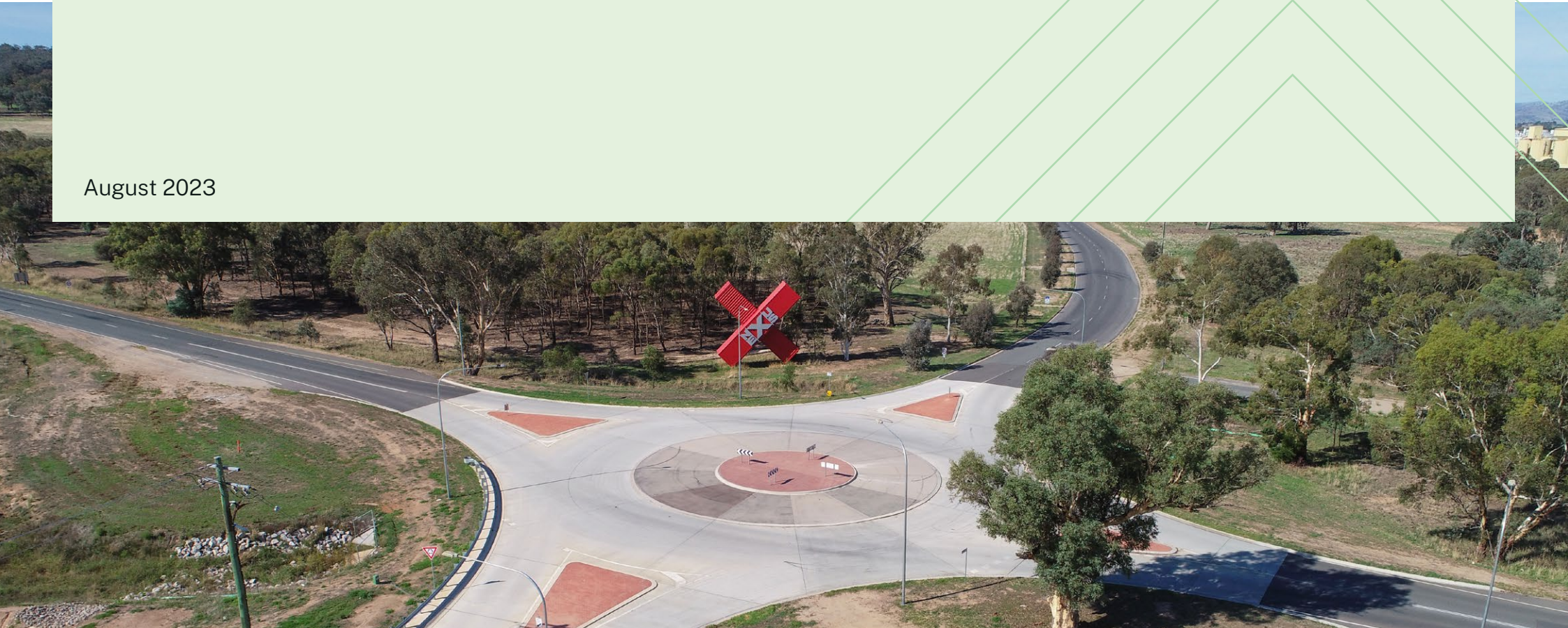


# Albury Regional Job Precinct

Master Plan

August 2023



## Acknowledgement of Country

We acknowledge Country and pay respects to the Wiradjuri people as the Traditional Owners and Custodians of the land and waters on which the Albury Regional Job Precinct is situated and connected to via a broader landscape.

We recognise their continued connection to Country and that this connection can be seen through stories of place and cultural practices such as art, songs, dances, storytelling and caring for the natural and cultural landscape of the area.

We also recognise the continuing living culture of Aboriginal people, and the significance of Albury in that living culture. We recognise the contemporary stories of displacement and the cultural significance of Wiradjuri in the continued journey of self-determination in Australia.

We acknowledge all the people who have and will contribute their stories of Albury and their connection to this place. We recognise the importance of telling the First story, first. All other stories of place come from and are woven into the First Story. We recognise the importance of truth telling, a reckoning and the telling of the whole story.

We acknowledge that the land on which the Albury Regional Job Precinct stands was, is and always will be Aboriginal land.



Cover image: Scenic aerial overlooking the Murray River passing through the city of Albury. Courtesy of Destination NSW

Right: Wagirra Trail and Yindyamarra Sculpture Walk, Albury. Courtesy of Albury City Council and Destination Riverina Murray

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Published by the Department of Planning and Environment  
 Title: Albury Regional Job Precinct  
 Subtitle: Master Plan  
 First published: November 2022  
 Final publication: August 2023

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# Executive summary



Albury cityscape

The Albury Regional Job Precinct (Albury precinct) will redefine the nature of employment within the Albury-Wodonga region. The Albury precinct will differentiate itself as a resilient industrial hub for the future, focusing on highly sustainable production, circular economies and value-add industry within a productive and safe ecosystem.

The Albury precinct will be defined by its unique landscape and terrain, utilisation of surrounding amenity and services, and strong transport infrastructure linking to materials and markets in the region, interstate and overseas. The Albury precinct will not only be a highly desirable destination for businesses but also offers a place to connect with nature.

This Master Plan and the proposed planning framework has been informed by two key stages following the announcement of the Albury precinct in January 2021.

**1** Detailed stakeholder engagement and workshops across State and Federal government agencies and Albury City Council to identify the barriers to development and opportunities for growth.

**2** Completion of a detailed Urban Design Report that was informed by various technical studies. The Urban Design Report includes a preferred Structure Plan that was determined based on a detailed options analysis considering the opportunities and constraints for the Albury precinct. This report includes recommendations to tailor the planning framework for the Albury precinct.

## The Master Plan

The Master Plan has been developed to promote the generation of jobs for the Albury precinct. The Master Plan is focused on driving long-term economic prosperity, focused on creating a hub of advanced manufacturing, circular economy and recycling, agribusiness, freight and logistics services. The Master Plan and the proposed planning framework have been designed to ensure a sustainable precinct that is environmentally resilient and provides certainty for existing and future industries.

The Master Plan leverages the opportunities associated with the expanded NEXUS Industrial Precinct as well as the established infrastructure and existing industries in the region. Specifically, the Master Plan takes advantage of the following opportunities:

- established transport and infrastructure connections
- investment commitments for the NEXUS Industrial Precinct
- unconstrained land use history of the precinct
- the region's unique position and strong primary production sector
- access to materials to fuel circular economy industries.

The Master Plan will inform the future development of the precinct, with a clear strategic direction for the Albury precinct to be an industrial employment powerhouse that provides distinct opportunities compared to the surrounding region. The precinct will be defined by its unique landscape and terrain, utilisation of surrounding amenity and services, and strong transport infrastructure linking to materials and markets in the region, interstate and overseas.

## The proposed planning framework

The proposed planning framework ensures the right mechanisms are in place to facilitate orderly business growth and investment development for the region through a streamlined planning approval process. The planning framework is geared towards encouraging specific engine industries (freight and logistics, agribusiness and manufacturing including circular processing industries) that will benefit from Albury's strategic location relative to major Australian markets, international gateways and national rail and road transport corridors.

By directing land uses in particular locations, development within the precinct can occur having confidence that there is minimal risk of having off-site amenity impacts on existing and proposed neighbouring residential areas. High impact industries require separation from sensitive uses and are directed to the central areas of the Albury precinct due to the potential nature of processes involved, or the materials used, stored or produced. Productivity support and low and general impact land uses should not interfere with the amenity of the neighbourhood and are directed to areas as a transition to sensitive areas.

**Figure 1** Albury Regional Job Precinct proposed land use amendments





# 1

## Introduction

Aerial view of Hume Weir on Lake Hume,  
at the start of the Murray River, Albury



**This section** introduces the Albury Regional Job Precinct (Albury precinct) and outlines the purpose of this report. The Albury precinct plays an important role in achieving the NSW Government’s 20-year economic vision for Regional NSW.

## 1.1 Regional Job Precinct Program

Regional Job Precincts are focused on providing local councils with planning support to drive investment and growth opportunities and deliver on the NSW Government’s 20 Year Economic Vision for Regional NSW.

The NSW Government is leading the master planning that will refine the planning framework to provide local councils, regional communities, industry and businesses with greater confidence around future investment and development.

The Regional Job Precinct initiative is an extension of the Special Activation Precinct program and will be delivered through the \$4.2 billion Snowy Hydro Legacy Fund.

**Figure 2** Regional Job Precincts process



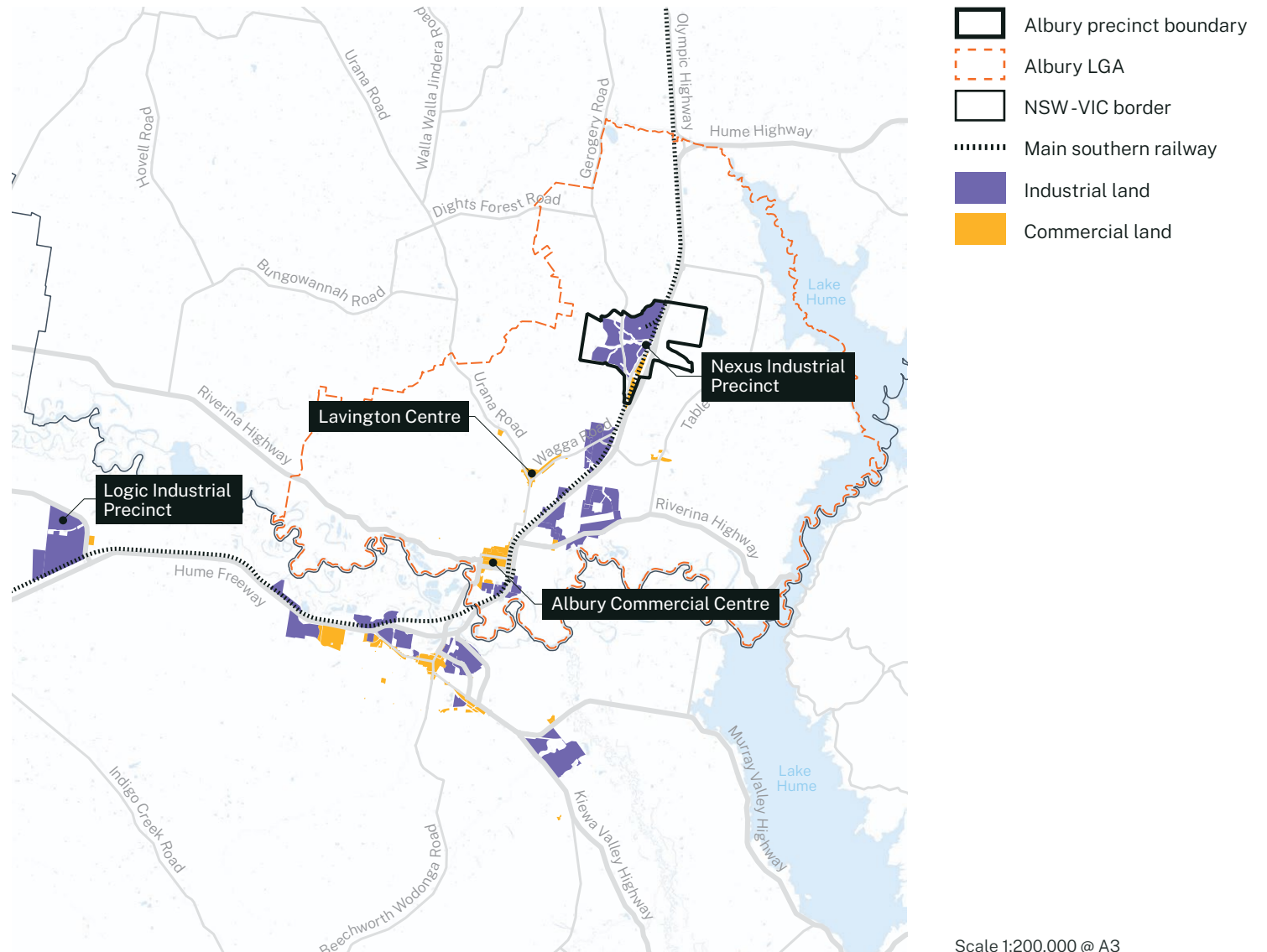


## 1.2 The Albury Regional Job Precinct

The NSW Government announced the Albury Regional Job Precinct (Albury precinct) in January 2021. The Precinct covers an area of 1,200 hectares located 10 kilometres north of the Albury central business district and is strategically located along the Inland Rail corridor and Hume Highway, with connections to other regional centres in NSW and Victoria.

The Albury precinct leverages off significant existing investment in the NEXUS Industrial Precinct and has identified potential areas for expansion to attract new and existing businesses to deliver more jobs for the region. This includes key landholdings such as the former Norske Skog newsprint mill, Ettamogah Rail Hub and Circular Plastics. The sale of the newsprint mill to Visy in 2019 presents an opportunity to reimagine the precinct and explore options for new uses on the site. At the time of preparing the Master Plan, the future plans for the newsprint mill site were unknown. The Albury precinct will leverage the region's existing strengths in the manufacturing, agribusiness and freight industries while creating a flexible and resilient ecosystem to generate economic growth and opportunities for the region.

Figure 3 Albury Regional Job Precinct context



### 1.3 Master Planning – 2010 to 2022

The NEXUS Industrial Precinct is an existing 450-hectare industrial precinct that was the subject of a Master Plan adopted by Albury City Council in 2010. The 2010 Master Plan established guiding principles, land use composition and industrial development design principles, while highlighting areas for future expansion. The work undertaken by Council generated significant government investment in infrastructure to provide fully serviced sites and improve transport access to the precinct.

The Regional Job Precinct initiative provides an opportunity to update the 2010 Master Plan to reflect the evolution of modern approaches to industrial development and changing market conditions that have occurred over the past decade. The precinct considers an expanded boundary of the NEXUS Industrial Precinct, supporting capacity for new business entrants and a focus on circular economy and sustainable development outcomes.

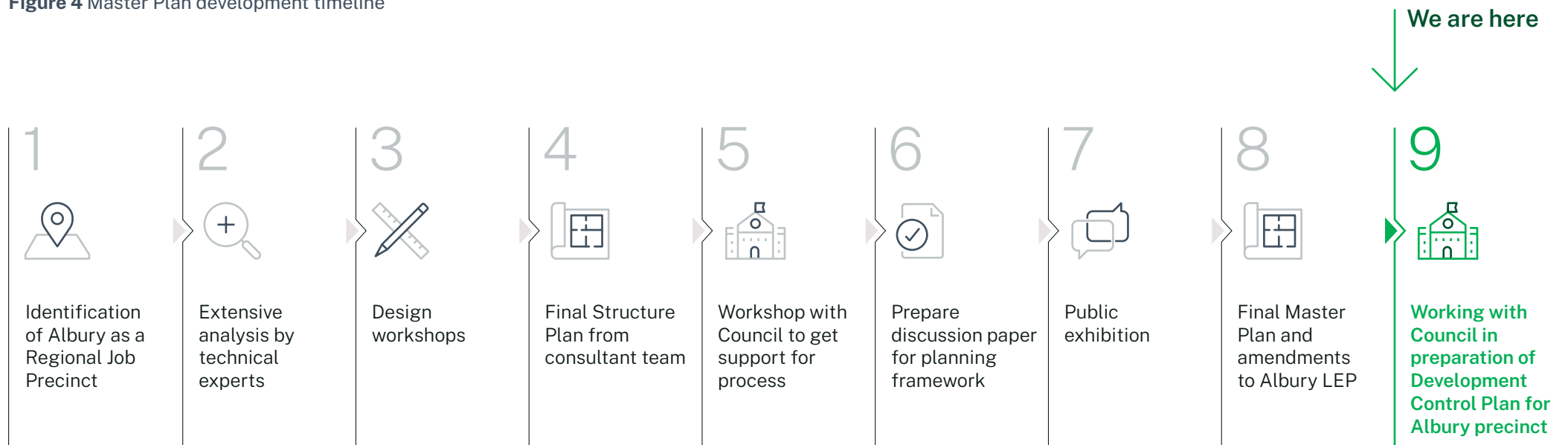
Over an eighteen-month period, the development of the Urban Design Report occurred in three (3) stages. Stage one (1) involved an initial analysis and baseline

reporting for the precinct. Stage two (2) included two stakeholder workshops involving subject matter experts and government body representatives, which provided an opportunity for information gathering and feedback on potential Structure Plan options for the Albury precinct. This Master Plan report marks the conclusion of Stage 3, which includes final analysis of the preferred Master Plan and crystallisation of a solution for the precinct, considering urban design, natural environment, infrastructure, connectivity, land use, economic and planning constraints and opportunities. Key milestones in the Albury precinct process are described in Figure 4.

### 1.4 Purpose of this report

This report brings together the work completed to date to provide a clear Master Plan for the Albury precinct. This document clearly sets out the vision and principles for the precinct. This report should be read in conjunction with the Introduction of Albury Regional Job Precinct Discussion Paper which sets out the proposed planning framework that will be facilitated through amendments to the *Albury Local Environmental Plan 2010* (Albury LEP) and future precinct wide development control plan.

Figure 4 Master Plan development timeline





# 2

## Strategic context

West-bound view of Dean Street leading up to Monument Hill, Albury  
Courtesy of Destination NSW



**This section** sets out the strategic context and current industrial focused landscape of the region. The Albury precinct is in a prime location with established infrastructure that the Master Plan can leverage for long term strategic benefits. This section also discusses the various government organisations working together in collaboration to achieve the vision for the region.

## 2.1 Population and economic activity in the Riverina Murray region

The Riverina Murray Region has grown consistently and now has a population of over 283,300 people and by 2041 is expected to grow by almost 41,000 people.<sup>1</sup> The region is the largest value-adding agricultural region in NSW and is experiencing significant growth and diversification.

In the year ending June 2022, the Riverina Murray Region had a gross regional product (GRP) of \$10.06 billion, growing 4.2% since the previous year.<sup>2</sup> The region has many advantages such as its location between Australia's biggest metropolitan cities and international airports and ports, its links with Victoria, and its established agribusiness and value-added manufacturing industries.

The Riverina Murray Region, particularly the regional city of Albury, is well placed to continue growing including benefitting from trends such as tree change migration and more young people staying in regional cities.<sup>3</sup> Albury-Wodonga is also home to two university campuses and significant vocational training facilities. It is an attractive location for people to settle,

with cultural, recreational, community, education and health facilities and the lifestyle and convenience of a regional city that has good access to major capitals.

The combination of opportunities for training and education with an attractive lifestyle means workforce availability and attraction for industries looking to locate within the Albury precinct. The strength and diversity of the regional economy, and access to regional, interstate and international markets, means the Albury precinct is well placed to attract businesses that require a diverse and skilled workforce, that can leverage production through value adding primary production from across the region, or that benefit from a central location relative to major capital city markets or import/export gateways to international markets or sources of materials.

In 2022

**283,300**

Riverina Murray population

June 2022

**\$10.06 billion**

Riverina Murray region GRP

Albury:

**80 mins**

by air to Sydney



**8.2%**

of workers employed in the manufacturing sector



**\$4.5 bn**

Albury City LGA Gross Regional Product



**56,598**

population of Albury City LGA



<sup>1</sup> Riverina Murray Regional Plan 2041; DPE Planning Regions 2022 CPA Population and Dwelling Projections.

<sup>2</sup> <https://economy.id.com.au/ramjo/gross-regional-product>

<sup>3</sup> Riverina Murray Regional Plan 2041

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## Key findings

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A key priority of state and local government is to create opportunities in the Albury precinct that improves the region's competitive advantage in freight and logistics as well as ensure the long-term improvement of economic outcomes and job opportunities.



The Albury precinct is a key region that has opportunities to expand the capacity of production of ancillary components to agricultural value add processes (packaging, other ingredients) through circular economy activities and by leveraging regional and interstate access for raw materials and products.



It is a state priority to diversify and grow the Albury economy so that it continues to support surrounding towns and villages by providing employment and access to services.



Future development of the Albury precinct should maximise opportunities for innovative industry practices that are more environmentally friendly, embrace technological advancements, reduce manufacturing waste and recycling of more materials to reduce carbon emissions, increase energy efficiency and build climate resilience.

## 2.2 Realising the benefits from Inland Rail

Inland Rail is a major national infrastructure project set to deliver more efficient, reliable and faster freight transport for eastern Australia. Inland Rail will connect Melbourne and Brisbane, and will provide new opportunities for regional industries to better access domestic and international markets. Proximity of manufacturing near Inland Rail will improve connectivity to domestic and international export markets. There are multiple benefits of Inland Rail, including reduced congestion on roads and rail, reduced supply chain costs and local job creation.

Freight volumes in Australia are expected to grow by over 35 per cent between 2018 and 2040, an increase of 270 billion tonnes (bringing the total volume to just over 1,000 billion tonnes). This indicates that there will be significant growth in demand for freight-related services and supporting land use surrounding Albury precinct into the foreseeable future.

The Albury precinct can leverage Albury's strategic location on the Inland Rail corridor to provide access to markets and materials through the Ettamogah Rail Hub and deliver intermodal connections between road transport and rail.

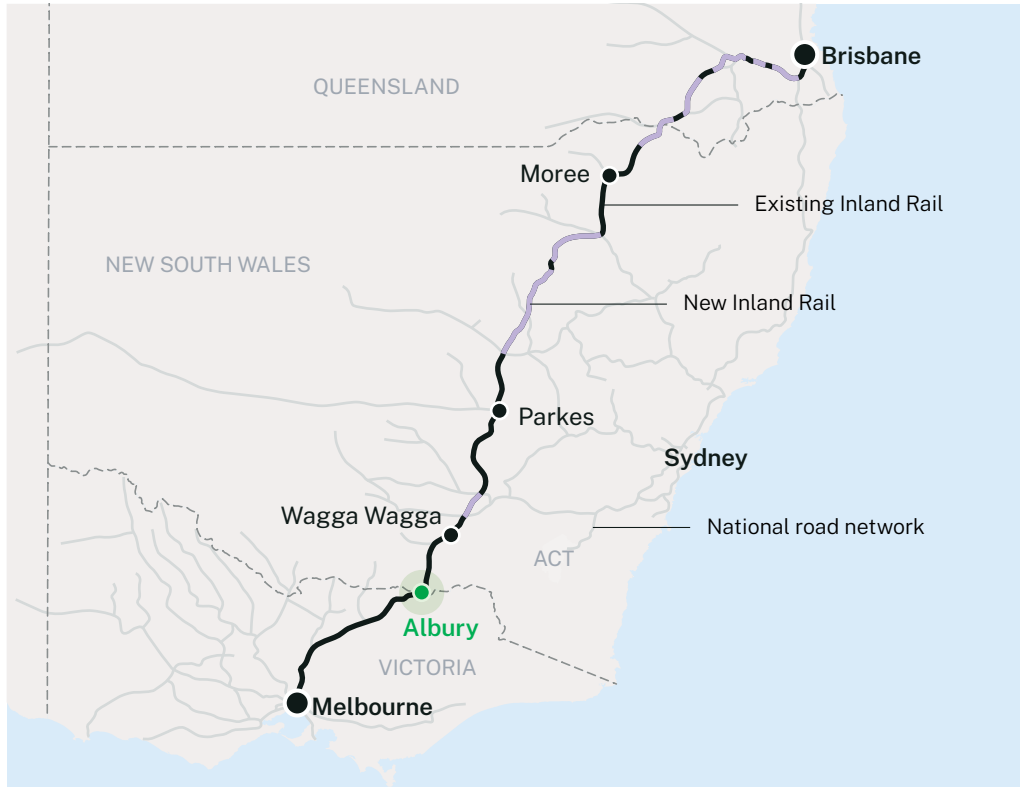
## 2.3 Wiradjuri cultural heritage

The Albury precinct is located within a portion of the lands of the Wiradjuri people, who have lived in the area for over 40,000 years. The Wiradjuri lands cover approximately one fifth of New South Wales, extending from Albury in the south to Coonabarabran in the north.

The knowledge, traditions and beliefs that the Wiradjuri people have in relation to the land are unsurpassed and continue to be handed down from generation to generation. Their adaptive usage of the environment and what was available to them is incredibly advanced and this can be seen in the archaeological sites that are still being discovered to this day.

Aboriginal Cultural Heritage sites will be managed in consultation with local Aboriginal representatives, based on the principles of protection, avoidance and mitigation to preserve the significance of Wiradjuri sites, culturally significant vegetation and artefacts.

Figure 5 Inland Rail Project



## 2.4 Governance

### Albury City Council

The Albury precinct is wholly located within the Albury City local government area. Regional NSW, and the Department of Planning and Environment have worked closely with Albury City Council to ensure the Master Plan is consistent with the strategic vision of Council and aligns with the Albury Local Strategic Planning Statement (LSPS) and extensive strategic work already undertaken by Council for the NEXUS Industrial Precinct. Council's existing and future infrastructure, as well as their advocacy and influence, will play a key role in realising the vision of the Albury precinct. Council is also a significant landowner in the precinct and can leverage land holdings to attract investment from businesses that are aligned with the Albury precinct vision.

### Department of Regional NSW

The Department of Regional NSW is the lead agency for Regional Job Precincts. Overseeing the funding and planning of each precinct, the Department of Regional NSW worked closely with the NSW Department of Planning and Environment and Albury City Council to prepare the technical studies required to develop a Master Plan and planning framework for the Albury precinct. The Department of Regional NSW is committed to working closely with the community and continually engaged with the public and key stakeholders.

### NSW Department of Planning and Environment

The NSW Department of Planning and Environment is responsible for leading the development and implementation of any required changes to the planning framework for each precinct.



# 3

## Key opportunities

Aerial view of the NEXUS Industrial Precinct,  
courtesy of Albury City Council



This section discusses the opportunities and advantages in the Albury precinct. The Albury precinct is unique to other industrial areas in the Albury and Wodonga area as it provides distinct benefits for local industries through existing established transport and infrastructure connections, historic land use history ensuring unconstrained land and its advantageous strategic location providing clear connections to markets in Sydney and Melbourne.

### 3.1 Established transport and infrastructure connections

The Albury precinct is strategically connected to the national road network with the Hume Highway bisecting the Albury precinct, providing connections to Sydney and Melbourne. This is supported by a strong commitment from all levels of government to growing the economy, improving opportunities, amenity and resilience in the wider region in developing the Albury-Wodonga Regional Deal. There are opportunities associated with existing and potential new supply chains in the agribusiness, manufacturing and circular economy sectors that the Albury precinct could help facilitate.

### Rail infrastructure

Albury is uniquely positioned to build on its established industry base with access to the Melbourne to Sydney main rail line and Inland Rail. The Albury precinct provides an opportunity to develop a hub of manufacturing, agribusiness and freight and logistics with opportunities to establish a circular economy ecosystem.

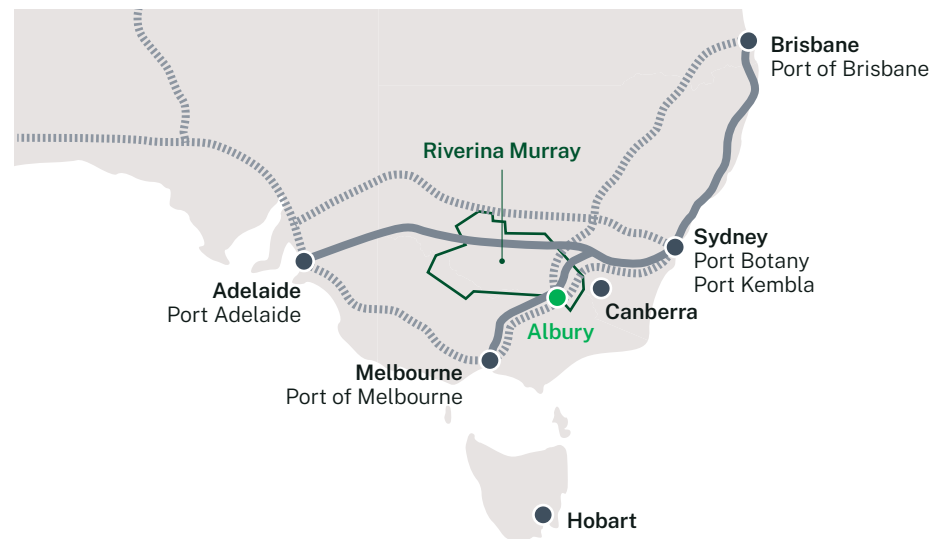
The Albury precinct has the opportunity to leverage its proximity to the national rail network to enable the efficient movement of goods and materials imported and exported to meet the need in the Albury precinct.

### Road infrastructure

In June 2022, the Davey Road Interchange was formally completed. The Davey Road Interchange, funded by the Australian and NSW Government delivers two new ramps connecting Davey Road and Hume Highway to provide safer and more efficient traffic movements that accommodates both heavy freight vehicles as well as intensified local use as the area grows as a booming industrial precinct intended to support growing industries and more workers. The Albury precinct provides significantly improved freight access that supports local commutes and freight efficiencies.

Leveraging the existing transport infrastructure and connections of the Albury precinct will also provide access for raw materials and products from paper recycling and manufacturing.

Figure 6 Regional context





### 3.2 Investment commitments for the NEXUS Industrial Precinct

Significant investment for critical water and power upgrades and sewer and gas works will expand opportunities within the Albury precinct, providing accelerated business development opportunities for targeted industries. The works combined with power and digital connectivity, will provide high quality and well-designed services to support major industries to thrive and prosper. Therefore, the committed infrastructure works in the region will provide the necessary foundations to support future industries.

### 3.3 Less constrained land for industries

A substantial amount of the Albury precinct land has been historically used for industrial land uses. Nearly 300 hectares of land was used for the Albury Paper Mill for over 30 years. The operations of the Paper Mill consisted of large bulk machinery used for the production of paper and to treat and dispose of or re-use wastewater from mill processes. Other businesses in the precinct like Overall Forge and Circular Plastics have chosen to locate in the Albury precinct as there is suitable land to establish their manufacturing and processing operations, which can operate in a relatively unconstrained location due to buffers between the precinct and sensitive land uses. These sites including adjacent unconstrained land such as the Visy site can accommodate future complementary land uses. The Ettamogah Rail Hub provides intermodal services to load and unload trains and has the benefit of being able to operate 24 hours a day, seven days a week.

Some land in the Albury precinct is less suited to large floorplate industrial uses because of existing topography. This land is predominantly around the western, northern and southern edges of the Albury precinct, particularly west of the Hume Highway. Uses that have smaller floorplate requirements and can adapt to sloping sites, and those with less potential for off-site amenity impacts, are best suited

to these areas. The variety of employment land in the precinct is a strategic advantage relative to other industrial precincts because it creates opportunities for diverse employment-generating activities that will contribute to an economically sustainable network of activity.

Established industrial activity within the Albury precinct means that constraints on industrial development from surrounding land use are limited. Council has historically planned for and managed buffers around the existing NEXUS Industrial Precinct to minimise impacts on the operations of industries that have the potential to generate off-site impacts. The Urban Design Report included precinct wide assessments of potential off-site impacts from industrial development in relation to air quality, noise and odour. The Urban Design Report identifies those parts of the precinct where industries are more likely to be able to appropriately manage and mitigate any off-site impacts on surrounding sensitive land uses.

The nature of industrial processes is rapidly evolving to more sustainable practices and technology improvements mean that off-site emissions and associated impacts are progressively reducing. While careful assessment of impacts will continue to be required, much of the land in the Albury precinct west of the Hume Highway is able to accommodate uses that involve manufacturing and other industrial processes that have the potential to generate emissions, with a low likelihood of impacting on surrounding communities.

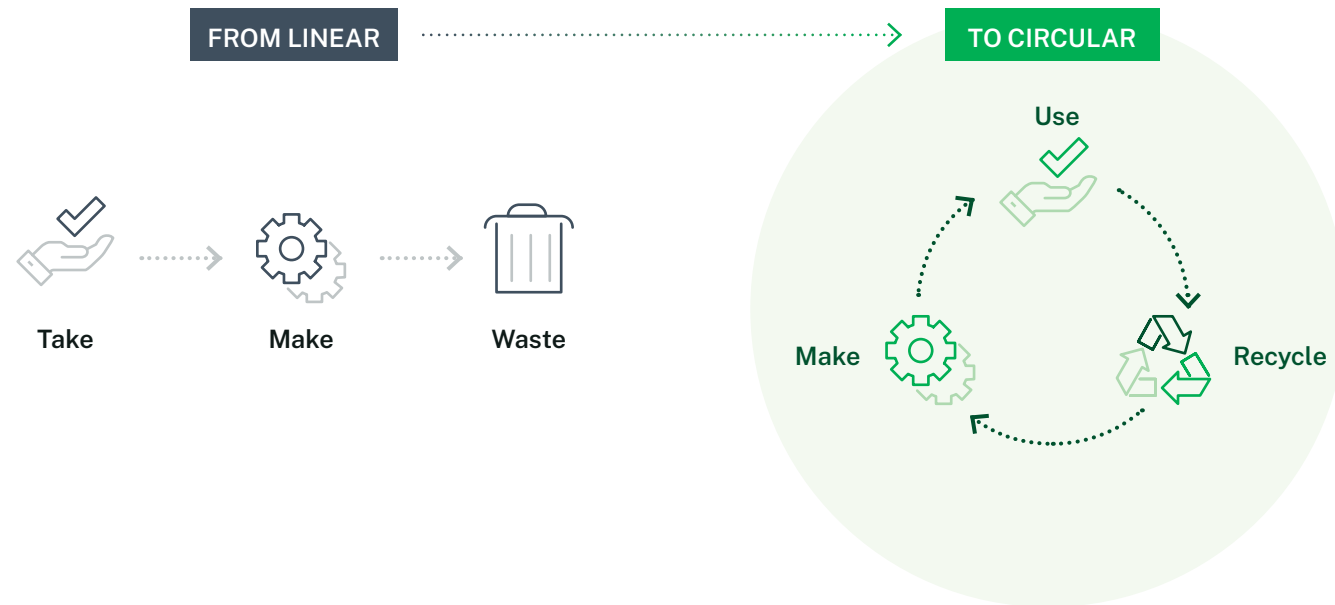
### 3.4 Leverage the region's unique position and strong primary production sectors

The Albury precinct sits within a context of existing industries, including manufacturing, agriculture, food and beverage and forestry industries. The Albury precinct is the key regional opportunity to leverage existing transport and logistics infrastructure to connect these established industries with new markets such as advanced manufacturing ecosystems and high-end food processing. Food processing and packaging industries already make strong contributions to the local and regional economy, leveraging the Riverina-Murray region's role as the nation's food bowl. Emerging industries in timber processing including engineered timber products also benefit from access to a plantation forestry in the surrounding area. The Albury precinct has the potential to grow and diversify these industry sectors, particularly with the benefits of efficient transport connections to major capital city and international markets.

### 3.5 Access to materials to fuel circular economy industries

Albury's location between Sydney and Melbourne is an opportunity to capitalise on interstate trade, provide access to markets for sale of goods produced in the Riverina-Murray Region, and to access materials and inputs to manufacturing processes including circular economy industries like recycling and up-cycling. Existing circular economy industries including plastic recycling in the precinct demonstrates the locational advantages and comparatively cheaper industrial land values to capital cities means that emerging industries can viably establish in the Albury precinct. As new technology emerges and circular processing methods evolve, new industries will look to locations like Albury to establish and grow. The availability and cost of land in major centres can be a significant constraint to emerging industries, and regional locations like Albury have the potential to provide a feasible alternative. In particular, the Albury precinct has significant advantages in first and last-mile transport, which are often a key time and cost consideration in efficient access to materials and customers. The existence of the Ettamogah Rail Hub and Davey Road Interchange mean businesses can efficiently receive and dispatch goods and materials, cutting down costs and time and making them more competitive.

Figure 7 Circular economy





# 4

## Vision





**This section** outlines the vision and supporting principles to guide future development and growth for the Albury precinct. The overarching vision seeks to leverage opportunities to expand economic development and ensure a resilient precinct.

## 4.1 Vision

The Albury precinct will redefine the nature of employment within the Albury-Wodonga region. The Albury precinct will differentiate itself as a resilient industrial hub for the future, focusing on highly sustainable production, circular economies and value-add industry within a productive and safe ecosystem.

The Albury precinct will be defined by its unique landscape and terrain, utilisation of surrounding amenity and services, and strong transport infrastructure linking to materials and markets in the region, interstate and overseas. The Albury precinct will not only be a highly desirable destination for businesses but offer a place to connect with nature.



Albury township

## 4.2 Principles

- 
- 1 Expand Albury's capacity as a regional city with a future-focused job market** →
- Increase regional job prospects and prioritise industries grounded in innovation and advanced manufacturing.
  - Leverage the Albury precinct's strategic location between the city centres of Sydney, Canberra and Melbourne, its intermodal access to the national rail network, national highway connections as well as the regional airport to benefit from international markets and imported materials.
  - Provide business certainty and confidence through a streamlined planning approval process and sustainable strategy focused on satisfying demands on utilities and infrastructure.
  - Leverage the surrounding 'food bowl', the Murray Darling basin and other regionally significant primary production including forestry.
- 
- 2 Create a deliverable, clear, robust and high-quality planning and land use framework** →
- Establishes a clear planning approval process that is tailored to assessment and facilitates establishment of industries that achieves the vision for the Albury precinct.
  - Facilitates a clear and robust land use framework that appropriately locates industrial, recreational, environmental and community uses to ensure high amenity and design outcomes at the street and precinct scale.
  - Delivers a robust movement network that encourages active transport, provides connections to central suburban Albury for local workers and delivers dedicated heavy vehicle corridors that minimise adverse noise and air quality impacts on surrounding communities whilst maximising freight efficiency.
  - Enables flexible opportunities for future-adaptability, change, growth and longevity.
- 
- 3 Respond to and build upon the precinct's unique rural landscape character** →
- Protects existing and future sensitive receivers from adverse air, noise and odour impacts as a result of Albury precinct development.
  - Engages and collaborates with current and future local communities to maintain a social license and to ensure community needs are well-considered.
  - Sensitively locate improved and increased open space, recreational, retail, educational and other community amenity opportunities within the existing landscape.
  - Minimise land use conflicts and the visual impact of developments to the existing landscape.

## 4.2 Principles continued

### 4 Create an environmentally sustainable and culturally responsible precinct



- Leverage existing green and blue corridors to enhance and connect with biodiversity and riparian values and maintain an approvals process for biodiversity that enables appropriate conservation outcomes.
- Explore a biodiversity certification for the Albury precinct and opportunities for circular economy links alongside creative solutions across power, water and sewer to leverage environmental sustainability.
- Leverage innovative solutions to reduce carbon-reliance and achieve net zero emissions within development, business and industry.
- Protect listed heritage items and celebrate cultural heritage, protecting and recognising Indigenous value on and within the land through embedded process within the planning framework.
- Ensure high-quality sustainable urban design outcomes at building, site, street and precinct scales.

### 5 Open up avenues for collaboration



- Leverage the establishment of circular economies and the collaborative culture of the Albury-Wodonga twin-cities through co-location and fostering opportunities for diverse collaboration between businesses.
- Build good-will and weave social fabric by facilitating enhanced flows of communication, transparency and feedback between local communities, businesses, higher-education and research institutions and various levels of Government.
- Explore flexible land use strategies which highlight a clear understanding of land ownership.
- Establish a training pipeline to retain local jobs and young adults from Albury's local community through collaborative programming with higher education, universities and TAFE.



# 5

## The Master Plan



**This section** establishes the proposed Master Plan that will support the future growth of the Albury precinct. The Master Plan has been informed by detailed technical studies and options analysis. The Master Plan has been designed to facilitate the vision and principles.



Courtesy of Albury City Council

## 5.1 The Urban Design Report and Structure Plan

Planning for the precinct began in 2021 with the NSW Government working with key government agencies, business stakeholders and Albury City Council to identify barriers to development as well as opportunities for growth. Technical experts were engaged to prepare a detailed action plan which outlines recommendations to improve planning pathways to simplify and provide certainty for future development.

A detailed assessment and analysis of the Albury precinct was undertaken throughout 2022. Technical experts, ecologists, engineers, economists, stakeholders and urban planners tested and refined scenarios and ideas to create the Structure Plan. Input and feedback from landowners, business and other key stakeholders has also informed the planning process. The resulting Structure Plan is shown in Figure 8.

The Albury precinct Structure Plan outlines the opportunities provided across the precinct to benefit specific land uses based on key transport connections, unconstrained land and minimising land use conflicts.

The Structure Plan provides an indicative layout that identifies locations where more intensive industries can locate with less potential for adverse impacts on existing and planned neighbourhoods. Low and general impact land uses are prioritised in locations that require more sensitive interfaces with existing and future growth areas. It also includes an improved road network that leverages existing rail infrastructure to increase connectivity to support existing and future workers within the Albury precinct and broader Albury local government area. Importantly, the Structure Plan identifies blue and green corridors as well as heritage areas that are to be protected and celebrated.

## 5.2 The Master Plan

The purpose of the Master Plan is to demonstrate the strategic planning intent for the Albury precinct. It provides a guide for future land uses which will enable a broad range of industrial activities to provide maximum potential for job generation whilst providing flexibility for future operators. The Master Plan seeks to provide opportunities for possible subdivision opportunities as well as key features to ensure the development of a climate resilient Albury precinct for the next 20 years.

This Master Plan together with the planned Albury LEP amendments provide detailed controls that will facilitate the delivery of the precinct in line with the Structure Plan.



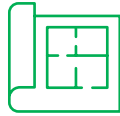


Figure 8 illustrates the Master Plan. The Master Plan has incorporated the overarching principles through the following:

1

**Expand Albury's capacity as a regional city with a future-focused job market**



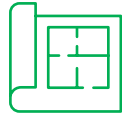
- The Master Plan directs land use types in particular areas to:
  - enable a range of complementing industries that leverage the opportunities associated with the expanded NEXUS Industrial Precinct
  - provide unique development opportunities that specifically cater for the growth of advanced manufacturing, circular economy and recycling, agribusiness, freight and logistic services
- The Master Plan is designed to take advantage of the Albury precinct's strategic location between the city centres of Sydney, Canberra and Melbourne and close proximity of intermodal access to the national rail network through an enhanced road network.
- The resulting Master Plan prioritises land uses that provide maximum potential for job generation.
- The Master Plan seeks to facilitate opportunities to leverage the surrounding 'food bowl', the Murray Darling Basin and other regionally significant primary production including forestry.

2

**Create a deliverable, clear, robust and high-quality planning and land use framework**



- The Master Plan and proposed planning framework have been developed together in collaboration to establish a clear land use and planning strategy for the future development of the Albury precinct.
- The Master Plan will form part of the Albury precinct site-specific development controls.
- The Master Plan sets a clear land use framework that appropriately locates high emission industries to minimise the risks of adverse noise and air quality impacts on surrounding communities whilst maximising freight efficiency.
- The Master Plan delivers an integrated road network that builds on the existing road pattern to support more efficient movements for freight, facilitates an active transport network through new pedestrian paths, cycle lanes and co-locating links with green corridors.
- The proposed planning framework will provide flexible opportunities for future-adaptability, change, growth and longevity.



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**3** Respond to and build upon the precinct's unique rural landscape character



- The Master Plan retains the existing biodiversity corridors and provides expanded conservation zones to support future habitats for wildlife.
- The Master Plan prioritises maintenance of tree cover and habitat in areas that are impactful for workers, visitors and neighbouring residents.

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**4** Create an environmentally sustainable and culturally responsible precinct



- The Master Plan builds on the green and blue corridors to enhance and connect with biodiversity and riparian values and maintain an approvals process for biodiversity that enables appropriate conservation outcomes.
- The Master Plan maintains protection of listed heritage items.
- The Master Plan supports the proposed planning framework to ensure aboriginal cultural land is safeguarded.
- This principle will also be achieved through sustainable urban design outcomes recommended for inclusion in the Albury precinct site-specific development controls.





















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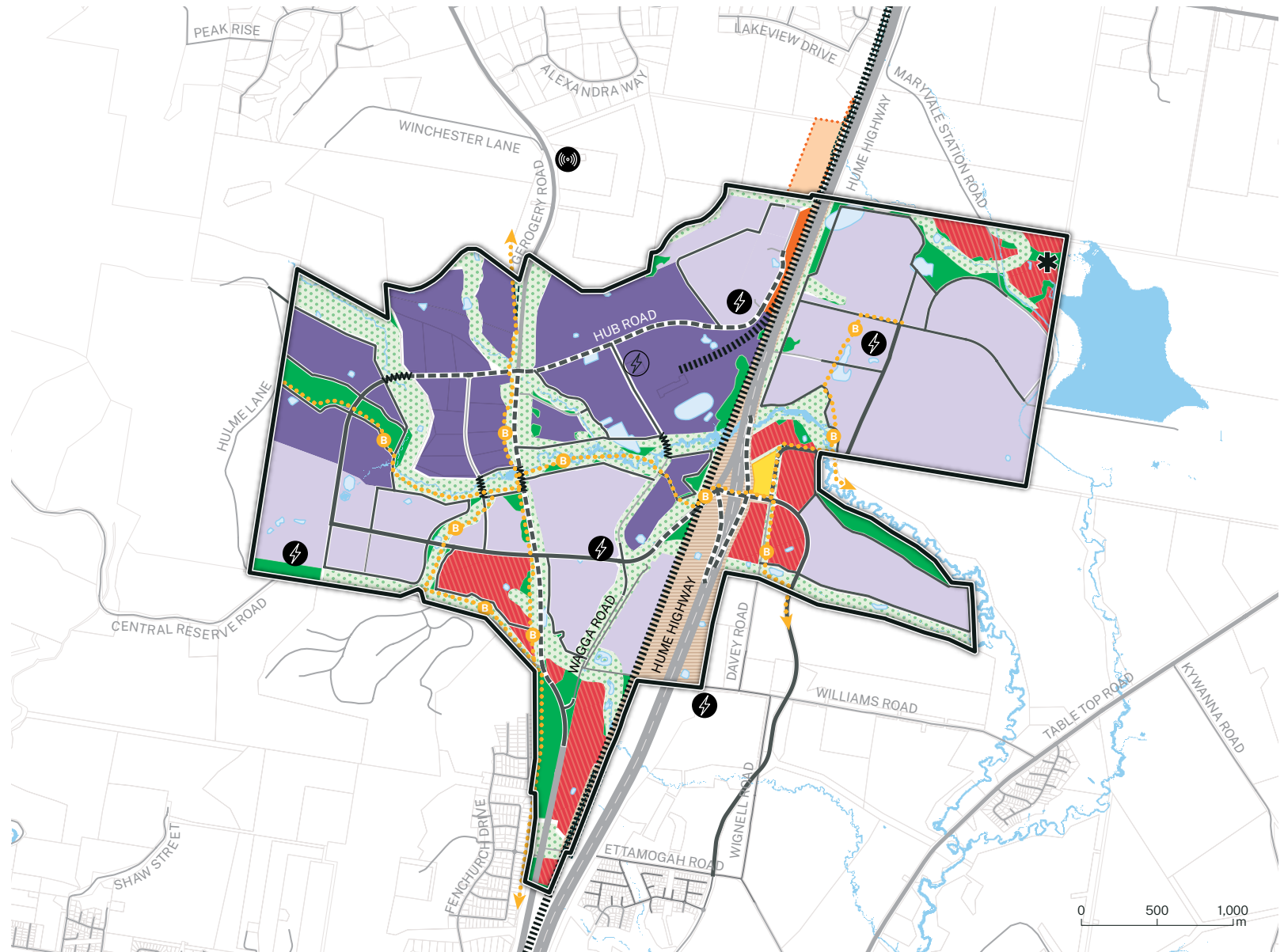
**5** Open up avenues for collaboration



- This principle will be achieved through outcomes facilitated through the proposed planning framework, specifically the Albury precinct site-specific development controls.
- The Master Plan is designed to be flexible and adaptable to support future collaboration opportunities, in particular fostering the circular economy.

**Figure 8** Albury precinct Structure Plan

-  Albury precinct boundary
-  Proposed cycle paths
-  National rail
-  Proposed road upgrades
-  Creeks, rivers
-  Water bodies
-  Bridges (existing and proposed)
- Land use direction**
-  Productivity support
-  Conservation
-  Low and general impact industrial
-  High impact industrial
-  Rail intermodal
-  Service centre
-  Rail intermodal (for future consideration)
- Existing zones within precinct**
-  Highway corridor
-  Conservation
- Master Plan infrastructure (subject to further investigation)**
-  Waste water treatment
-  Proposed zone substation options for further testing
-  Existing zone substation
-  Possible communications tower



### 5.3 Infrastructure and development staging

Fundamentally, the staging of the Master Plan aligns with the delivery of key transport and utility infrastructure projects that both the New South Wales and Victorian Governments have committed to establishing over a medium-long term period.

Notably, as part of the National Hydrogen Strategy, the Victorian and New South Wales governments are investing \$10 million in grant funding to enable the delivery of the Hume Hydrogen Highway (HHH) program. The Precinct's proximity to the Hume Highway provides opportunities to maximise the potential for this program, which will see the delivery of at least four hydrogen refuelling stations between Sydney and Melbourne.

Other examples of key Government committed infrastructure projects which align with the staged delivery of the Albury precinct include:

- provision of high-speed rail as a part of the NSW Future Transport Strategy
- the development of the South-West Renewable Energy Zone near Albury as outlined in the NSW 2019 Electricity Strategy and the NSW 2020 Electricity Infrastructure Roadmap
- internal movement networks within the Albury precinct which provide for the efficient movement of a variety of transport modes as stipulated in the Riverina Murray Regional Plan 2036

- significant infrastructure projects to support the Thurgoona Wurlinga Precinct Structure Plan highlighted in the Albury City Local Strategic Planning Statement (LSPS) 2020 include gas reticulation, Thurgoona link road and extension of rail siding (complete) at Ettamogah Rail Hub as outlined in Albury Wodonga Regional Economic Development Strategy - 2023 update.

The Albury precinct will be delivered in stages, predominantly led by the delivery of essential utilities and other enabling infrastructure that will provide capacity to support industries. Albury City Council and utility authorities will have a central role to play in coordinating infrastructure so that land is accessible and serviced ready for development. The planned staging will provide flexibility for future lot subdivisions. Initial work is likely to be focused on the clustering of high impact industrial activity within a concentrated area at the centre and north-west area of the precinct, building on early stages of development and existing infrastructure.

If development was to occur out of sequence to the staging, or if specific industries with high energy needs were to establish in the Albury precinct, additional augmentation may be required with detailed assessment in close consultation with energy providers and Albury City Council.

Figure 9 illustrates the indicative staging for development and infrastructure within the Albury precinct. The staging and delivery of infrastructure across the precinct is flexible and responsive to the timing of growth and land take up. Precinct staging will be reviewed by Council in consultation with key agencies to respond to demand, take up of Stage 1 and availability of infrastructure.

**Figure 9** Albury precinct Staging Plan

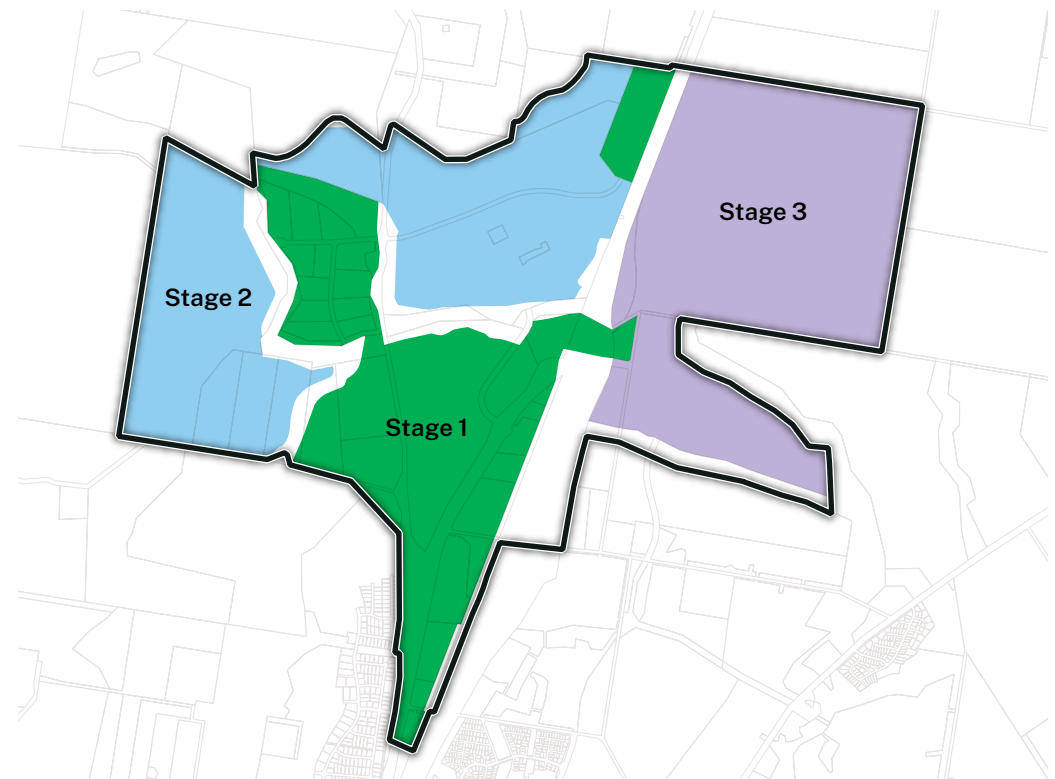











Figure 10 Stage 1

**Stage 1 – 2022 to 2026**

Stage 1 seeks to initiate a concentration of industrial activity, forming a hub for the Albury precinct and broader Albury area. This stage will encourage industrial uses to co-locate and facilitate collaborative opportunities including the establishment of a circular economy where operators can move resources between development sites over shorter distances.

-  Albury precinct boundary
- Land use direction**
-  Productivity support
-  Conservation
-  Low and general impact industrial
-  High impact industrial
-  Rail intermodal
-  Service centre
-  Rail intermodal (for future consideration)
- Existing zones within precinct**
-  Conservation

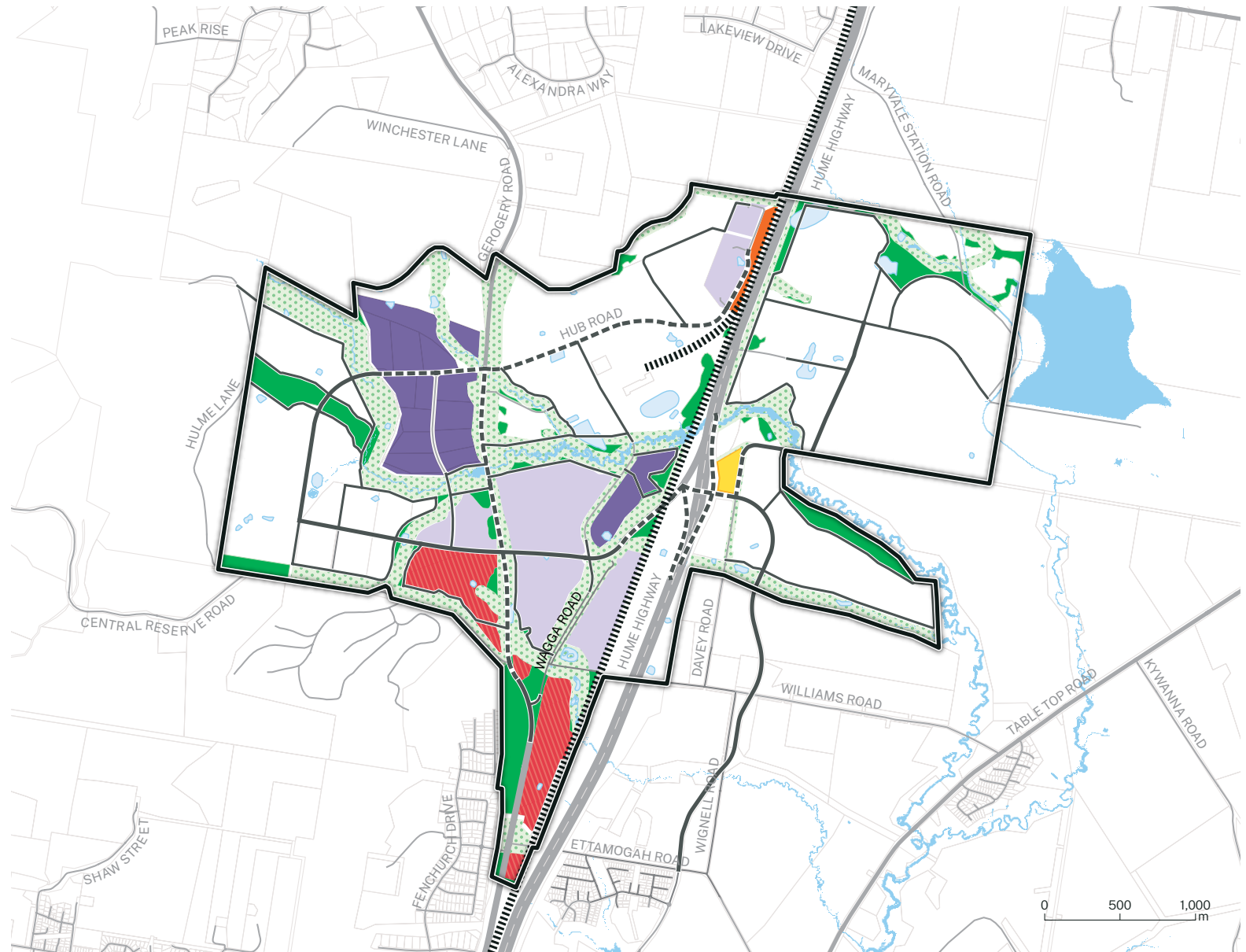








Figure 11 Stage 2

**Stage 2 – 2027 to 2036**

Stage 2 looks to expand to the remaining land within the western side of the Albury precinct, including all land west of the Hume Highway and the National Rail Line. This stage will prioritise high impact industrial activity that utilises the Rail Intermodal with all areas having improved road access to this existing facility and (in the majority) being located away from residential areas. Land uses focus on industrial activity.

-  Albury precinct boundary
- Land use direction**
-  Conservation
-  Low and general impact industrial
-  High impact industrial
-  Stage 1
- Existing zones within precinct**
-  Conservation

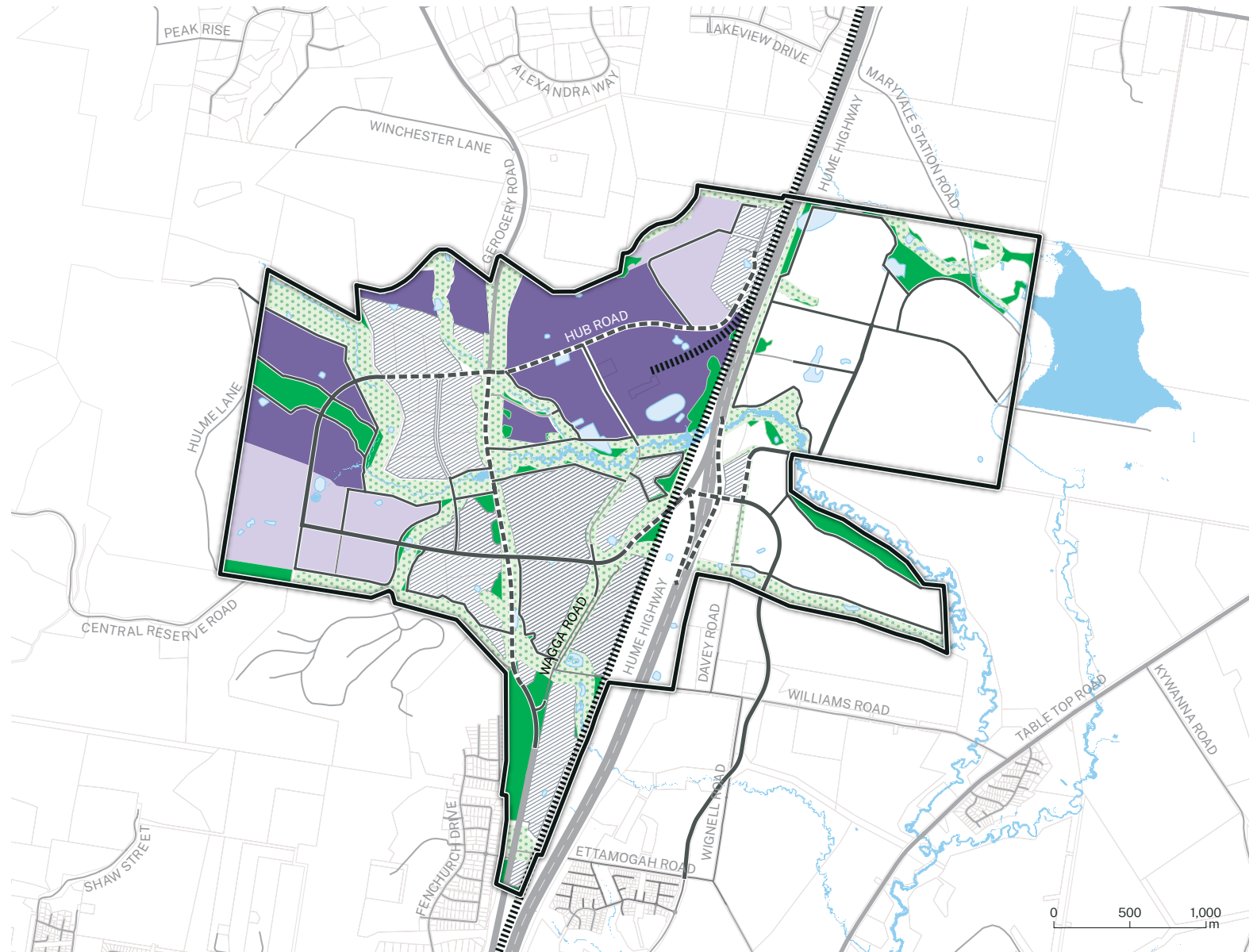
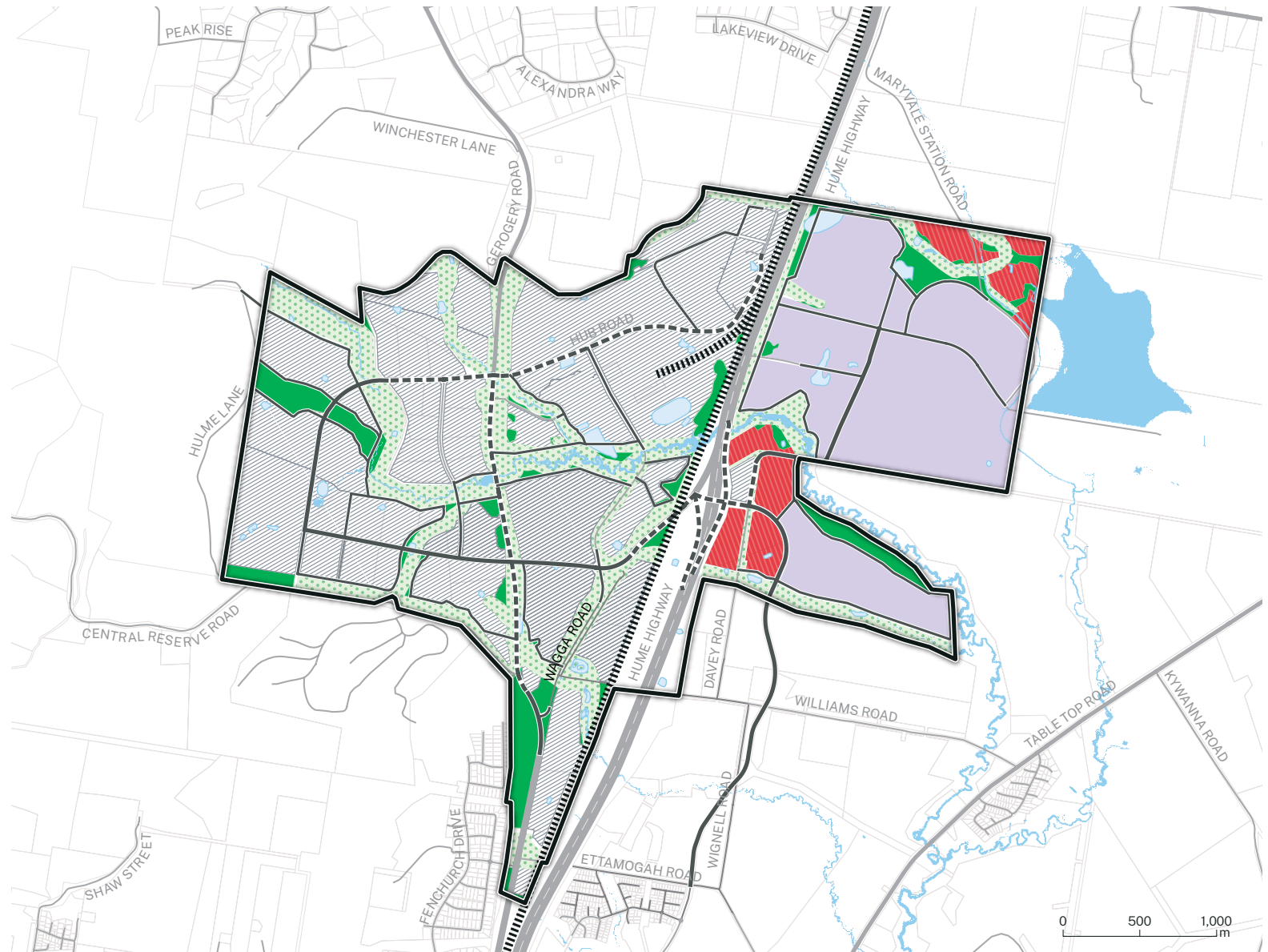








Figure 12 Stage 3

### Stage 3 – beyond 2036

Stage 3 extends to the east of the Hume Highway, with a focus on road freight due to its direct connection into Davey Road Interchange. This stage is to accommodate flexibility with anticipated changing conditions, demands, surrounding uses, context, Albury's population, and activities of the existing precinct following 2036. Areas to the north-east anticipate the potential for finer-grain developments to manage interaction with the green-blue corridor, and to provide shared amenity to workers and residents surrounding the Albury precinct.

Employment lands are low and general impact industrial and productivity support, rather than high impact industrial to protect future urban growth areas and to provide varied character.



-  Albury precinct boundary
- Proposed land use**
-  Productivity support
-  Conservation
-  Low and general impact industrial
-  Stage 1 and 2
- Existing zones within precinct**
-  Conservation

# 6

## Planning framework



Cyclist on Belvoir Bridge  
Courtesy of Albury City Council





The Master Plan provides a basis for the establishment of a statutory planning framework to enable development in the Albury precinct that is consistent with the vision and the Master Plan. The planning framework is intended to clearly define the role and function of the Albury precinct and capitalise on the competitive advantages for industry investment.

The diagram below outlines the planning framework for the Albury precinct. The planning framework ensures the right mechanisms are in place to facilitate orderly business growth and investment for the region. The improvements to local planning provisions will encourage specific engine industries (freight and logistics, agribusiness and manufacturing) taking advantage of the regions location.

The planning framework for the precinct will be established through the Albury Local Environmental Plan (LEP) and the Albury Development Control Plan (DCP).

## 6.1 Albury Local Environmental Plan 2010

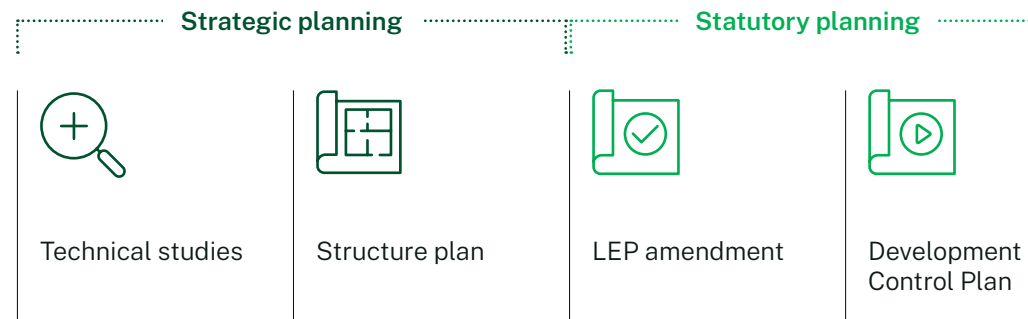
The Albury LEP will be amended to introduce new controls applying to land within the Albury precinct. Specifically, the LEP will:

- identify Albury precinct as a precinct with a specific planning framework that is aligned with the Master Plan vision and outcomes
- provides for a mix of land uses that enable a range of industries that leverage the opportunities associated with the expanded NEXUS Industrial Precinct whilst maintaining flexibility.

The land use zones will complement the other industrial precincts and also provide unique development opportunities that specifically cater for the growth of advanced manufacturing, circular economy and recycling, agribusiness, freight and logistic services. Land zones within the Albury precinct will comprise:

- **SP4 Enterprise:**  
Supports a wide range of land uses that build upon the proximity to the Ettamogah Rail Hub and regional road network. This zone will provide areas with tailored land use planning to facilitate circular economies and environmentally sustainable practices.
- **E3 Productivity Support:**  
Provides opportunities for emerging light industries and supporting land uses to support the day to day needs of various businesses and industries, avoiding competition with surrounding local and commercial centres.
- **SP2 Infrastructure:**  
Maintaining the existing land use zoning of the highway corridor.
- **C3 Environmental Management:**  
Protect, manage and restore areas of high, ecological, scientific, cultural or aesthetic value.

### Planning framework



- identify land use directions to guide suitable locations for high impact industrial in the SP4 Enterprise zone in order to minimize land use conflicts and minimize impacts on sensitive receivers
- include a local provision clause that ensures future development of land in and around the Albury Precinct has regard to and takes into consideration development in the Precinct.

## 6.2 Albury Regional Job Precinct Development Control Plan

The Structure Plan prepared as part of the Urban Design Report will inform the preparation of site-specific Albury precinct development controls within the Albury DCP. The Structure Plan embedded within the site-specific DCP will apply to the entire Albury precinct and will:

- identify the vision, aspirations, principles and intended character for the Albury precinct
- establishes the aims and performance criteria at a precinct scale for amenity, sustainability and environmental performance
- provides guidance for staging
- identifies development objectives and controls
- provides guidance and strategies for:
  - environmental protection including odour, noise and air quality
  - protection for biodiversity, heritage constraints and protections, flooding, bushfire and sensitive receivers
  - Aboriginal cultural heritage
- procedures for ongoing monitoring, reporting and compliance
- development assessment criteria and processes.

## 6.3 Assessment and approval process

Development within the Albury precinct will be assessed and determined through approval pathways that are intended to facilitate development that is aligned with the Albury precinct vision and the Master Plan:

### Exempt Development

Exempt development applies to low impact land uses and must comply with the development standards under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* and Part 3 of the Albury LEP. Clause 3.1 of the Albury LEP defines development considered to be exempt development and states the requirements for exempt development as listed in Schedule 2.

### Complying Development

Complying development is granted through the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. Clause 3.2 of the Albury LEP defines development considered to be complying development and states the requirements for complying development as listed in Schedule 3.

## Development Applications

Future development that does not fall within exempt or complying development will require development consent and will be assessed against the provisions of the Albury LEP 2010 and Albury DCP.

## Designated Development

Designated Development applies to future development of certain high impact (e.g. likely to generate pollution) or development that is located in or near an environmentally sensitive area under the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).



# 7

## Opportunities to address key planning matters

The Wonga Wetlands along the Wagirra Trail and  
Yindyamarra Sculpture Walk, West Albury  
Courtesy of Destination NSW



A number of technical studies were prepared to inform the preparation of the Master Plan. This section summarises the key findings of these reports and outlines how this has informed the Master Plan and planning framework to optimise opportunities for future industries.


















Noreuil Park Foreshore, Albury  
Courtesy of Destination NSW

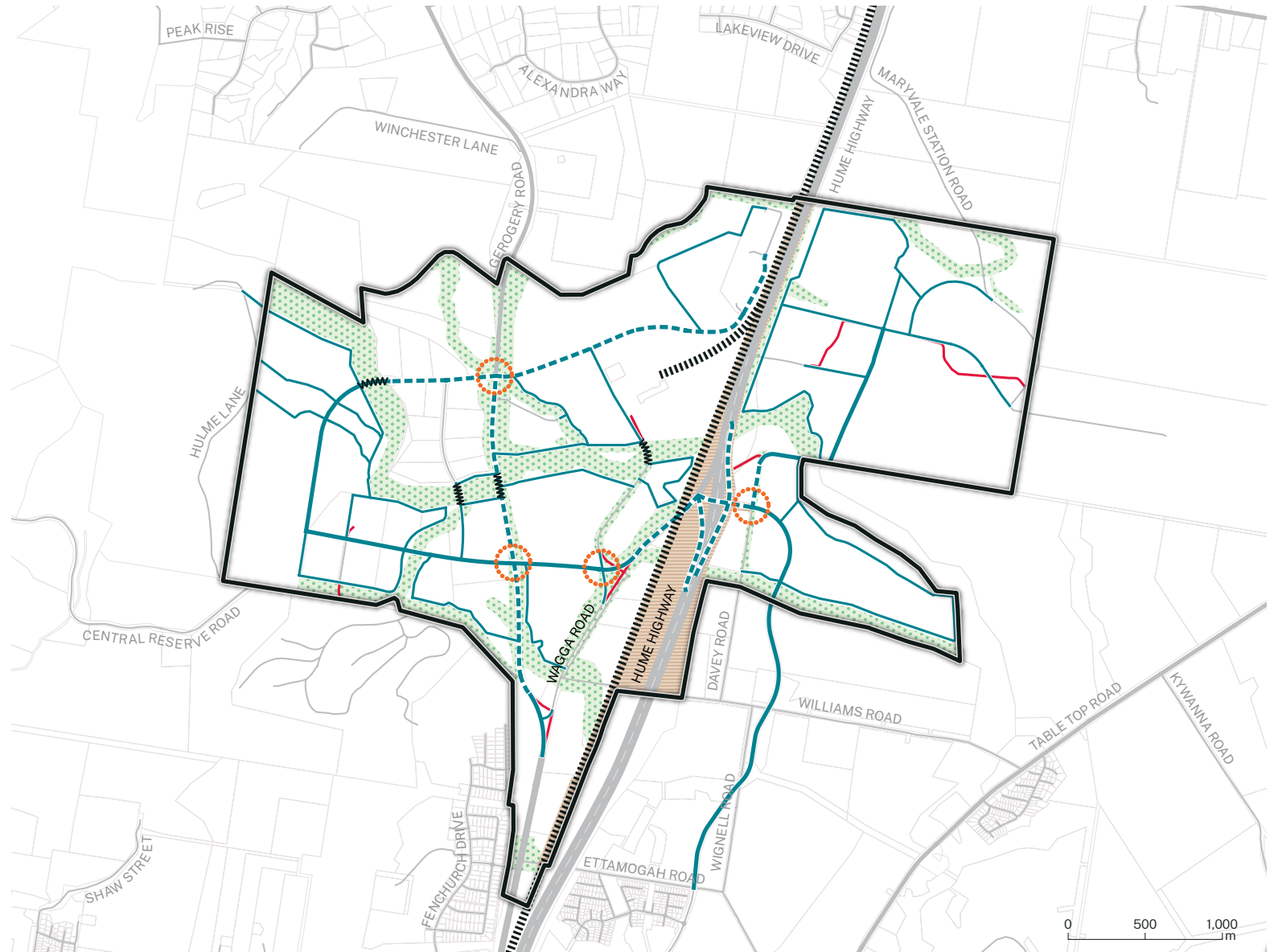
## 7.1 Transport and road network

The Structure Plan has been developed to provide improved road connections to the Hume Highway and the rail intermodal. This has been achieved through:

- providing a main road connection to the Davey Road Interchange (via Wagga Road) through the southern portion of the Albury precinct to improve access to both the national rail and Hume Highway. This will also provide more efficient movements for freight, including avoiding potential dead ends.
- facilitating an active transport network through new pedestrian paths, cycle lanes and co-locating links with green corridors
- building on the existing pattern aligning road networks with biodiversity conservation corridors

**Figure 13** Road hierarchy Structure Plan

-  Albury precinct boundary
-  National rail
-  Bridges (existing and proposed)
- Proposed roads**
-  Main
-  Minor
-  Upgrade
- Existing roads**
-  Motorway
-  Primary
-  Arterial
-  Sub-arterial
-  Local
-  Roads for removal
-  Proposed intersections (50m radius roundabouts or signalised intersection)
- Existing zones within precinct**
-  Highway corridor
-  Conservation



## Recommendations for the planning framework



The planning framework should support the delivery of the Structure Plan road network. To ensure future development in the Albury precinct maximises efficient travel movements, the future Development Control Plan should include provisions to prevent adverse traffic conflicts, as well as support active transport opportunities.

Outcome	Purpose/intent	Action
<b>To enable a road network that is safe and efficient for all</b>	Facilitate safe and efficient travel movements for all transport (including active transport)	The Albury precinct site-specific DCP controls: <ul style="list-style-type: none"> <li>• reflect the transport network in the Structure Plan</li> <li>• enable efficient staging of delivery that is aligned with where development is occurring</li> <li>• avoid development that relies on cul-de-sacs unless dictated by topography or other constraints</li> <li>• facilitate local road design that promotes active transportation</li> <li>• ensure development is designed to provide operational access and egress for emergency services and occupants, and ensure all roads are through roads.</li> </ul>
<b>Ensure safe and efficient freight movements</b>	Protect key transport corridors that connect to the Hume Highway and rail intermodal	The Albury precinct site-specific DCP controls: <ul style="list-style-type: none"> <li>• support the critical transport corridors (Hume Highway)</li> <li>• encourage road design that considers arrangements to support broken down vehicles and incident response.</li> </ul>
<b>Establish local road network that protects biodiversity corridors</b>	Ensure conservation zones are protected	The Albury precinct site-specific DCP controls: <ul style="list-style-type: none"> <li>• support road and street design that provides opportunities for active and passive surveillance of conservation zoned land.</li> <li>• provide a consistent approach for road design of local streets and streets adjacent to conservation zoned land.</li> </ul>

## 7.2 Utilities, services and infrastructure

The Structure Plan has been designed with a planned staging approach for the delivery of developable land that maximises utilisation of existing and committed infrastructure across the Albury precinct. The Structure Plan has been developed to accommodate future infrastructure delivery that will be required to support the precinct. This includes:

- shared waste-water treatment plant located in the North-Eastern point of the site. This shared facility will allow for coordinated efforts towards treatment of water and possible opportunities for precinct-wide waste-water re-use.
- future investigations for NBN Network
- new zone substations located at the western and eastern side of Hume Highway, within 5km of the proposed centralised load of future development to satisfy expected energy demand
- a buffer around Davey Road Interchange Service Centre to future proof hydrogen refuelling
- future communications tower located to the north (adjacent existing water reservoir).

### Recommendations for the planning framework

The planning framework should support the future delivery of infrastructure and align with the staging plan.



Outcome	Purpose/intent	Action
<b>Maximise the sustainable utilisation of existing committed infrastructure</b>	Ensure sustainable development outcomes that align with existing and committed infrastructure	<p>The Albury precinct site-specific DCP controls:</p> <ul style="list-style-type: none"> <li>• enable delivery of utilities to support development consistent with the Albury precinct staging plan</li> <li>• promote future development to be designed with rooftop solar installation for renewable energy production</li> <li>• encourage Battery Energy Storage System/community scale battery utilities on future development sites</li> <li>• provide requirements for out of sequence development.</li> </ul>

### 7.3 Biodiversity, vegetation and riparian corridors

The Structure Plan has been designed to prioritise the protection and enhancement of the natural environment, as well as areas of high biodiversity value, including those which provide habitat for multiple threatened species. Additional conservation zones in areas that contain plant community types that support vulnerable species or habitat for wildlife have been mapped. Additionally, the Structure Plan includes nominated protected areas for blue corridors and areas that have potential to support carbon or biodiversity offsetting.

The Structure Plan has also prioritised the maintenance of tree cover and habitat in areas that provide amenity and contribute to local character for workers, visitors and neighbouring residents.

#### Opportunities for the planning framework

The planning framework should focus on protecting and conserving areas that connect habitat, vegetation or riparian corridors. Conservation zones and local provisions will enable ecologically sustainable outcomes in association with economic and employment growth.

To ensure future development in the Albury precinct provides positive biodiversity outcomes, the future Development Control Plan should include provisions to minimise adverse impact on existing vegetation and riparian corridors as well as ensure the protection of biodiversity valued habitats.

The Masterplan provides the opportunity to review and update biodiversity provisions and protection in the Precinct. This will reinforce biodiversity certification for the precinct both now and in the future, reducing conflict and providing greater certainty for the natural environment.

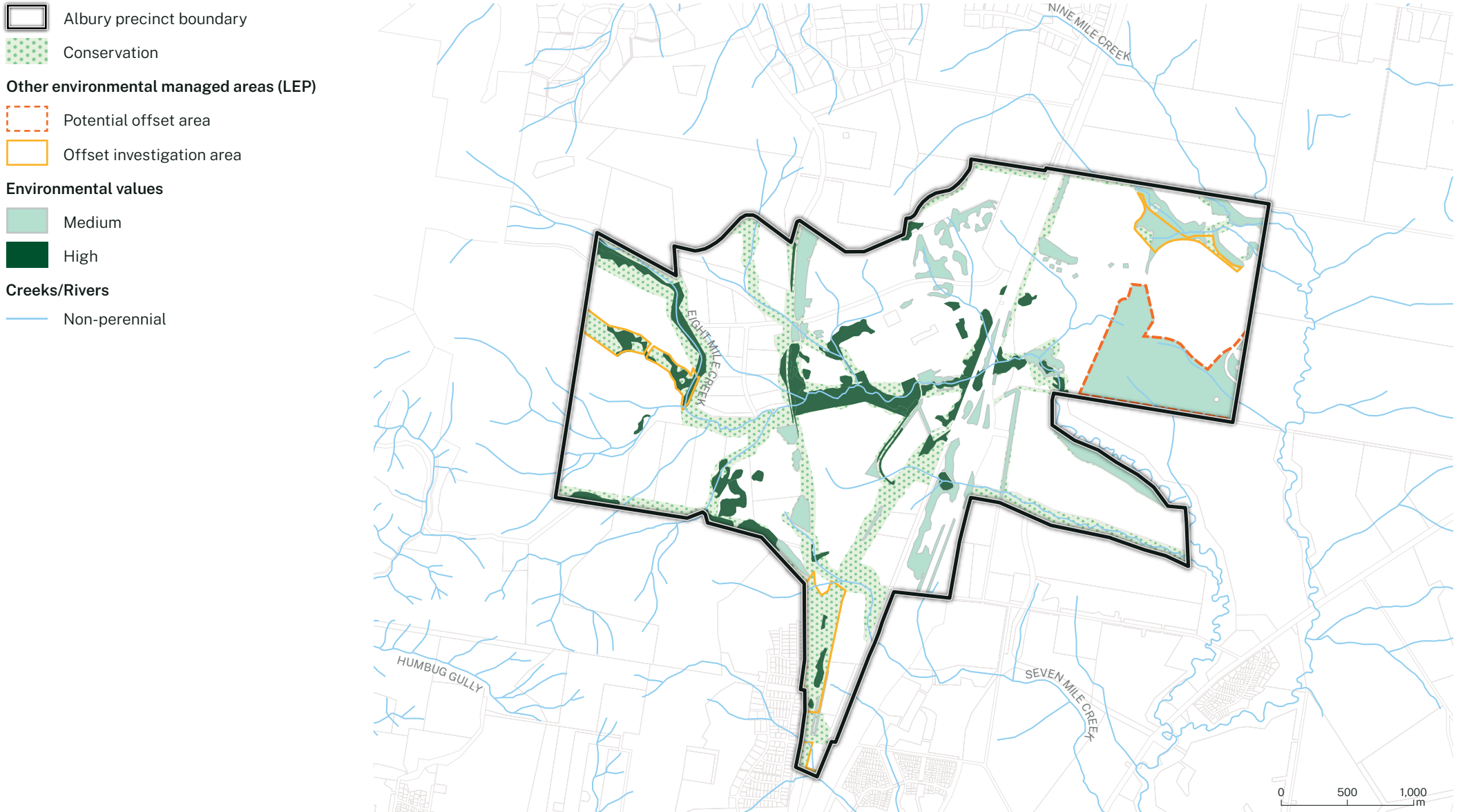
It is noted that Albury City Council are currently completing a review of the conservation zones. This review will result in changes to the conservation zone boundaries within the Albury precinct once adopted.



Outcome	Purpose/intent	Action
<b>Provide a streamlined biodiversity process</b>	Enable developers and industry partners to address biodiversity conservation, impacts and mitigation using strategic approaches that maximises conservation outcomes and facilitates sustainable development	To investigate: <ul style="list-style-type: none"> <li>• a precinct wide approval process for sites located within or in close proximity of riparian corridors under the <i>Water Management Act 2000</i> (NSW)</li> <li>• a precinct-wide assessment of biodiversity impacts and to streamline assessment and approval requirements under the <i>Biodiversity Conservation Act 2016</i> (NSW) for development that is consistent with the Master Plan.</li> </ul>



Figure 14 Biodiversity protected areas in the Structure Plan



## 7.4 Air quality, noise, odour and land use safety

The Structure Plan seeks to mitigate risks of air quality, odour and noise impacts on existing and planned sensitive receivers as a result of industrial development. The Structure Plan has been designed to ensure land use safety, ensuring compatible land uses across the Albury precinct.

Through the air, noise and odour studies, thresholds for each have been developed to guide where heavier emitting industries, including stacks, are better situated within the Albury precinct. The proximity of sensitive receptors to the Albury precinct boundary is a constraint to high impact industries on land close to the Albury precinct boundary. Sensitive receptors (mainly existing or planned residential areas) are predominantly located south of the Albury precinct and 500 metres north of the intermodal rail terminal. To reduce potential for noise, odour and air-quality impacts high impact industrial land uses and industries with stacks are preferenced in the central parts of the Albury precinct around the existing paper mill and rail intermodal and in the north-west of the precinct. This prevents potential land use conflicts and certainty and reduced risk for investors and development.

A potential location has been identified for a new wastewater treatment plant in the north-east portion of the precinct based on preliminary odour assessments, acknowledging that more detailed assessment is required when details of any proposed wastewater treatment plant are known.

### Opportunities for the planning framework

The planning framework should facilitate orderly development that minimises impact on air quality and amenity. To ensure future development in the Albury precinct provides positive amenity

outcomes, the future Development Control Plan should include provisions to minimise adverse impact on surrounding land uses and sensitive receptors.








The Master Plan prioritises low and general impact industrial activity towards the southern portion of the precinct recognising the potential impacts for land use conflicts, odour, noise and air pollution.

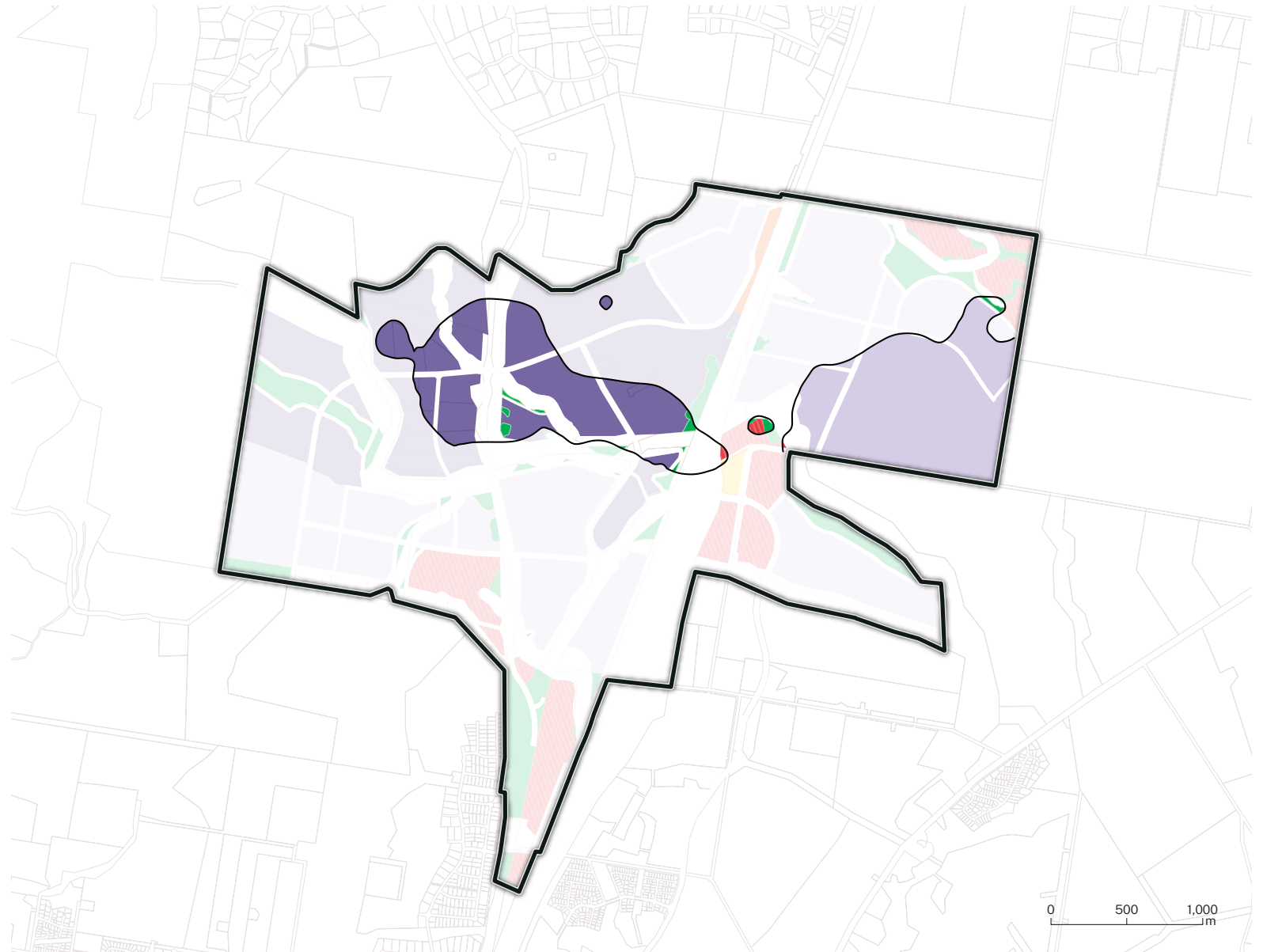
The planning controls will ensure new development adjacent to the Albury precinct is subject to consideration of potential impacts from nearby industrial development.



Outcome	Purpose/intent	Action
<b>To mitigate risks of air quality, odour and noise impacts on existing and planned sensitive receivers</b>	Ensure the orderly development of compatible land uses across the Albury precinct	<ul style="list-style-type: none"> <li>• To apply:               <ul style="list-style-type: none"> <li>– zoning and planning controls that reflect land use risk and potential environmental impacts on surrounding sensitive receivers</li> <li>– provisions to minimise land use conflicts with sensitive receivers</li> <li>– locations for stack zones within the precinct</li> </ul> </li> <li>• The Albury precinct DCP includes appropriate controls that ensure mitigation measures for noise, odour and air quality is adopted in the design of future development.</li> </ul>

**Figure 15** Air quality, odour and noise considerations

-  Albury precinct boundary
-  Preferred stack locations
- Land use directions within preliminary recommended stack locations**
-  Productivity support
-  Conservation
-  Low and general impact industrial
-  High impact industrial
-  Service centre



## 7.5 Bushfire

Findings of the Bushfire Report have informed the Master Plan to ensure future development is resilient and will not increase bushfire hazards. This has been achieved through identifying future intensified uses in areas that are appropriately distanced from potential bushfire lands contained within conservation zones. The Master Plan has also been designed to provide appropriate site access points and new road connections that enable safe access and egress for future people working, visiting and living in the Albury precinct, as well as allowing for safe emergency service movements and evacuation routes.

Bushfire categories identify land with vegetation that may support a bushfire or that is likely to be subject to a bushfire attack. Mapping identifies vegetation categories and associated buffer zones intended to flag risks and determine whether land management or building construction measures need to be adopted to help safeguard the development, its occupants and neighbouring properties from bushfire.

Category 1 is considered to be the highest risk for bushfire and surrounded by a 100m buffer. This vegetation category includes woodlands and timber plantations and has the highest combustibility and likelihood of forming fully developed fires including heavy ember production.

Category 2 is considered to be the lowest bushfire risk with a 30m buffer. This vegetation category has lower combustibility and/or limited potential fire size due to the vegetation area shape and size, land geography and management practices.







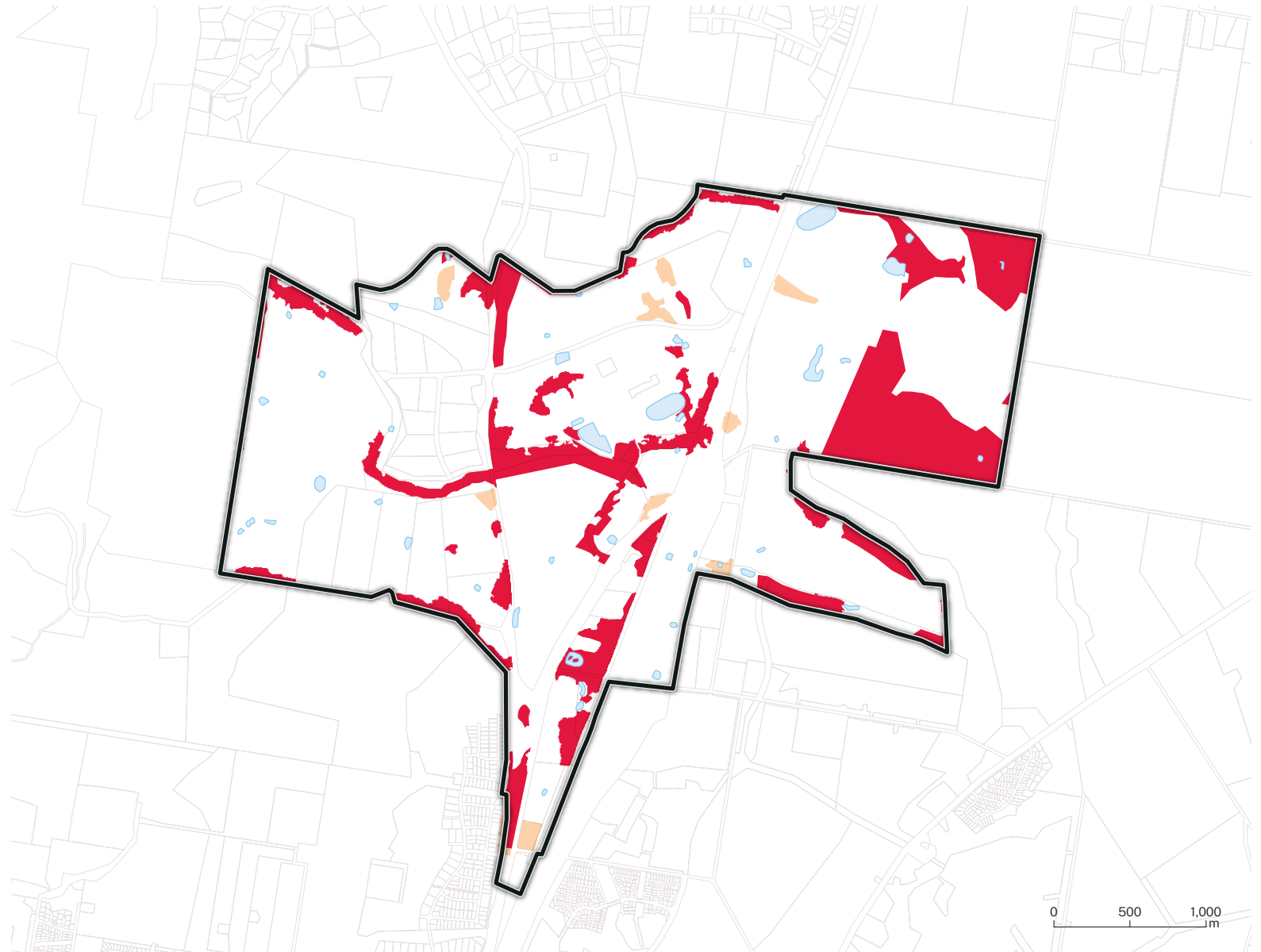
### Recommendations for the planning framework

The exclusion of inappropriate development in bushfire risk zones should be applied through the proposed planning framework and identified within the LEP maps. This should include complementary bushfire management and mitigation strategies within the future Albury precinct site-specific Development Control Plan provisions.

Outcome	Purpose/intent	Action
<b>Future development is not exposed or increases the risk of bushfire hazard risk</b>	Reduce the risk of bushfire and ensure appropriate mitigation measures are integrated through the design and coordination of future development	<ul style="list-style-type: none"> <li>The Albury precinct site-specific DCP controls: <ul style="list-style-type: none"> <li>specify bushfire protection measures in relation to development on or adjacent to bushfire prone land</li> <li>ensure development is designed to enable easy evacuation during a bushfire due to its siting in the landscape, access limitations, fire history and/or size and scale</li> <li>do not result in increased risk or limitations to access and egress routes across the Albury precinct</li> </ul> </li> <li>Ensure complementary management strategies for the NEXUS Industrial Precinct, Ettamogah Rail Hub, Overall Forge site, Visy site and Special Fire Protection Assets contained within the Albury precinct</li> </ul>

**Figure 16** Bushfire prone areas in the Structure Plan

-  Albury precinct boundary
-  Category 1 bushfire
-  Category 2 bushfire
-  Water bodies



## 7.6 Flood risk management

A Floodplain Risk Management Study and Plan was prepared by WMA Water for the greater region in 2016. The Structure Plan has been informed by the key findings of this Study.

The Structure Plan has been developed to respond to the flood and overland flow constraints within the Albury precinct, primarily centred around Eight Mile Creek and its tributaries which have been identified as a high hazard flow. In adopting a climate resilient approach, the Structure Plan focuses on mitigating the risk of flooding and overland flow through the use of conservation areas, which function as land uses which can utilise smaller lot or building footprints to mitigate cut and fill issues and areas of significant flood.

The proposed land use plan and road network facilitates the prioritisation of development areas away from flood prone areas. Also, redundancy in the road network seeks to allow for egress and circulation during extreme weather events.





### Recommendations for the planning framework

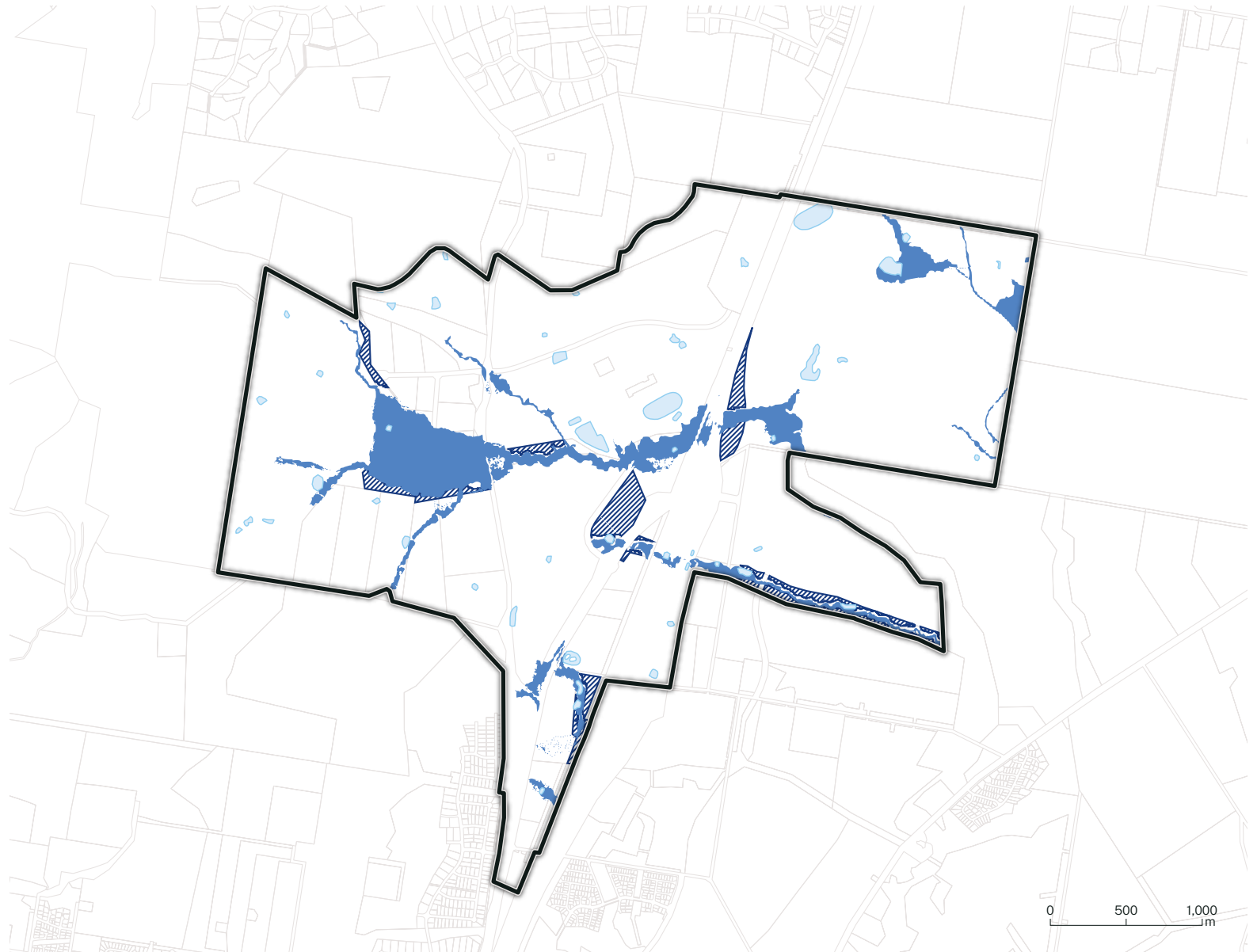
The planning framework should be designed to prevent flood risk to the environment, property and people.



Outcome	Purpose/intent	Action
<b>To ensure future development is not exposed or increases the risk of flood hazard</b>	Reduce flood risk and ensure appropriate mitigation measures are integrated through the design and coordination of future development	The Albury precinct site-specific DCP controls: <ul style="list-style-type: none"> <li>• ensure development considers the potential impact of flooding as part of design</li> <li>• require flood mitigation strategies and solutions to be prioritised as part of the standard process undertaken for development applications in the Albury precinct.</li> </ul>

**Figure 17** Flood impact areas identified in the Structure Plan

-  Albury precinct boundary
-  1 in 100 year flood (gaps in flood and areas <10sqm removed)
-  Overland flow flooding
-  Water bodies



## 7.7 Water resources (stormwater and groundwater)

Water Sensitive Urban Design (WSUD) principles are embedded within the Structure Plan on a precinct and development scale. Aligned with the recommended development of a new wastewater treatment plant, the Structure Plan supports a new shared plant in the North-Eastern point of the site, adjacent to the existing water course to charge existing creeks. Opportunities to support a fully integrated water management system through re-use of treated effluent as part of industrial processing or for other purposes in the precinct can be explored as planning is progressed for water infrastructure.

At the development scale, the Structure Plan provides a framework for precinct-scale approaches to water supply and stormwater management. A key action includes the integration of rainwater harvesting systems including roof-water collection to be reused for non-potable uses and irrigation. The Structure Plan also supports a climate resilient approach and reinforces that flood risk management will be enhanced through improvements to the stormwater system.

### Recommendations for the planning framework

The planning framework should be designed to support sustainable water management.



Outcome	Purpose/intent	Action
<ul style="list-style-type: none"> <li>• <b>Manage indirect and ongoing impacts of development on waterways to ensure that water quality and flow objectives are achieved and maintained</b></li> <li>• <b>Ensure development is integrated with water cycle management</b></li> <li>• <b>Utilise stormwater for passive irrigation of street trees to promote healthy trees, optimise canopy cover and contribute to streetscape, urban cooling and amenity</b></li> <li>• <b>Protect, maintain and restore the ecological condition, hydrology and hydrogeology of aquatic ecosystems (including but not limited to wetlands and riparian lands)</b></li> </ul>	<p>To facilitate sustainable water treatment across the Albury precinct</p>	<p>The Albury precinct site-specific DCP controls:</p> <ul style="list-style-type: none"> <li>• promote roof water collection and reuse on-site for non-potable uses</li> <li>• incorporate WSUD principles into the design of development and subdivisions</li> <li>• encourage drought tolerant species in the public domain to reduce the need for irrigation</li> <li>• ensure development is consistent with Council's established water quality and environmental flow targets</li> <li>• require the preparation of a Waste Management Strategy for Development Applications</li> <li>• adopt stormwater management measures</li> <li>• ensure development does not pollute waterways unless permitted under an environmental protection licence issued pursuant to the Environment Operations Act 1997</li> </ul> <p>To identify:</p> <ul style="list-style-type: none"> <li>• a feasible location for a future wastewater treatment plant</li> <li>• wetland location(s) to support the polishing of treated effluent prior to discharge or potential re-use.</li> </ul>



## 7.8 Managing development on contaminated land

The Structure Plan has been developed to manage the risk of future contamination from occurring and provide certainty that existing contamination will not prevent development of the Albury precinct.

The Structure Plan proposes changes to land-use and in most instances these changes are predominantly a change to similar or less sensitive land-uses from a contamination perspective.

There is broad potential for contamination on all land across the Albury precinct including contamination associated with hazardous building materials, small scale chemical storage and use and uncontrolled waste dumping. To prevent potential exposure to contamination hazards, contamination should be assessed further prior to approval of development.

### Recommendations for the planning framework

The planning framework should be designed to appropriately manage industrial uses and prevent the risk of contaminated lands spreading.



Outcome	Purpose/intent	Action
<b>To ensure that development adequately addresses contaminated land</b>	Prevent sensitive land use development on contaminated land	<ul style="list-style-type: none"> <li>The Albury precinct site-specific DCP controls:               <ul style="list-style-type: none"> <li>require a geotechnical assessment to be prepared as part of certain future development applications, which should identify appropriate construction materials and assess for presence of acid sulfate soils</li> <li>encourage the integration of WSUD principles in the detailed design stage to mitigate potential change to soil water levels and salinity conditions</li> </ul> </li> <li>Apply key principles from the Land Contamination Planning Guidelines (Draft) to pro-actively prevent future contamination from occurring.</li> </ul>

## 7.9 Sustainability and climate change

Sustainability and resilience to climate change is a key principle shaping the development of the Albury precinct. National, state and local policies all identify the priority of sustainability and environmental performance outcomes to create better places and support the growing population. The Albury precinct has the opportunity to be a genuine leader in environment and sustainability performance through the following:

- reducing the Albury precinct's carbon footprint by implementing opportunities for renewable energy production and use, as well as prioritising operators who utilise rail over road freight
- prioritise maintaining tree cover and habitat in appropriate and impactful areas
- consideration of flooding impacts and prioritise development away from flood prone areas
- consideration of bush fire prone areas, establishment and maintenance of important egress paths for populations within bush fire prone areas and pathways into bushfire prone areas for fire fighting vehicles and equipment
- employing a structure which is flexible to adapt to future needs and technology growth

- creating a road network and vehicle facilities which is flexible and future-proofed for future vehicle forms and technologies
- consideration of urban water management and protection of natural water ways and water bodies within and adjacent the site as well as catchments downstream
- consideration of infrastructure which has redundancy to maintain business operation during incidence where infrastructure may be impacted by extreme weather events.

The Structure Plan has been developed to satisfy the identified ambition to provide an industrial precinct which supports and facilitates circular economy and environmentally sustainable practices. The Structure Plan has been informed by the considerations identified above and supports this through providing opportunities to facilitate sustainable management practices for hydrogen, waste, water, transport and energy use. Specifically, the Master Plan has integrated:

- conservation areas of high biodiversity value through a strategic, precinct scale approach
- provides active transport routes to encourage non-motorised transport within the Albury precinct and to connect to surrounding areas
- land use mix to enable a range of industrial, employment-generating and related supporting land uses to establish in the precinct, to maximise

self-sufficiency and minimise the need for workers to leave the Albury precinct or take additional trips to access facilities and services to meet their daily needs.

Management of water in the landscape and retention of natural watercourses and incorporation into open space and conservation networks.

### Recommendations for the planning framework

The Albury precinct site-specific DCP controls should include controls to promote sustainable practices and ensure future development can better anticipate and manage climate through provisions.



Outcome	Purpose/intent	Action
<b>Achieve an environmentally sustainable precinct</b>	To ensure sustainable practices, management and development outcomes	The Albury precinct site-specific DCP controls: <ul style="list-style-type: none"> <li>• incorporate Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) in future development</li> <li>• promote business and industry participation in opportunities in clean and renewable energy</li> <li>• balance hard spaces with opportunities for greening and increased tree canopy</li> <li>• ensure sustainable development that complements and respects the natural heritage</li> <li>• protect the existing bushland</li> <li>• encourage development that is designed to be climate resilient to respond to increasing extreme climate conditions (flooding, bushfire, extreme weather events)</li> <li>• focus investment attraction on businesses that can take advantage of access to materials and markets and leverage synergies to create a circular economy cluster</li> <li>• encourage development to be guided by the Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities (2012, EPA)</li> </ul>

## 7.10 Historic heritage

The Structure Plan integrates key actions which seek to protect and integrate heritage values, and minimise negative impacts on heritage items within the Albury precinct. Notably, the Structure Plan features adjustments to road networks to improve buffers to heritage items and to minimise the potential for negative impacts.

Whilst it was found that there are no areas of identified high heritage constraints, the Structure Plan is committed to considering current and emerging heritage items throughout future development stages.

Key actions of the Structure Plan is to identify the potential compatibility of adaptive re-use of heritage items with public uses and to preserve areas of archaeological potential. The Maryvale historic heritage site has been highlighted as a location suited to uses that potentially allow public access and support education in the Albury precinct. Similarly, the Structure Plan also highlights the potential for homestead heritage areas to function as a destination linked by active transport and to consider more compatible land uses adjacent to these heritage areas. The Ettamogah Vineyard Ruins and the associated area of archaeological potential are highlighted to be preserved as part of the conservation lands associated with Seven Mile Creek.

The Structure Plan has also been designed to ensure that the conservation and promotion of heritage sites will be supported by the proposed road network, which connects the Albury precinct to the Hume Highway. Areas identified as holding potential for archaeological deposits Albury within the precinct have been considered in the Master Plan regarding the development of new internal roads.



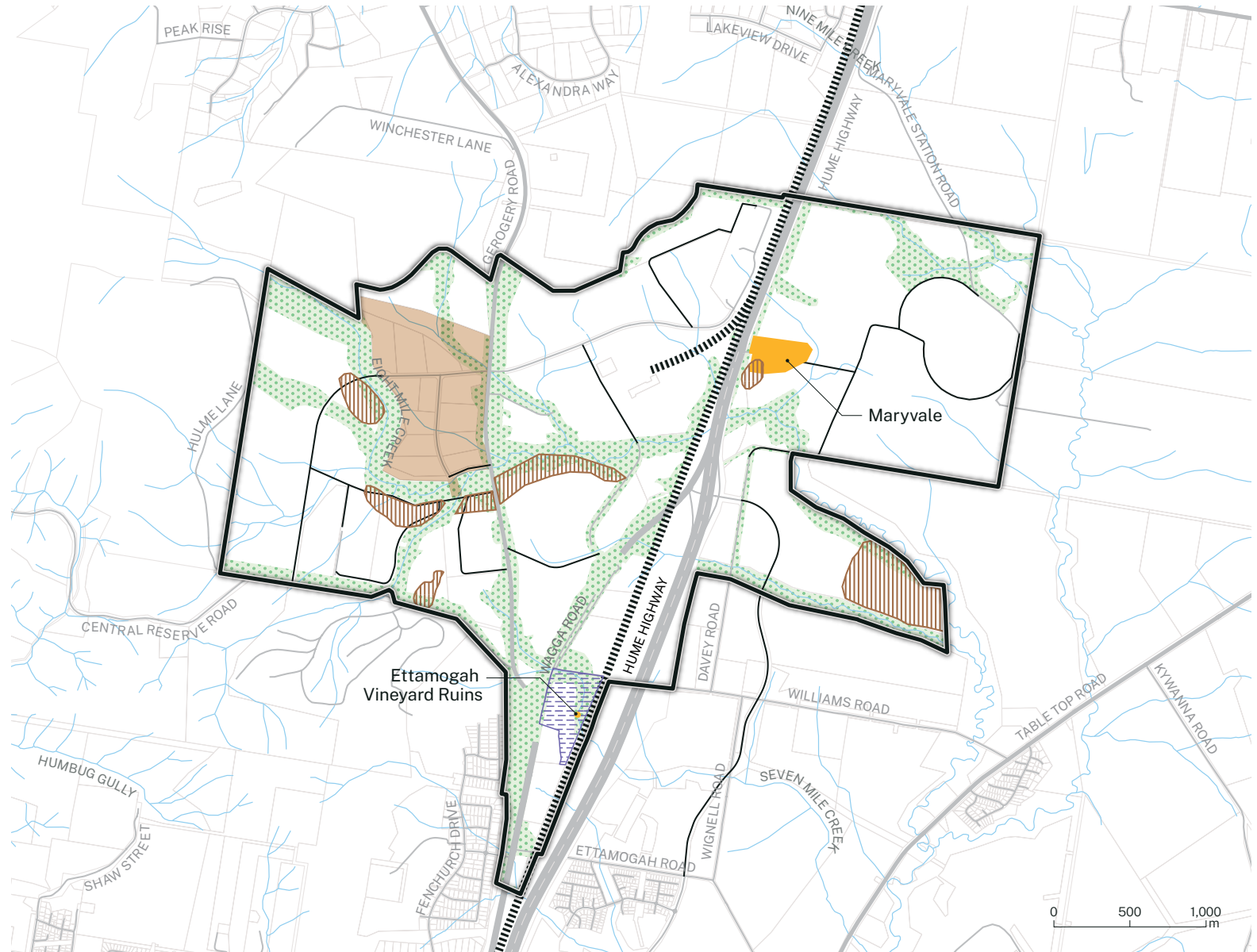
## Recommendations for the planning framework

The planning framework must ensure that the Albury precinct's unique heritage significance is retained and protected.

Outcome	Purpose/intent	Action
<b>The historic heritage of Albury precinct is protected</b>	Retain and protect the heritage significance of Albury precinct	<p>The Albury precinct site-specific DCP controls:</p> <ul style="list-style-type: none"> <li>• adhere to heritage management planning controls to ensure appropriate assessment of any impacts on heritage significance</li> <li>• require ground truthing and due diligence to ensure future design and development is sensitive to heritage values and found heritage items.</li> <li>• provide best practice measures for the avoidance of heritage sites.</li> </ul>

**Figure 18** Heritage considerations in the Structure Plan

-  Albury precinct boundary
-  LEP heritage identified
- Historic heritage significance**
-  Moderate significance
-  Aboriginal heritage: potential archaeological deposit
-  Existing Aboriginal Heritage Impact Permit (AHIP), no. 4118 expires 19 June 2027
-  Proposed new roads
-  Creeks/rivers: non-perennial
-  Conservation areas



## 7.11 Aboriginal cultural heritage

The Structure Plan has been designed to ensure that the conservation and enhancement of Aboriginal cultural heritage is a high priority. Through ongoing engagement with the Aboriginal Land Council and local heritage groups, the Structure Plan reinforces its commitment to exploring opportunities to protect and conserve Aboriginal cultural heritage values in Eight Mile Creek riparian corridor, as a site of high cultural heritage and Indigenous value.

A key action of the Structure Plan is to develop a management plan for the areas of the Albury precinct which have high Indigenous Cultural heritage, building on the existing theme of indigenous design elements of the Wagirra Trail and the Yindyamarra Sculpture Walk. Similarly, the Structure Plan seeks to draw additional Indigenous designs elements into the Albury precinct through engaging with the local Indigenous community through Connecting to Country processes. The Structure Plan also seeks to develop a framework to enable meaningful narratives and interpretations of the Albury precinct.

### Recommendations for the planning framework

The planning framework must ensure that the Albury precinct's unique heritage significance is retained and protected.



Outcome	Purpose/intent	Action
<ul style="list-style-type: none"> <li>• <b>Protect and enhance the history and culture of the Aboriginal custodians of the land</b></li> <li>• <b>Ensure diverse opportunities for connection to Country are considered and implemented in the design and planning of development, including through meaningful engagement with Aboriginal groups</b></li> <li>• <b>Recognise and reflect Aboriginal connection to Country by protecting and enhancing significant natural features in and around the Albury precinct</b></li> </ul>	<p>Celebrate Albury precinct's cultural heritage, including protection, respect and recognition of indigenous value on and within the land</p>	<ul style="list-style-type: none"> <li>• The Albury precinct site-specific DCP controls:             <ul style="list-style-type: none"> <li>– establish an appropriate strategy to recognise cultural heritage value to local community, particularly Aboriginal people</li> <li>– encourage close consultation with community groups in the development process and management of identified Aboriginal sites and potential archaeological deposits</li> <li>– ensuring any development is in accordance with current published guidelines, codes, consultation requirements and legislation.</li> </ul> </li> <li>• An Aboriginal Cultural Heritage Assessment (ACHA) involving Aboriginal stakeholders and investigations is undertaken to inform development approvals management of Aboriginal cultural heritage and to support approvals under the <i>National Parks and Wildlife Act 1974</i> (NSW).</li> </ul>

# A

## Appendices

Albury Botanic Gardens  
Courtesy of Albury City Council



## Appendix 1: Supporting Documents

The Albury Regional Job Precinct Master Plan process relied on the following technical studies to understand the environmental impact of development scenarios and test the rigour and risk of upfront strategic environmental and planning assessment.

