



Braidwood Structure Plan

Queanbeyan–Palerang Regional Council
November 2025



Braidwood Structure Plan November 2025
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Designed and production by Monica Shanahan, QPRC



Acknowledgement of Country

We acknowledge the Traditional Owners of the Queanbeyan–Palerang area and pay our respects to Elders past, present and emerging. We acknowledge the stories, traditions and living cultures of First Nations Peoples on this land and commit to building a brighter future together.

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Overview

The Braidwood Structure Plan has been prepared to guide land use planning decisions for future development within the main township of Braidwood. The plan has been prepared to ensure that there is an adequate supply to meet the community's needs for the next 20 to 30 years.

The Queanbeyan–Palerang Regional Council Local Strategic Planning Statement ("the LSPS") identified the need to undertake investigations to find potential areas on the urban fringe of Braidwood that could be rezoned for residential, rural residential, and industrial purposes to help accommodate and stimulate growth. A variety of different growth scenarios have been used to inform the Structure Plan; Council anticipates that the population of Braidwood will grow in the range of 0.7% - 2.5% by 2051, which equates to up to 2,108-2,732 people. In accordance with the Integrated Water Cycle Management Issues Paper 2025, the secure water yield from the Shoalhaven River is able to facilitate a total population of 2,400. This is approximately 300 additional dwellings and 660 additional people, which is consistent with the NSW Population Projections identified in Table 1.

The first step in this process was the preparation and exhibition of a Discussion Paper, which was undertaken in the first half of 2023. The outcomes of various consultation methods showed there was an alignment among stakeholder groups about the priorities for the Structure Plan. Common themes emerged and this formed the basis for key objectives.

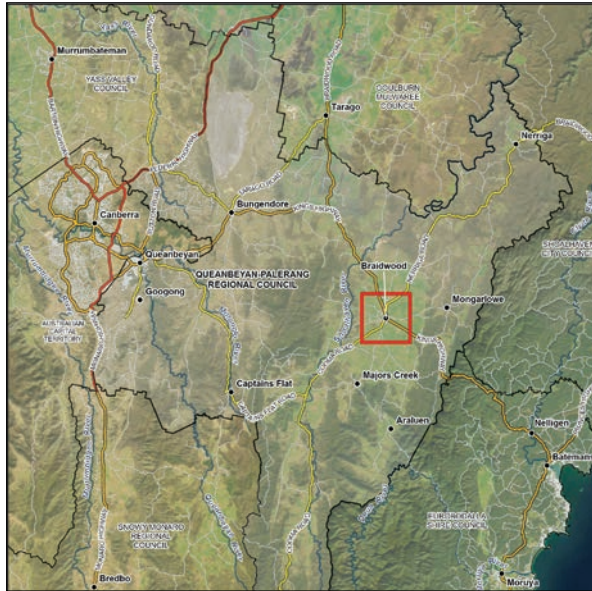


Figure 1. Braidwood Township

Objectives

The overall objective of the Braidwood Structure Plan is to guide the future development and use of land for the township of Braidwood for the next 20 years and beyond. Specifically, the Structure Plan seeks to:

- Identify who Council is planning for and the amount of growth anticipated.
- Analyse residential, commercial, and industrial land supply and demand, including consideration of development types, trends, and other opportunities.
- Facilitate growth while maintaining the heritage features and unique character of a town set within a rural landscape.
- Identify and preserve important heritage and cultural features.
- Investigate development constraints and opportunities, including natural hazards and man-made considerations.
- Assess infrastructure and servicing capacity and any required upgrades needed to accommodate future development.
- Examine the need for a future bypass.
- Provide staging and sequencing plans to inform future residential land releases.
- Identify suitable locations for community and social facilities.
- Provide an implementation plan to outline how the recommendations of the Structure Plan will be achieved.



Map 1. Location of Braidwood, New South Wales within the Region



Map 2. Braidwood Study Area Context

Braidwood's Role in the Region

Braidwood is set in lands traditionally associated with the Yuin speaking Walbunja people. The district, traditionally named Wigwigly meaning 'plenty of fur', alluded to the abundant supply of food and clothing from possum, koala, and kangaroo. The current townsite was occupied by and cared for by Aboriginal people of the Dhurga language group in the Yuin Nation for tens of thousands of years before European settlement.

Settled in the 1820s and with growth driven by the gold rushes of the 1850s, Braidwood is now a State heritage listed town. 'Braidwood and its Setting' provides an intact example of European development in the area. Known for its historic Georgian buildings and grid town street pattern, Braidwood contains a significant number of heritage items that are celebrated by the community and visitors.

Braidwood is located on the Kings Highway in the upper valley of the Shoalhaven River approximately 90 km east of Canberra and 65 km west of Batemans Bay. The town is approximately 640m above sea level on the eastern edge of the Great Dividing Range and is the closest town to Monga National Park (27km) and Budawang National Park (25km), both of which are located between the town

and the east coast. Secondary roads, such as Nerriga Road, Cooma Road, and Araluen Road, feed into Braidwood from the rural surrounds and the nearby villages of Majors Creek and Araluen.

Braidwood is a small but integral regional hub providing goods and services for the town and nearby villages. Residents may need to travel to regional cities such as Queanbeyan, Goulburn, or Canberra to access higher-order health, education, retail, commercial, and transport services.

Its position halfway between Canberra and the town of Batemans Bay on the NSW east coast makes it an ideal place for travellers and tourists to stop along this popular route. Tourism and hospitality are vital to the town's economy.

The rolling hills and rural landscapes surrounding Braidwood used for cattle and sheep grazing indicate the importance of agriculture to the local economy.

Braidwood has an oceanic climate due to its location on the eastern slopes of the Great Dividing Range and its proximity to the Tasman Sea. It has a greater exposure to moist easterly winds which results in more rainfall than Bungendore and Goulburn experience, as they are further inland. Braidwood typically experiences cold, clear winters averaging 2°C - 11°C, warm to hot summers averaging 13°C - 25°C, and an average of 8 precipitation days per month throughout the year.

Braidwood's Vision Statement

"We strive to be a willing, inclusive, supportive and compassionate rural and regional community, rich in social connections, protective of our natural environment, respectful of our history and heritage, and invested in our thriving and diverse economy."

Guiding Principles

Areas for future growth in the Structure Plan have been identified based on the following set of Guiding Principles, informed by the community's vision for Braidwood.

Connectivity

Identified development opportunity areas:

- Improve connectivity and accessibility between people and places.
- Are next to existing urban areas to ensure the integration of new growth into the existing community.
- Use existing green and active transport infrastructure to ensure that the network is functional, upgraded to include surrounding sites, and encourages active lifestyles.

Cost

Identified development opportunity areas:

- Are next to existing urban areas to reduce ongoing operational costs associated with critical infrastructure.
- Target infill development which can make use of spare capacity in nearby infrastructure.
- Target brownfield development close to the town centre on land previously occupied by light industrial/commercial uses.

Environment

Identified development opportunity areas:

- Preserve important environmental habitat and protect the environment from the impact of human settlement.
- Avoid the clearing of natural vegetation.
- Minimise disturbance to sensitive habitats of native flora and fauna.

Heritage

Identified development opportunity areas:

- Preserve the historical aspects of European settlement and Aboriginal culture in Braidwood.
- Comply with development controls and conservation areas identified for 'Braidwood and its Setting' under NSW Planning legislation.
- Protect the known tangible elements of Aboriginal cultural heritage such as significant sites, artefacts, and landmarks by avoiding development in these areas.

Resilience

Identified development opportunity areas:

- Avoid development in areas likely to be impacted by hazards such as bushfire and flooding, which climate modelling indicates will increase in frequency, length, and intensity.
- Exclude existing and potential hazard areas from consideration for further residential, commercial, and industrial development and to build resilience in the face of increasingly likely events.

Policy Documents which Legislate and Inform the Structure Plan

Legislative Context

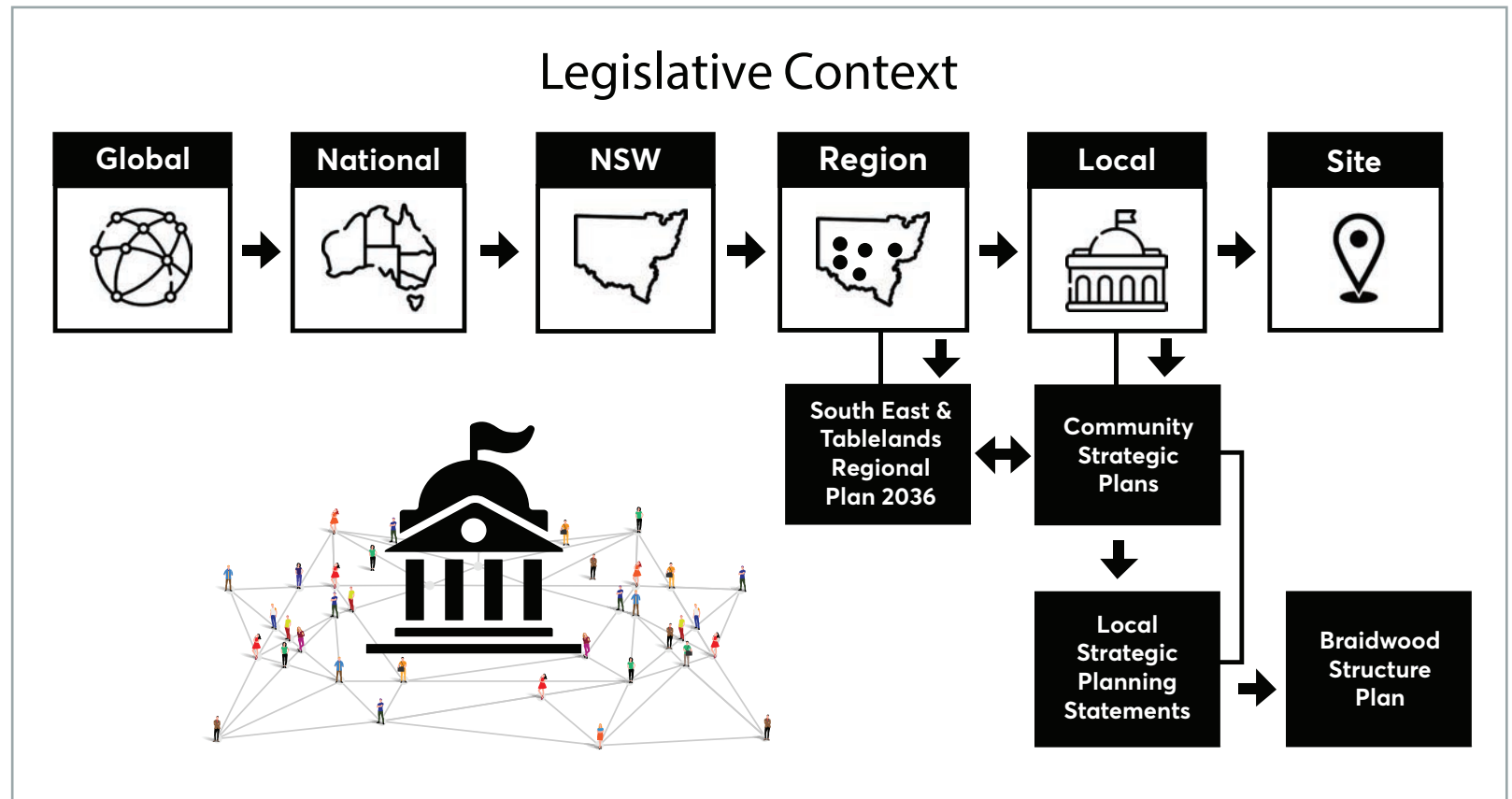


Figure 2. Legislative Context Graph

1. Planning Priorities

Local Strategic Planning Statement (LSPS)

This document is QPRC's overarching land-use planning strategy. The Structure Plan delivers on the following LSPS Planning Priorities.



Planning Priority 2.

We have an active and healthy lifestyle.

Planning Priority 3.

We will continue the ongoing revitalisation of the Queanbeyan CBD, suburban centres and rural villages.

Planning Priority 4.

We will promote Queanbeyan-Palerang's identity and the growth of our economy, including tourism, as a destination of choice.

Planning Priority 5.

We consider the environmental impacts of future development.

Planning Priority 6.

Our natural landscapes and water resources are sustainably managed.

Planning Priority 8.

We ensure the future planning for the region is well coordinated and provides for its sustainable management.

Planning Priority 10.

We plan for and provide regional facilities which promote better social connections and access for the community.

Planning Priority 11.

We undertake planning to ensure infrastructure is prepared for future growth.

Planning Priority 14.

We will increase resilience to natural hazards and climate change.

1. www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/lsp-high.pdf

2. Objectives

South East & Tablelands Regional Plan 2036 (SETRP)

Provides the NSW Government's vision for land uses in the South East and Tablelands. The Regional Plan is a 20-year land use plan with a targeted delivery focus on the 5 years following its adoption. The Structure Plan delivers on the following Regional Plan directions.



Goal 1 - A connected and prosperous economy

Direction 8: Protect important agricultural land

Direction 9: Grow tourism in the region

Direction 10: Strengthen the economic self-determination of Aboriginal communities

Goal 2 - A diverse environment interconnected by biodiversity corridors

Direction 14: Protect important environmental assets

Direction 15: Enhance biodiversity connections

Direction 17: Mitigate and adapt to climate change

Direction 18: Secure water resources.

Goal 3 - Healthy and connected communities

Direction 22: Build socially inclusive, safe and healthy communities

Direction 23: Protect the region's heritage

Goal 4 - Environmentally sustainable housing choice

Direction 24: Deliver greater housing supply and choice

Direction 25: Focus housing growth in locations that maximise infrastructure and services

Direction 27: Deliver more opportunities for affordable housing

Direction 28: Manage rural lifestyles.

3. Strategic Objectives

Community Strategic Plan (CSP)

The BSP delivers on the following strategies under the five key themes in the Queanbeyan–Palerang Community Strategic Plan 2042 – 2025 update.



1. Our community

1.1 Celebrate the unique heritage and diverse identities of our people, city, towns, villages and rural areas.

1.2. Honour and support Traditional Owners and First Nations Peoples' self-determination and their enduring connection to Country.

1.7. Build resilience to prepare and respond to shocks and disasters.

2. Our economy

2.1 Support and promote business growth to strengthen the local economy and create more job opportunities.

2.4 Enhance the Queanbeyan-Palerang region as a prime destination to boost tourism and local investment.

3. Our environment

3.1 Support and promote business growth to strengthen the local economy and create more job opportunities.

3.4 Enhance the Queanbeyan-Palerang region as a prime destination to boost tourism and local investment.

4. Our infrastructure

4.1 Deliver transport infrastructure that is well maintained and meets community needs.

4.6 Maintain and protect open spaces, parks, reserves, and waterways.

4.7 Manage the region's water and sewer systems to maximise value for money and long-term sustainability.

5. Our civic leadership

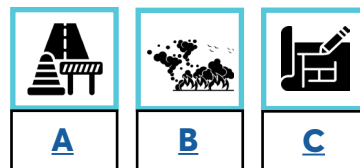
5.6 Encourage and support the community to shape local decision-making.

4. Other

The following strategies and analysis have informed the Structure Plan's development. These plans will also be updated in accordance with the Structure Plans recommendations.

- | | | | | | |
|---|---|---|---|---|---|
| 1 |  | <u>Urban Forest Cooling Strategy</u> | 2 |  | <u>Braidwood CBD Opportunities and Initial Concepts</u> |
| 3 |  | <u>Braidwood Archaeological Plan</u> | 4 |  | <u>Affordable Housing Strategy</u> |
| 5 |  | <u>Cemeteries Strategy</u> | 6 |  | <u>Braidwood Bicycle and Pedestrian Facilities Plan</u> |
| 7 |  | <u>QPRC Integrated Transport Strategy (ITS)</u> | 8 |  | <u>Sports Facilities Strategic Plan</u> |

9 Contributions Plans



Contributions Plans Links

- A. www.qprc.nsw.gov.au/files/assets/public/v/1/building-and-development/planning-docs/section-94-and-vpas/s94_tallaganda_plan_3_roadworks_11_feb_2007.pdf
- B. www.qprc.nsw.gov.au/files/assets/public/v/1/building-and-development/planning-docs/section-94-and-vpas/s94_tallaganda_plan_4_bushfire.pdf
- C. www.qprc.nsw.gov.au/files/assets/public/v/2/building-and-development/planning-docs/section-94-and-vpas/palerang-section-s94a-development-contribution-plan.pdf

Other Links

- www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/qprc-urban-forest-cooling-strategy-final.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/2/resources-amp-documents/plans-and-strategies/braidwood_opportunities_and_initial_concepts.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/1/building-and-development/planning-docs/planning-studies-and-strategies/braidwood-archaeological-management-plan-final.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/qprc-ahs-final-april-2023.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/cemeteries-strategy-2024-2029.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/braidwood_pamp_bike_plan.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/qprc_integrated_transport_strategy.pdf
- www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/sports-facilities-strategic-plan-2024.pdf

5.



Local Environmental Plan (LEP)

An environmental planning instrument that guides planning decisions for LGAs. LEPs shape development decisions through zoning. QPRLEP 2022 is applicable to the entire LGA.

6.



Development Control Plans (DCPs)

Provides detailed planning and design guidelines to support the planning controls in the QPRLEP. Contains more specific controls for the detailed design aspects of a development.

Currently two DCPs are applicable in Braidwood:

1. [Braidwood DCP 2006](#)
2. [Palerang DCP 2015](#)

-
5. www.legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0600#statusinformation
6. 1. www.qprc.nsw.gov.au/files/assets/public/v/6/building-and-development/planning-docs/dcps/palerang/braidwood-dcp-2006.pdf.pdf
2. www.qprc.nsw.gov.au/files/assets/public/v/6/building-and-development/planning-docs/dcps/palerang/palerang-dcp-2015-updated-november-2022.pdf.pdf

7.



Integrated Water Cycle Management Plan (IWCMP)

Is a local water utility's (LWU's) 30-year strategy for the provision of appropriate, affordable, cost-effective and sustainable urban water services that meet community needs and protect public health and the environment. It has been prepared in accordance with the NSW Best Practice Management of the Water Supply and Sewerage Framework.

8.



Regional Economic Development Strategies (REDS)

Have been developed by the State government for 38 Functional Economic Regions (FERs) across regional NSW. Strategy purpose is to guide governments in making policy and investment decisions to enhance resilience and drive sustainable, long-term economic growth in regional NSW.

-
7. www.qprc.nsw.gov.au/files/assets/public/v/2/resources-and-documents/plans-and-strategies/integrated-water-cycle-management-strategy-palerang-communities.pdf
8. www.qprc.nsw.gov.au/files/assets/public/v/3/resources-and-documents/plans-and-strategies/queanbeyan-palerang-reds-2023-update.pdf

9.



South East and Tablelands Strategic Regional Integrated Transport Plan (SRITP)

Is a 20-year plan by the NSW government for transport infrastructure and services in the region. It outlines priorities for sustainable growth, electric vehicle infrastructure, and improved public transport to meet the region's evolving needs, including traffic congestion issues.

10.



Braidwood and Bungendore Transport Study Action Plan – Feb 2025

Is a plan prepared for Transport for NSW to improve the transport network in and around Braidwood and Bungendore by addressing pedestrian safety, road network efficiency, active transport, and holiday traffic. The plan includes a range of short-to-long term actions to meet current and future community needs.

-
9. www.haveyoursay.nsw.gov.au/sritp/south-east-and-tablelands
10. www.transport.nsw.gov.au/braidwood-and-bungendore

Who are we planning for?

In 2021, the total population of Braidwood was estimated to be 1,710 people. Based on the latest population projections, our possible growth scenarios for Braidwood have been considered:

1. Low growth scenario
2. Low-Medium growth scenario
3. Medium-High growth scenario
4. High growth scenario

Growth Scenario	Data Source	Time Frame (30 years)	Population Increase	Average Annual Growth Rate (%)	Estimated Population
Low	Profile ID	2021 – 2051	388	0.7%	2,108
Low-Medium	NSW Population Projections	2021 – 2051	660	1.1%	2,380
Medium-High	Australian Bureau of Statistics	2021 – 2051	889	1.4%	2,609
High	IWCM Issues Paper 2025	2021 – 2051	1,316	2.5%	2,732

Table 1. Projected Growth Rate Scenarios

- For ABS data average annual growth rate is calculated using the total population growth between 2011 and 2021. This comes to 1.4% which is then used to estimate the population for the year 2051.
- For each data source, projected population for 2051 is calculated using the average annual growth rate.
- For NSW Population Projections, their latest 2024 average annual growth rate (1.1%) is applied to the total 2021 census population.

In addition, as a State-listed heritage town, Braidwood must plan for tourists and short-stay visitors, who place a substantial additional demand on existing infrastructure, facilities and services.

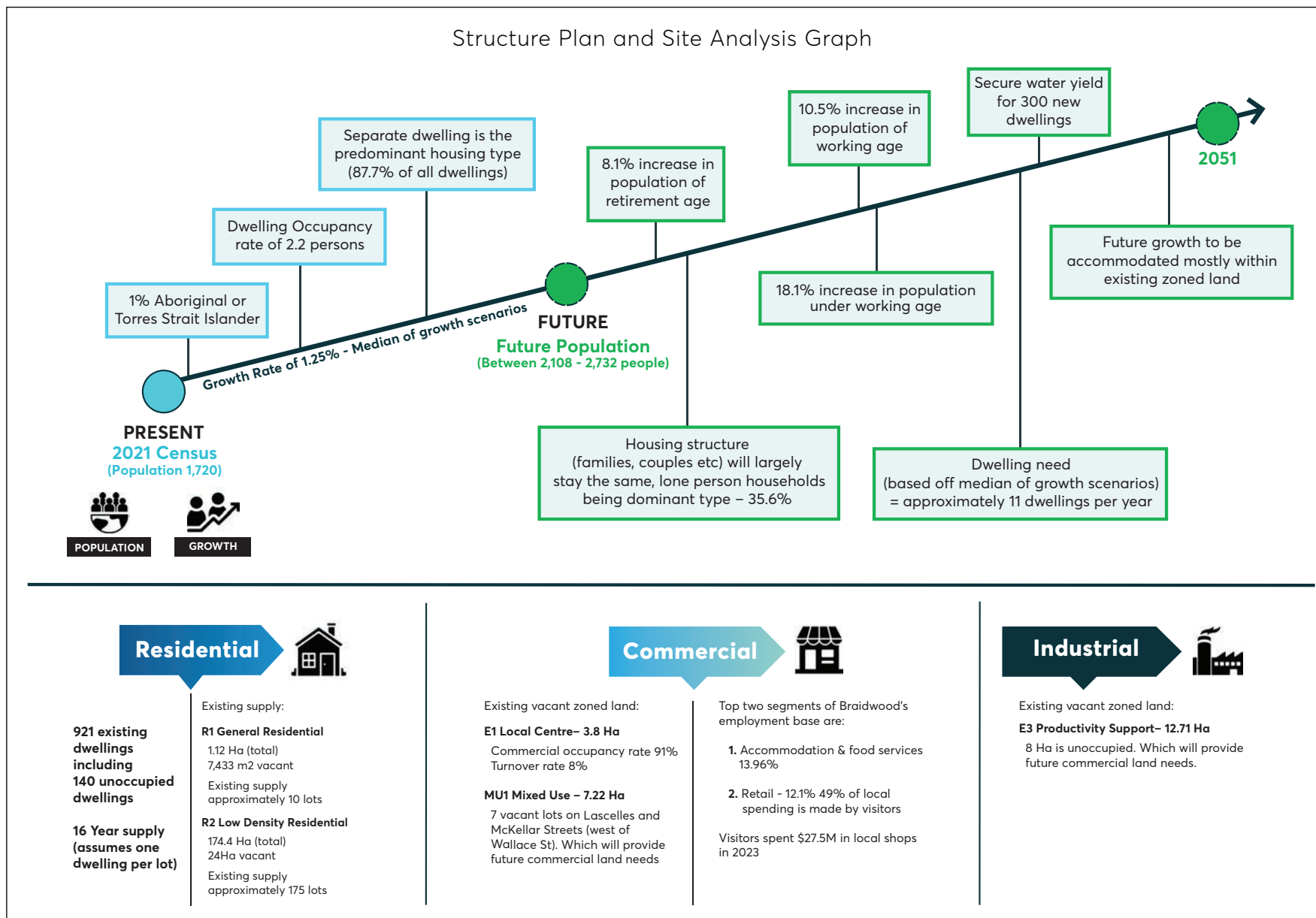


Figure 3. Structure Plan and Site Analysis Graph

Existing Land Supply and Demand

Residential

R1 – approximately 3,767m² of the 1.12 Ha of R1 General Residential zoned land is fully occupied.

R2 – approximately 174.4 Ha of R2 Low Density Residential zoned land; infill potential in the R2 zone is 175 lots.

R5 – approximately 20.4 Ha of R5 Large Lot Residential zoned land; no further development potential.

C4 – approximately 350 Ha of C4 Environmental Living zoned land; potential of 91 lots.

Commercial

E1 – approximately 3.8 Ha of E1 Local Centre zoned land along Wallace Street is at 91% occupancy rate.

MU1 – approximately 7.22 Ha of MU1 Mixed Use zoned land; there are 7 undeveloped parcels along Lascelles St, along McKellar Street (west of Wallace St) that can cater for the towns future commercial land needs.

Industrial

E3 – approximately 12.71 Ha of E3 Productivity Support zoned land; 8 Ha is unoccupied.

SP1 – approximately 10.4 Ha of SP1 Special Activities zoned land.

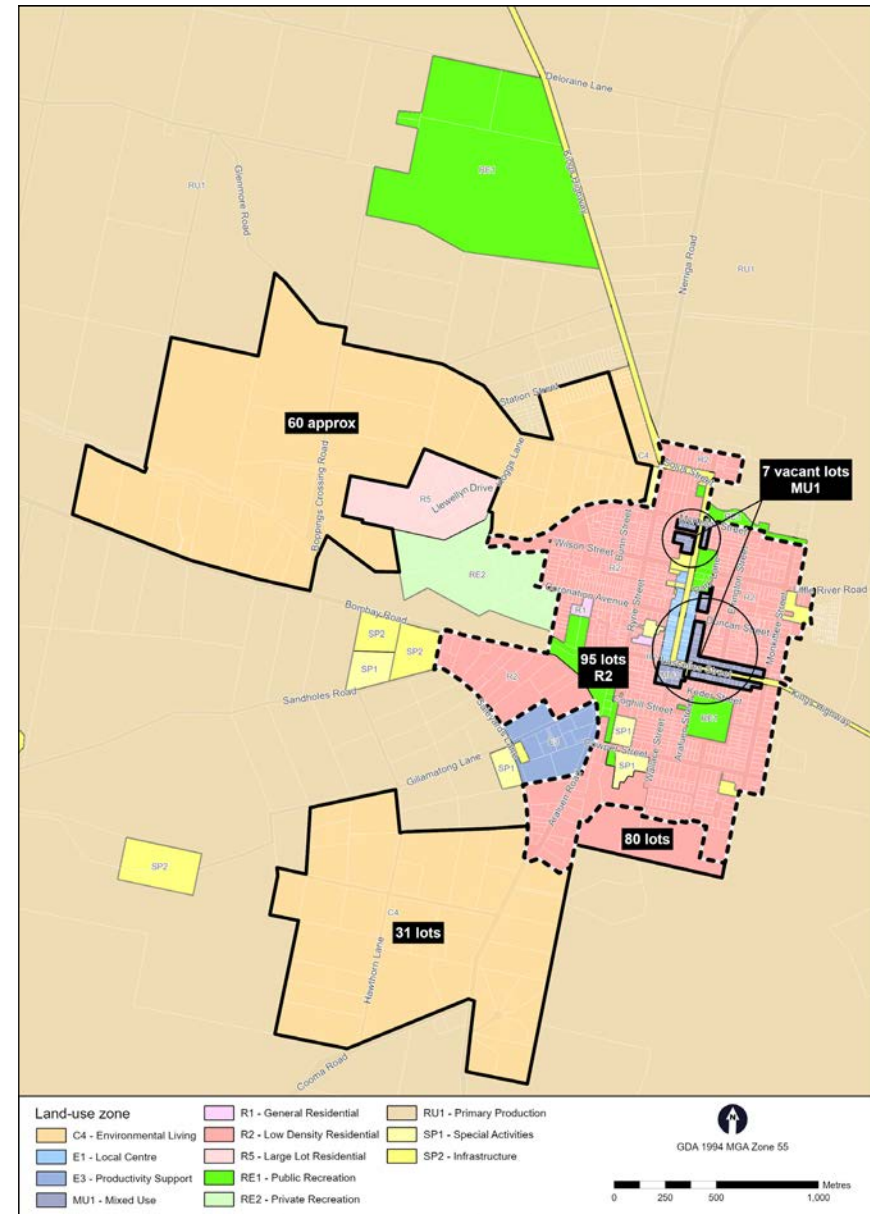
SP2 – approximately 63.8 Ha of SP2 Infrastructure zoned land.

Based on the above growth scenarios, Braidwood will need the following amounts of land to accommodate anticipated need:

Residential – 11 dwellings per year, 1.2ha per year.

Commercial – The existing MU1 zoned land can cater for Braidwood's future commercial land needs.

Industrial – While there is little demand in the existing Industrial area, future land has been identified.



Map 3. Existing Land Supply and Demand

What are we managing? Constraints & Opportunities

In response to the development principles, a series of constraints maps were prepared to understand and inform the future location of development opportunity areas:

Heritage

Braidwood's State Heritage Listing ensures that the conservation of heritage listed items is a priority, which has implications for land use planning decisions.

The heritage controls and visual protection on the eastern fringe of Braidwood result in very little opportunity to provide additional green field development. Proposed change and further development of the town must be managed in a way that contributes to the heritage significance and character of the town and its heritage items.

Aboriginal Heritage must be preserved and celebrated. As new residential areas are developed, the conservation of Aboriginal Heritage will require investigation to ensure artifacts and values are retained.

The Natural Environment

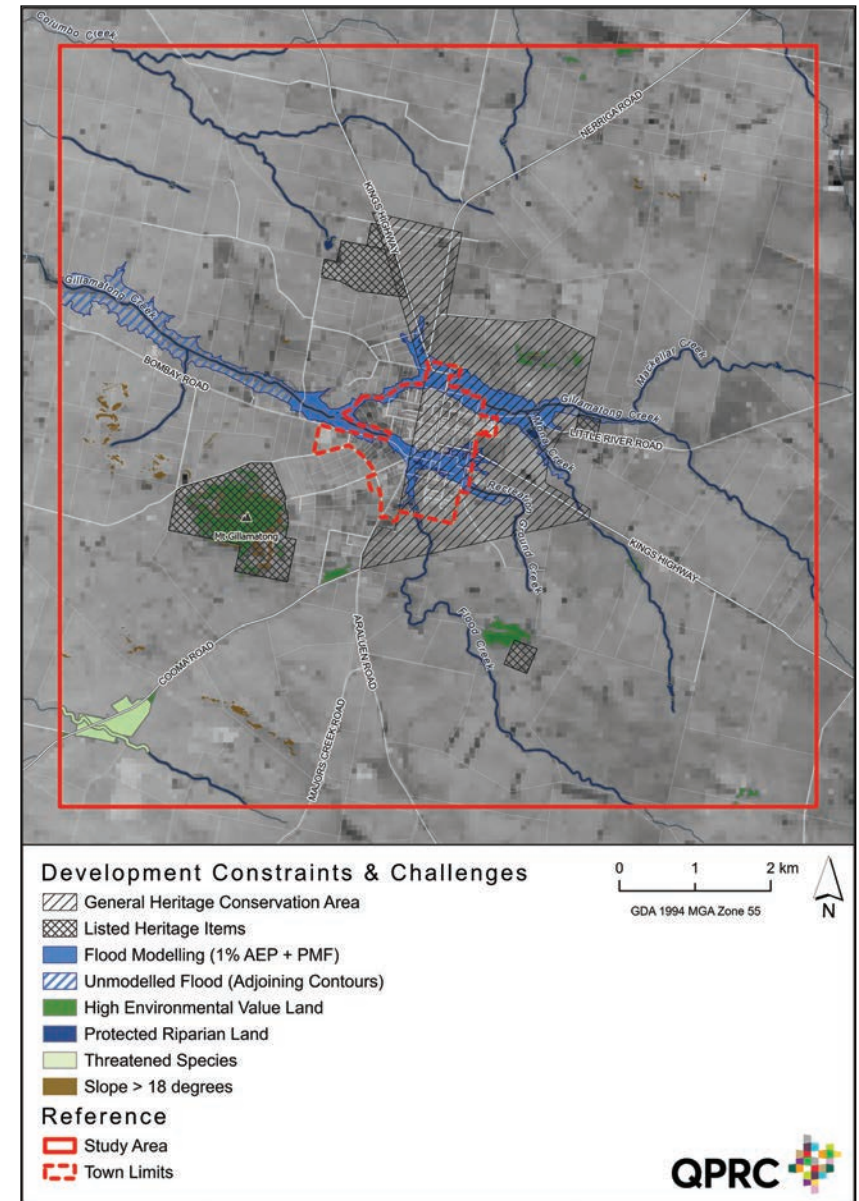
Scattered native vegetation adjoining the township and waterways that traverse through the township contain important environmental and cultural values.

Many provide important habitat for iconic species of flora and fauna, some of which are critically endangered. Future growth areas have attempted to avoid areas of high biodiversity value. Detailed ecological surveys will be required in conjunction with any Planning Proposal to rezone a potential growth area identified in the Structure Plan to determine the level of constraint.

Areas likely to be impacted by flooding have also been avoided to build resilience into existing and future communities. Specifically, land adjoining Monkitee Creek, Gillamatong Creek, Flood Creek, and Recreation Ground Creek are impacted by flooding. During a 1-in-100-year flood event, some properties will be inundated.

Land with steeper slopes (18°+) and/or landslip potential (southwest of the township) have been avoided to ensure development costs, view corridors and potential land slips are avoided.

The surrounding rural area of Braidwood is entirely Bushfire Prone. New release areas are not able to avoid identified bushfire prone areas. It will be the role of future planning proposals and development applications to ensure bushfire mitigation measures are able to be achieved.



Map 4. Development Constraints & Challenges

Servicing

Reticulated services including water, sewerage and electricity are provided to most properties within the Braidwood township boundaries.

The existing sewer network has capacity to facilitate a population of 3,000 people. Monitoring growth and aligning infrastructure capacity and future needs will be essential to accommodate any growth that exceeds 3,000 people. Council's servicing plans will require updating to ensure growth aligns with infrastructure provision.

In 2019, Braidwood experienced water shortages as the Shoalhaven River stopped running. The existing population uses approximately 0.6 megalitres of water per day and existing capacity in the water reservoir and network is approximately 2 megalitres per day.

In accordance with the Integrated Water Cycle Management Issues Paper 2025, the secure water yield from the Shoalhaven River can facilitate a total population of 2,400. This is approximately 300 additional dwellings and 660 additional people, which is consistent with the NSW Population Projections identified in Table 1. Council's servicing plans will need to be updated to ensure growth aligns with infrastructure provision.

Transport & Parking

The Kings Highway is the major arterial road connecting Braidwood to Canberra, Bungendore, and Batemans Bay on the NSW east coast. Typically, the Kings Highway carries in the order of 5,000 vehicles per day with peak traffic volumes generally occurring on the weekends.

The traffic investigations carried out for the Structure Plan indicate that the main road infrastructure and intersections are operating adequately. On-street parking is available within the township along Wallace Street (Kings Hwy) and Wilson Street adjacent to Ryrie Park.

The amount of parking available is sufficient to meet current demands during non-peak times but can near or exceed capacity during peak holiday times causing spillover into residential neighbourhoods. Additional public parking is proposed in conjunction with the proposed redevelopment of the existing Council Depot site at 88 Wallace Street. Council is also undertaking a Car Parking Strategy in 2026 to assist with the management of car parking within the local government area, including during peak traffic periods.

Public transport in Braidwood is limited to daily school buses and a private coach service which runs between Canberra and Batemans Bay. Community consultation on the Discussion Paper indicated a clear demand for public transport between Braidwood and the regional centres of Canberra and Goulburn, to access higher order services such as tertiary education or hospital appointments.

The Braidwood Bicycle and Pedestrian Facilities Plan is expected to facilitate improvements in pedestrian and cycle connectivity and ensure the safe crossing of roads.

Potential upgrades with roundabouts at the intersections of Duncan Street/Kings Highway and Lascelles Street/Kings Highway, identified in the Braidwood and Bungendore Network Study – Traffic and Transport Study Report, would bring about more potential pedestrian crossings opportunities, such as zebra crossing or pedestrian refuge/splitter islands at or near the roundabouts to improve the amenity and reduce pedestrian related crash rates. Braidwood town centre has a mix of pedestrian and vehicle priority, which has been observed particularly during weekend and Easter holiday periods.

Stormwater Management

Stormwater management is an ongoing concern in Braidwood, particularly in Wallace Street due to preservation and protection of some features of the original streetscape. Council is currently undertaking stormwater management works in the vicinity of Ryrie, Duncan and Wilson Streets to upgrade areas in need.

Any future planning proposal for further development must address stormwater management requirements.



Map 5. Water Supply Network



Map 6. Sewer Network



Map 7. Waste Management Sites

Bypass

The need for a future bypass route received thorough consideration in the preparatory work undertaken for this Structure Plan and following exhibition of the Draft Braidwood Structure Plan in 2025.

The latest traffic study commissioned by Transport for NSW does not substantiate the need for a bypass now or in the near future.

However, as the regional population continues to grow and the Kings Highway remains the primary route to the coast from Canberra, the need may become more pronounced and will be monitored as part of the Implementation and Monitoring Action Plan.

Council will continue to work with Transport for NSW to negotiate further study and determine a viable route option.

Transport for NSW Bypass Corridor Identification

The following graphic was prepared by TfNSW to illustrate the lengthy process that is followed to arrive at a decision on the location of a bypass corridor.

Overview of the feasibility process for corridor identification



Source: TfNSW presentation – “Corridor feasibility investigation overview” – June 2025

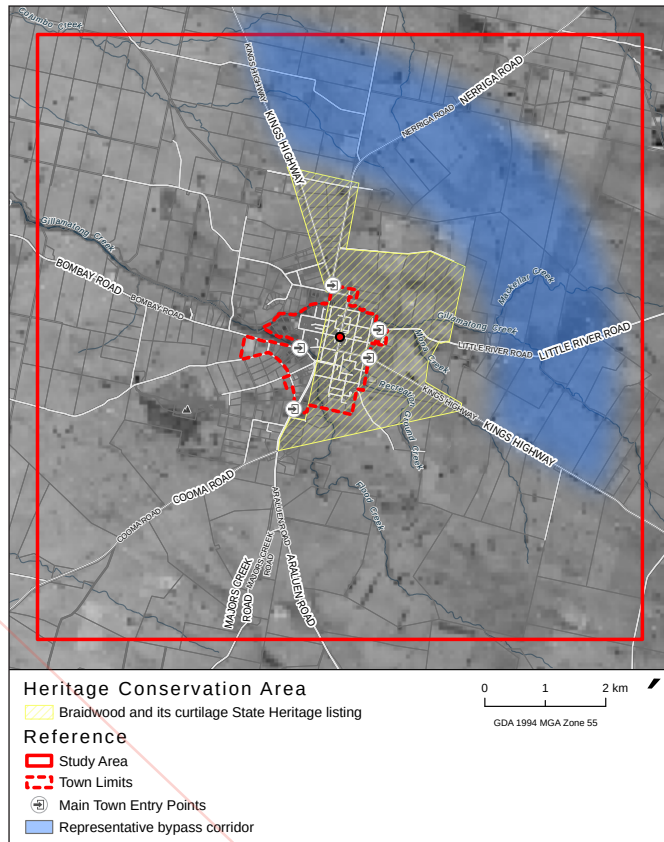
Similar bypass projects, such as the Moruya Bypass and Milton Ulladulla Bypass, indicate that extensive investigations and consultations over a 3 – 4 year planning phase are typically needed before TfNSW is prepared to officially identify the preferred bypass corridor option that best meets the future and objectives of the community.

This includes consultation and reports such as:

- A preliminary environmental investigation
- Community consultation
- Biodiversity survey report
- Existing Flood Behaviour and Sensitivity Analysis Report
- Strategic Corridor Options Report
- Flood Study Options Assessment and Impacts Report
- Strategic options noise assessment
- Strategic Corridor Workshops
- Community Consultation Report; and finally,
- Preferred Option Report.

The recent Braidwood and Bungendore Network Study commissioned by TfNSW undertook a detailed assessment of transport needs across both towns. Its findings have informed a targeted Action Plan, which prioritises enhancements to existing intersections, active transport infrastructure, pedestrian safety, and traffic management – particularly during peak holiday periods.

TfNSW advises the Study also identified that the existing network has capacity to support future growth and the most effective and immediate improvements for Braidwood lie in optimising the existing road network. These measures are designed to support local amenity, preserve heritage character, and improve traffic flow without the need for a bypass.



Map 8. Representative Bypass Corridor

TfNSW recognises that future growth, land use changes, and evolving traffic patterns may warrant further investigation of alternative transport solutions, and it remains open to ongoing dialogue with Council as part of a collaborative planning approach.

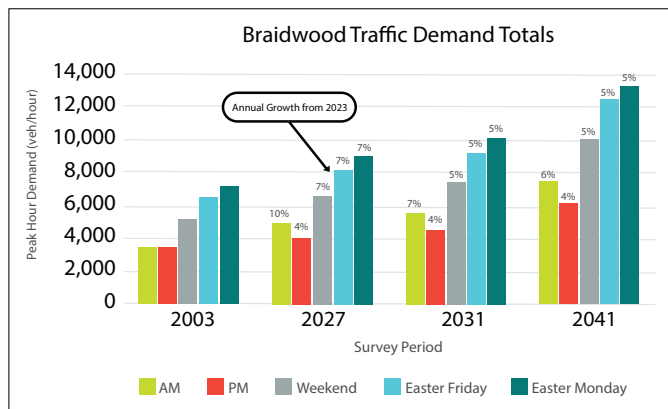


Figure 4. Braidwood Traffic Demand Totals

*Source: Braidwood and Bungendore Network Study | Traffic and Transport Study Report, GHD, 14 August 2023.

Community Facilities and Services

Braidwood is supported by a broad range of services and associated facilities, including active community service organisations.

Education Facilities:

- **Braidwood Pre-school** - community based & caters for children aged 3 – 5 years
- **Wallace Street Early Learning Centre** - privately owned & caters for children aged 0 – 5 years
- **Braidwood Central School** - public school educating students from kindergarten to Year 12
- **St Bedes Primary School** - co-ed Catholic primary school & caters for kindergarten to Year 6.

Health Related Facilities:

- A multi-purpose health facility providing a range of services, including an emergency department, X-ray services and a 37-bed residential aged care unit.

Major Community Facilities:

- Braidwood Library
- Braidwood QPRC Council Office
- Braidwood Community Centre (formally the Old Library and Council Chambers)
- Braidwood Old Sunday School Hall



Map 9. Community Facilities and Services

- Masonic Hall
- Braidwood Museum
- Braidwood National Theatre Community Centre
- Braidwood Showground.

Emergency Services:

- NSW Police
- Fire and Rescue NSW
- NSW Rural Fire Service
- NSW State Emergency Service and Ambulance.

Land Use Conflicts

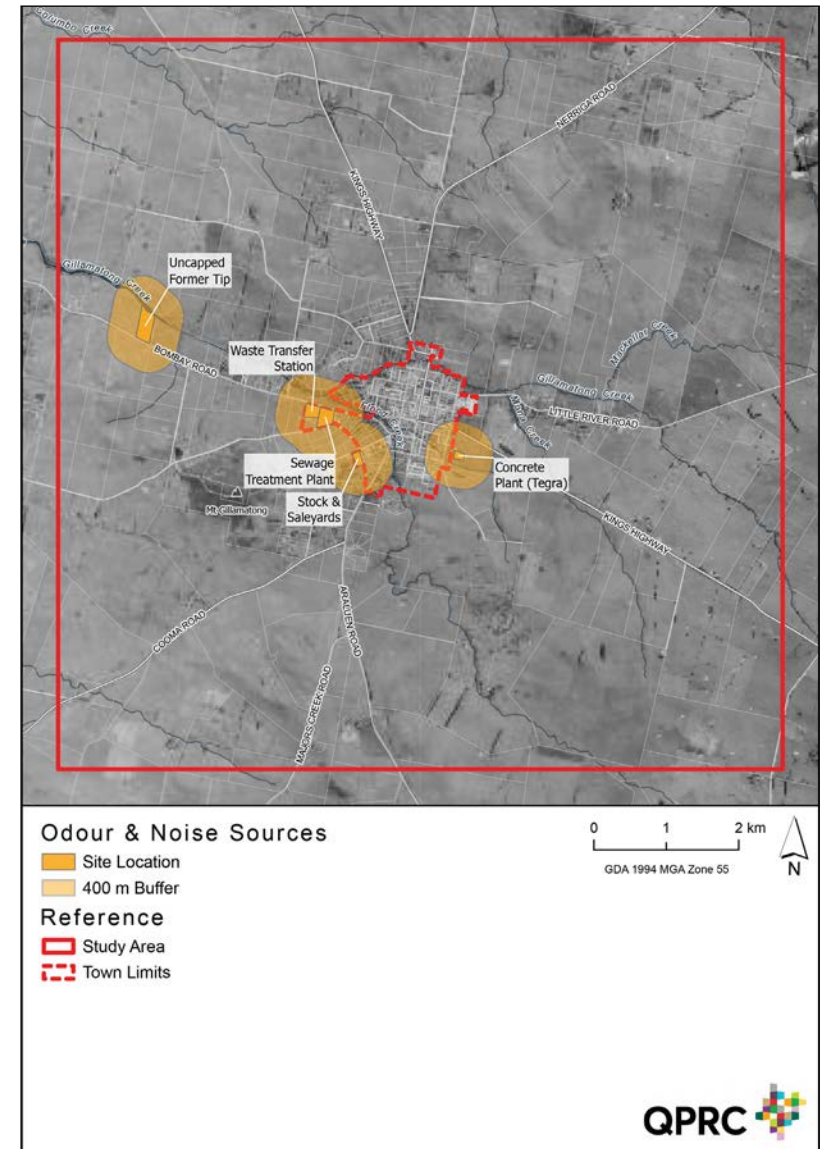
Offensive or hazardous uses within the township require separation to ensure that residential amenity is maintained, and so that their operations are not compromised by residential development.

Key land use conflict areas within Braidwood include:

1. Waste Transfer Station
2. Sewage Treatment Plant
3. Existing Industrial Areas
4. Waste Water Treatment Plant
5. Saleyards

There is currently a 400-metre separation buffer distance requirement in place for the Braidwood Waste Transfer Station, the Sewage Treatment Plant and other offensive or hazardous uses to protect from odour impacts and help prevent land use conflict.

Observation of the buffer distance requirement needs to be maintained and is therefore a constraint to further residential development in the vicinity of these facilities.



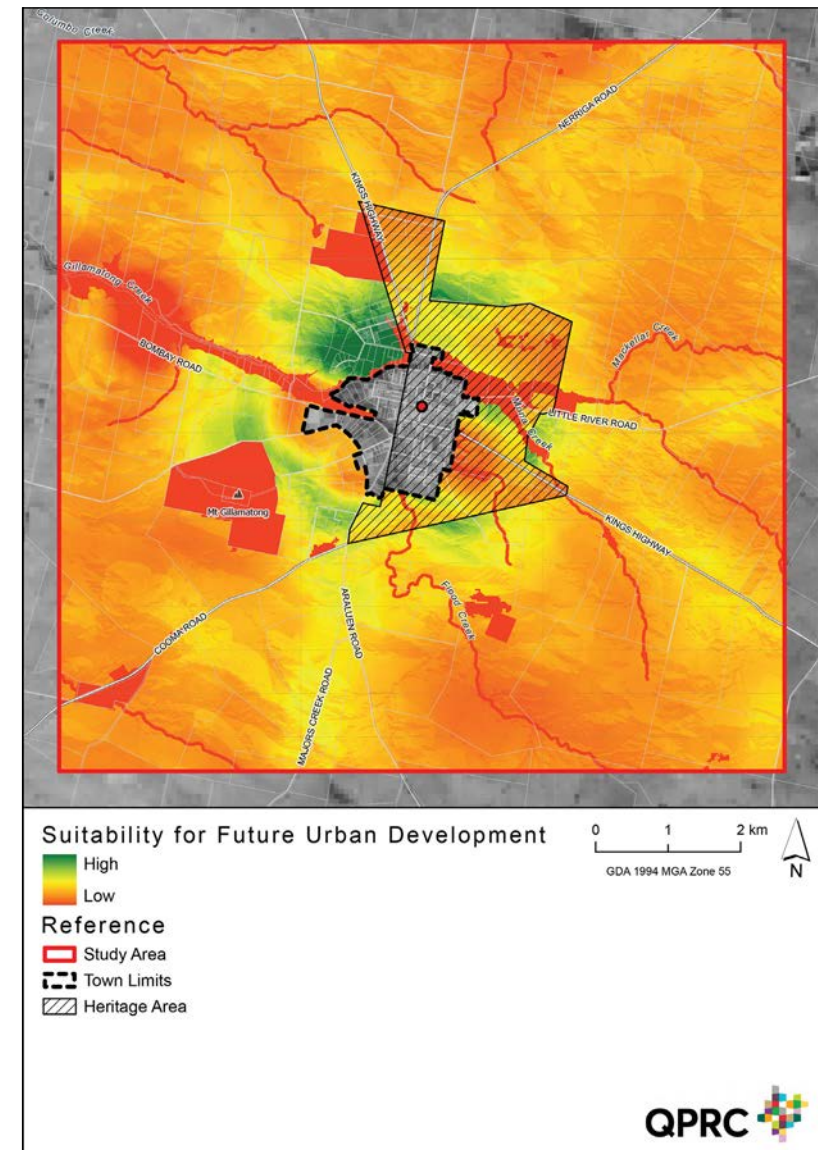
Map 10. Odour and Noise Sources

Braidwood's Future – The Structure Plan

To determine where future growth will occur, a suitability analysis was undertaken in conjunction with the Discussion Paper. When overlaying the various constraints and opportunities (based on the Guiding Principles), the suitability mapping helps to identify the most suitable land for future development and reveals where more development is not suitable.

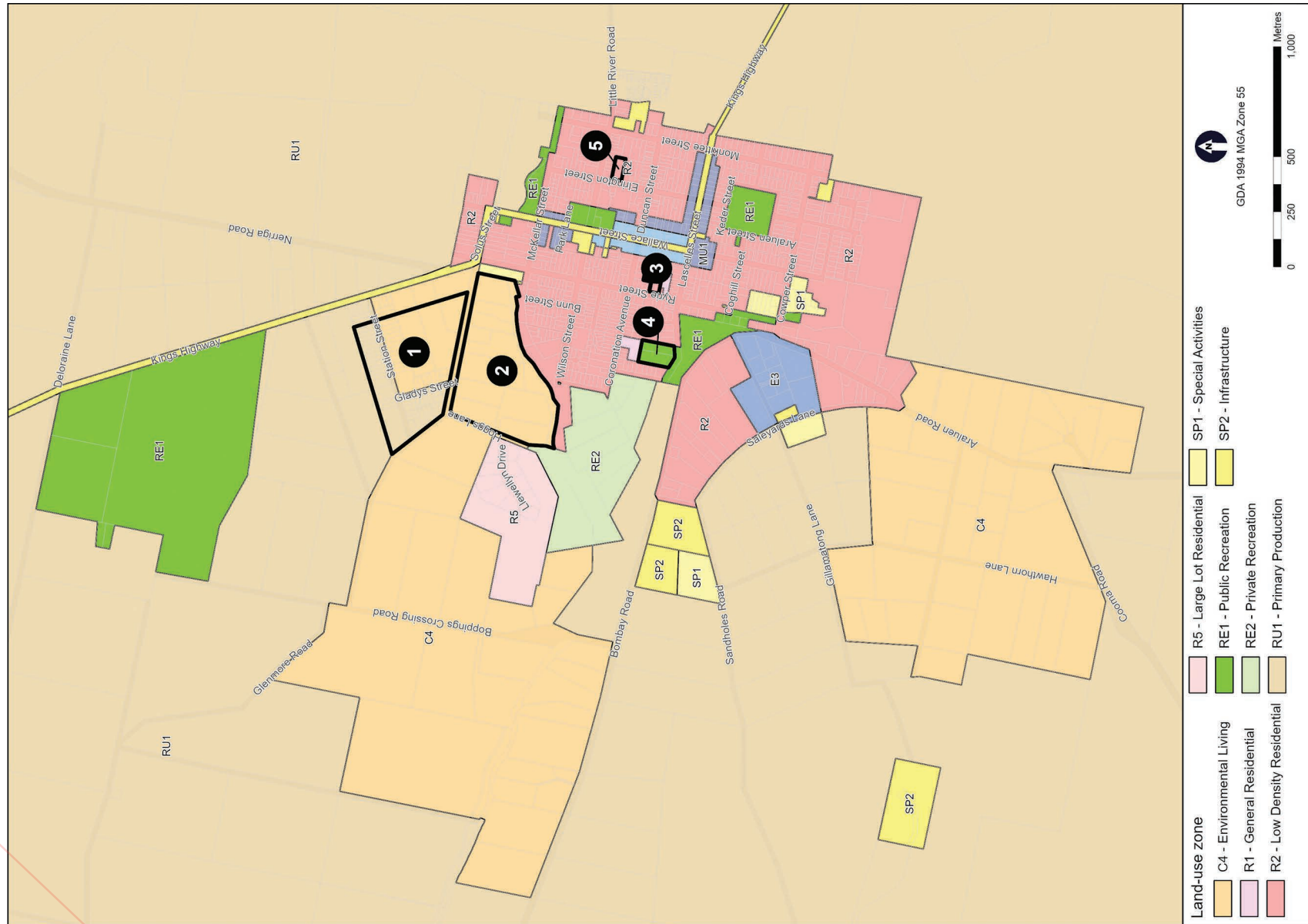
The future growth plan (**Map 12. The Structure Plan**) identifies where and what land for development will be targeted first and the Potential Development Areas Table below also identifies what needs to be undertaken to unlock this growth and strategic responses to key issues.

It describes the opportunity and capacity to accommodate the anticipated growth and change in the medium term 10-15 year timeframe, and the long term 15-20 year planning horizon.



Map 11. Suitability for Future Urban Development

The Future Growth Plan



Area 1. Station Street



Figure 5. Area 1 – Station Street

Existing Zone

C4 and RU1

Existing maximum lot size (MLS)

2ha and 40ha

Area

21.5 hectares

Development Principles

Connectivity - It is near the town centre, adjacent to existing R2, has good existing access to Kings Hwy.

- **Cost** – The area is already subdivided into smaller lots. It is next to existing urban environments. Town water supply available.
- **Environment** – Minimal high environmental value (HEV) areas identified on the land.
- **Heritage** – Located outside heritage conservation area. Precinct 7 Rural and Environmental Land surrounding the south, east, and north edges of town runs along the eastern boundary of the site. Identified land for development will be located outside the visual curtilage.
- **Resilience** – Identified bushfire area which can be managed through subdivision design. Site is located outside flood affected areas.

Key constraints/matters to resolve

- Upgrade of water network and servicing plans.
- Extension of sewer network and servicing plans.

- Contributions for main extensions require investigation to ensure that Council recoups infrastructure provision costs.
- A detailed constraints analysis and assessment of alternative access provision(s) to the Kings Highway is required as part of any planning proposal for further development of land within Area 1.
- Analysis of landscape buffer requirements from the Kings Highway (current requirement is 100 m wide buffer zone).
- Open space and pedestrian connectivity and allow for safe access to town.
- Detailed ecological survey and assessment will be required for any future planning proposal (BAM or BDAR).
- Land ownership.

Recommendations

- **Proposed zone** – R2
- **Proposed MLS** – 600-850 m² to cater for diverse housing and future demographic structures.
- **Yield** – 274 lots – 24 years supply.
- **Timing** – 10-15 years – the area has been identified as the first release area due to the existing lot pattern.

Area 2. South of Glenmore Road



Figure 6. Area 2 – South of Glenmore Road

Existing Zone

C4

Existing MLS

2ha

Area

19.6 hectares

Development Principles

- **Connectivity** - It is near the town centre, adjacent to existing R2 and R5. Existing access to Kings Hwy.
- **Cost** – It is next to existing urban environments. Town water supply available.
- **Environment** – Minimal HEV mapping identified on the land. Creek bounds the southern edge of the site.
- **Heritage** – Located outside heritage conservation area. Precinct 7 Rural and Environmental Land surrounding the south, east, and north edges of town runs along the eastern boundary of the site. Identified land for development will be located outside the visual curtilage.
- **Resilience** – Identified bushfire area which can be managed through subdivision design. Southern edge of the site is subject to flooding but can be managed through subdivision design.

Key constraints/matters to resolve

- Upgrade of water network and servicing plans.
- Extension of sewer network and servicing plans.
- Contributions for main extensions require investigation to ensure that Council recoups infrastructure provision costs.
- Access to Kings Highway.
- Open space and pedestrian connectivity and allow for safe access to town.
- Detailed ecological survey and assessment will be required for any future planning proposal (BAM or BDAR).
- Land ownership
- Creek protection and open space opportunity.

Recommendations

- **Proposed zone** – R2
- **Proposed MLS** – 600-850 m2 to cater for diverse housing and future demographic structures.
- **Yield** – 235 lots – 21 years supply.
- **Timing** – 15-20 years.

Area 3. Council Depot



Figure 7. Area 3 – Council Depot

Existing Zone

SP1 – Council Depot

Existing MLS

N/A

Area

4,861 m²

Development Principles

- **Connectivity** - Located in the centre of town, direct access to Wallace Street and commercial area. Opportunity to convert the site from a depot for medium density housing.
- **Cost** – Infill development opportunity, it is in an existing urban environment.
- **Environment** – Existing use as a depot has resulted in contamination of the site. Remediation works are required to ensure suitability.
- **Heritage** – Located inside the heritage conservation area, future development of the site will need to be sympathetic to heritage values.
- **Resilience** – The site is not affected by natural hazards.

Key constraints/matters to resolve

- Ensuring any future development on the site respects the heritage values of the surrounding area. A heritage design analysis is to be prepared with any planning proposal to rezone the site, to determine whether the existing controls in the Braidwood Development Control Plan 2006 are sufficient.
- Contamination is to be addressed prior to rezoning, demonstrating that the site can be remediated.

Recommendations

- The opportunity to provide a diverse housing product in the centre of Braidwood is unique. It is recommended that as soon as practical, the depot be relocated and the site rezoned.
- **Proposed zone** – R1
- **Proposed MLS** – No prescribed lot size in the R1 Zone for a strata subdivision; a range of lots sizes could potentially be accommodated.
- **Yield** – Approximately 20 affordable housing units, Approximately 25 additional public parking spaces, Public toilet facilities and landscaped pedestrian access from Wallace Street.
- **Timing** – Short-term 3 years.

Area 4. 43 Lascelles Street



Figure 8. Area 4 – 43 Lascelles Street

Existing Zone

RE1 – Underutilised Crown Land

Existing MLS

N/A

Area

15,339 m²

Development Principles

- **Connectivity** - Located in the western residential area of town. Opportunity to convert the site from underutilised land for medium density housing.
- **Cost** – Infill development opportunity, it is in an existing urban environment. Existing water and sewer networks are available to the site.
- **Environment** – Topography and flooding requires additional studies to demonstrate suitability.
- **Heritage** – Located outside the heritage conservation area.
- **Resilience** – Flooding requires additional studies to demonstrate suitability.

Key constraints/matters to resolve

Site specific flood study is required at planning proposal stage to ensure that the land is suitable for residential development.

Recommendations

- The opportunity to provide a diverse housing product in Braidwood is unique. It is recommended that as soon as practical a planning proposal with the relevant technical studies be prepared for Gateway.
- **Proposed zone** – R1
- **Proposed MLS** – No prescribed lot size in the R1 Zone for a strata subdivision; a range of lot sizes could potentially be accommodated.
- **Yield** – To be determined in the review of the Braidwood DCP.
- **Timing** – Short-term 3 years.

Area 5. 51 Elrington Street



Figure 9. Area 5 – 51 Elrington Street

Existing Zone
R2

Existing MLS
850m²

Area size
4,585m²

Development Principles

- **Connectivity** - Located in the centre of town, close to Wallace Street and commercial area. Underutilised land at the rear of a Masonic Hall. Location is well suited for additional seniors housing. Close to services and amenities including the Braidwood Medical Centre.
- **Cost** – Infill development opportunity, it is in an existing urban environment.
- **Environment** – No HEV or environmental constraints.
- **Heritage** – Masonic Hall is a Heritage listed item of local significance. Located inside the heritage conservation area, future development of the site will need to be sympathetic to heritage values.

Key constraints/matters to resolve

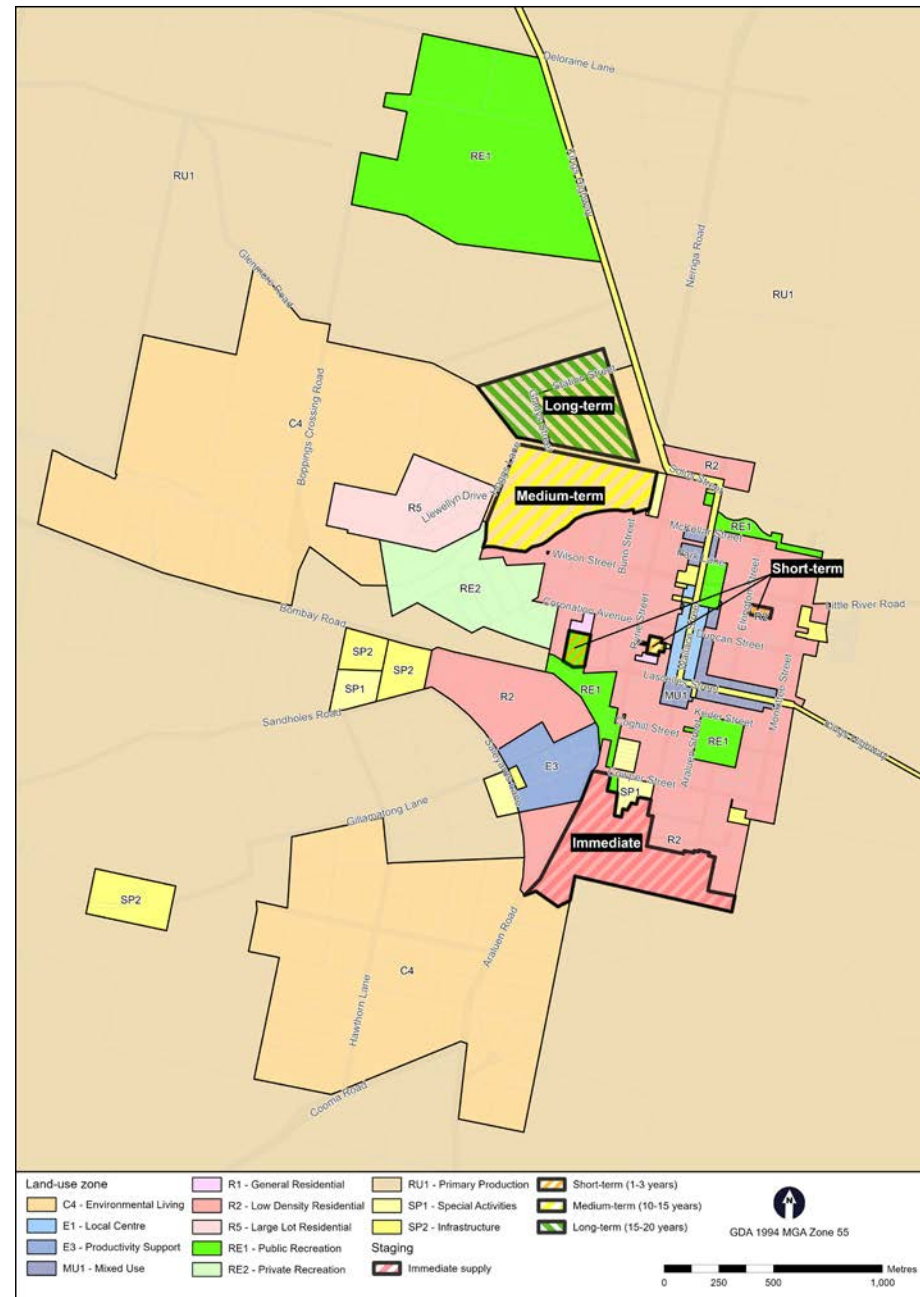
Heritage – ensuring any future development on the site respects the heritage values of the surrounding area. A heritage design analysis is to be prepared with any planning proposal to rezone the site, to determine whether the existing controls in the Braidwood Development Control Plan 2006 are sufficient.

Recommendations

- The opportunity to provide a diverse housing product in Braidwood is unique. It is recommended that as soon as practical a planning proposal with the relevant technical studies be prepared for Gateway. Existing zoning permits seniors housing.
- **Proposed zone** – R1
- **Proposed MLS** – No prescribed lot size in the R1 Zone for a strata subdivision; a range of lots sizes could potentially be accommodated.
- **Yield** – To be determined in review of the Braidwood DCP.
- **Timing** – Short-term 3 years.

Staging and Sequencing

The staging and sequencing are indicative of Braidwood's future land needs and when additional land is needed. This is intended to guide future land releases in conjunction with Council's monitoring framework.



Map 13. Staging

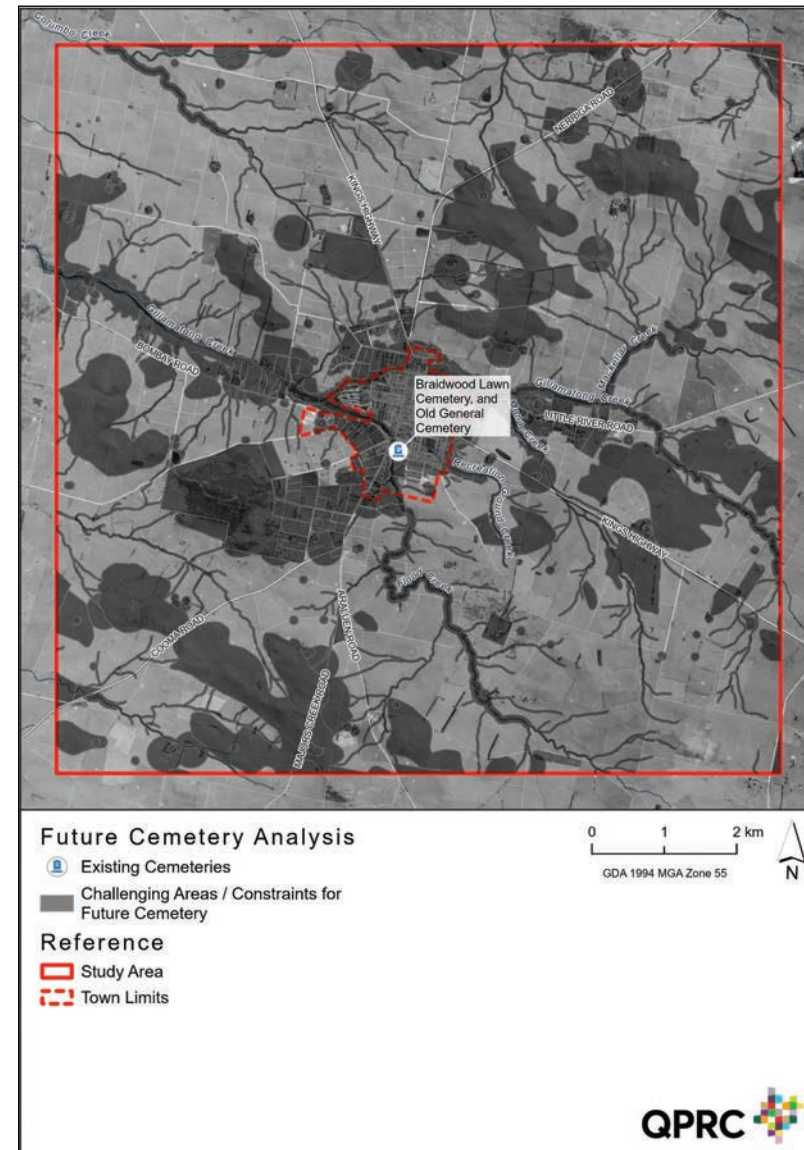
New Cemetery Location

There are two existing cemeteries within Braidwood, the Braidwood Lawn Cemetery which is nearing capacity and the Old General Cemetery which is now closed. Preliminary investigation has identified lands which are to be excluded for consideration for a new site based on the specified criteria below.

- Groundwater depth
- Flooding
- Proximity to field drains, including dry ditches
- Proximity to bores used for drinking water or food production
- Depth of soil and types

Expansion of the SP1 Special Activities Zone is required to accommodate future demand for cemetery use and associated uses, including a chapel, carparking and buffers to adjoining land uses. Further technical investigation will be required to confirm the suitability of a potential site(s) to fully assess if it meets the requirements of Public Health Regulation 2022 – Part 8 Disposal of bodies.

Using the above criteria, constraint mapping indicates the areas most suitable for a potential future cemetery. Additional suitable sites may be revealed following further investigation.



Map 14. Future Cemetery Analysis

Implementation and Monitoring

Implementation and monitoring are an important part of the implementation and review process of planning documents. It allows for reviews to be focused on the current trends and issues that arise and for timely responses to emerging trends.

The following Implementation and Monitoring Action Plan for the Braidwood Structure Plan involves annual monitoring of:

- Number of lots approved (residential)
- Number of dwelling, industrial, and commercial approvals
- Number of Occupation Certificates issued
- Population growth
- Specified actions for identified investigation areas through planning proposal processes identified in the previous section
- Staging and sequencing of land release in accordance with a Staging and Sequencing Plan
- Further technical investigations (Contribution Plan reviews, transport analysis).

See Table 2 on the following pages for the Implementation and Monitoring Action Plan.

Technical Investigations

Section 64 Development Servicing Plans

Section 64 Development Servicing Plans (DSP) apply to areas serviced by water, sewer, or stormwater infrastructure. They are reviewed every 5 years and require a submission be made to IPART prior to coming into force. Council currently has two plans in place for Braidwood – a Water DSP and a Sewerage DSP. The plans were developed in 2020 and are due for review in 2025. The review of the plans will incorporate the short and medium-term investigation areas.

Part 7 Local Infrastructure Contributions Plans (formally known as Section 94 Contributions Plans).

Part 7 local infrastructure contributions can be levied under the Environmental Planning and Assessment Act 1979. There are currently three plans that may apply to development in the town of Braidwood and surrounds, these are:

1. Tallaganda Section 94 Contribution Plan No 3 for Roadworks.
2. Tallaganda Section 94 Plan No 4 - Bush Fire Control and Suppression - Northern Group.
3. Palerang Section 94A Development Contributions Plan 2015.

Tallaganda Section 94 Contribution Plan No 3 for Roadworks covers the urban area of Braidwood. Developed in 2003, the plan requires review to take into account identified growth areas and appropriately levy contributions for new development.

Braidwood Structure Plan - Implementation and Monitoring Action Plan

Issue	Action	Responsibility	Timing
Development Servicing / Water	Policy 1.1 Limit the growth of Braidwood to an additional 309 dwellings to manage water availability.	QPRC	Immediate
	Action 1.1 Update Council's Integrated Water Cycle Management (IWCN) plans to align with growth areas and aspirations.		Immediate
	Action 1.2 Update Section 64 Water and Sewer Headworks Contribution Plans to reflect growth and necessary utility upgrades.		Short
	Action 1.3 Investigate additional water supply opportunities in accordance with the IWCN plan to facilitate growth aspiration.		Long
	Action 1.4 Monitor the residential subdivision and dwelling approvals to ensure total dwellings do not exceed the secure water yield.		Long
Bypass / Transport	Policy 2.1 Continue to advocate with TfNSW for future bypass routes around Braidwood.	QPRC TfNSW	On-going / Long
	Action 2.1 Monitor traffic counts through Braidwood to determine the need for a bypass.		
	Action 2.2 Prepare a carparking strategy to manage peak traffic periods along Wallace and Lascelles Streets.		
Housing	Policy 3.1 Limit the number of dwellings in Braidwood to 309 to accommodate infrastructure constraints.	QPRC Developers	On-going
	Action 3.1 Release residential land in accordance with the Growth Area text and Staging Plan (Map 13).		
	Action 3.2 Review the Braidwood DCP to facilitate secondary dwellings, dual occupancy and multi-dwelling unit developments.		
Cemetery Site	Action 4.1 Monitor the capacity of the existing cemetery	QPRC	Short
	Action 4.2 With reference to the Future Cemetery Analysis map (Map 14) undertake a community Expression of Interest to determine the location of a cemetery site.		
	Action 4.3 Undertake preliminary investigations to determine site suitability, prior to site acquisition.		
Heritage	Action 5.1 Undertake a comprehensive review of the Braidwood Development Control Plan 2006 to contemporise heritage development controls, giving regard to the recommendations of the Heritage NSW's 15-year Management Review of 'Braidwood and its Setting' Milestone 3 Report - May 2024.	Heritage NSW QPRC	Short

Braidwood Structure Plan - Implementation and Monitoring Action Plan			
Issue	Action	Responsibility	Timing
Economy	Action 6.1 Undertake a master planning exercise of Mixed-Use Zoned Land along Lascelles Street to activate mixed-use economic and residential development opportunities along the Kings Highway.	QPRC	Medium
	Action 6.2 Monitor land availability for employment uses (industrial / commercial) and continue to engage with local industry to facilitate additional economic development opportunities.		
Environment	Policy 7.1 Ensure biodiversity values are appropriately identified and protected throughout the different planning processes.	QPRC Developers	On-going
Hazards	Action 8.1 Update the Braidwood Floodplain Risk Management Study & Plan 2019 to reflect any changes.	DPHI SES QPRC	Short
Recreation	Policy 7.2 Ensure new residential areas provide open space and recreation opportunities that meet future population needs and integrate with existing open space networks.	QPRC Developers	Medium

Table 2. Implementation and Monitoring Action Plan

Time Frames

Short = 0-5 years

Medium = 5-15 years

Long = 15 years +

On-going = continual or as needs arise