

Thurgoona Wirlinga Precinct Structure Plan

November 2025

Acknowledgement of Country

AlburyCity acknowledges the Wiradjuri people as the traditional custodians of the land in which we live and work and we pay our respects to Elders past, present and future for they hold the memories, culture, tradition and hopes of Aboriginal and Torres Strait Islander people that contribute to our community.

AlburyCity-dyu yindyamali Wiradjuri mayiny.
Wiradjuri bala walumaldhaanygalang
ngurambang-gu. Ngurambang-ga
ngiyanhi murunwigi yindyamali-yanhi
mudyigaanggalam-bu balumbambal-bu.
Nganhaguliyalaa wirimbili giilanggalam-bu
winhangangidyal-bu Wiradjuri-giyalang-bu
ngurambangguwalgiyalang-bu.

*Translation in Wiradjuri language provided by
Wiradjuri Elder Aunty Edna Stewart, 2023*



Project Client: Albury City Council
Project Name: Thurgoona Wirlinga

Revision:	Status:	Date:
A	2025 Structure Plan Review	04/11/2024
B	2025 Structure Plan Review	06/03/2025
C	2025 Structure Plan Review	09/04/2025
D	Final Structure Plan Review for exhibition	01/05/2025
E	Final Structure Plan	04/11/2025

Consultant Team: Mecone, McGregor Coxall, Projectura

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Section 1

Introduction



1.1 Overview

As a nationally significant regional city, Albury is experiencing sustained population and economic growth. AlburyCity is committed to facilitating this growth in diverse, well-designed built environments with affordable housing opportunities in both infill and greenfield areas.

Thurgoona Wirlinga is Albury's primary greenfield growth area with capacity to meet projected dwelling demand for the next 40 years. To best accommodate and support coordinated growth, AlburyCity engaged Mecone with McGregor Coxall and Projectura, to review the 2013 Precinct Structure Plan for Thurgoona Wirlinga.

The 2013 Thurgoona Wirlinga Precinct Structure Plan has helped shape the precinct's development. While many of the 2013 Structure Plan principles remain relevant, much has changed in the last decade. The Structure Plan has been updated and revised in response to community consultation, revised planning policies, updated strategies, new construction projects, and contemporary approaches to greenfield development. This 2025 Structure Plan advances the initial Garden City approach to development in Thurgoona, now referred to as Garden City 2.0.

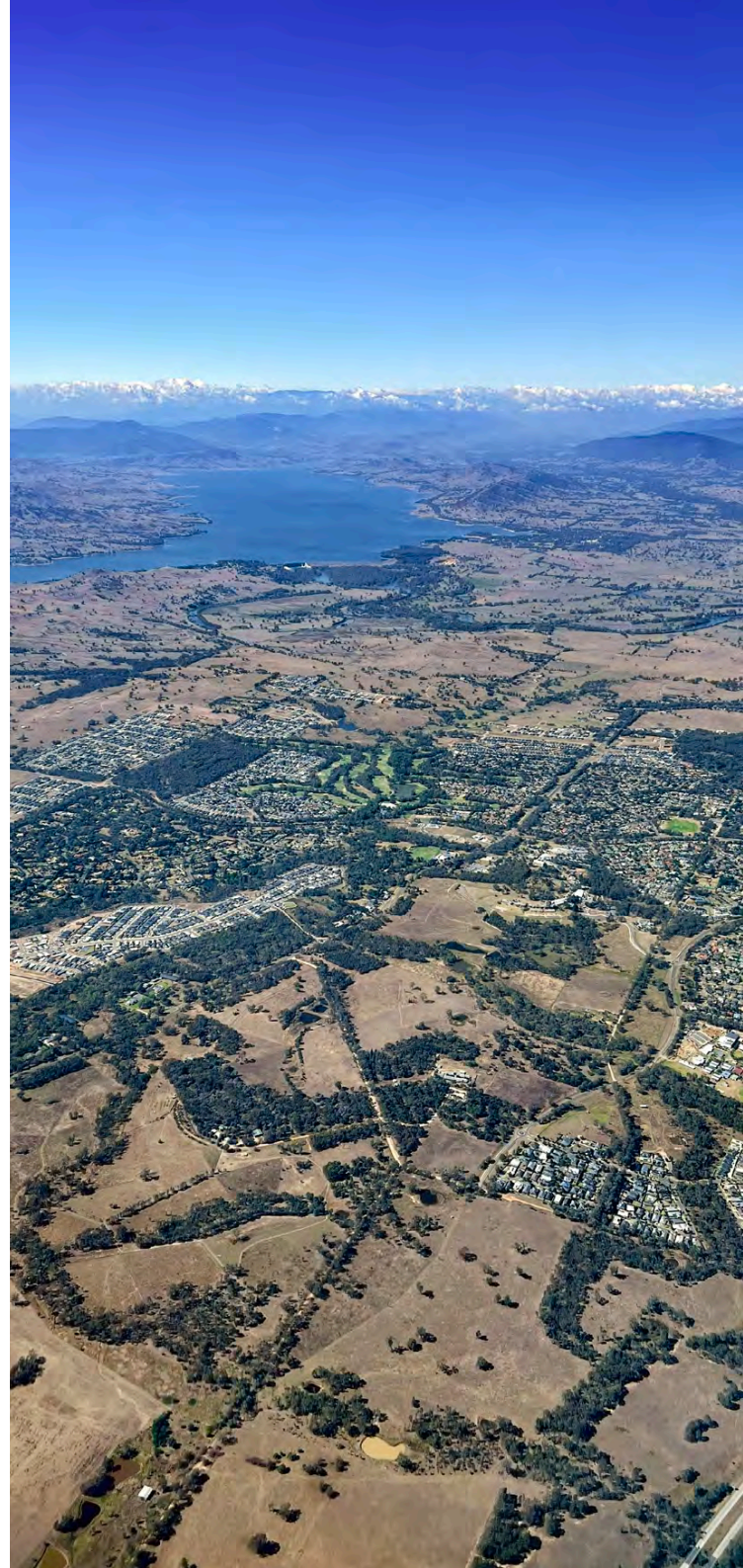
This document outlines the process for the review of the 2013 Structure Plan. The results of this work- have informed the 2025 Structure Plan.

1.1.1 Purpose of the Structure Plan

A structure plan is a strategic framework used to guide the long-term land use change, development and growth of a specific area. It provides a coherent vision for the future, outlining the intended land uses, urban design principles, infrastructure requirements, and environmental considerations. The Structure Plan serves as a vital tool for planners, policymakers, developers, and the community by setting out a clear roadmap for sustainable development.

The 2013 Thurgoona Wirlinga Precinct Structure Plan was developed with community and stakeholder input. It set a bold vision for the future of the area that seeks to:

- Establish a living environment that promotes and is defined by a 'sense of place' and a 'sense of community' that is uniquely Australian and reflects the rural heritage of the district.
- Encourage sustainable living environment that offers all members of its community convenient and affordable access to a wide range of recreational, educational, residential and employment opportunities.
- Develop an inclusive community that has access to efficient public transport, bike paths and walkable proximity to diverse and extensive open space networks.
- Support a community that values both its heritage and natural environment, while considering the needs of both today's residents and the residents of tomorrow.
- Support a community that is proud of this safe and vibrant place that draws inspiration and life from its heritage and connection to the majestic Murray River.'



1.2 Precinct (Study Area)

Located to the north-east of Albury CBD, Thurgoona Wirlinga is Albury's primary growth area. It covers an area of approximately 4,500 ha – that is about 15% of the area of the Albury LGA. Existing development is primarily concentrated to the west of Kerr Road, while the eastern part of the precinct is subject to future development.

The precinct provides capacity to accommodate up to 50,000 people by 2060 to 2070.

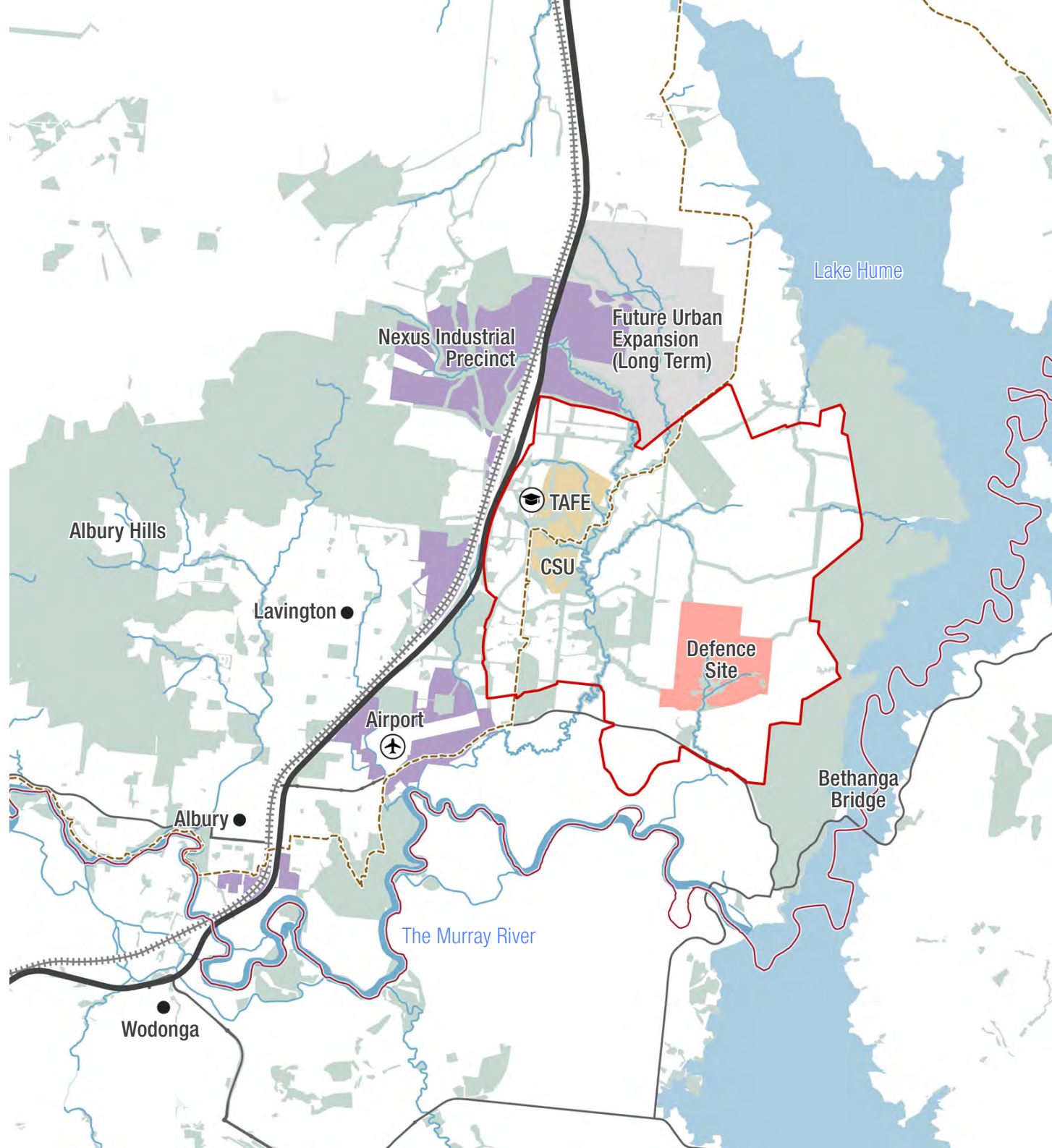
Key existing land use features within the precinct include Charles Sturt University, NSW Riverina Institute of TAFE, Thurgoona Country Golf Club Resort and local shops. Existing social and community infrastructure includes the Thurgoona Primary School and Thurgoona Community Centre. A large area of Defence Force Land is also located in Wirlinga.

Notable features in the growth area include:

- Hillscapes to the east and north-west of the precinct, with peaks at around 350m.
- Lake Hume to the east and the Murray River to the south of the precinct.
- Flora and fauna with significant biodiversity values (e.g. Sloane's Froglet, Gilgai wetlands, Regent Honeyeater).
- Eight Mile, Nine Mile and Woolshed Creeks, and associated tributaries, running in both north-south and east-west directions.
- Wiradjuri Aboriginal Cultural Heritage including archaeological sites, stone scatters, culturally scarred trees.
- Bells Travelling Stock Reserve.

Legend

	Site Boundary		State Border
	Murray River		Hume & Hovell Trail
	Lake Hume		Hume Highway
	Education Precinct		Main Southern Railway
	Industrial Land		Bushland
	Defence Site		Albury Airport
			0 0.5 1 2km



1.3 Connecting with Country

The Connecting with Country Framework by Government Architect NSW (GANSW) prompts professionals in the built environment to incorporate authentic Aboriginal influence and participation into their design processes. This approach ensures that the aspirations outlined in the Framework are regarded not as supplementary benefits but as the fundamental basis for development in NSW.

The Thurgoona Wirlinga Precinct Structure Plan review provides a platform to involve the local Wiradjuri community in narrating and interpreting the story of this land. It also offers an opportunity to assess the impacts of land use planning, design, and master planning on Country.

Early engagement with the local Aboriginal community was facilitated as part of the 2025 Structure Plan. This is an ongoing conversation, with the principles of designing with Country core to the nature-based framework. The 2025 Structure Plan identifies opportunities for co-design with the Wiradjuri community, particularly at the new district park, as well as along linear parks and other open spaces. Aboriginal place naming for streets, parks and other places will also be prioritised.



1.4 Structure Plan Review Process

The Thurgoona Wirlinga Precinct Structure Plan was adopted in late 2012 and became effective in March 2013. Providing a long-term planning framework that guides future development of the Precinct, the Structure Plan was prepared with community and stakeholder input. More specifically it provides an urban development structure to coordinate land use, built form and infrastructure needs and a framework for statutory planning controls. The review of the Structure Plan aimed to:

- Provide greater certainty to the community and investors about expectations for the future location and form of development.
- Manage growth to ensure the precinct is a vibrant and attractive place to live, work and play.
- Optimise the allocation of resources and investments in ways that most benefit the local community.
- Create objectives to give effect to preferred development outcomes.
- Incorporate key elements in response to community input and feedback.

1.4.1 Community Consultation

The review of the Thurgoona Wirlinga Precinct Structure Plan has been informed by an extensive community consultation program, which included the following phases:

PHASE 1: BACKGROUND RESEARCH

- *Review of Community Feedback:* In 2023, previous community feedback was collated and analysed, and an online survey was conducted to gain a deeper understanding of community concerns and ideas for the future of the Thurgoona Wirlinga Precinct.
- *In-Person Engagement:* Community and industry forums were held to provide an opportunity for stakeholders to interact with the project team and provide feedback on the existing Thurgoona Wirlinga Precinct Structure Plan.

PHASE 2: DEVELOPING OPTIONS

- *Review and Development of Options:* Based on the consultation outcomes and technical investigations, priority issues and opportunities were identified for potential amendments to the current Precinct Structure Plan.
- *Discussion Paper:* A discussion paper was developed to test the options for updating the Structure Plan, with additional community feedback sought on proposed strategies and changes.

PHASE 3: 2025 STRUCTURE PLAN

- In response to community, landowner and industry feedback received in Phases 1 and 2, a draft 2025 Structure Plan was prepared and publicly exhibited. Feedback has informed the final 2025 Structure Plan.

The community consultation revealed several key insights and priorities that will inform the future development of the area. Feedback collected through surveys, in-person sessions, stakeholder meetings, and submissions reflected strong community support for maintaining the natural environment and enhancing green spaces, while ensuring that urban development aligns with the area's rural character.

Environmental concerns were paramount, with community members emphasising the preservation of Aboriginal cultural heritage and the protection of biodiversity, including endangered species such as Sloane's Froglet. The consultation spotlighted the importance of integrating blue and green infrastructure, such as woodland and wetland habitat into planning, as well as improving stormwater management to reduce localised flooding.

Transport and movement emerged as another major focus, with calls for increasing the capacity of intersections and road networks, improving public transport, and enhancing options for people walking and riding. There was support for aligning walking and bike paths with green spaces to create safe, sustainable connectivity throughout the precinct.

In terms of community infrastructure, the consultation highlighted the need for accessible schools, healthcare, and community centres. The community advocated for walkable, well-serviced centres, supporting a mix of retail, commercial, and community uses. Housing preferences supported medium-density options near urban centres and parks, with a strong emphasis on preserving the area's 'nature in the city' character and ensuring that infrastructure could accommodate future growth.

Overall, the consultation demonstrated a community vision for balanced development that preserves natural heritage, promotes sustainability, and fosters a strong sense of community.



1.5 2025 Structure Plan

The 2025 Structure Plan has been prepared responding to various changes and opportunities that have occurred in the last 10 years. For example, this included revised planning policies and legislation, updated strategies, new data and technologies, contemporary approaches to greenfield development and evolving community and stakeholder aspirations. It also incorporates the key elements identified in the consultation process to better support, maintain and enhance the natural environment and green spaces and ensure urban development aligns with the area's rural character.

The following sections of this document explain the revised and retained elements of the 2013 Structure Plan.

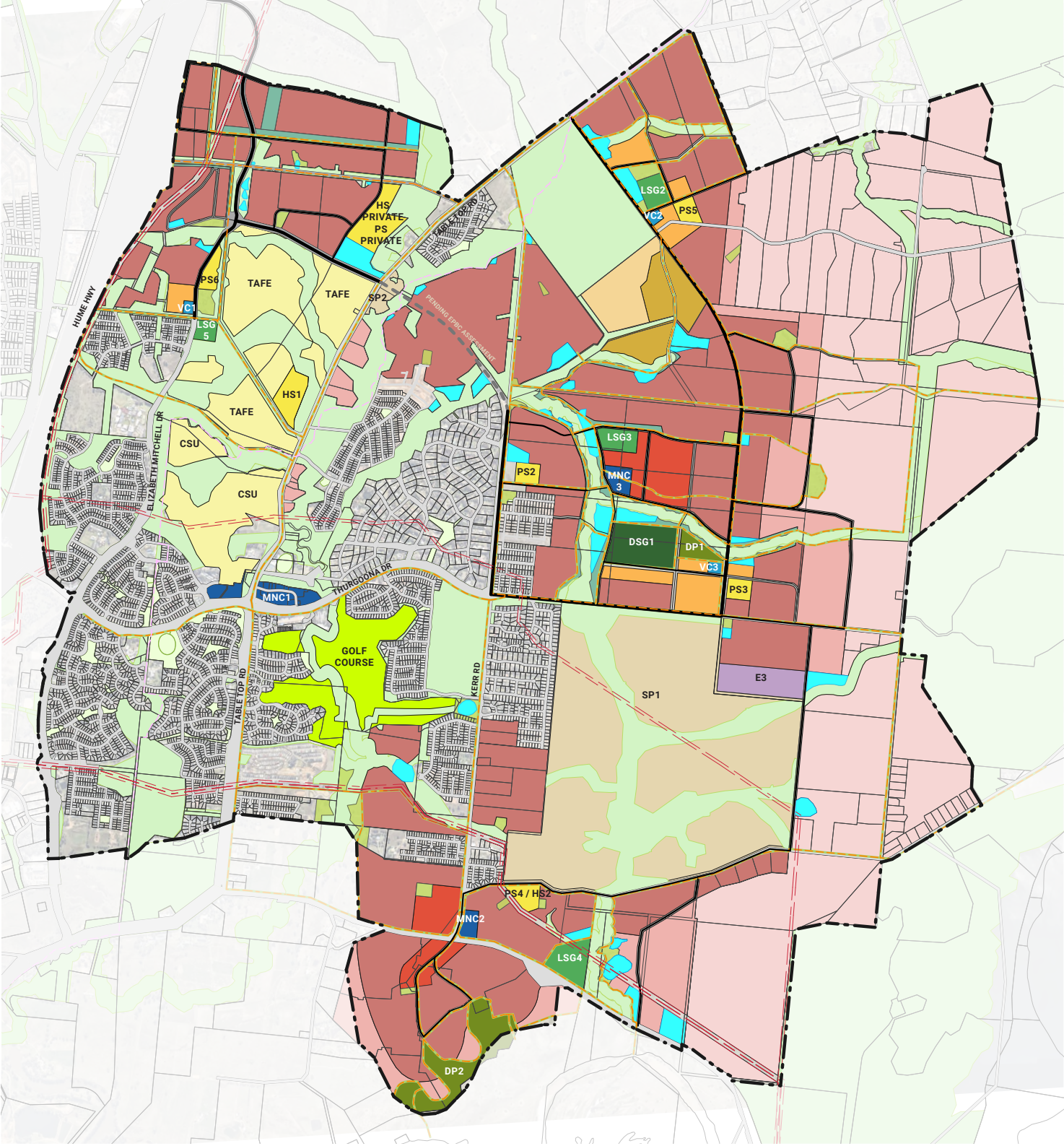
LEGEND

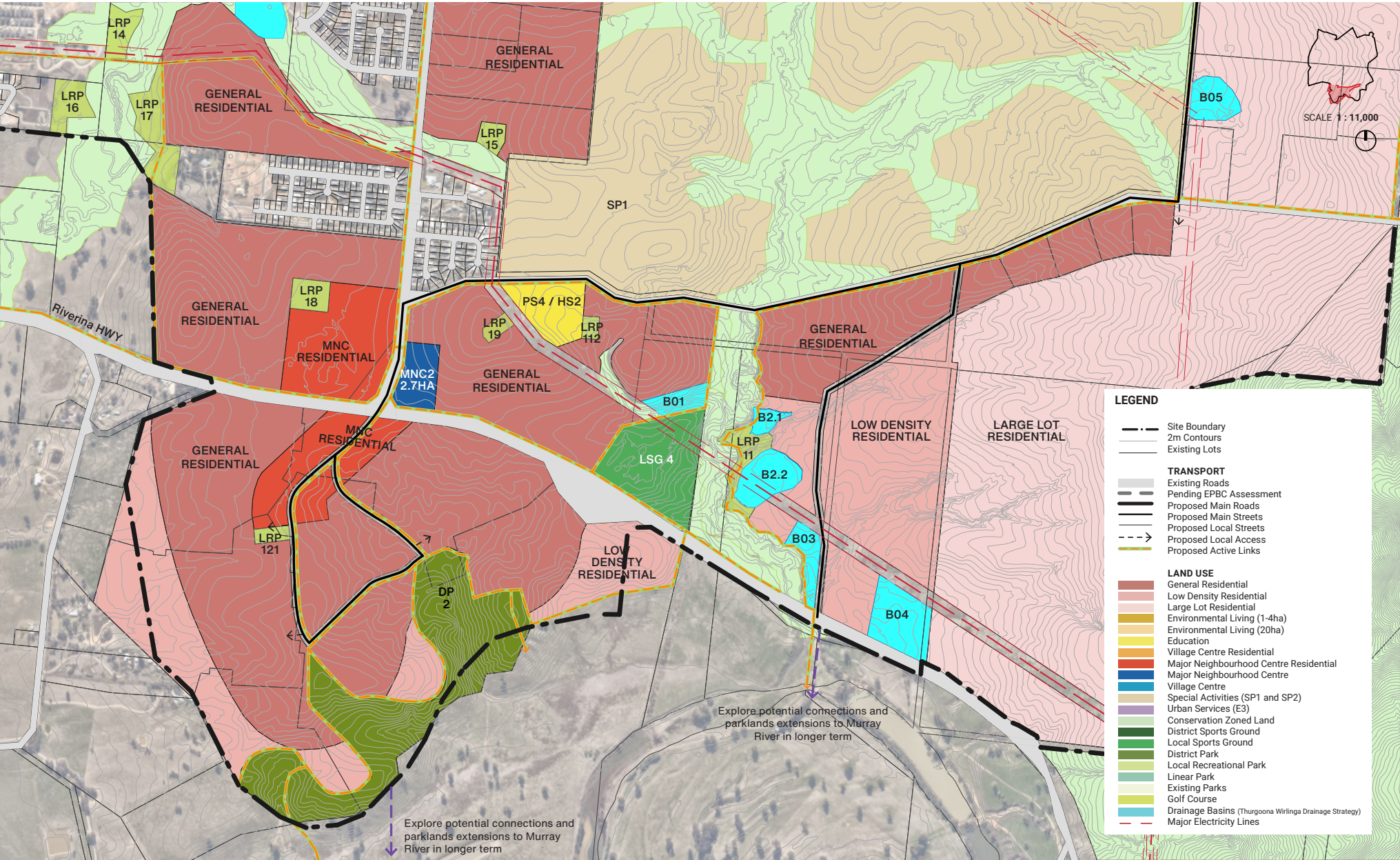
- Site Boundary
-
- Existing Lots

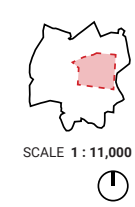
TRANSPORT

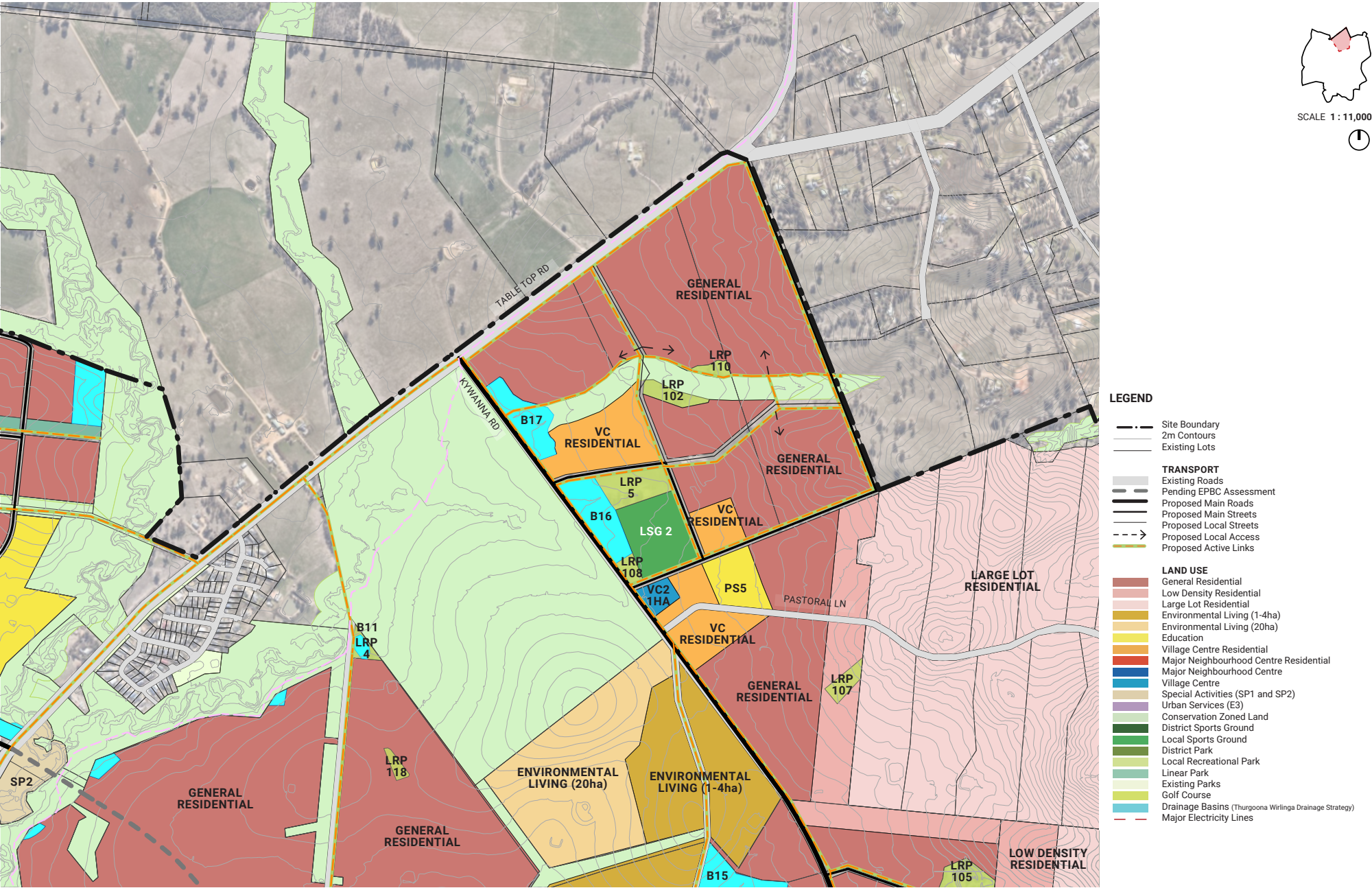
Existing Roads

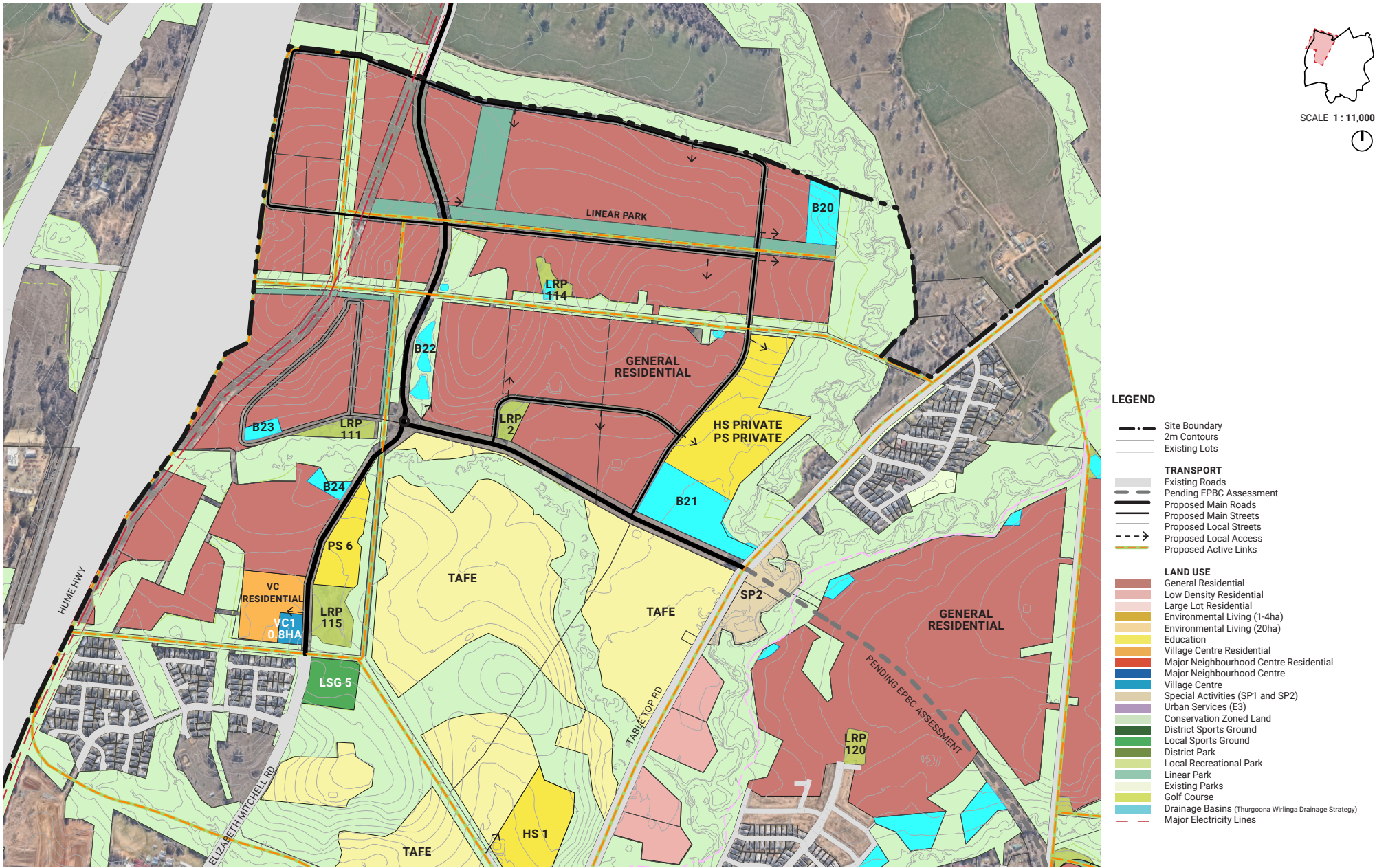
LAND USE

General Residential









Section 2

Precinct Context



2.1 Regional Context

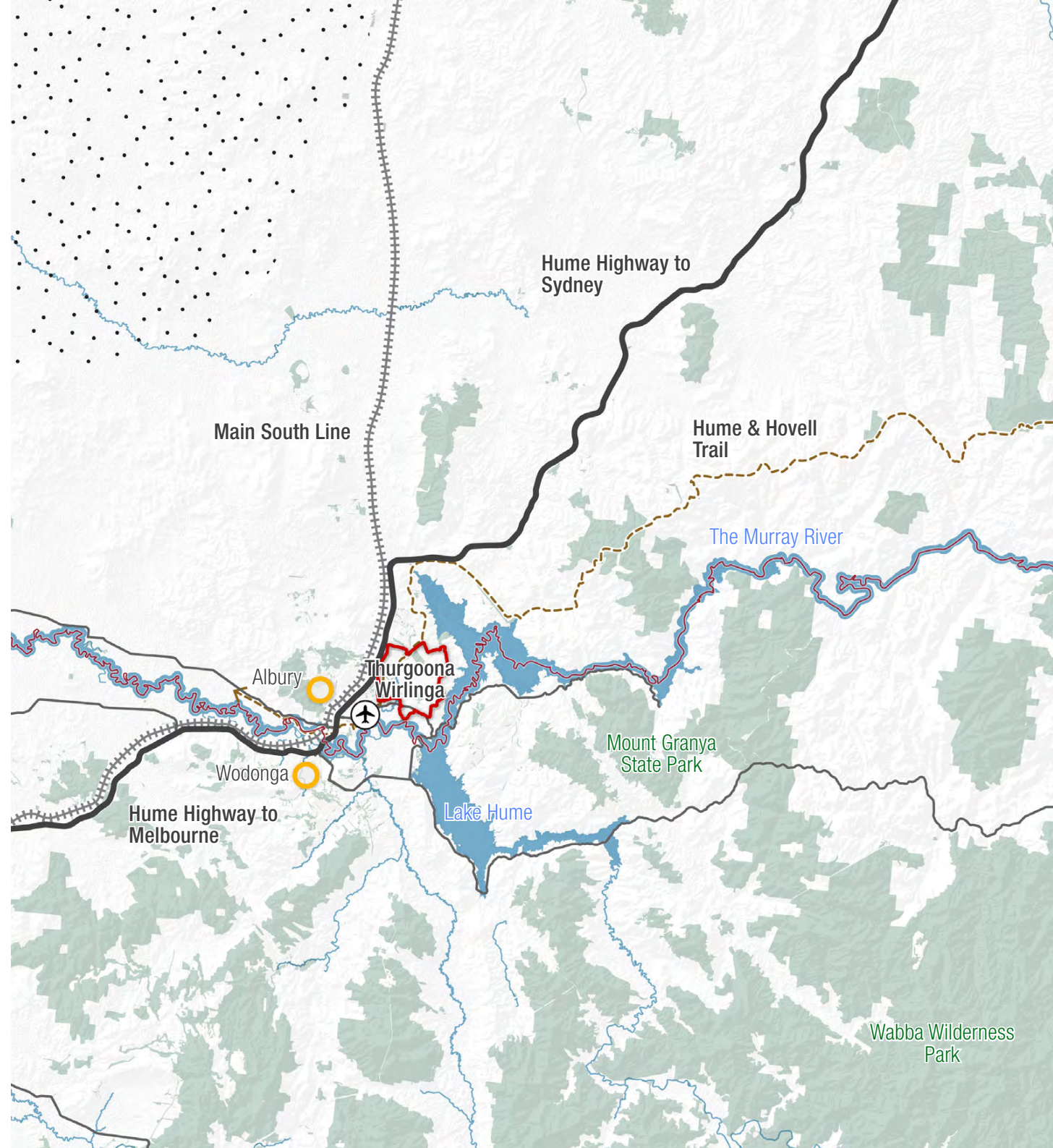
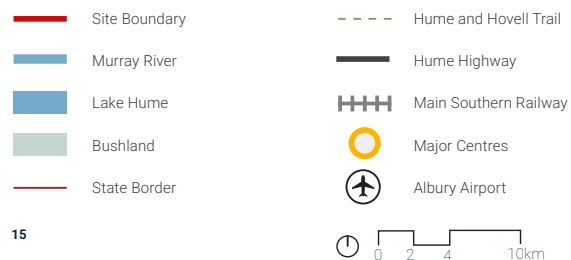
Located on the northern banks of the Murray River, Albury is a nationally significant regional city with a diverse and resilient economy, pristine natural environment and growing communities. Together with Wodonga in Victoria, the twin cities have a population of about 100,000 residents and a combined gross regional product of almost \$9.24 billion.

Albury-Wodonga is a central hub for South-East Riverina Murray as well as North-East of Victoria. As a major regional city, the area provides jobs and services for the surrounding population catchment of around 200,000 people.

Amongst key strategic opportunities and assets driving growth and prosperity for Albury's communities are:

- A unique natural environment and proximity to the Murray River and Snowy Mountains.
- Strategic location on Australia's busiest inland transport route adjacent to the Victorian border with Wodonga.
- Significant educational choices, with increased collaboration between Charles Sturt University and TAFE NSW.
- A growing health precinct with major investment in the redevelopment of the Albury Hospital.
- A significant Regional Job Precinct (NEXUS), enabling development across a range of sectors such as freight and logistics, agribusiness and manufacturing.
- Albury Airport, presenting opportunities for freight export and other aviation industries.
- Significant infill and greenfield zoned capacity to provide housing for a growing population.

Legend



2.2 Planning Framework



The Riverina Murray Regional Plan



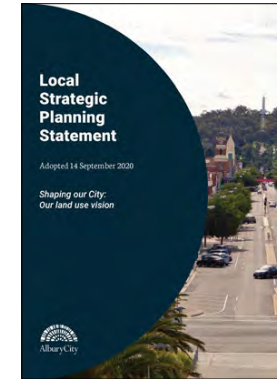
The Riverina Murray Regional Plan 2041 sets the framework, vision and direction for strategic planning and land use planning in the region.

This review is generally consistent with the following key objectives under the Riverina Murray Regional Plan:

- Protect, connect and enhance biodiversity throughout the region;
- Support housing in regional cities and their sub-regions;
- Ensure housing supply, diversity, affordability, and resilience;
- Strategically plan for health and education precincts;
- Support Aboriginal and Torres Strait Islander aspirations through land use planning; and
- Plan for resilient places that respect local character.

The Regional Plan also notes that "Albury is the fastest growing centre in the Riverina Murray region, and this will continue with the Thurgoona/ Wurlinga Growth Area in the north east expected to provide more than 22,000 new homes (approximately 40 years supply). Growth in this area is supported by comprehensive structure planning" (Page 32).

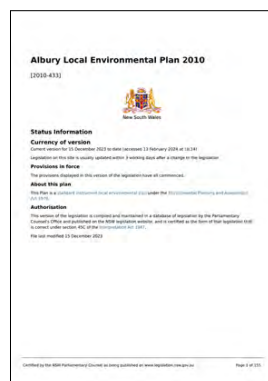
Albury Local Strategic Planning Statement



The Albury Local Strategic Planning Statement (LSPS) sets out the vision for AlburyCity, how change will be managed and identifies 12 local land-use priorities.

The review gives effect to the 12 priorities with a particular focus on Priority 1: Infrastructure supporting new development and Priority 7: Coordinated and well-planned growth precinct (Thurgoona Wurlinga).

Albury LEP 2010

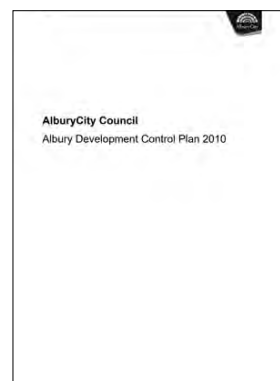


The Albury Local Environmental Plan (LEP) 2010 outlines the planning controls in AlburyCity. It sets out what development types are permissible in each zone, including their legal definitions. It also contains key development standards and provisions to address local land constraints.

Part 6 of the LEP outlines requirements for development in Urban Release Areas (URA), of which Thurgoona Wirlinga is the primary URA for Albury. This includes arrangements for designated State public infrastructure, public utility infrastructure and requirements for the preparation of a development control plan for development on land in an Urban Release Area.

AlburyCity has received advice from the NSW Department of Planning, Housing and Infrastructure that satisfactory arrangements are in place for the provision of designated State public infrastructure in respect of land identified as an urban release area on the Albury LEP 2010 Urban Release Area Map.

Albury DCP 2010



The Albury Development Control Plan (DCP) 2010 provides detailed planning and design guidelines to support the planning controls set out in the Albury LEP when designing a development. It contains several parts, maps and appendices to refer to depending on the proposed development.

Part 19 of the Albury DCP contains objectives and controls to guide development in Urban Release Areas (URA). It includes the requirement to comply with the provisions of the LEP which relate to URAs.

Part 10 of the Albury DCP contains several divisions for each major type or category of residential development, including subdivision and various dwelling typologies.

Thurgoona Wirlinga Precinct Structure Plan



The Thurgoona Wirlinga Precinct Structure Plan 2013 is a strategic document that guides the long-term growth and development of the Thurgoona Wirlinga Precinct in the Albury Local Government Area. Serving as a vital blueprint, it outlines the vision, objectives, and key strategies for the area's land use, transportation, open space, infrastructure, and environmental conservation over a 30-50 year period.

The purpose of the plan is to ensure that development occurs in a coordinated and sustainable manner. It aims to create a vibrant community with high-quality living environments, ample public spaces, effective transportation systems, diverse employment opportunities, and responsible management of natural resources.

The Thurgoona Wirlinga Precinct Structure Plan 2013 serves as an advisory blueprint for long-term growth, working with statutory instruments like the LEP and DCP. While not legally binding, the plan guides the LEP's statutory zoning regulations and forms part of the DCP's detailed development guidelines (Albury DCP Part 19). By informing these instruments, it ensures a unified approach towards achieving a sustainable vision for the Thurgoona Wirlinga precinct. The 2013 Structure Plan is supported by a range of technical studies, many of which remain relevant.

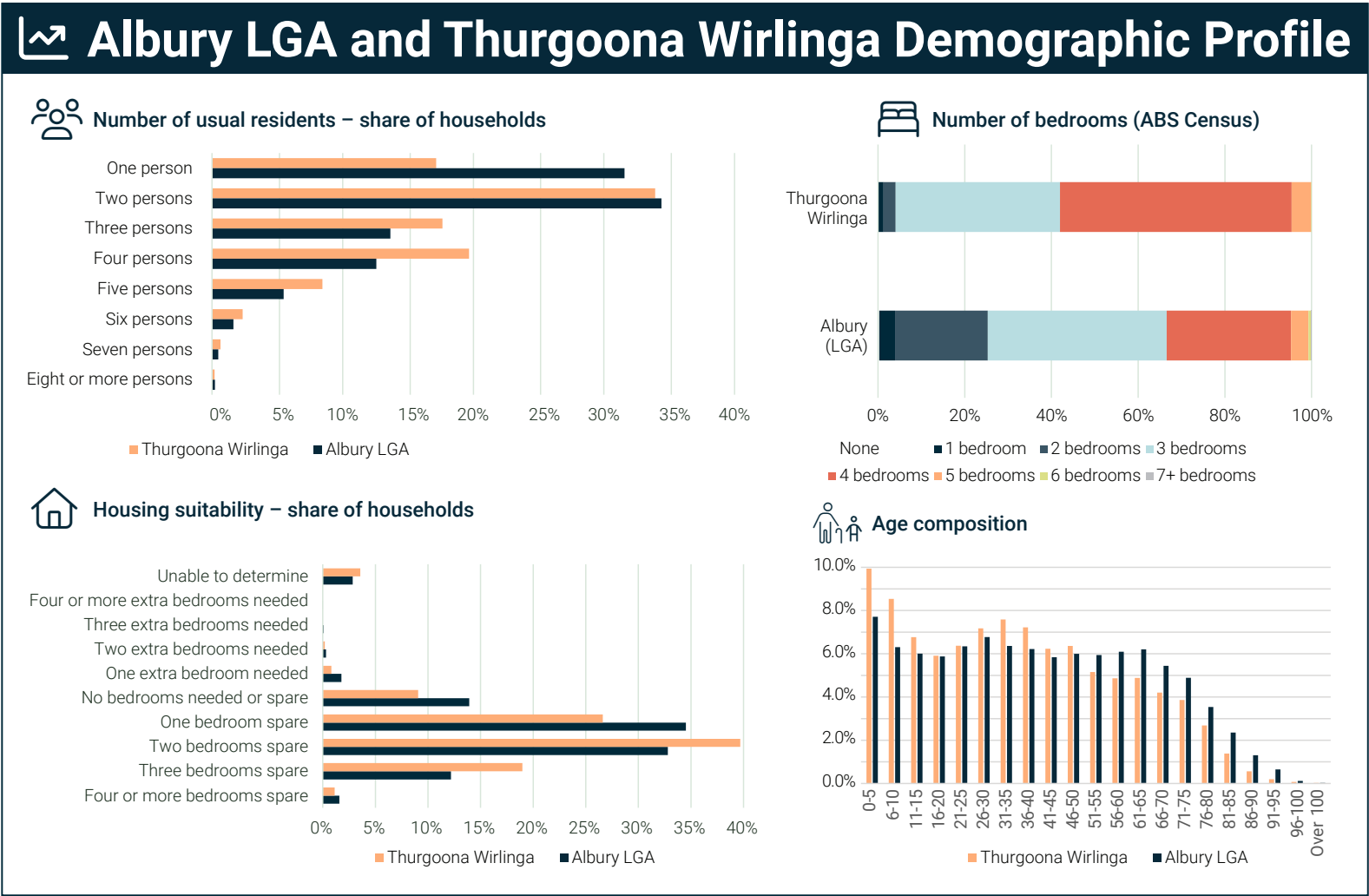
2.3 Demographic Profile

At the 2021 ABS Census, Thurgoona Wirlinga had an estimated population of 11,282 people. This reflects growth by approximately 4,700 people since the rezoning of the area in 2010.

Compared to the broader Albury LGA, the Thurgoona Wirlinga Precinct generally reflects a younger population and larger household size.

While the majority of the community identify as having Australian/ English background, other cultural groups include Irish (9%), Scottish (8%), German (8%), Australian Aboriginal (2%), Italian (2%), Dutch (1%), Indian (1%) and Filipino (1%).

The great majority of the existing housing stock comprise three or four-bedroom detached houses. About 60% of existing homes provide two or more spare bedrooms for the occupying households. The majority of housing stock built in the last 10 years have been 4-bedroom houses.



2.4 Developed Areas

Core parts of the Thurgoona Wirlinga Precinct have been developed or are subject to an approved development application.

The 2025 Structure Plan focuses on the areas where change is most likely, while also integrating existing development and identifying areas for enhancement.

The Australian Government Department of Defence has advised that it has no plans to divest land in the near future. The 2025 Structure Plan focuses on enhancing the interface between future development and the Department of Defence land site boundaries.

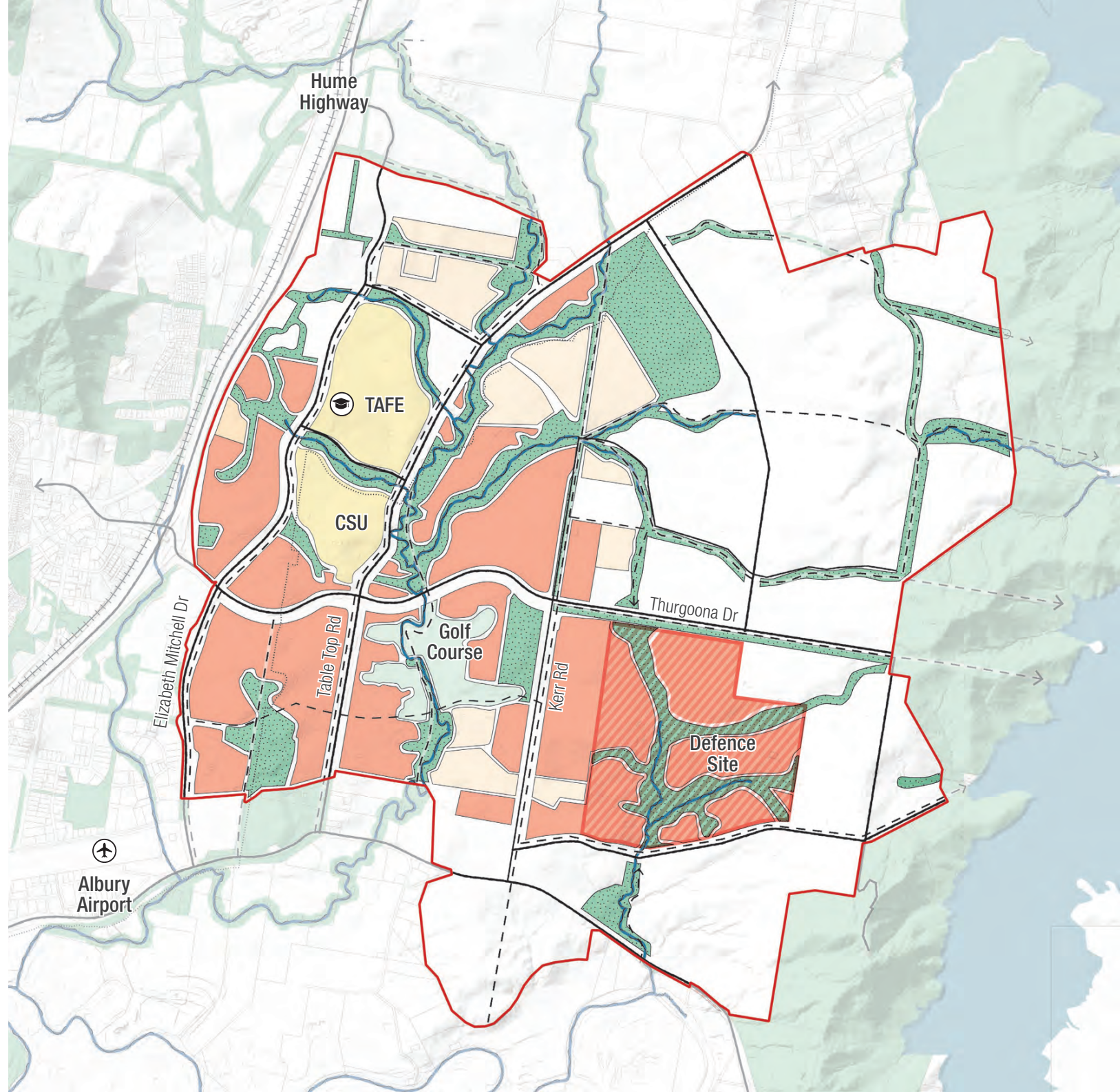
The Green/Blue Network described in the accompanying map and the 2025 Structure Plan refers to the network of open spaces which includes parks, sports grounds, tree canopy, bushland and creeks that extend through the Thurgoona Wirlinga Precinct.

Legend

-  Site Boundary
-  Creeks
-  Developed Land
-  DA (Approved/Under Assessment)*
-  Green / Blue Network
-  Golf Course
-  Education Precinct
-  Defence Site
-  Albury Airport



* As at February 2024



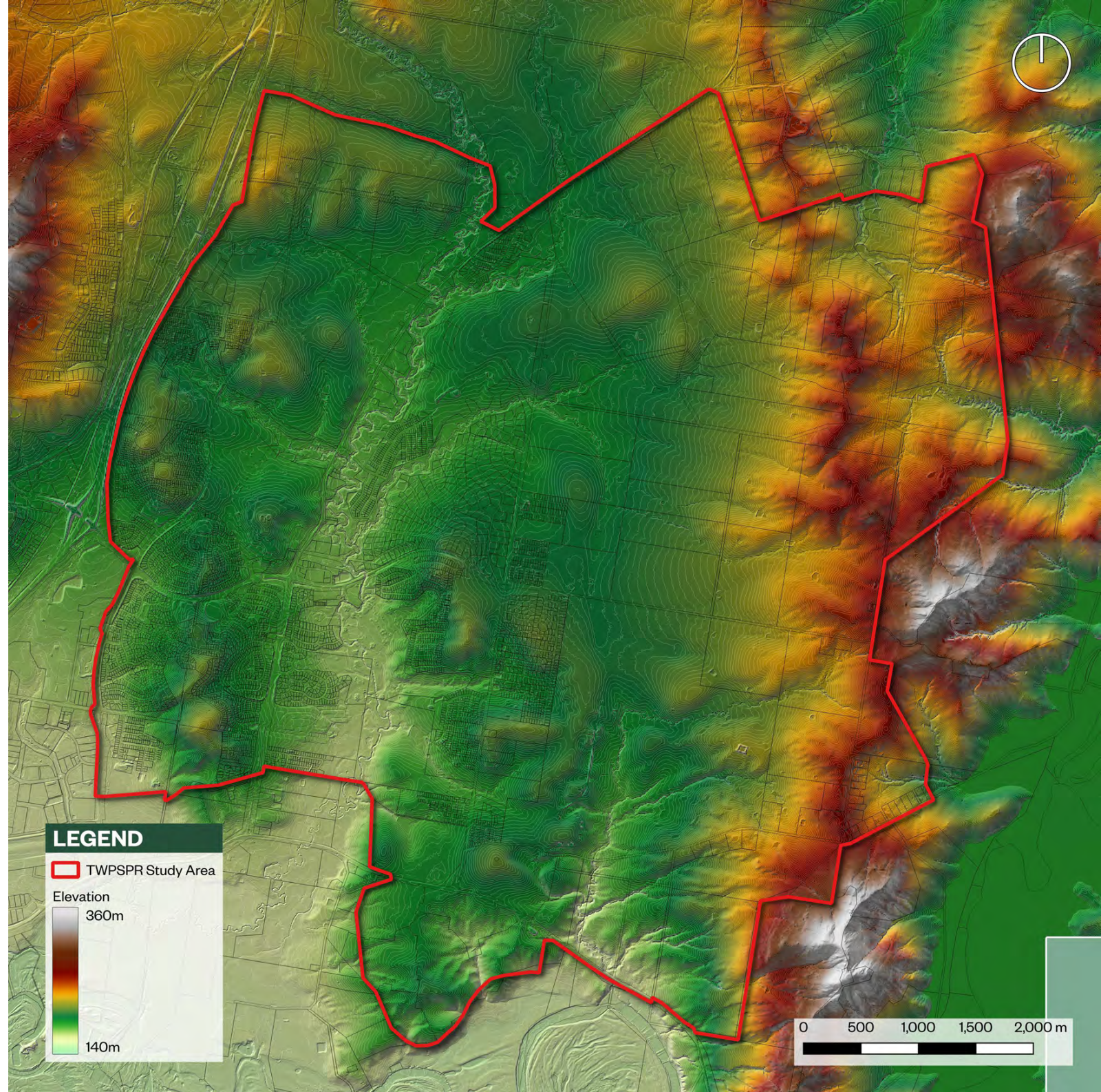
2.5 Heritage and Environmental Context

The following outlines the key natural and heritage characteristics of the precinct and its surrounding context that informed the elements within the Structure Plan which were retained or modified.

2.5.1 Landform

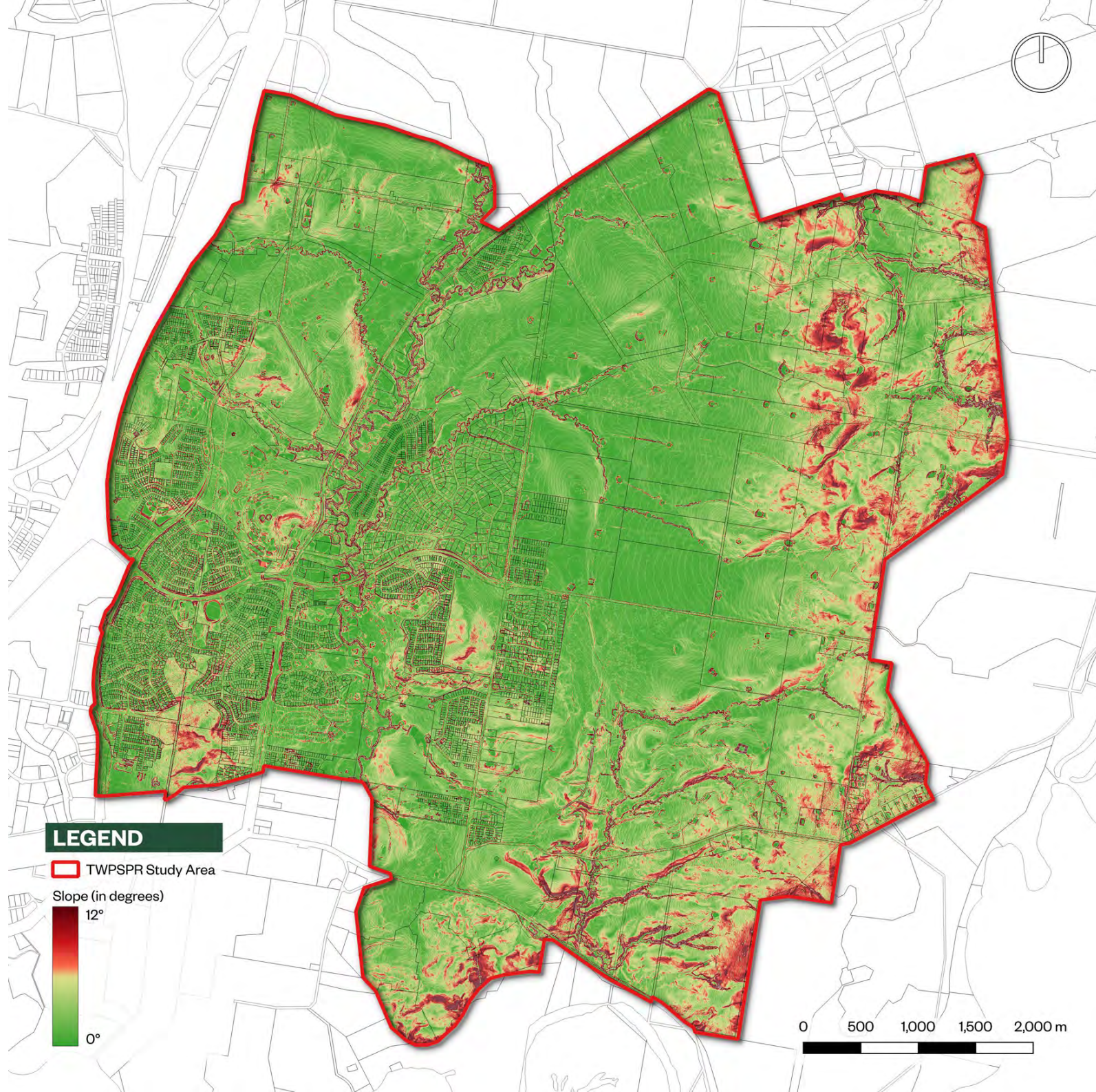
The Thurgoona Wirlinga Precinct is characterised by relatively flat terrain, with elevations generally below 220 metres above sea level (AHD). The central parts of the study area are mostly level, creating an expansive, open landscape. The precinct is bordered by prominent hills to the east and north-west. The topography of hills rise towards 350 metres AHD on the eastern side, which plays a significant role in defining the precinct character by forming a scenic natural boundary.

The notable natural features of Eight Mile Creek, Woolshed Creek and Sandy Creek, along with associated tributaries and drainage lines, are significant features of the precinct's natural landscape. These watercourses flow primarily southwards to the Murray River. The combination of the creek, tributaries, and surrounding hills gives the Thurgoona Wirlinga Precinct a distinctive topographical structure that influences both its environmental character and development considerations.



Areas with steeper slopes, particularly those exceeding 6 degrees, are primarily located along the eastern and southern hills and riparian corridors. These gradients not only contribute to the scenic visual character within the precinct but also present potential buildability challenges. These sloping sites and areas can require more complex engineering solutions, such as site-specific foundations, increased earthworks, and retaining structures, which can escalate construction costs. Additionally, steep slopes may limit the placement of infrastructure, reduce the suitability for certain land uses and increase risks related to erosion and drainage management.

The 2025 Structure Plan addresses these challenges through the layout of proposed land uses, road design and infrastructure. In addition, detailed planning controls will be introduced for sites with slopes greater than 6 degrees to address buildability challenges and preserve the area's natural landform and retain scenic views.



2.5.2 Waterways and Flooding

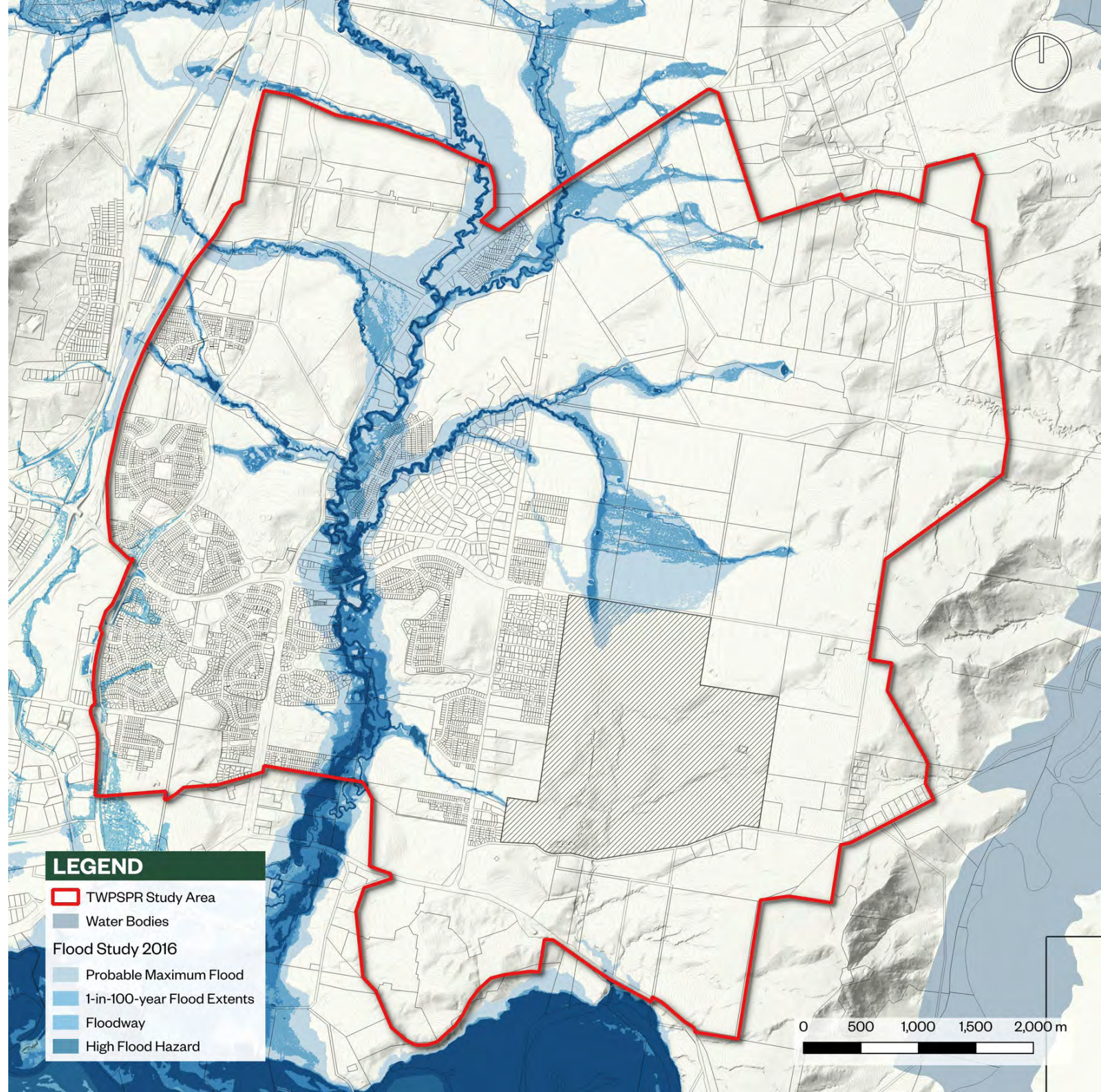
The Thurgoona Wirringa Precinct is predominantly located within the Eight Mile Creek catchment, which plays a significant role in the precinct's hydrology. This catchment extends to the north and north-west, beyond the precinct, and is defined by four major tributaries branching off the main creek. These waterways originate in the higher slopes to the north and east of Albury and traverse through the precinct, ultimately converging with the Murray River in the south.

As Eight Mile Creek passes below the Riverina Highway, it enters the floodplain of the Murray River. During flood events, this creek acts as a distributor channel when floodwaters exceed the natural levee along the creek's east bank. Overflows during these events direct water across the floodplain toward the Murray River, creating potential flooding risks for low-lying areas in the precinct.

Given the area's topography and hydrological features, managing water flows and flood risks is essential for development planning.

The 2025 Structure Plan has considered the placement of infrastructure and housing, particularly in areas where tributaries converge or where the floodplain begins. These natural watercourses present both constraints and opportunities for integrating flood mitigation strategies, open space, water-sensitive urban design, and the preservation of environmental corridors throughout the precinct.

The Eight Mile Creek Flood Study Review informs subsequent planning proposals.



2.5.3 Bushfire Prone Land

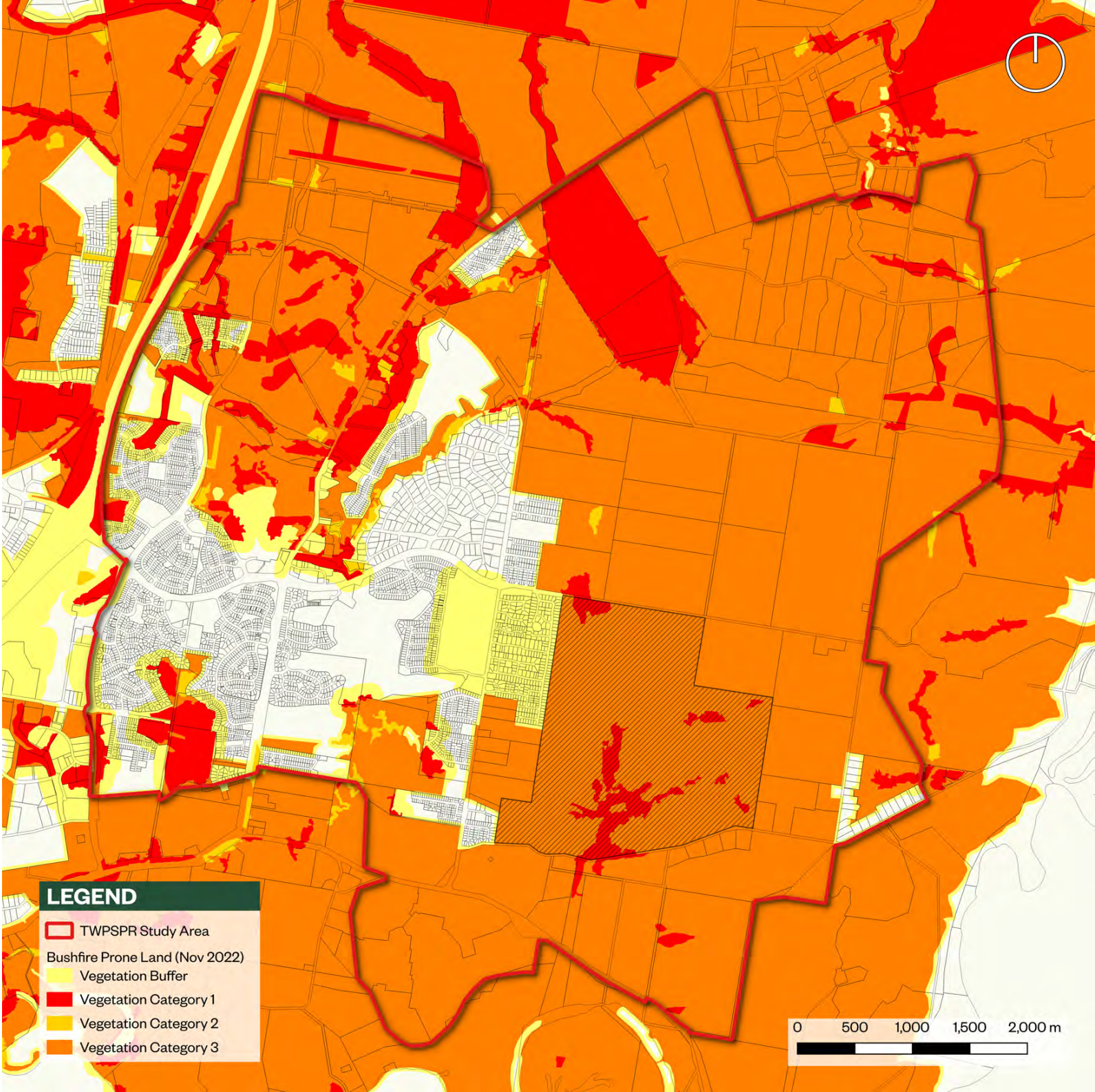
The Thurgoona Wirlinga Precinct contains areas identified as Bushfire Prone Land, particularly in zones with significant vegetation cover. The 2013 Structure Plan highlighted smaller areas of Category 2 bushfire vegetation.

The Bushfire Prone Land Map was updated in 2022 by the NSW Rural Fire Service, in accordance with the *Planning for Bush Fire Protection 2019*. The changes revised vegetation categories and buffer zone standards for all three categories. The buffers include 100-metre buffer to Category 1 and a 30-metre buffer to Vegetation Categories 2 and 3.

It is primarily Vegetation Category 3 that covers most of the undeveloped areas of the precinct. This is represented as dark orange on the Bush Fire Prone Land Map. These areas are considered medium bush fire risk and are categorised as grasslands.

The Bushfire Prone Land Map informs the current management of bushfire risks within the precinct. Land that is in the process of being developed may be excluded from mapping through a spot amendment to the Bushfire Prone Land Map via the NSW Rural Fire Service. Development in the precinct must consider these surrounding hazards and manage the interface between bushland and urban areas using appropriate buffer zones.

The 2025 Structure Plan has placed perimeter roads along bushland edges to act as buffers to the threat of bushfire and provide essential access for emergency services and evacuation routes for residents in these events.



2.5.4 Environment and Biodiversity

The Thurgoona Wirlinga Precinct's distinct riparian, woodland and wetland habitats provide unique and diverse habitat for a range of species. The presence of these species and habitats poses challenges and opportunities for urban development.

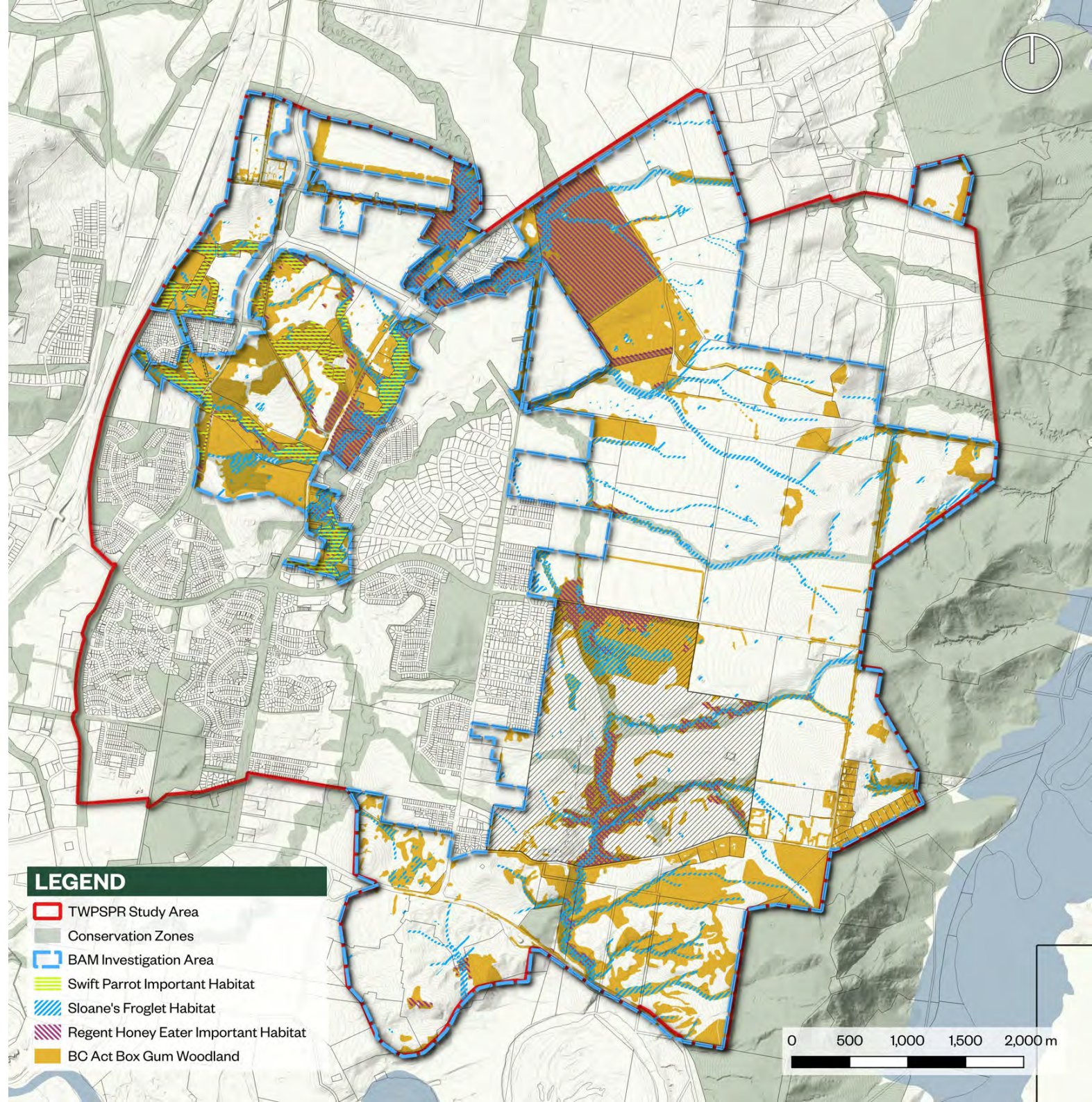
The Biodiversity Assessment (Stage 1 BAM) identified and mapped areas of potential biodiversity value, including threatened species, their habitats and habitat linkages. The findings have informed the layout and design of the precinct, ensuring that significant development avoids or minimises impacts on areas with potential biodiversity value, where possible. Adopting the methodology of the *Biodiversity Conservation Act 2016*, the Biodiversity Assessment (Stage 1 BAM) has informed the strategic preservation of key habitat areas and the placement of infrastructure to improve environmental outcomes.

Significant biodiversity values within the Thurgoona Wirlinga Precinct include a range of Plant Community Types (PCTs) and Threatened Ecological Communities (TECs). These areas support a rich diversity of endemic flora and fauna. Notable PCTs include:

- White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland.
- Gilgai wetland mosaic.
- Seasonal Herbaceous Wetland (Freshwater).
- Blakely's Red Gum-Yellow Box grassy tall woodland.

These Plant Community Types support a rich diversity of endemic flora and fauna, with several areas being classified a Threatened Ecological Communities under both State and Commonwealth legislation.

Several keystone threatened fauna species have been recorded in the study area including the Squirrel Glider (*Petaurus norfolcensis*), a species dependent on connected tree canopies and Hollow Bearing Trees and Sloane's Froglet (*Crinia sloanei*), dependent on specific wetland habitats. Other threatened species such as the Scarlet Robin (*Petroica boodang*), Masked Owl (*Tyto novaehollandiae*), and the Grey-headed Flying-fox (*Pteropus poliocephalus*) were also observed. These species are highly dependent on the conservation and management of both terrestrial and aquatic habitats within the precinct, highlighting the ecological significance of the area.



2.5.5 Aboriginal Heritage

The Thurgoona Wirlinga Precinct holds areas of Aboriginal Cultural Heritage significance.

Culturally significant areas of Woolshed and Sandy Creek were identified in the 2013 Structure Plan as lands being of moderate archaeological sensitivity (refer to 2013 PSP Technical Report Appendix 2). An Interim Aboriginal Archaeological Opportunities and Constraints Report (November 2012) also identified areas of cultural significance in the southern part of the precinct south of the Riverina Highway.

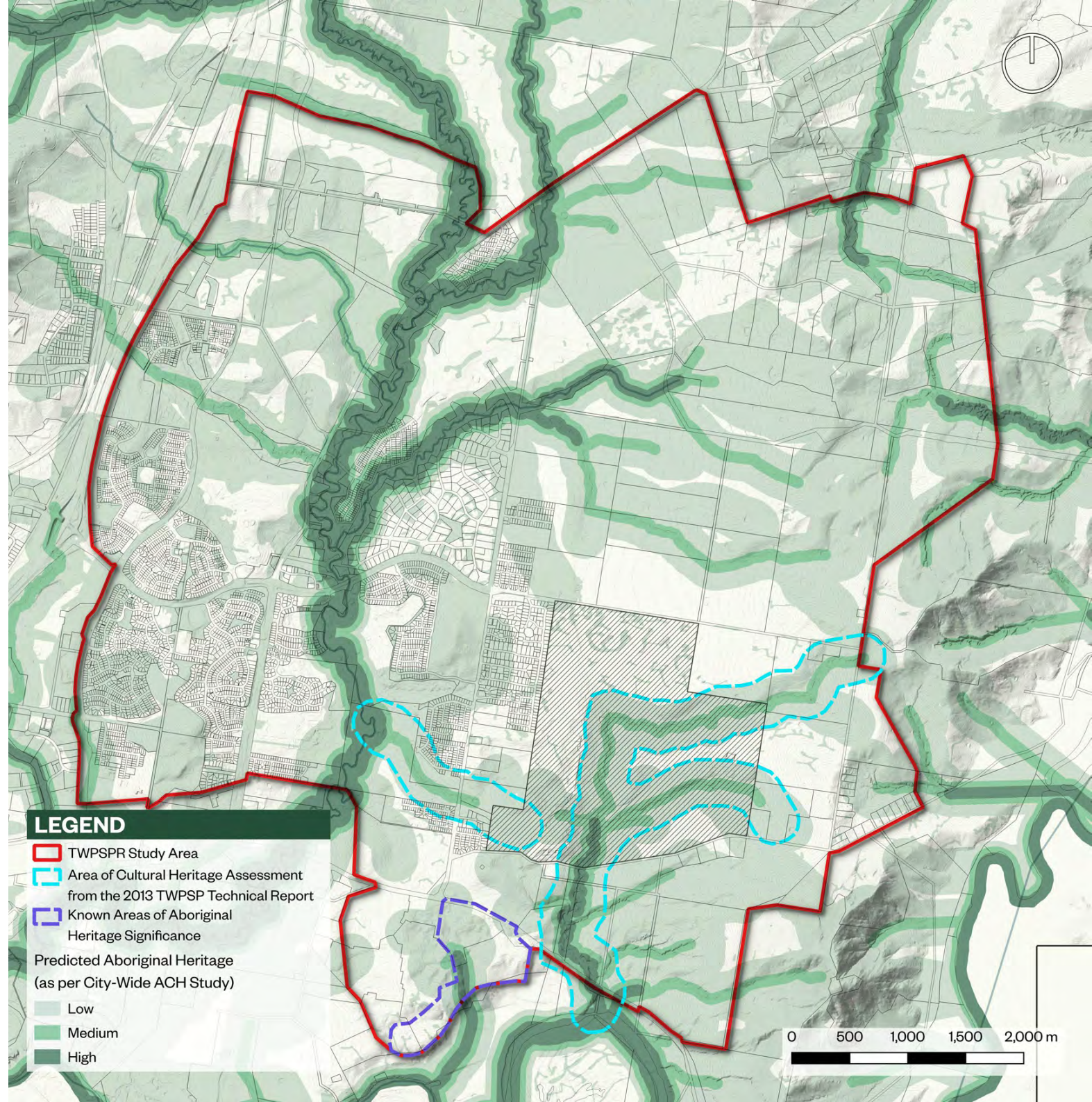
More recently, the 2021 Albury City-Wide Aboriginal Cultural Study uses a predictive model to designate areas more likely to contain cultural heritage material, marking potential high-sensitivity areas near major watercourses such as Eight Mile Creek, Woolshed Creek and Sandy Creek.

The NSW Government's Connecting with Country and Designing with Country Frameworks are central to the planning process. These frameworks aim to ensure developments acknowledge and reflect the Aboriginal community's connection to Country. These frameworks are supported by the *Recognise Country Guidelines*, which provide guidance on how to better recognise Country, throughout design and engagement processes.

For future development, there will be a focus on promoting co-design with the local Wiradjuri community, ensuring that Aboriginal heritage is embedded into the precinct's urban and environmental planning. To align with these principles, several measures are outlined to acknowledge Aboriginal Cultural Heritage in the precinct:

- **Aboriginal Cultural Heritage Assessments:** Development within areas of medium to high cultural sensitivity may require an Aboriginal Cultural Heritage Assessment Report (ACHAR) to ensure respectful and informed planning.
- **Co-Design with Wiradjuri Community:** The plan encourages collaboration with local Aboriginal stakeholders, particularly in the design of the district park, linear parks and other open spaces, creating a public realm that reflects the cultural narratives and values of the Wiradjuri people.
- **Aboriginal Place Naming:** Aboriginal place naming for new streets, parks, and public spaces will be prioritised, incorporating Wiradjuri language and cultural references.
- **Cultural Interpretation in Public Spaces:** Public spaces, particularly along green corridors and key community areas, will integrate signage and artwork that reflects the stories and significance of the Aboriginal heritage in the area.

By integrating these strategies, the 2025 Structure Plan aims to respect and celebrate the rich Aboriginal cultural heritage of the Thurgoona Wirlinga Precinct, ensuring that the development remains connected to Country and reflects its history.



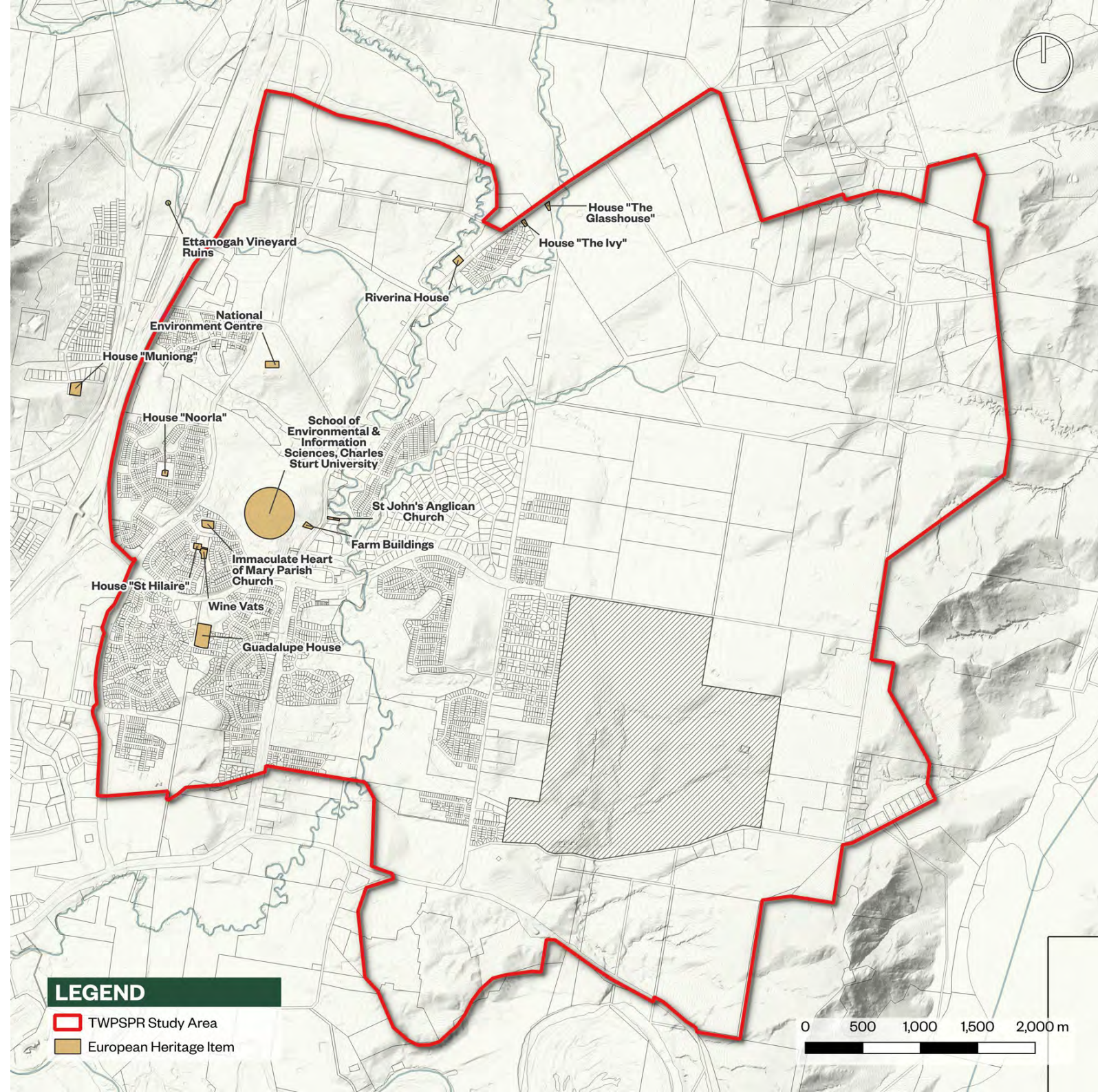
2.5.6 European Heritage

Colonial/European built heritage within the Thurgoona Wirlinga Precinct includes several key sites of local historical significance, as identified in the *Albury Local Environmental Plan 2010* (LEP). These heritage listed items reflect the area's cultural and historical development. Notable examples include:

- **National Environment Centre:** This site has local heritage significance, reflecting its role in environmental education and sustainable architecture and building design.
- **House "Noorla":** This historic building of timber construction is representative of early residential architecture in the Riverina region.
- **House "St Hilaire and Wine Vats" (1850s):** This historic cottage is representative of the region's early residential architecture and is significant for its connection to wine production and local historical figure J T Fallon.
- **Guadalupe House (1900s):** Historically significant as a former orphanage St John's Anglican Church and Immaculate Heart of Mary Parish Church: These religious buildings are key elements of the community's spiritual heritage and architectural history.

A former internment camp (Hume Camp) is also located within the precinct on the land to the south of the Riverina Highway which is to be considered in the detailed site planning of this area.

The 2025 AlburyCity Heritage Review identified additional sites within the precinct to formally recognise their heritage value under local and state planning controls. This encompasses a review of places from pre-contact Aboriginal history through the mid and late 20th Century to ensure the importance of heritage places are preserved for future generations.



2.6 Movement Context

The growth in the Thurgoona Wirlinga Precinct has underscored the critical importance of transport and movement in infrastructure planning. In recent years, significant efforts have been made to establish a more sustainable and efficient transportation system. This has included an increasing emphasis on active and public transport, promoting walking, bike riding, and public transport use to support a connected and community-oriented precinct.

Traffic congestion occurs at key intersections during peak times. This is particularly evident near State Government managed roads including the freeway interchange at Thurgoona Drive and intersections along the Riverina Highway.

Planning is underway to address traffic flow and connectivity matters which include:

- Thurgoona Drive Freeway Intersection Upgrade Project (Transport for NSW).
- Borella Road and Riverina Highway Strategy – ongoing advocacy to Transport for NSW for upgrades to key intersections.
- Thurgoona Link Road – refer Section 2.6.2.

There have also been recent public transport improvements including the introduction of new bus services.

The Thurgoona Wirlinga Precinct Structure Plan's 2013 Traffic and Transport Study assessed the impact of development on the local road network, confirming the need for ongoing improvements to accommodate future demand.

As described within Section 3.5, the revised Structure Plan has reconfigured some roads and other connections to enhance movement throughout the precinct, particularly for people walking, riding, driving and using public transport.



2.6.1 Active and Public Transport

ACTIVE TRANSPORT

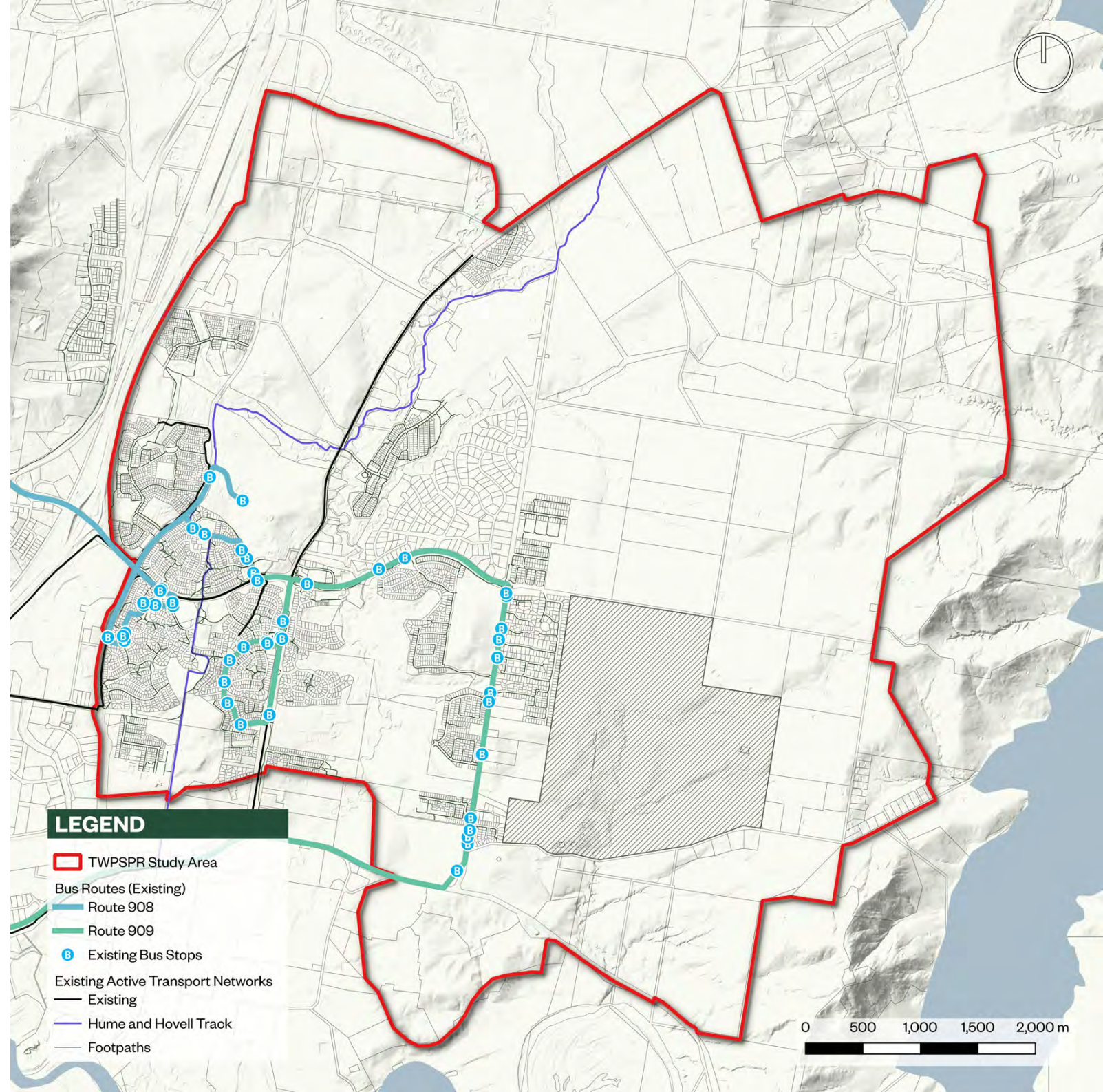
The Thurgoona Wirlinga Precinct has some existing active transport infrastructure such as off-road shared trails. However, Thurgoona Wirlinga is predominantly car dependent and lacks footpaths and bike paths and adequate permeability for walking and bike riding.

A renewed focus on active transport will address these deficiencies including improving street design, permeability and intersection crossing points.

PUBLIC TRANSPORT

Public transport in the Thurgoona Wirlinga Precinct is currently serviced by two hourly bus routes, the 908 and the 909. The 908 service increased operating hours and the 909 service commenced in January 2023 as part of Transport for NSW's *16 Regional Cities Services Improvement Program*. Despite these improvements, approximately 3,200 dwellings in outer residential areas remain beyond reasonable walking distance from the nearest bus service.

The 2025 Structure Plan has an emphasis on transport corridors that could support higher-frequency and more extensive services. Encouraging higher residential densities and employment opportunities in proximity to future urban centres will also help to drive the demand necessary for an expanded public transport network and lower car dependency.



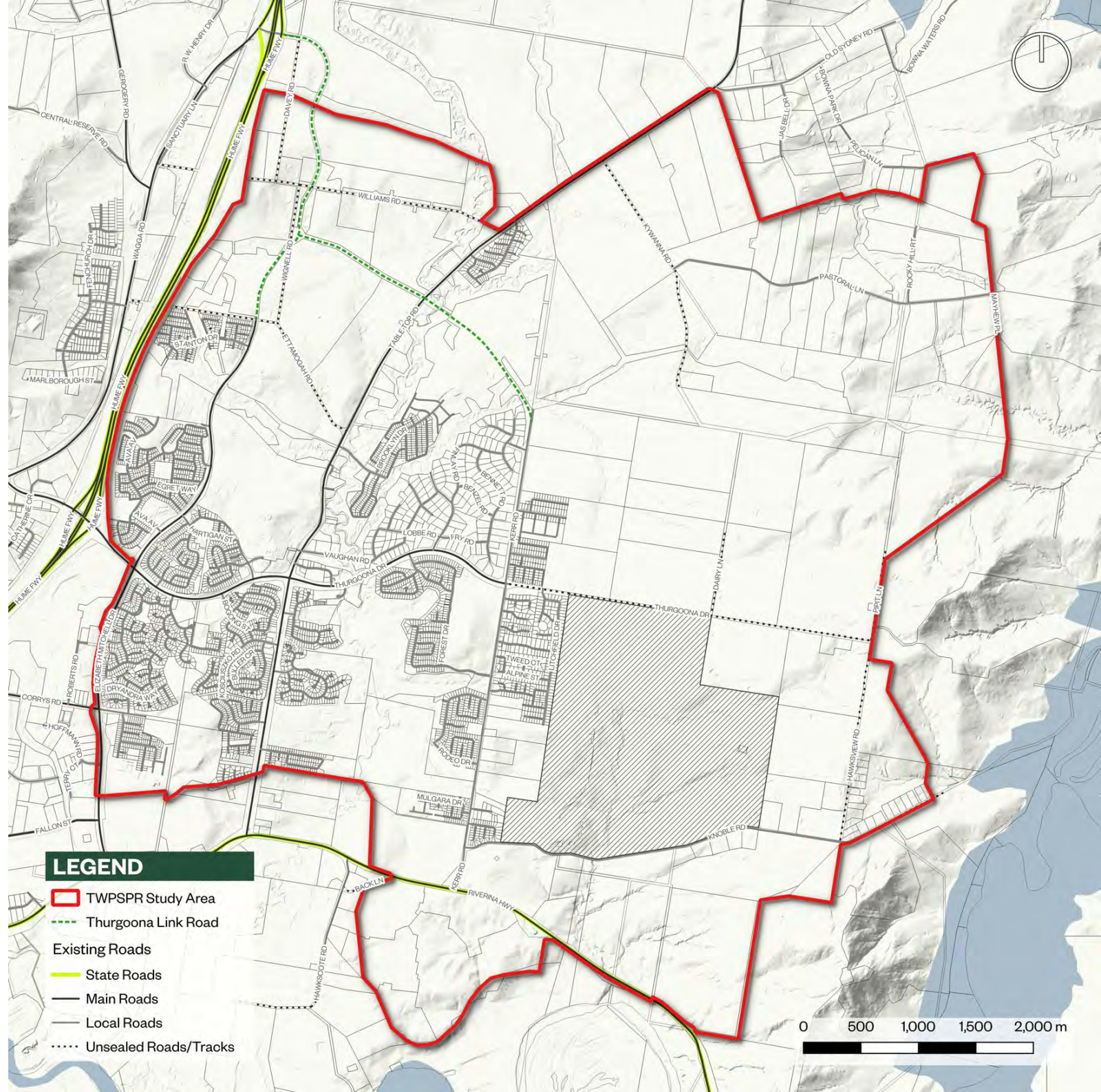
The 2025 Structure Plan strengthens the need for future road and street networks to be connected, accessible and safe. This ensures the precinct is liveable, healthy and vibrant, and environmental impacts are minimised.

As such the location of major movement corridors is a pivotal, guiding element of the 2025 Structure Plan.

Thurgoona Link Road

The Thurgoona Link Road was identified in the 2013 Structure Plan. The proposed road will provide backbone infrastructure to support growth in the northern section of the Precinct. It is anticipated that the proposed link road will improve traffic distribution across the network and reduce congestion. Split into five stages, the Thurgoona Link Road Project connects Kerr Road, Table Top Road, Elizabeth Mitchell Drive and the Hume Highway Interchange at Davey Road.

The Link Road project will deliver a two-lane two-way road, in five stages over a five-year timeframe. There will also be corridors to facilitate the expansion of the water and wastewater network and walking and bike paths. Provision has been made for carriageway duplication to cater for future need. Pending all relevant approvals by State and Commonwealth governments, construction of the Link Road is anticipated to commence in 2026.



Section 3

2025 Structure Plan

The 2025 Structure Plan has been prepared taking into account the precinct's key opportunities and constraints, and existing development patterns and approvals. It also has been informed by the following principles and drivers outlined that were developed after consultation with stakeholders.

The following also outlines the key objectives and elements of the 2025 Structure Plan and the proposed alterations that depart from the 2013 Precinct Structure Plan to better achieve the vision, principles and drivers outlined in this section.



3.1 Vision

Thurgoona Wirlinga is a place that has developed over time. The legacy of these plans, evident in the current structure of the place and the elements the community and Council value, includes transitioning from a car-centric, low-density, dispersed pattern to development that is fully integrated with nature.

The updated vision for the Structure Plan reflects a stronger return to Garden City principles. Described as the 'Garden City 2.0', this involves a landscape defined by fine grain and connection to Country at a human scale. Designing from the place and the community, the 2025 Structure Plan seeks to:

- Create a community connected to nature, embedding connection to Country from the start.
- Create liveable and healthy neighbourhoods.
- Establish continuous, fine grain mobility including paths for people walking and riding.
- Better integrate uses with green networks (open space, cafes etc).
- Employ built form and neighbourhood design that reflects nature as an asset.

3.1.1 Nature-Based Framework

The Nature-Based Framework underpinning this review, and illustrated in the 2025 Structure Plan, helps to guide subsequent options and changes in direction that:

- Reflect a spatial vision for the place.
- Reflect a nature-based approach.
- Lock in key elements of value.
- Is flexible and allows for change over time to occur.
- Demonstrate opportunities for elements to be considered holistically.

This city in nature vision for Thurgoona Wirlinga entails:

- **Healthy environment:** Protecting, connecting, and restoring the environment.
- **Healthy movement:** Fostering healthy movement patterns connected to the natural character.
- **Healthy places:** Embedding places and communities in the landscape.

These key elements are explained in more detail below and have been utilised to guide updates to the 2025 Structure Plan.

01 HEALTHY ENVIRONMENT

An important element of this plan is redefining high-level blue and green networks in the planning for Thurgoona Wirlinga to support healthy waterways, connected habitat and biodiversity. Green networks are formed throughout the investigation area in the form of wooded riparian watercourses, roadside vegetation and/or remnant and planted vegetation. These woodland vegetation areas link to form major connectivity corridors leading to core areas of biodiversity value such as Bells Travelling Stock Reserve.

Aquatic connectivity corridors or blue networks are generally formed by vegetated creek lines, however, within the context of the investigation area, smaller aquatic features such as gilgai mosaics and undefined watercourses are important aspects for consideration, in future developments. Where opportunities exist, these corridors should be enhanced and buffered to improve and preserve connectivity of both major and minor aquatic corridors.

02 HEALTHY MOVEMENT

Another important element of this plan is defining high level movement networks to promote finer grain connections that promote healthy and enjoyable mobility. This approach fosters active living, emphasising a public domain network enhanced by existing natural blue and green corridors. Capitalising on the unique natural features of the landscape can also protect priority green corridors and establish active transport networks for people to walk and ride in open spaces along creeks and riparian corridors. This approach also enhances the connectivity and legibility of recreational trails, particularly in higher density areas.

03 HEALTHY PLACES

Defining places and destinations that are fundamentally connected to nature is established through co-ordinated planning and design of 'green elements' such as existing natural elements, street trees, green walls and or roofs, canopy trees, cool pavements and water sensitive urban design. By promoting water elements and green cover in the landscape and around housing, the effects of the urban heat island effect can be mitigated. Other benefits such as improved local amenity, comfort, health, reduced stormwater runoff, improved air and water quality and energy and resource efficiency can also be achieved.



3.2 Principles and Drivers

A set of principles and drivers has been developed to help inform the 2025 Structure Plan. These have been grouped under four themes as follows, noting that the diagrams are illustrative only.

3.2.1 Heritage and Environment

Protect and Restore Biodiversity



- Recognise and protect existing areas of significant biodiversity, including for waterways wetland environments and land-based habitats.
- Prevent habitat fragmentation.

Connected Habitat



- Identify key environmental corridors to protect fauna movements east–west and north–south.
- Support fauna movement between critical habitats (Regional Natural Environment Strategy 2020–2032)

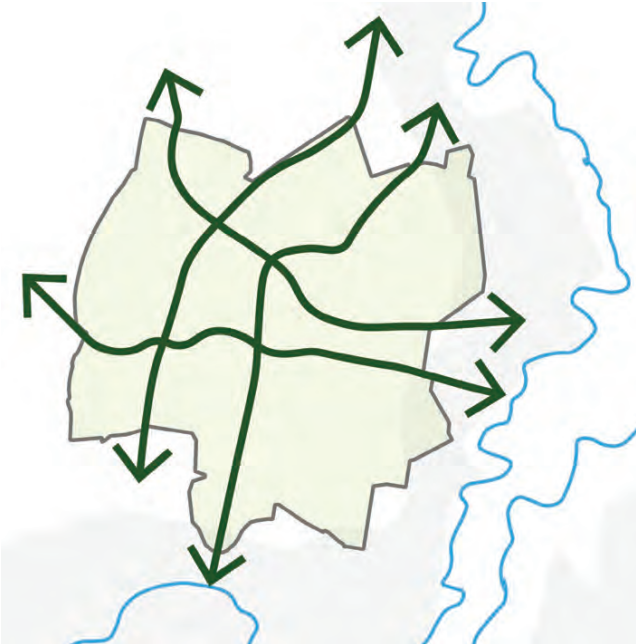
Create Room for Water



- Recognise the value of water in the landscape.
- Support multifunctional stormwater infrastructure for improved management of flood prone lands.
- Provide habitat for sensitive species.

3.2.2 Transport and Movement

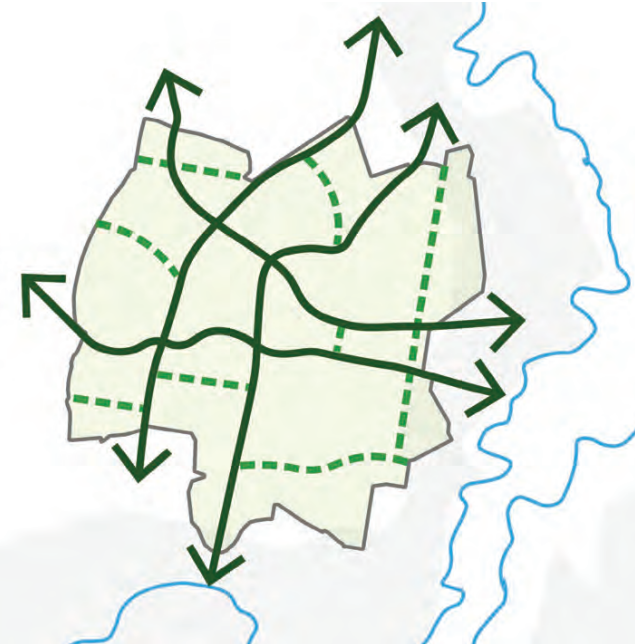
Green Movement Corridors



↔ Align Major Movement Corridors to Green Networks

- Provide movement choice aligned with blue-green corridors.
- Respond to the existing character of Thurgoona Wirlinga – city in nature.
- Provide movement aligned with amenity.

A Connected Network

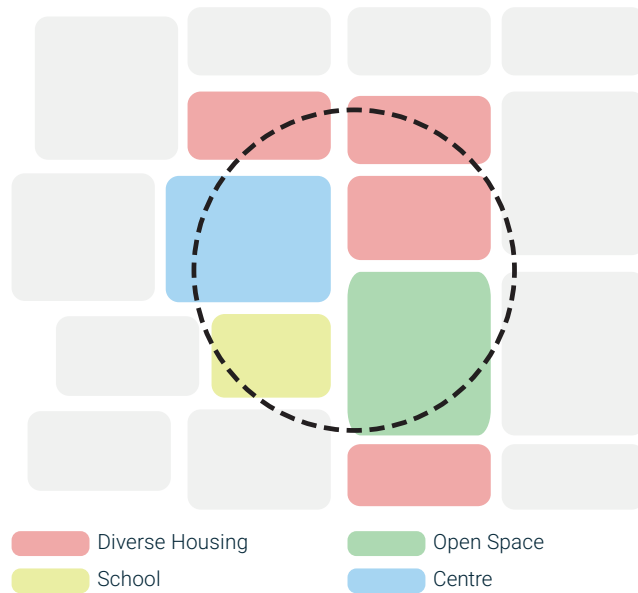


- Expand Existing Tracks
- - - Proposed New Links
- Expand the existing active transport network.
- Provide active transport links aligned with blue/green networks for amenity.
- Provide connection to Lake Hume and Murray River and key community destinations.



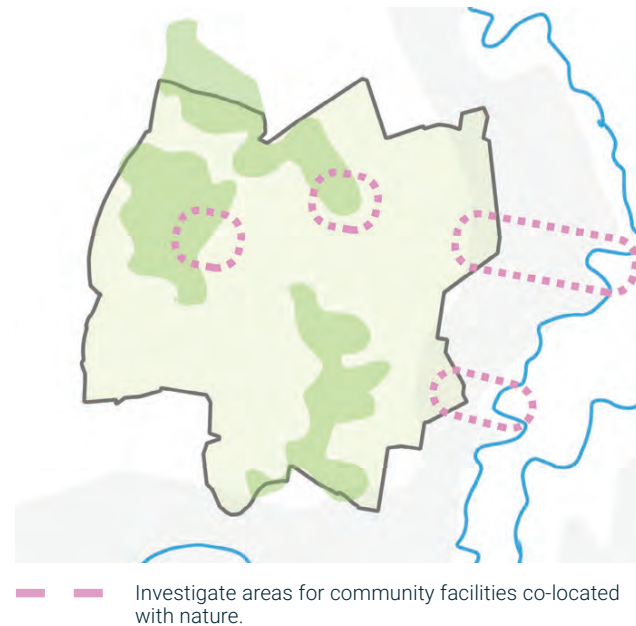
3.2.3 Community Infrastructure and Urban Centres

Cluster Community Assets for Maximum Benefit



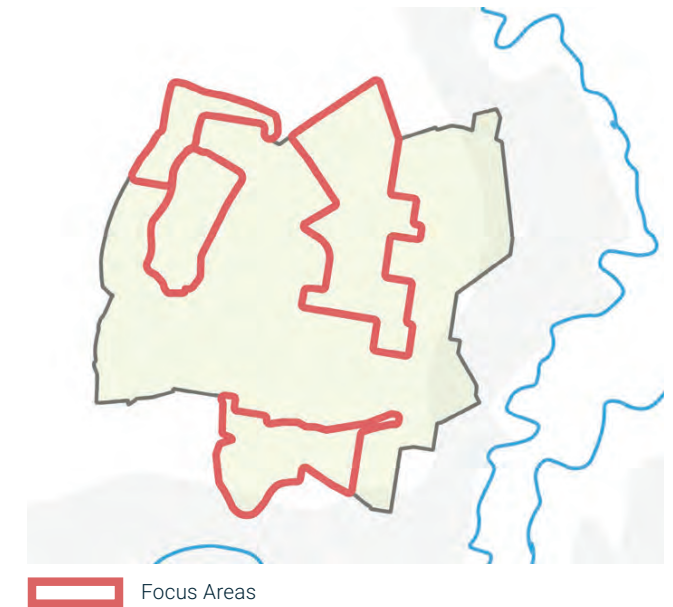
- Create walkable neighbourhoods where schools, community services, and open spaces are co-located for easy access, community building and improving health and wellbeing.
- Strategically locate social infrastructure near urban centres to create integrated community hubs with convenient access to services.

Co-locate Assets with Nature and Connectivity



- Co-locate community facilities, sports spaces, and parks with natural assets to integrate the environment into daily life.
- Enhance aesthetic appeal and promote a deeper connection to nature, improving mental and physical well-being.

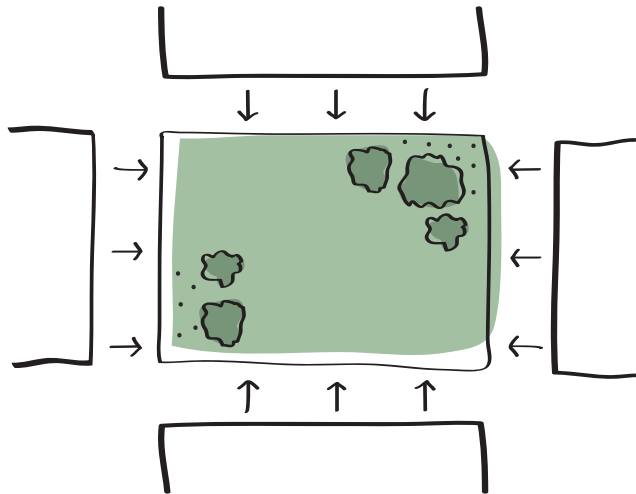
Focus on Areas of Potential Change for Delivery



- Prioritise infrastructure and services in areas with the greatest potential for change, ensuring early delivery to meet pressing needs.
- Collaborate with State agencies and landowners to align infrastructure development with community needs and growth strategy.

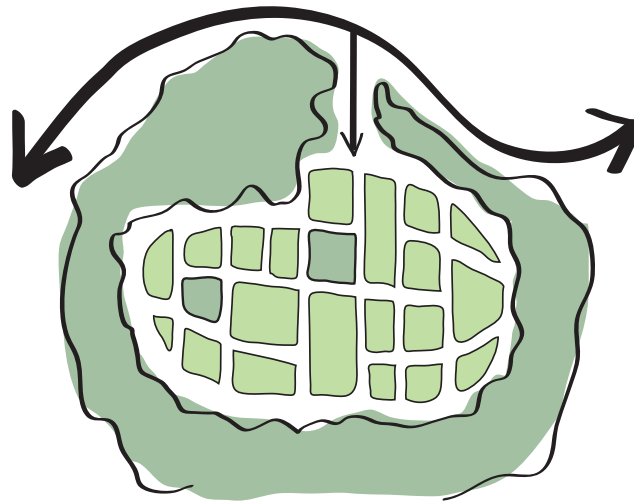
3.2.4 Housing Densities and Character

Locate Density Around Urban Centres, Green Space, and Amenity

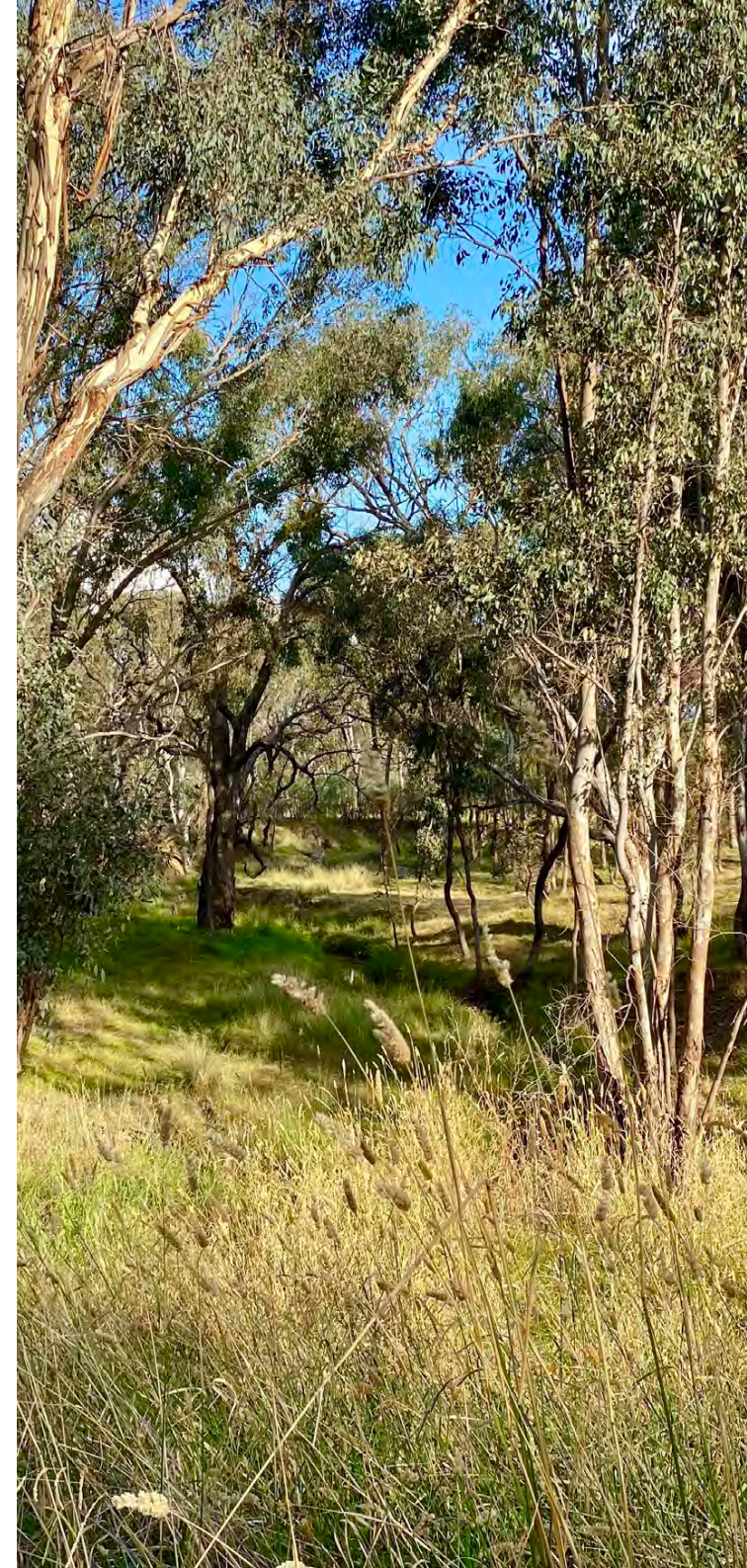


- Concentrate housing density near planned urban centres, green spaces, and amenities to ensure easy access to essential services and recreational opportunities.
- Create a clear transition from high-density to lower-density areas to maintain a balanced and diverse urban landscape.

Enhance Natural Character



- Surround residential areas with accessible natural open spaces to promote well-being and foster a connection with the environment.
- Retain views of nature throughout the precinct and protect environmental corridors to preserve biodiversity and the area's natural identity for future generations.



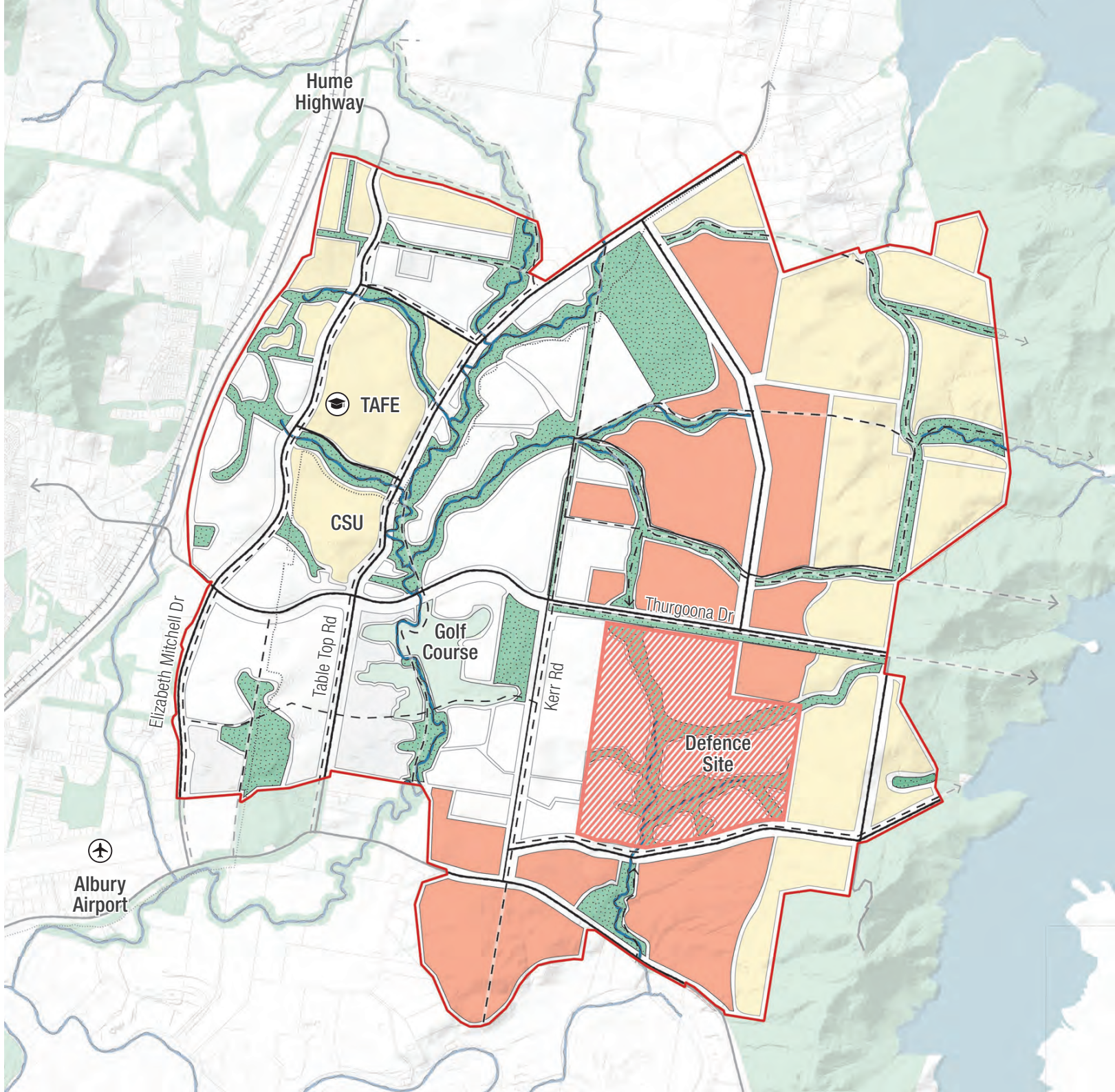
The table below provides an overview of the strategy and approach undertaken in preparation of the 2025 Structure Plan, which involved the designation of land based on its capacity for change.

Development Strategy

	Definition	Approach
Malleable Areas	Areas with greatest ability for structural changes.	Focus for structural change in line with changed development context and Nature-based Framework.
Flexible Areas	Areas with flexibility to respond to changes, but with attributes to be maintained.	Investigate minor amendments as required.
Fixed Areas	Areas that are largely developed with limited opportunity for large-scale change.	Maintain structure plan framework and review in line with Nature Based Framework.

Legend

- Site Boundary
- Creeks
- Green / Blue Network
- Golf Course
- Major Movement Corridor
- Active Transport Link
- Hume and Hovell Track
- Malleable Areas
- Flexible Areas
- Fixed Areas
- Albury Airport
- Education Precinct



OBJECTIVES

- Preserve and enhance biodiversity corridors to ensure habitat connectivity.
- Incorporate the protection of sensitive habitats into subdivision and road designs by using buffers to safeguard these areas.
- Maintain existing vegetation and canopy cover prioritising the preservation of mature trees, Hollow Bearing Trees and critical habitats.
- Ensure future development complies with the Sloane's Froglet Stormwater Wetland Design Guidelines.
- Preserve and enhance natural watercourses, drainage lines and vegetated areas in development designs.
- Buffer and protect smaller aquatic features, such as gilgai mosaics and undefined watercourses, to maintain connectivity between major and minor aquatic corridors and promote biodiversity.

The 2013 Structure Plan recommended that a Precinct Ecology Analysis be undertaken as the next step to gain a clearer understanding of the environmental values in the precinct area. This recommendation has been addressed in this review through the Biodiversity Assessment (Stage 1 BAM).

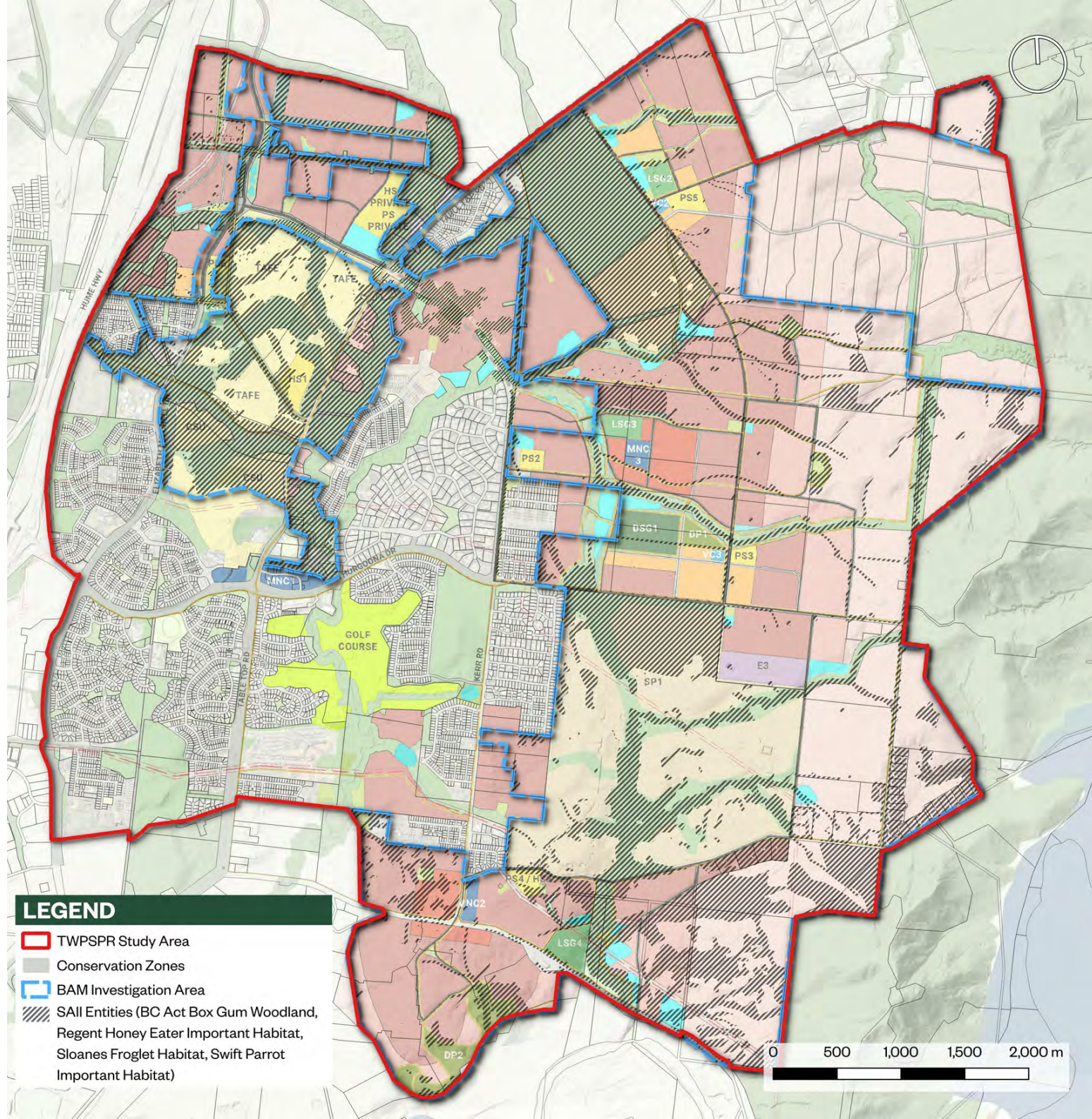
New data on sensitive habitats, ecology and biodiversity has informed the 2025 Structure Plan. This data informs our knowledge of sensitive habitats, however more detailed studies may be required to determine the full extent and value of these identified areas.

Serious and Irreversible Impact (SAIL) Entities

The 2025 Structure Plan includes a hatched map taken from Figure 14 of the Biodiversity Assessment (Stage 1 BAM). This map highlights likely threatened entities, known as SAIL Entities within the precinct area. The species include:

- Box Gum Woodland.
- Regent Honeyeater.
- Swift Parrot.
- Sloane's Froglet.

Refer to map on page 24 for details.



SAIL entities are particularly important for development under Part 4 of the *Environmental Planning and Assessment Act 1979* such as supporting infrastructure like roads and utilities. The proposed road network, along with water and wastewater infrastructure, have been designed to avoid or minimise impacts to SAIL Entities. Some open space locations have been relocated or introduced to strategically preserve the environmental value of the land for both open space and habitat. The detailed design of open space and stormwater management system (including road design) is to adhere to the Sloane's Froglet Stormwater Wetland Design Guidelines.

Landowners are encouraged to use the Biodiversity Assessment (Stage 1 BAM) to conduct their own evaluations, assess potential impacts on biodiversity on their properties, or inform preliminary development concepts. Measures that avoid and minimise impacts in subdivision design by integrating effective buffers and road layouts will ensure the protection of sensitive areas.



3.4 Stormwater and Flooding

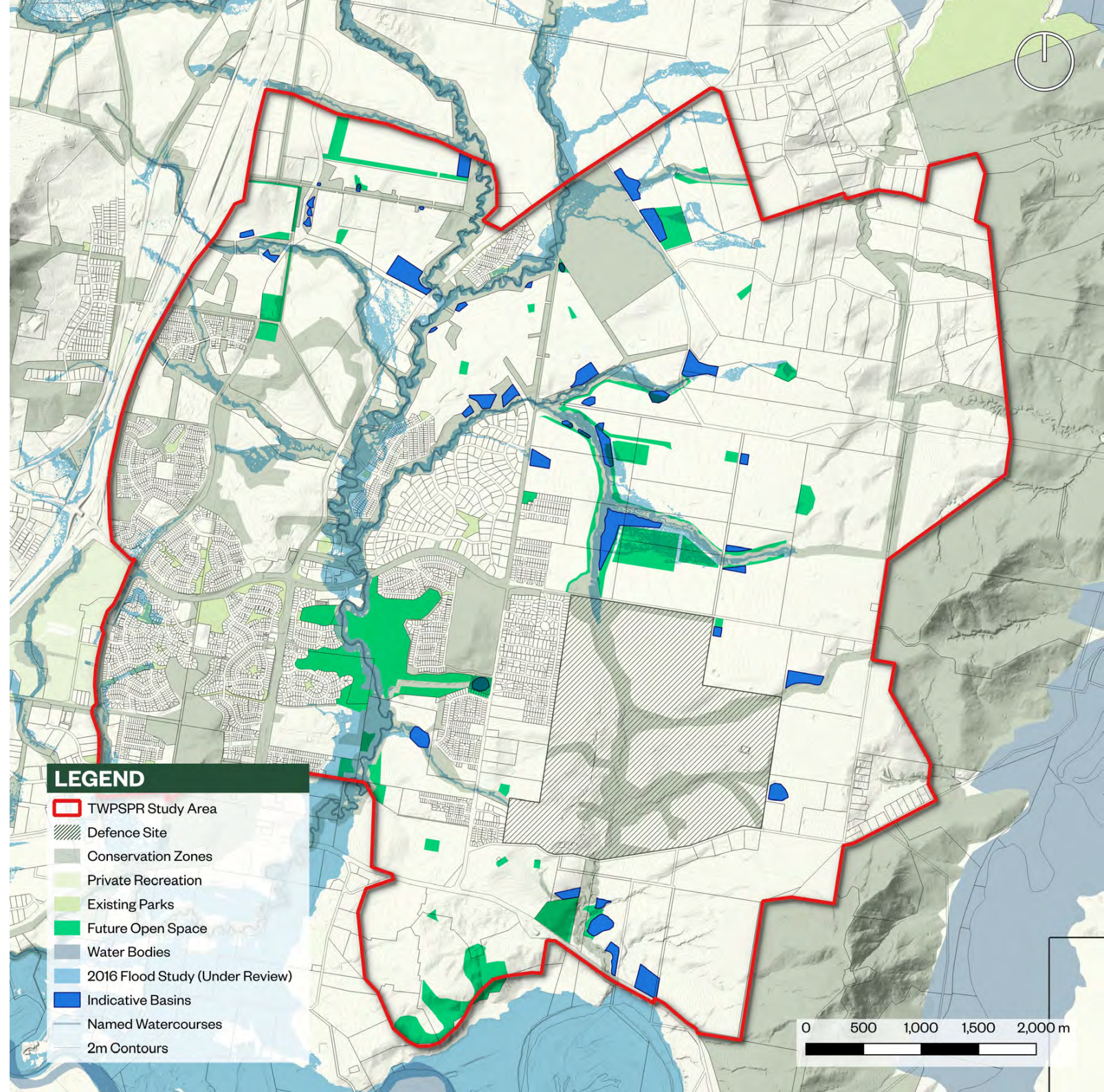
OBJECTIVES

- Ensure all development is designed to manage and mitigate flood risk, particularly in flood-prone areas, through appropriate land use zoning, setbacks, and flood-sensitive planning controls.
- Minimise flood risk to public and private properties as well as critical infrastructure including strategies for effectively minimising flood risk identified in the Eight Mile Creek Flood Study Review.
- New development is to maintain the pre-development peak flow rate (maximum rate at which water flows off the site during a storm) for storms up to 1 in 100 year intensity.
- Integrate hydrologic and hydraulic analysis from the *Eight Mile Creek Flood Study Review* to optimise the detention basin design and locations.
- Enhance drainage systems and manage stormwater run-off to prevent localised flooding. Incorporate Water Sensitive Urban Design (WSUD) principles into all developments to manage stormwater quality and quantity, reduce runoff, and prevent localised flooding.
- Preserve and enhance natural flood mitigation features, including wetlands, creeks, drainage lines, floodplains and riparian zones.
- Implement stormwater retention and detention systems to manage stormwater flows to protect downstream waterways and reduce erosion.
- Design public open spaces to also serve as stormwater detention areas or wetlands, offering additional benefits such as recreation, aesthetic appeal, and enhanced biodiversity.
- Integrate stormwater management systems with active transport networks, such as cycle paths and walking trails, particularly along creek corridors and riparian zones, to foster active living and public enjoyment of natural landscapes.



The 2025 Structure Plan reflects the Thurgoona Wirlinga Drainage Strategy (2020), incorporating indicative stormwater basins designed for catchment-wide management. These basins represent a consolidated approach to stormwater control across the precinct and will be refined through detailed design. While based on the Drainage Strategy's proposed locations and sizes, some adjustments have been made to suit the local context, with further refinement to occur during site-specific planning.

Stormwater and wetland areas have been integrated within the open space network, positioned along green corridors and stormwater pathways. Areas designated for stormwater treatment have been placed within or adjacent to open space areas. It is envisaged that in some locations the open space and basins may be bounded by an earthen embankment to detain water. In these areas, the open space will serve a dual function, both managing stormwater while providing recreational opportunities. Further detail is provided in the *Eight Mile Creek Flood Study Review*.



3.5 Transport and Movement

The revised Structure Plan proposes movement networks that are integrated, connected, safe, and accessible for all users. They prioritise the movement of people while preserving the natural character of the Thurgoona Wirlinga Precinct. Transport infrastructure is designed to avoid sensitive habitats and protect existing vegetation by aligning with blue-green corridors and co-locating with other trunk infrastructure (e.g. water and wastewater).

OBJECTIVES

ROADS & STREETS

- Utilise the NSW Movement and Place Framework and the *Design of Roads and Streets (DORAS) Technical Standard* in the design and planning of new street networks.
- Design roads and streets to avoid sensitive habitats and preserve existing vegetation, prioritising the retention of mature trees and minimising environmental impact.
- Improve regional connections to ensure convenient access between Thurgoona Wirlinga and key external destinations such as the Albury and Lavington CBDs, Albury Airport and Hospital, Lake Hume, and the Murray River.
- Align street networks with blue-green networks to enhance natural connectivity and reflect the precinct's 'city in nature' character and amenity.
- Ensure road and street networks are designed with consideration for future growth, safety and are efficient and accessible for all road users while minimising impacts on the natural environment.

ACTIVE TRANSPORT

- Establish a safe, connected and accessible walking network that prioritises people and encourages walking.
- Establish a safe, connected and accessible bike network that caters to both commuters and recreational users, facilitating cycling as a viable transport option.
- Provide active transport links that connect key community destinations, such as schools, activity centres, and sports facilities.
- Expand and enhance the existing active transport network aligning with blue-green corridors to promote convenience, natural beauty, and environmental harmony.
- Encourage active lifestyles and reduce private vehicle dependency by creating shaded, safe and enjoyable active transport routes that enhance the overall amenity of the precinct.
- Ensure new developments align with the Road User Hierarchy identified in *MOVE: The Albury Wodonga Integrated Transport Strategy*.

PUBLIC TRANSPORT

- Ensure new developments support the extension of public transport networks that are connected, reliable, safe and accessible by designing roads to adhere to DORAS.
- Design transport corridors that align with land use planning, ensuring that higher-density areas support greater access to public transport services.
- Advocate for expanded, frequent and reliable public transport services to planned centres and within walking distance of residential and employment areas, to connect Thurgoona Wirlinga to Albury and Lavington CBDs and the broader transport network.
- Promote public transport use as a sustainable alternative to private vehicles, reducing traffic congestion and environmental impacts.



3.5.1 Roads and Streets

The proposed road and street hierarchy in the revised Structure Plan aligns to the principles of *MOVE: The Albury Wodonga Integrated Transport Strategy* and the *NSW Design of Roads and Streets Technical Manual (DORAS)*.

The network has been structured to improve connectivity and minimise environmental impact, with proposed alignments avoiding sensitive habitats and retaining mature trees wherever possible.

The proposed hierarchy identifies that roads and streets are safe and healthy public spaces that are designed for people to create value. They are an integral part of “blue and green” networks and should optimise the use of the finite space available to carry people and goods efficiently.

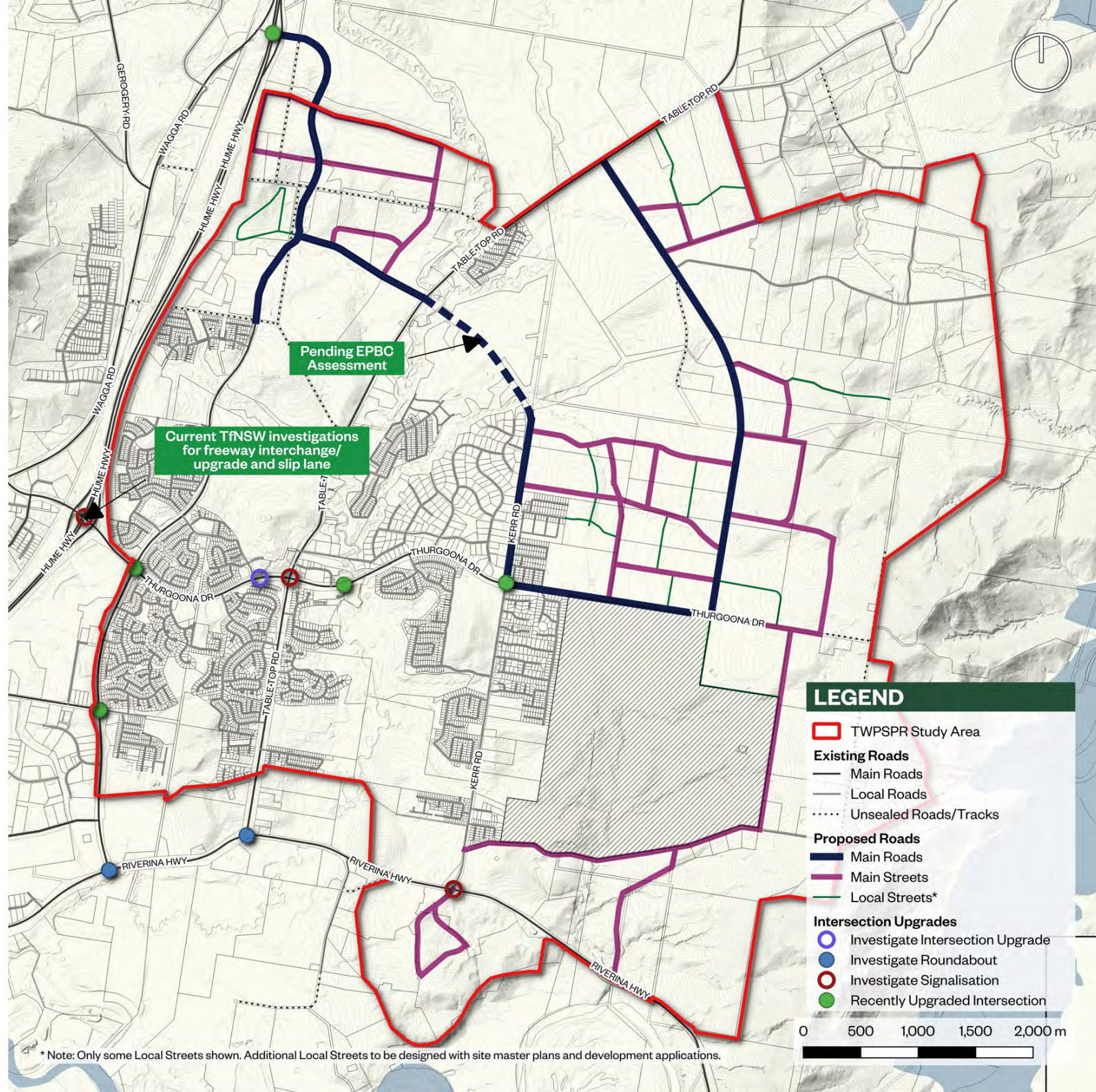
Roads at the Main Streets level and below are shown indicatively and are to be refined and delivered within the scope of individual lot development and focus on connecting to adjoining sites and developments.

Main Roads are central to the movement of people and goods, and include principal arterials, primary freight corridors and major public transport routes. They form the backbone of the precinct and provide efficient movement between key destinations. They also create positive interfaces while fitting sensitively into their built, natural and cultural environment.

Main Streets have both significant movement functions and convey place qualities. They are in proximity to transport nodes and support a range of transport options (walking and riding) while also offering a vibrant public realm where people gather to socialise, work, shop or access essential services. They contribute to the neighbourhood character which creates a strong identity for place.

Local Streets are the most diverse mix of street types. They are strongly influenced by adjacent land uses and should be designed to prioritise staying, walking, riding and the use of public transport. They have safe speed limits, encourage low speeds and volumes to make neighbourhoods safe, comfortable and attractive. They also reflect their local context and support connecting tree canopies to reduce heat island effects.

Civic Spaces are vibrant streets maximising space for civic enjoyment at the heart of a community's social and cultural life. They are primarily located within the neighbourhood and village centres.



ROAD TYPOLOGY STANDARDS

The revised Structure Plan proposes the road classifications in line with the NSW State Government's *Design of Roads and Streets Technical Manual* which categorises all roads and streets into four 'Street Environments' with 22 Street Types. These four 'Street Environments' (refer to image) are included in the following table, along with high-level design considerations.

Road & Street Type	Bicycle Facility	Walking Facility	Public Transport
Main Roads Central to the movement of people and goods, include principal arterials, major freight corridors and public transport routes.	Bike path or shared path	Minimum 1.8m wide footpaths both sides with crossing points no more than 400m apart	Major public transport thoroughfares, with bus stops
Main Streets Significant movement function and place qualities Manage efficient movement of people and goods	Bike path or shared path	Minimum 1.8m wide footpaths both sides with high quality pedestrian crossing facilities, particularly in built up areas	Public transport routes, with bus stops
Local Streets Prioritise staying, walking, riding and use of public transport Are safe and slow, with short crossing distances	Case by case basis in accordance with DORAS and Cycle Design Toolbox	In accordance with Walking Space Guide and MOVE	On some higher order Local Streets such as Neighbourhood Streets, Connector Streets, Urban Centre Streets and Enterprise Streets
Civic Spaces Are places at the heart of our community. Have significant activity functions and built form. Are located in the neighbourhood and village centres and key open spaces	- Provide safe and comfortable walking for people of all abilities - Provide a safe, low-speed environment with vehicles treated as 'guests' in the space - Provide easy access to cycling routes and public transport, and limit through-traffic - Provide access for local deliveries and service vehicles		

This table is for reference only. Refer to the most up to date version of the Design of Roads and Streets Technical Manual.



3.5.2 Active Transport

Active transport is a central focus of the revised Structure Plan, with walking and riding prioritised as viable modes of travel.

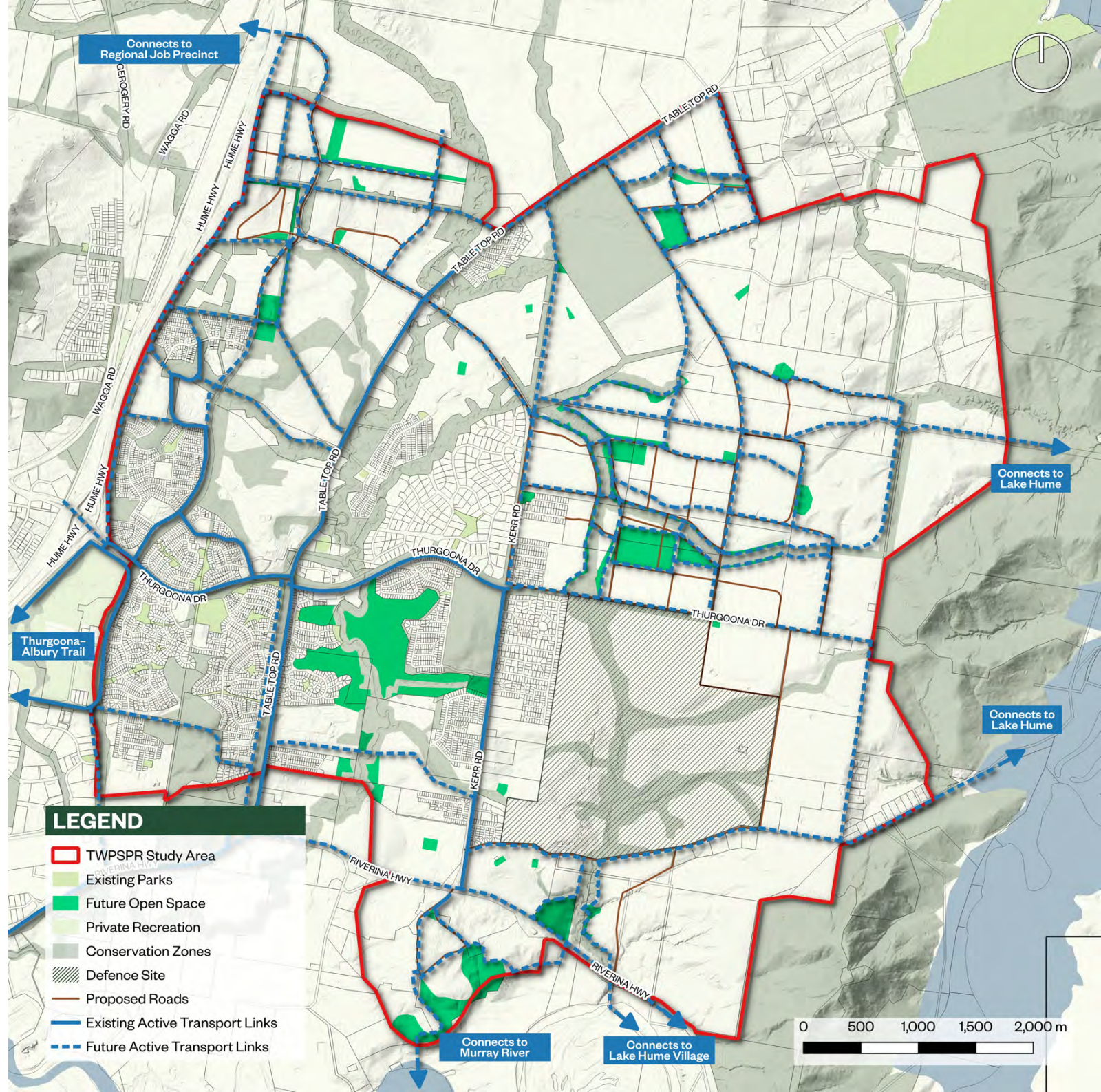
A focus is on expanded walking and riding routes along green corridors to connect key community destinations and natural features.

Roads and streets will also be developed in accordance with the NSW Government's *Design of Roads and Streets Technical Manual* (DORAS) to ensure adequate provision of active transport infrastructure including footpaths, bike paths, and road crossing facilities.

Space for people walking and riding will be provided on all streets in accordance with the *NSW Walking Space Guide and Cycle Design Toolbox*, as well as the Strategic Objectives from *MOVE: The Albury Wodonga Integrated Transport Strategy* to create separate but integrated networks that are safe, connected, attractive and accessible.

Specific design considerations to prioritise the safe movements include:

- Safe pedestrian crossing facilities near urban centres, parks and school entries.
- Connected network of footpaths and shared paths and facilities for people.
- Bus capable streets and bus stops with shelter and bus service information.
- Speed management and treatment with a design speed of 30km/h on streets within walking catchments of urban centres, parks and schools.



3.5.3 Public Transport

Another key focus area of the Structure Plan is the facilitation of improved public transport throughout the Thurgoona Wirlinga Precinct. Roads and streets will be designed to create a public transport network that is connected, reliable, safe and accessible to enable the community to choose more sustainable ways to travel.

Roads and streets will be developed in accordance with the NSW *Bus Priority Infrastructure Planning Toolbox*, the *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites* and the *Design of Roads and Streets Technical Manual*. The road and street network need to balance the capability of direct bus routes with the requirement to minimise the walking distance to stops. This will be achieved by:

- Creating shorter block lengths to increase neighbourhood permeability.
- Bus-capable streets that support direct routes and are not circuitous.
- Balancing the need for direct routes while minimising walking distances.
- Providing connected roads rather than cul-de-sacs.

Public transport needs to connect with the planned neighbourhood and village centres effectively, allowing users to access key civic services and facilities and the broader transport network. Potential interchange facilities will also enable commuters to transfer from one mode of transport to another. An integrated approach ensures the precinct remains connected and accessible, supporting future growth while preserving its natural environment.



3.6 Urban Centres

The retail and activity centre hierarchy within the Albury Local Government Area provides an important context for the development of urban centres in the Thurgoona Wirlinga Precinct. The Albury CBD serves as the highest-order retail centre and the Lavington CBD follows providing higher-order retail options. Thurgoona (MNC1) currently serves weekly and fortnightly shopping needs of local residents.

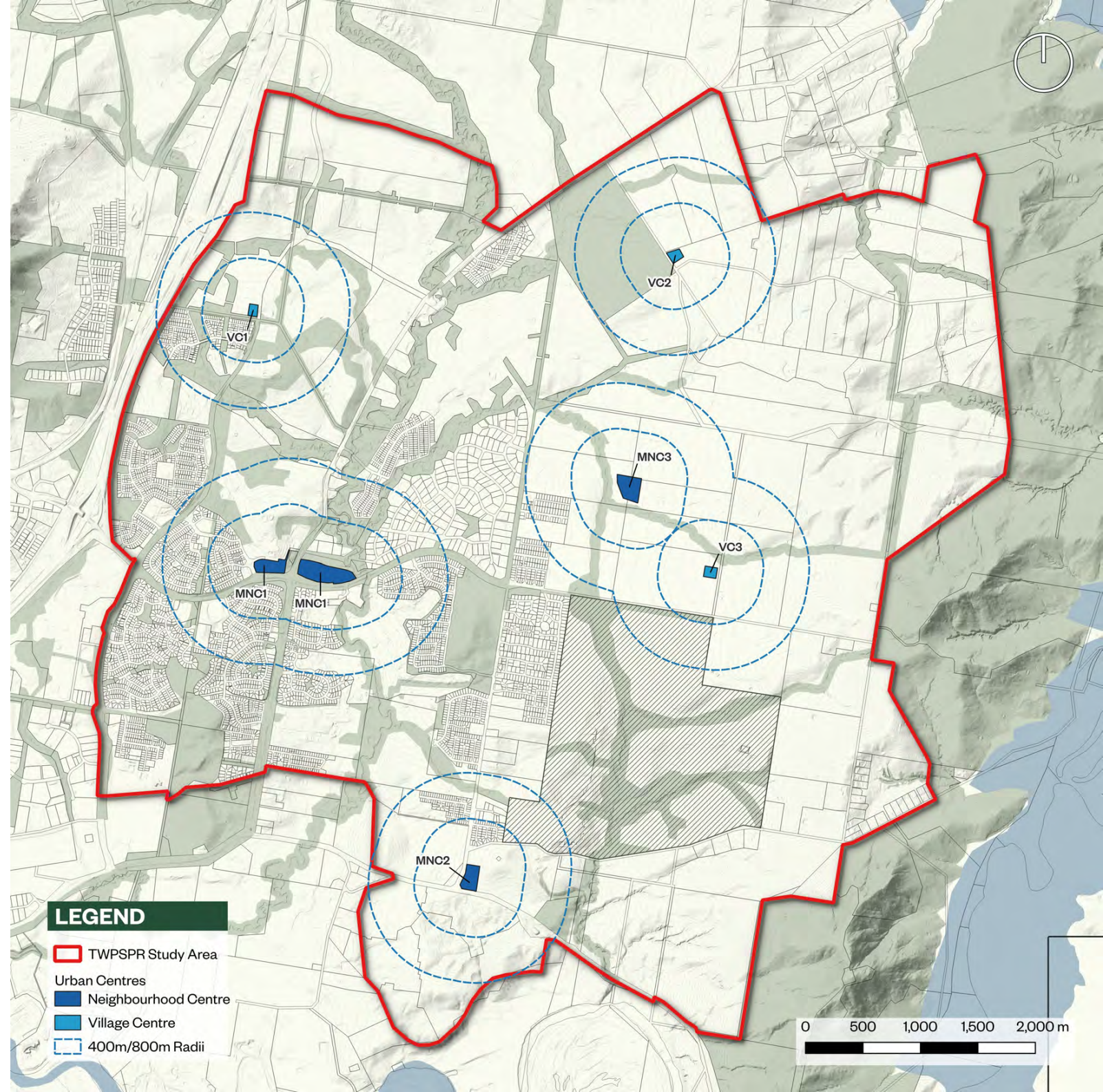
As the Thurgoona Wirlinga Precinct reaches development capacity, its total population is expected to almost double the existing urban population of Albury. To support this growth, the precinct's urban centres will need to develop in alignment with the existing retail hierarchy.

The hierarchy maintains the Albury CBD's role as the primary retail and services hub for the region, followed by Lavington CBD and the District and Major Neighbourhood Centres (MNCs), and Village Centres (VCs).

The envisaged walkable nature of the precinct will increase demand for smaller, more accessible Village Centres that cater to local convenience needs. This approach will not only support the retail hierarchy but also promote local employment opportunities, helping to reduce travel times for residents.

The provision of centres under the 2013 Structure Plan has been reviewed and updated as part of the 2025 Structure Plan. The primary changes from the 2013 Structure Plan are the removal of Village Centre 4 and the reallocation of floorspace across other centres in the precinct. These alterations consider floorspace provision and centre viability and are designed to cluster uses, achieve the goal that the majority of residents to be within an 800-metre catchment of either a MNC or a VC and seek to avoid environmentally sensitive areas.

Future planning controls will need to reflect the mixed use nature of Village and Major Neighbourhood Centres. This will reinforce the need to accommodate a variety of uses including housing and commercial uses to support a growing community and promote employment opportunities and reduce the need for car travel.



CENTRE TYPES

An overview of the proposed floorspace provision per centre is provided in the following table and was developed in consideration of the 2013 Structure Plan and 2021 Retail Floorspace Study.

Name	Code	Type	Location	Size (ha)	Discount department store	Full line supermarket	Small supermarket	Specialty stores	Office space	Total	Community facilities	Nearby facilities
Thurgoona Plaza	MNC1/DC	Major Neighbourhood Centre/ District Centre <i>Existing MNC1 will evolve over time to a District Centre</i>	West	8.86	7,500 sqm	7,000sqm	—	10,500 sqm	10,000sqm	35,000sqm	Opportunities to better connect with CSU	CSU, local park, sports ground
	MNC2	Major Neighbourhood Centre	South	2.77	—	3,500sqm	—	2,500sqm	1,000sqm	7,000sqm	Local community centre	Primary/high school, local park
	MNC3	Major Neighbourhood Centre	North-east	3.72	—	3,500sqm	—	2,500sqm	1,000sqm	7,000sqm	—	Local park, sports ground
	VC1	Village Centre	North-west	0.80	—	—	1,000sqm	1,000sqm		2,000sqm	Local community centre	Primary school, local park
	VC2	Village Centre	North	1.05	—	—	1,000sqm	1,000sqm		2,000 sqm	Local community centre	Primary school, local park, sports ground
	VC3	Village Centre	East	1.02	—	—	1,000sqm	1,000sqm		2,000sqm	District community centre	Primary school, district park and sports ground

3.6.1 Major Neighbourhood Centre 1

OBJECTIVES

- Support growth and vibrancy by enhancing functionality and creating opportunities for public life.
- Provide gathering spaces for community events, improve east-west walkway connections, and enhance landscaping.
- Encourage shop-top housing above commercial spaces to promote mixed-use development.
- Create visual interest by activating building elevations to include awnings, ground floor shopfront windows and separated pedestrian entries to the street.
- Integrate Thurgoona Plaza and Diamond Drive developments, and Thurgoona Oval, through strong links for people walking and riding.
- Ensure buildings are located and oriented to the street to reduce the visual impact of car parking and loading areas on the public domain.

Land throughout Major Neighbourhood Centre 1 (MNC1) has largely been developed or approved for development which limits opportunities for change. The focus for MNC1 is aimed at enhancing this location as the primary urban and retail centre in Thurgoona through a high-quality public domain, improved walkability and encouraging delivery of shop top housing.

To the east of the centre there are basins for stormwater retention/treatment and a public viewing platform with food and beverage outlets. Enhancing the environment surrounding the basins with an eastern parkland area that enables opportunities for community events and provides soft landscaping and pleasant walkway connections will visually improve the form and function of MNC 1. Strong walking and bike riding connectivity between Thurgoona Plaza, Charles Sturt University and Thurgoona Oval is also needed to better connect the centre and its facilities.

As per the 2013 Structure Plan, it is envisaged that MNC1 will continue to develop and evolve into a District Centre, providing up to 35,000sqm of retail and commercial gross floor area (GFA). This will be facilitated through intensified redevelopment and expansion on the western site.

There is also an opportunity to introduce residential development that can support student housing at the western side of MNC1, in the form of shop-top housing.



3.6.2 Major Neighbourhood Centre 2

OBJECTIVES

- Establish a mixed-use precinct, offering a range of shop sizes to support micro, small, medium and large retail and commercial premises.
- Ensure allotments are of appropriate location, size, orientation and shape to accommodate a functional and desirable mixed use development.
- Provide high quality visual point of connection to the proposed civic street.
- Create a primary retail civic street by defining the street edges with awnings over footpaths and open shopfronts to the street.
- Provide high quality public domain improvements such as a consistent palette of street furniture, footpaths and landscaping.
- Integrate public open space within the civic street design.
- Position the Community Centre/Hub next to the proposed civic plaza.
- Design roads to prioritise active transport access to and from the Major Neighbourhood Centre.
- Place parking at the outer edges to minimise vehicle movements through the centralised areas of the civic street.
- Reduce the visual impact of parking by screening parking areas with built form along at least two sides of the block.
- Internalised, enclosed shopping malls are discouraged. Retail premises and food and drinks premises are to open onto the public domain and incorporate outdoor dining.
- Large retail tenancies are to be screened by smaller tenancies (greater than 50%) to minimise the impact of blank walls adjoining the public domain.

The 2013 Structure Plan indicates a land use designation for Major Neighbourhood Centre 2 (MNC2) on the western side of Kerr Road. Following a review of approved and future development areas, it is recommended that MNC2 would be better located on the eastern side of Kerr Road. This is to align with the nature-based framework and the principles and drivers and established for this review.

This location provides an opportunity to cluster uses such as the school and the sports ground closer to the commercial centre. It also offers suitable distribution of centres noting removal of Village Centre 4 shown in the 2013 Plan. The concept plan is designed to concentrate activity on an attractive internal people focused civic street, rather than directing pedestrian and retail activity towards the Riverina Highway.

Proposed land uses are similar to those identified in the 2013 Structure Plan. The arrangement and location of uses has been further considered in the 2025 Structure Plan. Car parking remains on the periphery of the neighbourhood centre reducing vehicle movements through the centre. A vegetation buffer has been provided to soften the highway from the centre. A medium density housing interface is desirable and would integrate well with the scale of the centre.



3.6.3 Major Neighbourhood Centre 3

OBJECTIVES

- Establish a mixed-use precinct, offering a range of shop sizes to support micro, small, medium and large formats for retail and commercial premises.
- Ensure allotments of appropriate location, size, orientation and shape to accommodate a functional and desirable mixed-use development.
- Design permeable grid street blocks (maximum 150 metres in length and width) and provide through-site connections in mid-block locations.
- Create a primary retail civic street by defining the street edges through incorporation of build to boundary controls with awnings provided over footpaths and ground floor shopfronts to the street.
- Provide a high quality public domain with consistent palette of street trees footpaths and landscaping.
- Integrate public open space within the civic street design.
- The linear civic plaza is to be a multi-functional space suitable for community events.
- Place parking at the outer edges to minimise vehicle movements through the civic street.
- Internalised, enclosed shopping malls are discouraged. Retail premises and food and drink premises are to open onto the public domain and incorporate outdoor dining.
- Large retail tenancies are to be screened by smaller tenancies (greater than 50%) to minimise the impact of blank walls adjoining the public domain.

The location of MNC3 has been moved from the 2013 Structure Plan to align with a more desirable outcome which reflects the aspirations of this Structure Plan to have a stronger emphasis on protecting nature and biodiversity.

The centre is adjoined by more dense residential uses, which will benefit from the services and retail available at MNC3 as well as the natural amenity of the conservation corridors.

The land use for MNC3 remains consistent with the 2013 Structure Plan; however, the arrangement of these uses has changed to improve integration with future development scenarios and the existing riparian corridor. Active frontages will be provided through concentrating parking to the periphery of the centre. A civic plaza is provided at the south-west edge for community connection and events.



3.6.4 Village Centres

Village Centres (VCs) are small-scale, mixed-use hubs designed to cater to the daily retail needs of the community while providing opportunities for local social interaction. These centres are strategically located along the major movement network, ensuring easy accessibility.

The development of these Village Centres will be staged in line with land release and population growth. Key design principles guiding all Village Centres include:

- Buildings should be built to the boundary along street interfaces, oriented toward the primary street, incorporating awnings over footpaths, outdoor seating and landscaping.
- Parking and service areas should be located at the rear of buildings, screened from streets, visible intersections and open space.
- Clear and visible building entries should be provided for easy access and wayfinding.

The 2025 Structure Plan has reviewed and relocated Village Centre 2 (VC2) to protect sensitive environment features and to address bushfire constraints in this part of the precinct. Village Centre 4 (VC4) was removed from the 2025 Structure Plan as the repositioned MNC2 is expected to better serve the local needs of this part of the precinct.

VILLAGE CENTRE 1

Village Centre 1 (VC1) covers approximately 0.8 hectares and is located at the intersection of Elizabeth Mitchell Drive and Ettamogah Road. This centre is co-located with a primary school (PS6), Local Sports Ground (LSG5) and Local Recreational Park (LRP115). The surrounding area includes about 4.4 hectares of medium-density Village Centre Residential.



VILLAGE CENTRE 2

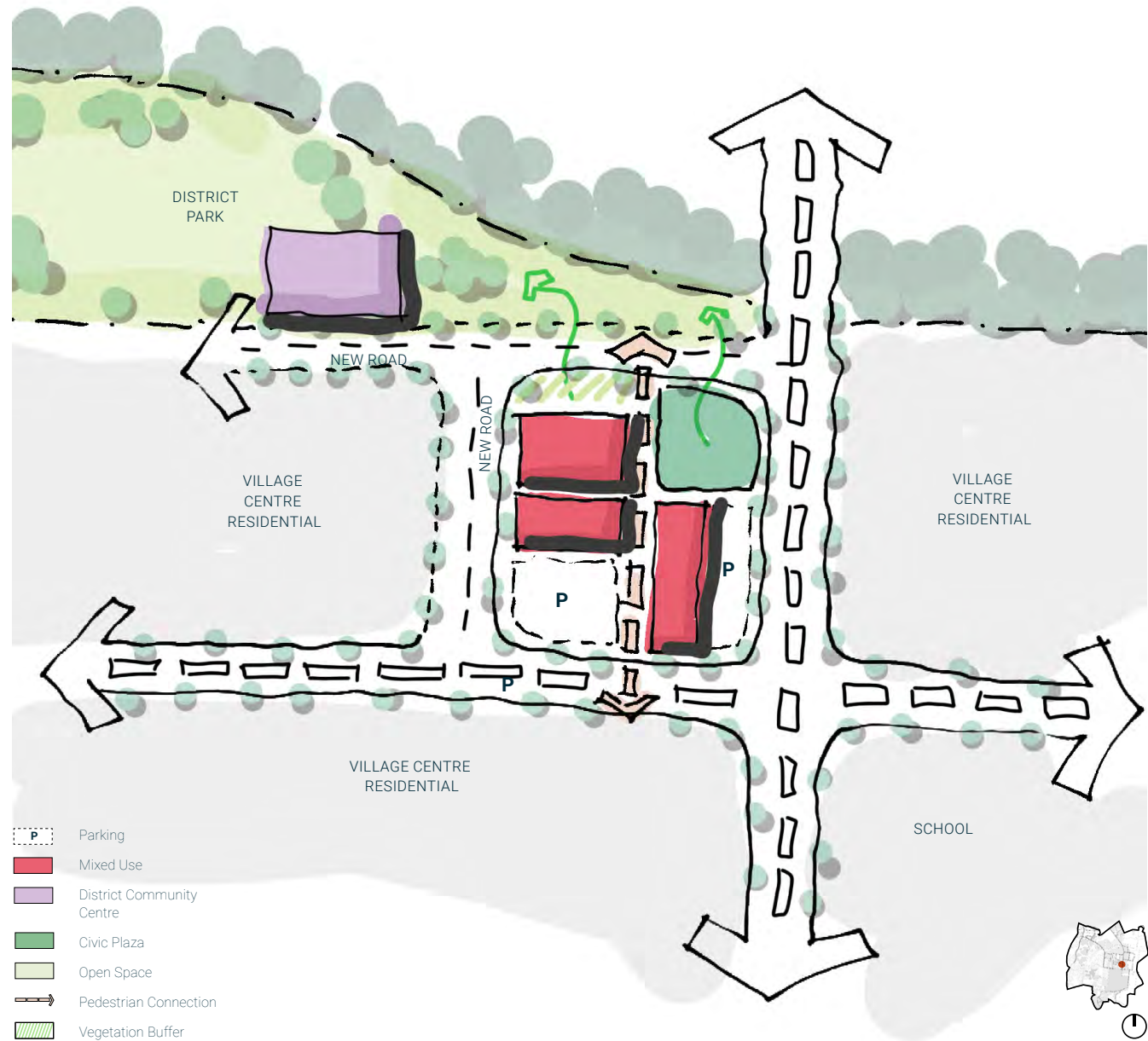
Village Centre 2 (VC2) covers approximately 1 hectare and is located in the north-eastern part of the precinct. It includes around 14.7 hectares of Village Centre Residential. VC2 is co-located with a primary school (PS5), Local Sports Ground (LSG2) and a Local Recreational Park, making it a central hub for both recreational and educational activities.

The relocation of VC2 in the 2025 Structure Plan better protects sensitive environmental features and enables a scenic interface to the local recreational spaces and conservation zoned areas.



VILLAGE CENTRE 3

Village Centre 3 (VC3) is located to the north of the Department of Defence land, along a proposed new north-south linkage to Kywanna Road. The VC3 precinct is adjacent to a district park which will contain future aquatic facilities and a district community centre. Approximately 20 hectares of "Village Centre Residential" is situated within an 800-metre catchment of VC3, extending west along the edge of the future district sport fields. A proposed primary school (PS3) is located east of the village centre.



3.7 Open Space and Recreation

OBJECTIVES

- Promote good physical health and mental well-being by providing a variety of accessible, safe, and attractive open spaces that encourage people of all ages to socialise and engage in a wide range of recreational activity including organised sport.
- Provide residents with equitable access to high-quality open spaces ideally within a 400-metre walking distance of their homes.
- Provide a variety of open space types, including local parks, district parks, linear parks and informal recreation facilities and sports grounds.
- Align open spaces with blue-green networks, natural features, and environmental corridors to promote biodiversity and enhance the natural character of the precinct.
- Design multi-purpose open spaces to cater for a range of recreational activities, including sports facilities, play spaces, urban plazas, walking and bike riding paths and picnic areas.
- Incorporate stormwater management infrastructure, such as wetlands and basins, within open spaces to provide dual functionality for stormwater control and recreational areas.
- Establish a well-connected network of walking and bike riding paths linking open spaces to key community destinations such as schools, community facilities and natural features.
- Encourage the co-location of parks and sports grounds near community facilities, schools and public transport routes to maximise accessibility.
- Ensure the design of open spaces prioritises sustainability by incorporating water-sensitive urban design, native vegetation, and mitigating the urban heat island effect through increased tree canopy.
- Plan for open spaces that are flexible and adaptable, accommodating evolving recreational trends and community expectations over time.

The 2025 Structure Plan incorporates open space standards from the Social Infrastructure Strategy, reflecting a commitment to the provision of diverse, accessible, and well-distributed parks, sport spaces and natural areas for the growing community

Informal parks previously marked as notional in the 2013 Structure Plan have been revised. This Structure Plan includes local parks and a new network a new network of linear parks which will enhance connectivity for walking and bike riding, offer opportunities for low-impact recreational activities, and buffer conservation areas.

At the southern end of the precinct, three previously disconnected parks are combined into a single, larger district park. This new park preserves places of Aboriginal significance and features scenic views south across the Murray River towards the Victorian High Country.



3.7.1 Open Space Typology

The following open space typologies have been informed by the Social Infrastructure Strategy.

Type of Open Space	Size (Functional Area)	Purpose/Use	Facilities	Potential Delivery Mechanism
Local Parks	0.5–2.0 ha Greater than 0.3 ha considered if located adjacent to more than 0.4ha of Linear Park or unencumbered Natural Area.	Supports passive enjoyment of the outdoors for immediate resident populations	Limited infrastructure such as basic play spaces, seating, and shaded areas.	Parks larger than 2ha to be zoned and acquired. Parks smaller than 2ha to be dedicated via VPA.
Linear Parks/Trails	Minimum 0.4 ha (Average 20m wide)	Routes for walking and bike riding and recreation	Walking and bike riding trails and seating.	Subject to DCP design guidance and minimum sizes, to be embellished dedicated to Council via VPA.
District Parks	2–5 ha	Provides diverse recreation opportunities for multiple neighbourhoods	Large play spaces, picnic areas, amenities buildings, shared walking/bike riding paths, and shaded spaces.	Zoned and acquired.
Local Sports Ground	5+ ha	Organised and casual sports for neighbourhoods	Preferably 4 hectares of playing surface, sports fields (rectangular and oval) and parking.	Zoned and acquired.
District Sports Grounds	8–15 ha	Serves multiple suburbs, hosting formal competitions	Multiple sports fields, amenities buildings and parking.	Zoned and acquired.
Natural Areas	Varies based on conservation needs	Conservation and passive recreation	Trail based walking paths, viewing areas, and ecological protection measures. Includes riparian zones, bushland reserves, and stormwater management features.	Conservation zoned land.
Stormwater/ Wetland Areas	Integrated with open space	Dual function for stormwater management and recreation	Natural wetland features, walking paths, and stormwater detention/retention areas that also offer recreational and aesthetic benefits.	Zoned and acquired.

3.7.2 Local and District Sports Grounds

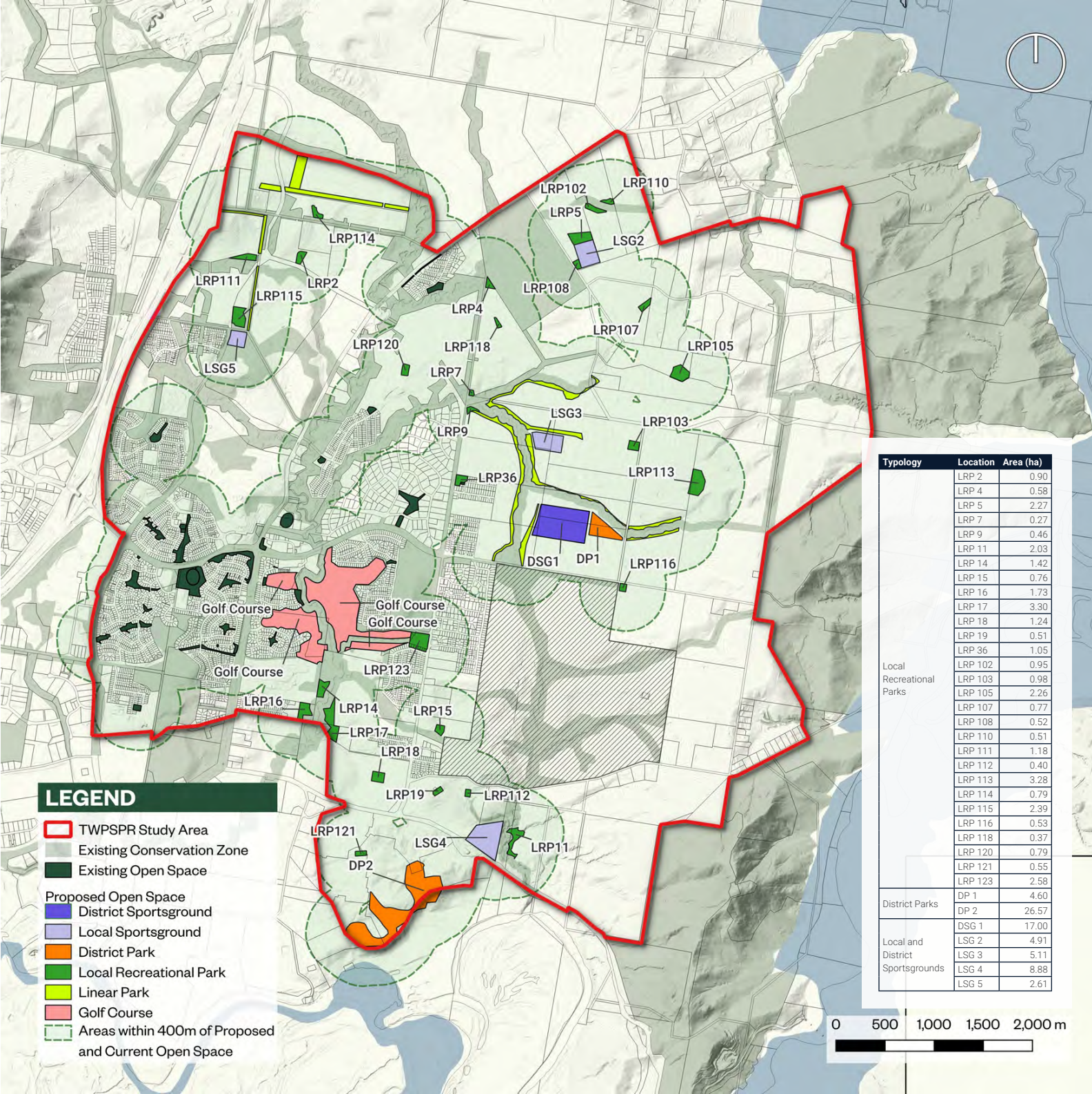
The 2025 Structure Plan includes four local sports grounds and one district sports ground (38.5ha total sports space), compared to five local sports grounds and one district sports ground (35ha total sports space) in the 2013 Structure Plan. The four local sports grounds are now sized and positioned to provide more suitable areas for sports. The District Sports Ground (DSG 1) has been moved northward, allowing it to be more centrally located and to serve as both an area for a sports fields and flood management infrastructure.

One new aquatic facility is proposed to be provided within the District Sports Ground or the adjacent District Park 1, consistent with the 2013 Structure Plan. The form of the facility will be determined by a future feasibility study.

3.7.3 Local and District Parks

The proposed quantum of local recreation space has been increased compared to the 2013 Structure Plan. The 2025 Structure Plan refines park categories, removing the “indicative informal parks” category and introduces a new category for linear parks. The 2025 Structure Plan retains a focus on parks typically being provided within 400 metre walking catchments, while still allowing for variation in size according to specific site conditions.

Park facilities and designs including potential features such as play spaces, fitness equipment, dog off-leash areas and other recreational needs will be considered and determined through the AlburyCity Play Space Strategy and detailed design processes.



3.8 Education and Community Facilities

OBJECTIVES

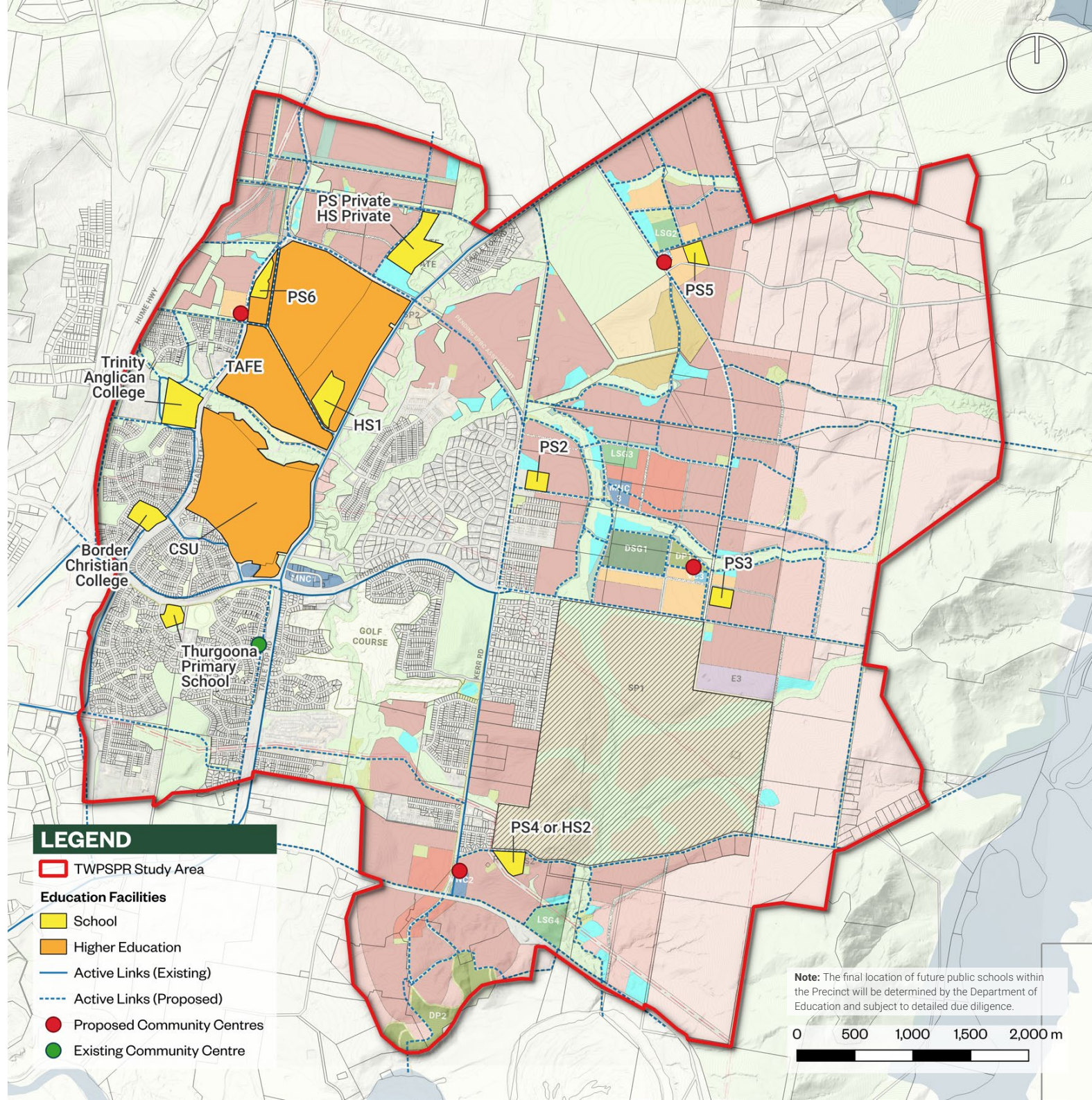
- Promote high quality learning experiences and support socialisation of young people by providing a range of early childhood, primary, secondary and tertiary education facilities.
- Provide residents with equitable access to high-quality multipurpose community and cultural spaces that enable people to gather and meet to participate in community and creative activities.
- Locate education and community facilities close to major movement routes, ensuring convenient access to public transport.
- Where feasible, co-locate and integrate facilities with each other and in highly visible places such as village centres or nearby parks and sports grounds to promote civic identity and encourage recreation opportunities.

The 2025 Structure Plan incorporates community facility space standards from the Social Infrastructure Strategy, reflecting a commitment to the provision of a well-connected network of multi-functional, accessible, and well-distributed education, community, cultural and health facilities for the growing community.

3.8.1 Early Childhood facilities

The 2025 Structure Plan updates planning for early childhood centres based on the existing provision rate across the Albury LGA of one early childhood place per 2.3 children aged between 0 and 4 years. Based on population projections, it is estimated that around four new childcare centres will be needed by 2050.

Child care centres are predominately provided by private operators and are suited to a variety of locations such as the Major Neighbourhood Centres, and Village Centres, close to schools or within residential areas for smaller centres. In addition, all new public primary school sites are expected to include public pre-school facilities.



3.8.2 Schools

The 2025 Structure Plan updates planning for education facilities to better reflect changes in how government schools are delivered. The focus is on provision of fewer, larger schools with greater enrolment capacity and better learning facilities. New schools will continue to be well distributed across the precinct, with their development aligned to land release and population growth to help ensure that schools are delivered in a timely and responsive way.

In terms of government schools, the revised Structure Plan includes five potential primary school sites (in addition to the existing Thurgoona Primary School). School Infrastructure NSW has recently confirmed the location of a second Thurgoona Primary School (refer PS2 on Kerr Rd) with enrolments commencing in 2027.

The 2025 Structure Plan includes two potential government high school sites. A future public high school (HS1) is proposed to be co-located with tertiary education facilities, offering ongoing benefits and synergies between different educational levels. This siting and co-location is consistent with the 2013 Structure Plan. There are also several suitable alternate within the wider TAFE NSW and Charles Sturt University precinct to expand secondary education offerings. An additional private primary and high school site is also identified on Williams Road as identified in the 2013 Structure Plan. The final location of future public schools within the Precinct will be determined by the Department of Education and subject to detailed due diligence.

3.8.3 Tertiary Education

Charles Sturt University and TAFE NSW are significant sites within the precinct. Consistent with the 2013 Structure Plan, co location opportunities are encouraged and strong alignment between vocational and higher education facilities maintained to ensure the growing Thurgoona - Wirlinga community has access to diverse learning pathways within the precinct.

A large portion of these sites are identified as conservation land, with established creek corridors. There are also areas that are underutilised and suitable for development, with potential to leverage natural and physical assets and partnership opportunities.

Further master planning by Charles Sturt University and TAFE NSW is encouraged to optimise these significant sites and facilities. Opportunities could include:

- Utilise the Connecting with Country framework for further site design and places for cultural activities and celebration.
- Increase community access, sharing facilities and walking and bike riding trails (also noting the Hume and Hovell Track traverses Charles Sturt University site).
- Support a mixed use centre leveraging the location of the Charles Sturt

University within MNC1. There is potential for increased activity within

the centre, strengthening the public role of the campus with enhanced address and welcoming presence to the centre and Thurgoona Drive.

- Lead water sensitive urban design (WSUD) approaches noting extensive water management system (including David Mitchell Wetlands). Catalyse broader sustainable WSUD solutions in the precinct aligning with education and training in hydrology.
- Expand the shared use of facilities with schools and wider community.
- Support community health by creating a cluster of wellbeing support facilities and anchoring it to the existing medical uses at the Charles Sturt University Campus adjacent to Thurgoona Plaza.
- Develop sustainable housing demonstrations to showcase different ways to delivery sustainable housing.

3.8.4 Community Centres

The precinct is currently served by four existing local community centres: Thurgoona Community Centre (public), Thurgoona Mens Shed (public), Thurgoona Football Club Room (public) and Thurgoona Country Golf Club Resort (private). The revised Structure Plan proposes the addition of three new local community centres and one new district community centre, maintaining the same number and sizes as recommended in the 2013 Structure Plan.

The 2025 Structure Plan relocates the proposed site for the district community centre from Major Neighbourhood Centre 3 to within District Park 1 (nearby Village Centre 3). This supports the principle of co-location of community facilities with open space as well as increasing the likelihood of earlier delivery.

The delivery of additional local community centres within the Major Neighbourhood Centre 2, Village Centre 1 and Village Centre 2 will ensure maximum accessibility for residents and reinforces the role of centres in creating civic pride and a strong sense of place.

The 2025 Structure Plan maintains the principle that all community centres should be delivered as integrated, multi-purpose hubs. These hubs will combine meeting spaces with other types of diverse community uses such as libraries, museums, youth centres, exhibition areas, performance space, outdoor pavilions or amphitheatres. They may also include complimentary services such as community health facilities, professional rooms for visiting health practitioners, coffee shops or office space for community service providers. It is envisaged that the District Community Centre will be approximately 2,500sqm to 3,000sqm in size and designed to also serve as a place of safe refuge during natural disasters and emergencies.



3.9 Housing Densities and Character

The Albury Local Housing Strategy adopted in March 2023 identifies the Thurgoona Wirlinga Growth Area as the location for most of Albury's greenfield housing growth. The revised Structure Plan maintains capacity for a population of 50,000 people over the next 40 to 50 years. This provides suitable capacity to accommodate residential growth without expansion into the long-term 'prime urban land' identified in the Albury Land Use Strategy.

The 2013 Structure Plan proposed increased housing densities around planned retail and activity centres. The Housing Strategy strengthens this intent, identifying the need for more choice and variety in the housing market within Thurgoona Wirlinga.

The 2025 Structure Plan encourages a range of approaches to reinforce the need for improving housing diversity which includes focusing density around the planned centres.

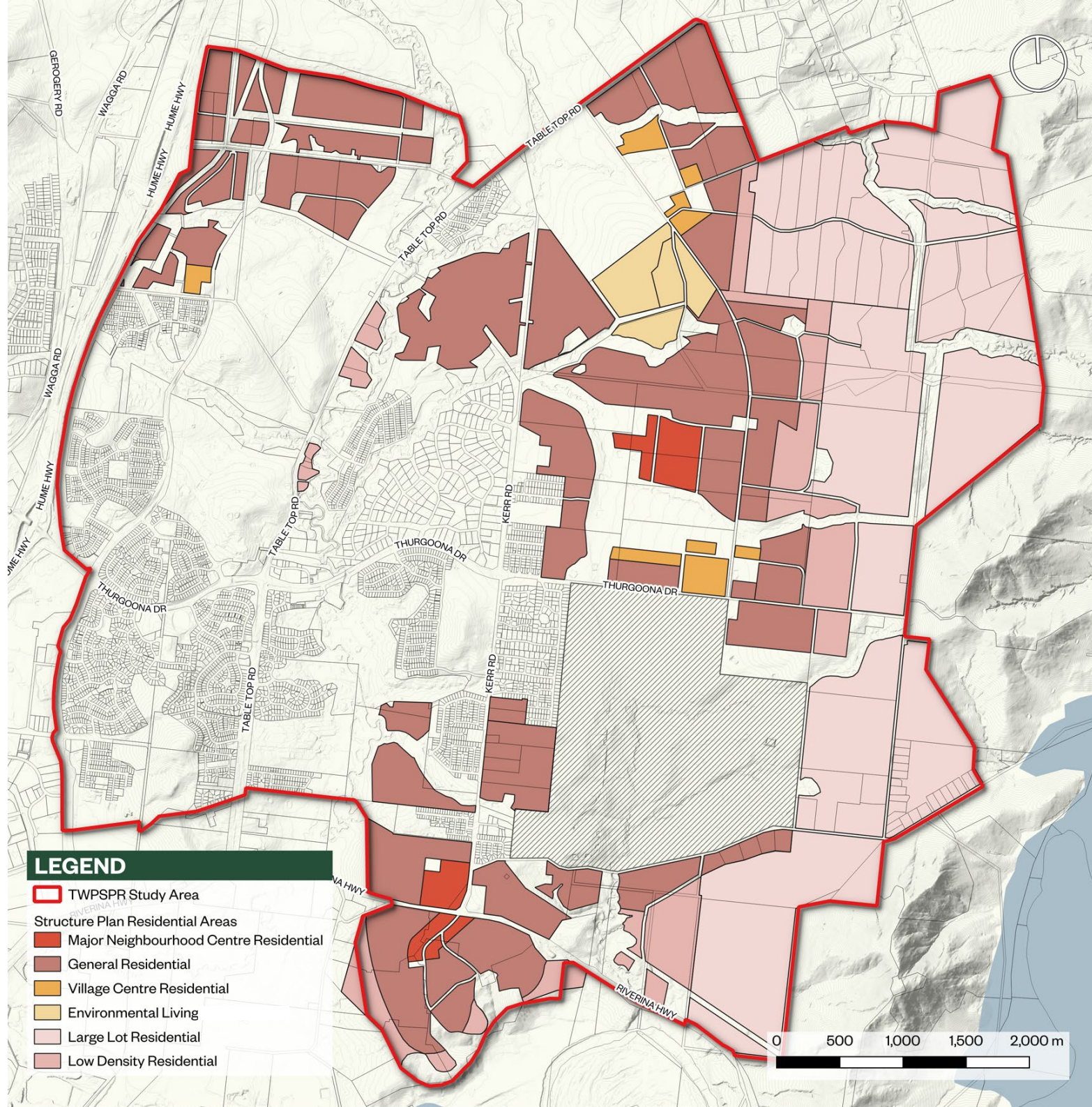
Current planning controls, which set a minimum lot size of 450m², have limited the opportunities to provide a diverse range of housing types across Thurgoona Wirlinga. To address this, embracing higher densities and more diverse housing options around urban centres will be essential.

Diversifying housing stock has the added benefits of meeting the needs of changing demographics (and demand for different housing typologies), making better use of available land and infrastructure, improving walkability and public transport opportunities, and reducing congestion and vehicle dependence.

Increasing housing density around urban centres can generate multiple benefits. Firstly, it offers a broader range of housing options to accommodate different household sizes, including singles, small families, and older residents. This approach promotes inclusivity by providing housing that caters to various demographics and fosters a more socially diverse community. It also supports the creation of more affordable housing options, addressing issues of housing affordability while making more efficient use of land and supporting infrastructure.

Secondly, increased densities can significantly bolster the viability of local services and retail sectors. A denser population promotes business confidence leading to the delivery of a wide range of services such as medical, government services, educational institutions, and retail outlets.

The conglomeration of housing and services, makes walking and bike riding more attractive which in turn, promotes healthier and more connected communities.



Higher densities will be serviced by a number of different housing typologies, including dual occupancy, terraces and residential flat buildings. There are many benefits to providing housing options to a wide population demographic.

For example, opportunities for ageing in place allow residents to remain in their communities as their needs change. With greater access to nearby services and amenities, older residents can enjoy ongoing independence while remaining connected to the community.

From a transport perspective, denser housing makes public transport systems more viable by increasing ridership. This supports the development of more frequent and reliable services, reducing reliance on private vehicles, alleviating traffic congestion, and contributing to environmental sustainability. Moreover, active transport options such as walking and bike riding become more appealing.

In the 2025 Structure Plan, higher densities are proposed in and around neighbourhood and village centres and parks and open space.

These housing typologies can also incorporate the latest technology, innovation and sustainability. Sustainable development opportunities across the growth area will assist in efficient resource consumption.



Single Dwelling



Dual Occupancy



Terrace and Multi-Dwelling



Low-Rise Apartment



Mixed Use Development

3.10 Land Use and Interface

OBJECTIVES

- Protect scenic hillsides and environmental land.
- Align land use zone boundaries with natural features and the proposed road network.
- Create an urban to rural transition through the gradual lowering of residential densities supporting housing diversity and preserving the amenity of rural lifestyle.
- Use interface strategies to minimise adverse impact on the amenity of adjoining zones, residents and sensitive land uses.

URBAN TO RURAL TRANSITION

Managing the transition between urban and rural areas is essential to preserving the character of Thurgoona Wirringa. The 2025 Structure Plan reaffirms the importance of protecting the scenic hillsides that define the precinct. The alignment of transition areas continues to prioritise the preservation of these hillsides, maintaining the visual appeal and environmental integrity of the precinct. The 2025 Structure Plan has refined the urban to rural interface from the 2013 Structure Plan through proposed adjustments to zone boundaries and the proposed interface design.

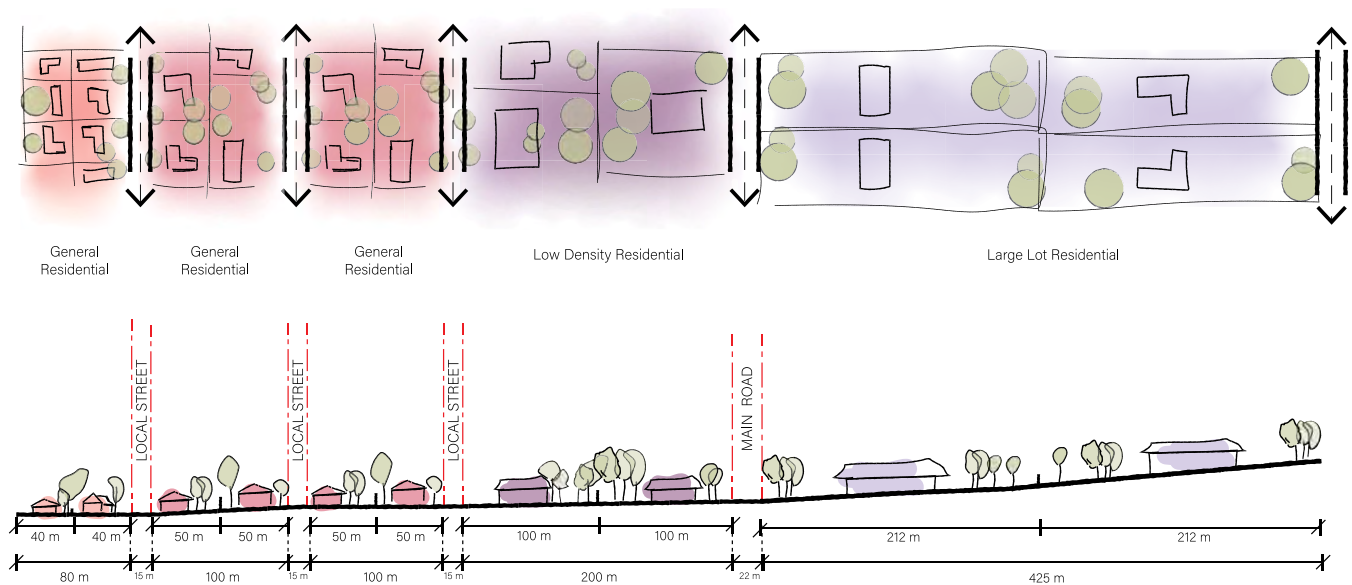
The proposed urban to rural interface is generally aligned to allotment boundaries and road corridors that are influenced by the natural contours of the landscape. This alignment preserves the landscape quality of the precinct.

The gradual transition of the urban to rural Interface will be translated through zoning, minimum lot sizes and new density provisions introduced into the Albury LEP 2010.

The objective from the 2013 Structure Plan remains, to transition from a denser, compact town centre to general residential, low density residential, larger rural residential lots and agricultural land. To assist in implementing this, a defined low density transition zone (R2 Low Density Residential Zone) is identified in the revised Structure Plan helping to guide the layout, densities, and urban interface within this area.

A buffer road between different land use zones (e.g. R1 General Residential and R5 Large Lot Residential) will assist in vehicle and active transport links and provide transition interface.

These adjustments will provide greater clarity and enforceability, facilitating more effective land-use management while preserving prime urban land.



DEFENCE SITE

Defence landholdings in Wirlinga are located in a central part of the Thurgoona Wirlinga Precinct. The use of the land is no longer consistent with surrounding and future land use. AlburyCity continues to advocate for remediation and future master planning of the Wirlinga Defence site to effectively integrate this key site into the wider precinct.

Part of the land is currently used for ammunition training and while the Department of Defence notifies residents in advance of the activity, it is not without some noise impact.

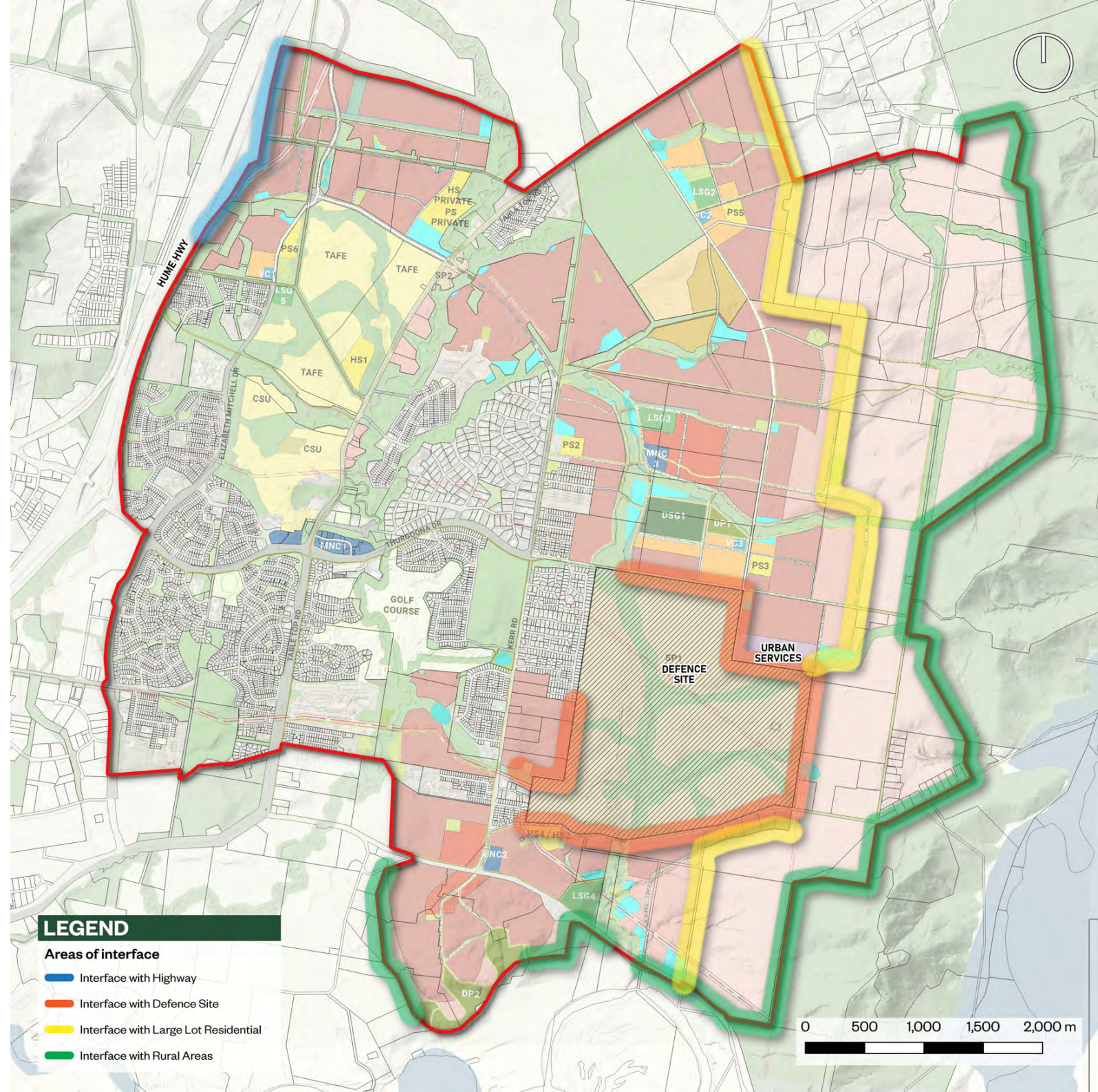
Thurgoona Drive and Knoble Road currently extend along the northern and southern boundaries of the Defence site. The revised Structure Plan includes roads along the eastern boundary of the Defence site to act as a buffer between the site and interface to the wider precinct. The future upgrade of Thurgoona Drive should include a wider verge on the northern side to accommodate active transport links (path for walking and bike riding), easement for trunk utilities (e.g. water, sewer, electricity) and potential service road to orient dwellings to the street. Roadside planting as well as perimeter planting within the Defence site would also improve this land use interface.

Further to this, the Urban Services land use has been introduced to the pocket of land at the north-eastern boundary of the Defence site. This permits a range of low amenity impact activities and services (such as business premises, industrial retail outlets, light industries, neighbourhood shops, office premises, specialised retail premises and vehicle repair stations) which could generate additional employment opportunities and would also act as a buffer to surrounding residential development.

MAJOR ROADS

The north-western part of the precinct adjoins the Hume Highway corridor. While much of this interface is managed by existing landscape mounds, a small section at the northern end of the precinct, close to the Davey Road freeway interchange, may be exposed to higher noise impacts given the topography and proximity to the Highway carriageway and freeway on ramp acceleration area.

In addition to noise requirements under *State Environmental Planning Policy (Transport and Infrastructure) 2021* (e.g. Section 2.119 Development with frontage to classified road and 2.120 "Impact of road noise or vibration on non-road development", specific area planning controls will be implemented in this area to ensure suitable responses to potential noise impacts).



Section 4

Implementation Plan

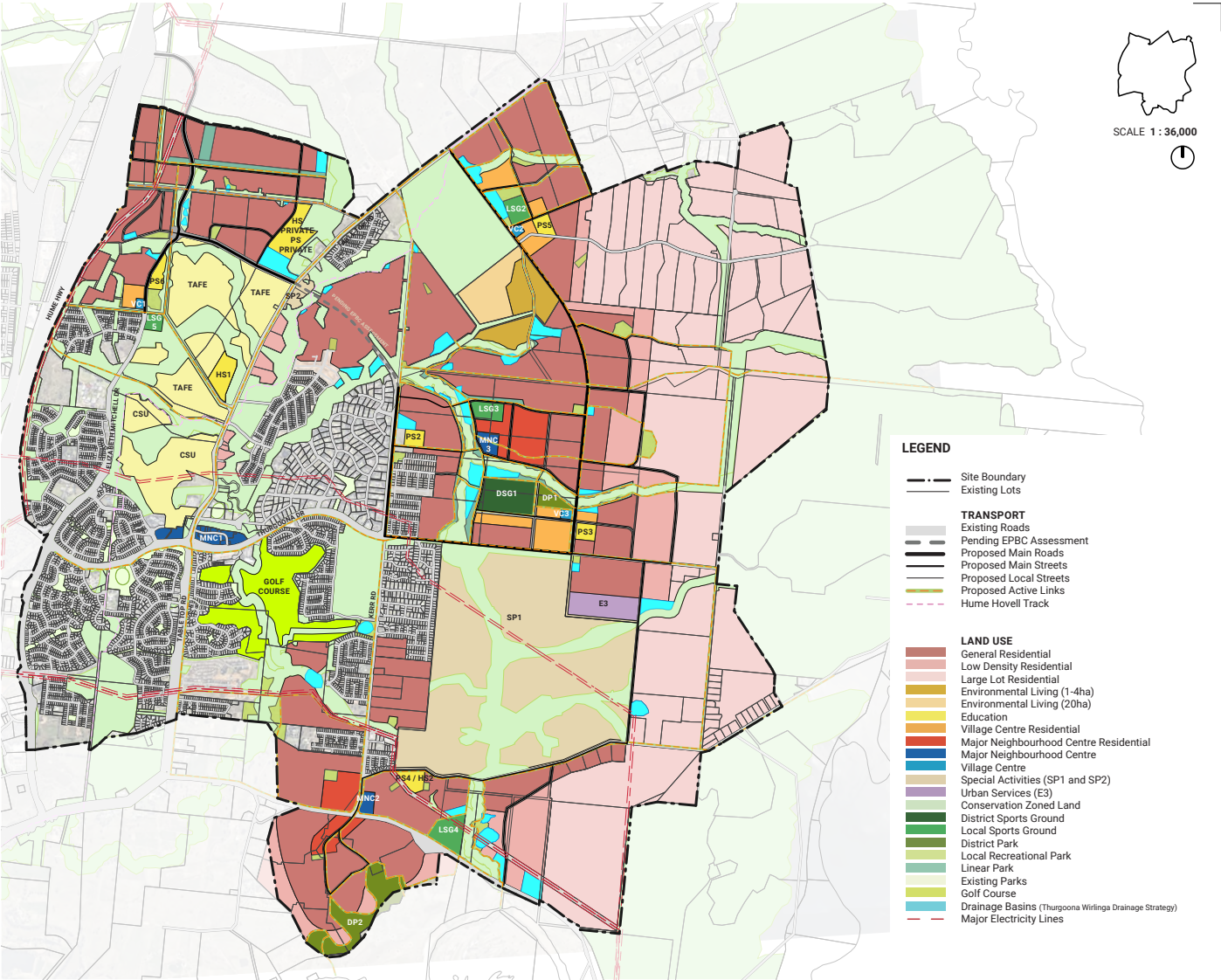
In order to give effect to the 2025 Structure Plan, a comprehensive approach to delivery and implementation is essential. The revised Structure Plan is a strategic document that serves as an advisory blueprint for long-term growth and is to be considered in conjunction with statutory instruments like the *Albury Local Environmental Plan 2010* (Albury LEP) and the Albury Development Control Plan (Albury DCP).

Accordingly, changes are proposed to planning controls within the Albury LEP and Albury DCP (outlined in Section 4.1) and implemented through a Planning Proposal.

Key to the plan's success is the dedication or acquisition of land required for the delivery of essential infrastructure, such as roads, schools, parks, and community facilities. The building of this infrastructure and the acquisition of necessary land will be funded through the Albury Infrastructure Contributions Plan (AICP), which will be updated to reflect the outcomes of the revised Structure Plan, and other council strategies and program of works. The updated AICP will align funding with the infrastructure demands brought on by the accelerated pace of residential development.

In addition to the statutory requirements and financial strategies, the development controls in the Albury DCP 2010 will be strengthened to ensure that development outcomes will achieve the vision and intent articulated in the revised Structure Plan.

The following chapter outlines the steps, timelines, and responsibilities for delivering each element of the 2025 Structure Plan.



4.1 Recommended Planning Controls

To give effect to the 2025 Structure Plan, changes will be required to land zoning within the precinct to align with the envisaged land uses, particularly as it relates to the location of new centres, parks and additional residential density.

Further, the Albury DCP 2010 will need to be amended to facilitate future development within the precinct by translating the Structure Plan into mapping and controls. This is discussed in further detail within this section.

Any LEP or DCP amendments will require further investigation prior to implementation.

Council's Engineering Guidelines will also be amended to improve the function of streets, encourage walking and bike riding, and align with the Transport for NSW Design of Roads and Streets Manual.

4.1.1 Village and Major Neighbourhood Centres

LAND USE ZONING

To support the implementation of the Structure Plan, amendments to the *Albury LEP 2010* will be required. Future Village and Major Neighbourhood Centres are not currently reflected in the underlying planning framework and should be rezoned to enable future development for such purpose.

These future centres envisage a mix of residential and commercial/retail uses together, contributing to the viability of the centre. The current land use objectives of the MU1 Mixed Use zone may require updating to reflect this ambition.

OTHER PLANNING CONTROLS

- An additional provision is to be introduced into the LEP to limit the amount of non-residential floorspace in and around, the planned centres. This will safeguard the Albury CBD as the primary commercial centre.
- Review the DCP to strengthen controls for setbacks, maximum number of storeys, minimum landscaped area and subdivision design including permeability.



4.1.2 Residential Land Use

LAND USE ZONING

The Village Centre Residential and Major Neighbourhood Centre Residential areas identified in the 2025 Structure Plan support a higher density and diversity in housing typology than other residential zones within the precinct.

It is recommended that these areas be zoned R3 Medium Density under the *Albury LEP 2010*. This approach allows for diverse housing typologies including, multi-dwelling housing, residential flat buildings and shop top housing.

The 2025 Structure Plan also accommodates areas of varied residential density. R2 Low Density Residential will provide a transition to the scenic hillsides that define the precinct.

OTHER CONTROLS

- A new 'Minimum Dwelling Density' control to be introduced across residential areas to promote the delivery of diversified housing stock. This requirement would help overcome the existing problem of the delivery of a singular housing typology in the precinct.
- A review of Part 10 of the DCP – Development in Residential Zones to strengthen controls which improve permeability in subdivisions and consider permeability within the wider development context.
- Detailed planning controls be introduced for development on sites with slopes greater than 6 degrees to address buildability challenges and preserve the area's natural landform and scenic views.



4.1.3 Conservation Lands

LAND USE ZONING

AlburyCity has undertaken a review of Conservation Zoned Lands to resolve minor mapping anomalies and ensure conservation zoning reflects existing environmental attributes across the LGA. This review identified a larger parcel of land to the south-east of Bells Travelling Stock Reserve as having high ecological value but noted due to its size and location should be considered with the Structure Plan Review.

The 2025 Structure Plan identifies this land as having high ecological value. A subsequent Planning Proposal will investigate the most suitable zoning for this land, and minimum lots sizes to ensure future development does not have an adverse effect on special environmental attributes.

The 2025 Structure Plan also integrates a network of linear parks that buffer conservation areas. This creates the opportunity to utilise these corridors for Water Sensitive Urban Design, active transport links and recreational purposes through the incorporation of passive parks. Some embellishment can be included in these areas provided this is sensitively addressed. These areas also lend themselves to providing unique passive recreation opportunities to the community and enhance access to Country.

PROPOSED ZONING AND DEVELOPMENT CONTROLS (Subject to further review and refinement in a subsequent Planning Proposal)

Structure Plan Area	Land Use Zone	Max Height of Building	Minimum Lot Size	Minimum Dwelling Density	Other Provisions
Environmental Living	C4 Environmental Living	N/A	1-4 ha or 20 ha	N/A	N/A
Low Density Residential	R2 Low Density Residential	N/A	2,000 sqm to 4,000 sqm	N/A	N/A
General Residential	R1 General Residential	N/A	450 sqm	10 dwellings per hectare	Non-residential floorspace controls
Village Centre Residential	R3 Medium Density Residential	12 metres	300 sqm	12 dwellings per hectare	Non-residential floorspace controls
Major Neighbourhood Centre Residential	R3 Medium Density Residential or MU1 Mixed Use	16 metres	250 sqm	15 dwellings per hectare	Non-residential floorspace controls
Village Centre Commercial	E1 Local Centre	16 metres	N/A	N/A	Non-residential floorspace controls
Major Neighbourhood Centre Commercial	E2 Commercial Centre	20 metres	N/A	N/A	Non-residential floorspace controls
Urban Services	E3 Productivity Support	N/A	N/A	N/A	N/A
Sports Grounds, District Parks	RE1 Public Recreation	N/A	N/A	N/A	Consider identifying for land reservation acquisition
Local Parks, Linear Parks	Current land use (no change)	N/A	N/A	N/A	Consider identifying for land reservation acquisition



Village Centre housing – terrace houses



Major Neighbourhood Centre housing – Low-rise residential flat buildings

4.1.4 Open Space and Recreation

LAND USE ZONING

The 2025 Structure Plan provides for a network of new open space areas including formalised district, local parks and linear parks. As part of a subsequent Planning Proposal (rezoning process), the district parks and sports grounds are intended to be zoned for the purpose of public recreation (RE1 Public Recreation) under the *Albury LEP 2010*. This would require that the district parks and sports grounds be dedicated to or acquired by Council. The update of the Albury Infrastructure Contributions Plan will fund the acquisition of the land and infrastructure. This is discussed in further detail under Section 4.2.

Alternatively, R1 General Residential, R2 Low Density Residential, C2 Environmental Management and C3 Environmental Management zones all permit recreation areas under the LEP.

OTHER CONTROLS

- A DCP amendment to guide the design and delivery of parks which reflects the extent and nature of open space envisaged under the 2025 Structure Plan.



4.1.5 Urban Services

LAND USE ZONING

The 2025 Structure Plan locates a pocket of new urban services land at the northern boundary of the Defence Force landholding. This has been located to buffer surrounding residential development from activities on the Defence Force landholding.

It is recommended that this area be zoned as E3 Productivity Support.

The objective of the E3 zone is suited for this purpose being, *'to ensure development does not have an adverse impact on the amenity of adjoining zones, residents and sensitive land uses'*.

This zone permits a range of services, including business premises, industrial retail outlets, light industries, neighbourhood shops, office premises, specialised retail premises and vehicle repair stations. These uses have less amenity impacts for land in proximity to the Defence Force landholding and provide an effective transition from the Defence Force land to surrounding residential lands.



4.2 Land Reservation Acquisition Strategy

The 2025 Structure Plan integrates new social infrastructure to service the urban release area and broader precinct. This includes new community centres and parks. New infrastructure such as arterial roads, water and sewer trunks and parks is funded through the Albury Infrastructure Contributions Plan.

It is recommended that new local infrastructure identified within the 2025 Structure Plan be identified for acquisition in Council's Contributions Plan in order to provide certainty in its delivery. State or Federal Grants may also be a source of infrastructure funding. Landowners may seek to initiate planning agreements with Council; however, this process is voluntary.



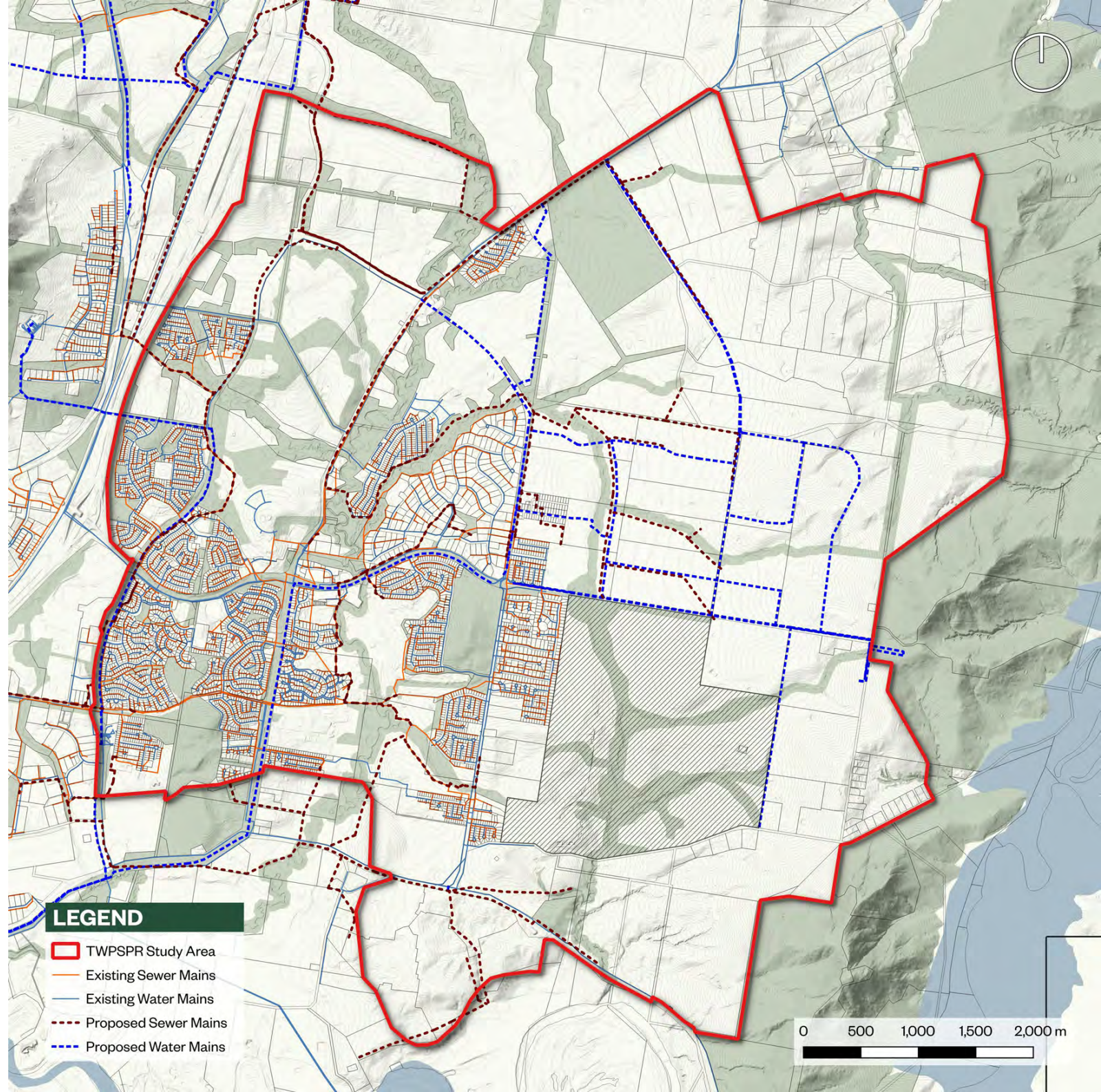
4.3 Utilities

The extension of major infrastructure to provide essential services to the Thurgoona Wirlinga Precinct has been carefully planned to align with open space, planned roads and development. Existing utilities in the area have been assessed for their capacity to service the precinct, and necessary augmentations will be implemented progressively as the area develops.

The Albury Water and Wastewater Masterplans have been updated, in line with the 2025 Structure Plan, and provide a blueprint for the orderly delivery of enabling water and sewer infrastructure in the precinct. These plans have informed the staging of new infrastructure.

4.3.1 Water

Reticulated water will be extended to the precinct by connecting to the existing AlburyCity water network. The current network servicing Thurgoona Wirlinga has the capacity to provide adequate water supply to the precinct. However, as development progresses, duplication and augmentation of the existing water infrastructure will be required to ensure continued service. Detailed planning for the extension of trunk water mains has been completed, aligning with the projected development of the area.



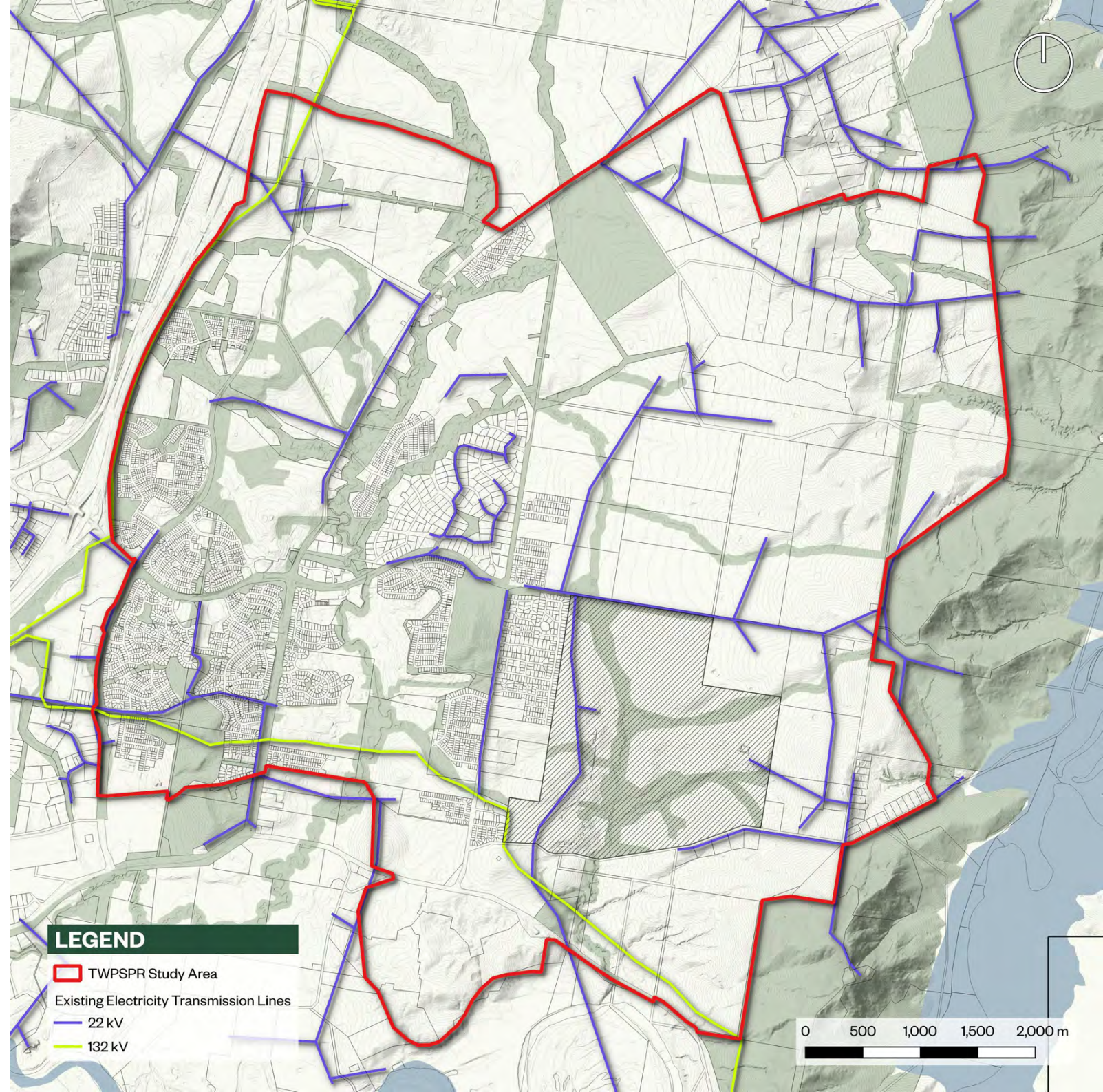
4.3.2 Sewer

The existing Thurgoona Wirlinga area is serviced by a network of gravity sewer mains, which drain to local sewer pump stations. Capacity within the current sewer system is limited, and augmentation will be necessary as development continues. Investigations are ongoing for a future Northern Wastewater Treatment Plant, located approximately 2km north of the precinct, serving the Albury Regional Jobs Precinct as well as Thurgoona Wirlinga. Upgrades to the sewer infrastructure will be implemented progressively, in tandem with the precinct's growth, to ensure adequate service across the entire development area.

4.3.3 Electricity

The Albury electrical network is currently serviced by two zone substations located at Union Rd and Jelbart Rd. Two high voltage 132kV lines traverse the Thurgoona–Wirlinga Precinct along the southern and western boundaries. These lines require appropriate land use buffers, approximately 40m from the centreline. These high voltage lines are supported by a network of 22kV and low voltage lines that are periodically rolled out in line with new development.

Planning for electrical infrastructure in Albury is managed by Essential Energy. Opportunities for future community battery storage, as well as network batteries, should be explored with Essential Energy.

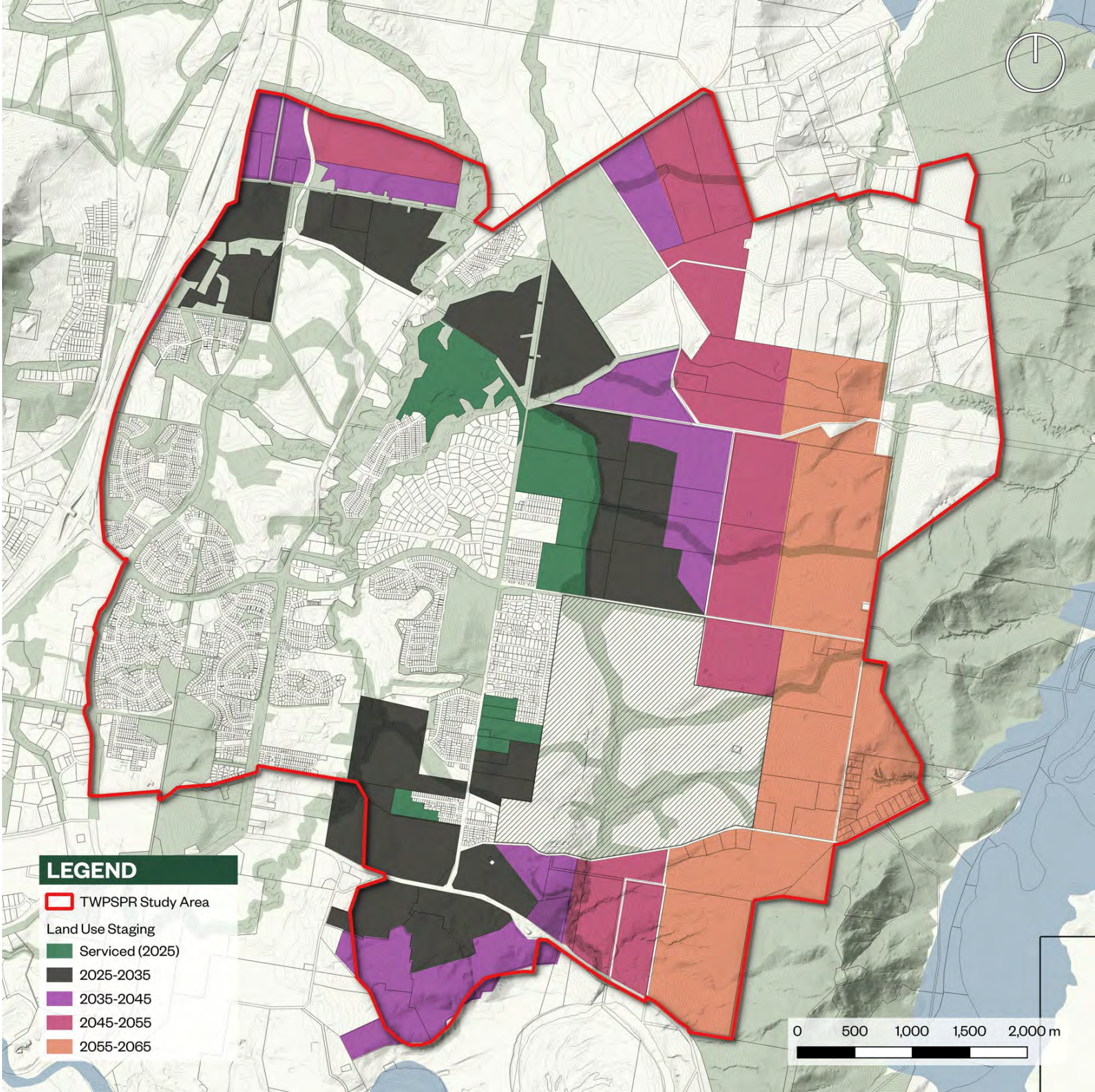


4.4 Staging Plan

The suggested stages shown on this map have been informed by AlburyCity's Water and Sewer Masterplans. The map presents expected timeframes for commencement of development, not completion dates.

Urban expansion is currently occurring in the north, north-east and south-east. The staging map illustrates that future infrastructure will sequentially extend from existing development.

Recent population projections indicate the Thurgoona Wirlinga Precinct will reach capacity in approximately 2060 – 2070. This equates to population growth of approximately 1,000 persons and 400 dwellings per year.



4.5 Action Plan

Indicative timeframe **Short:** 0–3 years | **Medium:** 3–5 years | **Long:** 5–10 years

Action	Timeframe
1 Prepare a Planning Proposal to amend the Local Environmental Plan (e.g. land zoning, minimum lot size, planning provisions)	Short
2 Prepare an amendment to the Albury Development Control Plan to provide detailed planning provisions for specific areas within the precinct (e.g. character statements, planning controls for subdivision, housing typology, built form, interfaces, earthworks and retaining)	Short
3 Complete the Eight Mile Creek Flood Study Review currently being prepared	Short
4 Prepare and update the Albury Infrastructure Contributions Plan	Short
5 Revise and update the AlburyCity Engineering Guidelines to include specific area guidance incorporating the Eight Mile Creek Flood Study and Water Sensitive Urban Design (WSUD) to roadsides and open spaces using the principles of the revised Structure Plan and Sloane's Froglet Stormwater Design Guidelines	Short
6 Complete the Property Strategy focused on identifying and pursuing strategic opportunities to acquire land that will support and enhance infrastructure delivery	Short
7 Progress planning for a northern wastewater treatment plant as identified in the NEXUS RJP Master Plan 2023	Short
8 Update the Thurgoona Wirlinga Drainage Strategy to align with the revised Structure Plan, Eight Mile Creek Flood Study Review and best-practice wetland design guidance	Short
9 Prepare designs for detention basins including consideration of colocation within open space	Short
10 Complete the Urban Forest Strategy that is currently being prepared	Short
11 Work with School Infrastructure NSW to facilitate the development of a new primary school in Thurgoona	Short
12 Prepare concept plans for District Sports Grounds, Local Sports Grounds and District Parks	Short
13 Following EPBC assessment, finalise detailed design and deliver the Thurgoona Link Road	Short-Medium
14 Investigate intersection upgrades along Thurgoona Drive and Shuter Avenue	Short
15 Complete the Walking and Bike Riding Plan that includes network improvements for Thurgoona	Short
16 Prepare a concept landscape plan for public domain enhancements to Major Neighbourhood Centre 1	Short

Indicative timeframe **Short:** 0–3 years | **Medium:** 3–5 years | **Long:** 5–10 years

	Action	Timeframe
17	Develop a public domain plan for Thurgoona, focusing on new centres (MNC2, 3 and Village Centre 1 and 2), incorporating Connecting with Country and Movement and Place frameworks, digital connectivity, landscape design and public art.	Medium
18	Coordinate the delivery of water and wastewater infrastructure in accordance with the water and wastewater masterplans and staging plan	Ongoing
19	Coordinate the land acquisition and delivery of infrastructure (such as open space, roads, water and wastewater, stormwater management, walking and bike paths) in alignment with the staging plan	Ongoing
20	Continue to work with other utility providers (e.g. electricity, telecommunications) to plan and deliver infrastructure across the precinct	Ongoing
21	AlburyCity to continue advocating to School Infrastructure NSW for the planning and delivery of new public schools (primary and secondary) in the precinct	Ongoing
22	AlburyCity to continue advocating to Transport for NSW for delivery of intersection upgrades on Riverina Hwy and Hume Freeway interchanges	Ongoing
23	AlburyCity to continue advocating to Transport for NSW for expanding public transport routes to new growth areas	Ongoing
24	AlburyCity to continue advocating to Defence for remediation and future land use planning of Wirlinga Training Base site	Ongoing
25	Work with the Department of Climate Change, Energy, the Environment and Water to implement NSW Biodiversity legislation, the Eight Mile Creek Flood Study, and Sloane's Froglet Stormwater Wetland Design Guidelines	Ongoing
26	Work with Landowner/Developer to deliver Major Neighbourhood Centres 2 and 3 – as per the indicative concept plan and specific area controls	Market driven
27	Work with Landowner/Developer to deliver Village Centres 1 and 2 – as per indicative concept plan and specific area controls	Market driven
28	Work with Charles Sturt University and TAFE NSW to develop a Thurgoona Education Precinct Plan	Market driven
29	Continued monitoring of the Infrastructure Contributions Plan	Ongoing
30	Review the Thurgoona Wirlinga Precinct Structure Plan (2025) including supporting technical studies (e.g. biodiversity, flooding)	Long

