

Albury Regional Job Precinct

Draft Master Plan

November 2022



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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Executive summary



Albury cityscape

The Albury Regional Job Precinct (Albury RJP) will redefine the nature of employment within the Albury-Wodonga region. The 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 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 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 RJP 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 precinct. This report includes recommendations to tailor the planning framework for the Precinct.

The Master Plan

The Master Plan has been developed to promote the generation of jobs for the Albury RJP. 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 RJP 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.

Figure 1 Albury Regional Job Precinct Master Plan





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 RJP) and outlines the purpose of this report. The Albury RJP 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 help fast-track approvals to drive investment and deliver on the NSW Government's 20 Year Economic Vision for Regional NSW.

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

The Regional Job Precincts 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

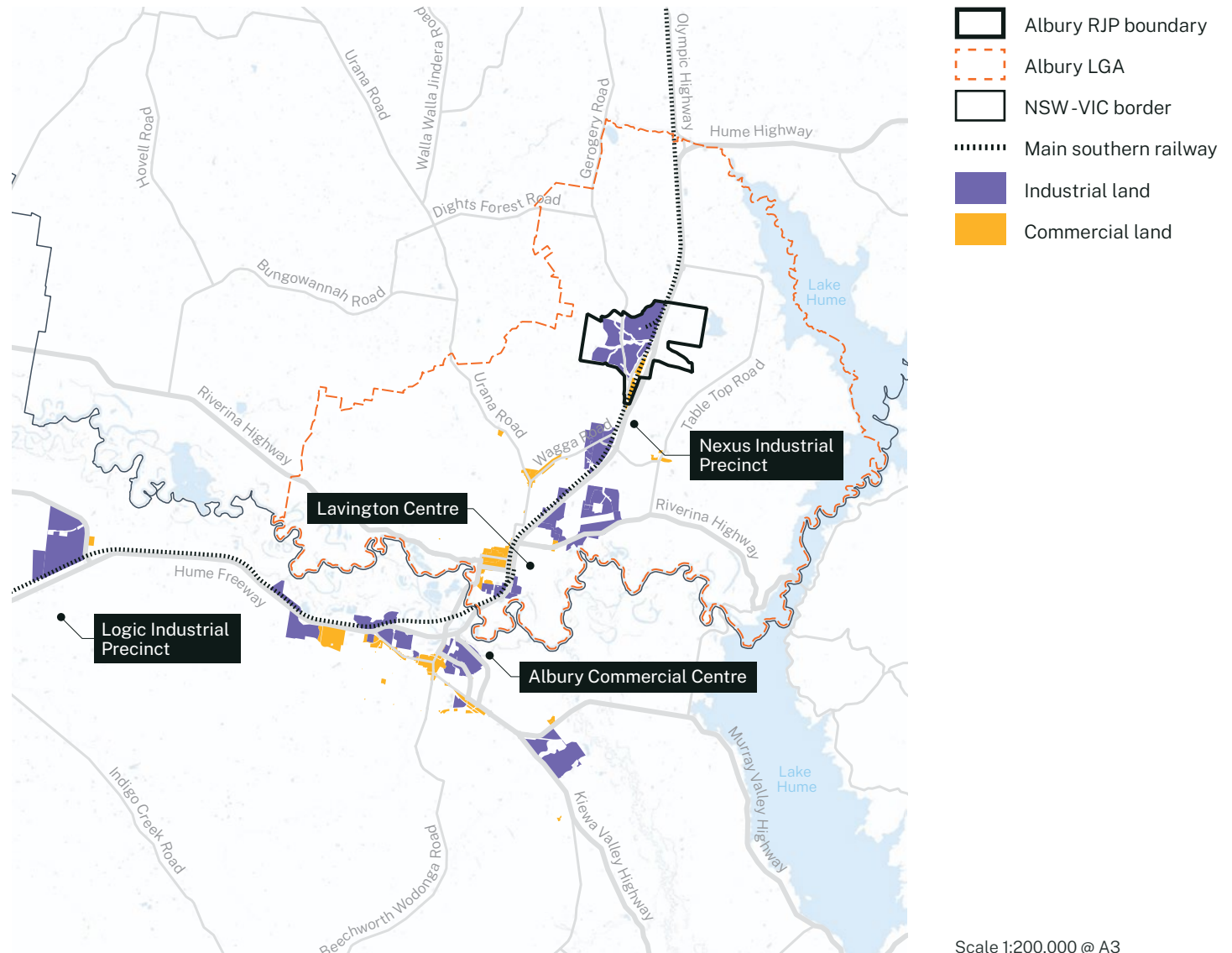


1.2 The Albury Regional Job Precinct

The NSW Government announced the Albury Regional Job Precinct (Albury RJP) 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 RJP leverages off significant existing investment in the NEXUS Industrial Precinct and has identified potential areas for expansion to attract new and existing businesses to and 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. The Albury RJP 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 business 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 Precincts 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.

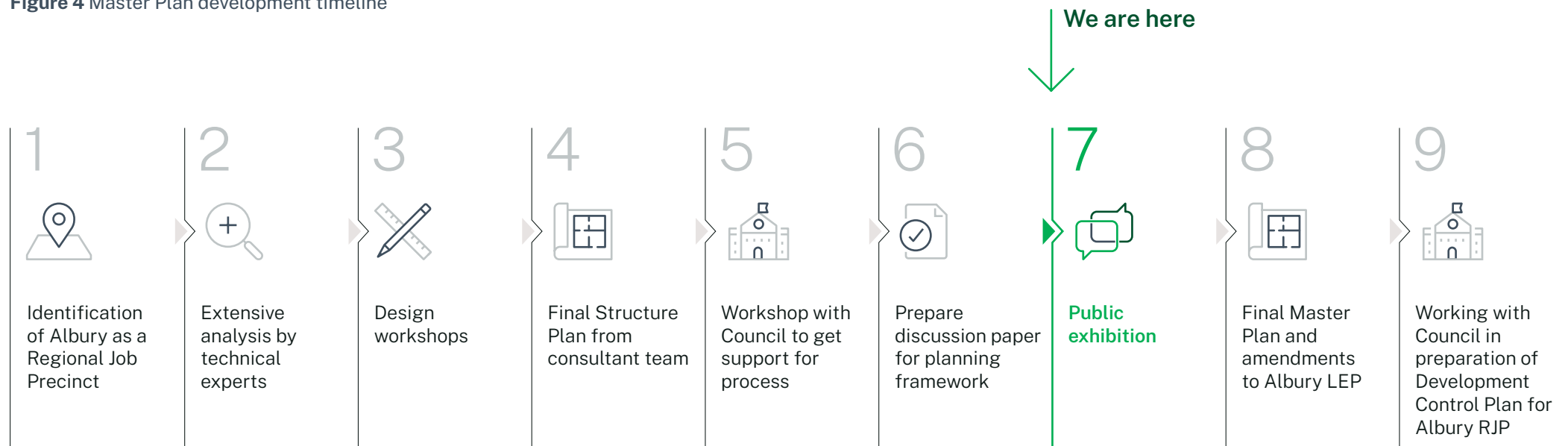
Over an eighteen-month period, the development of the Urban Design Report occurred in three (3) stages. Stage one (1) involved an initial analysis and baseline

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 RJP. 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 RJP 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 RJP. 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 RJP 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 a current population of over 282,200 people and by 2041 is expected to grow by almost 43,000 people.¹ The region is the largest value-adding agricultural region in NSW and is experiencing significant growth and diversification.

In the year ending June 2021, the Riverina Murray Region had a gross regional product (GRP) of \$9.47 billion, growing 4% since the previous year.² 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.³ 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 RJP. The strength and diversity of the regional economy, and access to regional, interstate and international markets, means the Albury RJP 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

282,200

Riverina Murray population

June 2021

\$9.47 billion

Riverina Murray region GRP

Albury:

80 mins

by air to Sydney



9.8%

of workers employed in the manufacturing sector



\$3.3 bn

Albury City LGA Gross Regional Product



56,093

population of Albury City LGA



1 Draft Riverina Murray Regional Plan 2041; DPE Planning Regions 2022 CPA Population and Dwelling Projections.

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

3 Draft Riverina Murray Regional Plan 2041

Key findings



A key priority of state and local government is to create opportunities in the Albury RJP that improve 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 RJP 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 RJP 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 safe freight rail 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 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 tonne kilometres). This indicates that there will be a significant growth in demand for freight-related services and supporting land use surrounding Albury RJP into the foreseeable future.

The Albury Regional Job 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.

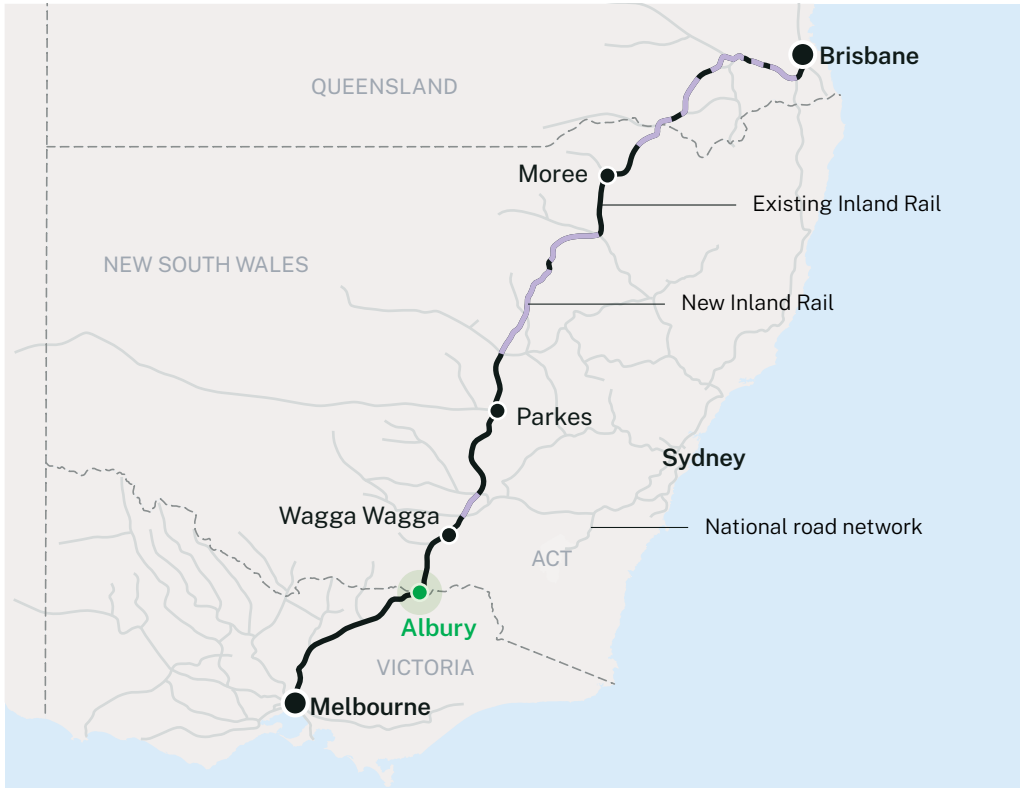
2.3 Wiradjuri cultural heritage

The 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 RJP 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 RJP. Their advocacy and influence will play a key role in realising the vision of the 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 RJP's 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 works 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 simplified planning framework for each precinct. The Department of Regional NSW is committed to working closely with the community and will continually engage 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 RJP. The Albury RJP 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 markets in Sydney and Melbourne.

3.1 Established transport and infrastructure connections

The Precinct is strategically connected to the national road network with the Hume Highway bisecting the 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 Precinct could help facilitate.

Rail infrastructure

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

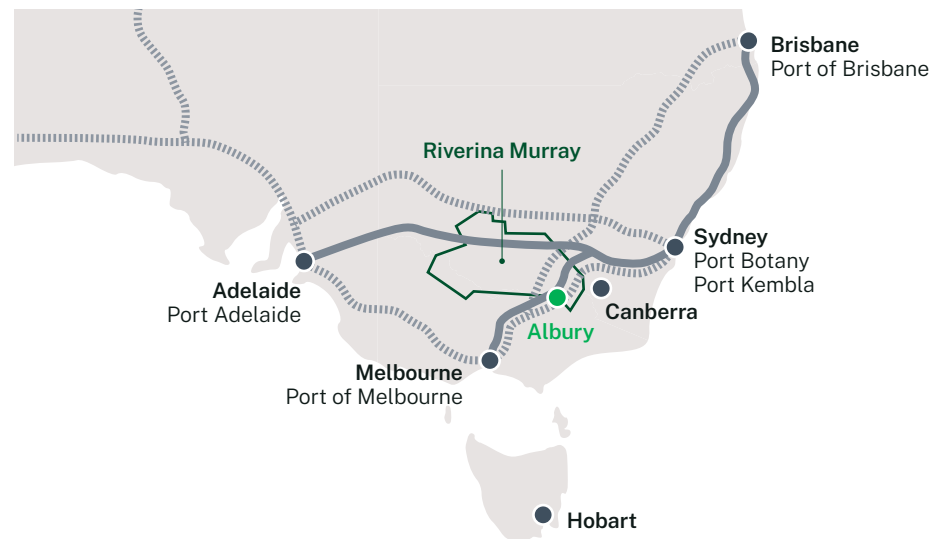
The Albury RJP has the opportunity to leverage its proximity to the national rail network to enable the efficient movement of goods and materials imported and exported to meet the needs of businesses in the RJP.

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 RJP provides significantly improved freight access that supports local commutes and freight efficiencies.

Leveraging the existing transport infrastructure and connections of the Albury RJP 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 the Albury RJP, providing accelerated business development opportunities for targeted industries. The works combined with power and digital connectivity, will provide high quality and well-designed serviced 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 RJP 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 RJP 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 RJP 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 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 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 RJP 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.

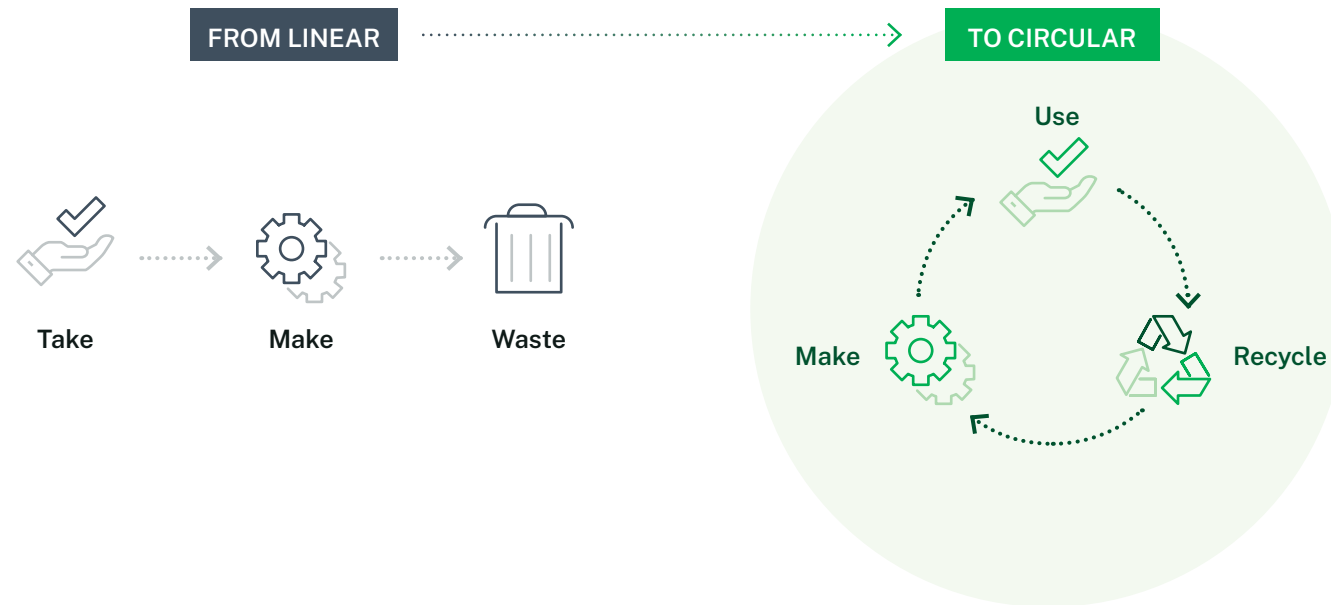
3.4 Leverage the region's unique position and strong primary production sectors

The Albury RJP sits within a context of existing industries, including manufacturing, agriculture, food and beverage and forestry industries. The Albury RJP 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 plantation forestry in the surrounding area. The Albury RJP 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 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 RJP 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 RJP. The overarching vision seeks to leverage opportunities to expand economic development and ensure a resilient precinct.

4.1 Vision

The Albury RJP will redefine the nature of employment within the Albury-Wodonga region. The 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 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 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 RJP'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 facilities establishment of industries that achieves the vision for the Albury RJP.
 - 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 are 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 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 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.

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 RJP. 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 RJP 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 above in Figure 8.

The Albury RJP Structure Plan outlines the opportunities provide 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. Lower intensity 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 precinct and broader RJP. 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 RJP. 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 future 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



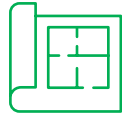
- The Master Plan introduces sub-precincts that:
 - enable a range of complementing industries that leverage the opportunities associated with the expanded NEXUS Industrial Precinct
 - provide unique development opportunities that specifically cater for the growth of advanced manufacturing, circular economy and recycling, agribusiness, freight and logistic services
- The Master Plan is designed to take advantage of the 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 establish a clear land use and planning strategy for the future development of the Albury RJP.
- The Master Plan will form part of the Albury RJP Development Control Plan.
- The Master Plan sets a clear land use framework that appropriately locates high emission industries that 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 builds on the existing road pattern to supports 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.



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



- The Master Plan retains the existing biodiversity corridors and provides expanded environmental 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.

4 Create an environmentally sustainable and culturally responsible precinct



- The Master Plan build 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.

5 Open up avenues for collaboration



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

Figure 8 Albury RJP Structure Plan



5.3 Infrastructure and development staging

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

Notably, as a 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 refueling stations between Sydney and Melbourne.

Other examples of key Government committed infrastructure projects which align with the delivery of stages of the Master Plan and will benefit the 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 RJP which provide for the efficient movement of a variety of transport modes as stipulated in the Riverina Murray Regional Plan 2036
- infrastructure projects, including gas reticulation, completion of southern access ramps at Davey Road Interchange and extension of rail siding at Ettamogah Rail Hub as outlined in Albury Wodonga Regional Economic Development Strategy 2018-2022
- Ettamogah Rail Hub siding extension (complete), Davey Road interchange (complete), Thurgoona link road and significant infrastructure to support Thurgoona Wirringa Precinct Structure Plan highlighted in the Albury City Local Strategic Planning Statement (LSPS) 2020.

The Albury RJP 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 utilities 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 densification of activity within a concentrated area at the centre and north-east area of the precinct, building on early stages of development and existing infrastructure.

Figure 9 illustrates the indicative staging for development and infrastructure within the Albury RJP. 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 in consultation with Council and other key agencies as required.

Figure 9 Albury RJP Staging Plan

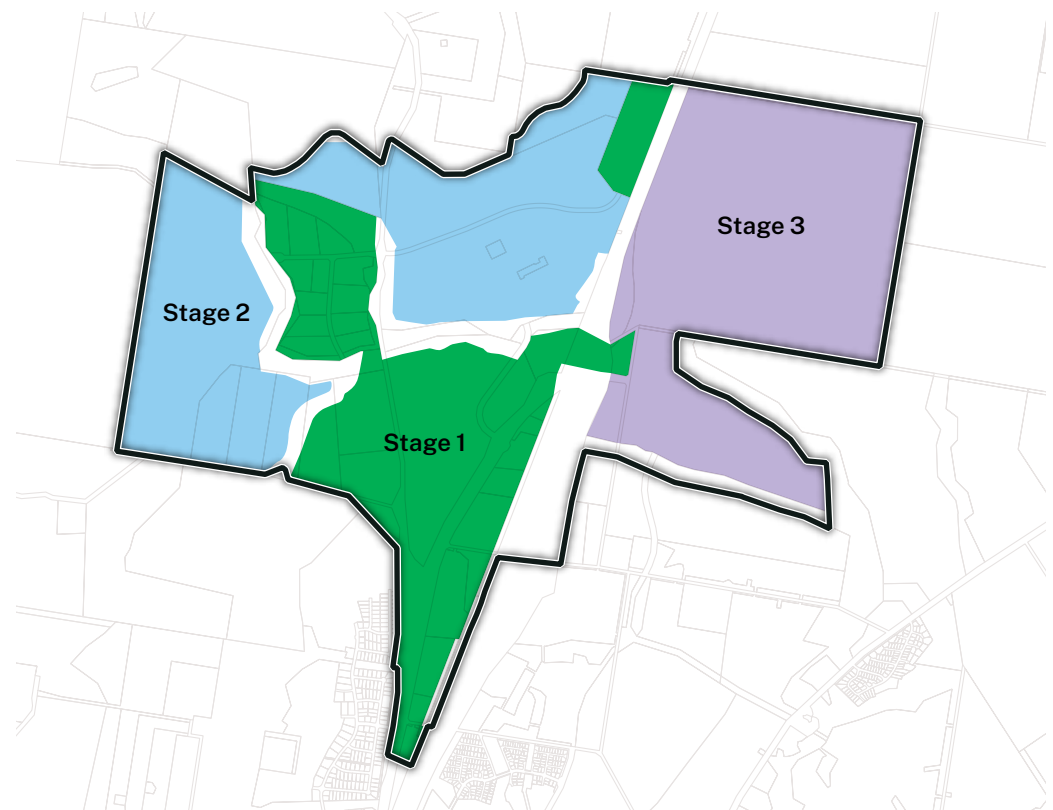


Figure 10 Stage 1

Stage 1 – 2022 to 2026

Stage 1 seeks to initiate a concentration of industrial activity, forming a hub for the 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 RJP boundary
- Proposed land use**
-  Productivity support
-  Conservation
-  General industry
-  Heavy industry
-  Rail intermodal
-  Service station
-  Rail intermodal (for future consideration)
- Existing zones within precinct**
-  Conservation

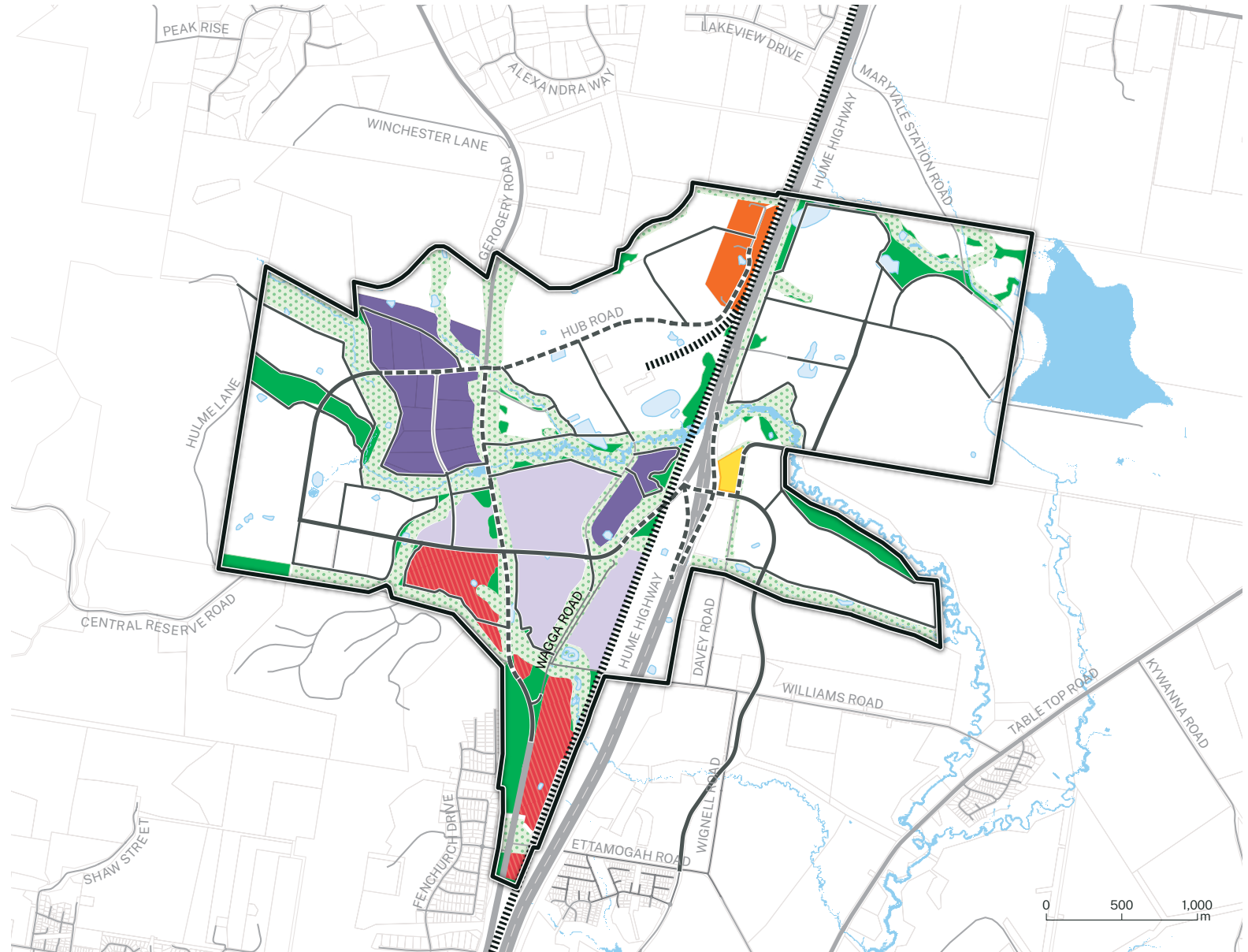


Figure 11 Stage 2

Stage 2 – 2027 to 2036

Stage 2 looks to expand the precinct to the remaining land within the eastern side of the precinct, including all land East of the Hume Highway and the National Rail Line. This stage will prioritise heavy 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.

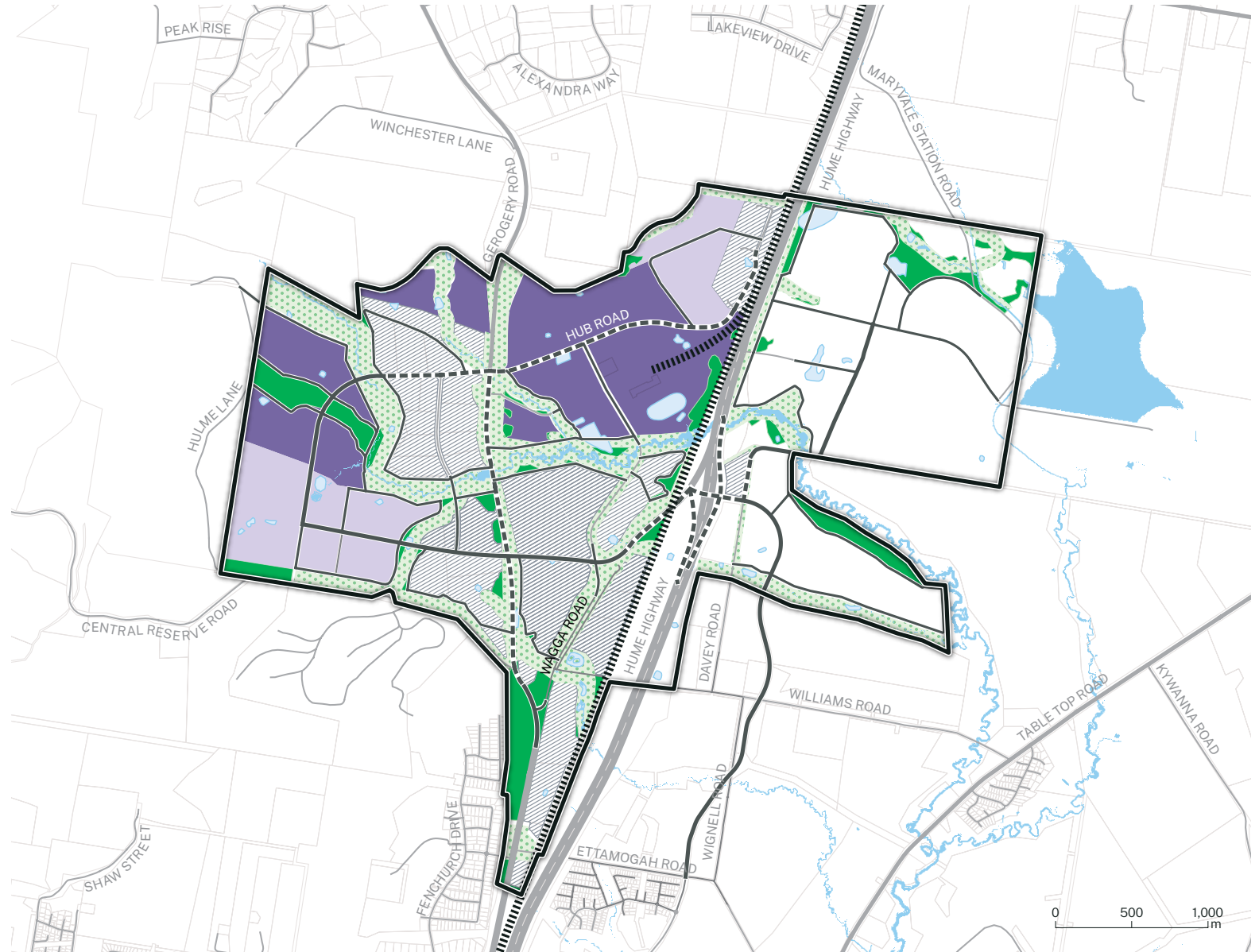
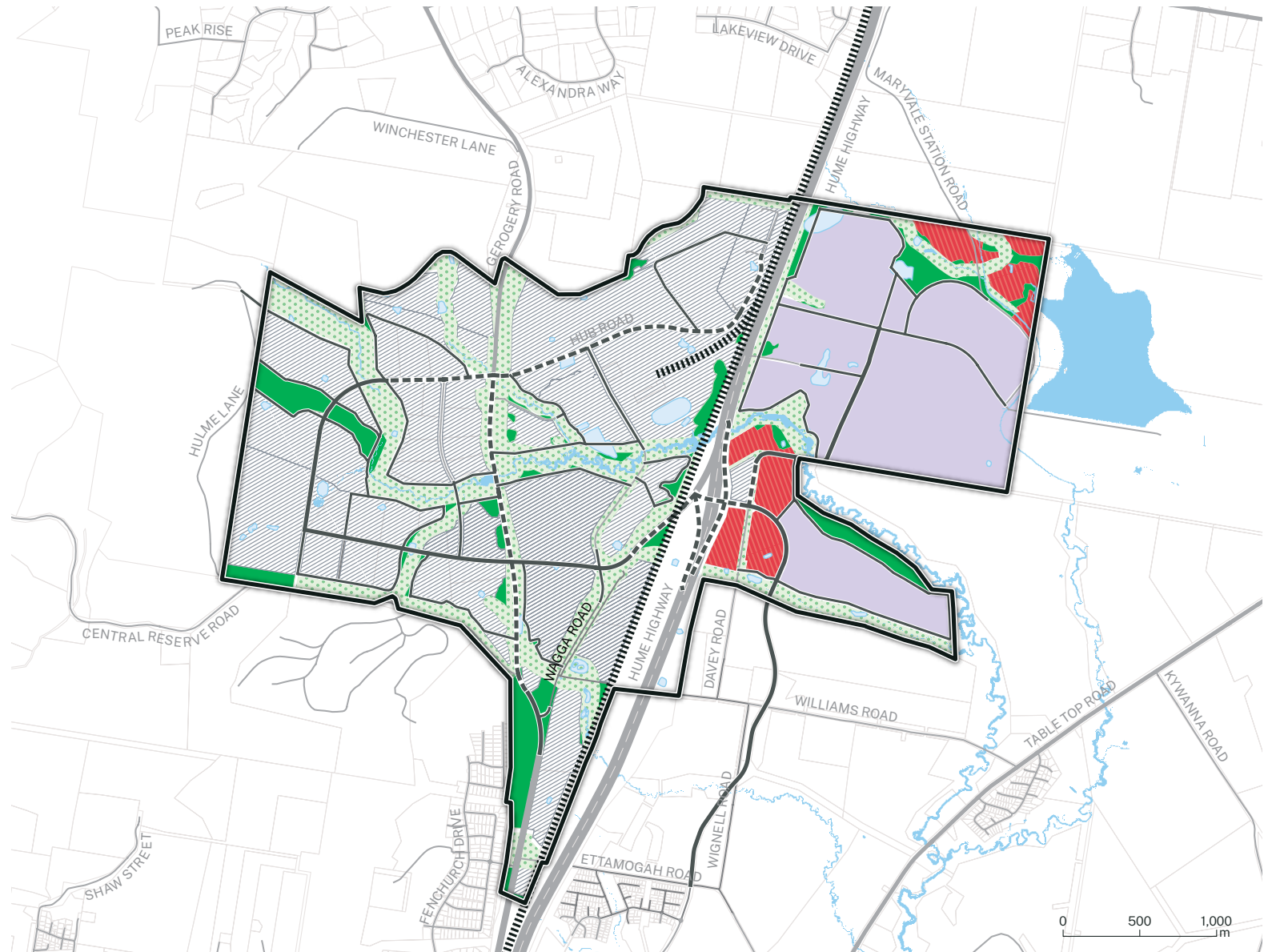


Figure 12 Stage 3

Stage 3 – beyond 2036

Stage 3 extends the precinct 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 RJP 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 precinct.

Employment lands are general industry and productivity support, rather than heavy industry to protect future urban growth areas and to provide a precinct with a varied character.




 Albury RJP boundary

Proposed land use

 Productivity support

 Conservation

 General industry

 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 RJP 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 RJP and capitalise on the competitive advantages of the precinct for industry investment.

The diagram below outlines the planning framework for the Albury RJP. The 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) that will benefit from the region's location.

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

6.1 Albury Local Environmental Plan 2010

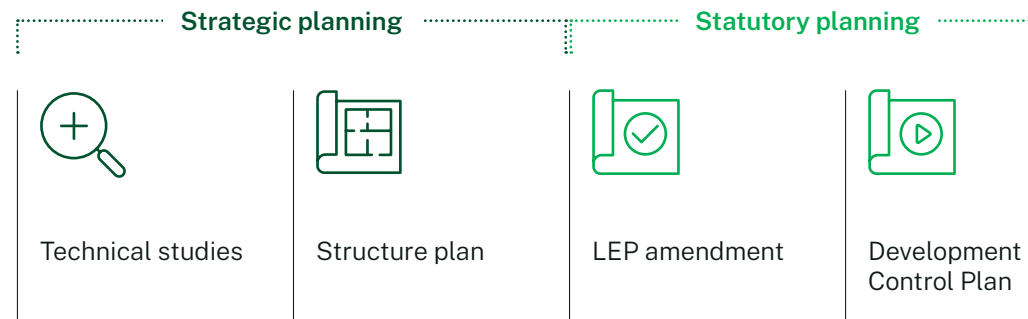
The Albury LEP will be amended to introduce new controls applying to land within the Albury RJP. Specifically, the LEP will:

- identify Albury RJP 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 RJP 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 supports land uses to support the day to day needs of various businesses and industries, avoiding competition with surrounding industrial precincts.
- **SP2 Infrastructure:** Maintaining the existing land use zoning of the highway corridor.
- **C3 Environmental Management:** Protect, manages and restores areas of high, ecological, scientific, cultural or aesthetic value.

Planning framework



- identify sub-precincts to guide suitable and not suitable locations for heavier industries in the SP4 Enterprise zone in order to minimize land use conflicts and minimize impacts on sensitive receivers.
- include a mapped buffer zone and precinct-specific clause that outlines the matters for consideration for development application for land within the mapped buffer zone.
- include a conservation overlay where future development planned for land currently zoned IN1 General Industrial will require an assessment of the proposed impact on high value vegetation and biodiversity.

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 the Albury RJP DCP. The Structure Plan embedded within the site-specific DCP will apply to the entire precinct and will:

- identify the vision, aspirations, principles and intended character for the 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 RJP will be assessed and determined through approval pathways that are intended to facilitate development that is aligned with the RJP 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 RJP 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

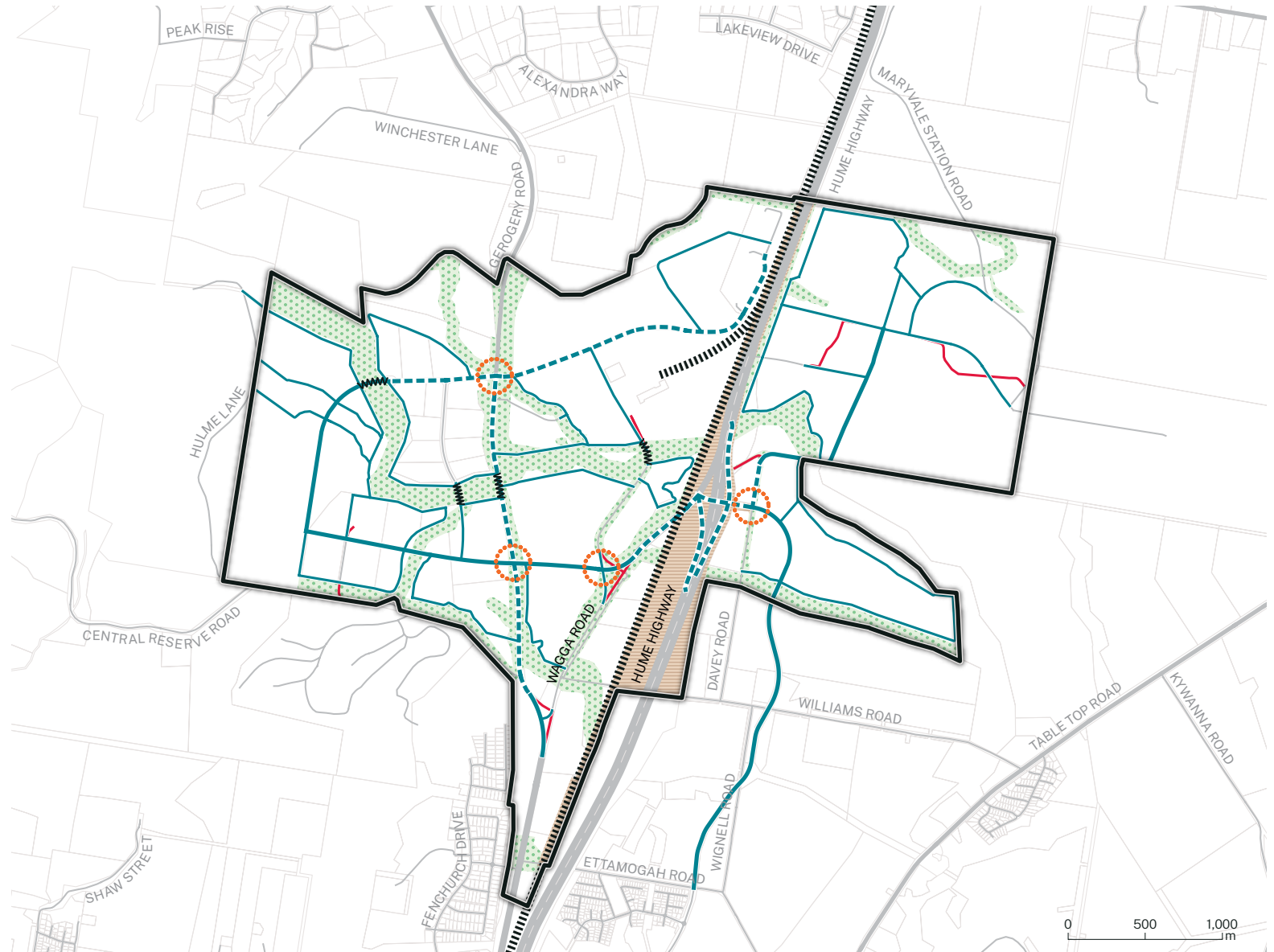
7.1 Transport and road network

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

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 RJP. 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 substation located at the western 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 Station 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
Maximise the sustainable utilisation of existing committed infrastructure	Ensure sustainable development outcomes that align with existing and committed infrastructure	The Albury RJP DCP includes controls that: <ul style="list-style-type: none"> • enable delivery of utilities to support development consistent with the Albury RJP staging plan • promote future development to be designed with rooftop solar installation for renewable energy production • encourage Battery Energy Storage System/community scale battery utilities on future development sites.

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 are 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 connect habitat, vegetation or riparian corridors. Conservation zones and local provisions will enable ecologically sustainable outcomes in association with economic and employment growth.

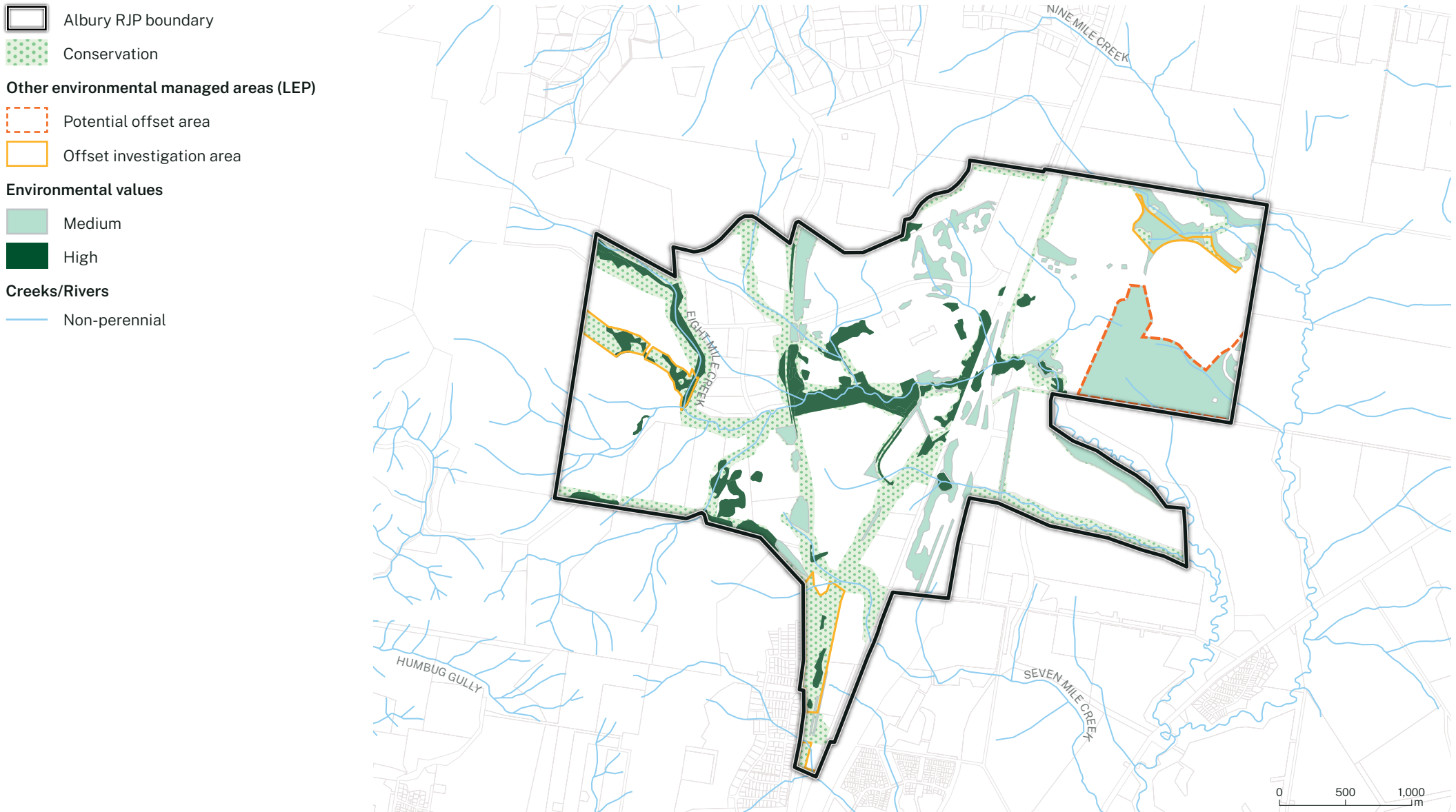
To ensure future development in the Albury RJP provides positive biodiversity outcomes, the future Development Control Plan should include provisions to minimise adverse impact on existing vegetation and riparian corridors as well as ensure the protection of biodiversity valued habitats.

The Albury RJP currently benefits from biodiversity certification that applies across the land covered by Albury LEP. There is an opportunity to establish a new precinct-wide assessment and approval process to protect biodiversity that is aligned with the Master Plan and the *Biodiversity Conservation Act 2016* (NSW).



Outcome	Purpose/intent	Action
Provide a streamlined biodiversity process	Enable developers and industry partners to address biodiversity conservation, impacts and mitigation using strategic approaches that maximise conservation outcomes and facilitate sustainable development	To investigate: <ul style="list-style-type: none"> a precinct wide approval process for sites in located within or in close proximity of riparian corridors under the <i>Water Management Act 2000</i> (NSW) 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.

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 sub-precincts.

The proximity of sensitive receptors to the RJP boundary is a constraint to intensive industries on land close to the RJP boundary. Sensitive receptors (mainly existing or planned residential areas) are predominantly located south of the RJP and 500 metres north of the intermodal rail terminal. To reduce potential for noise, odour and air-quality impacts heavier industrial land uses are prioritised in the central parts of the RJP around the existing paper mill and rail intermodal and in the north-west of the precinct. This prevent potential land use conflicts and ensure future development that is compatible to ensure the safety of future operators. 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

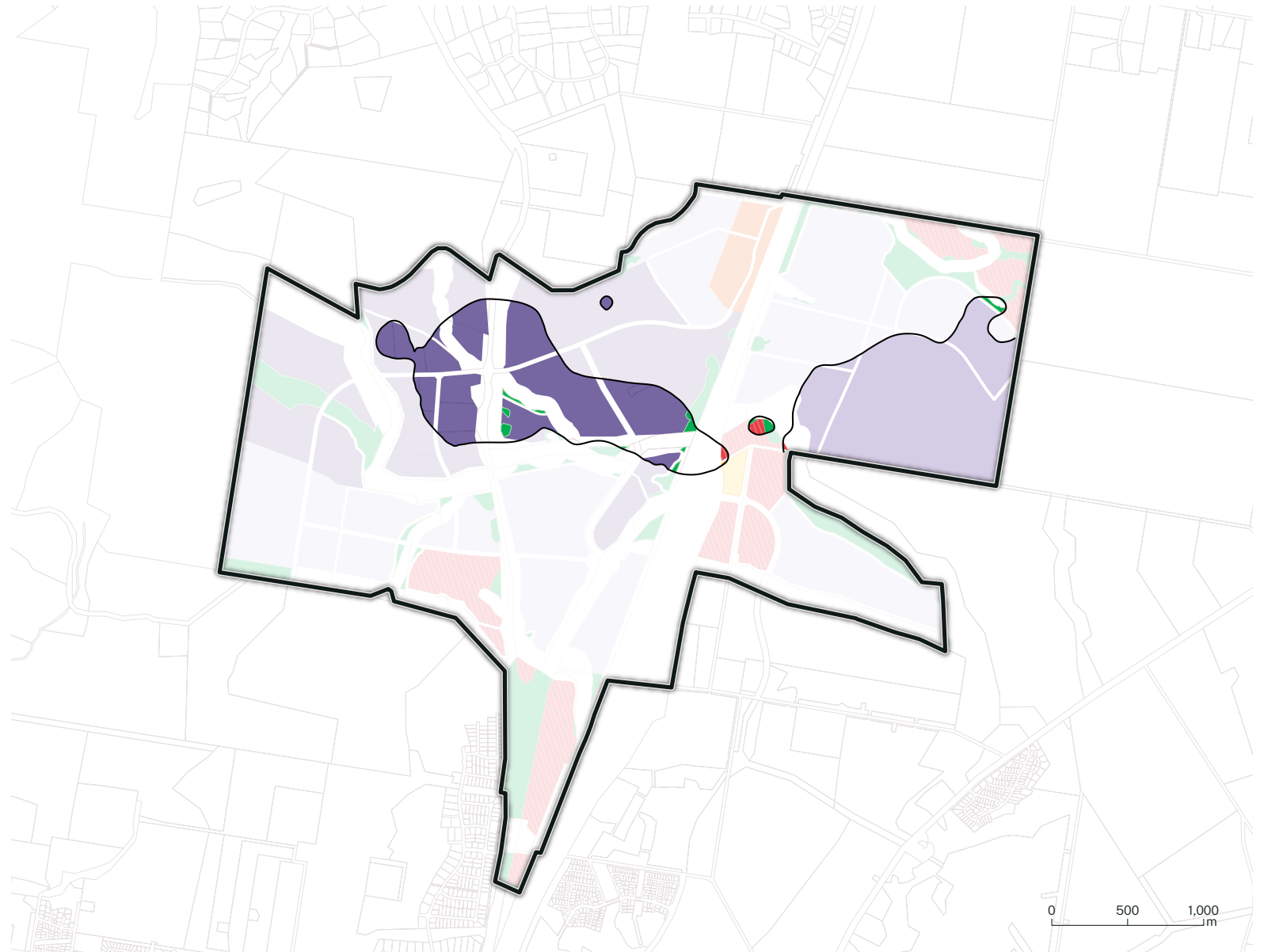
The planning framework should facilitate orderly development that minimises impact on air, quality and amenity. To ensure future development in the Albury RJP provide positive amenity outcomes, the future Development Control Plan should include provisions to minimise adverse impact on surrounding land uses and sensitive receptors.



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

Figure 15 Air quality, odour and noise considerations

-  Albury RJP boundary
-  Preferred stack locations
- Proposed zones within preliminary recommended stack locations**
-  Productivity support
-  Conservation
-  General industry
-  Heavy industry
-  Service station



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 RJP, as well as allowing for safe emergency service movements and evacuation routes.





Recommendations for the planning framework

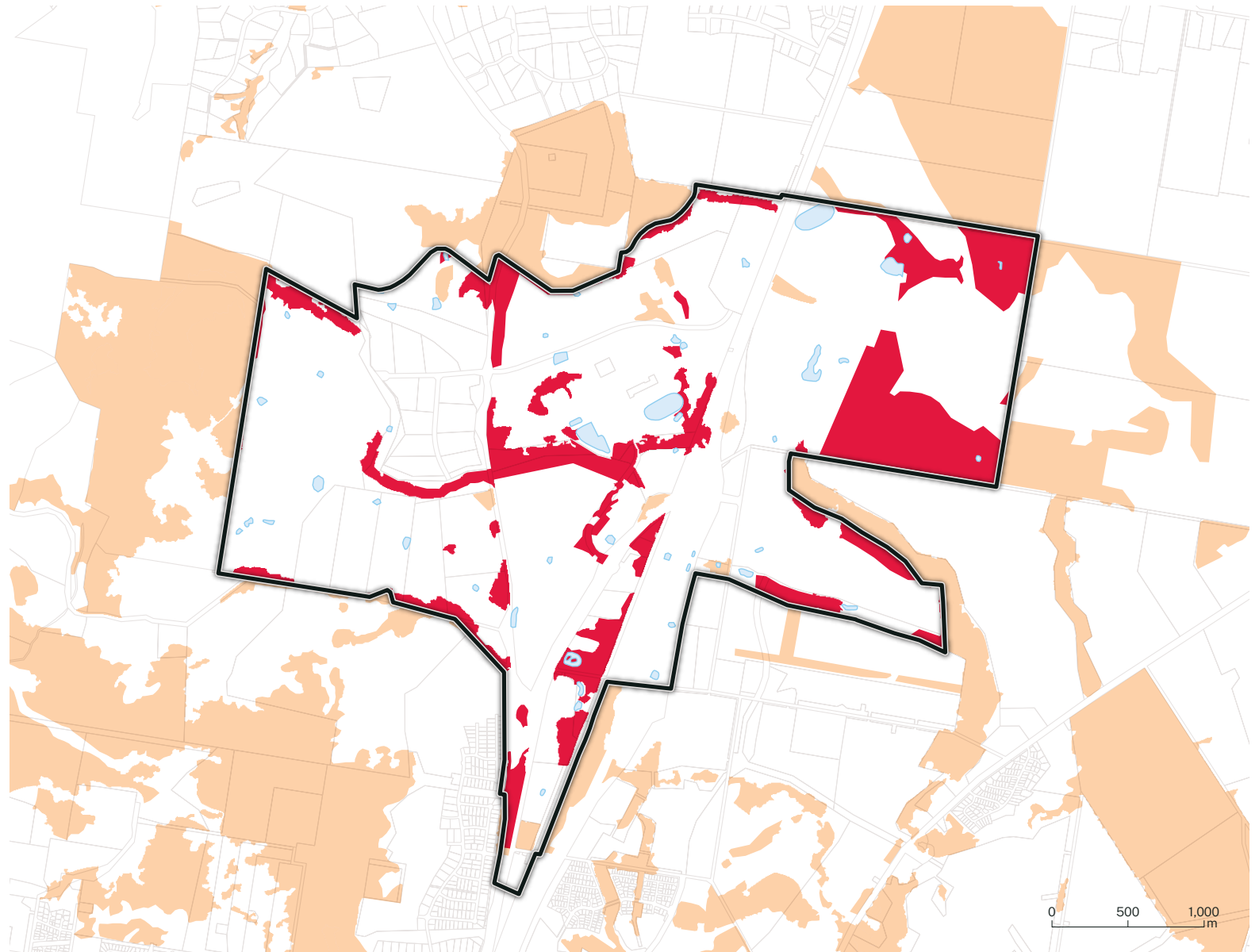
The exclusion of inappropriate development in bushfire risk zones should be applied through the proposed planning framework and identified within the LEP maps. This should include complementary bushfire management and mitigation strategies within the future Albury RJP Development Control Plan provisions.



Outcome	Purpose/intent	Action
Future development is not exposed or increases the risk of bushfire hazard risk	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"> The Albury DCP includes controls that: <ul style="list-style-type: none"> specify bushfire protection measures in relation to development on or adjacent to bushfire prone land 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 not result in increased risk or limitations to access and egress routes across the Albury RJP 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 Precinct

Figure 16 Bushfire prone areas in the Structure Plan

-  Albury RJP 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 RJP, 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 full 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

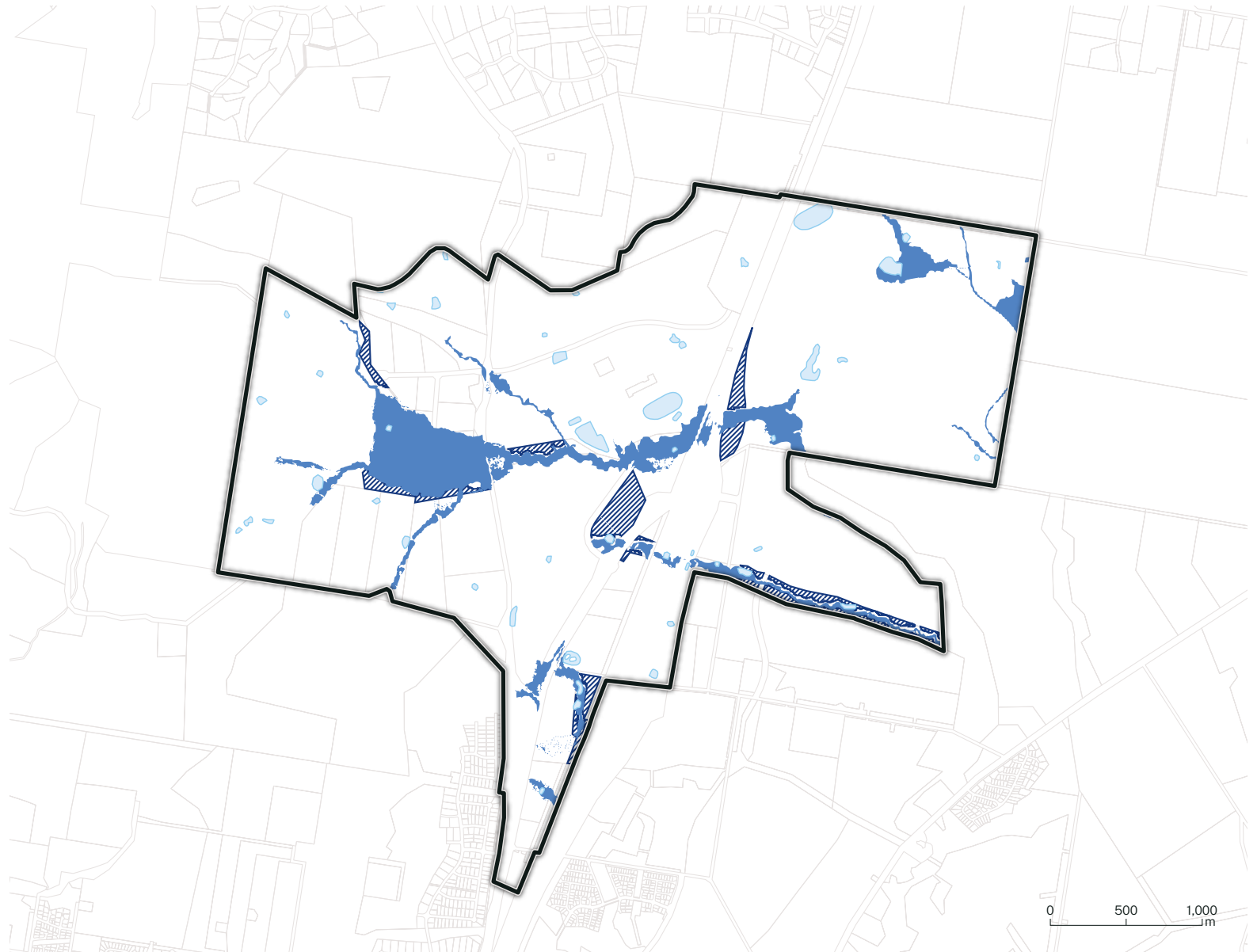
The planning framework should be designed to prevent flood risk to the environment, property and people.



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

Figure 17 Flood impact areas identified in the Structure Plan

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

7.8 Managing development on contaminated land

The Structure Plan has been developed to mitigate the impact of potentially contaminating industries within the Albury RJP. Specifically, the preferred Structure Plan involves the adjustment of conservation land areas to avoid sterilisation of existing lots within private ownership. The Structure Plan supports further investigation into areas of the RJP to ensure that no lots that are currently in private ownership are sterilised by conservation zoning.

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
To ensure that development adequately addresses contaminated land	Prevent sensitive land use development on contaminated land	<ul style="list-style-type: none"> The Albury RJP DCP should include controls that: <ul style="list-style-type: none"> 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 encourage the integration of WSUD principles in the detailed design stage to mitigate potential change to soil water levels and salinity conditions Apply key principles from the Land Contamination Planning Guidelines (Draft) to pro-actively prevent future contamination from occurring.

7.9 Sustainability and climate change

Sustainability and resilience to climate change is a key principle shaping the development of the Albury RJP. 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 RJP has the opportunity to be a genuine leader in environment and sustainability performance through the following:

- reducing the 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 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 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 RJP should include controls to promote sustainable practices and ensure future development can better anticipate and manage climate through provisions.



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

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 RJP. 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.

A key action of the Structure Plan is to identify the potential compatibility of adaptive re-use of heritage items with public uses. 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 RJP. 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 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 RJP to the Hume Highway. Areas identified as holding potential for archaeological deposits within the RJP have been considered in the Master Plan regarding the development of new internal roads.

Recommendations for the planning framework

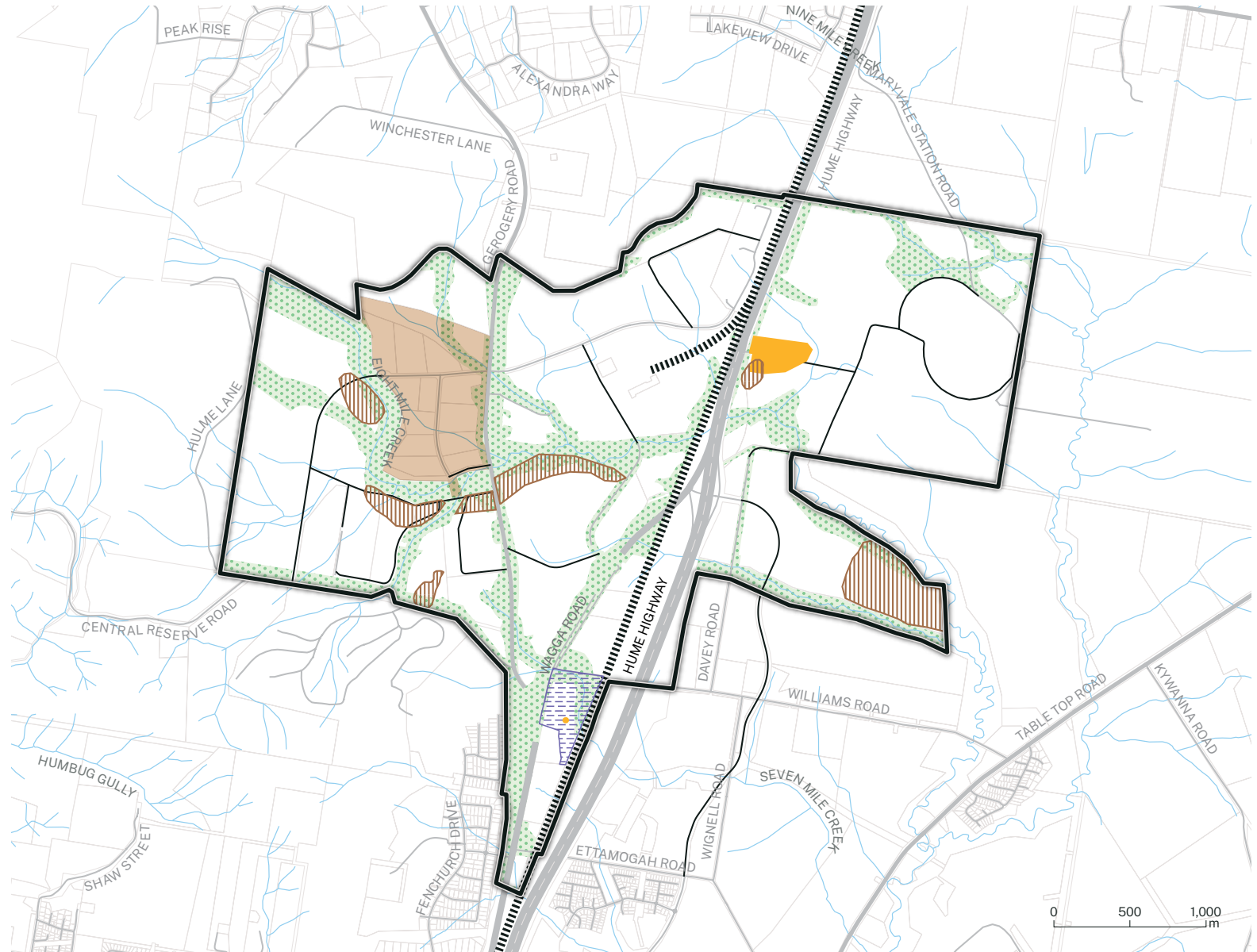
The planning framework must ensure that the Albury RJP's unique heritage significance is retained and protected.



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

Figure 18 Heritage considerations in the Structure Plan

-  Albury RJP boundary
-  LEP heritage identified
- Historic heritage significance**
-  Moderate significance
-  Aboriginal heritage: potential archaeological deposit
-  Existing Aboriginal Heritage Impact Permit (AHIP), no. 4118
-  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 RJP which have high Indigenous Cultural heritage, including the Wagirra Trail and the Yindyamarra Sculpture Walk. Similarly, the Structure Plan seeks to draw additional Indigenous designs elements into the RJP 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 RJP.

Recommendations for the planning framework

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



Outcome	Purpose/intent	Action
<ul style="list-style-type: none"> • Protect and enhance the history and culture of the Aboriginal custodians of the land • 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 • Recognise and reflect Aboriginal connection to Country by protecting and enhancing significant natural features in and around the Albury RJP 	<p>Celebrate Albury RJP's cultural heritage, including protection, respect and recognition of indigenous value on and within the land</p>	<ul style="list-style-type: none"> • The Albury RJP DCP includes controls that: <ul style="list-style-type: none"> – establish an appropriate strategy to recognise cultural heritage value to local community, particularly Aboriginal people – encourage close consultation with community groups in the development process and management of identified Aboriginal sites and potential archaeological deposits should be made in – ensuring any development is accordance with Aboriginal Cultural Heritage Standards & Guidelines Kit. • An Aboriginal Cultural Heritage Assessment (ACHA) involving Aboriginal stakeholders and investigations to enable precinct scale approvals under the <i>National Parks and Wildlife Act 1974 (NSW)</i>.

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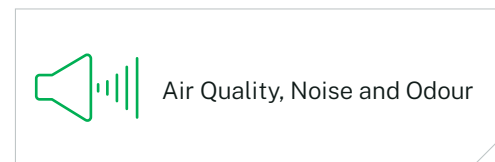
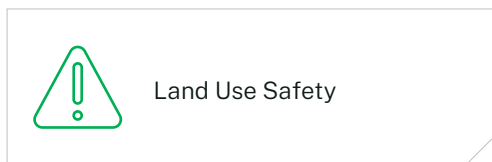
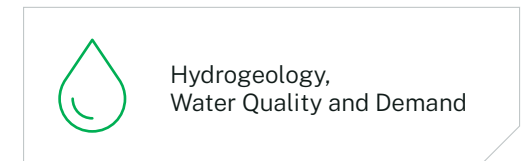
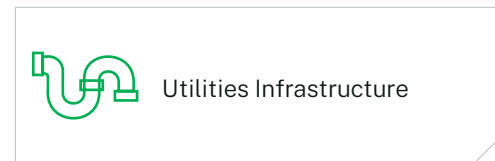
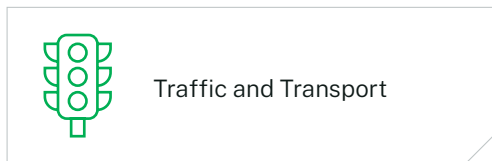
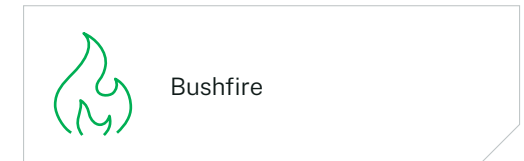
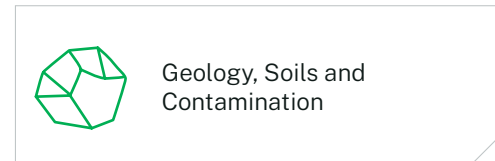
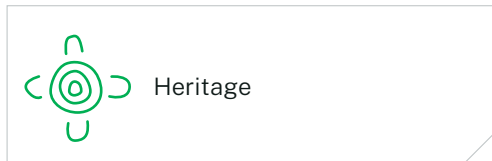
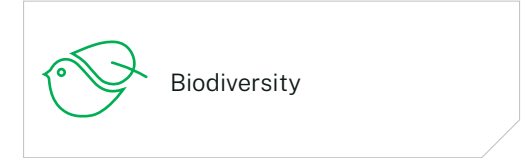
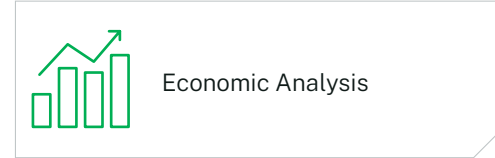
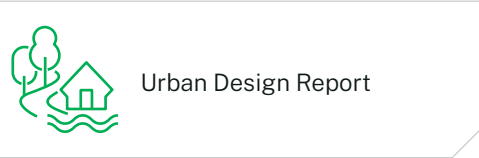
Appendices

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.





Have your say

Have your say on the NSW Planning Portal or go to the website for more information.



Have your say on the NSW Planning Portal

planningportal.nsw.gov.au/draftplans/exhibition/albury-regional-job-precinct



For more information

nsw.gov.au/regionaljobprecincts