is also a need to manage interfaces and ensure that sensitive land uses such as residential uses are not located nearby. The structure plan should consider the requirement for the provision of a buffer area surrounding the quarry site.



Figure 12 Quarry Site - Bundalong



Implications for the Structure Plan

- Residents who own holiday homes in Bundalong tend to visit most in the summer period. Visitation peaks between Friday and Monday. The town has a permanent and a temporary community who may have differing needs .
- Bundalong attracts significant visitation from Melbourne, Wangaratta and surrounding townships along the Murray River who enjoy the river aspect and peaceful surrounds.
- Bundalong will connect to the Murray River Adventure Trail once complete providing an opportunity to expand the local tourism market.
- Expanding the cycling network and increase walking trails that link back into existing trails across North East Victoria would support increased tourism opportunities in Bundalong.
- The existing boat ramps and foreshore area (managed by Goulburn Murray Water) are essential to accessing the river and its opportunities.
- The location of sensitive land uses should be avoided in proximity to the quarry site.
- Explore opportunities to create a small neighbourhood centre at the corner of Plentyfish Court and Murray Valley Highway.
- Explore opportunities to increase pedestrian and vehicular linksto this node at the corner of Plentyfish Court and Murray Valley Highway. Explore the development of new residential and accommodation uses as part of the delivery of a new commercial facility.



6. LANDSCAPE AND ENVIRONMENT

6.1 Landscape

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. Bundalong is set amongst a natural area with significant River Red Gums dominating the foreshore character. 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 and this can be enhanced to reinforce recreation activities along the lake frontage.

The conservation plan for the Yarrawonga Landscape Zone (2008) outlines that Bundalong is located at the eastern edge of the Yarrawonga Landscape Zone. The Zone (approximately 111,830 hectares) falls within the Murray Fans Bioregion and the Local Government area of Moira Shire. It is bounded to the North by the Murray River, to the South by the Murray Fans Bioregional boundary and to the West by the Waaia-Bearii Road. The Murray Valley Highway and the Goulburn Valley Highway are the major regional roads traversing the Zone (Ahern et al 2003).

The Zone is comprised of two main land systems – floodplain and riverine plain. Both land systems consist of quaternary alluvial sediments, with the floodplain deposits being more recent (LCC 1983). The floodplain landform is approximated by the distribution of River Red Gum (*Eucalyptus camaldulensis*) forests along the Murray River. The riverine plain occupies most of the Zone, and is characteristically well-drained, with leveed prior streams and wind-blown sand dunes (Ahern et al 2003). The entire Zone lies within the Broken River Basin (LCC 1989). It is a relatively flat plain and is serviced by an extensive network of drains and irrigation channels. Irrigation is primarily delivered from the Yarrawonga Weir, via the Yarrawonga channel, with most outflows leading back to the Murray River. However, a natural East-west drainage line (the Muckatah Depression) also exists across the southern end of the Zone and drains South-east of Yarrawonga, toward the Broken Creek.

The geomorphology of the area includes:

- *Riverine plains* as part of the broader Murray and Ovens River floodplains characterized by flat to gently undulating terrain. These plains were formed by sediment deposition over thousands of years by the meandering watercourses and billabongs.
- 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.
- *Man-made features* like Lake Mulwala which was 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.
- *Vegetation and Wetlands*: The area includes wetlands and riparian vegetation, which play a role in stabilizing the soil and supporting biodiversity.

The geomorphology reflects a combination of natural river processes and human interventions, making it a unique and dynamic landscape.

The Horse Shoe area (**Refer to Figure 13**) – is a listed wetland (75150). Wetland 75150 is an identified and mapped wetland based on the methodology of the Victorian Wetlands Classification Framework (2014). This wetland is a temporary freshwater swamp that is periodically inundated. The dominant vegetation is forest woodland.



Figure 13: Listed Wetland 75150 in Bundalong

6.2 Climate Change

Extreme weather events are becoming more frequent as a result of climate change. Events occurring more frequently in the region include less rainfall and more frequent and intense heavy downpours. Predictions are these will exacerbate 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.

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 by engaging best practice urban planning and design to manage stormwater onsite and prevent it from reaching nearby waterways. This would mimic the natural water cycle as closely as possible. There is an opportunity to capture and store stormwater runoff using WSUD practices in Bundalong. Council could 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. Other 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. Council could develop a program to support the installation of rain water tanks on private property to capture and store available rain water.

Blue green algae outbreaks may also be an issue moving forwards for the Murray River system as the climate warms. River water would then require a specialised filter system to remove any toxins and this would be quite expensive to implement.



6.3 Bushfire Risk Assessment

A bushfire assessment report was prepared to guide the structure plan for the town by Obliqua Pty Ltd. This report meets the requirements set out in State Policy at Clause 13.02-1S Bushfire Planning to apply the 'best available science to identify vegetation, topographic and climatic conditions that create a bushfire hazard' and is strategic in nature. Consistent with this clause it also aims to minimise impacts on biodiversity (as well as other values).

Bundalong is situated in a landscape dominated by the Murray and Ovens Rivers to the north and east and by irrigation and dryland farming land further to the north (in NSW) and to the west and south. 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 a former billabong to the south west of the settlement are included in the Bushfire Management Overlay (BMO). Vegetation in the river corridor immediately to the north of the settlement is excluded from both the Bushfire Prone Area (BPA) and the BMO.

Risk

The risk assessment in the report indicates that fire could potentially reach and burn into Bundalong from more than one direction. The weather during summer is characterised by north to north-westerly winds, high temperatures and low relative humidity building up over several days to a storm event, then a change to south-westerly winds. This can result in fire ignition from lightning and a rapid fire run in one direction then a rapid growth in size and the length of the fire front when it changes direction. Fire danger ratings may be at least Very High before and after a wind change and the likelihood of early success in controlling fire in both phases may be limited. Under Very High conditions, fire may also reach the settlement from other directions. Very High conditions can occur frequently. For example, in the 2008-9 fire season, a minimum of Very High Fire Danger was reached on more than 40 days. This number is expected to climb as CSIRO research suggests the future climate will be warmer, drier and less predictable, with a significant increase in the number of extreme fire danger days and longer fire seasons.

Bushfire risk will also increase with land use change including tree planting for habitat and waterway protection and conversion to dryland cropping. Both the Fire Management Plan (FMP) and Municipal Emergency Management Plan (MEMP) view the rivers as barriers to fire from the north and east. The limited vegetation and approximately 2km width of the Murray River/Lake Mulwala is expected to limit the risk of fire attack on Bundalong from the north-west. However, spread of fire to the settlement from the north to north east through ember attack appears possible as there is substantial vegetation in the waterway. The settlement is also exposed to grassfire which could burn from the west and south-west, and from smaller patches of woodland.

Achieving low bushfire risk

A key requirement of Clause 13.02-1S is to ensure growth is directed to areas of low bushfire risk. Under current planning controls, areas of low risk are those setback from vegetation sufficiently to reduce radiant heat below 12.5kW/m² (for residential development) and 10kW/m² (or BAL-LOW for vulnerable uses such as schools or health care buildings). This assessment suggests a more precautionary approach to help account for the possible impacts of climate change. Options include:

- Setbacks applicable to woodland be applied to small and/or narrow patches of roadside and riparian trees which might normally be excludable

- Requiring setbacks for all new development (including residential development) to be to BAL-LOW. For a Forest Fire Danger Index (FFDI#) of 100 and flatter land minimum setbacks are 50m from woodland and 40m from grassland
- Requiring setbacks based upon a more conservative FFDI of 150 rather than the standard 100 FFDI. For flatter land the recommended setbacks are 78m from woodland and 40m from grassland.
- Basing setbacks on criteria for excision from the Bushfire Prone Area. This requires setbacks of 150m to 300 m from extensive areas of woodland or forest and 60 m from grassland. **Figure 15** shows the three options for setbacks from larger blocks of woodland. Setbacks from smaller patches of woodland and grassland are not shown but need to be taken into account.

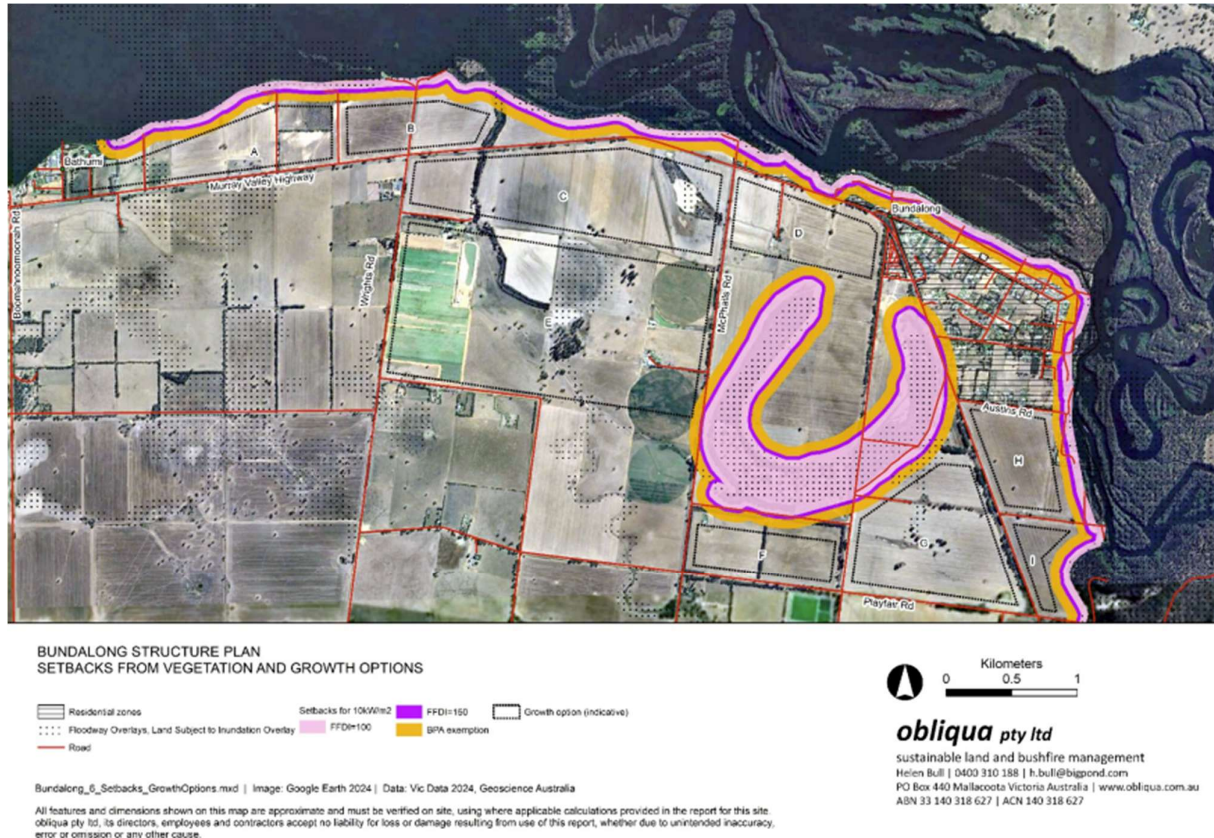


Figure 14: Development setbacks and growth options for Bundalong

Issues

Potential for settlement expansion

Figure 14 above also shows potential options for expansion of the settlement boundary. The areas of lower threat are primarily located to the west to south-west. These areas are more remote from extensive areas of woodland and but need to be further investigated to identify any potential flood constraints. While all growth options potentially comply with standard radiant heat targets, the sites around Bundalong with lower threat do not contribute to a compact settlement shape needed for efficient provision of services including the building of a perimeter road that makes it easier to defend new development in the event of fire. Growth adjacent to the river corridors immediately to the south and west of Bundalong is not recommended except where there is only limited vegetation and where a compact settlement shape can be achieved such as around Bathumi (6km west of Bundalong). Clause 13.02-1S also requires alternative low risk locations for settlement growth are assessed on a regional, municipal, settlement, local and neighbourhood basis. Again, while growth



options shown all potentially comply with standard radiant heat targets, it is difficult to support settlement expansion around Bundalong when there are much lower risk areas for growth including at Bathumi (to the south of the highway) and Yarrawonga.

Potential for densification

Densification potentially provides an alternative option for settlement growth. There appears to be several parcels of undeveloped land and/or larger lots that could potentially be subdivided. Densification requires consideration of the threat from both vegetation and other buildings. Larger lots potentially have more vegetation and other fuel sources and require more extensive management. Smaller lots have less space available for vegetation, and buildings and hard areas fragment fire paths and reduce fire intensity. However, where buildings are closer together, they can lead to building to building ignition and more houses and occupants are potentially affected. The advantages may outweigh the disadvantages if controls impose a higher minimum construction standard to minimise the risk of house ignition and (on larger properties) require that the whole property (not just the defensible space) be managed to a low threat condition. A lot size of between 800m² and 1,200m² is considered optimal.

Figure 14 shows setbacks required from the larger blocks of vegetation (primarily public land) for BAL-LOW ratings for each of the setback options considered (deemed-to-satisfy and more precautionary setbacks). It also shows potential options for expansion of the settlement boundary.⁴

6.4 Flood

Bundalong is subject to flooding along the Murray River and the Ovens River catchment areas. This is reflected in the Moira Planning Scheme in the application of the Rural Flood Overlay and the Land Subject to Inundation Overlay. **Figure 7 Bundalong Existing Overlays** depicts land covered by the Rural Flood Overlay along the edge of the Ovens River and on the parcel of land covered by the Horseshoe shaped wetland south of Austins Road.

The North East Catchment Management Authority (North East CMA) and Goulburn Broken Catchment Management Authority (Goulburn Broken CMA) have advised that the 1 in 100 AEP flood extent for Bundalong may be more expansive than the current flood related planning controls.

Future decisions regarding development opportunities and areas identified for growth or development intensification must be informed by the best available flood information. **Figure 15** below shows the current estimate of the 1 in 100 AEP flood extent and associated flood depths for Bundalong.

More recent flood modelling information for Bundalong has been provided by the Corowa, Howlong and Mulwala Flood Study 2024 (The CHM Flood Study). The North East Catchment Management Authority (North East CMA) have provided a comparison between the current 1% AEP flood extent, as represented by the current Rural Floodway Overlay and the updated information from the Corowa, Howlong and Mulwala Flood Study in **Figure 16**.

The 2024 CHM Flood Study provides a limited sensitivity analysis (0.5% and 0.2% AEP) to represent future climate change impacts on the 1% AEP flood event.

The 2024 CHM Flood Study identifies that it is likely that low lying areas of the town close to the Murray River will experience more frequent flooding over time and development should be directed away from these areas. Land within the Low Density Residential Zone and land within the Farming

⁴ FFDI – Forest Fire Danger Index – the chance of a fire starting, its rate of spread, its intensity and the difficulty of its suppression, based on air temperature, relative humidity, wind speed and both long and short term drought effects



Zone around Austins Road may also be subjected to more frequent flood events from the surrounding river system. Any future growth of the town should be directed away from these areas.

Further assessment of the 2024 CHM Flood Study by the Catchment Management Authorities is required to understand the flood modelling data in Victorian planning policy context.

However, it will be important that the Bundalong Structure Plan has regard to the best available information regarding the flood extent, hazards and accurately identifies land suitable for development.

Climate change will lead to increased flood risk and the expanded extent of flood-prone land. The Bundalong Structure Plan will need to ensure that planning decisions are based on future conditions rather than historical data. This is essential due to the asset life of infrastructure and private building assets.



Figure 15: 1 in 100 AEP Flood Depths, Bundalong

Source: Goulburn Broken Catchment Management Authority



Figure 16: Comparative Mapping - Existing Rural Floodway Overlay and Estimated 1% AEP Extent

Source: North East Catchment Management Authority

Note: Figure is based on comparative mapping of existing Rural Floodway Overlay (blue hatching) and estimated 1% AEP extent including climate change (pink shading) showing additional areas at risk of flooding based on best available information

6.5 Biodiversity

Biodiversity information to support the development of the structure plan has been drawn from NatureKit, the State Government's biodiversity data and integration and decision support. This has been developed to assist with the delivery of the Protecting Victoria's Environment - Biodiversity 2037 strategy.

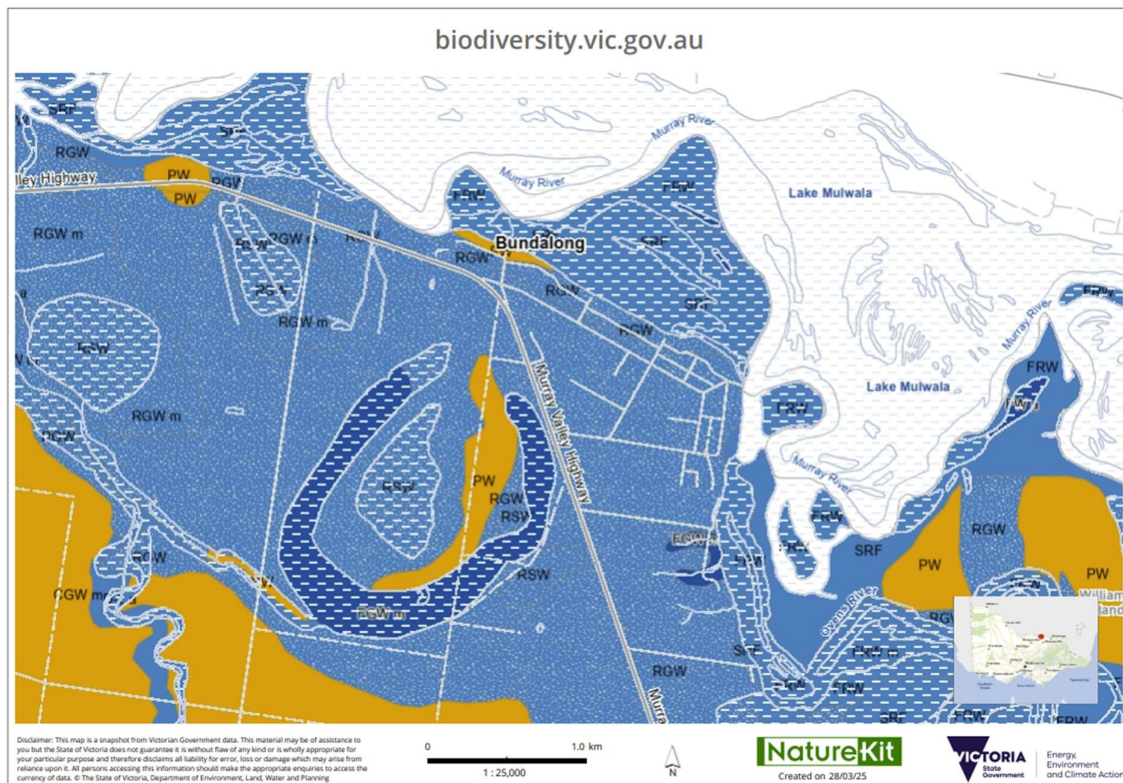


Figure 17: Pre 1700 Environmental Vegetation Classification for Bundalong

Pre 1700 there is greater coverage of vegetation in Bundalong including Plains Woodlands/Forests (poorly-draining) in orange and Wetlands (brackish/estuarine) in the Horseshoe Shaped wetland in the centre of the study area. There is extensive coverage of Riverine Grassy Woodlands/Forests (broader plain) shown on the map in blue.

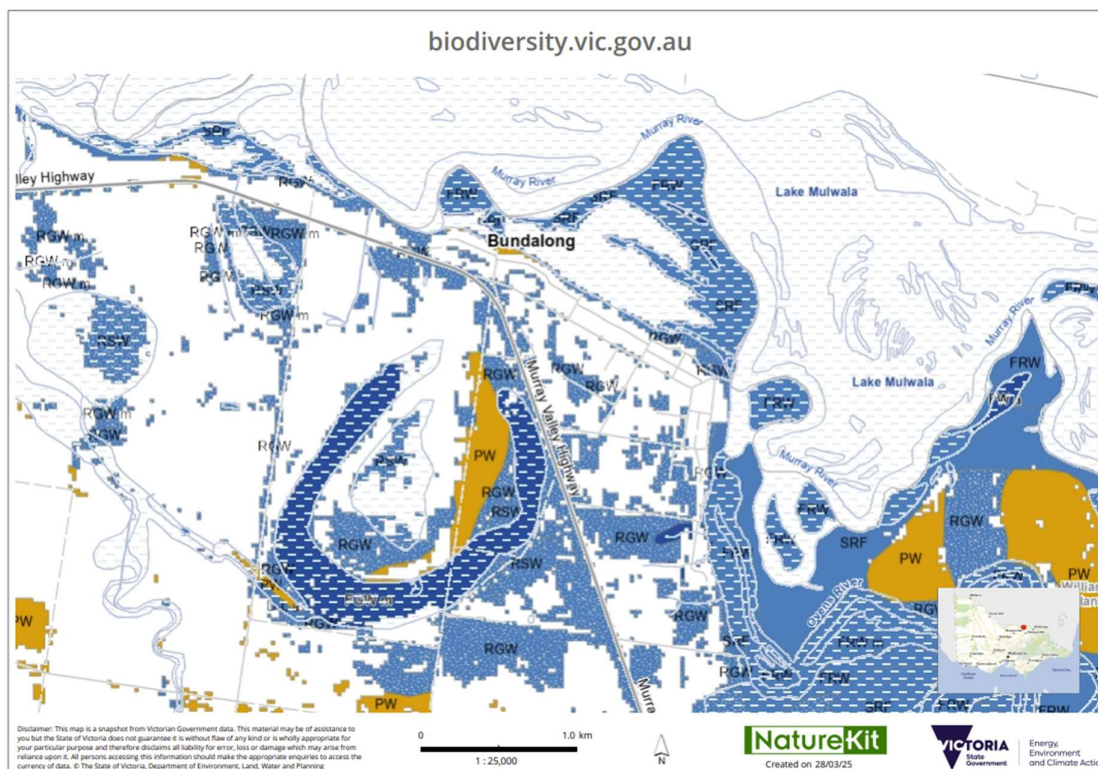


Figure 18: 2005 Environmental Vegetation Classes for Bundalong

As shown in the **Figure 18** Bundalong has some areas of remaining Plains Woodlands/Forests (poorly-draining) in orange and Wetlands (brackish/estuarine) in the Horseshoe Shaped wetland in the centre of the study area. There are also pockets of Riverine Grassy Woodlands/Forests (broader plain) shown on the map in blue.

Development in any area identified with high biodiversity habitat value should include a detailed assessment incorporating a full Habitat Hectares assessment before it is developed, especially in areas with indigenous vegetation or potential to support threatened species. This could be incorporated as a requirement of a Development Plan Overlay over any new land identified for development. A Native Vegetation Precinct Plan should be prepared as part of the Development Plan Overlay and could potentially be included in the Clause to 52.16.

6.6 Salinity

Salinity is an overarching potential threat to the area as a result of the high water table (DSE 2005c). In 1996, water table depths in the Zone ranged from 0-1 metres (South-western areas) to more than 3 metres (in the surrounding areas) (CGDL 2005). Further loss of vegetation and biodiversity in the Zone (especially in the southern sections) will degrade the capacity of the natural ecosystem to support essential landscape functions (DSE 2005c) – Source *Conservation Plan for the Yarrawonga Landscape Zone January 2008*.

Salinity remains an issue for Bundalong as the ground water table is high bringing salt to the surface. There is an area of salinity discharge on land south of Lewintons Road – Number 72 which may render this land unsuitable for development or farming in the future.

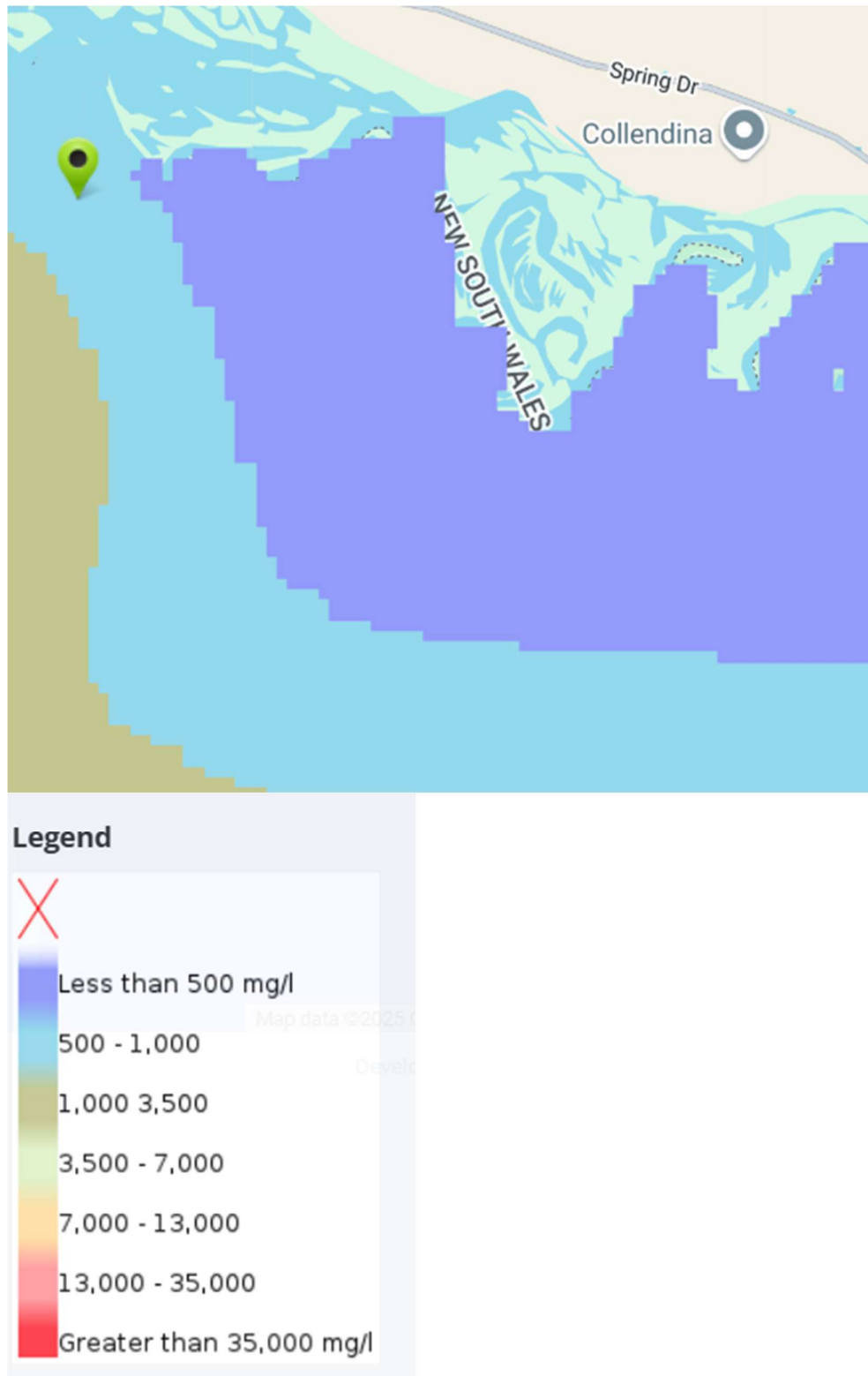


Figure 19: Map of Groundwater Salinity in Bundalong



Implications for the Structure Plan

- Future Development will need to be directed away from flood prone areas. Bundalong is subject to flooding along the Murray River and the Ovens River catchment areas.
- There is an opportunity to capture and store stormwater onsite using WSUD principles to ensure that water run off and pollution doesn't enter the nearby river system.
- Development should be directed away from areas including the Horseshoe Wetland area to avoid any drainage related concerns. Lagoon areas may fill up with water in a flood or significant rain event.
- The provision of set backs are important to protect the nearby river systems from pollution and to manage water run off from any future development.
- New development should be designed to ensure it does not increase pollutants reaching the Murray River and the Ovens River systems.
- Council could develop a program to support the installation of rain water tanks on private property to capture and store available rain water.
- Bushfire risk will increase with climate change and as the population grows and visitor number increases. This should be considered in planning for the future of the town.
- Development should be setback from woodland areas and small and/or narrow patches of roadside and riparian trees which might normally be excludable.
- New development (including residential development) should require setbacks to be to BAL-LOW. For a Forest Fire Danger Index of 100 and flatter land minimum setbacks are 50m from woodland and 40m from grassland.
- Any future growth of the town should be based upon achieving a more conservative Forest Fire Danger Index of 150 rather than the standard 100 FFDI. For flatter land the recommended setbacks are 78m from woodland and 40m from grassland.
- Any future growth of the town should be seek to not increase the bushfire risk to the existing and future residents, property and community infrastructure. This could be achieved by using the same setback requirements for excision from the Bushfire Prone Area which requires setbacks of 150m to 300 m from extensive areas of woodland or forest and 60 m from grassland.
- Increasing planting of local species would enhance biodiversity corridors through and around the town (subject to managing bushfire risk).
- Increasing and protecting vegetation cover across the town in both the public and private realm would assist with climate change and create a cooler and greener town.
- Climate change implications should be considered in the planning and development of the town including opportunities for mitigation and adaptation.



7. URBAN DESIGN, BUILT FORM AND HERITAGE

7.1 First Nations Heritage

The traditional owners and first inhabitants of the Moira Shire were the Aboriginal People.. The indigenous history of the Moira Shire is evident in many of the place names which are still used today. Moira is thought to be the indigenous name for the area, used to describe the numerous reedy lagoons to be found there. Bundalong means 'joined'. Scar trees, indigenous artefacts and culturally significant sites have been identified in the Moira Shire area.

The Yorta Yorta people are the traditional custodians of the Barmah area, along the Murray River. The Yorta Yorta lands include Bundalong and go as far south as Euroa, east to Wodonga, north to Jerilderie and west to Cohuna. Land within the environs of the Murray and Ovens River are identified as an area of high cultural heritage sensitivity and under the Aboriginal Heritage Action 2006 require management plans for high-impact activities. New development will need to be guided by the outcomes of Cultural Heritage Management Plans. Areas identified as being of cultural heritage are shown in **Figure 20**.

Some land use and development activities are more likely to harm Aboriginal Cultural heritage when carried out in an area of cultural heritage sensitivity. If a high impact activity is proposed in an area of cultural heritage sensitivity a management plan must be prepared before the activity is carried out. The structure plan should identify the impacts of any change of use on site of cultural heritage and or cultural values.



Figure 20: Areas of Cultural Heritage Sensitivity



 Areas of Aboriginal cultural heritage sensitivity



0 300 600m

-  Municipal Boundary
-  Study Area
-  Settlement Boundary
-  Property Boundaries
-  Open Space
-  Waterbodies
-  Watercourses



7.2 Built Form

Urban Structure and Street Layout

The township of Bundalong is located on the southern banks of Lake Mulwala at the junction of the Murray and Ovens Rivers approximately 15 kilometres east of the larger town of Yarrawonga. A map from the 1860s (**Figure 21**) shows a street layout of small blocks oriented toward the Murray and Ovens Rivers with a diagonal street directed to the rivers' confluence connecting the two sides of a then anticipated significant town. These streets are shown set within a wider orthogonal subdivision pattern extending across the Murray Valley. Although much of this plan was never realised a remnant of the original layout remains within Pasley, Clarke and Bailey Streets.

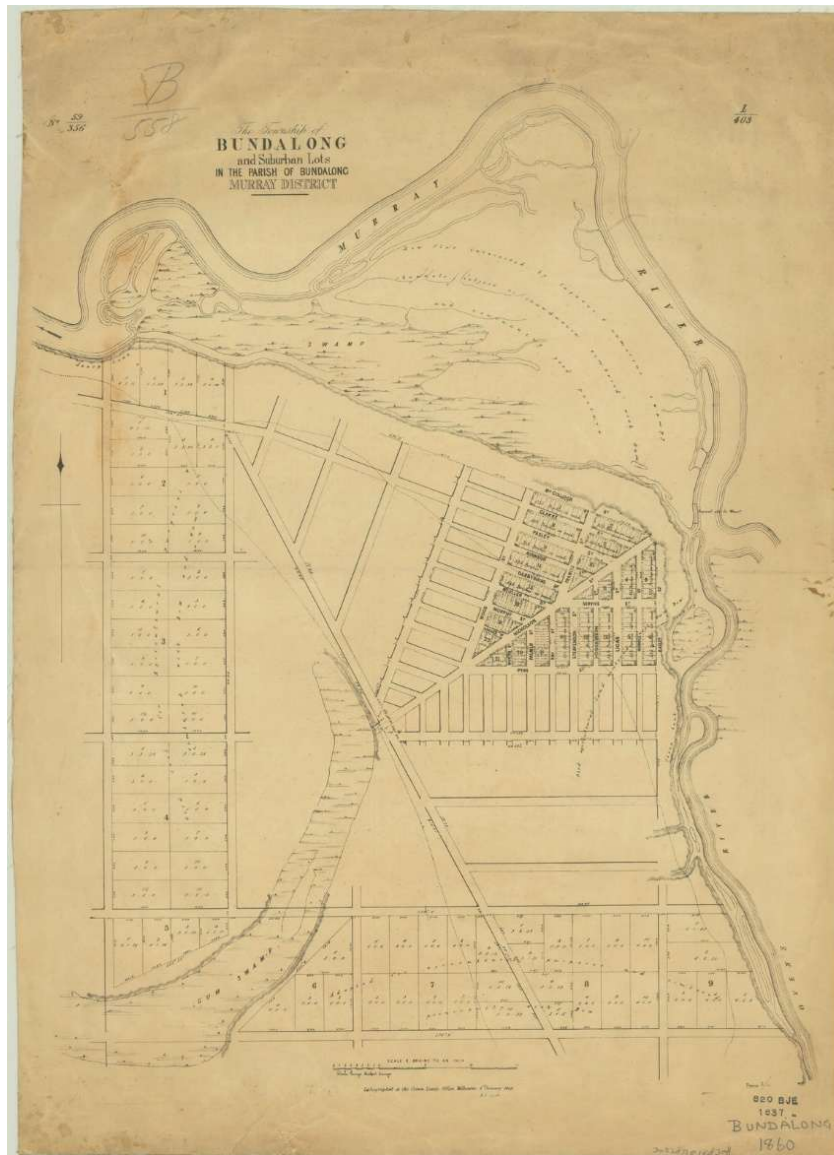


Figure 21: Bundalong Subdivision Plan 1860

Township of Bundalong and suburban lots in the Parish of Bundalong, Murray district [cartographic material] / lithographed at the Crown Lands Office, Melbourne, 6th January 1860. Source: State Library of Victoria catalogue, accessed 21/03/2025

Bundalong's built form is characterised by low scale single dwelling development interspersed with vacant lots, many with large sheds. Housing generally dates from the late 20th century with a mix of built form, architectural styles and materials displayed throughout the town. Recent development



close to the river tends toward two storeys with greater site coverage of buildings and site works. Many properties also contain large sheds, with multiple doorways, for the storage of vehicles and boats, while some appear to be used as temporary accommodation. These are often located to provide ready access from the street and so tend to visually dominate and detract from the streetscape. Guidelines to address their positioning on sites, and measures such as effective landscaping, would contribute to better management of the impacts on the character of streets and township.



Single Storey Development



Single Storey Development



Sheds in Bundalong



Two Storey Development



Single Storey Houses



Riverside Properties

An aerial photograph taken in January 1971 (**Figure 19**) indicates that, other than some houses along Graham Avenue, very little development of the township had occurred. Properties around the boat ramp at the end of Pasley Street and along the Ovens River were mainly being used for orchards. The balance of the 'township' appears to have been used for pasture.



By 2005 (**Figure 20**) township blocks had begun to be developed for housing, particularly along the Ovens River on Bailey, Clarke and Williams Street and Francis Elliott Court. Unfortunately, as part of this increase in residential development several previously reserved street reserves were sold and developed for housing. Had this not occurred Bundalong's underlying street and movement network would be more permeable and walkable providing enhanced pedestrian access to key locations across a rapidly growing township. Unfortunately, there are now limited or costly opportunities for new street or path connections to support access by walkers and wheelers. **Figure 24** depicts current development in the town.

Town Character

There is a need to maintain the overall character of the township and ensure new development retains the key character features of the town. These include the small town feel of informal streetscapes, landscaping around houses, lack of front fences, and space for the planting of large trees. Ensuring development does not become 'suburban' in nature will be important to protect the distinct image and identity of the town. 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 assist in reinforcing 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.

Land supply in the TZ has been constrained over time (i.e. Pasley Street TZ land has only recently been brought to the market by the landowner). Over time this appears to have had the effect of pushing development pressure to the LDRZ resulting in out of sequence development. A lack of direction for expected outcomes has also resulted in elements such as cul-de-sac style development with poor walking and cycling links (see Chapter 8). The structure plan could provide clearer direction on future urban structure to ensure the most efficient use of available land.

Development Plan Overlay

An existing Development Plan Overlay (DPO1) is currently applied to land North of Murray Valley Highway and land north of Pasley Street as seen in **Figure 7** and detailed in **Table 7**. A review of the requirements for a development plan appear to now be redundant as the area where it is applied has largely developed, is serviced and part of the existing town structure. There is no opportunity for the DPO1 to influence these elements. Impacts on flora and fauna, archaeological significance or significant views or demand for residential lots can be addressed through other planning tools and may be relevant to other areas of the town. Removing the DPO from this land will remove unnecessary planning requirements. There may be an opportunity for a new DPO to be included on fragmented LDRZ land to help guide future development of this land.

Better management of the visual impacts of sheds and other utilitarian structures upon the streetscape and adjacent properties should be explored. The use of built form controls through tools such as the Design and Development Overlay could address matters including siting and location, access and hardstand, setbacks, scale, colour, materials and landscaping.



Table 8: Development Plan Overlay Schedule Applied in Bundalong

DPO Schedule	Location	Requirements for development plan
DPO1 – LAND NORTH OF MURRAY VALLEY HIGHWAY, COBRAM, LAND WEST OF WEIR ROAD, NATHALIA, LAND ADJOINING GOULBURN VALLEY HIGHWAY AND TRENGROVE STREET, NUMURKAH, LAND SOUTH OF PINE STREET, NUMURKAH AND LAND NORTH OF ELLIOTS ROAD, BUNDALONG	Applies to two areas: Land North of Murray Valley Highway Bundalong and Pasley Street	Applies to land zoned TZ. A development plan must describe and include the following requirements: • The means of servicing to lots including the provision of reticulated water and sewerage to all residential lots. • Layout of collector roads and the impact on the surrounding road system. • The design and make up of residential lot density in a manner that reflects demand of the area. • The need for open space and any other community infrastructure as considered necessary by the responsible authority. • The impact of the development on any sites of flora or fauna significance, archaeological significance or significant views that may affect the land.



Sheds in Bundalong



Sheds in Bundalong



Figure 22: Bundalong Aerial January 1971

Source: State Library of Victoria catalogue, accessed 28/03/2025 ([cartographic material]) / photomap prepared by Department of Crown Lands and Survey from photographs taken in January 1971)



Figure 23: Aerial image of Bundalong Township, October 2005

Source: Google Earth Pro, accessed 28/03/2025



Figure 24: Aerial image of Bundalong Township – 2024/25



Today, the Murray Valley Highway continues to form the southern and western boundary of Bundalong. The current street layout is relatively simple with a mix of straight, and sometimes winding, and not always continuous, residential streets and access roads leading to the riverbanks. Road reserve widths generally vary between 20-30 metres with most streets sealed with quite narrow asphalt pavements. Footpaths are rare and, where they do occur, are usually constructed of compacted granitic sand or, in some cases, concrete. Provision of footpaths throughout the township will enhance the amenity and safety for pedestrians especially for vulnerable users like children and older adults.

Native evergreen and some deciduous trees have been planted within some streets contributing to the image and character of the town. Continued and coordinated planting of more native and indigenous street trees (Firewise) would enhance the appearance, climate resilience and future liveability of Bundalong.

The town is situated within an attractive setting between the Murray and Ovens rivers and the surrounding agricultural land. There is the provision of a tavern, caravan park, café and petrol station along the Murray Valley Highway. The town's layout accommodates its rapidly developing primary land use of permanent homes and holiday homes.

Recent development in the LDRZ is seeing large sewered lots subdivided into 2000 sqm lots with a court bowl street form. This form of development results in several problems. As well as restricted access and choice for pedestrians and cyclists, particularly in a tourism town with an older population like Bundalong, it can also compromise access for service vehicles such as waste removal, emergency services, etc. This type of development can also increase vehicle traffic along key roads rather than dispersing it across the network, such as in a more grid-based street layout. This compromises future change and adaptability of the subdivision pattern leading to an ad-hoc, piecemeal form of development. It can also result in increased length of essential service lines- water, electricity, telecommunications, storm water and sewer adding to the cost for the ultimate purchaser. It will be important for the structure plan to identify possible locations for new street connections to provide a more connected and integrated layout with increased opportunities for a broader range of lot sizes and configurations.

Recreation Spaces

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. In 2008 Council and Goulburn Murray Water (GMW) commissioned The Yarrawonga to Bundalong Foreshore Masterplan to, "provide direction for an integrated and sustainable approach to the management, use and development of the Lake Mulwala foreshore between Yarrawonga and Bundalong." The plan sought to manage demand for access and use of the southern banks of the lake and rivers to ensure its ongoing attractiveness, amenity and sustainability. It recommended improved public access along the lake foreshore through "a formally constructed shared path that will be implemented over time, address the concerns of existing lake front residents yet provide unambiguous public access to the lake front" (Figure 25).

Establishing a public gathering place in a prominent, comfortable, safe and easily accessible location close to active uses such as the café and store or boat ramps is 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.

Foreshore Area

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. Camping and car parking should be located in designated areas along the foreshore. The foreshore area acts as a buffer between the town and the river system and should be fully accessible to all users. The environmental values of the



river system should be preserved and protected for future generations. Maintaining the riparian qualities of the foreshore space in as natural form as possible and limiting encroachment to support habitat protection is essential. Setbacks of at least 50 metres to residential development from the river bank are warranted to protect the riverside environment.

It is evident that adjacent property owners value the foreshore area by mowing and watering the grass via irrigation permits from Goulburn Murray Water. Further improvements along the foreshore area could include better definition and location of vehicle and trailer access and parking. Enhanced pedestrian access around the boat ramps at Pasley and Pyke Streets could also be undertaken, along with improved visitor facilities.



Figure 25: Riverside Walking Path

While 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 supporting physical activity and community engagement.



Figure 26: Foreshore Reserve Lacking Defined Walking Path

Jetties

There are several private jetties located along the river foreshore. These are allocated by GWM to landowners as part of a free hold permit system on a case-by-case basis assessed against the environmental impact on the river system. Permits cannot be given in areas covered by the Environmental Significance Overlay. Some subdivisions have been refused a jetty permit as they pose a risk to the surrounding environmentally sensitive area. The water authority needs to consider the impact on the river of more speedboats entering the system and support the use of canoes as a less intrusive form of craft. As development in Bundalong has intensified applications are needing to be considered more carefully for their appropriateness within a dynamic and evolving context. The speed limits for power boats along the river are set by NSW Transport Maritime rather than the Victorian authorities such as GWM.



Jetty along the River

A significant amount of work has been undertaken for the Yarrawonga to Bundalong Foreshore Masterplan 2008. Some of the key recommendations from this report have yet to be implemented. These include the following which may be relevant to now be included in the Bundalong Structure Plan:

- Establish the reserve at the junction of Pasley Street and Bailey Street as a social/family recreation reserve with moderate environmental values.
- Provide clear public access along the foreshore and liaise with adjoining land owners to define the boundary between public and private land.
- Retain and upgrade the existing boat ramp at the end of Pasley Street with consideration of the surrounding family and social recreational activities.
- Explore the opportunity to provide a playground, picnic tables, shelter, bins and a drinking fountain and barbeques and accessible public toilets.
- Explore the feasibility of developing the existing boat ramp area at the end of Pyke Street as the main public boat ramp for Bundalong.
- Address the flooding issues so that the boat ramp can be used in flood events and provide large car and trailer parking facilities. This location reduces the potential conflict with incompatible user groups such as day visitors who want to access the lake edge in the Everglades.
- Explore opportunities to provide signage from the Murray Valley Highway and provide long term trailer parking in a designated area on Pyke Street.
- Retain the private community boat ramps at Williams Road and Lewingtons Road.



Implications for the Structure Plan

- New residential development should be setback from the river system at least 50 metres to protect the river ecosystem.
- The river system should be future proofed for the existing and future community of Bundalong.
- Pedestrian access and connectivity along the foreshore area should be improved along with enhanced landscaping to improve water quality and habitat.
- Opportunities to create a continuous walking/cycling trail along the river from Yarrawonga – Bundalong should be explored.
- Improvements to vehicle and trailer access and parking around the boat ramps at Pasley and Pyke Streets should be explored.
- Increased provision of footpaths throughout the township would enhance the amenity and safety for pedestrians especially for vulnerable users like children and older adults.
- The amenity, climate resilience and future liveability of Bundalong would be enhanced by coordinated planting of more native and indigenous street trees.
- New street connections would provide a more connected and integrated layout with increased opportunities for a broader range of lot sizes and configurations.
- Improved guidance on built form and urban structure would retain and enhance the town character particularly the siting of storage sheds without accompanying dwellings.
- The current DPO1 appears to be redundant and should be removed from land in Bundalong.
- Existing roadside vegetation should be retained wherever possible to maintain an attractive entry and exit to the town.
- Reinforce the local identity and character of Bundalong by planting new indigenous trees and vegetation along the roadside.
- Ensure that the visual amenity into the town is maintained by managing existing and new roadside signage to minimise visual clutter on the entries to Bundalong. Create a new public gathering place in a prominent, comfortable, safe and easily accessible location close to active uses such as the café/store or boat ramps.



8. MOVEMENT AND TRANSPORT

8.1 Public Transport

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. There is an additional service provided on Tuesdays and Thursdays which has a modified route. The bus service is very limited and does not provide opportunities for people to use the service to access jobs, shops or community facilities and services. Many of the local schools run their own bus services particularly for primary aged school children to allow them to access schools via public transport.



Bus service in Bundalong along the Murray Valley Highway

8.2 Roads

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 town are managed by Council.

There are some identified road safety issues with two crashes recorded on the Murray Valley Highway near Pasley Street in the past 5 years. These have resulted in injuries but, fortunately, 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. The AusRAP Road Safety Star Rating Austroads is used to measure the quality of the road environment and the risk of fatalities and serious injuries. In Bundalong, the Murray Valley Highway is rated as a 2 and 3 star road (see Figure 27), which indicates there are issues to be addressed. However, there are significant stretches of the Murray Valley Highway that are 1 star rated and have poorer crash histories. Given the crash history, the Pasley Road intersection needs urgent attention to improve safety for road users.

Goughs Lane and the Pasley Street intersections with the Murray Valley Highway are dangerous Y shaped intersections. DTP and council's engineers agree these intersections should be realigned to improve safety for motorists and pedestrians. Funding for this work has not yet been allocated.



Access for residents fronting onto the Murray Valley Highway is an issue. DTP have indicated that any future access points onto the Murray Valley Hwy should be minimised to avoid creating dangerous intersections. This will restrict opportunities for further development and subdivision particularly to the west of the township.

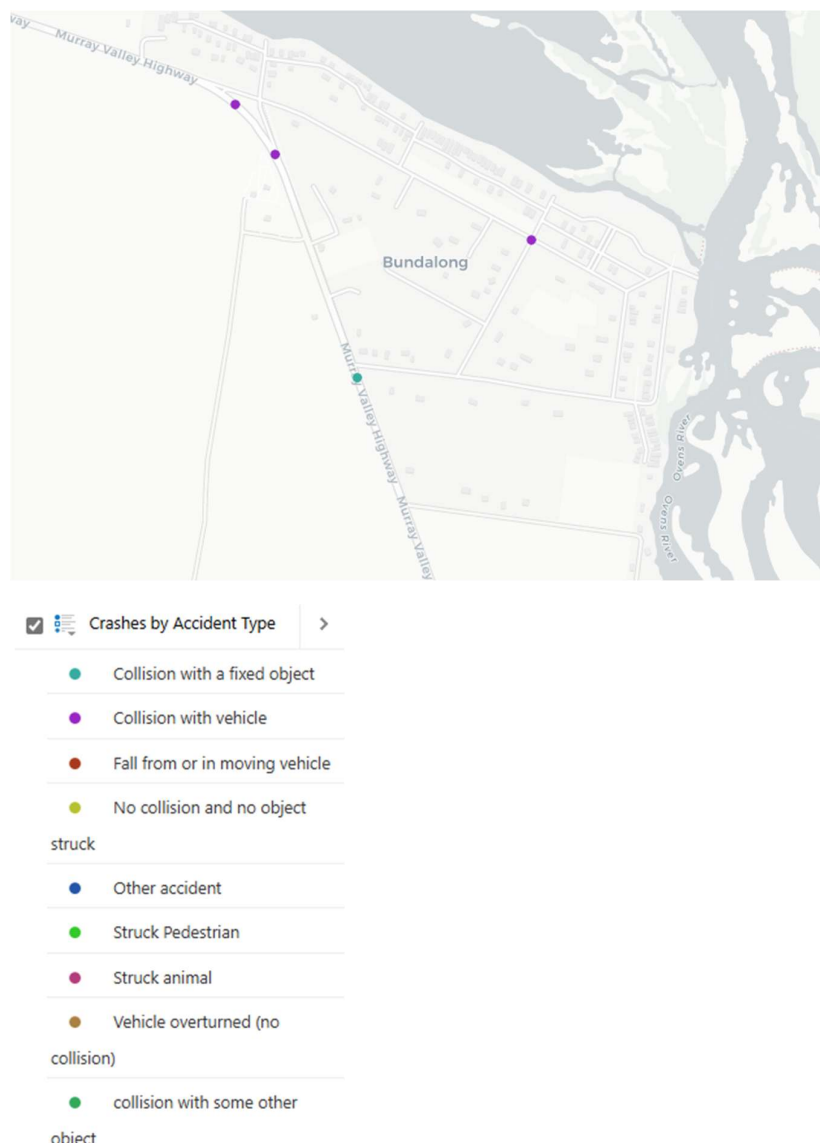


Figure 27: Safety Data for the Murray Valley Highway

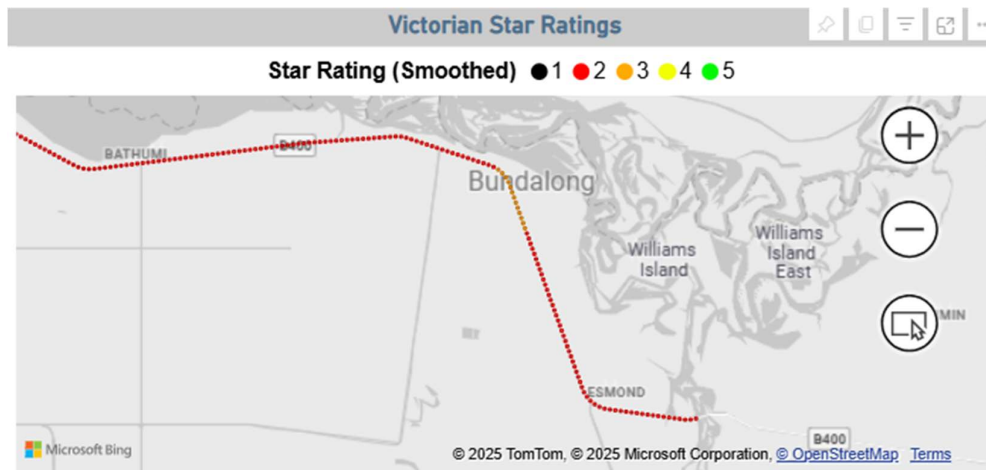


Figure 28: Victorian Star Rating for the Murray Valley Highway

Street Layout

Bundalong's street layout has been compromised by out of sequence development. Roads that were deemed as future roads have been absorbed within private ownership impacting permeability of Bundalong for pedestrians and cyclists. There are several 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 a DPO would aim to improve linkages through this area.

The town now has a series of cul-de-sac street layouts emerging as large lots are further subdivided - see **Figure 29**. This road layout is not ideal for street connectivity or pedestrian and cyclist movement through the town. An interconnected grid-style layout provides fewer barriers to direct movement such as experienced with dead ends and major intersecting roads. A grid-based layout provides a more connected street network with more routes offering greater choice for pedestrians and cyclists, allowing them to walk and cycle around Bundalong more easily and safely.

Street layouts in residential areas need to strike a balance between providing direct routes for pedestrians and cyclists and managing the movement of vehicles to provide a safe environment for children and young people to play. This is especially so in a small town with a high visitor population to maintain its attractiveness and safety.

Access to properties from the Murray Valley Highway is tightly managed with the Department of Transport seeking to minimise the number of access points entering onto the highway to minimise potential conflicts. Any increase in housing in the north west of the town in the LDRZ adjacent to the lake and near the petrol station in the west of the town would need to be supported by a service road alongside the Murray Valley Highway to enable safe access and egress for these properties. This would also ensure that new housing fronts and addresses the highway and the retention of existing roadsides trees or planting of new trees to provide an attractive presentation to the highway. . A service road would also provide space for people to safely walk and cycle in this part of the town.



Figure 29: Cul-de-sac – Street Layout

8.3 Walking and Cycling

Public transport is very limited within the Shire which reduces the capacity for people to access services and activities. There are a number of opportunities to improve pedestrian linkages within Bundalong to allow people to walk around the town more easily. This would include the provision of footpaths on all streets as well as providing some cut throughs to provide enhanced pedestrian access to key locations. Movement networks, including footpaths, within the town need to be safe, accessible and reliable.

Walking is a popular recreational activity in Bundalong. There is a single, formed, shared walking and cycling path from the Yarrawonga Foreshore to Chinaman's Island. People also walk along the grassy foreshore of Woodlands and Bundalong where there are no made paths. Cyclists tend to ride along the nearby roads within the township. The establishment of new links to improve accessibility particularly for pedestrians and cyclists, to key destinations such as the cafe/store and riverfront while reducing reliance on vehicles for local trips is important for the town. Council would like to see a more permeable pedestrian network throughout the town delivered through development particularly subdivisions. A compacted gravel path runs beside sections of the Murray Valley Highway between Yarrawonga and Bundalong. However, few people use this path due to the impacts of traffic noise, fumes and vehicle speeds making it feel unsafe. The lack of clearly defined trail routes and formed paths impacts the amount of people who feel safe enough to walk and cycle in and around Bundalong. Safe cycling infrastructure would allow linkages back to Yarrawonga via Woodlands and Bathumi as well as providing commuting opportunities to Yarrawonga.

Linking to the Murray River Adventure Trail would also be a great opportunity providing a link with the proposed Bundalong Cycling and Walking Track. Completing the 6km section of the track from the Ski Land motel to Bundalong will eliminate risks to cyclists and pedestrians from the Murray Valley Highway traffic. Safety is the number one issue for cyclists and pedestrians in Bundalong.



Pedestrian Access to the Foreshore area in Bundalong

Proposed Bundalong Cycling and Walking Track

The proposed Bundalong Cycling and Walking Track would provide safe access for pedestrians and cyclists from Yarrawonga to Bundalong and to the communities of Woodlands and Bathumi. It would also provide a boost for local tourism as a day trip for tourists cycling between Yarrawonga and Bundalong, enjoying the river and facilities in towns along the river.

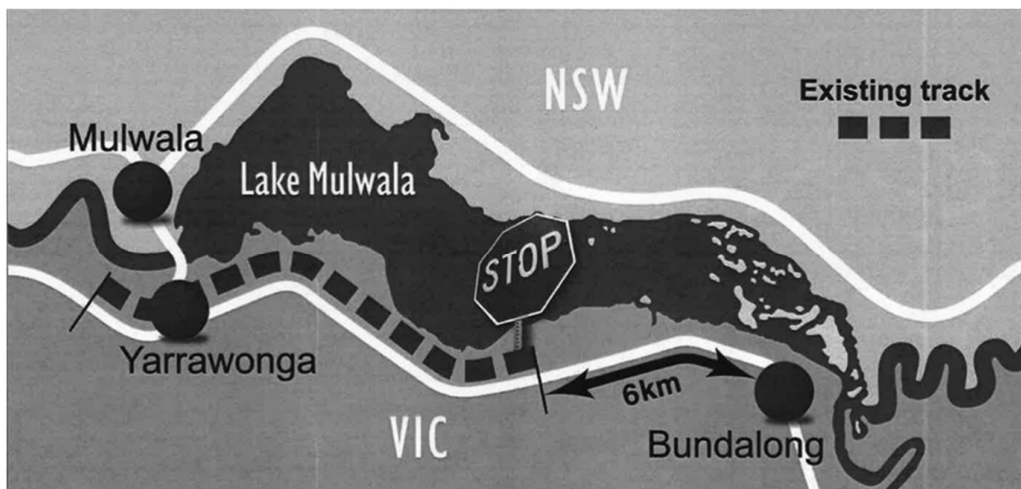


Figure 30: Proposed Bundalong Cycling and Walking Track.

This track could then also link up with the sealed track from the Victorian snowfields to the Playground of the Murray (Lake Mulwala) through to the Barmah Forest linking North East Victoria with a world standard cycling and walking trail. There are many benefits of joining up with the Mountains to Murray Rail Trail. It would bolster the local tourism economy as there would be bike riders arriving from the rail trail who would need access to accommodation, food and entertainment. There is a great opportunity to expand the cycling network and increase walking trails across North East Victoria. This would also help to promote and improve the health and wellbeing of the local community.

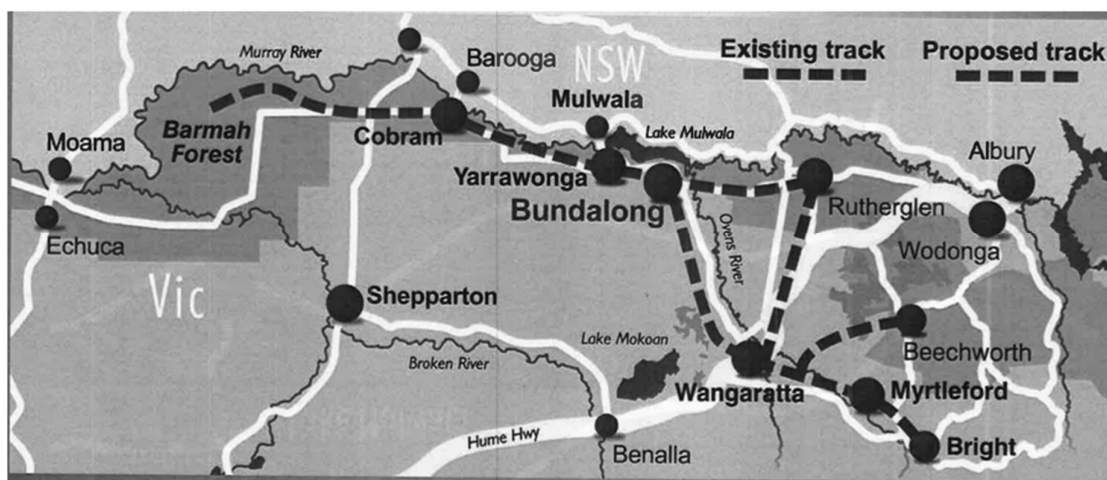


Figure 31: Proposed linking of existing bicycle trails



Implications for the Structure plan.

- Complex intersections should be improved particularly those with high crash statistics by improving and upgrading roads to ensure safety for local road users as they move into and out of the Murray Valley Hwy into the local road network working with DTP.
- Commuting opportunities would be improved by enhance cycling connections to Yarrawonga by providing a Bundalong – Yarrawonga cycling connection.
- The boat ramp on Pasley Street is congested and management could be improved.
- Completing the 6km section of track from the Ski Land motel (Yarrawonga) to Bundalong would increase opportunities for walking and cycling.
- Pedestrian connectivity could be enhanced through additional pedestrian links especially in areas where cul-de-sacs have been installed in the street layout.
- The creation of pedestrian linkages through the LDRZ land accessing the Dan Cronin Reserve should be explored.
- Pedestrian connectivity could be enhanced by providing footpaths on all streets in Bundalong.
- More walking and cycling would be encouraged by reducing traffic speeds throughout the town.
- Pedestrian access across the Murray Valley Highway between the Caravan Park and Tavern to the General Store needs to be improved.
- The use of cul-de-sacs in all new subdivisions should be discouraged through the use of appropriate planning tools.
- Explore the addition of a service road along the Murray Valley Highway to create a safer road network.
- Explore the creation of new pedestrian and cycling links to key destinations such as the proposed commercial area and the riverfront.



9. COMMUNITY FACILITIES AND INFRASTRUCTURE

9.1 Community Facilities

The residents of Bundalong rely upon 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 reliable public transport to these towns means that residents need to have access to a private vehicle .

9.2 Recreation Facilities

Bundalong has some recreation facilities including the Dan Cronin Recreation Reserve and Public Hall, a small parkland on Pyke Street providing the only public active recreation facilities for the township. The reserve 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 Structure Plan should consider the future recreation requirements of the community as the population increases over time. The pedestrian network will need to be improved to allow more people to access the Dan Cronin Recreation Reserve and Public Hall via walking and cycling and connect back to the rest of the township. This should also be reflected in the Structure Plan.

A new DPO in the LDRZ land could include a provision for some public open space in the main commercial area of the town near the cafe/store that could include toilet facilities and a playground. Open space contributions could be used to facilitate linkages to a public open space network to future proof the town. This would also provide an increase in recreation space and amenity for the community and visitors as the town continues to expand and densify over time.



Tennis Court and Netball/ Basketball Court



Playground



BBQ facilities



Public Hall

Implications for the Structure Plan

- Priorities for any advocacy and investment in community facilities and services should be identified.
- Explore if there is enough recreation space in Bundalong if the town continues to expand and intensify.
- Opportunities should be identified to improve pedestrian access to the recreation reserve.



10. PHYSICAL INFRASTRUCTURE

10.1 Water

The town is serviced by reticulated water provided by North East Water. Water is piped in via Yarrowonga. The water supply for Bundalong is good, with clearwater storage capacity so therefore the system has capacity. **Figure 32** provides an overview of the existing water system in Bundalong.

There are also a number of water bores in use in Bundalong (see **Figure 33**) which may be contributing to local salinity issues.

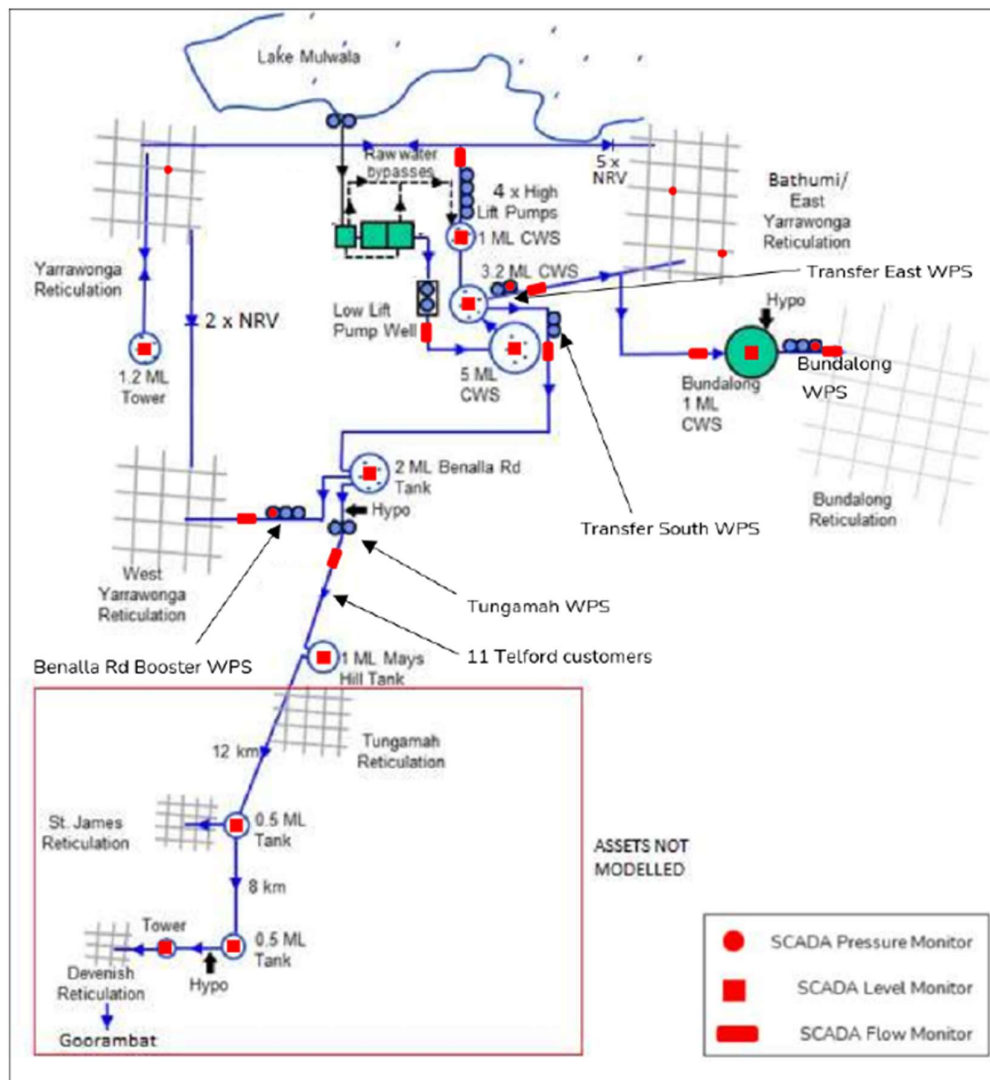


Figure 32: Yarrowonga Water System Overview

Source - NE Water

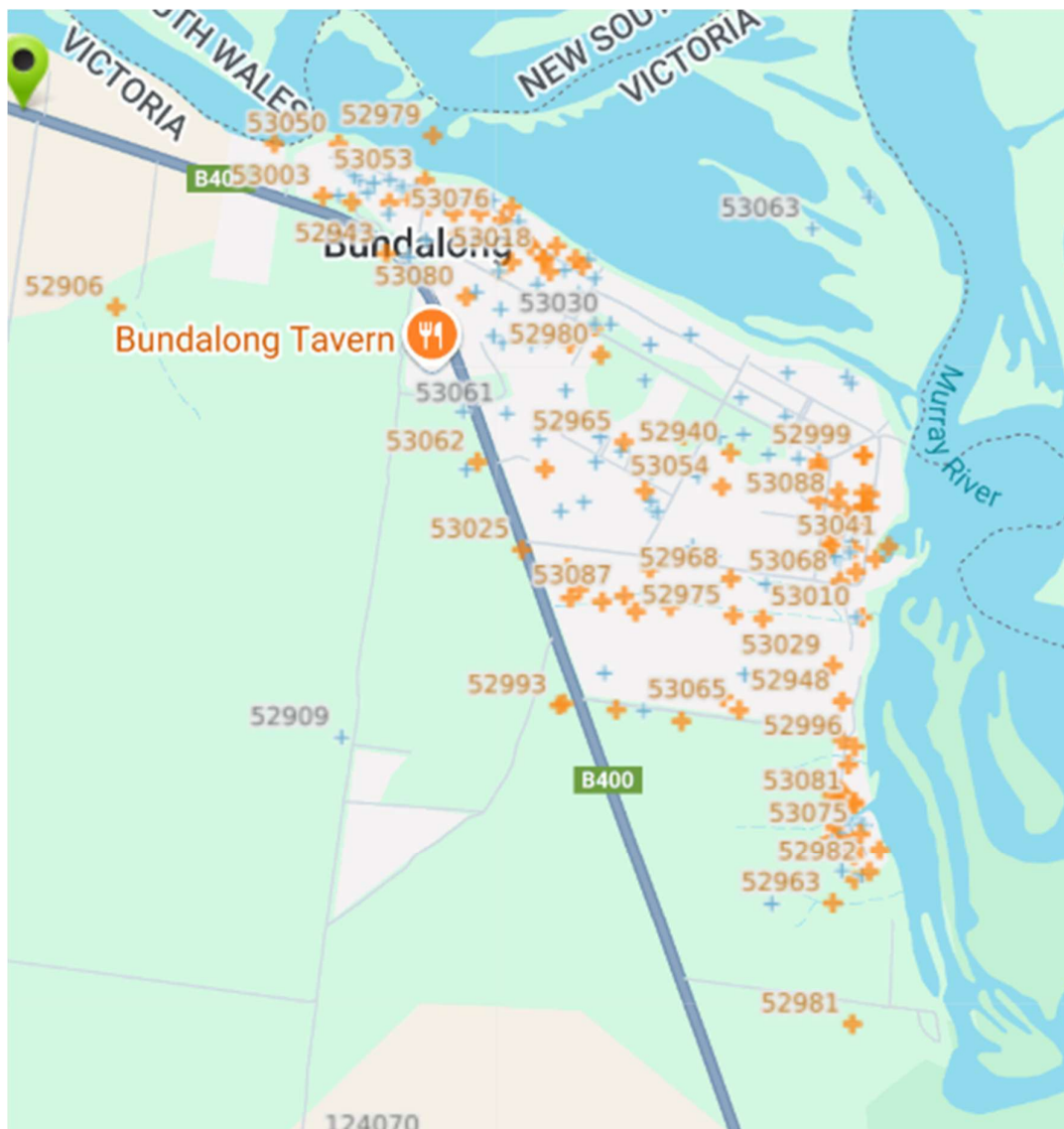


Figure 33: Location of Bores in Bundalong

Source – Visualising Victorias Groundwater www.vvg.org.au

10.2 Wastewater disposal

There is a sewage treatment plant currently servicing Bundalong. The current sewage system is a low density gravity system. The waste water is treated via an evaporation treatment system located to the south of Bundalong. The waste water treatment plant's lagoon based system is set up to treat domestic waste water. The current sewage treatment facility is unable to cope with rapid increases of people for events. Expansion of the lagoons may be required if there is an increase in development or greater facilities for events made available in Bundalong. There is capacity to expand 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 going to be important for Bundalong and may require a precinct development plan to ensure that the sewage system infrastructure can meet the demands of increased development. Waste water from new developments is an issue. All new



developments are required to be sewered to ensure no runoff into the Murray River system. No trunk infrastructure is required as the current pump station is adequate.

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 in the community of practice to provide opportunities for knowledge sharing and improved outcomes.

All stormwater must go to Councils legal point of discharge to ensure that pollution is kept out of the river system. A "legal point of discharge" (LPOD) is the designated location where a property's stormwater drainage system must connect to a council-managed stormwater system. This is typically a stormwater drain, kerb and channel, or other Council-approved drainage infrastructure. Property owners are responsible for maintaining their drainage system from the property line up to the LPOD. There is evidence that some stormwater drainage systems on properties in Bundalong are not managing this adequately.

Council is aware of the stormwater management concerns in Bundalong and increased runoff that further development will generate. A project is currently being developed to construct a main drain along Pyke Street to address localised ponding concerns around Pyke Street and Wood Street.

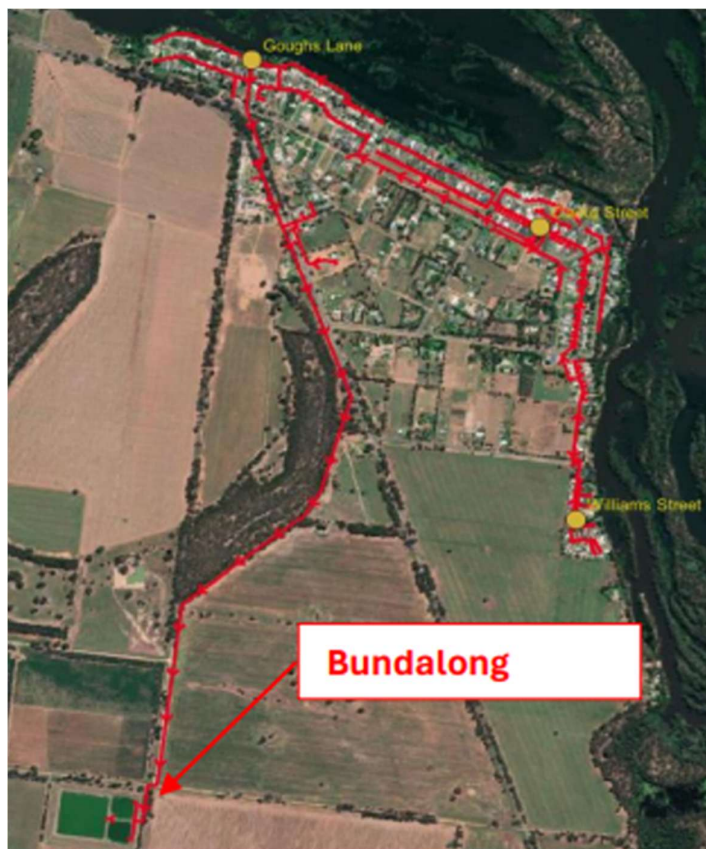


Figure 34: Bundalong Wastewater System Overview

The following Growth Servicing Plan has been provided by North East Water and outlines sites that are available to connect to the network in **Figure 35**.



Figure 35 Growth Servicing Plan for Bundalong

10.3 Gas

In Bundalong, Australian Gas Networks is the primary gas distributor, responsible for delivering natural gas to residential and commercial customers. Additionally, LPG providers like ELGAS and Supagas also operate in the area, offering alternative fuel options for heating, cooking. The State Government's recent announcement that no new developments will be connected to gas means new development will need to rely on electricity for power.

10.4 Third Pipe

There is a 3rd pipe water system currently available in Bundalong providing water from the Murray River system. 3rd pipe water is suitable for irrigation (watering parks and gardens), toilet flushing and laundry. This water is cheaper to use for customers than potable water at 70% of the cost. There has, however, been little uptake by the community of this opportunity thought to be due to raw water containing sediment and clogging up the watering systems. The raw water from the river system is also high in tannins which makes it less attractive option for using to flush toilets. Sediments of this nature can only be removed via a water treatment plant.



Onsite wastewater management systems:

- Are generally provided where wastewater can be safely and sustainably managed and retained onsite and where reticulated systems are not available
- Collect, treat and reuse; or dispose of wastewater on-site
- Must meet the requirements of the council
- Must be consistent with any relevant approved council on-site wastewater management plan (previously called a domestic wastewater management plan).

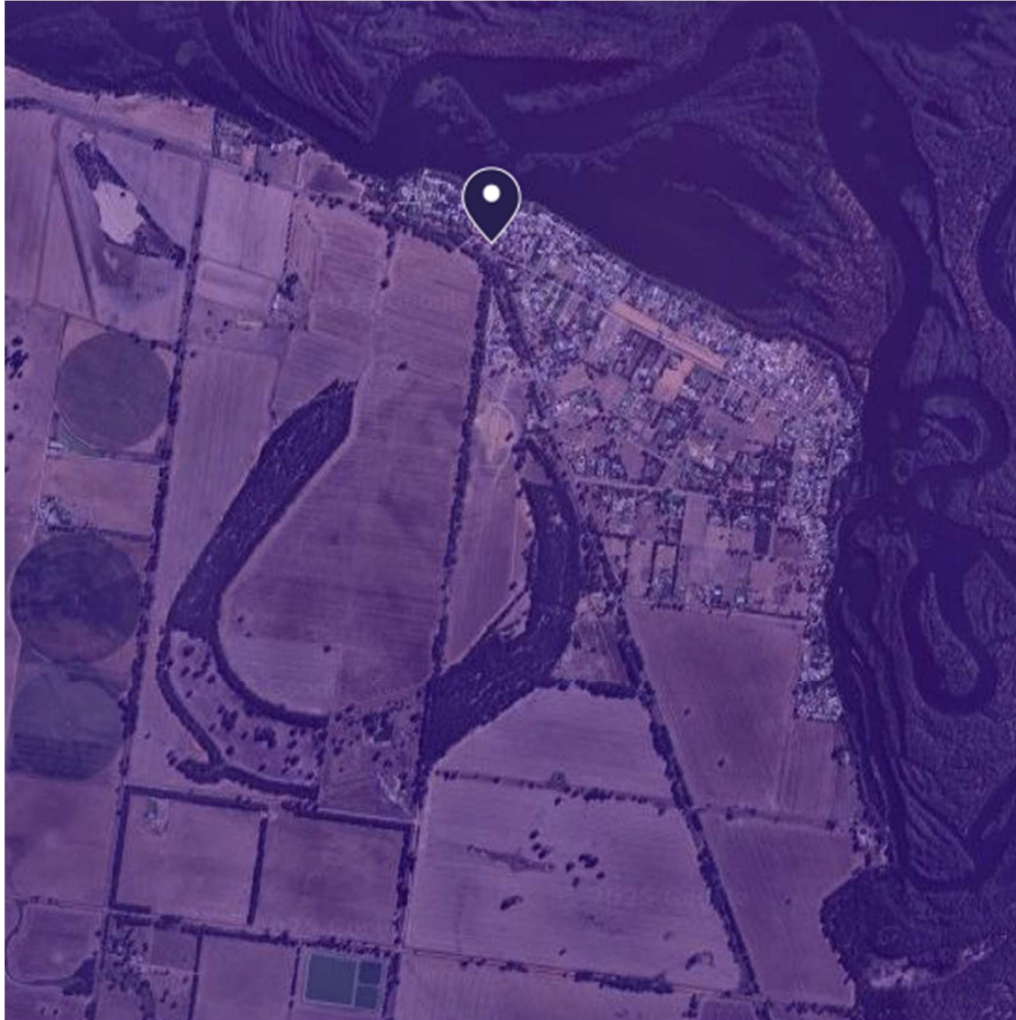
Source: PPN39: Using the integrated water management provisions of clause 56 – residential subdivision (planning.vic.gov.au)

10.5 National Broadband Network

Bundalong is serviced by the National Broadband Network (NBN). **Figure 36** shows that most premises in the purple "Service available area" can connect to services over the NBN network but may require additional work to first be completed. On rare occasions, some premises cannot be connected. Reliable internet access is essential for people who may wish to work from home in Bundalong.



Figure 36: NBN Service



10.6 Electricity

Bundalong is serviced by Powercor for its electricity supply. Bundalong is at the end of the electricity supply network that runs from Cobram via Yarrawonga and then onto Bundalong – **see Figures 37 and 38**. Increased industrial connections to the power network in Yarrawonga have added to the total utilisation of the network. There are two lines between Cobram and Yarrawonga and one line between Yarrawonga and Bundalong. There are also underground cables present in Bundalong. This leaves the electricity supply to Bundalong particularly vulnerable and can cause intermittent supply issues.

There are significant capacity issues for increased electricity supply to Bundalong that will require further work with Powercor to address and manage over time. Powercor will need to carry out a future capacity analysis to enable adequate available power supply to service any future growth of the town. Powercor have also identified the need to do some analysis work on current capacity to better understand and service the current peak population times for Bundalong over the summer period when the demand for power surges. Council will work with Powercor moving forwards to help ensure a consistent power supply during peak holiday periods for the town.

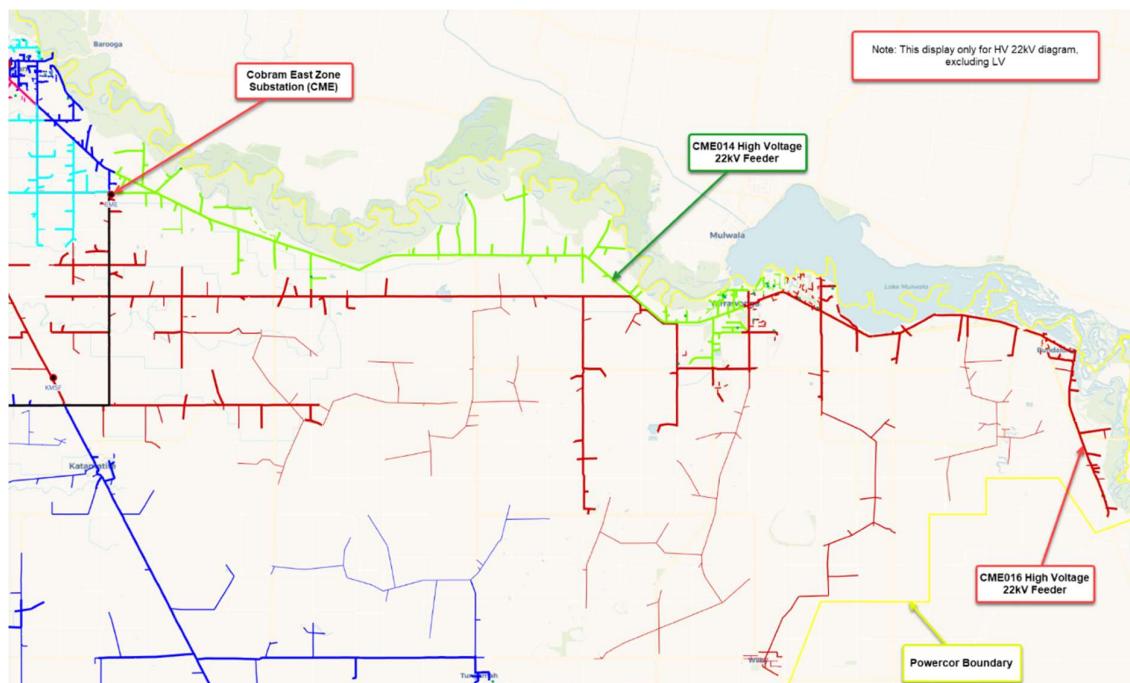


Figure 37: Electricity Supply Grid for Moira Shire Council

Source: Powercor



Figure 38: Electricity Supply for Moira Shire Council

Source: Powercor



Implications for the Structure Plan

- All new development will need to be connected to the reticulated sewer to ensure no runoff into the river system.
- New development needs to be appropriately sequenced with the ability to be efficiently serviced and connected to utilities and other infrastructure, ensuring a clear understanding of who is responsible for the costs of new infrastructure. A sequencing strategy considering tools available to implement it should be considered.
- Any growth or development of the town will need to be considered in conjunction with service providers to ensure they can service any proposed new development areas.
- The provision of water and sewage infrastructure is not an impediment to any future growth or development of the town.
- Managing stormwater is an important issue due to the town's location by the river. All stormwater is required to go to Council's legal point of discharge to keep pollution out of the river system.
- Any unsewered land needs to be setback at least 100m from a waterway or wetland area including the Horseshoe Wetland area.
- New development will need to rely on electricity instead of gas based on the Victorian Government's recent announcement.
- There is a need to work with Powercor to resolve ongoing electricity supply issues for Bundalong.



11. ISSUES AND OPPORTUNITIES

11.1 Issues and Opportunities for the Town

The findings from this background report can be distilled into a number of key issues and opportunities for Bundalong.

Policy Context

- Bundalong is a rapidly growing town 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 15km away from Bundalong and is expected to grow and expand over time.
- 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 to surrounding areas.

Demographics and Population

- The population has rapidly grown by 20 per cent since 2011 impacting infrastructure and service requirements of the community.
- The town is attractive to older residents providing with a median age of 51. This is likely to impact the range of services needed for this cohort moving forwards along with the need for public transport.
- There is growth across younger cohorts particularly children and teenagers. Providing recreation and community services, active transport options and access to public transport will be important to meeting their needs.
- Bundalong's working population predominantly works locally within the Shire. Providing public transport links between the surrounding towns will be important moving forwards to reduce car use and reliance.

Housing

- There is significant lot capacity for Bundalong to grow through the development of vacant land and infill development
- The township thereby has the capacity to accommodate over 1080 dwellings under current planning controls and current development trends.
- According to Charter's analysis the TZ incorporates additional capacity for approximately 258 dwellings. This assumes the development of vacant and underutilised land and the redevelopment and intensification of lots above 1,650 sqms
- According to Charter's analysis 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 Township Zone will boost housing capacity beyond the above scenario. Likewise, small lot subdivision.
- Given the township's median house price, the development of townhouses within the township zone is financially feasible.
- In addition, at the 2021 Census there were near on 250 unoccupied dwellings in the township. These unoccupied dwellings (likely to be holiday homes) also provide significant capacity to support any further growth.



- There are 58 vacant lots of between 500 to 1,000 sqms in the Township zone (average lot size 750 sqms) that could be developed for new housing.
- There are 17 vacant and underutilised lots in the township zone between 1,000 and 4,000 sqms that might be developed for multiple dwellings.
- There are 43 occupied lots between 1,650 sqms and 4,000 sqms in the Township Zone that might be further subdivided for housing.
- There are 3 vacant and 7 occupied sites within the Township Zone in excess of 4,000 sqms that might be redeveloped for multiple dwellings as part of the Low Density Residential Zone.
- There are 100 lots in the LDRZ that are 2,000 sqm. This is the minimum lot size in the LDRZ if sewered.
- In the short to medium term, elevated numbers of dwellings for sale is likely to dampen demand for new dwellings.
- At this stage, no change to the township's boundary is needed to address future population and housing needs.

Local Economy and Land Use

- Residents who own holiday homes in Bundalong tend to visit most in the summer period. Visitation peaks between Friday and Monday. The town has a permanent and a temporary community who may have differing needs .
- Bundalong attracts significant visitation from Melbourne, Wangaratta and surrounding townships along the Murray River who enjoy the river aspect and peaceful surrounds.
- Bundalong will connect to the Murray River Adventure Trail once complete providing an opportunity to expand the local tourism market.
- Expanding the cycling network and increase walking trails that link back into existing trails across North East Victoria would support increased tourism opportunities in Bundalong.
- The existing boat ramps and foreshore area (managed by Goulburn Murray Water) are essential to accessing the river and its opportunities they are.
- The location of sensitive land uses should be avoided in proximity to the quarry site.
- Explore opportunities to create a small neighbourhood centre at the corner of Plentyfish Court and Murray Valley Highway.
- Explore opportunities to increase pedestrian and vehicular links to this node at the corner of Plentyfish Court and Murray Valley Highway.
- Explore the development of new residential and accommodation uses as part of the delivery of a new commercial facility.

Landscape and Environment

- Future development will need to be directed away from flood prone areas. Bundalong is subject to flooding along the Murray River and the Ovens River catchment areas.
- There is an opportunity to capture and store stormwater onsite using WSUD principles to ensure that water run off and pollution doesn't enter the nearby river system.
- Development should be directed away from areas including the Horseshoe Wetland area to avoid any drainage related concerns. Lagoon areas may fill up with water in a flood or significant rain event.
- The provision of set backs are important to protect the nearby river systems from pollution and to manage water run off from any future development.
- New development should be designed to ensure it does not increase pollutants reaching the Murray River and the Ovens River systems.



- Council could develop a program to support the installation of rain water tanks on private property to capture and store available rain water.
- Bushfire risk will increase with climate change and as the population grows and visitor number increases. This should be considered in planning for the future of the town.
- Development should be setback from woodland areas and small and/or narrow patches of roadside and riparian trees which might normally be excludable.
- New development (including residential development) should require setbacks to be to BAL-LOW. For a Forest Fire Danger Index of 100 and flatter land minimum setbacks are 50m from woodland and 40m from grassland.
- Any future growth of the town should be based upon achieving a more conservative Forest Fire Danger Index of 150 rather than the standard 100 FFDI. For flatter land the recommended setbacks are 78m from woodland and 40m from grassland.
- Any future growth of the town seeks to not increase the bushfire risk to the existing and future residents, property and community infrastructure. This could be achieved by using the same setback requirements for excision from the Bushfire Prone Area which requires setbacks of 150m to 300 m from extensive areas of woodland or forest and 60 m from grassland.
- Increasing planting of local species would enhance biodiversity corridors through and around the town (subject to managing bushfire risk).
- Increasing and protecting vegetation cover across the town in both the public and private realm would assist with climate change and create a cooler and greener town.
- Climate change implications should be considered in the planning and development of the town including opportunities for mitigation and adaptation.

Urban Design, Built Form and Heritage

- New residential development should be setback from the river system at least 50 metres to protect the river ecosystem.
- The river system should be future proofed for the existing and future community of Bundalong.
- Pedestrian access and connectivity along the foreshore area and foreshore access for the public requires improvement as well as looking at landscaping options to improve water quality and habitat.
- Opportunities to create a continuous walking/cycling trail along the river from Yarrawonga – Bundalong should be explored.
- Improvements to vehicle and trailer access and parking around the boat ramps at Pasley and Pyke Streets should be explored.
- Increased provision of footpaths throughout the township would enhance the amenity and safety for pedestrians especially for vulnerable users like children and older adults.
- The amenity, climate resilience and future liveability of Bundalong would be enhanced by coordinated planting of more native and indigenous street trees.
- New street connections would provide a more connected and integrated layout with increased opportunities for a broader range of lot sizes and configurations.
- Improved guidance on built form and urban structure would enable the retention and enhancement of the town character particularly the siting of storage sheds without accompanying dwellings.
- The current DPO1 appears to be redundant and should be removed from land in Bundalong.
- Existing roadside vegetation should be retained wherever possible to maintain an attractive entry and exit to the town.
- Reinforce the local identity and character of Bundalong by planning new indigenous trees and vegetation along the roadside to assist in reinforcing



- Ensure that the visual amenity into the town is maintained by managing existing and new roadside signage to minimise visual clutter on the entries to Bundalong.
- Create a new public gathering place in a prominent, comfortable, safe and easily accessible location close to active uses such as the café/store or boat ramps.

Movement and Transport

- Complex intersections should be improved particularly those with high crash statistics by improving and upgrading roads to ensure safety for local road users as they move into and out of the Murray Valley Hwy into the local road network working with DTP.
- Commuting opportunities would be improved by enhanced cycling connections to Yarrawonga by providing a Bundalong – Yarrawonga cycling connection.
- The boat ramp on Pasley Street is congested and management could be improved.
- Completing the 6km section of track from the Ski Land motel (Yarrawonga) to Bundalong would increase opportunities for walking and cycling.
- Pedestrian connectivity could be enhanced through additional pedestrian links especially in areas where cul-de-sacs have been installed in the street layout.
- The creation of pedestrian linkages through the LDRZ land accessing the Dan Cronin Reserve should be explored.
- Pedestrian connectivity could be enhanced by providing footpaths on all streets in Bundalong.
- More walking and cycling would be encouraged by reducing traffic speeds throughout the town.
- Pedestrian access across the Murray Valley Highway between the Caravan Park and Tavern to the General Store needs to be improved.
- The use of cul-de-sacs in all new subdivisions should be discouraged through the use of appropriate planning tools.
- Explore the addition of a service road along the Murray Valley Highway to create a safer road network. Explore the creation of new pedestrian and cycling links to key destinations such as the proposed commercial area and the riverfront.

Community Facilities and Infrastructure

- Priorities for any advocacy and investment in community facilities and services should be identified.
- Explore if there is enough recreation space in Bundalong if the town continues to expand and intensify.
- Opportunities should be identified to improve pedestrian access to the recreation reserve.

Physical Infrastructure

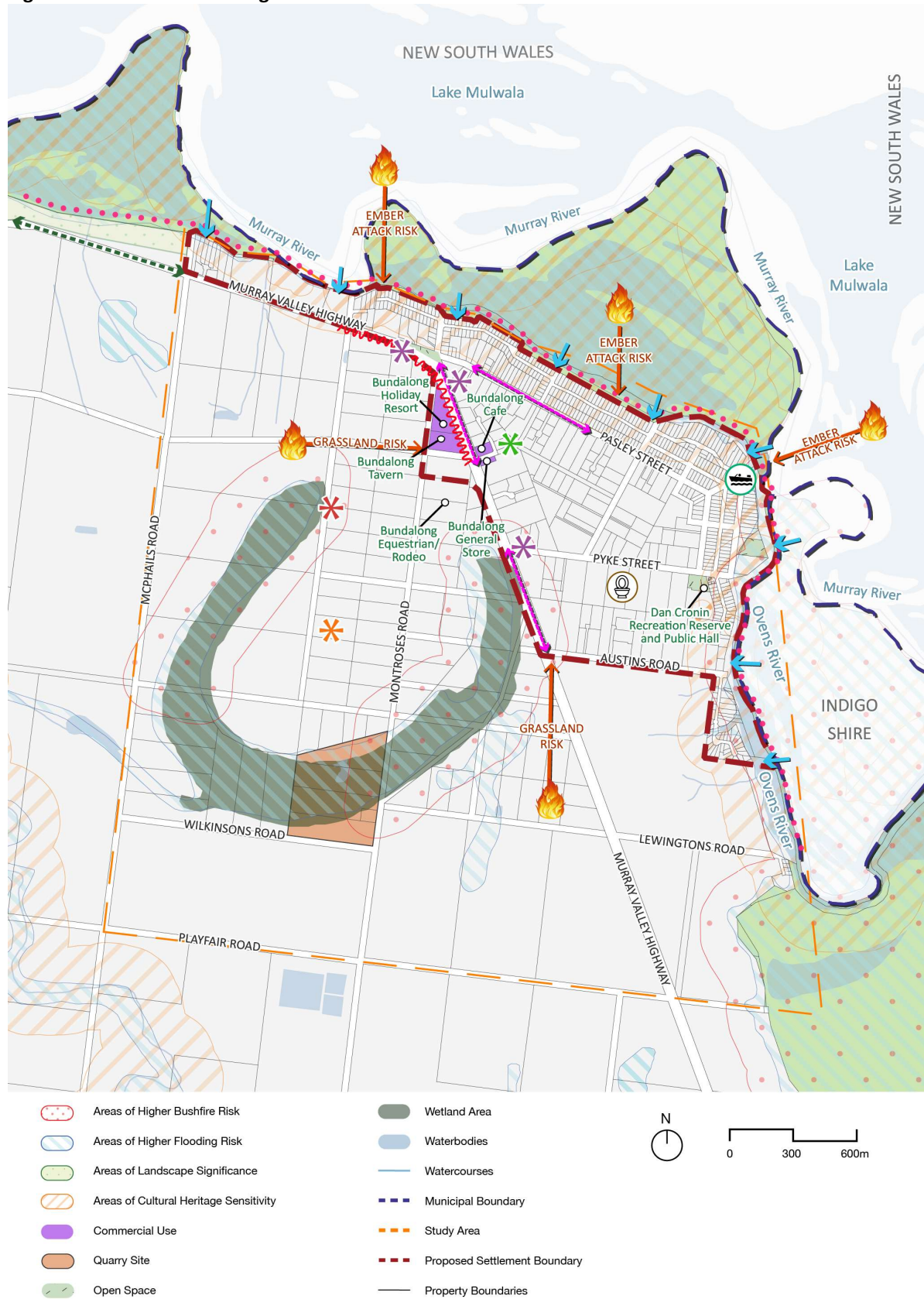
- All new development will need to be connected to the reticulated sewer to ensure no runoff into the river system.
- New development needs to be appropriately sequenced with the ability to be efficiently serviced and connected to utilities and other infrastructure, ensuring a clear understanding of who is responsible for the costs of new infrastructure. A sequencing strategy considering tools available to implement it should be considered.
- Any growth or development of the town will need to be considered in conjunction with service providers to ensure they can service any proposed new development areas.
- The provision of water and sewage infrastructure is not an impediment to any future growth or development of the town.
- Managing stormwater is an important issue due to the town's location by the river. All stormwater is required to go to Council's legal point of discharge to keep pollution out of the river system.



- Any unsewered land needs to be setback at least 100m from a wetland area including the Horseshoe Wetland area.
- New development will need to rely on electricity instead of gas based on the Victorian Government's recent announcement.
- There is a need to work with Powercor to resolve ongoing electricity supply issues for Bundalong.

The issues and opportunities facing the town with spatial implications are summarised in **Figures 39 and 40**. The map legend is located on the page following the map.

Figure 39: Issues – Bundalong

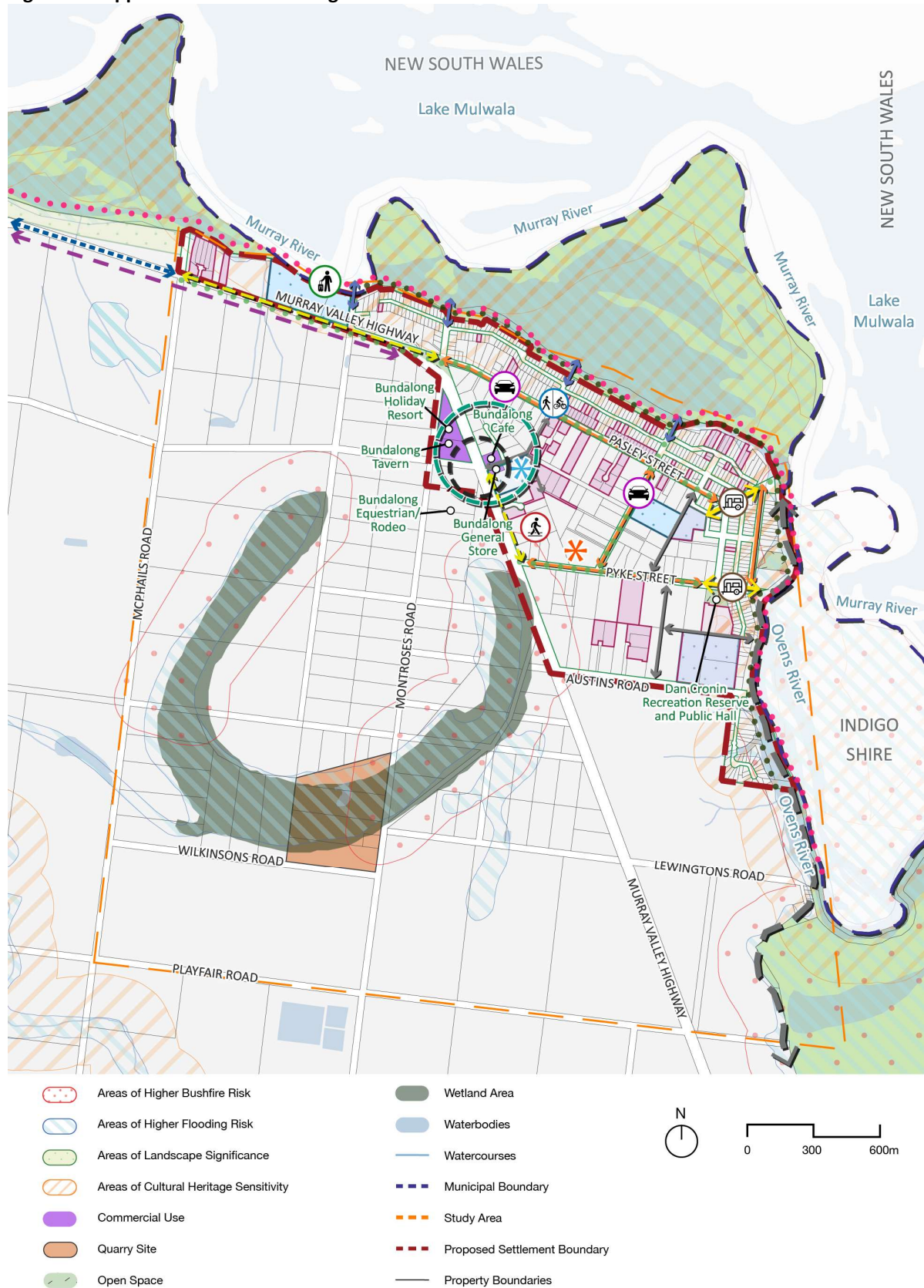




Issues:

-  Boat ramp is congested in peak periods
-  New development must be sewered
-  Bushfire is an increased risk due to climate change, population growth and increased visitor numbers
-  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
-  Barrier to movement
-  Walking and cycling trails to Yarrawonga are incomplete
-  Murray Valley Highway and other roads provide a challenging and unsafe environment for walking and cycling

Figure 40: Opportunities – Bundalong





Opportunities:

-  Significant potential for residential growth through development of vacant and underutilised land
-  Preferred sites to connect water and sewer
-  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
-  Improve pedestrian safety and access
-  Emerging commercial node and new gathering place
-  Potential affordable and diverse housing
-  Apply sustainable water practices, like WSUD, to manage stormwater and protect river health
-  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 improve permeability throughout the town (indicative only)
-  Enhance the provision of footpaths throughout the town
-  Enhance recreational infrastructure in partnership with GMW
-  Increase landscaping on the foreshore to assist with water quality
-  Increase landscaping across the town to assist with amenity and cooling



11.2 Conclusion

Bundalong is a rapidly growing town and a popular tourist destination, largely due to its proximity to Lake Mulwala. The town has experienced a 20 per cent population increase since 2011, placing added pressure on infrastructure and community services.

Bundalong has a substantial non-resident population, with many dwellings used as holiday homes. These properties are most frequently occupied during the summer months, particularly between Friday and Monday, when visitation peaks.

The town is home to both a permanent and a temporary population, each with distinct needs. Notably, there has been significant growth in younger age groups, especially among children and teenagers. To support this demographic shift, investment in recreational and community facilities, active transport infrastructure, and improved access to public transport will be essential.

There is significant residential lot capacity for Bundalong to grow through the development of vacant land and infill development within the current town boundary. The town has the capacity to accommodate over 1,080 dwellings under current planning and current development trends. In the short to medium term, elevated numbers of dwellings for sale is likely to dampen demand for new dwellings.

The economics of housing development as well as its desirability, will continue to see development occurring in Bundalong. The current poor urban structure is a direct result of a lack of coordinated and clear expectations for development in the LDRZ over time. The structure planning process will provide opportunities to provide improved guidance on expected outcomes in these areas to preserve the town character, enhance connections and ensure efficient delivery of infrastructure.

Future development will need to be directed away from flood prone areas. Bundalong is subject to flooding along the Murray River and the Ovens River catchment areas. The provision of set backs are important to protect the nearby river systems from pollution and to manage water run off from any future development.

Bushfire risk will increase with climate change and as the population grows and visitor number increases. This should be considered in planning for the future of the town.

Bundalong will connect to the Murray River Adventure Trail once complete providing an opportunity to expand the local tourism market. There are several tourism based opportunities to connect walking and cycling paths through Bundalong and onto surrounding areas.

There are opportunities to create a small neighbourhood centre at the corner of Plentyfish Court and the Murray Valley Highway along with more diverse housing. There are also opportunities to increase pedestrian and vehicular links to this node to allow people to move more easily throughout the town.

New street connections would provide a more connected and integrated layout with increased opportunities for a broader range of lot sizes and configurations. Complex intersections require improvement particularly those with high crash statistics to ensure safety for local road users as they move into and out of the Murray Valley Hwy into the local road network. Improvements to manage the impacts of tourism periods such as vehicle and trailer access and parking around the boat ramps at Pasley and Pyke Streets should also be explored. The boat ramp on Pasley Street is congested and management could be improved.

Pedestrian access and connectivity along the foreshore area and foreshore access for the public requires improvement as well as looking at landscaping options to improve water quality. There is an opportunity to create a walking trail along the river from Yarrawonga – Bundalong.



Providing a Bundalong – Yarrawonga cycling connection would increase commuting opportunities to Yarrawonga. Completing the 6km section of track from the Ski Land motel (Yarrawonga) to Bundalong would be a great way to increase opportunities for walking and cycling. Pedestrian connectivity throughout Bundalong could be further enhanced through additional pedestrian links and the installation of footpaths on all streets.

Any growth or development of the town will need to be considered in conjunction with service providers to ensure they can service any proposed new development areas. Managing stormwater is an important issue due to the town's location by the river. All stormwater is required to go to Council's legal point of discharge to keep pollution out of the river system. Existing infrastructure gaps will not be resolved by the Structure Planning process alone. These issues will require a coordinated response from across Council in conjunction with service providers and will also require funding and advocacy supported by State and Federal Government.



11.3 Township boundary

A boundary assessment has been undertaken and finds no requirement to expand the current town boundary.

Boundary Criteria:	Assessment/Response:
<i>Consider the following issues in determining the potential location of a township boundary:</i>	
The location of existing commercial areas and land uses	The town currently consists largely of residential land uses with some commercial land uses on the Murray Valley Highway. There is also a recreational reserve and public hall.
The location of existing government and institutional areas and land uses	Bundalong is located in Moira Shire Council local government area. Council services are run out of Cobram and nearby Yarrawonga.
The location of existing areas of public open space	Bundalong has the Dan Cronin Recreation Reserve and Public Hall which services the local community. The foreshore area along the Murray River to the north of the town and along the Ovens River to the eastern edge of the town, 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 along the river system of at least 50 metres from residential development need to be maintained along with public access. The Horseshoe area to the south of the Murray Valley Highway is a listed wetland (75150). Wetland 75150 is an identified and mapped wetland based on the methodology of the Victorian Wetlands Classification Framework (2014). This wetland is a temporary freshwater swamp that is periodically inundated. The dominant vegetation is forest woodland. Development should be directed away from this significant wetland.
Commercial and residential needs	Bundalong currently has a General Store, Café, Tavern and a Holiday Resort. The current Township Zone (TZ) and the Low Density Residential Zone (LDRZ) doesn't preclude further commercial or retail offerings as the population of the town increases over time.
Environmental and flooding constraints	Bundalong has a Rural Flood Overlay applied to land within the Horseshoe wetland area and to some sections along the Ovens River foreshore. The current flood mapping data for Bundalong is significantly out of date and will require updating. Recent flood mapping by Federation Council in NSW shows some of the additional flooding impacts on Bundalong. It is likely that low lying areas of the town close to the Murray River may experience more frequent flooding and development should be directed away from these areas. Land within the Low Density Residential Zone and land within the Farming Zone around Austins Road may also be subjected to more frequent flood events from the surrounding river system. Any future growth of the town 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. There is an area of salinity discharge on land south of Lewintons Road – Number 72 which may render this land unsuitable for development or farming in the future. Bushfire risks have been mapped for the town in the report prepared by Obliqua Pty Ltd. Housing is to be directed away from areas at high risk of bushfire. Development should be setback from woodland areas and small and/or narrow patches of roadside and riparian trees which might normally be excludable. The areas of lower threat are primarily located to the west to south-west of the town. These areas are more remote from extensive areas of woodland and are also relatively free of flood-related constraints. However, these sites do not contribute to a compact settlement shape needed for efficient provision of



Boundary Criteria:	Assessment/Response:
	services including the building of a perimeter road that makes it easier to defend new development in the event of fire. Development to the south would create a more compact shape and enable provision of a perimeter and through road to enhance protection of current southern boundary (Williams St subdivision) however, this area is assessed as higher risk due to the proximity to woodland and will require more stringent protection measures. Growth adjacent to the river corridors immediately to the south and west of Bundalong is not recommended except where there is only limited vegetation and where a compact settlement shape can be achieved (such as around Bathumi).
Heritage constraints	There are a limited number of heritage listed places in Bundalong. Areas of Cultural Heritage Sensitivity run along the foreshore areas of the Murray and the Ovens Rivers.
Availability of strategic redevelopment sites, both existing and potential	Strategic redevelopment sites consist of further subdivision of the TZ and LDRZ areas of town.
The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township	Bundalong includes substantial housing capacity within existing vacant and underutilised sites and within its extensive number of unoccupied dwellings. There is significant lot capacity for Bundalong to grow through the development of vacant land and infill development.
Consideration of physical barriers and opportunities for their improvement	The Murray Valley Highway is a significant physical barrier. 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 would include discouraging further development on the west side of the highway. This will impact future development and subdivision for Bundalong. There are some identified road safety issues in Bundalong with a couple of crashes recorded on the Murray Valley Highway near Pasley Street in the past 5 years. Goughs Lane and the Pasley Street intersections out onto the Murray Valley Highway are dangerous Y shaped intersections. Both DTP and council's engineers agree these intersections should be realigned to create safe intersections for motorists and pedestrians. No funding has been allocated to date. Given the crash history, the Pasley Road intersection is an issue that requires urgent attention. Bundalong has a series of cul de sac street layouts throughout the town. This road layout is not ideal for street connectivity or pedestrian and cyclist movement through the town.
Proximity to public transport, especially fixed rail (train or tram)	Proximity to public transport is poor in Bundalong. The town has little access to public transport with only one bus that is 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 week days. There is an additional service provided on Tuesdays and Thursdays which has a modified route. The bus service is very limited and does not provide opportunities for people to use the service to access jobs, shops or community facilities and services. Bundalong residents are highly dependent on private vehicles to access their everyday needs.
The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges	Public transport is very limited within Bundalong which reduces the capacity of people to travel to access services and activities. The boat ramp on Pasley Street is congested and management could be improved. Improvements to vehicle and trailer access and parking around the boat ramps at Pasley and Pyke Streets should be explored. Commuting opportunities would be improved by enhance cycling connections to Yarrawonga by providing a Bundalong – Yarrawonga cycling connection.



Boundary Criteria:	Assessment/Response:
	Completing the 6km section of track from the Ski Land Motel (Yarrawonga) to Bundalong would increase opportunities for walking and cycling. The pedestrian network could be further strengthened to encourage more people to walk. There are opportunities to provide better pedestrian linkages in and around Bundalong to allow people to walk the LDRZ land accessing the Dan Cronin Reserve.
Consider the following issues in determining the potential location of a township boundary:	
Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre	The opportunity to create a walking trail along the river from Yarrawonga – Bundalong should be explored. Pedestrian connectivity could be enhanced through additional pedestrian links especially in areas where cul de sacs have been installed in the street layout. Pedestrian connectivity could also be enhanced by providing footpaths on all streets in Bundalong. More walking and cycling would be encouraged by introducing a 40km/h speed limit throughout the town. Investment in walking paths in Bundalong would improve safety. Improved pedestrian access across the Murray Valley Highway between the Caravan Park and Tavern to the General Store would also increase the walkability of the town.
Consistency with State policy	The proposed boundaries are consistent with the state policy framework, such as Clauses 11.01-1S and 11.02-1S, as the proposed boundaries provide opportunities for growth in the existing town boundary, logical expansion of the town through consolidation and also supports limiting natural hazards.
Consistency with local policy and a Municipal Planning Strategy (MPS) where relevant	The Bundalong township is consistent with the Council's MPS and local planning policy framework, particularly Clause 13.03-1L Floodplain management in Moira Shire ensures that buildings near the Murray River are sited away from the river and on land that is free from flooding and that development in areas prone to flooding minimise flooding impacts on land outside the identified area of potential flooding. Clause 13.04-3S Salinity to minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance and reduce salt load in rivers. Identify areas subject to salinity in the preparation of planning schemes and land use planning decisions. Promote vegetation retention and replanting in aquifer recharge areas contributing to groundwater salinity problems. Prevent inappropriate development in areas affected by groundwater salinity.
Impacts of the boundary on other township boundaries.	There is sufficient separation between Bundalong other towns in the region, such as Yarrawonga and Bathumi. Retaining the town within the current boundary will help to ensure that adequate space is retained between townships.
In setting a boundary for a township include:	
Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon	Bundalong has sufficient land available to meet the commercial needs of the town. The structure plan could assist with clarifying the most appropriate locations for these activities to occur and ensure the most appropriate zoning to facilitate any development. A commercial node is proposed to accommodate existing commercial facilities along the Murray Valley Highway to provide for the town's future needs, noting the town's strong economic relationship in terms of convenience retailing to Yarrawonga.
Residential areas that are integrated into the township or surrounded by other uses that have a strong functional inter-relationship with the township even where limited development opportunities exist	Future housing is proposed to be constructed on land that remains so far undeveloped including vacant land in the TZ and through further subdivision of land in the LDRZ subject to environmental risks. The redevelopment of land into smaller lots in the LDRZ will also allow for future expansion of the town. There is



Boundary Criteria:	Assessment/Response:
	sufficient land available within the township boundary to meet the likely scenarios for growth.
Key public land uses that have or are intended to have a strong functional inter-relationship with the township even where there are no or limited redevelopment opportunities	Not applicable.
Public open space areas that have or are intended to have a strong functional inter-relationship with the township.	Not applicable.
<i>In setting a boundary for a township, generally exclude:</i>	
Residential land encumbered by significant constraints located at the edge of the township.	Growth constraints, such as the BMO, the LSIO and the RFO apply to boundary areas of Bundalong. This places constraints on any further expansion of the town outside of the current township boundary.



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