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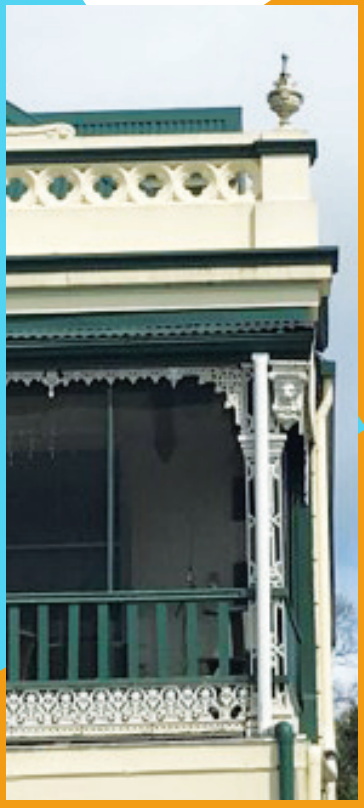

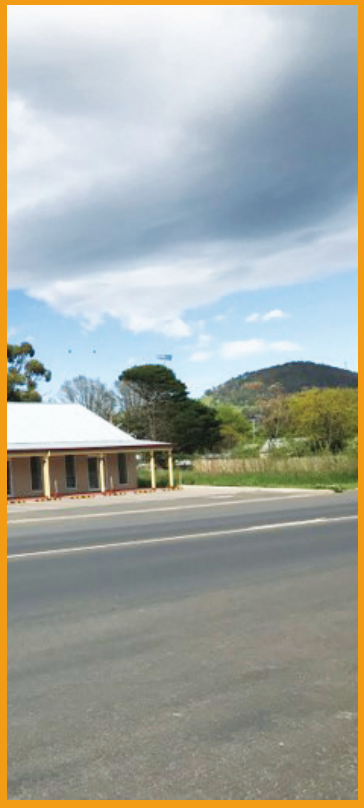

Discussion Paper

For the Braidwood Structure Plan

Draft 2023

Queanbeyan–Palerang Regional Council

January 2023

www.qprc.nsw.gov.au

Acknowledgement of Country

We acknowledge the traditional custodians of the Queanbeyan-Palerang area and pay our respects to elders past, present and emerging.

We acknowledge the stories, traditions and living cultures of our First Nations peoples on this land and commit to building a brighter future together.

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Glossary

Active Transport
Refers to transport which requires physical activity be undertaken and is a term used to describe travel by foot, bicycle and other non-motorised vehicles.

ABS Australian Bureau of Statistics.

AEP Annual Exceedance Probability
The chance of a flood of a given or larger size occurring in any one year, expressed as a percentage. E.g. if a peak flood discharge of $500m^3/s$ has an AEP of 5%, it means that there is a 5% chance (that is one-in-20 chance) of a $500m^3/s$ or larger event occurring in any one year.

CPI Consumer Price Index.

Defined Term
A land use that is described in the dictionary section of the local environmental plan.

Floodway
Those areas of the floodplain where a significant discharge of water occurs during flooding. Areas that even if only partially blocked will cause significant redistribution of flood flows or a significant increase in flood levels. The placement of structures in floodways should be minimised.

Flood Planning Area
The area below the Flood Planning Level and thus subject to flood related development controls.

Flood Planning Level
For Braidwood this is the level of the 1% AEP flood event plus 500mm.

GIS Geographical Information Systems
Electronic system which is used for the capture, storage and analysis of spatial data.

Greenfield
A site that has had no or minimal development on it previously.

Hard infrastructure
The fixed assets and control systems to operate, manage and monitor the systems. This type of infrastructure includes waste management, sewer, water and transport systems.

HCA Heritage Conservation Area.

LGA Local Government Area.

PDCP Palerang Development Control Plan 2015.

PLEP Palerang Local Environment Plan 2014 (Repealed).

QPRLEP
Queanbeyan–Palerang Regional Local Environment Plan 2022.

SEPP State Environmental Planning Policy.

Soft Infrastructure
The services required to maintain economic, health and cultural and social standards sought by a country. They include the financial, health care and law enforcement and emergency services.

STP Sewage Treatment Plant.

Introduction

Council has recognised that future growth in Braidwood requires forward planning to ensure that the town is able to balance the demands of growth with the need to protect its heritage values and the community vision for the town.

The development of a structure plan for Braidwood is identified in the planning priorities of the Queanbeyan–Palerang Local Strategic Planning Statement for Braidwood. The planning actions state that the structure plan will 'include a bypass corridor and the option to be a pilot productivity driven plan'.

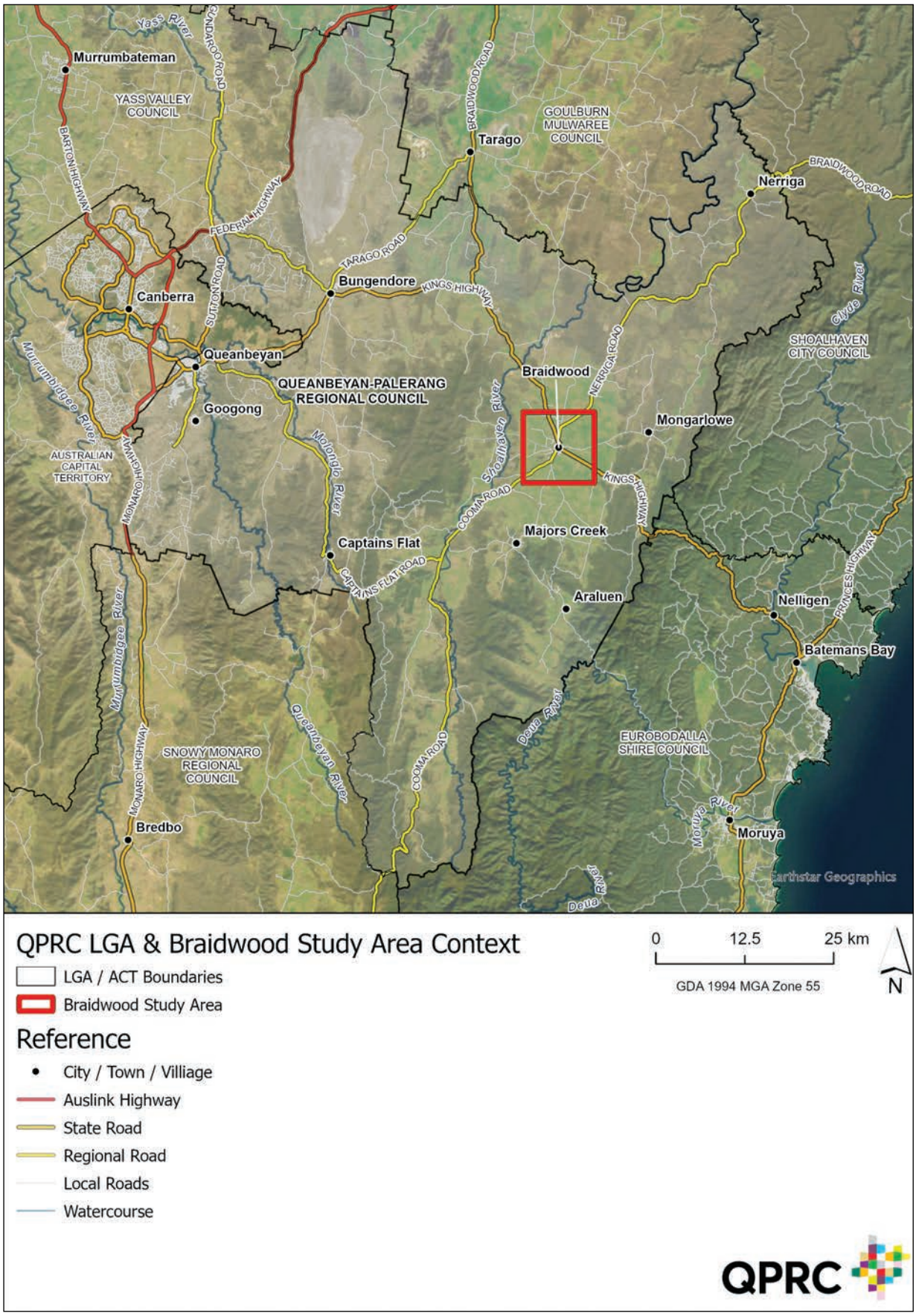
The town of Braidwood has a population of 1,720 (ABS, 2021). It is located on the Kings Highway in the upper valley of the Shoalhaven River about 75 kilometres east of Queanbeyan and 65 kilometres west of Bateman's Bay. It is on the main east-west route connecting Canberra and regional NSW to the east coast, including Nelligen and Batemans Bay and is surrounded by extensive grassed plains and rolling hills.

The town is located approximately 640m above sea level on the western edge of the Great Dividing Range and is the closet town to Monga National Park (27km) and Budawang National Park (25km), both of which are located between the town and the east coast.

Braidwood generally experiences cold clear winters with average temperatures between 2°C to 11°C, while the hottest months are generally December to March with an average low of 13°C and an average high of 25°C. Rain usually falls throughout the year, however the wettest month is generally February while the driest time of the year is typically July-August.

(*https://weatherspark.com/y/144444/Average-Weather-in-Braidwood-Australia-Year-Round*)

Map 1 shows the location of Braidwood in relation to Canberra and the east coast.



Map 1 – Location of Braidwood, New South Wales within the region

Scope and purpose of this paper

This discussion paper and the Braidwood Structure Plan will focus on the township of Braidwood and land within 5km of the town centre. It is recognised that Braidwood serves as a hub for the villages in the region, and it is understood that the community would like to see surrounding villages included in any structure plan for Braidwood. However, housing issues in Braidwood and a Council commitment to completing a structure plan for the Braidwood township within a determined timeframe have meant that the scope of the project is limited to a manageable area, being just the one town.

The purpose of this discussion paper is to establish the current land use patterns and demographic trends in Braidwood, and to identify the strengths, weaknesses, opportunities and threats for future land-use policy directions. The discussion paper will also present various possible scenarios for future growth and is the basis with which to commence community consultation regarding the future land-use planning of Braidwood. It will form the basis for the Braidwood Structure Plan, ensuring that the foundation and general direction of future growth on which the structure plan is based is agreed upon with the community before the Structure Plan is commenced. The discussion paper may also identify areas of further studies and review of policies.

What is a structure plan?

The structure plan will provide a framework for the co-ordinated provision and arrangement of future land-use in and around Braidwood. It links the provision of transport, future residential areas, public open space, utility and service networks, water management, social and other infrastructure such as roads. The structure plan will be long-term broad land use plan which provides the context to consider future land-use change. Other council plans such as the local environmental plan and development control plans, provide the mechanisms for achieving the plan.

It should be noted that the strategic plan can provide increased opportunities for development and residential growth through recommending changes to the LEP and DCP, however market forces determine whether these opportunities, such as subdivision and the full range of land use types permitted in a zone, are realised.

The benefits of having a structure plan include:

- **Co-ordination of infrastructure (hard and soft) -** structure plans identify sites for future infrastructure development, reduce land-use conflicts and allow for better staging of infrastructure provision.
- **Monitoring of land supply –** structure plans enable the tracking of prospective amounts and yields (dwellings, employment etc.) of land to ensure the future supply and timely release of land for development.
- **More efficient rezoning and development approvals –** structure plans address and resolve broader planning issues ahead of detailed planning in respect to subdivision and development, allowing for a more efficient assessment and approval processes.

- **Highlight need for review and or development of specific planning policy –** use of structure plans to measure the effectiveness of planning strategies and policies.
- **Increased certainty –** structure plans assist landowners and decision-making authorities to identify the specific issues and actions required to progress the land through the required planning and development processes.
- **Improved project coordination -** non-government projects can be co-ordinated resulting in maximising opportunities for developers and the community.
- **Provide an agreed and a cohesive 'look' and 'feel' across developments.**
- **An improved implementation plan can be prepared and over the life of a plan, the strategies are budgeted for and undertaken.**

Without a structure plan development is driven by developers and land opportunities. This can result in a limited ability to coordinate infrastructure as the timing, funding and location of development may not be physically or temporally sequential.

The diagram below indicates how the structure plan is used within strategic land-use planning

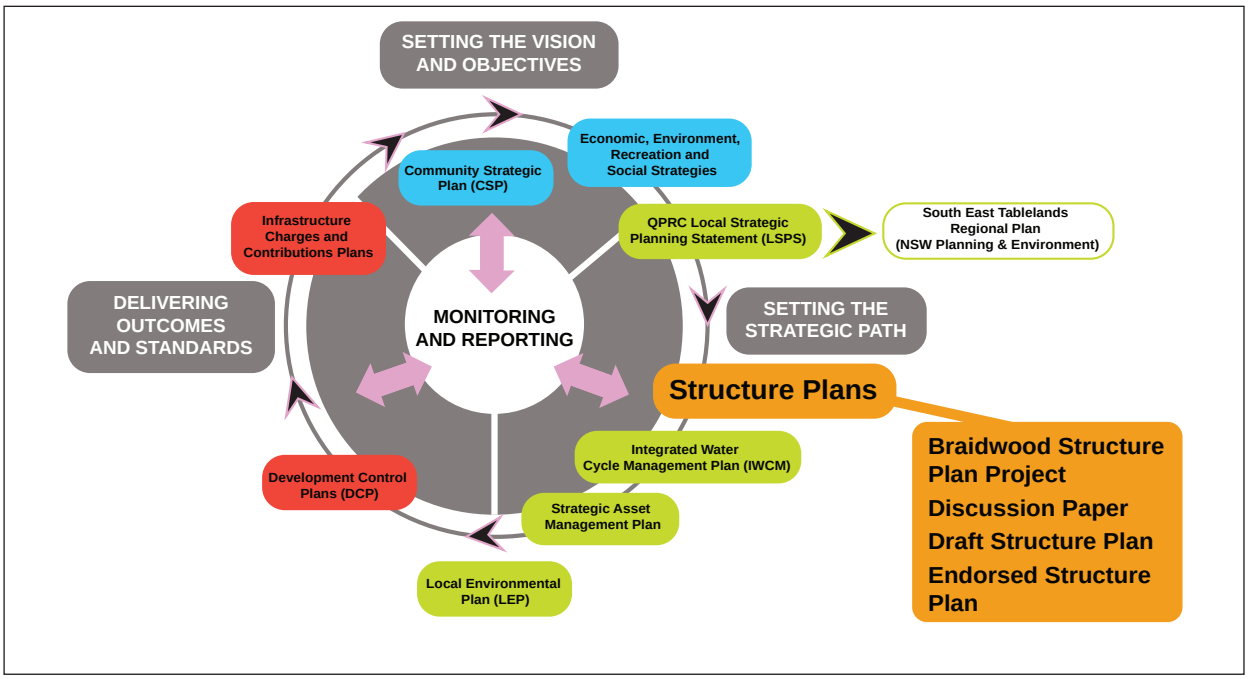
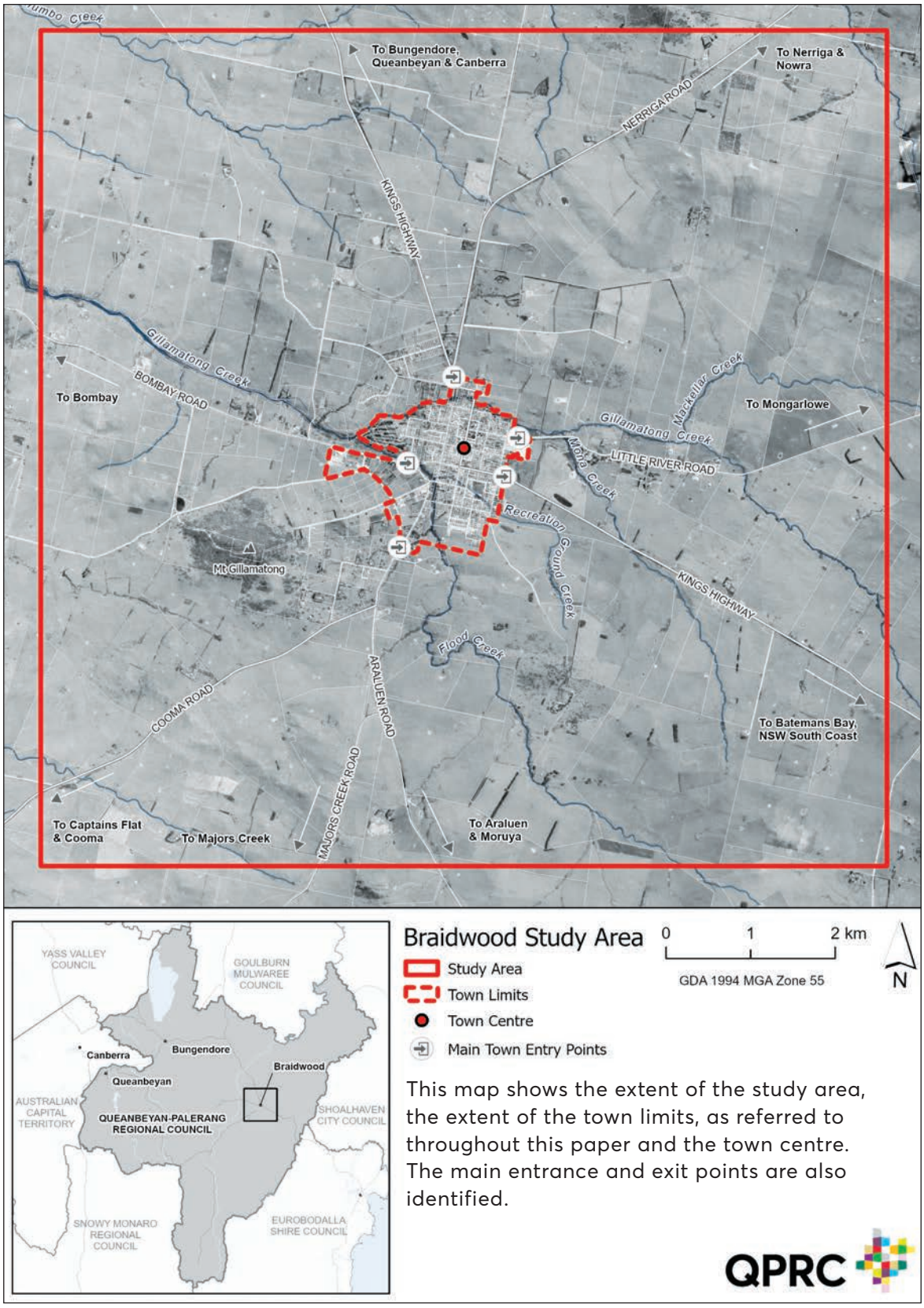


Figure 1 – Context of Strategic Planning

Proposed structure plan area

The area to be included in the structure plan includes the town and the area within 5km of the town centre.



Map 2 – Braidwood Study Area Context

QPRC

DOES THIS VISION STATEMENT AND THE VISION PILLARS REFLECT YOUR VIEWS FOR BRAIDWOOD?

Vision

In late 2021 the Braidwood and Villages Business Chamber formed a working group of interested community members to develop the draft vision for the future of Braidwood. A media release for the group advised that 12 volunteers met in late 2021 including representatives from the Braidwood Community Association, recent school captains, business owners, people involved in heritage and tourism, local government representatives and professionals with a background in strategy to formulate the vision, which was subsequently placed on online for public comment.

THE RESULTING OVERARCHING VISION STATES:

"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."

Vision Pillars

The community identified a number of pillars, which express community values and support their vision. These pillars and values are described as:

History and Heritage

We will learn from, value, celebrate and promote:

- Our First Nations Peoples, Land of the Dhurga speaking people of the Yuin Nation.
- The contributions of settlers and migrants.
- Our unique heritage - the only State Heritage listed town in NSW.

Diverse, Inclusive and Supportive Community

We will:

- Value and preserve our rural culture.
- Value and support Braidwood and surrounding villages working together – our combined effort is greater than the sum of each individual community.
- Advocate for a safe, healthy and accessible region.
- Encourage and enable our children and young people.
- Protect our diversity - creating an interesting community that is compassionate, inclusive and generous.

Rich Natural Environment

We will:

- Live within our unique and beautiful environment, as custodians for its better future.
- Value, protect and promote our district's unique biodiversity, natural beauty and attractions in a responsible way.
- Improve our landscape with sustainable productivity.

Sustainable and Resilient Community

We will:

- Engage proactively and positively with all levels of government and our regional partners.

- Expect government services to be coordinated through collaborative planning and delivery.
- Strive to adapt and mitigate the impacts of a changing climate and the increase in extreme weather events.
- Ensure our growth is ecologically sustainable.
- Require our infrastructure, facilities, housing, services and amenities to be actively planned to meet community needs and expectations.

Vibrant and Balanced Economy

We will:

- Create a thriving and varied economy that takes advantage of our rural industries and local produce, eco and heritage tourism, creative strengths, and remote working opportunities.
- Promote Braidwood as a small but important regional hub.
- Carefully plan a town centre to grow our economic potential and retain our town amenity.
- Work to achieve a balance of sectors creating economic resilience and opportunities for our young and old, locals and newcomers.

"WE ARE LUCKY TO BE PROUDLY REGIONAL, YET CENTRAL TO EVERYTHING"

Legislative Context

The principal piece of legislation governing planning in NSW is the *Environmental Planning and Assessment Act 1979* and its associated regulation the *Environmental Planning and Assessment Regulation 2021*. In addition, there are a number of State Environmental Planning Policies also known as SEPP's. These are environmental planning instruments (EPIs) that deal with matters of State or Regional environmental planning significance, such as biodiversity, infrastructure and housing. A SEPP may override a LEP and can prohibit certain types of development or allow development in a certain zone.

The other piece of legislation that is of particular importance to Braidwood is the *Heritage Act 1977* which manages heritage items of State significance, including the heritage conservation area 'Braidwood and its Setting'.

South East and Tablelands Regional Plan

The *South East and Tablelands Regional Plan 2036* is the NSW Government's strategy for guiding land-use planning decisions for the region over the next 20 years, including for the Queanbeyan-Palerang LGA. The plan also applies to the nine other LGAs in the Canberra Region Joint Organisation comprising Bega Valley, Eurobodalla, Goulburn-Mulwaree, Hilltops, Snowy Monaro, Snowy Valleys, Upper Lachlan, Wingecarribee and Yass Valley.

The regional plan sets out four strategic goals for the South East and Tablelands Region:

- A connected and prosperous economy.
- A diverse environment interconnected by biodiversity corridors.
- Healthy and connected communities.
- Environmentally sustainable housing choices.

When preparing a plan for the local area these goals are to be addressed.

The state government is also currently in the process of preparing regional transport infrastructure plans which will guide the transport infrastructure decisions for the region.

Local Strategic Planning Statement

In March 2018, the NSW Government introduced new requirements for all councils to prepare and make Local Strategic Planning Statements (LSPS). These statements are required to set out:

- The 20-year vision for land-use across the whole of the local government area.
- The special characteristics which contribute to local identity.
- Shared community values to be maintained and enhanced.
- How growth and change will be managed into the future.

The Queanbeyan Palerang Local Strategic Planning Statement includes 14 Planning Priorities for Braidwood with related planning actions to address a range of issues including Aboriginal and European heritage, climate change, open space requirements and opportunities for infill development. A number of these planning priorities will be considered in this discussion paper including options for a bypass.

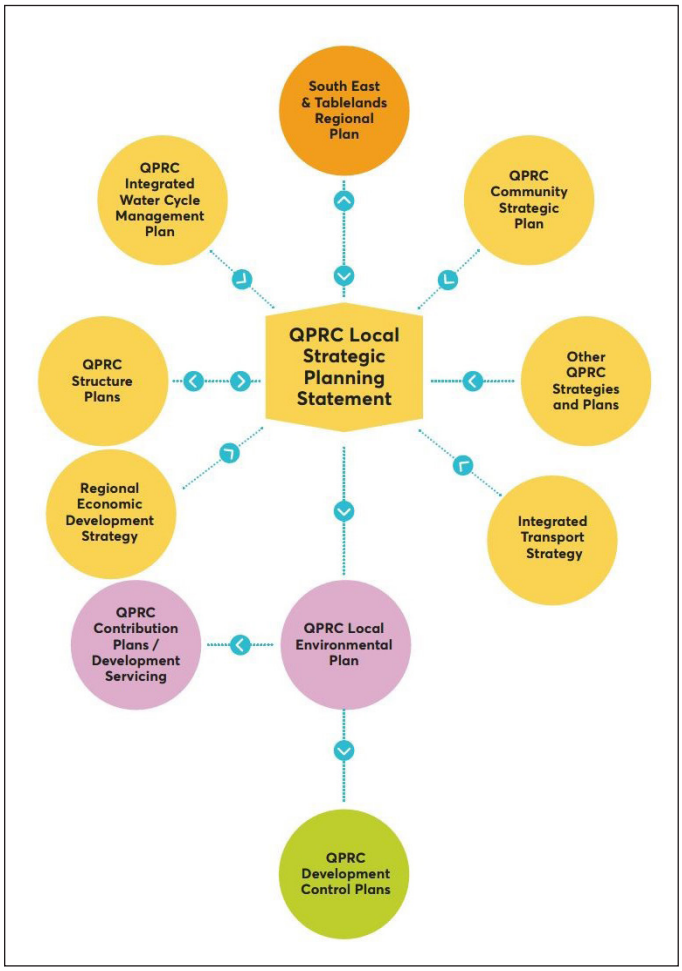


Figure 2 – Hierarchy of regional and local planning documents (Source QPRC Local Strategic Planning Statement)

Local Environmental Plan (LEP)

Local Environmental Plans are another type of environmental planning instrument that guide planning decisions for local government areas. These plans shape development decisions through zoning and high-level development controls and are one of the main planning tools used to shape the future of communities.

Proposed changes to a LEP are required to go through the LEP plan making process (or Gateway process). This process aims to ensure that proposed changes are aligned with relevant strategic plans such as the LSPS or Structure Plans.

The Queanbeyan-Palerang Regional LEP 2022 commenced on 14 November 2022 and applies to the LGA and is the LEP applicable to Braidwood.

Development Control Plan (DCP)

A Development Control Plan is a document prepared and adopted by the Council which provides detailed planning and design guidelines to support the planning controls in the LEP. It contains more specific controls for the detailed design aspects of a development and is more flexible than the LEP.

There are currently two DCPs that are applicable in Braidwood. A report to the 27 October 2021 Council meeting ensured that the Braidwood DCP 2006 applies wholly to the State listed area of Braidwood, while the Palerang DCP 2015 applies to the remainder of the former Palerang LGA.

WHAT OPPORTUNITIES DO YOU SEE TO ENGAGE WITH AND RECOGNISE FIRST NATIONS CONNECTION TO COUNTRY IN THE STRATEGIC LAND USE PLANNING PROCESS?

History and Character

Aboriginal Heritage

Braidwood is set in lands traditionally associated with the Yuin speaking Walbunja people. Engagement with First Nations people is needed to understand more of the Aboriginal Heritage of the area and ensure that cultural heritage is acknowledged and conserved at the strategic planning stage. Consultation at the strategic planning stage can assist in protecting and preserving heritage and provide greater certainty for stakeholders during the development assessment process.

Listing on the NSW State Heritage Register

In April 2006 Braidwood and its setting was listed on the NSW Heritage Register as being of State significance noting that the town is "*an excellent surviving example of a Georgian period town plan dating from the late 1830s*".

The aim of the listing was to ensure the protection of the significant town plan and contributing historic buildings within an appropriate pastoral setting.

The listing generally covers the eastern side of the town from Ryrie Street and extends from the Showground to the northern section of Bedervale on the southern edge of the town.

In addition to the conservation area there are 4 individual heritage items of State significance and 185 items of local heritage significance in and around the village. The extent of the heritage conservation area is indicted in Map 3 below.

In 2021, Heritage NSW commenced a *15-Year Management Review of the of the Braidwood and its Setting State Heritage Register Listing.*

Immigrant Heritage

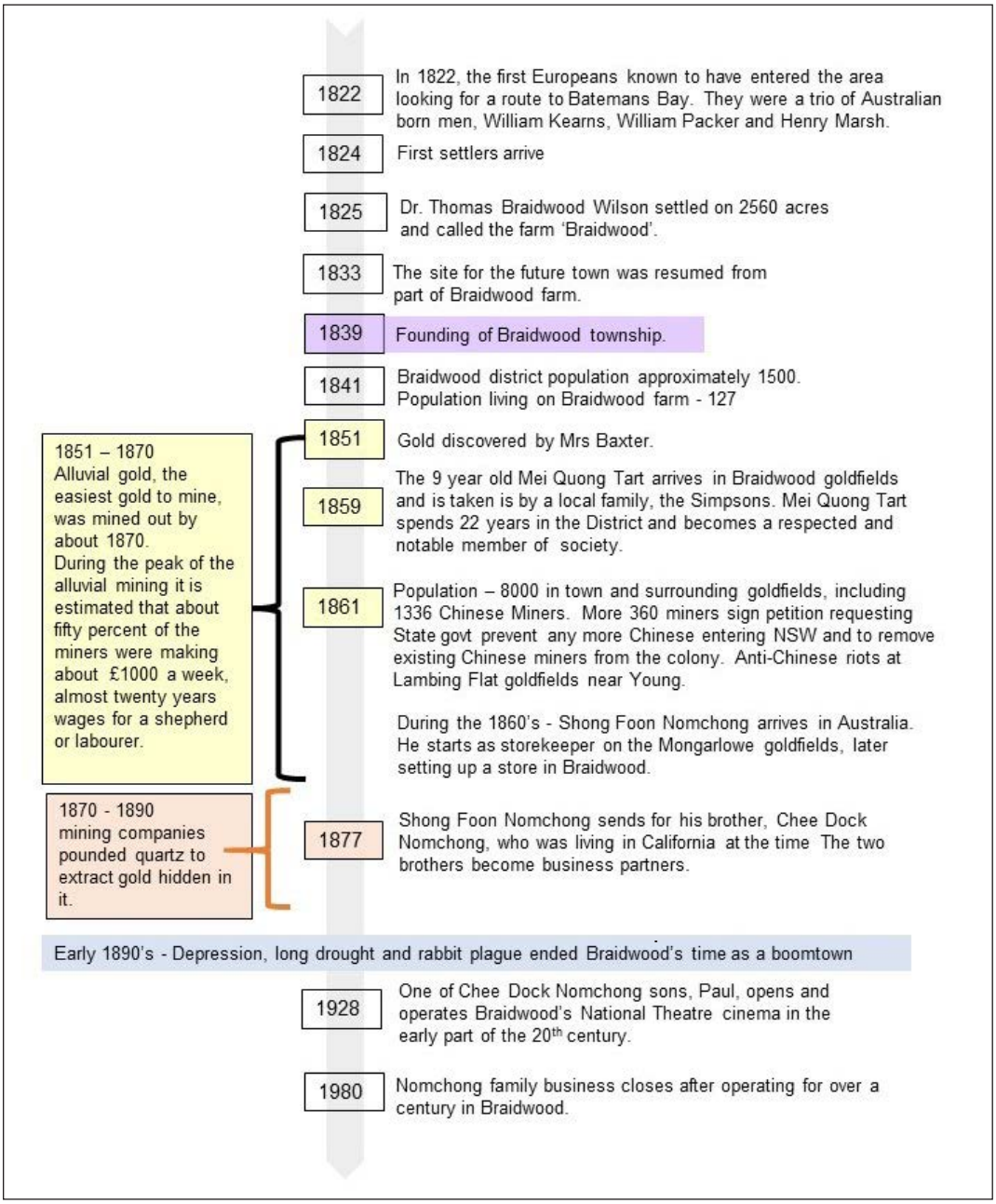
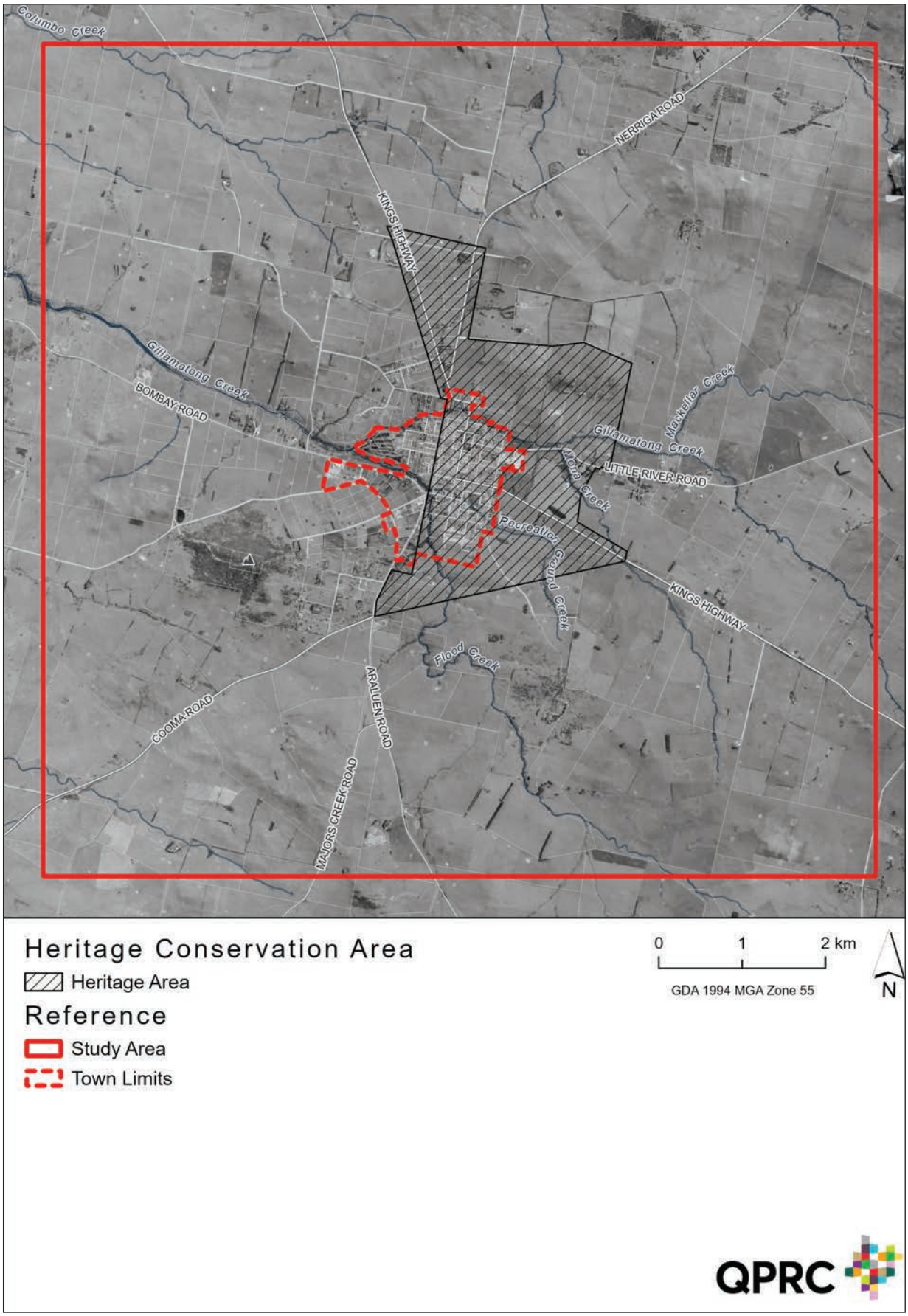


Figure 3 – European Heritage Timeline

Source: The Peoples Voice - Australian Community History Online: (*https://www.sl.nsw.gov.au/learning/who-was-quong-tart*)



Map 3 – Extent of Braidwood Heritage Conservation Area

IS THE FUTURE DESIRED CHARACTER RIGHT FOR EACH OF THE PRECINCTS?

IF NOT, WHAT CHANGES WOULD YOU MAKE TO THE FUTURE DESIRED CHARACTER FOR EACH OF THE PRECINCTS?

A summary of the key findings listed in the January 2022 version of the final document on the NSW Heritage website at *https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/10666* include:

- State heritage listings should include First Nations' cultural heritage.
- Recommend funding to fast-track a revised Braidwood Archaeological Management Plan.
- Identified inconsistencies between LEP, DCP and site-specific exemptions creating confusion about types of appropriate development.
- Identified development that is not consistent with significant heritage values of Braidwood.

Braidwood is currently the only town in NSW to be listed on the NSW State Heritage Register.

Land-Use Planning Implications

- Tourism opportunities.
- Access to grants.
- Delays to DAs as a result of referrals to NSW Heritage Council.
- Additional paperwork (Minor Heritage Works applications) for works that would otherwise be exempt.
- Increased cost of work requiring specialist skills and materials.
- Ensuring preservation of historical items and features while allowing new development and growth.
- Degrading of the heritage values of both individual heritage items and the heritage conservation area.

Precincts - Current and Desired Future Character

The State Heritage listing of Braidwood was supported by the preparation of the Braidwood Development Control Plan and specific controls for each of the identified precincts.

The Braidwood DCP divides Braidwood into ten precincts. This discussion paper does not intend to review the controls of the Development Control Plan. The Braidwood DCP will be reviewed as a separate body of work. Each precinct has unique characteristics which are reflected in the objectives for each precinct.

The objectives provide the overarching vision for that precinct, while the controls in the Development Control Plan seek to protect and enhance the character of the precinct.

However, the precincts are an integral part of the town's character and therefore considered within this document.

Precinct 1a – Wallace Street Commercial Area

This precinct encompasses both the traditional commercial and social centre of Braidwood. This area provides sites for future commercial development in the village. The major land uses include a supermarket, arts and crafts, antique and commercial premises, shops, a bank, cafes and restaurants and two hotels.

The zoning in this precinct is predominately B2 Local Centre with B4 Mixed Use at the northern and southern ends of the precinct.

Zoning on the intersection of Wallace and Wilson Streets includes RE1 public Recreation on the eastern side of Wallace Street and SP2 Infrastructure on the western side of Wallace Street. There is also a lot at the northern end of the precinct (part of Braidwood Central School) zoned R2 Low density Residential.

The current precinct map in the Braidwood Development Control Plan excludes a number of lots from the precinct (refer map below). These lots are still within the Braidwood Conservation Heritage Area and are subject to other sections of the DCP including seven General Provision and eight Heritage Listed Items, however it is recommended that the issue be considered as part of the review of the DCP.

Map 4 – Precinct 1a - Wallace Street Commercial Area (shown hatched) (Source Braidwood DCP)

As noted in red in the diagram on the left, some areas within the existing town limits are not included within a specific precinct. Generally, these sites are subject to the controls applicable to the Heritage Conservation Area however the specific precinct controls applicable to adjoining lots are not applicable to these sites.
A review of the DCP should review all sites to ensure that all appropriate sites are included within the relevant precinct.

Key features

- Northern gateway into Braidwood.
- Adjoins the main route through Braidwood connecting rural NSW to the coast.
- Predominant commercial area of town.
- Centre of the village.
- Dominated by historical buildings.
- Travelling south, gentle rise to the corner of Wilson Street then a gentle decline the length of Wallace street with long views past the town centre to the south.
- Glimpses through to Mount Gillamatong.

Some of the Heritage Items within this precinct

- The entire precinct is within the HCA – State Significance.
- The Albion and Outbuildings - State significance.
- The Mill - Local Significance.
- Australian Joint Stock Bank (Former) - Local Significance.
- Braidwood District Historical Society Museum - Local Significance.
- Tallaganda Pottery (former) - Local Significance.
- Criterion Gallery - Local Significance.
- National Theatre, including facade and entry - Local Significance.

Figure 4 – Historic buildings with views to Mount Gillamatong

Some of the Heritage Items on Wallace street not included in this precinct

- St Bede's Catholic Church and Presbytery - Local Significance.
- Police Residences - Local Significance.
- Court House - Local Significance.
- Post Office, residence and outbuilding - Local Significance.

Future Desired Character

- The commercial and social centre for Braidwood.
- The historic buildings dominate.
- New buildings are subservient to and defer to the historic buildings (proportions, scale).
- A vibrant, energetic space for pedestrians (tourists and locals alike).

Figure 5 – Old and new details in Precinct 1a

Precinct 1b – Lascelles Street Commercial Area

The major land use is shops, and commercial premises (some attached to dwellings) and dwellings. Travelling along the street the character changes between residential and commercial.

A service station on the corner of Lascelles and Wallace Street is a marker for one end of this precinct. A second service station is located on the corner of Elrington and Lascelles Street. A single storey commercial building with car parking along the frontage is located at the western end of the precinct. Capital Chemist is now located within this building.

This precinct is predominately zoned B4 Mixed Use, with one lot belonging to NSW Ambulance Transport Service, being zoned SP Infrastructure. It appears that there are a number of vacant lots in this precinct which may present opportunities for future commercial development.

Map 5 – Precinct 1b – Lascelles Street Commercial Area (shown hatched) (Source Braidwood DCP)

Key features

- Southern/ western gateway into Braidwood.
- Adjoins the main route through Braidwood connecting rural NSW to the coast.
- Mix of residential and commercial, so the precinct does not have an identifiable character.
- Separate and isolated from the Wallace Street commercial area.
- Traveling west, views to Mount Gillamatong.

Some of the Heritage Items within this precinct

- Wholly within Heritage Conservation Area – State Significance.
- Cottage at 77 Lascelles Street - Local Significance.

Future Desired Character

- Distinct commercial area, subservient to the Wallace street commercial area.

Precinct 2 – Residential Areas within Historic Town Boundary

The primary land use is single story dwellings with some multi dwellings and scattered light industries, schools, churches and Masonic Hall. The Braidwood Health centre at 73 Monkittee Street is not mapped as being part of the Precinct.

The precinct is predominately zoned R2 Low Density Residential, with small area of R1 General Residential in the south west of the precinct.

Key features

- Primarily single storey residential.
- Mature native street tree plantings particularly in the north-east.
- Wide streets/verges and no kerb/gutters contributes to rural-residential feel.
- Views along roads in both directions provide glimpses of surrounding rural fields and hills.

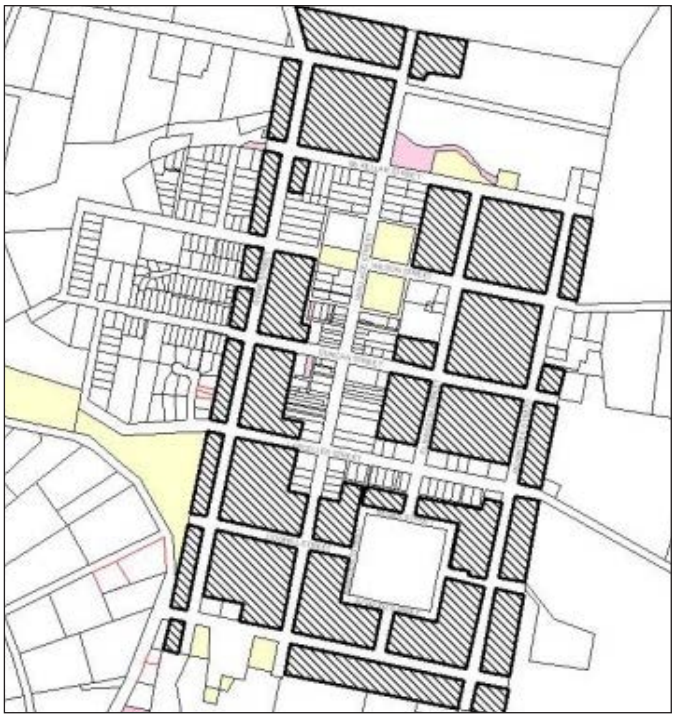
Figure 6 – Commercial building with views to Mount Gillamatong

Some of the Heritage Items within this precinct

- Heritage Conservation Area.
- Masonic Hall – Local Significance.
- Church of England Rectory (former), including garden – Local Significance.
- The Gables, including gables and verandah - Local Significance.
- Athol and outbuilding, including verandah and iron picket fence - Local Significance.
- Gatekeeper's Cottage - Local Significance.

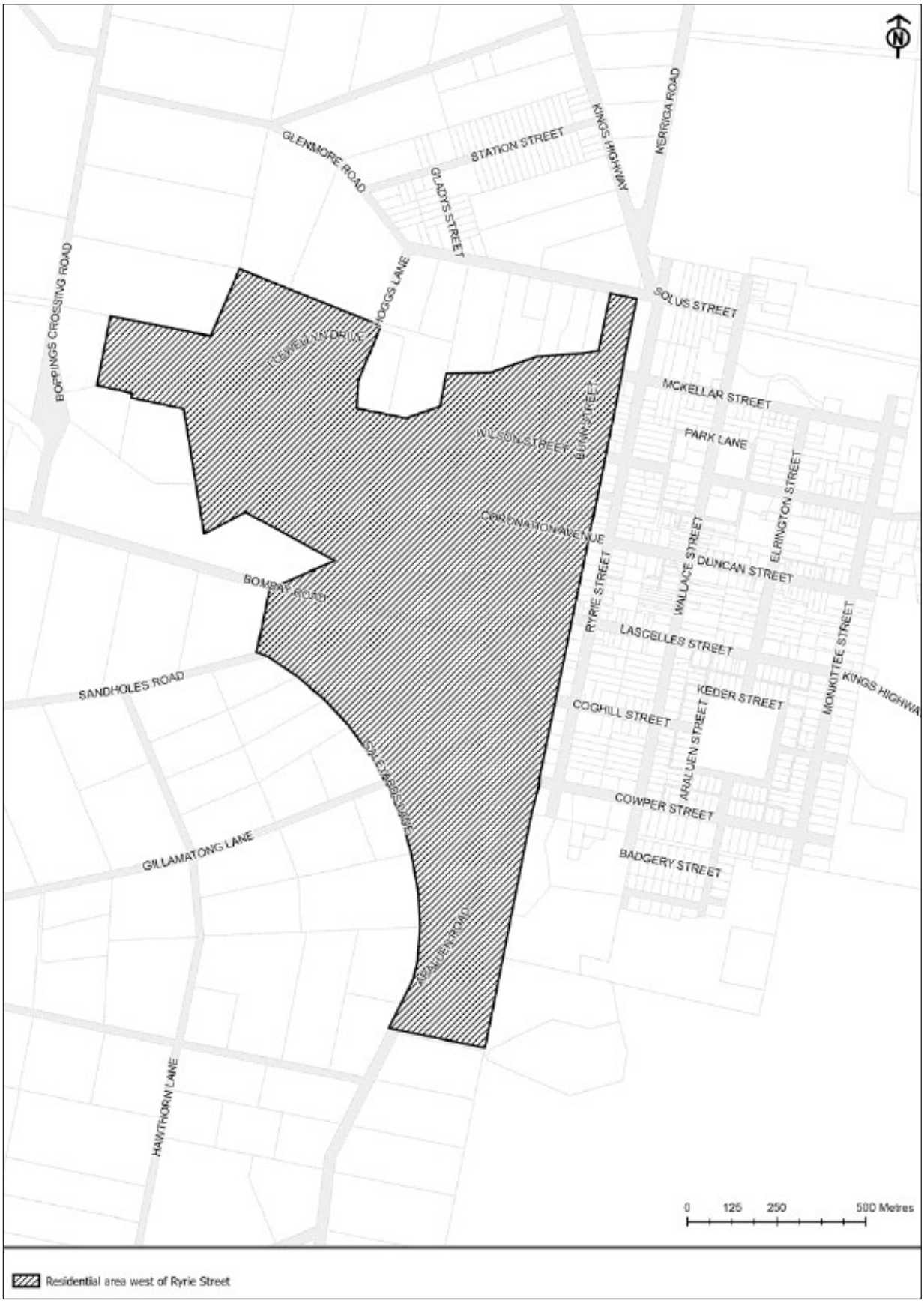
Future Desired Character

- Primarily a low scale, leafy green country residential area.
- Mature street trees unite the precinct.
- Wide streets/verges and no kerb/gutters contributes to rural-residential feel.
- Views along roads in both directions provide glimpses of surrounding rural fields and hills.



Map 6 – Precinct 2 – Residential Areas within Historic Town Boundary (shown hatched)
(Source Braidwood DCP)

Figure 7 – Wide verges contribute to sense of country living



Map 7 – Precinct 3 - Residential area west of Ryrie Street
(Source Palerang DCP 2015)

Precinct 3 – Residential Areas west of Ryrie Street

This is the largest and most diverse of all Braidwood precincts. Land within the vicinity of Ryrie, Wilson, Coronation, Lascelles, Bunn and Victory Streets are sewered and generally consist of single dwellings. The Braidwood golf course and larger allotment subdivision are located to the west of the sewered areas.

Further unsewered allotments are located between Saleyards Lane and Bombay Roads. The Precinct includes land zoned IN2 Light Industrial which is discussed in greater detail below.

This area is outside of the state listed HCA, therefore the Braidwood DCP does not apply, however development is required to consider the controls in Section D2 of the Palerang Development Control Plan 2015.

Key features

- On the edge and not strongly connected to the town.

Some of the Heritage Items within this precinct

- House at 1 Coronation Avenue.
- House at 48 Coronation Avenue.
- Houses/cottages at 33, 35 and 37 Wilson Street.
- Cottage at 1 McKellar Street.

Future Desired Character

- Country living and town living.
- Strong active transport connections to town centre.

Map 8 – Precinct 4 Residential Area South of Historic Town Boundary (shown hatched) with viewsheds from existing street (Source Braidwood DCP)

DO YOU THINK THE NEW RESIDENTIAL DEVELOPMENT IN THIS PRECINCT HAS BEEN SUCCESSFUL IN BEING A RESPECTFUL ADDITION IN THE STATE LISTED HERITAGE CONSERVATION AREA?

WHAT HAVE BEEN THE CHALLENGES AND SUCCESSES?

Precinct 4 – Residential Areas south of the Historic Town Boundary

A development application for a 122 lot subdivision in this precinct was approved In 2005. The approval was subsequently modified to change the layout and to reduce the total number of lots in the subdivision to 95 lots.

In 2006, just 2 houses existed in this precinct, by 2018 this had increased to about 15 houses, however despite housing issues in Braidwood, a site visit in late 2022 indicated that there are still vacant lots and land for sale within this precinct.

The purpose of DCP controls for this precinct are to identify and protect the viewsheds at the southern end of Ryrie Street, Wallace Street, Elrington street and Monkittee street.

Key features

- Modern single storey houses.
- Near and distant views surrounding rural lands and Mount Gillamatong.
- Land for sale.
- Strong visual connection to the Wallace Street commercial area (Precinct 1).

Heritage Items within this precinct

- Heritage Conservation Area.
- Braidwood Cemetery - Local Significance.

Future Desired Character

- Established rural residential area.
- Near and distant views surrounding rural lands and Mount Gillamatong.
- Strong visual connection to the Wallace Street commercial area (Precinct 1).

Figure 8 – Views across precinct to Mount Gillamatong

Figure 9 – House and land packages

Precinct 5 – Ryrie Park

Ryrie Park is the centrepiece park in Braidwood and was named after Stewart Ryrie, a surveyor and a pastoralist and early settler to the region. It has advanced trees, electric BBQs, park seating and a pavilion which is listed on the NSW State Heritage Inventory.

Key features

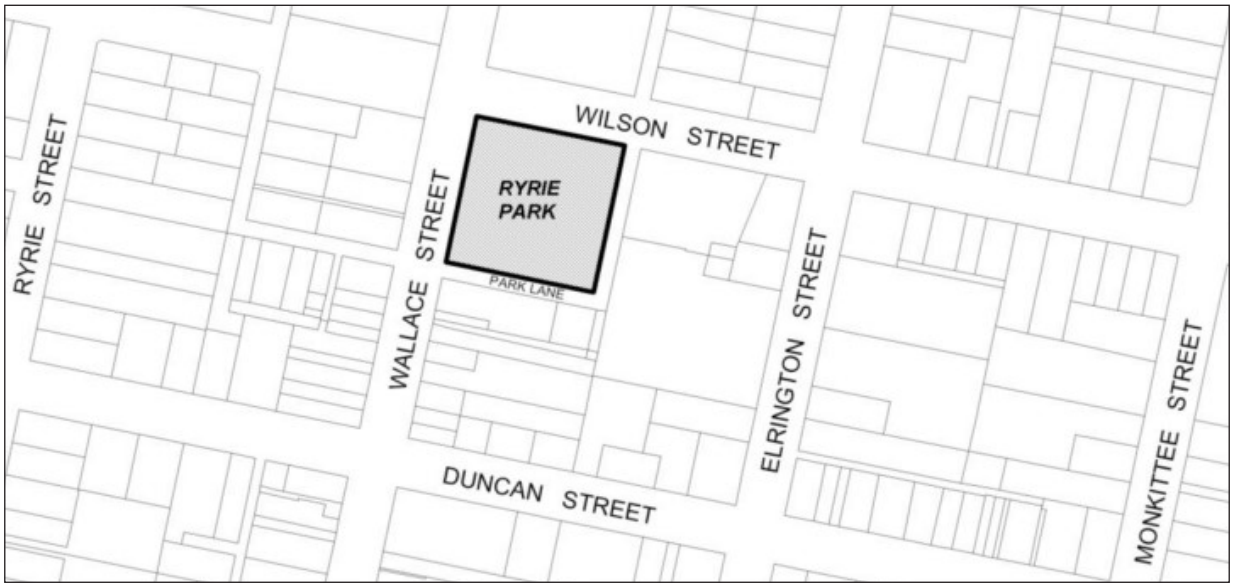
- Adjoins the main route through Braidwood connecting rural NSW to the coast.
- Glimpses to Wilsons Hill to the north.
- Located on the edge of the main commercial area.
- Significant mature trees dominate the park, providing deep shade and shelter.
- Items of moveable heritage have been installed.

Heritage Items within this precinct

- Heritage Conservation Area.
- Ryrie Park Pavilion, including finial - Local Significance.

Future Desired Character

- Established historic park.
- Layout and plantings reflect the historic nature of the park.
- Significant mature trees dominate the park, providing deep shade and shelter.



Map 9 – Precinct 5 – Ryrie Park (Source Braidwood DCP)

Precinct 6 – Former Police Paddock

The Former Police Paddock is undeveloped grazing land to the immediate north of the town.

Key features

- Adjoins the main route through Braidwood connecting rural NSW to the coast.
- Views from Kings Highway/ Wallace Street across a flat, open landscape and the countryside beyond.
- Bicentennial Park forms the southern boundary of the precinct.

Development in the Precinct

A Development Application for 5 lot subdivision (DA.2014.254) on land within the precinct, was lodged with Council in 2014. The application was refused on the following grounds:

- *'The Mounted Police Paddocks are of exceptional historical significance.*
  The proposed subdivision and residential development within the area zoned for rural use would have an adverse impact on the historical significance of the Mounted Police Paddocks, which remains largely in its original configuration, and has continued its historic use as grazing land since the 1830s.'

- *'The visual cohesiveness of the Mounted Police Paddocks as one large grazing paddock contributes to its aesthetic significance.*
  The proposal to construct new dwellings along a new frontage to an access road extending into the Paddock would alter the street orientation of Wallace Street and extend the town plan into the rural landscape. This would significantly alter the historic character of the Paddocks Precinct, as well as views from Kings Highway/ Wallace Street towards this flat, open landscape and the countryside beyond.'

- *'The former Mounted Police Barracks are of exceptional archaeological significance. The proposed subdivision will separate ownership and responsibility for maintaining the heritage values of this importance place, particularly any significant archaeological relics located throughout the site. The proposed boundary alignments will physically divide significant fabric, obscure their physical interpretation, and remove the ability to interpret the historic site of the former Mounted Police Barracks as one place.'*

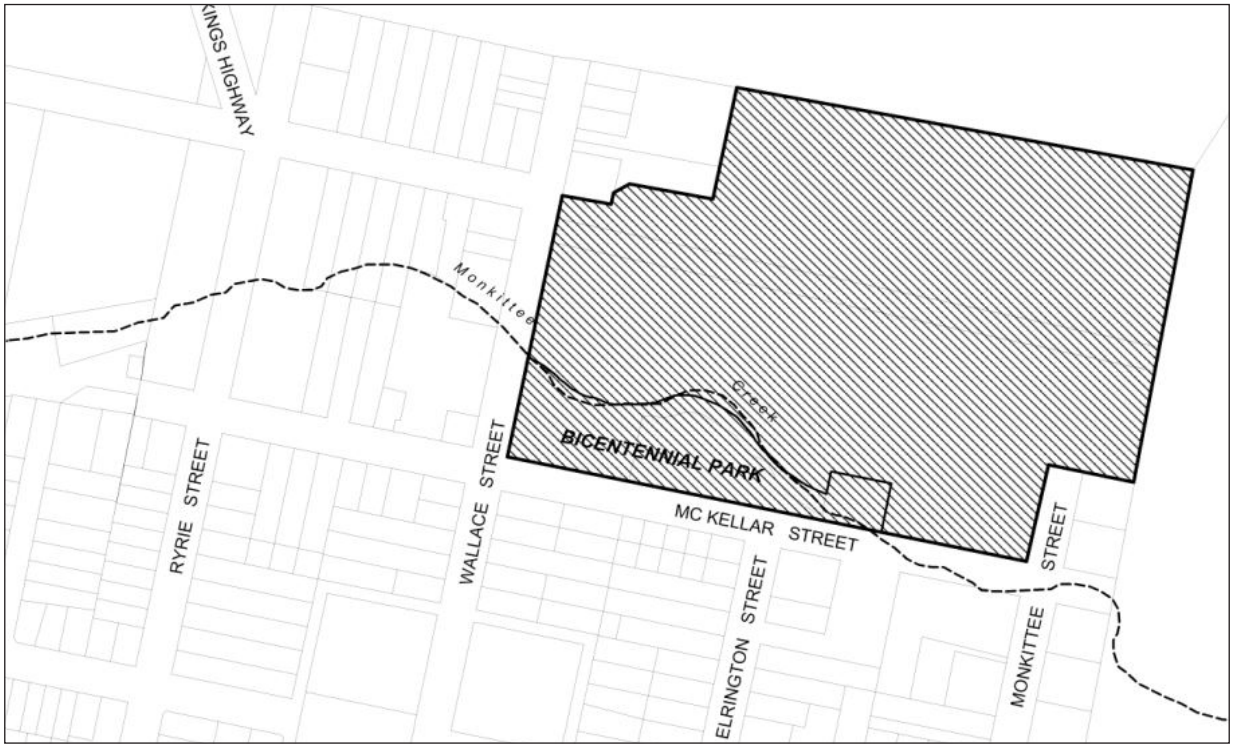
An appeal, No. 2016/231368, lodged in the Land and Environment Court was subsequently dismissed.

Heritage Items within this precinct

- Heritage Conservation Area.

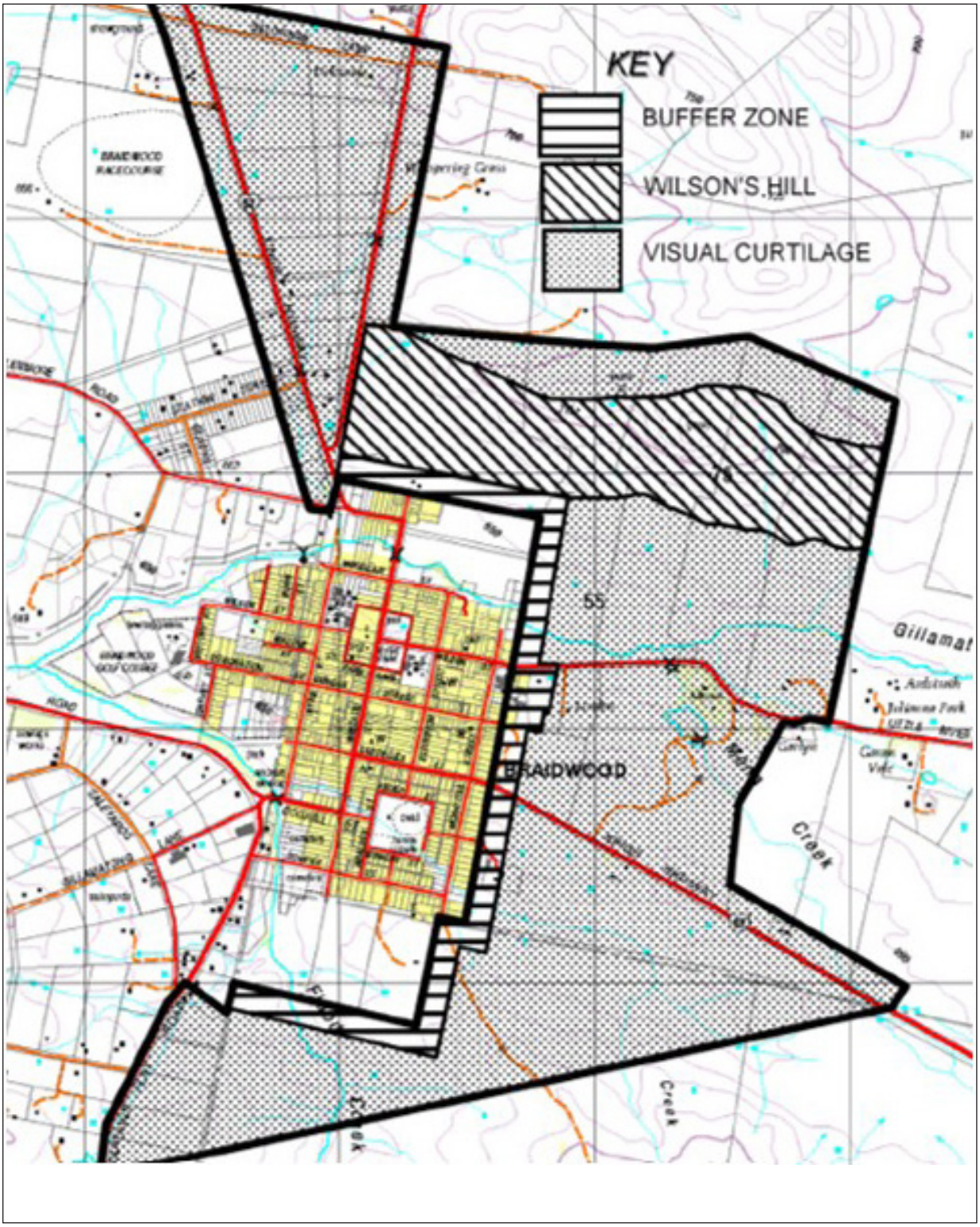
Future Desired Character

- Large lot grazing paddock.
- A flat, open rural landscape and the countryside beyond.



Map 10 – Precinct 6 – Former Police Paddock (Source Braidwood DCP)

Figure 10 – Looking northeast across the paddock



Map 11 – Rural & environmental & surrounding the south, east & north edges of town (Source Braidwood DCP)

Precinct 7 – Rural and environmental and surrounding the south, east and north edges of town

Some dwellings, farm sheds, stock yards, advertising structures, the Braidwood Health centre, aged accommodation, concrete batching plant and industrial units are located within the precinct.

Key features

- Rural land on the outskirts of the town.
- Provides a rural backdrop to the town.

Some of the Heritage Items within this precinct

- Bunn Cottage including external features of building - Local Significance.
- Part of Bedervale Homestead, Outbuildings and Burial Ground (partially) - State Significance.
- Heritage Conservation Area.

Future Desired Character

- Rural land on the outskirts of the town.
- Rural vista visible beyond the end of many of the streets in Braidwood.

Figure 11 – The view looking north along Monkittee Street terminates with the green vista of Wilsons Hill

Precinct 8 – Approach roads

Some dwellings, farm sheds, stock yards and advertising structures are located within the 100 metres approach road setback. These areas essentially still retain a rural feel.

Key features

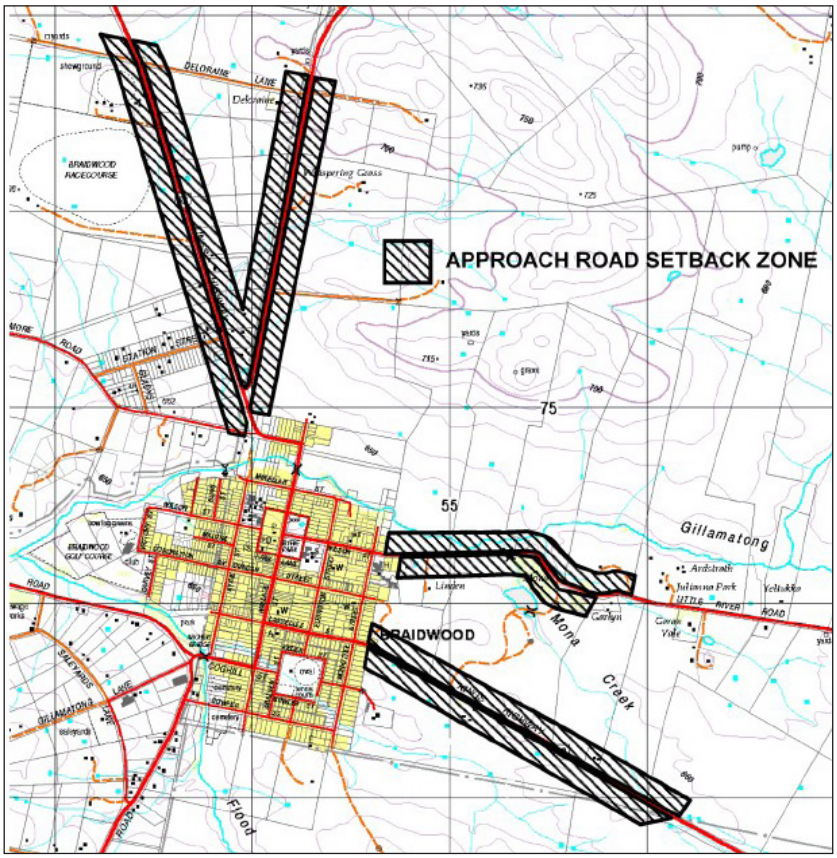
- The avenue of trees along both the northern and southern entrances of the Kings Highway to the town defines the town boundaries.
- Views to Mount Gillamatong announce your arrival at Braidwood.

Some of the Heritage Items within this precinct

- Commemorative Poplar avenue - Local Significance.
- Rose Cottage - Local Significance.

Future Desired Character

- The avenue of trees along both the northern and southern entrances of the Kings Highway to the town defines the town boundaries.
- Views to Mount Gillamatong announce your arrival at Braidwood.



Map 12 – Precinct 8 – Approach roads (Source Braidwood DCP)

SHOULD LAND ZONED FOR INDUSTRIAL USES BE A SEPARATE PRECINCT?

Industrial land

The Braidwood DCP does not identify a specific industrial precinct, however there is land zoned for industrial uses within Precinct 3. Precinct 3 is predominately a residential precinct.

Located at the base of Mount Gillamatong, the only industrial zoned land in Braidwood comprises of approximately 12.7ha of fairly flat land on the intersection of Araluen Road and Gillamatong Lane. The industrial land is adjoined on both the north and southern sides by land zoned R2 Low Density Residential as shown in the map below.

Map 13 – Industrial land within Precinct 3 (Source QPRC GIS)

Key features

- Views to Mount Gillamatong.
- Land is quite flat close to Araluen Road but starts to rise towards the intersection.
- Separate from the town and main residential areas.
- Existing industrial development is all on the southern side of Gillamatong Lane.

Heritage Items within this zone

- None.

Future Desired Character

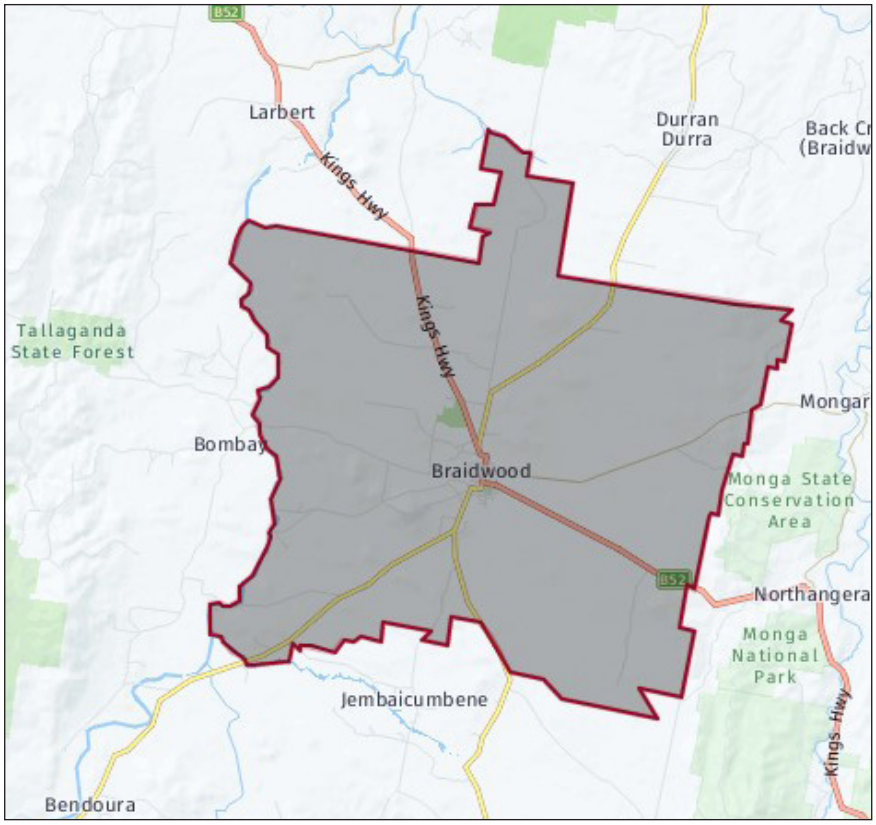
- Thriving industrial area providing a wide range of job opportunities.
- A range of large, medium and small premises providing for established and start-up businesses.
- Mix of 'clean and green', 'high-tech" and traditional industries.

Figure 12 – Land zoned for industrial uses on the northern side of Gillamatong Lane (land on the corner of Araluen Road and Gillamatong Lane is zoned R2 Low Density Residential

Figure 13 – Industrial development on southern side of Gillamatong Lane

Community

The data for the community and housing sections of this paper have come from the Queanbeyan-Palerang Regional Council Community Profile which provides demographic analysis for the local government area and smaller areas, including suburbs and townships within it. The data is based on results from the Australian Bureau of Statistics 2021, 2016, 2011, 2006, 2001, 1996 and 1991 censuses of Population and Housing.



Map 14 – Braidwood suburb (Source: *https://profile.id.com.au/queanbeyan-palerang/about?WebID=100*)

Demographics

Population

The 2021 census recorded 1,720 people as usually residing in Braidwood. The population has steadily increased over the 15 years between 2001 and 2016, from a population of 1,171 to 1,657 in 2016. Population growth was reasonably steady between 2001 and 2016 and then slowed down from 2016 to 2021.

Overall, the average annual growth rate between 2001 and 2021 is approximately 2%. Between 2016-2021 the rate of population increase slowed down. This period coincides with the construction of Dargues Mine, which took place during 2017-2018.

CENSUS PERIOD	POPULATION INCREASE
2001–2006	154
2006–2011	185
2011–2016	157
2016–2021	63

Table 1 – Population Increase per Census

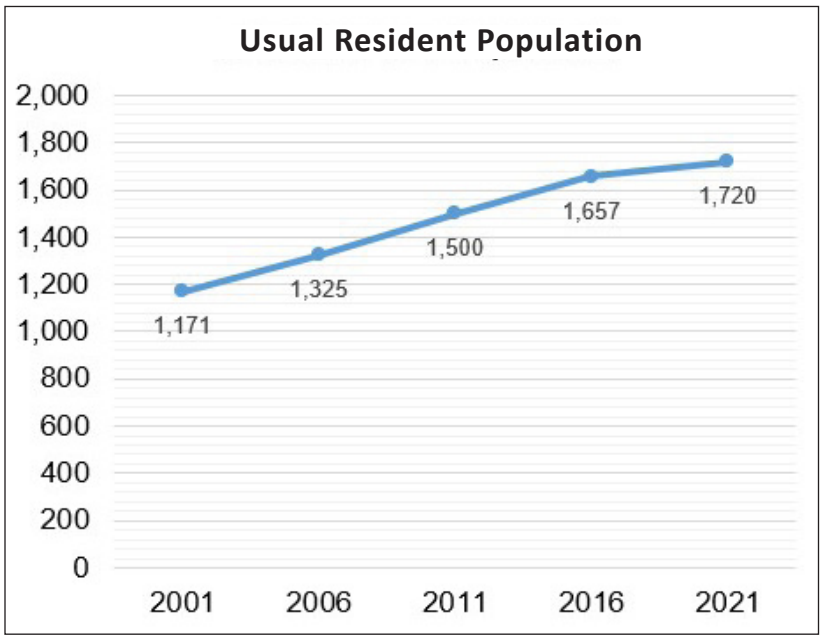


Figure 14 – Usual Resident Population

(Source: *https://profile.id.com au/queanbeyan-palerangpopulation?WebID =100&EndYear=2001&DataType=EN*)

Age Structure

The table below examines the service age groups of the Braidwood population over time. Service age groups divide the population into age categories that reflect typical life-stages. The service age groups are also traditionally indicative of specific services needs and spending power.

In Braidwood the largest cohort has consistently been the parents and home-builders group (35-49 age group), with the elderly (85+ age group) being consistently the smallest cohort. The age group with the largest change over time is the seniors cohort (70-84 age group) which has seen a significant increase in the number of people in this age group and the seniors group (70-84) now is the largest group and represents nearly 20% (19.7%) of the total population. The second largest group is the parents and homebuilders (35 to 49) at 16.6% of the total population.

Land-Use Planning Implications

- Increased need for aged services and facilities.
- Footpath provision and design that accommodates mobility devices and pedestrians.
- Accessible building entrances and the challenge with heritage buildings.
- Cemetery capacity.
- Increased need for senior services.
- Older populations can have a larger disposable income however they tend to have different spending patterns to younger age groups.
- Need to retain and support younger workforce as they move into next phase.

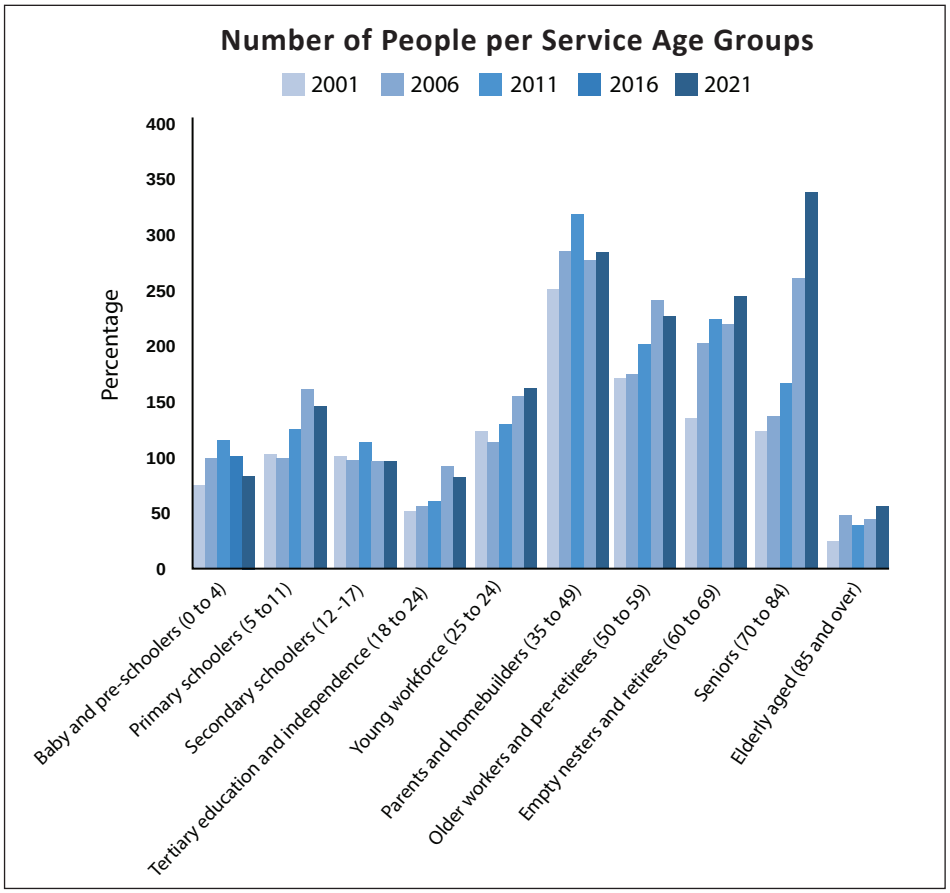


Figure 15 – Number of People per Service Age Groups

(Source: *https://profile.id.com.au/queanbeyan-palerang/service-age-groups?WebID=100&EndYear=2001&DataType=EN*)

Ethnic Groups

Identified Aboriginal people and or Torres Strait Islanders make up approximately 1% of the population of Braidwood, compared to 3.2% of the population of Australia as a whole. (ABS 2021)

Housing

Dwelling Numbers

- In 2021 there were a total of 921 dwellings.
- There has been an increase of 261 dwellings in Braidwood since 2001.
- In 2021 there were 8 fewer unoccupied private dwellings than in 2001.
- In 2021, the proportion of unoccupied dwellings was 15.2%, which is larger than that for Queanbeyan-Palerang Regional Council area at (8.3%).

Land-Use Planning Implications

- Unoccupied dwellings on census night may not be indicative of a long-term vacancy.

Household Structure

While the total number of households increased from 505 in 2001 to 778 households in 2021, in terms of percentage of households overall, the three dominant household types have been lone person households being largest household type, followed by couples without children and then couple with children.

The largest household structure type in Braidwood is the lone person household, however as Figure 16 indicates couples, with children and one parent families are making up a smaller percentage of the household structure.

Land-Use Planning Implications

- Support services for lone person households.
- Suitability of current housing stock for lone person households.

BRAIDWOOD	2001	2021
Dwelling type	Number	Number
Occupied private dwellings	504	776
Unoccupied private dwellings	148	140
Non private dwellings	7	5
Total dwellings	**659**	**921**

Table 2 – Dwelling Numbers

(Source: *https://profile.id.com.au/queanbeyan-palerang/dwellings*)

Occupancy Rates

As noted above the trend in household size in Braidwood is towards lone person household. The effect of this is that the average number of people per dwelling in Braidwood has dropped from 2.30 people per dwelling in 2001 and 2016 to 2.15 people per dwelling in 2021.

Dwelling Structure

Separate houses continue to dominate housing stock with medium density housing providing between 4-7% of housing stock. However, in the 20 years since 2001 medium density housing has increased as a percentage of the overall housing stock.

Household Income

The median weekly household income for Braidwood is $1,412 (ABS, 2021) compared to Australia which has a median weekly household income of $1,746.

Mortgage and Rent Payments

The median monthly mortgage repayment in Braidwood was $1,700 at the time of the 2021 census.

The median weekly rent was $345 at the time of the 2021 census.

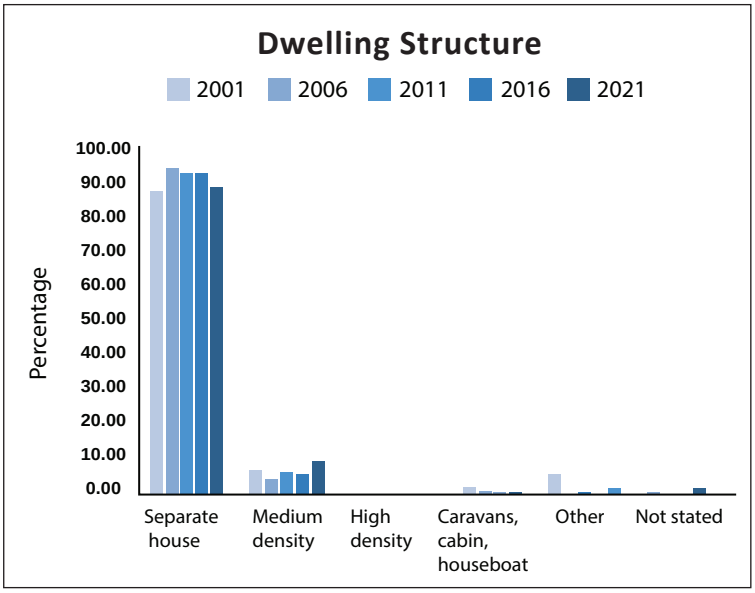


Figure 17 – Dwelling Structure

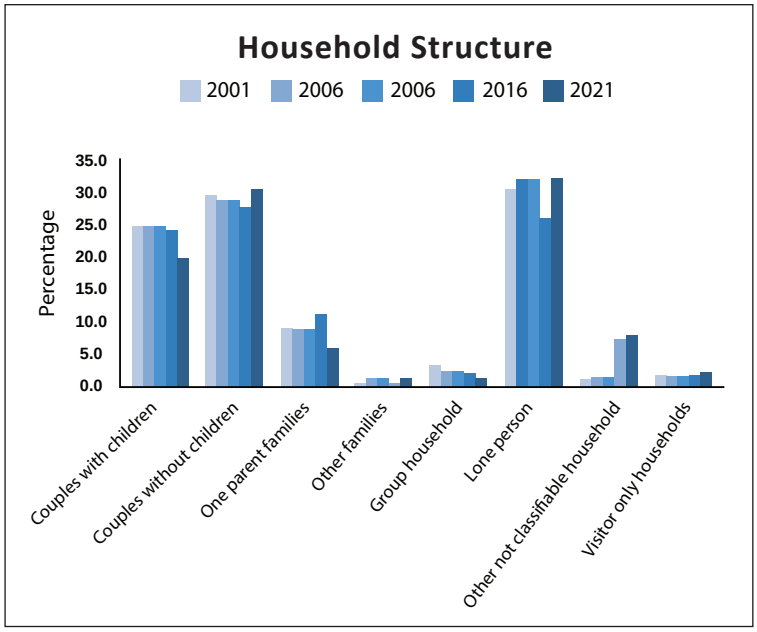


Figure 16 – Household Structure

(Source: *https://profile.id.com.au/queanbeyan-palerang/households?WebID=100&EndYear=2001&DataType=EN*)

Housing Affordability

"Affordable housing is housing that is appropriate for the needs of a range of very low to moderate income households and priced so that these households are also able to meet other basic living costs such as food, clothing, transport, medical care and education. As a rule of thumb, housing is usually considered affordable if it costs less than 30 percent of gross household income." *(www.housing.nsw.gov.au/Centre+For+Affordable+Housing/About+Affordable+Housing)*

At the time of the 2021 census 16.8% of Braidwood households had mortgage payments which are 30% or greater than the household income and would therefore be suffering housing stress.

At the time of the 2021 census 30.6% of Bungendore households had rental payments which are 30% or greater than the household income. By comparison across Australia 32.2% renter households have rent payments greater than 30% of household income and this figure jumps to 35.5% for renter households in NSW.

Council has engaged a consultant to undertake a Housing Affordability Study across the local government area which was reported to Council in November of 2022. The recommendations of the Study will be considered as part of the Braidwood Structure Plan.

Land-Use Planning Implications

- Adequacy of the supply of residential land and housing.
- Review of housing density within the town.
- Servicing costs for land.
- Encouraging social housing providers to assist in supply of affordable housing.
- Adequacy of the housing stock for an aging population.

Seniors Housing

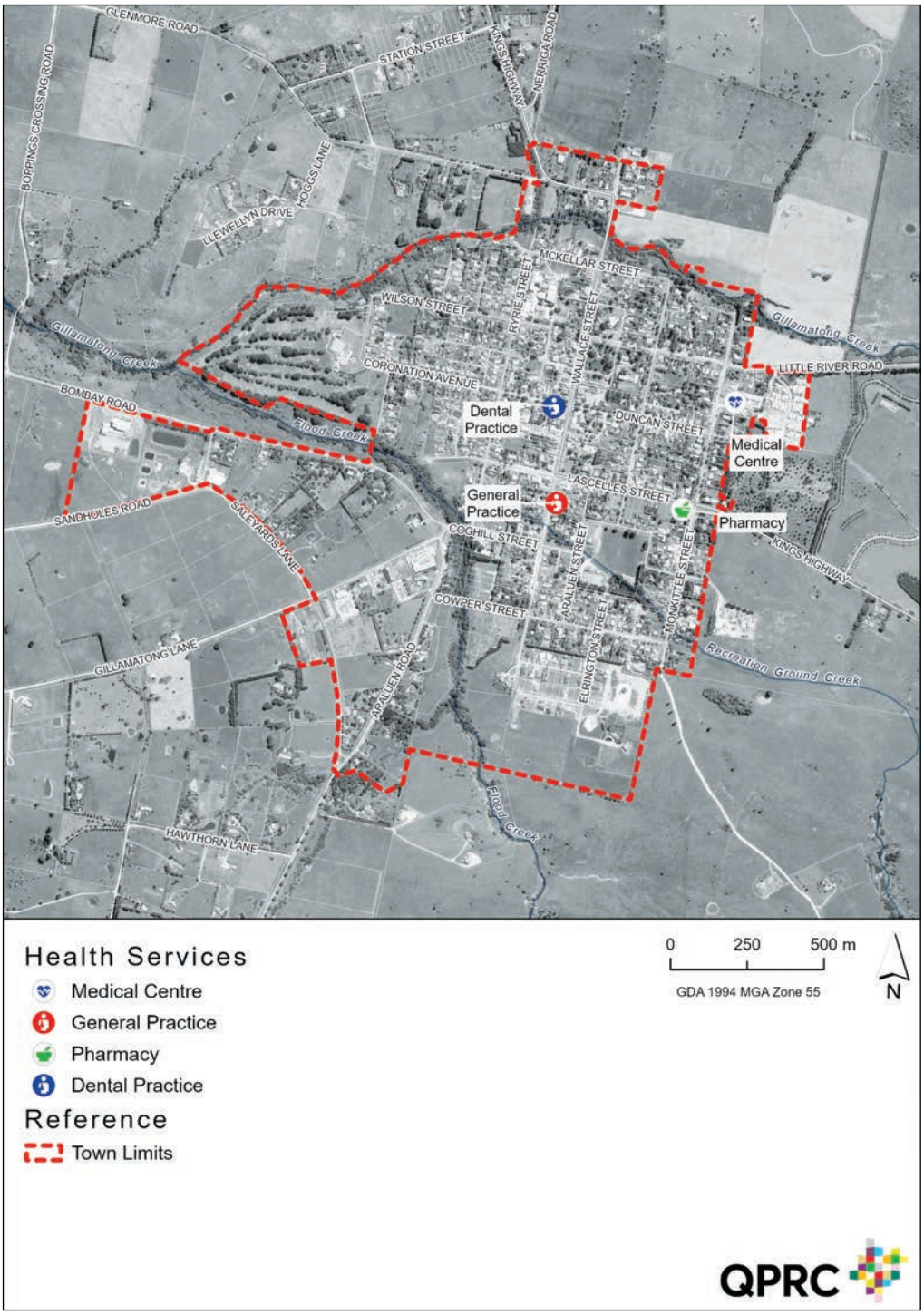
As Australia's population ages, housing that accommodates the needs of seniors will be increasingly in demand. The NSW Government's State Environmental Planning Policy (SEPP) on housing includes chapters to address specific housing needs including affordable housing and housing for seniors and people with a disability.

The policy includes several principles, one of which is to encourage the development of housing that will meet the needs of more vulnerable members of the community including very low to moderate income households, people with a disability and seniors.

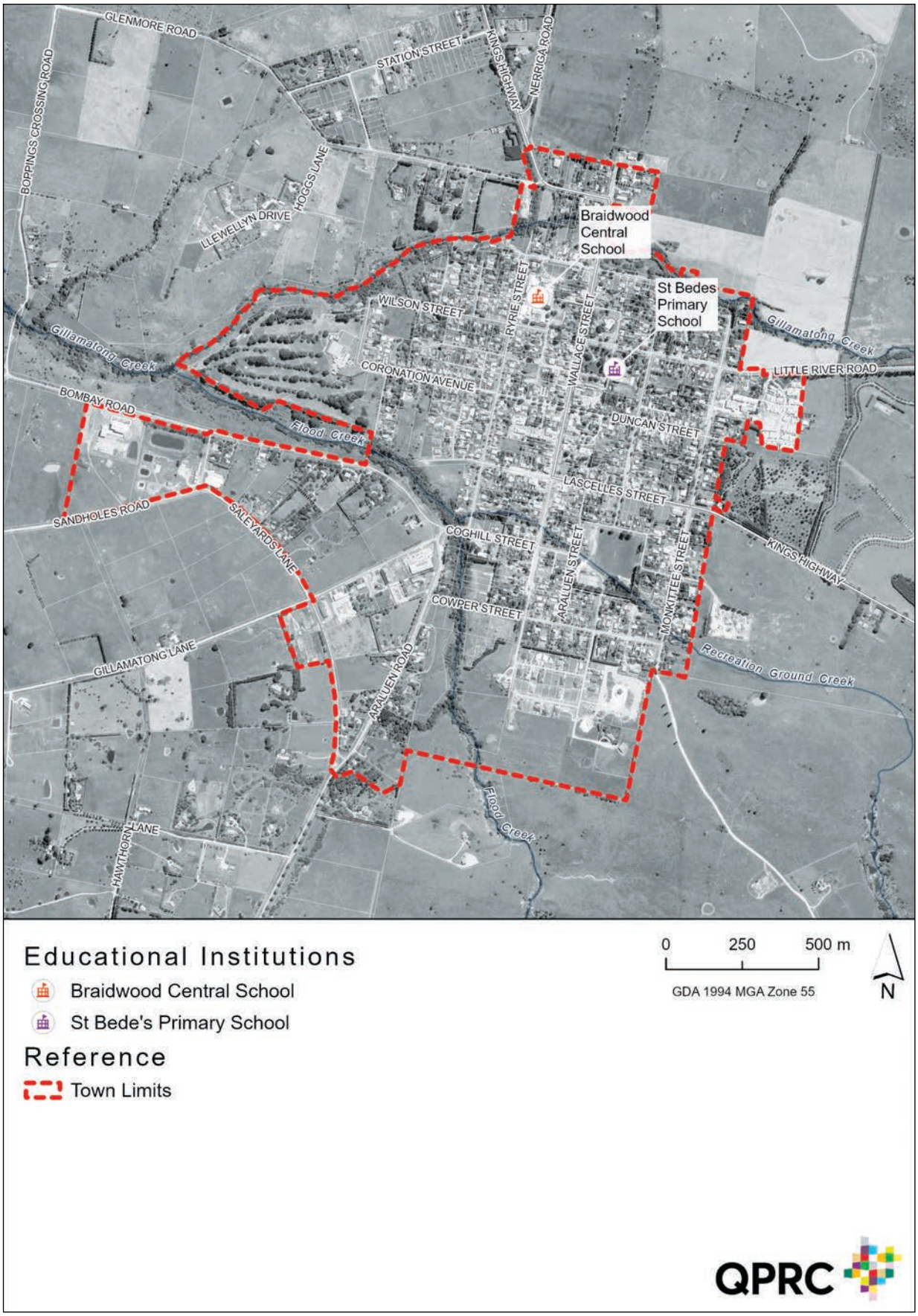
The SEPP (Housing) prescribes the zones in which seniors housing is permitted with consent, including the R1 General Residential zone, R2 Low Density Residential, B2 Local Centre and B4 Mixed Use.

IS THE LAND AVAILABLE ADEQUATE FOR THE FUTURE NEEDS OF THE BRAIDWOOD MULTIPURPOSE HEALTH FACILITY?

Services and facilities



Map 15 – Health Services



Map 16 – Educational Institutions

IS THE LAND AVAILABLE ADEQUATE FOR THE FUTURE NEEDS OF BRAIDWOOD SCHOOLS?

Education

Braidwood Central School

Braidwood Central School is a co-ed public school located on 46 Wilson Street. The school educates students from kindergarten to Year 12.

St Bedes Primary School

A small catholic co-ed primary school established in 1859. The school was originally located on the corner of Lascelles and Wallace Streets, beside the church. The school was moved to its current position in Park Lane in the early 1900s. The school has undergone a number of renovations to meet the needs of the expanding community, with the latest renovations completed in 2017. The school caters for students in kindergarten to Year 6.

Braidwood Preschool

Located at 66 Wilson Street, the Braidwood Preschool is a community-based Preschool. It operates Monday to Friday, during NSW school terms for children aged 3-5 years.

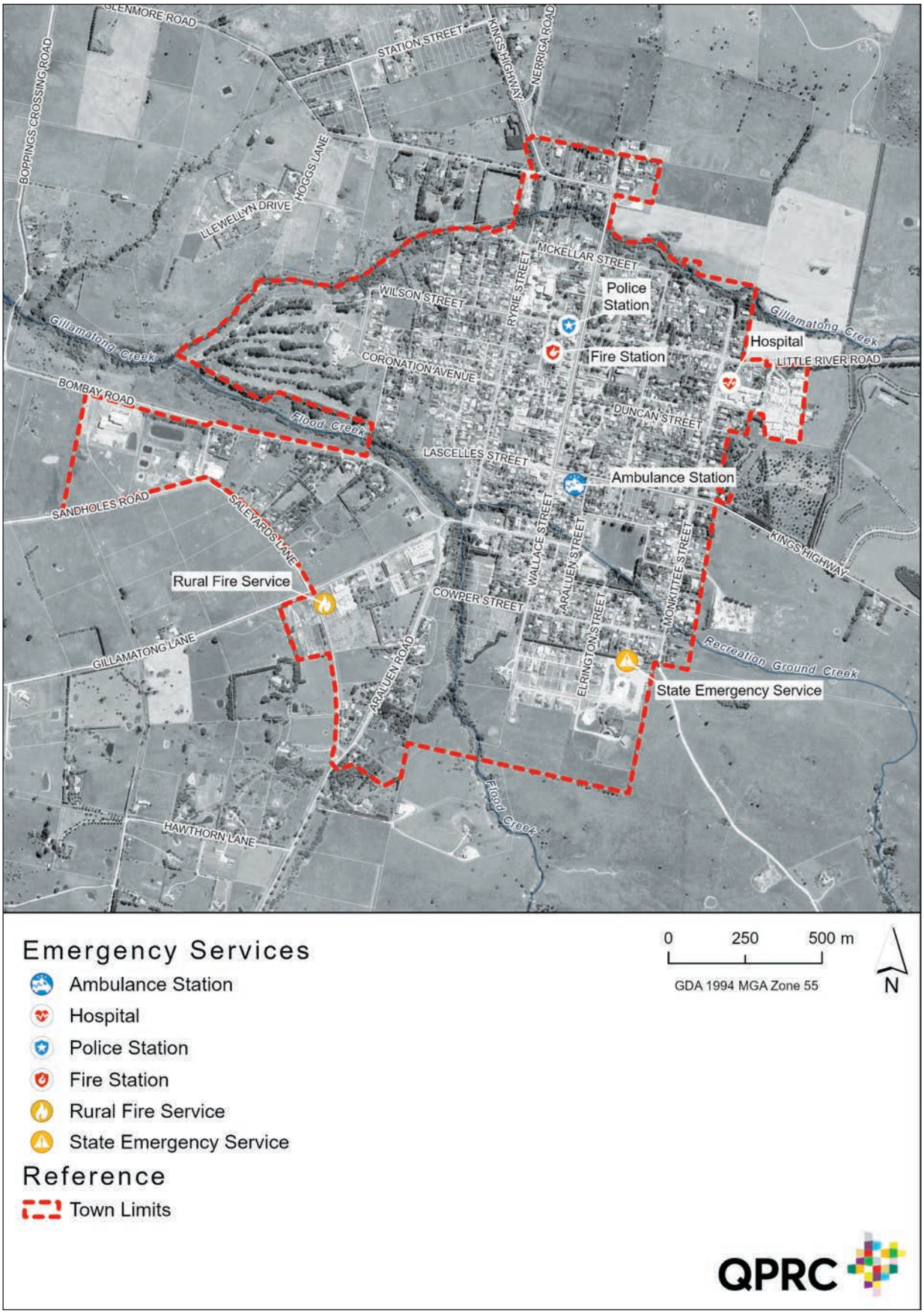
Wallace Street Early Learning Centre

This centre is a privately owned and was established in 2007. The centre is located at 15A Wallace St and caters for children aged 0-5 years.

Health

Braidwood Medical Centre

A multipurpose health facility is located on the north-eastern edge of the town at 73 /77 Monkittee Street. It was upgraded in 2020 and was formally opened in April 2021. The new facility provides a range of services including increased residential aged care (37 single rooms), a dedicated emergency department, X-ray services and staff accommodation.



Map 17 – Emergency Services

ARE THESE SERVICES ADEQUATE FOR THE CURRENT POPULATION?

WHEN ARE ADDITIONAL FACILITIES OR EXPANSION REQUIRED?

Emergency Services

NSW Police

Located at 170 Wallace Street the Braidwood Police Station is within the Monaro Police District. The Monaro Police District covers the entire Monaro electorate, including Jindabyne, Bombala, Bungendore and Queanbeyan. The station is not open 24 hours a day.

Fire and Rescue NSW

Located in Park Lane in Braidwood.

Rural Fire Service

Located at 39 Saleyards Lane.

NSW SES

Located on the southern side of the town at 69A Cowper Street.

Ambulance

Located at 73 Lascelles Street.

Social, Recreational & Community

Community

	FACILITIES
Council Office	Customer service desk, small smart hub, staff meeting room, security and amenities, staff working stations and hot desks.
Library	Public library services include free Internet access, computer use, photocopying, laminating. Home delivery services for people unable to visit the library. Story-times and holiday activities.
Braidwood Agency Network Groups (BANG)	Provides an opportunity for community organisations and government services to share information, strengthen community links and fosters collaboration to support community development.

Parks and Reserves

	AREA	ZONE	LOCATION	FACILITIES
Ryrie Park	8,404m²	RE1 Public Recreation	147 Wallace Street	Pavilion, seating, moveable heritage items.
Bicentennial Park	1.925 Ha	RE1 Public Recreation	Located on the southern edge of Gillamatong Creek on McKellar Street	Outdoor exercise equipment, shaded area.
Ryrie Park	8,448m²		163 Wallace Street	Public restroom, playground. Wheelchair accessible parking lot and entrance.
Hassall Reserve	4.13 Ha	RE1 Public Recreation	Lascelles Street	None.
Braidwood Recreation Ground	4.047 Ha	RE1 Public Recreation	1 Keder Street, Braidwood	Skate park, two fields, BMX track, a clubhouse, a netball court and four tennis courts.
Braidwood Common	18.80 Ha	RU1 Primary Production	42 Bombay Road	Community garden.

Facilities

	AREA	ZONE	LOCATION	FACILITIES
Braidwood Showground	8.44Ha	RE1 Public Recreation	6247 Kings Highway	Powered and unpowered camping sites, hot showers and toilets, facility to host weddings.
Braidwood Showground	10.44Ha	RE1 Public Recreation	6249 Kings Highway	Showers, toilets, carparking, conference/function facilities.
Racecourse	52.84 Ha	RE1 Public Recreation	6185 Kings Highway	Racecourse, kiosk and bar.
Braidwood Memorial Pool		RE1 Public Recreation	7-9 Park Lane	18m solar-heated outdoor and toddler pool. Change rooms, toilets, showers, shaded areas, seating, kiosk and bins. Closed during the winter months but is generally open between October to February.
Braidwood Museum	2,049m²	B4 Mixed Use	186 Wallace Street	The museum encourages information sharing through lectures, readings, discussions, excursions and exhibitions.

Council depot

The council depot is located off Ryrie Street at the rear of 88 Wallace Street on council owned land that is zoned SP1 Special Activities zone which limits permissible uses to the depot. Council is considering relocating the Depot.

WHAT ENVIRONMENTAL FACTORS ARE MOST IMPORTANT TO YOU WHEN CONSIDERING LAND USE PLANNING?

Environmental Factors

Mount Gillamatong

Mount Gillamatong forms part of the Great Dividing Range and at just over 900m above sea level is a dominate feature of the landscape surrounding the village. As the NSW State Heritage Inventory Statement of Significance notes, Mount Gillamatong is:

"An important local landmark figuring in much of the local history - as a distinctive reference point for explorers and surveyors; as the conspicuous backdrop to the new town of Braidwood (1839); as a landform 'beacon' to countless early travellers signalling their approach to the township of Braidwood (a phenomenon still apparent for 1990s travellers)."

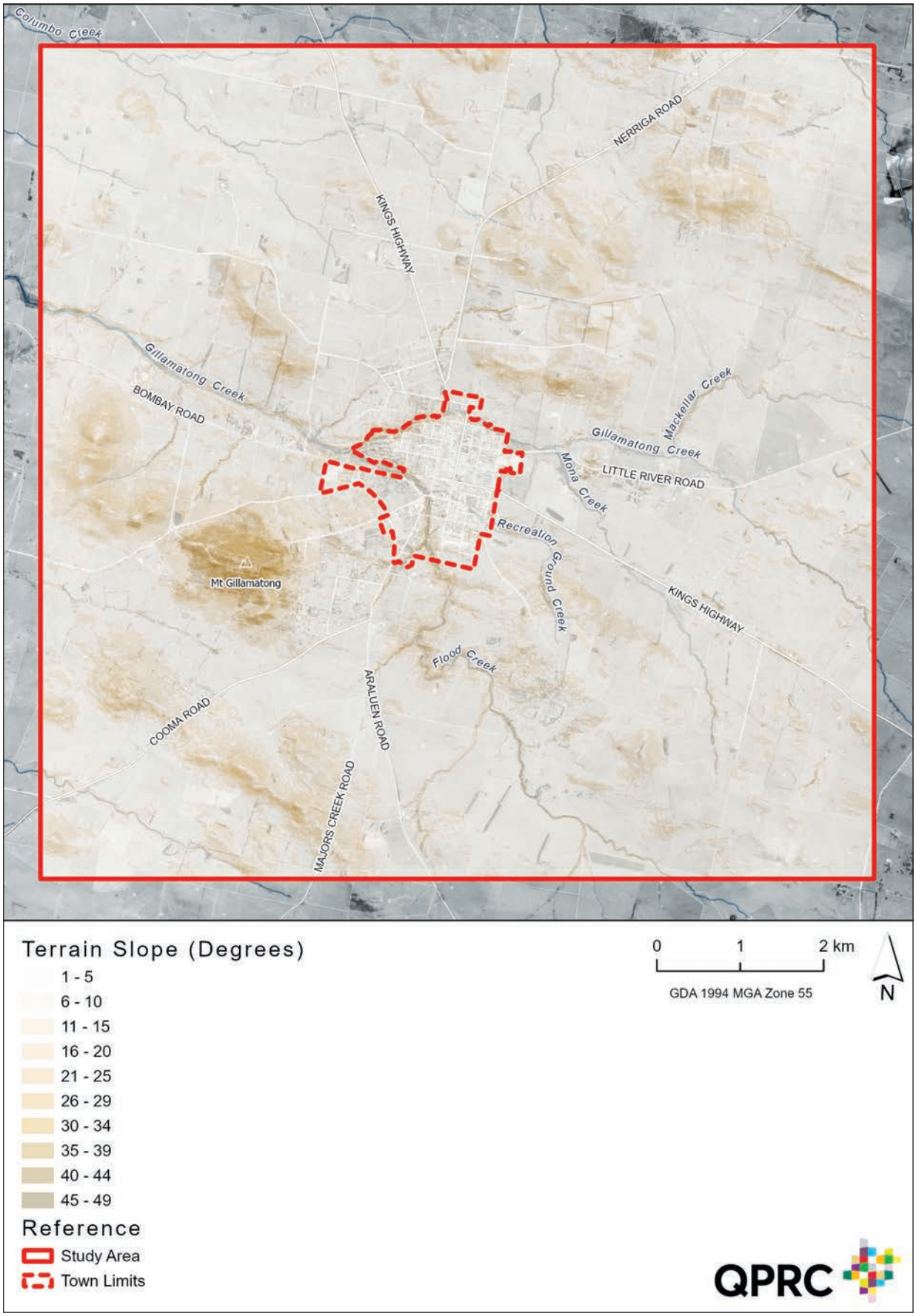
Slope

The land in and around Braidwood consists primarily of undulating hills and is generally less than 10 degrees with the steepest land being located on Mount Gillamatong. The degree of slope of any portion of land is derived from the mapped contours.

Slope is an important consideration in the location of new development for two reasons, firstly the impact slope has on bushfires and secondly the additional difficulties that steep slopes pose for development both in terms of cost and environmental impact.

Slopes increase the speed of a fire-front by pre-heating fuel on an incline which causes vegetation to ignite more rapidly. Work done by the South Australian Government indicates that for every 10 degree increase in slope a fire will generally double in speed. *(www.environment.sa.gov.au/topics/fire-management/fire-science-and-planning/fire-behaviour)*

- The Queanbeyan-Palerang Regional Local Environmental Plan 2022 clause 7.7 seeks to ensure development on land with a slope in excess of 18 degrees is generally avoided.
- Land-Use Planning Implications.
- The steeper a slope, the greater the speed of water runoff and increased erosion potential.
- Increased soil loss.
- Decreased water quality downstream from site.
- Increased instability of vegetation.



Map 18 – Terrain Slope

Watercourses

The town is generally located between Gillamatong Creek to the north and Flood Creek to the south-west. One of the tributaries to Flood Creek is Recreation Grounds Creek, traversing the south-western section of the town and feedin g into Flood Creek in the general area of the Coghill and Ryrie street intersection. Gillamatong Creek and its various tributaries feed into the Shoalhaven River.

Gillamatong and Flood creeks and the land 40m from the top of the banks are identified on the Riparian land and Watercourses map within the Queanbeyan-Palerang Regional Local Environmental Plan 2022. Development within these areas are subject to additional considerations as detailed in clause 7.4 of the Queanbeyan-Palerang Regional Local Environmental Plan (QPRLEP).

Land-Use Planning Implications

- Protect riparian vegetation.
- Protect development from increased flooding.
- Reduce potential impacts of development on water quality.
- Protect watercourse bank stability.
- Retain ecological processes.
- Retain free passage of fish and other aquatic organisms within or along the watercourse.

Drinking Water Catchment

This attribute identifies the catchments for drinking water.

The town and its surrounds are located within the Shoalhaven catchment for Sydney's drinking water. Development on land within the Drinking Water Catchment is subject to the State Environmental Planning Policy (Biodiversity and Conservation) 2021 and QPRLEP clause 7.3 Drinking Water catchments.

Land-Use Planning Implications

- Protect the quality and quantity of water entering drinking water storage.
- Changes to water flow within a natural waterbody.
- Quantity of stormwater runoff from a site (is there re-use of water on site).
- Quality of water leaving a site, is there water cleaning on site.
- Impact on the water table.

High Environmental Value lands (HEV)

The South-East and Tableland Regional Plan identifies land with the potential for High Environmental Value (HEV) and biodiversity corridors providing diversity and habitat for flora and fauna. The criteria for mapping HEV was developed by the NSW Office of Environment and Heritage and includes:

- Existing conservation areas such as national parks and reserves, declared wilderness areas, marine estates, Crown reserves dedicated for environmental protection and conservation, and flora reserves.

- Threatened ecological communities and key habitats, and important vegetation areas.
- Important wetlands, coastal lakes and estuaries.
- Sites of geological significance.

Small pockets of HEV land are scattered around the outskirts of the Braidwood as indicated in the Map 19.

Land-Use Planning Implications

- Inform strategic planning documents such as Local Strategic Planning Statements and plans.
- Validation of areas identifed as HEV.
- Avoid development in areas confirmed as HEV.
- Unavoidable impacts must be managed or offset.

Terrestrial Biodiversity

These creeks are defined as watercourses under the QPRLEP, with a 40m buffer on each side of the watercourse defined as riparian land. The objective of the QPRLEP clause related to this classification is to protect and maintain water quality, bank and bed stability, aquatic and riparian habitats and ecological processes.

Land-Use Planning Implications

- Inform strategic planning documents such as Local Strategic Planning Statements and plans.
- Land has potential for flooding.
- Avoid development in areas withint the riparian areas to protect biodiversity and water quality.
- Unavoidable impacts must be managed or offset.

Flora and Fauna

Platypus are sometimes sighted in Gillamatong creek.

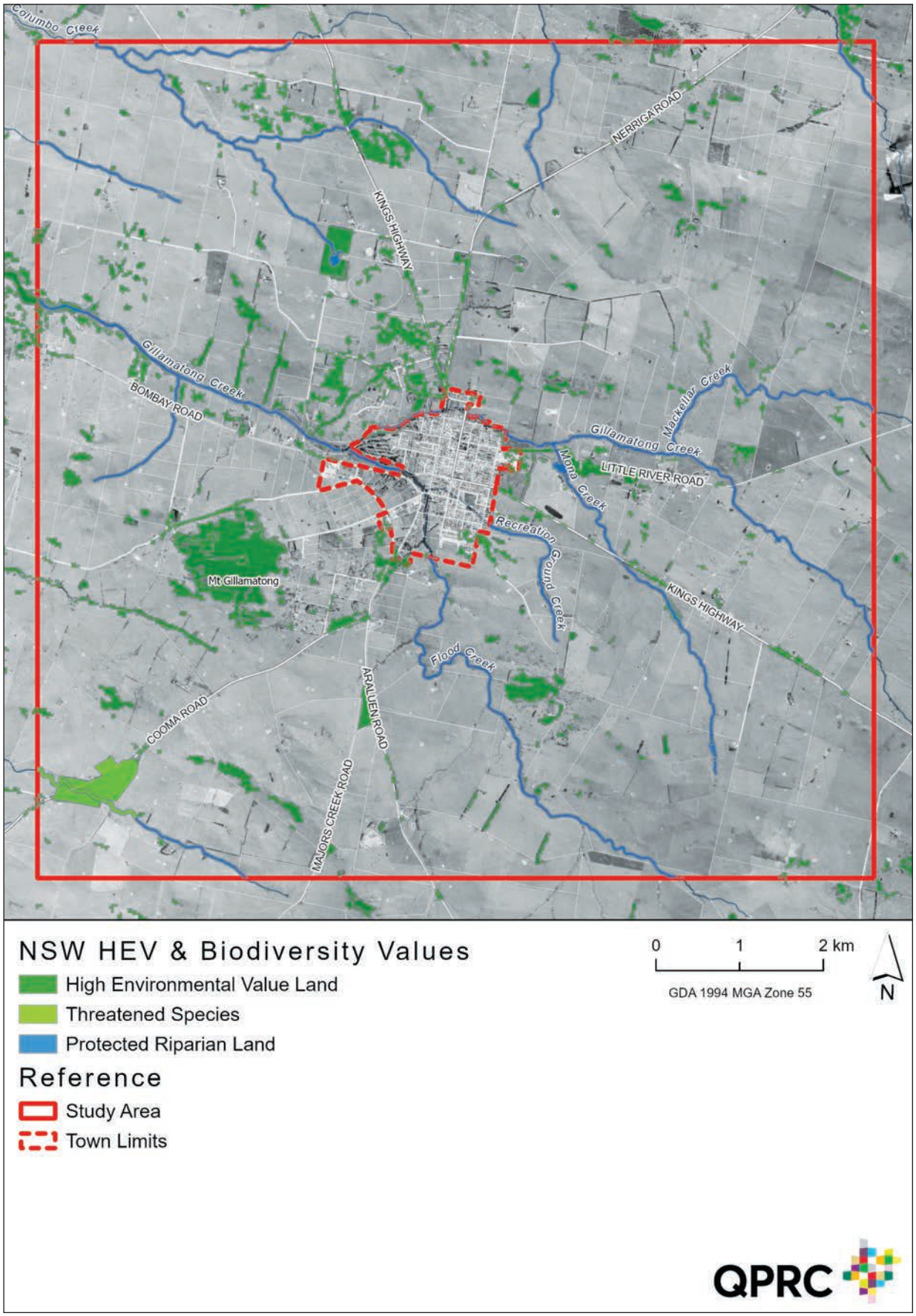
Viewsheds

A viewshed is generally defined as what an observer can see form a particular point and does form part of the description of the historical significance of a number heritage items on the NSW State Heritage Inventory. For example, the listing for Braidwood and its setting (State significant heritage item), is described in part as:

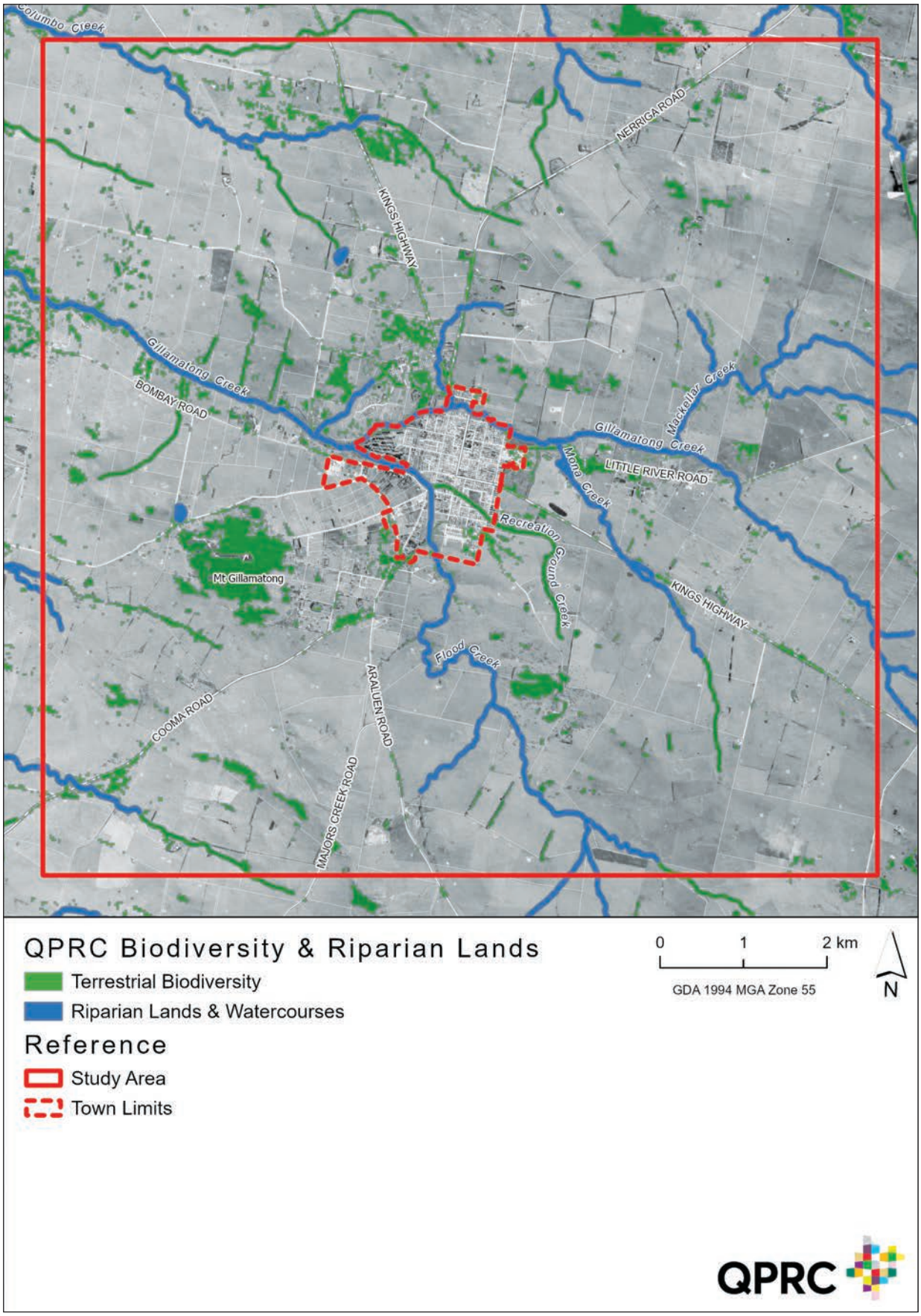
'The views to and from the surrounding pastoral landscape and road approaches to the north, east and south of the township are integral to the conservation and appreciation of its significance.'

Land-Use Planning Implications

- Protecting heritage values of the heritage conservation area which includes the rural setting of the town
- View corridors to be confirmed and managed to limit urban development.



Map 19 – NSW HEV & Biodiversity Values



Map 20 – QPRC Biodiversity & Riparian Lands

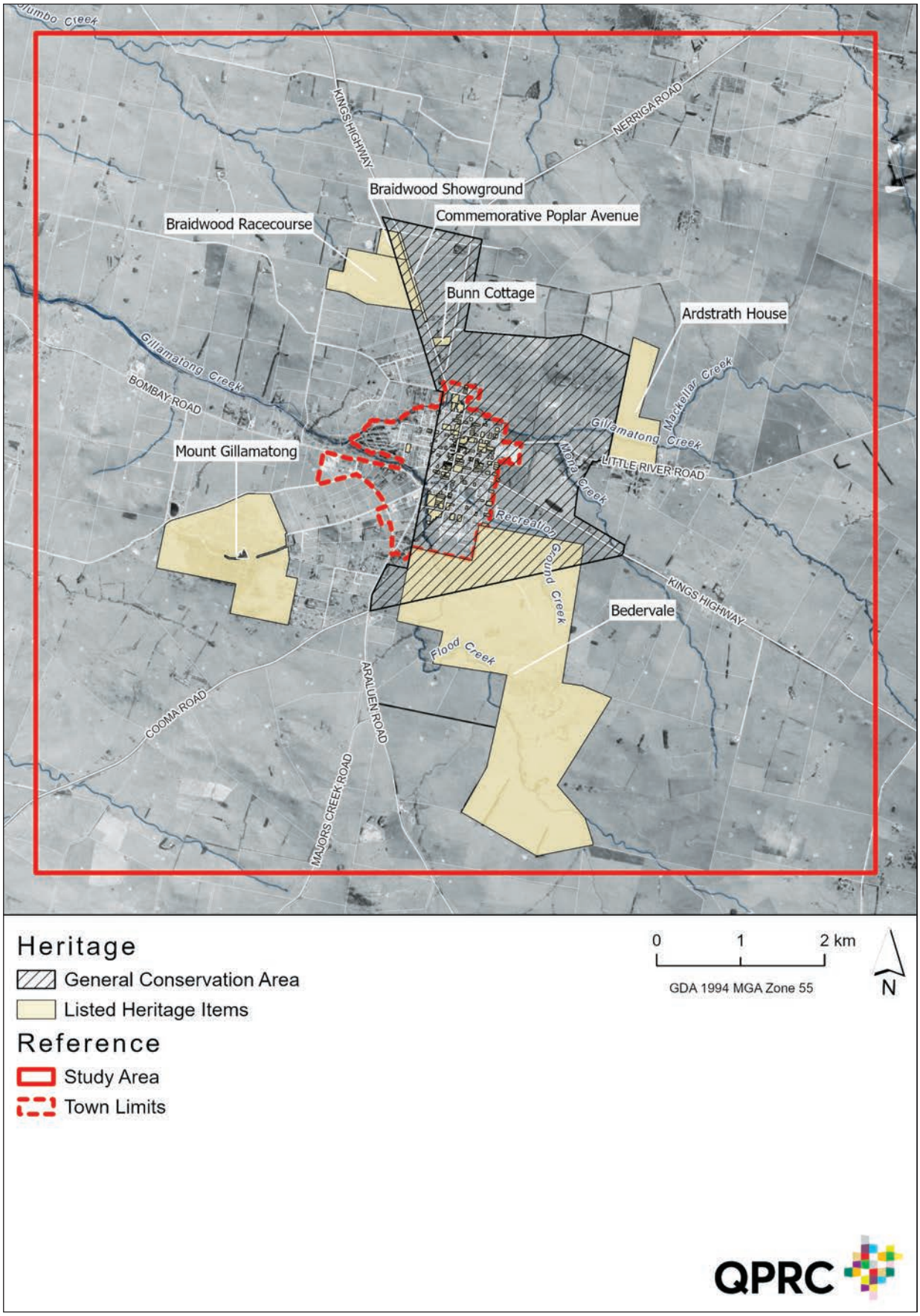
Heritage

Heritage includes the places, objects and stories that we have inherited from the past and want to protect for future generations. It gives us a sense of our history and provides meaningful insights into how earlier generations lived and developed. Braidwood is unique in that it is the only town in NSW to be listed as a conservation area, known as 'Braidwood and it's Setting'.

In NSW, colonial towns that retain significant historic form to the extent that Braidwood does, are rare. Braidwood also has many locally listed Heritage Items under the QPRLEP 2022 and 5 State listed heritage items including the Braidwood and Its Setting precinct.

Land-Use Planning Implications

- Conserving listed heritage items.
- Managing change in a way that contributes to the heritage significance and character of the town and its heritage items.
- Balancing development potential and aspirations with heritage values.



Map 21 – Heritage Items

Aspect

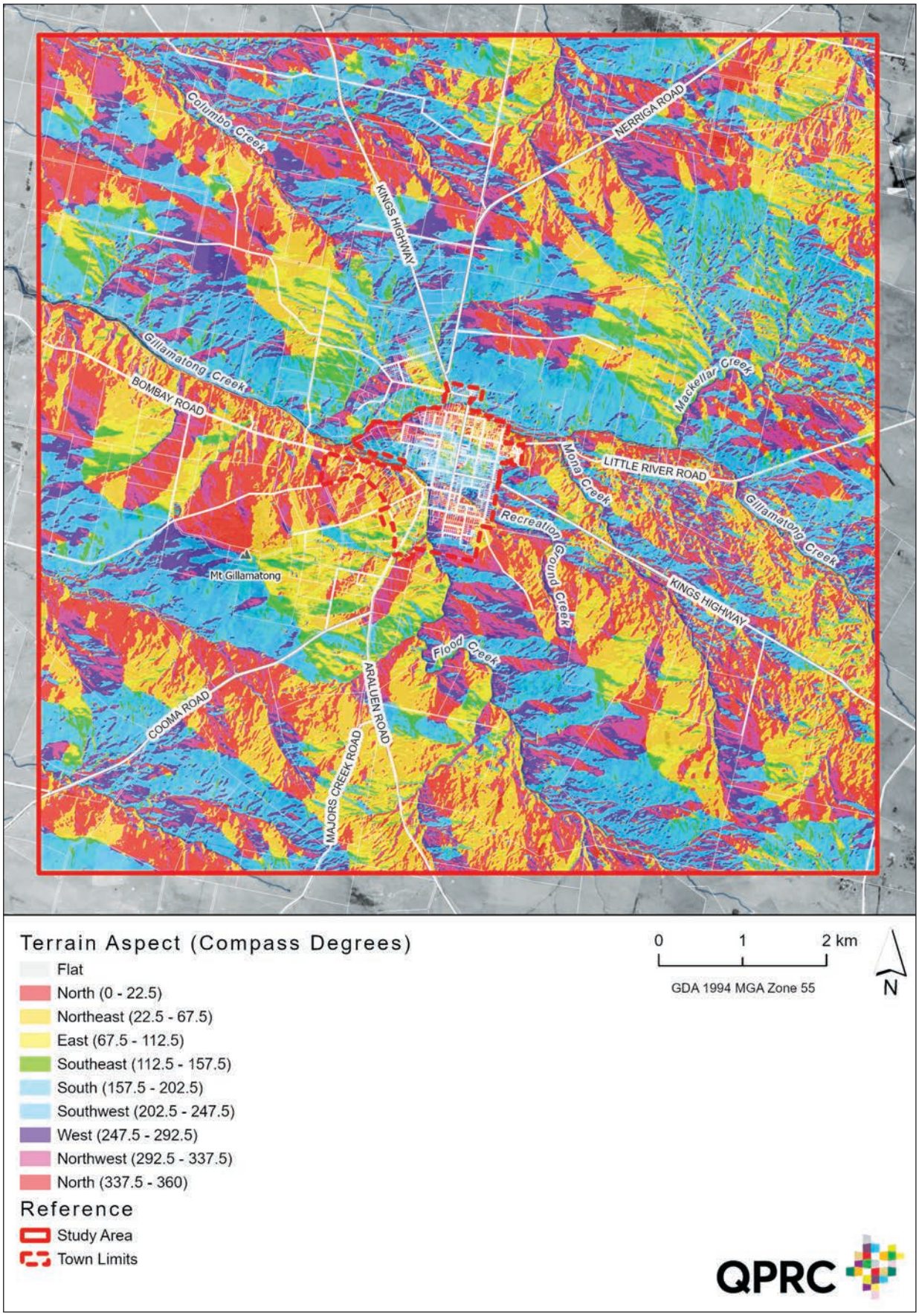
Aspect is about the orientation of the land in relation to the path of the sun. In Australia is it generally considered that a northern orientation will provided the greatest amount of sun (light) for the longest possible time during winter. In building design, a northernly aspect is generally considered the most desirable as is assists in the sustainability of the house by reducing energy needs.

However, the aspect also contributes to bushfire risk. Northern and western aspects, receive more direct heat from the sun, drying the soil and vegetation more than on a southern or eastern slope. Therefore, fuel on western slopes in particular are drier and less dense on than fuels on slopes with a southern or eastern aspect.

(*www.environment.sa.gov.au/topics/fire-management/fire-science-and-planning/fire-behaviour*)

Land-Use Planning Implications

- Encourage development on land with northerly aspect.
- Ensure development controls allow for developments especially housing to achieve northly orientations.
- Management of risks through zoning and development controls.



Map 22 – Terrain Aspect

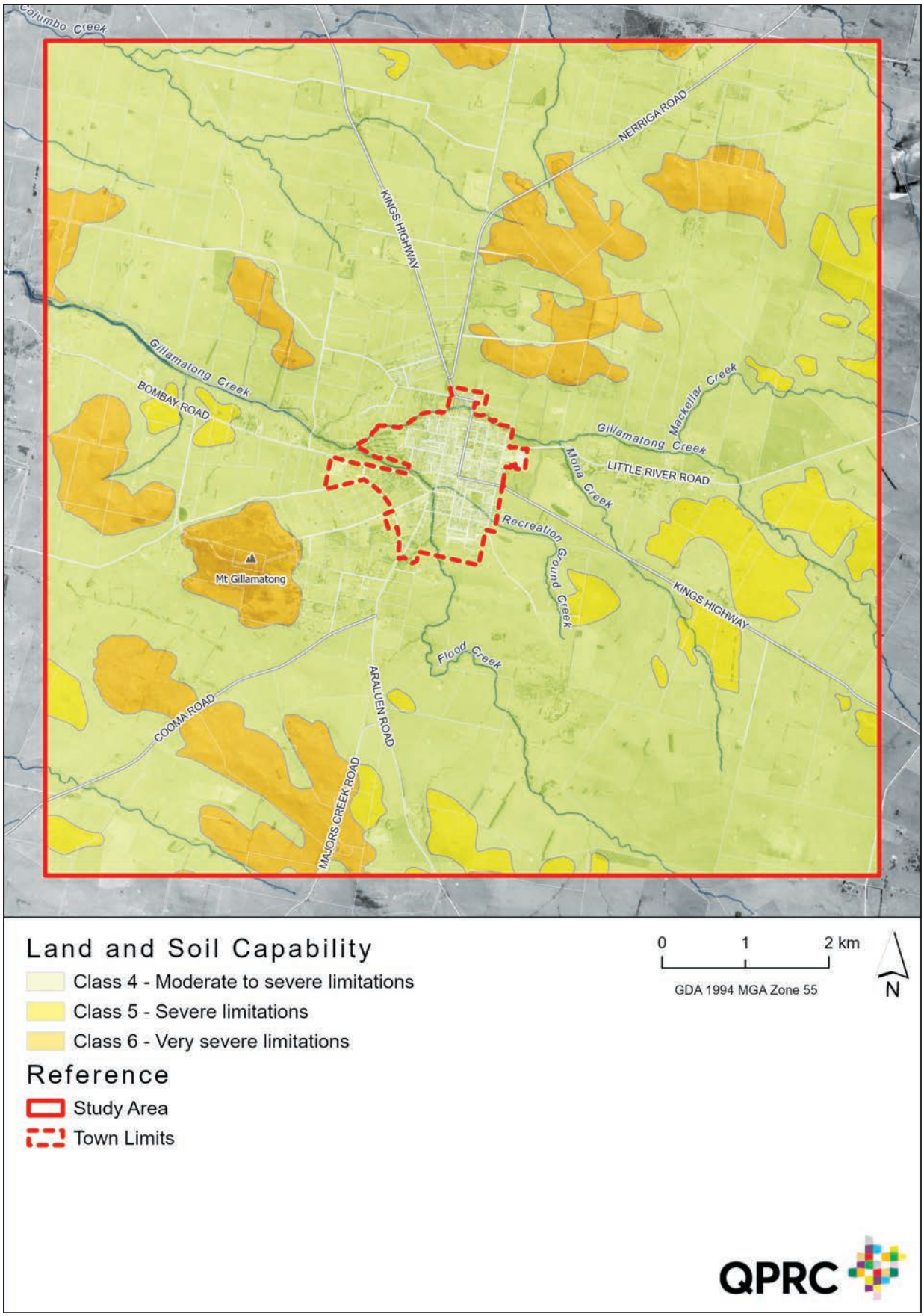
Land and Soil Capability

Land and soil capability has been mapped for NSW and includes 8 classes based on a range of agricultural practices that can be sustained, ease of management and risk of degradation. The limitations to agricultural use are determined by factors included and not limited to, soil properties an climate. The mapping was prepared by NSW Office of Environment and Heritage in 2012. There are 3 classes of land surrounding Braidwood as shown in Map 23 on the next page.

The State Government's Policy for *Protection of Agricultural Land, 2004* and *Policy for Sustainable Agriculture in New South Wales, 1998* aim to protect agricultural land including maintaining the availability of land for agriculture and avoiding unnecessary limitations on the use of that land. Alienation of agricultural land (either directly by conversion to other uses such as urban development or indirectly by allowing incompatible land uses on adjacent land) is seen as a threat to sustainable agricultural production. The policies do not prevent rezoning of agricultural land, but propose that it should only take place where fully justified and after consideration of alternative sites and options. Further work is being done at the state level to identify important agricultural land. The NSW Department of Primary Industries are in the process of completing this mapping.

Land-Use Planning Implications

- Protection of rural industries.
- Protection of important agricultural land.
- Managing and preventing land degradation from land use and land use practices.
- Review of important agricultural land mapping when completed by state government.



Map 23 – Land Soil Capability

Noise and Odour

Noise and odour are two factors which can severely negatively impact on the amenity of a place and result in land use conflict. Land use zoning is used to separate uses that have the potential for noise and odour impact, from sensitive uses such as residential.

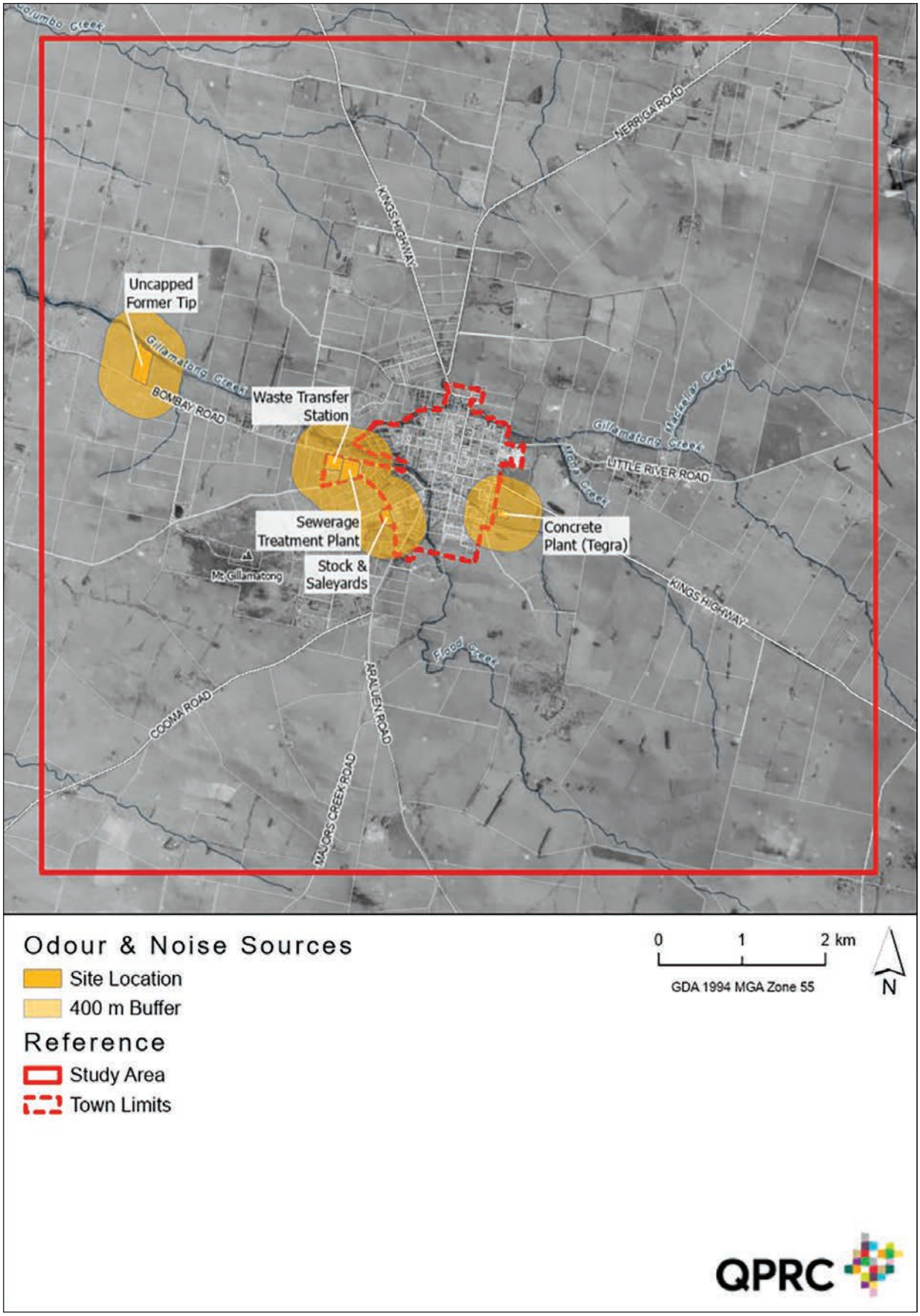
Noise and odour sources in Braidwood include the Waste Transfer Station, Sewage Treatment Plant and Tegra concrete plant. A future bypass will potentially also be a source of noise.

Traditionally a 400m buffer distance was established from the perimeter of the site as a generic distance for Sewage Treatment Plants to manage odour impacts. This buffer distance is consistent with the former NSW Department of Planning Circular No. E3 – Guidelines for buffer areas around sewage treatment plants. The separation distance from sensitive uses protects from the impacts of odour and helps prevent land use conflict. Taking a conservative approach at the strategic level allows for assets to be protected and future sensitive uses to be located in more suitable locations.

The Waste Transfer Station is located directly adjacent to the Sewage Treatment Plant and as a conservative approach the same separation buffer distance of 400m for the Sewage Treatment Plant is applied to avoid land use conflict and protect the infrastructure asset now and into the future.

Land-Use Planning Implications

- Buffers to provide increased amenity for residents and a level of protection for industry.
- Noise mitigation or separation required for new dwellings in proximity to existing approved land uses with noise generating potential.
- Avoid rezoning land or intensifying sensitive uses with the buffer areas of industrial and infrastructure uses that have odour and noise potential.
- Protect current and future infrastructure facilities and industry by maintaining suitable zoning and separation distances from sensitive uses.



Map 24 – Odour and Noise Sources

Natural Hazards

Climate change

Council's Climate Change Action Plans were exhibited in December 2019-March 2020 and in relation to Braidwood, key responses included:

- More actions to address water supply and conservation issues in Braidwood and Bungendore.
- Accelerate actions within the integrated transport management plan for example light rail, better bus services (especially Braidwood).
- Recent summers has shown us what the future for us is going to be like. Water restrictions in Bungendore and Braidwood plus other effects of severe drought have been very damaging to the residents of our region. The fires have shown us how vulnerable we are to severe weather events which are the result of climate change.

The South East and Tablelands Climate change snapshot prepared by the NSW Office of Environment and Heritage states that the region is expected to see an increase in the average maximum temperatures of 0.6°C in the near future (2020-2039), increasing to 2°C in the far future (2060-2079) compared to the period between 1990-2009. Rainfall is projected to decrease in spring and winter and increase in summer and autumn.

Land-Use Planning Implications

- Maintaining currency of flood data.
- Maintaining currency of bushfire hazard and mapping.
- Reviewing hazards and avoiding impacts when considering any change in zoning to protect current and future generations.
- Review current and best practice for climate change adaption strategies for land use planning.
- Review controls and zoning to manage the urban heat island effect.
- Understand the impact of climate change, on flooding for new urban release areas and infill development.

WHAT DO YOU THINK LAND USE PLANNING CAN DO TO REDUCE THE RISKS POSED BY CLIMATE CHANGE?

Flooding

Flood-prone land, or the floodplain, is defined by the Probable Maximum Flood (PMF) event. The NSW Government's Flood Prone Land Policy recognises that flood-prone land may be able to support some types of development. It outlines that each local council is responsible for managing flood risk to reduce the threat to life, property damage and other impacts in their local government area.

The former Tallaganda Shire Council, with the assistance of the state government, originally commissioned the preparation of a series of studies and plans as the first stage in a process that was intended to manage the flood risk associated with development on the floodplains of the Braidwood creeks.

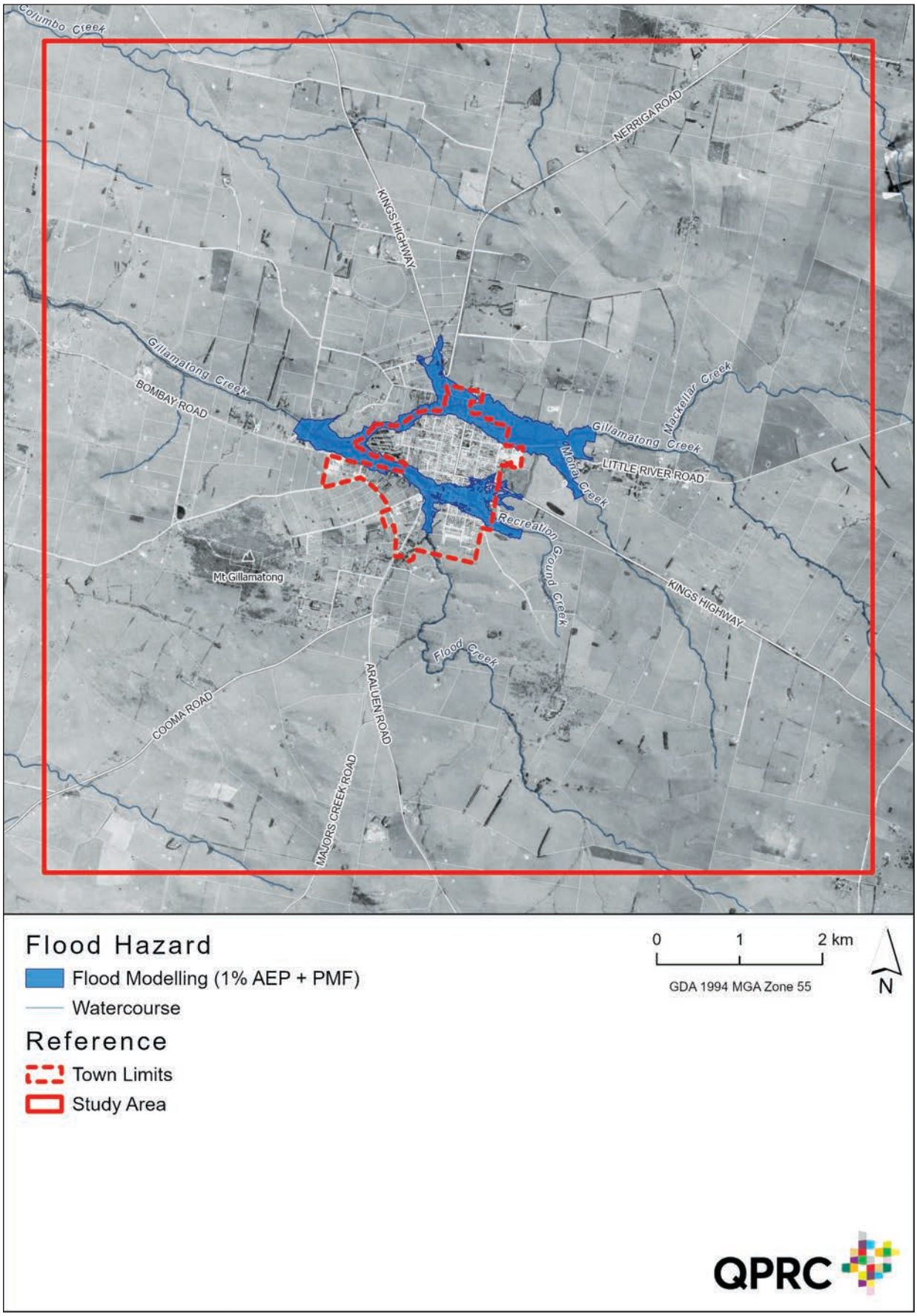
The Braidwood Creeks Flood Study 2005 identified the areas and severity of flooding within the town and up to 1km from the town boundary for a range of flood events. These included the 5 year Average Recurrence Interval (ARI) and the Probable Maximum Precipitation (PMP) event. In particular, the study identified that land adjoining Monkittee Creek, Gillamatong Creek, Flood Creek and Recreation Ground Creek, are impacted by flooding, and that during a 1 in 100 year flood event, some properties will be inundated. That study also noted that, at the time of writing, there was insufficient data available to allow predictions. Therefore, due to the consequences of future climatic change there are additional uncertainties in the flood level estimates for floodplain management in Braidwood.

The study was followed by the preparation of the Braidwood Floodplain Risk Management Study and Plan – volume 1 and 2 (2019) which evaluated the management options for the floodplain with respect to both existing and future development and included measures such as vegetation management plans for specific areas, improved controls in the DCP for development in flood prone areas and updating the Palerang LEP.

The QPRLEP includes provisions which limit development within the flood planning area. This provision, clause 5.21 Flood Planning, does allow development on flood prone land, where the development is compatible with the flood function and behaviour.

Land-Use Planning Implications

- Considering the management of flood risk for the full range of flooding up to the Probable Maximum Flood (PMF) in land use planning.
- Complying with the NSW Government's Flood Prone Land Policy and the NSW Floodplain Development Manual 2005 in considering rezonings and development.
- New urban release areas are to meet the current standards and guidelines for avoiding risk to life and property damage from flood risk.



Map 25 – Flood Hazard

Bushfire

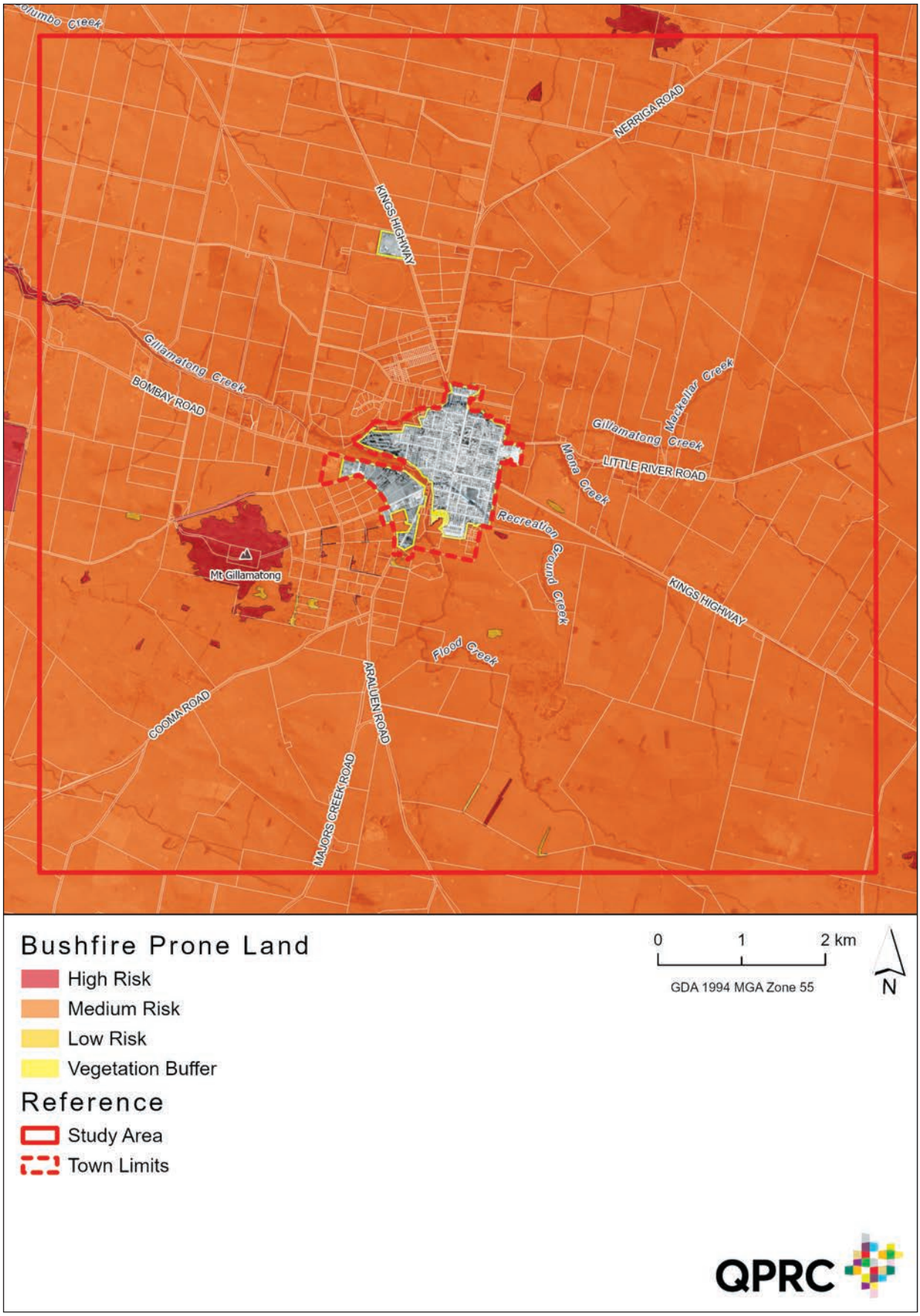
The National Disaster Resilience Strategy (COAG 2011) emphasises the importance of the strategic planning system in contributing to the creation of safer and sustainable communities. The National Disaster Resilience Strategy identifies risk-based land management and planning arrangements as a vital component in building disaster resilient communities. The NSW Rural Fire Services *Planning for Bush Fire Protection 2019* builds on the outcomes and lessons of bush fire events experienced over the past decade including the recent fires within the QPRC area and adjoining coastal areas.

The land adjoining the edge of the town on all sides is designated as a bush fire prone area and while the town itself is not a bush fire prone area, the location of the town can mean that bushfires can have a devastating impact, as the 2020 fires demonstrated.

The NSW Rural Fire Services *Planning for Bush Fire Protection 2019* provides standards and guidance for the development of bush fire prone land including strategic land use planning to ensure that new development is not exposed to high bush fire risk. Subdivision for the creation of isolated developments poses significant challenges from a planning and/or bush fire risk perspective. The risk posed by grass fires is different to that of fires in other vegetation types. Grass fires burn at a higher intensity and spread more rapidly. Embers produced by grass fires are smaller and fewer in number than those produced from forest fires.

Land-Use Planning Implications

- Control the types of development permissible in bush fire prone areas.
- Ensure that new housing developments are not exposed to high bush fire risk.
- Ensuring bushfire risk is considered and asset protection areas can be fully contained and managed in perpetuity for land proposed for rezoning.
- Compliance with the NSW Rural Fire Services *Planning for Bush Fire Protection 2019*.
- Ensure that zoning is appropriate to allow for adequate emergency access, egress, and water supplies, and to ensure that future compliance with *Planning for Bush Fire Protection* is achievable.
- Maintain currency of bushfire mapping. Maps are required to be recertified at least every five years.



Map 26 – Bushfire Prone Land

Economic

The SEIFA Index of Disadvantage measures the relative level of socio-economic disadvantage based on a range of census characteristics. It is an indicator which provides a general view of the relative level of disadvantage in one area compared to others and is used to advocate for an area based on its level of disadvantage.

The index is derived from attributes that reflect disadvantage such as low income, low educational attainment, high unemployment, and jobs in relatively unskilled occupations. When targeting services to disadvantaged communities, it is important to also look at these underlying characteristics as they can differ markedly between areas with similar SEIFA scores and shed light on the type of disadvantage being experienced.

A higher score on the index means a lower level of disadvantage. A lower score on the index means a higher level of disadvantage.

The SEIFA index for Braidwood is 987.1 and is less disadvantaged than regional NSW, however the town is more disadvantaged than Australia and the general QPRC local government area.

Businesses

Source of local spend

Figure 19 indicates the source of money spent in Braidwood for the 2021-22 financial year. It shows that more than half of the money spent is being spent by visitors from outside the local government area.

Land-Use Planning Implications

- High visitor expenditure - Risks to businesses in high visitor expenditure areas include road closures, bypass, natural disasters and pandemic.
- High visitor expenditure support increased number and variety of businesses.
- Expenditure peaks and troughs – high demand for services and facilities (eg carparks) at certain times.

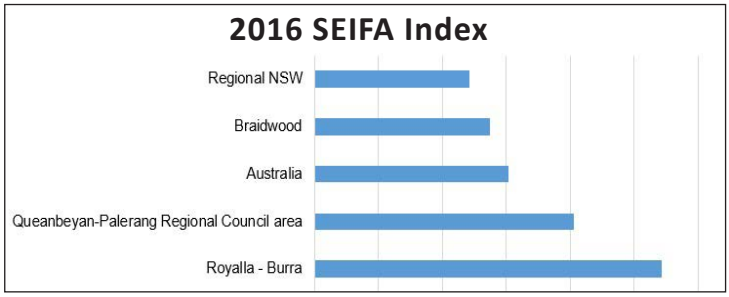


Figure 18 – 2016 SEIFA Index

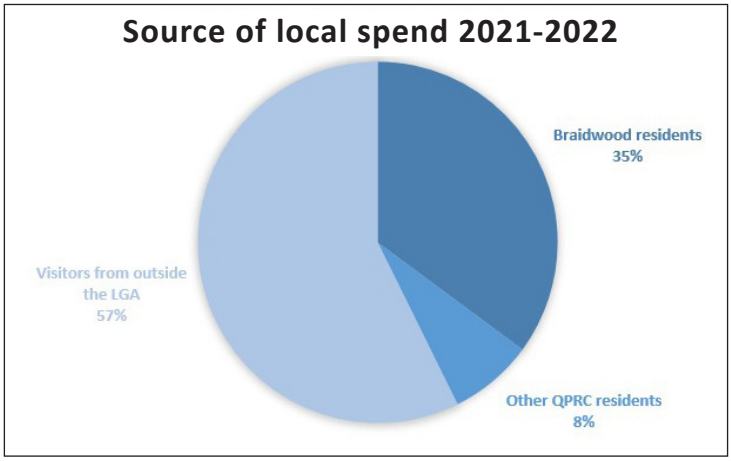


Figure 19 – Source of Local Spend 2021-22

SHOULD CAR PARKING REQUIREMENTS INCREASE IN TOWN, PARTICULARLY FOR DAY-TRIPPERS?

DO THE ECONOMIC FACTORS SUPPORT AN INCREASED DIVERSITY OF BUSINESSES? OR JUST HOSPITALITY BUSINESSES?

Annual visitor spend

The annual visitor spend in Braidwood for 2019 was just under $22 million. This increased by 33% over three years to just over $30 million in 2021.

Figure 20 doesn't separate day-trippers and longer visitors spend.

This data is valuable from a land use planning perspective as the two groups have a different land use impact. For example overnight visitors will increase demand for accommodation while day-trippers may spend less but use facilities such as public toilets and parks more.

Potential Land-Use Planning Implications

- Increased impact on parks and facilities.
- Increased demand for commercial zoned land.
- Increased accommodation demand.
- Risk of focusing services and facilities (eg housing) around tourist needs.

Visitor accommodation

- Camping grounds and Caravan Parks permissibility in the QPRLEP 2022.
- Hotel motel accommodation permissibility in QPRLEP 2022
- Impact of short stay accommodation (eg Air BnB) currently 18 dwellings within the study area are listed on Air BnB.

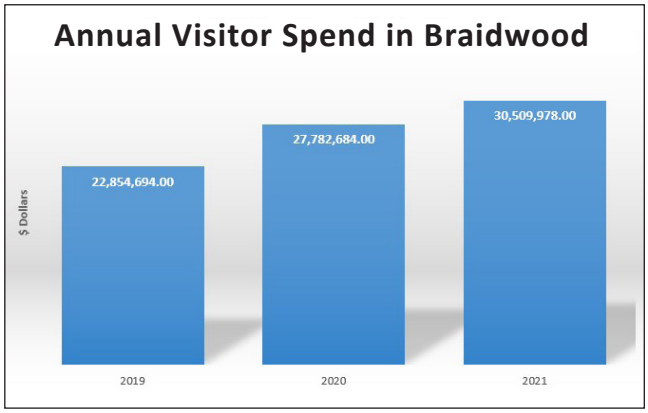


Figure 20 – Annual Visitor Spend in Braidwood

Employment

Employment by industry sectors

Between 2006 and 2016 the industry sectors which saw the greatest increase in employed people were:

- Construction - 2.8% increase.
- Education and training – 2.6% increase.
- Arts and Recreation – 2.3%.

Industry sections which saw the greatest decrease in employed people were:

- Retail trade – 3.0% decrease.
- Transport, postal and warehousing – 2.3% decrease.
- Accommodation and food services – 1.3% decrease.

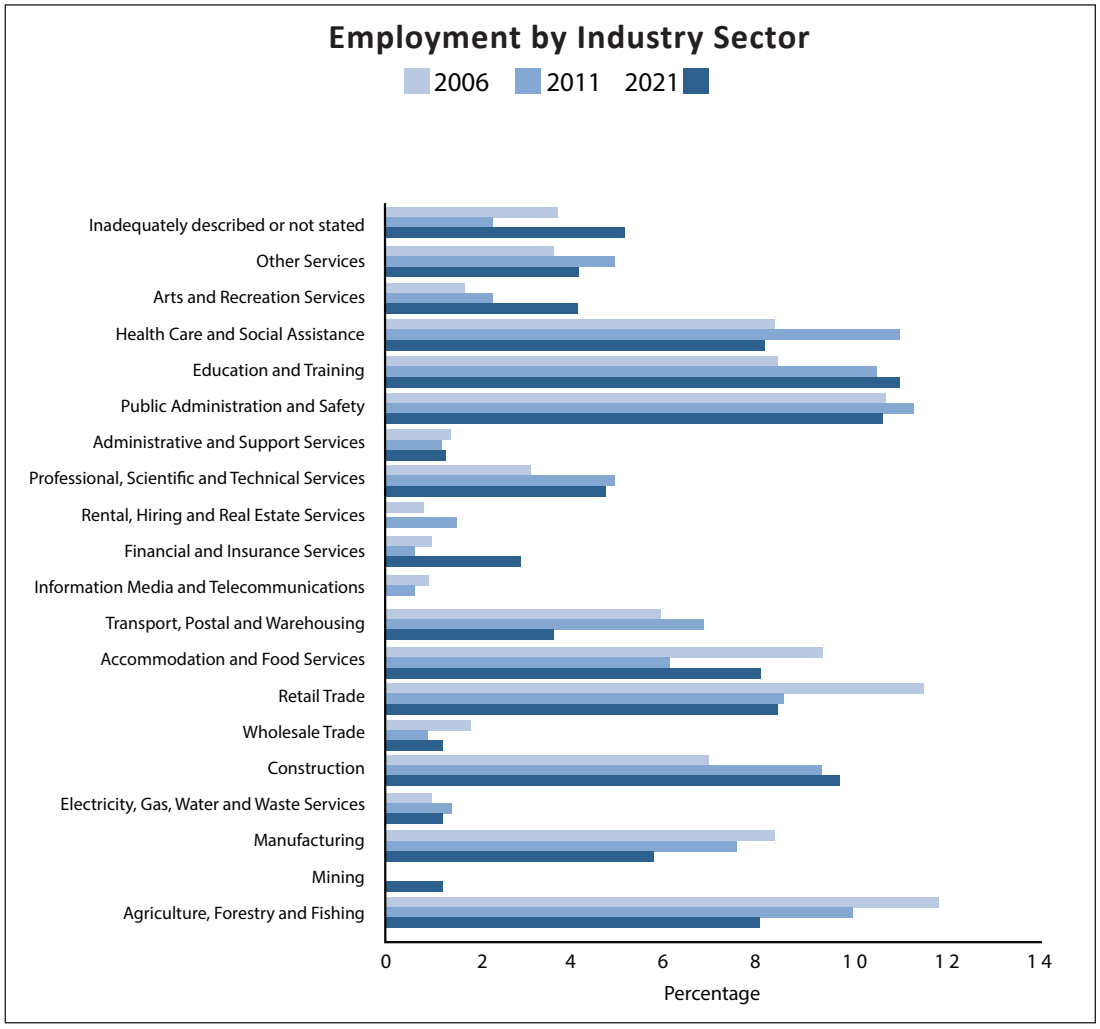


Figure 21 – Employment by Industry Sector
Note: 2021 data not available at the time of writing

WHAT IS THE DEMAND FOR HOUSING AND SERVICES BY WORKFORCE AND THE LONGEVITY OF THE DEMAND?

Land-Use Planning Implications

- What is the role of the local mining industry in these figures and impact on construction going forward?
- Is the current land supply and type of zoned land adequate for the current and future employment uses?

Dargues Reef Gold Mine

The Dargues Reef Mine is an open cut and underground gold mine, located directly north of the town of Majors Creek and 12 km south-west of Braidwood.

Gold concentrate will be trucked to the processing plant at London Victoria gold mine, situated approximately 400km away from the Dargues Reef gold mine, to produce gold ore. Truck movements are expected to average at four per day, depending on daily production rates.

In 2019, there were 150 people per day working on site, including 42 Pybar staff, 24 of those already resided in the area.

Key points:

- 2017–2018: Construction of surface infrastructure and ore processing plant commences.
- May 2019: Mine starts producing ore.
- Mine life: Approximately 5.5 years.
- Employment: 100–120 depending on stage of operation. The majority of jobs were generated during the construction phase of the project.

Employment rates

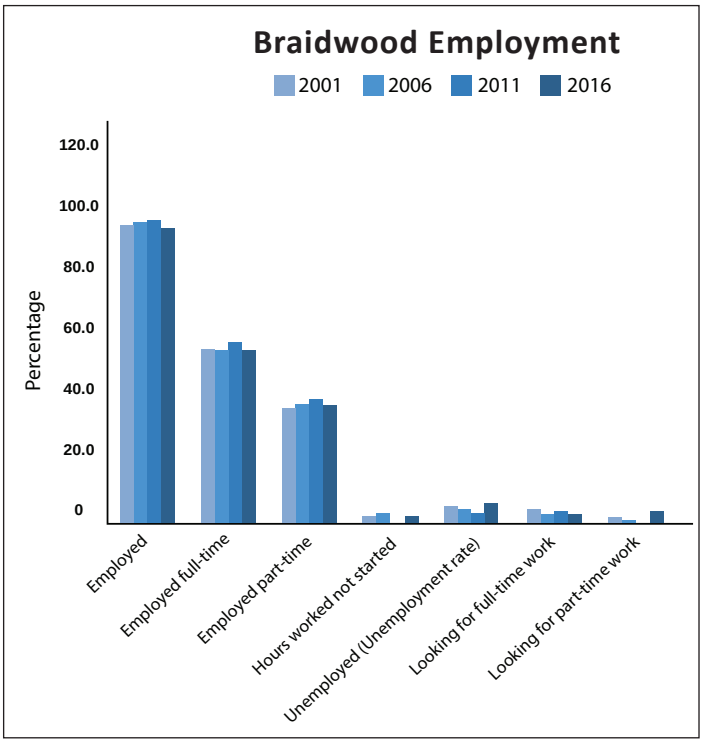
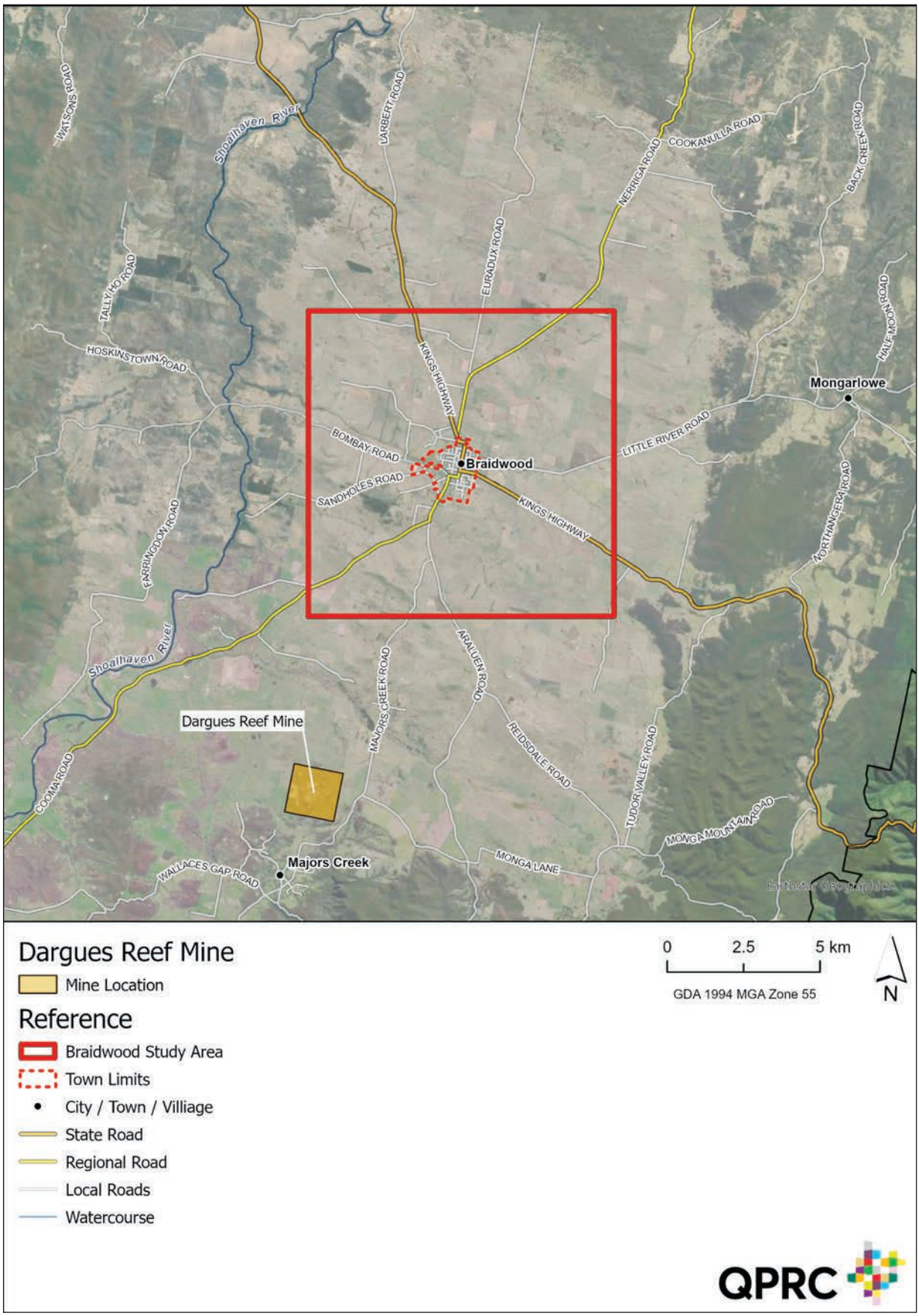


Figure 22 – Braidwood Employment
Note - 2021 data not available at time of writing

Land-Use Planning Implications

- Traffic impacts on Kings Highway through Braidwood.
- Peak demand for housing and services by workforce and the limited longevity of the demand.
- Managing land use impact of the eventual closure.



Map 27 – Dargues Reef Mine

Travel to Work

The most common means of traveling to work is by car and as a percentage of all journeys to work has increased over time. The use of active transport (walking and cycling) is declining, while there is an increasing trend to work from home.

Land-Use Planning Implications

- Increased number of home-based workers.
- Investigate options to increase active transport, including improvements and extensions to shared pathways.
- Increasing trend to work from home may lead to demand for dwellings with separate work spaces that can be closed off.
- Potentially increasing the need for reliable internet.

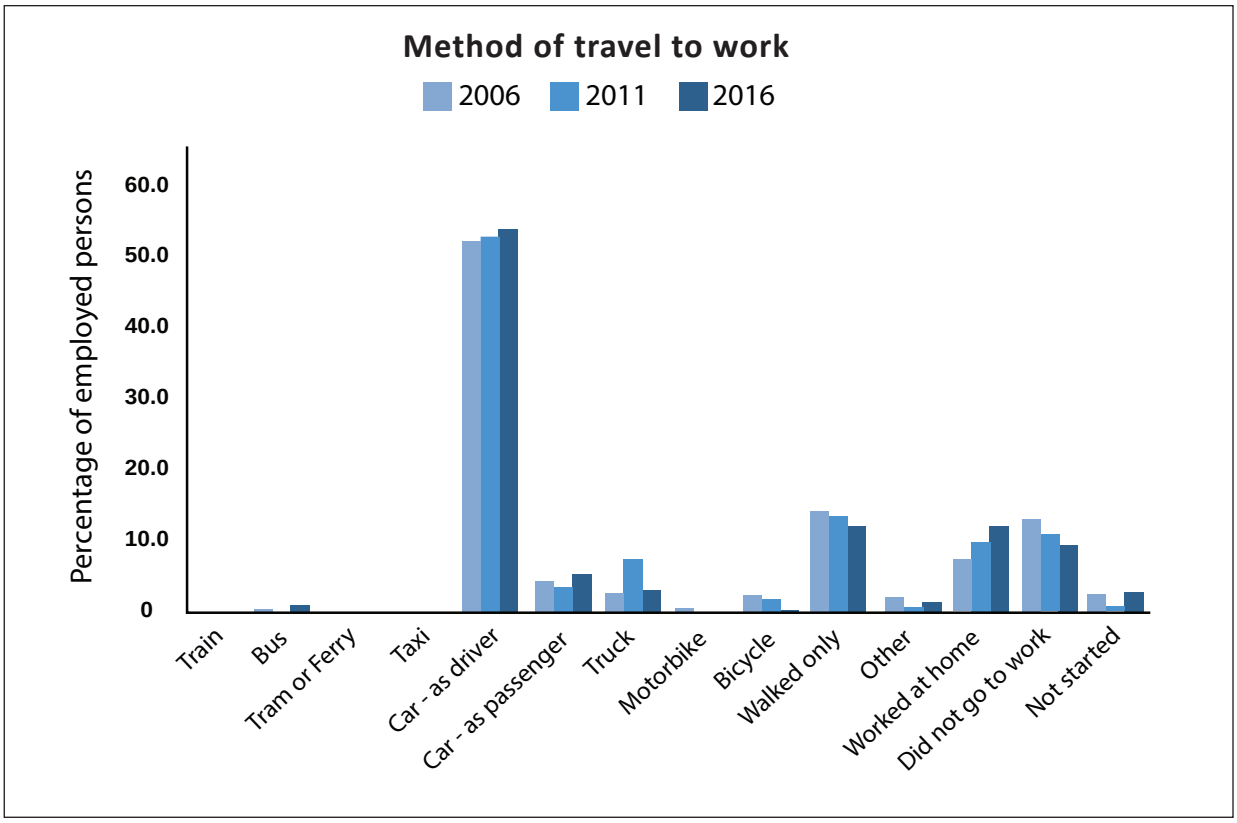


Figure 23 – Method of Travel to Work
2021 data not available as at 3 August 2022

Infrastructure

Proximity to existing infrastructure including water, sewer and roads was also a factor in the consideration and also in identifying land most suitable for future residential development.

Sewage Treatment Plant (STP)

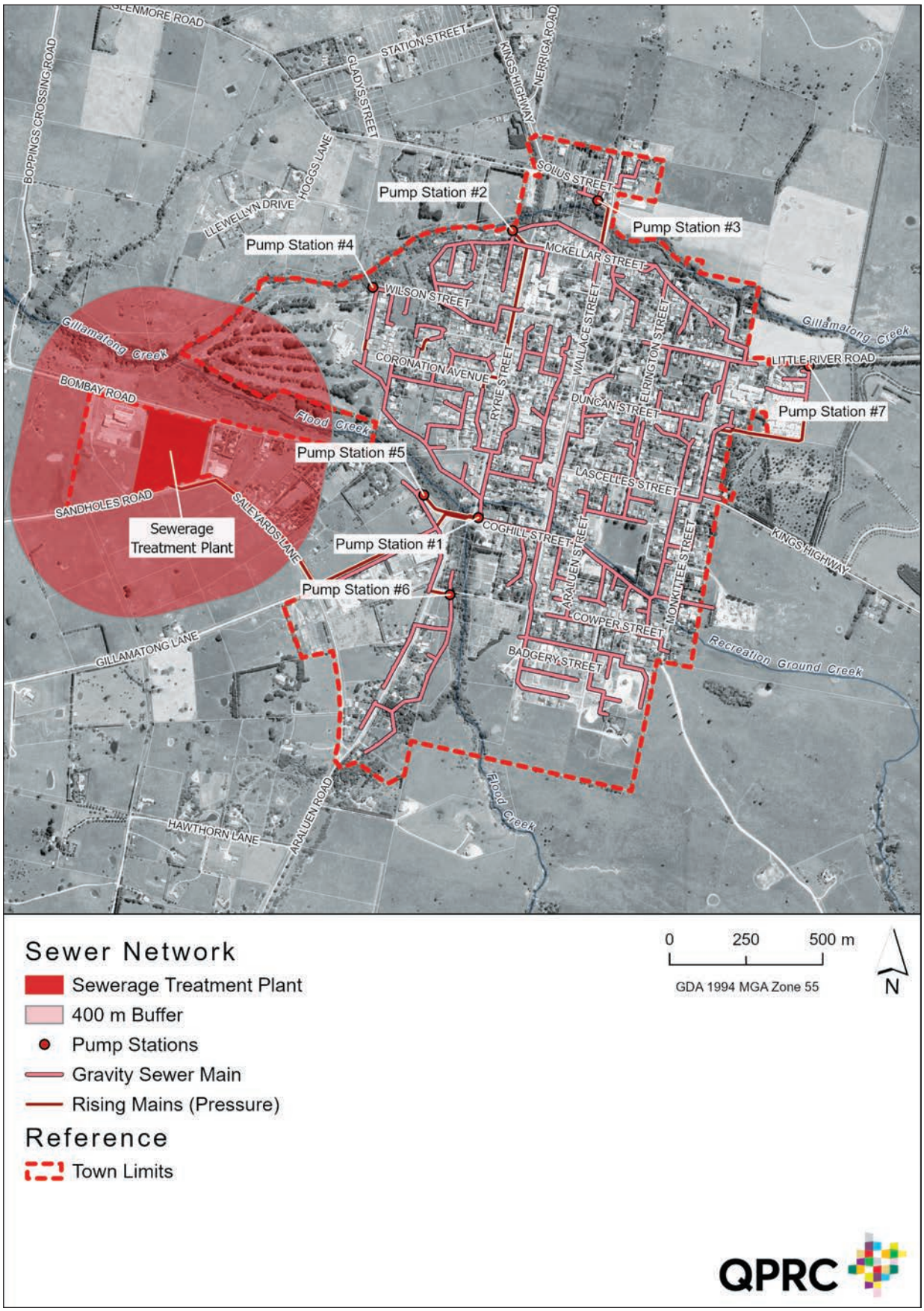
The STP is located on the western side of the town, at 26 Sandholes Road, Braidwood.

The Integrated Water Cycle Management Strategy (IWCMS) prepared in 2018 states that the Braidwood sewage collection system is a conventional gravity sewerage system comprising seven pumping stations. At the time it was prepared, the IWCMS anticipated an average annual growth rate in Braidwood of 1.2%. The Sewage Treatment Plant (STP) has a civil and hydraulic capacity of 3,000 Equivalent Persons (EP) and electrical and mechanical equipment capacity for 2,000 EP. This capacity allows for the future growth of the town with the current population of 1720 persons. Where the growth rate is different to the projected 1.2% in the IWCMS, further review will be required to ensure growth can be serviced. The IWCMS is currently under review and the average annual growth rate is being reconsidered.

A traditional 400m buffer distance was established from the perimeter of the site to manage odour impacts, in line with the former NSW Department of Planning Circular No. E3 – Guidelines for buffer areas around sewage treatment plants. The separation distance from sensitive uses helps prevent land use conflict. Taking a conservative approach at the strategic level allows for assets to be protected and future sensitive uses to be located in more suitable locations.

The WTS is located directly adjacent to the STP and as a conservative approach the same separation buffer distance of 400m was applied to avoid land-use conflict and protect the infrastructure asset now and into the future.

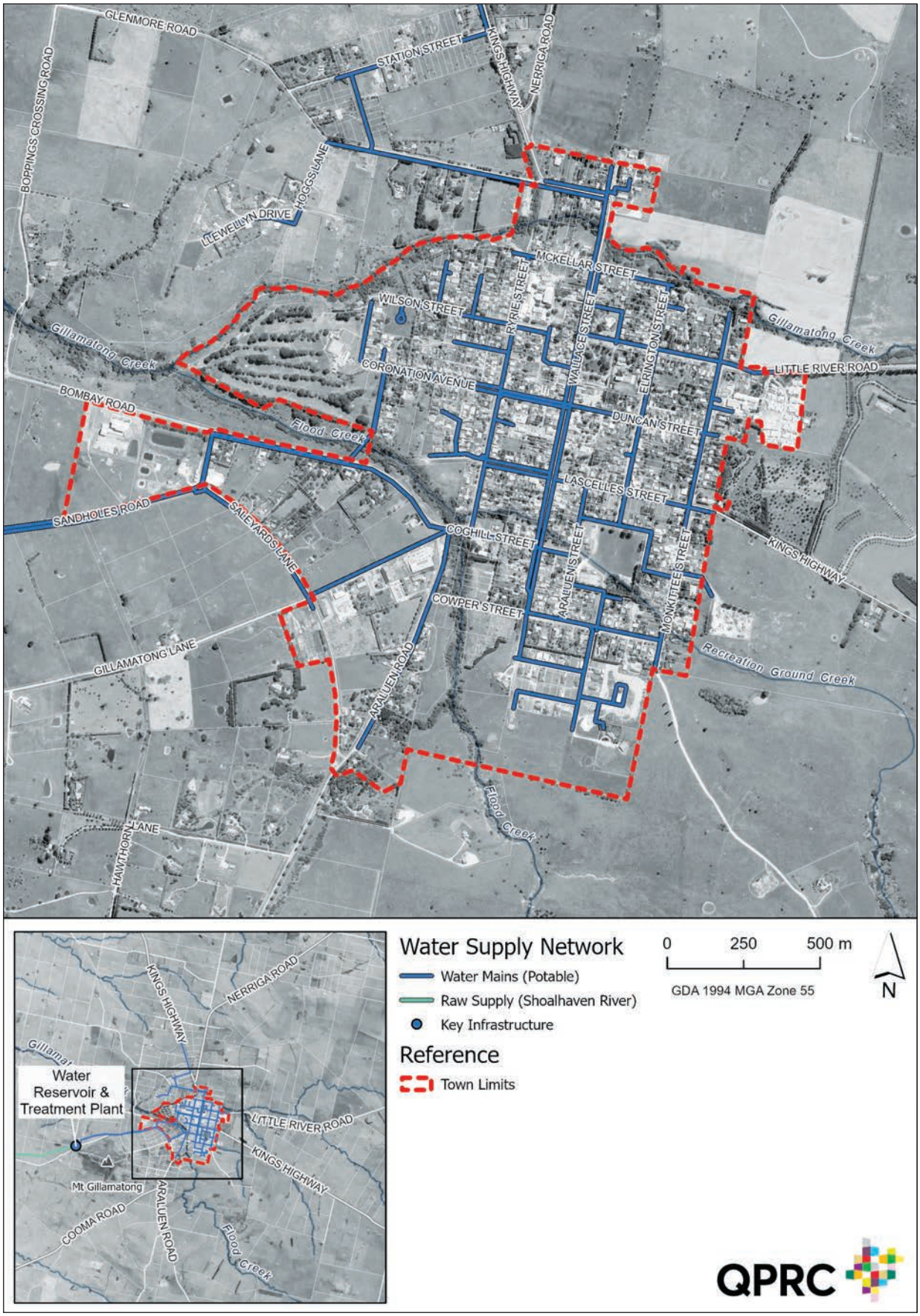
The map below indicates the areas of land that are currently serviced with the 400m buffer to the plant.



Map 28 – Sewer Network

Water Treatment Plant

Unlike in Bungendore where water is sourced from groundwater, potable water in Braidwood is sourced from surface-based supplies. The Braidwood water supply scheme draws water from an off-stream storage dam with a capacity of 73ML and is filled by the Shoalhaven River. Under the Water Management Act 2000, Council is issued a Water Access Licence (WAL) which allows council to extract up to 360ML of water per year from the Shoalhaven River. Once the water is treated it is pumped to the three reservoirs for distribution to the town. The IWCMS (2018) states that the secure yield of the water supply (for Braidwood) under the current license condition and headworks capacity is sufficient to meet the unrestricted dry year demands for the 30 year planning horizon. However, as noted above the plan is based on an average annual growth rate of 1.2% and is currently under review.



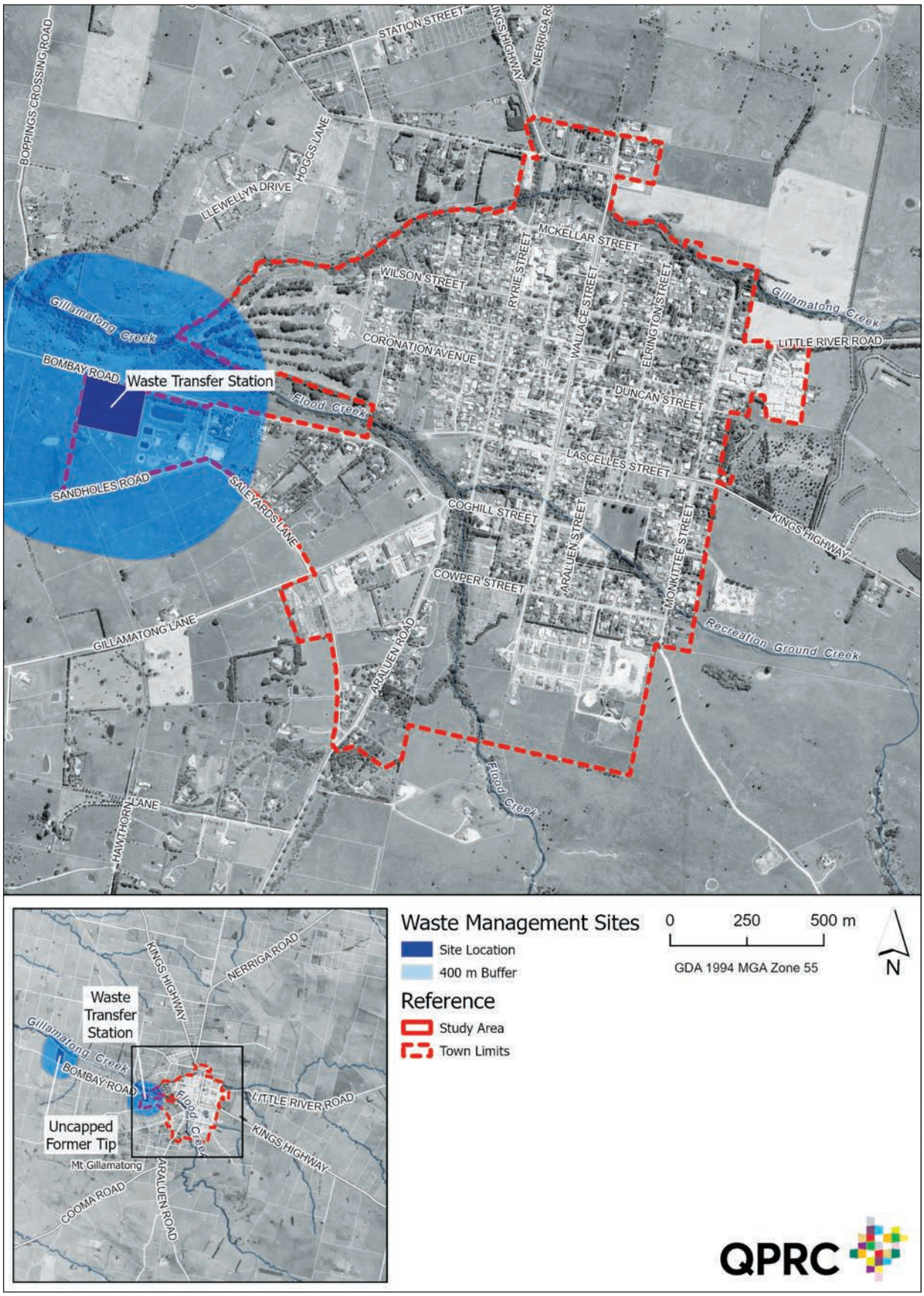
Map 29 – Water Supply Network

Resource Recovery

The former landfill facility at Braidwood has been closed and a new Waste Transfer Station opened to the public in November 2019. The new Waste Transfer Station (WTS) provides for the separation of different waste types and includes a buy back centre for items that can be sold or re-purposed. Each waste material type is sent on to an appropriately licensed disposal or processing facility.

Material that can be recycled will be removed from the former tip and then the process of stabilising and remediating the site will commence. This will include capping the site with an appropriate impermeable material and placing a revegetation layer on top of the liner. The preferred buffer of 400m to sensitive uses can prevent adverse impacts from odour and noise.

The WTS is next to to the STP and as a conservative approach the same separation buffer distance of 400m for the STP is applied to avoid land use conflict and protect the infrastructure asset now and into the future.



Map 30 – Waste Management Sites

Cemeteries

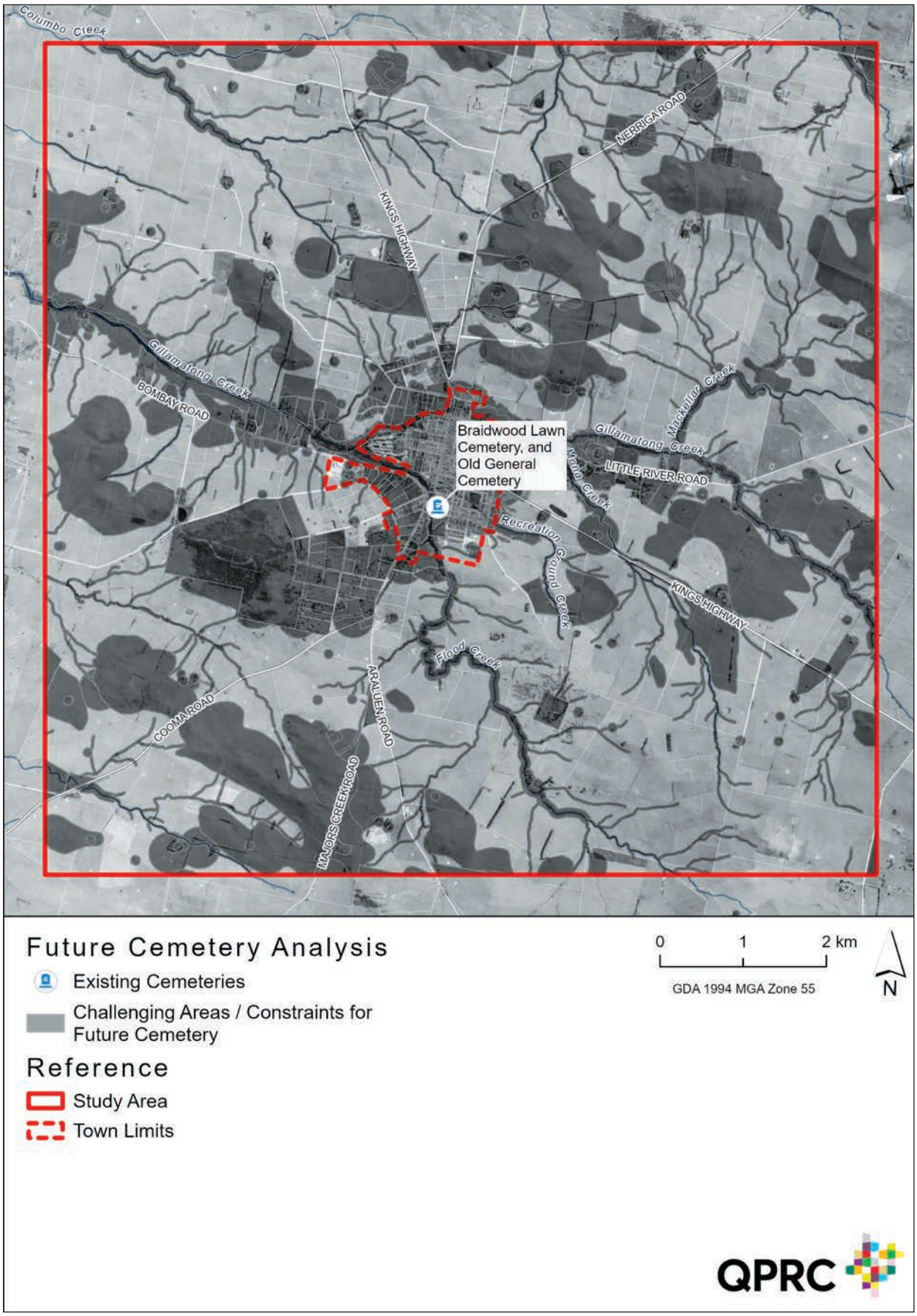
The Braidwood Lawn Cemetery is located 600m south of the centre of town in Cowper Street and is opposite the Old General Cemetery. It is expected that the cemetery will reach capacity within the next six to ten years.

As part of this discussion paper, a map has been prepared identifying land that would generally be considered unsuitable for a cemetery. The criteria used to identify unsuitable land was provided to Council as part of the general advice for the Queanbeyan cemetery and include consideration of:

- 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.

Ideally, the future cemetery will have an extended capacity with room for a chapel, burial sites, ashes, carparking and buffers to adjoining land uses. The future cemetery will be ideally about 10ha in size and be located not more than 5-10km out of town.

A GIS analysis of the criteria as noted above identified land that is most likely to be suitable for a cemetery. This land is indicated by the unshaded areas on the adjoining map.



Map 31 – Future Cemetery Analysis

Transport

Roads

Transport for NSW (TfNSW) is required under the *Roads Act 1993* to keep a record of classified roads. Transport for NSW has authority over classified roads and may provide financial assistance to councils to keep these roads in an acceptable condition. To simplify the management of roads in which both TfNSW and councils have an interest, roads are grouped into a three-tiered classification system of State, Regional and Local roads.

State

State Roads are the major arterial links throughout NSW. This includes the Kings Highway connecting Canberra via Bungendore and Braidwood to Batemans Bay on the east coast.

There is also a subset of State Roads that are designated as part of the Federal AusLink network, for which the Federal Government contributes some funding.

State Roads are maintained by either the state government or through an arrangement with councils.

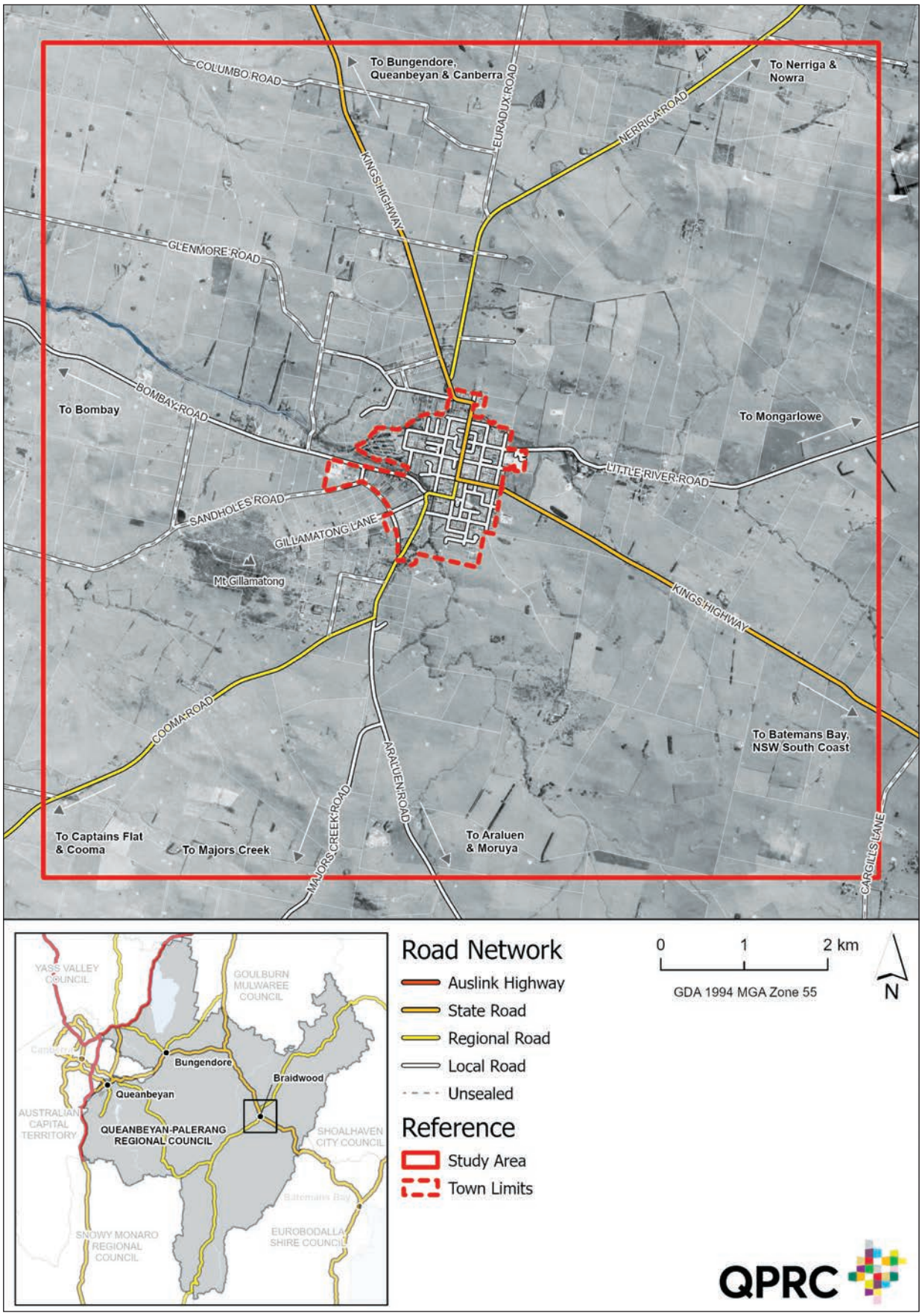
Regional

Regional Roads along with State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas. Regional Roads are the responsibility of councils to fund and include Cooma Road and Nerriga Road.

Local

Local roads provide localised circulation and access and are the responsibility of councils.

The Map below shows the general road hierarchy for the Braidwood study area.



Map 32 – Road Network

DO YOU THINK A BYPASS AROUND BRAIDWOOD IS NEEDED?

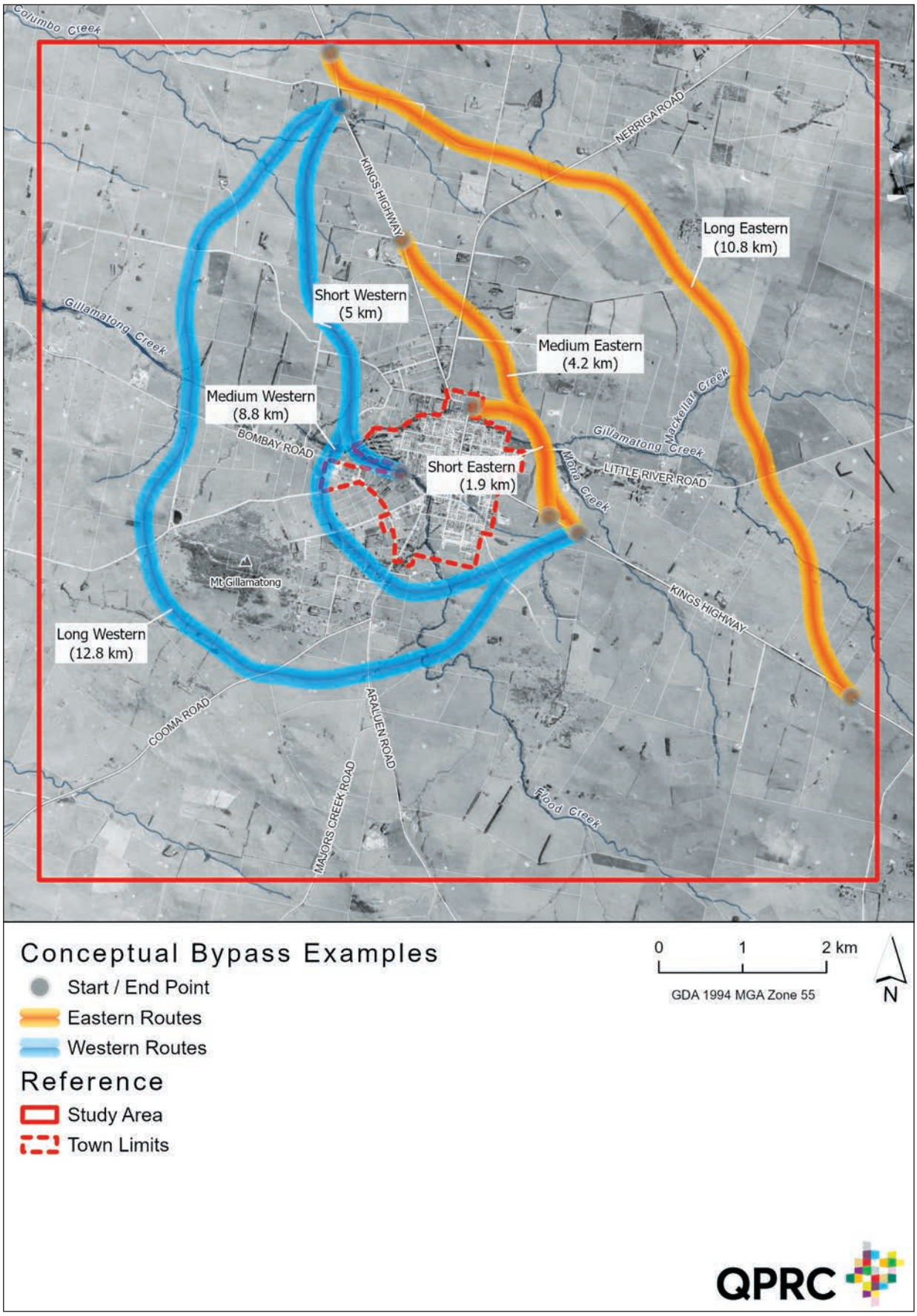
Bypass

At its meeting of the 13 December 2017, Council considered a Notice of Motion calling for the development of bypass options for Braidwood and Bungendore. The background to the Notice of Motion identified traffic congestion as the key issue to be addressed noting that traffic congestion was impacting on pedestrian and local vehicle movements and as a result was detracting from the appeal of both Bungendore and Braidwood, potentially negatively impacting the local economy. The report cited a 2011 report by Bruno Parolin (University of NSW) and prepared for NSW Transport, Economic Evaluation of Town Bypasses - Review of Literature, which in brief found that:

- In the longer-term highway bypasses do not have an adverse impact on towns bypassed.
- Any impact is generally minimal and short-lived.
- Bypasses generally result in longer term economic benefits.
- Other factors such as rural population decline, or the state of the economy may have more impact on a town than the construction
  of a bypass.
- Social impacts are generally very positive.

To identify possible routes for the bypass, a 'least cost path' tool was used to run against a cost raster. A cost raster is a digital map of an area, where each cell within the map contains a value representing "cost" information. When the least cost path tool is run against the cost raster, the tool identifies the path between two chosen points which have the lowest cost, based on the data contained within each cell of the cost raster. The cost raster was created using the following seven weighted criteria:

- Slope – increases the complexity and cost of construction due to increase need for earthworks
- Environmental
  - Waterways – exponential increase in cost to construct bridges
    and increased adverse effects on ecological processes, water quality and riparian habitats.
  - HEV – potential loss of species and habitat, detailed studies and offsets may be required.



Map 33 – Conceptual Bypass Examples

WHAT PROBLEM DO YOU THINK THE BYPASS WILL HELP TO SOLVE?

  - Flooding - exponential increase in cost to construct bridges and increased adverse effects on ecological processes, water quality and riparian habitats.
- Heritage
  - Aboriginal heritage- a predictive model is used to establish areas likely to contains items of Aboriginal heritage.
  - Heritage Items and HCA - heritage items were listed as barriers.
- Proximity to dwellings –potential costs to mitigate noise impacts on existing dwellings.
- Existing road reserves – using existing road reserves reduces cost to acquire appropriate land for a bypass.

The map on the previous page identifies six bypass options with three routes to the east of the town and three to the west of the town. The bypass options to the east of the town are more likely to address the issues of the volume of passenger vehicles travelling between Canberra and the coast, while the western bypass routes are more likely to be utilised by the mining vehicles.

The chart below compares the costs for each of the routes noting that the longest routes will by default have the highest costs.

While the report discussed the issue of traffic congestion within the town, other issues that may be affecting Braidwood include: the movement of freight vehicles through the town, heavy vehicles from the mine and the increasing volume of passenger vehicles from Canberra travelling to and from the coast.

A bypass may be a solution that addresses traffic volumes through the town but the outcome may not solve the core issue. For example if mining vehicles are the key issue then a bypass on the eastern side of town is likely to be less effective.

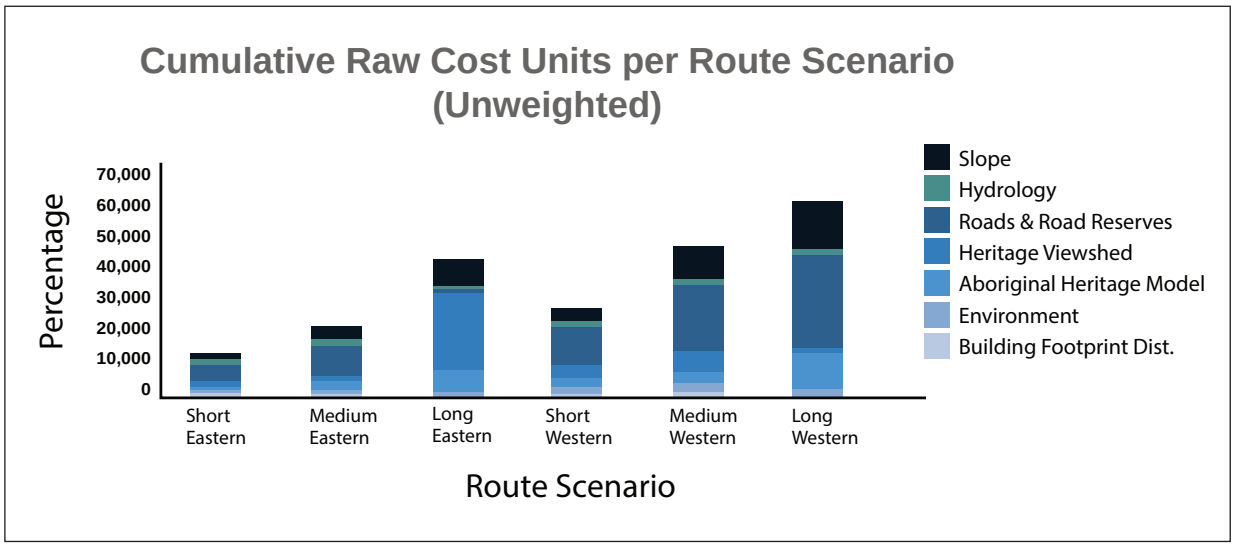


Figure 24 – Conceptual 'Costs' per Bypass Scenario

As noted above, the literature review indicates that bypasses generally have a positive outcome on a range on measures including social and economic. The review also noted that there are several factors contributing to post-bypass economic success and these are:

- **Population.** Towns with a population of less than 2,500 more at risk of adverse economic impact.
- **Economic dependency on highway generated trade.** Towns with a high economic dependency on highway generated trade are more likely to experience economic difficulty than towns with less reliance on highway generated trade.
- **Distance from a larger centre.** In some cases, being close to a larger centre was detrimental to post bypass recovery, while in other cases remoteness from a larger centre was a hinderance to post bypass recovery.
- **Pre-planning.** Pre-bypass planning involving community, government and road authorities, is indispensable in mitigating adverse economic impacts.

Implications

- Minimise economic dependency of town on highway generated trade.
- Prepare a pre-bypass plan to assist businesses.
- Undertake or review studies to understand the impact of the distance of town to larger centres.

Public Transport

Bus

The Braidwood Buses has 8 bus routes with 179 bus stops. The routes connect Braidwood to the surrounding villages and include:

- Braidwood Central School to 5933 Araluen Rd.
- Krawarree to Braidwood Schools.
- Majors Creek to Braidwood Schools.
- Bungendore to Braidwood Schools.
- Reidsdale to Braidwood Schools via Kings Hwy.
- Manar to Braidwood Schools.

Air

The nearest airport to Braidwood is Canberra Airport which is 57 km away to the west.

The next closest airport is Moruya, which is 60 km to the south-east. The airport is serviced by Regional Express Airlines (REX) with regular flights to Sydney and Merimbula.

Land-Use Planning Implications

- Air transport unlikely to impact on Braidwood.

Map 34 – Proposed walking and cycling network master plan for Braidwood (Source: Braidwood Bicycle and Pedestrian Facilities Plan 2020)

WHAT FACTORS DO YOU THINK WOULD ENCOURAGE MORE PEOPLE TO WALK INTO TOWN, TO SCHOOL, TO THE PARKS FOR WORK AND/OR FOR LEISURE?

Active Transport

Pedestrian walkability

- While individuals may be aware of the health benefits to walking, there are community benefits to be gained in encouraging more people to walk or cycle for more of their trips. The Draft South East and Tablelands Regional Plan 2041 promotes the use of active transport stating that the benefits of walking, cycling and the use of public transport includes reducing congestion, produces no or fewer emissions and reduces the demand for parking.
- The plan encourages local planning strategies to improve opportunities for walking and cycling and supports infill development particularly in areas within a 10-minute walk of public open spaces. Previously, it was considered that 400m was a reasonable walking distance between destinations points.

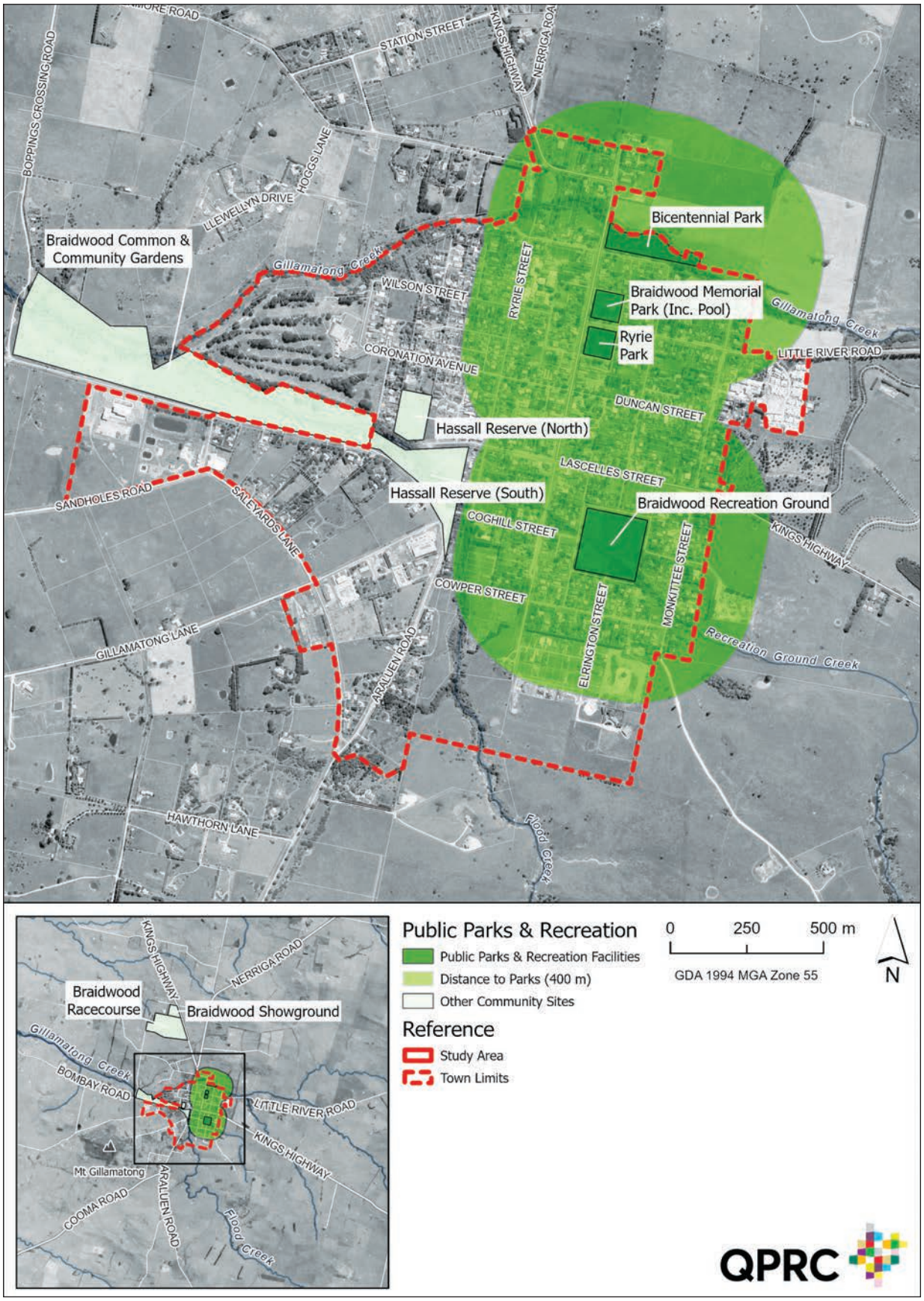
In the *NSW Guide to Walkable Public Space Ideas for open spaces, streets and public facilities* the NSW Government has identified a number of characteristics which make a public space walkable including:

- Comfortable, green and shady.
- Priority given to people over cars.
- Vibrant and activated.
- Connect people to each other.
- Showcase unique local character.
- Connect people to places.
- Feels safe day and night.
- Inclusive for everyone.
- Attractive and well maintained.
- Enable a healthy lifestyle.

Council commissioned AECOM to prepare an Integrated Transport Strategy for Queanbeyan, Bungendore and Braidwood.

This strategy included an integrated bicycle and pedestrian facilities plan for each of the towns. The purpose of these plans is to improve active transport connectivity, personal mobility and safety for all members of the community. Map 34 shows a proposed walking and cycling network master plan for Braidwood.

As Map 34 indicates, most existing residential areas within the town limits located are within 'reasonable walking distance', of a park. However new residential areas will need additional parks to have the same level of accessibility to public open spaces.



Map 35 – Public Parks & Recreation

WOULD AN IMPROVED OR EXTENDED SHARED PATH SYSTEM MAKE A DIFFERENCE TO ACTIVE TRANSPORT?

Travel to Work

The most common way people travel to work is by car. This has only increased over time. The use of active transport (walking and cycling) is declining, while there is an increasing trend to work from home.

Land-Use Planning Implications

- Increased traffic.
- Increased demand for parking.
- Increased number of home-based workers.

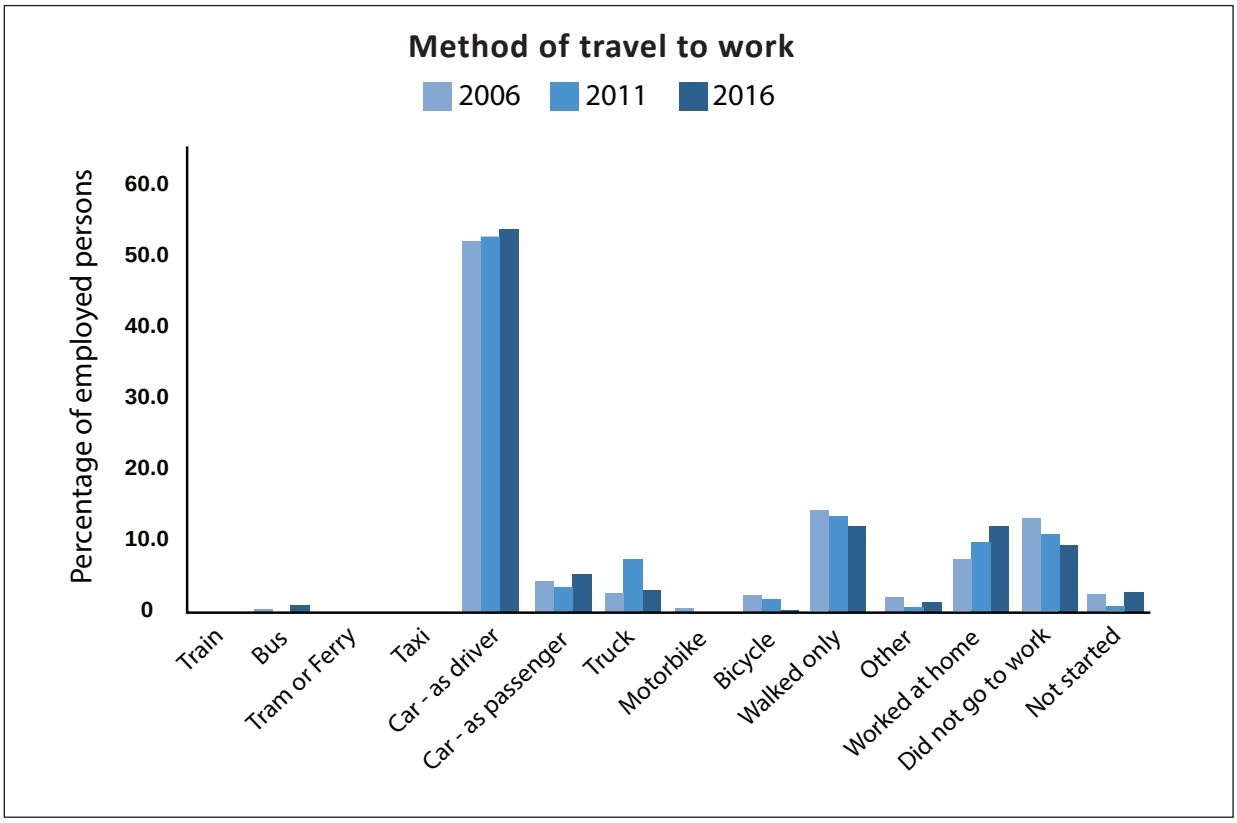


Figure 25 – Method of Travel to Work

Urban Landscape

Council commissioned Phillips Marler to review and prepare a urban landscape plan for the central part of Braidwood. The resulting document, *Opportunities and Preliminary Concepts for Wallace Street & Ryrie Park, Braidwood, 2018* is published on Council's website. The plan focussed on Wallace Street and Ryrie Park.

Street Furniture

In relation to street furniture the plan identified:

- Street furniture is a mix of styles and is worn and dated.

Figure 26 – Existing street furniture two styles of seats and a single bin type

On-street and Off-street Parking

The QPRC *Integrated Transport Strategy, 2020*, identifies the need for a review of parking supply and demand and restrictions in Queanbeyan, Bungendore and Braidwood.

Land at 88 Wallace Street has been allocated for the construction of a small carpark of about 25 car spaces. The proposal is currently for landscaped pedestrian access from Wallace Street to a public car park at the back of the stie, including recognising the historical use of the site. Further opportunities may be available for the site and land adjoining when the QPRC works depot is relocated.

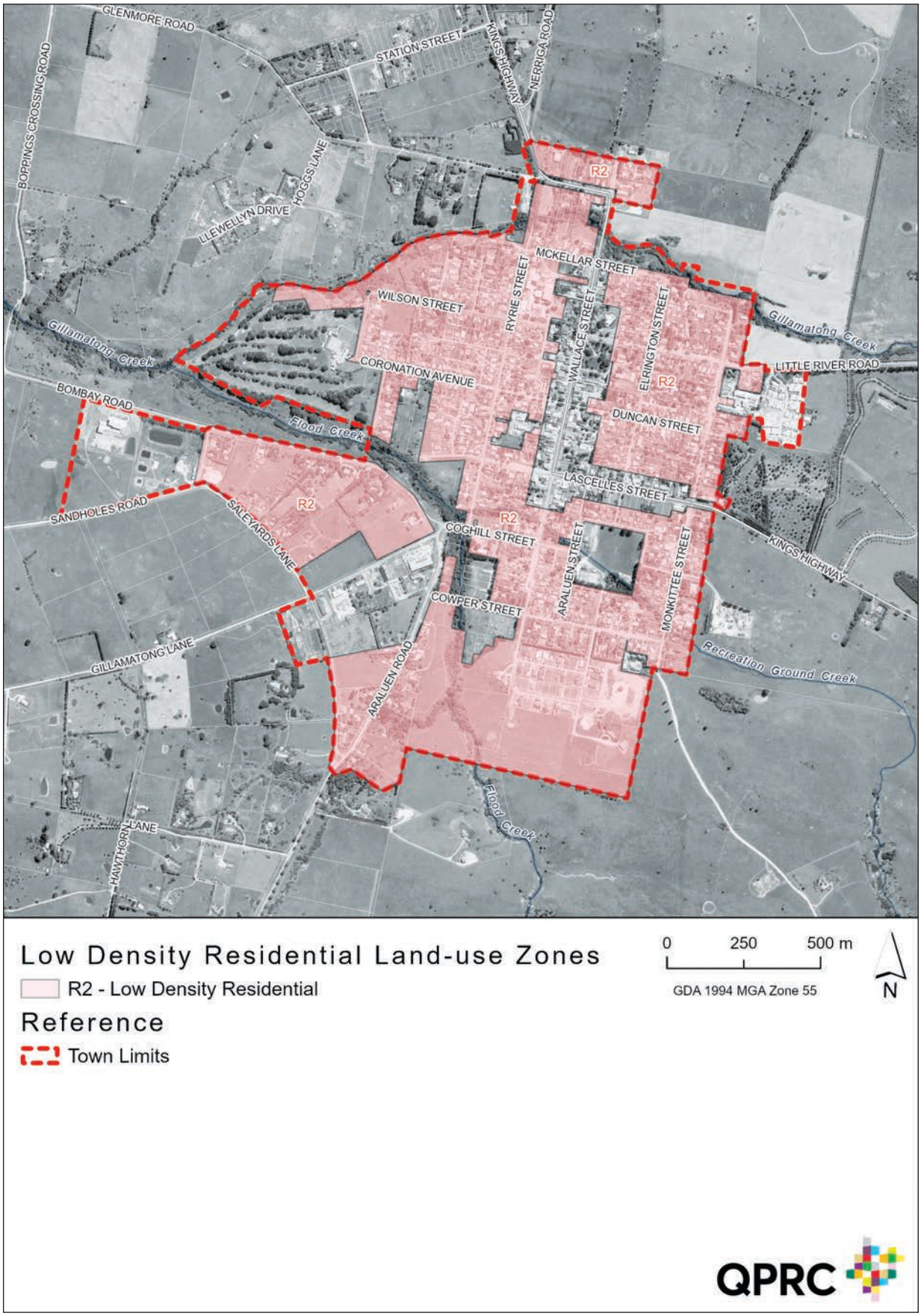
Development Activity and Opportunities

Residential

There are three residential zones within and surrounding the Braidwood village. The R1 General Residential zone, the R2 Low Density Residential and R5 Large Lot Residential. In addition, the C4 Environmental Living zone provides for low impact residential development.

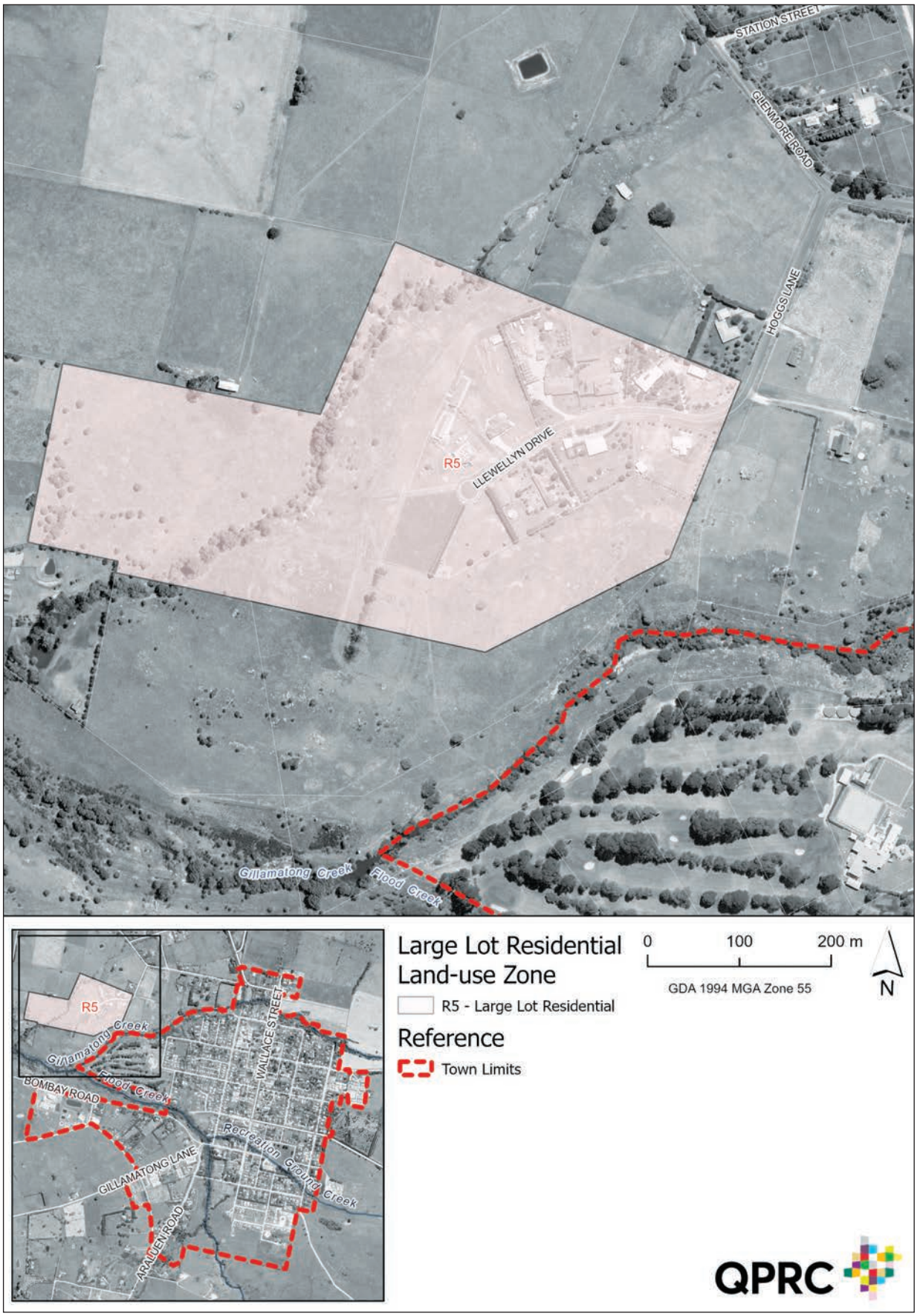
The majority of residential land in Braidwood is R2 Low Density Residential with a minimum lot size of 850 square metres. The map below shows the extent of land zoned R2 Low Density Residential.

There are two separate and extensive areas, on the north western and the other on the south western side of the town that are zoned C4 Environmental Living. There is also a rural residential area on the north-western side of Braidwood that is zoned R5 Large Lot Residential and has a minimum lot size of either 1 or 5 hectares. Refer to the following maps (37, 38 and 39) for the zoning of all lots.



Map 37 – Low Density Residential Land-use Zones

Map 38 – General Residential Land-use Zones



Map 39 – Large Lot Residential Land-use Zone

In summary:

- 114 new dwellings and a group home approved between 2011-2021.
- At an average of two people per dwelling, approvals would be able to accommodate an additional 228 people (not including the people accommodated in the group home) - Population growth 2011-2021 – was 220 people.
- A Development application - subdivision (2004/DEV.074) was originally approved for 122 lots. The approval was subsequently amended to reduce the number of lots to 96.

YEAR	TOTAL NUMBER OF DWELLING APPROVALS
2011	10
2012	8
2013	17
2014	6
2015	8
2016	15
2017	18
2018	6
2019	10 (+ a group home approved)
2020	12

Table 3 – Number of Dwelling Approvals per Year

SHOULD THE EXTENT OF ANY OF THE RESIDENTIAL ZONES, IN PARTICULAR THE R1 GENERAL RESIDENTIAL ZONE BE EXPANDED TO INCREASE THE HOUSING OPTIONS WITHIN THE VILLAGE?

Development Opportunities

The current residential zoning allows for a range of development types that are compatible with the relevant zone objectives. The table below is derived from the LEP land use tables.

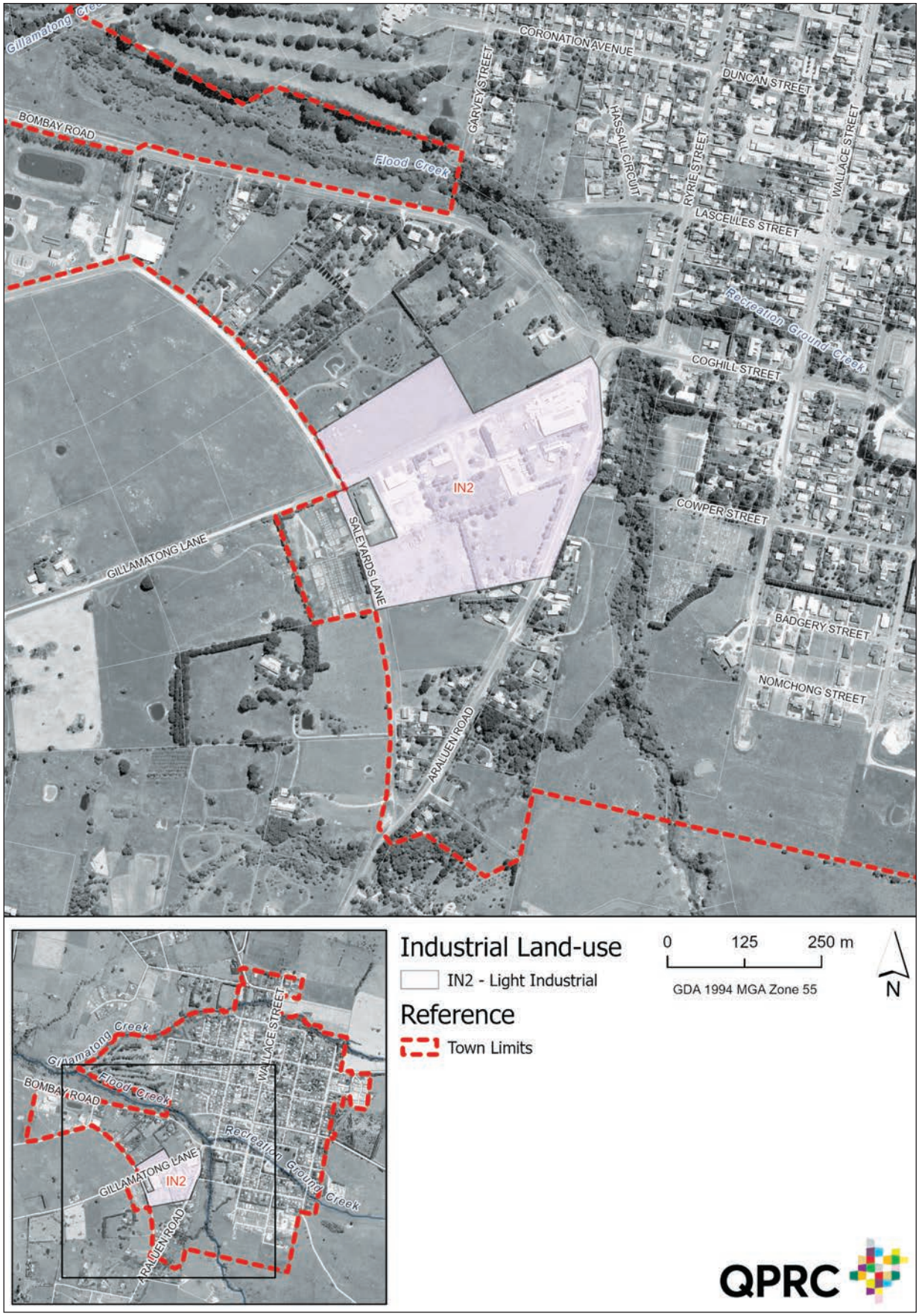
QPR LEP 2022	R1 GENERAL RESIDENTIAL	R2 LOW DENSITY RESIDENTIAL	R5 LARGE LOT RESIDENTIAL
Residential accommodation **Defined 'umbrella' term in the LEP**	Attached dwellings, Boarding houses, Dual occupancies, Dwelling houses, Group homes, Hostels, Multi dwelling housing, Residential flat buildings, Secondary dwellings, Semi-detached dwellings, Seniors housing, and Shop top housing.	Attached dwellings, Boarding houses, Dual occupancies, Dwelling houses, Group homes, Secondary dwellings, Semi-detached dwellings, and Seniors housing.	Dual occupancies, Dwelling houses, Group homes, and Secondary dwellings.
Tourist and visitor accommodation **(does not include camping grounds, caravan parks or eco-tourist facilities)**	Backpackers' accommodation, Bed and breakfast accommodation, Hotel or motel accommodation, and Serviced apartments.	Bed and breakfast accommodation.	Bed and breakfast accommodation.
Other accommodation **(ie camping grounds, caravan parks or eco-tourist facilities)**	Prohibited	Prohibited	Prohibited

Table 4 – Residential Land-uses permitted with consent

Development Opportunities

QPR LEP 2022	R1 GENERAL RESIDENTIAL	R2 LOW DENSITY RESIDENTIAL	R5 LARGE LOT RESIDENTIAL
Employment **(and ancillary development)**	Building identification signs, Business identification signs, Centre-based child care facilities, Exhibition homes, Exhibition villages, Home industries, Information and education facilities, Neighbourhood shops, Oyster aquaculture, Pond-based aquaculture, Public administration buildings, Respite day care centres, Tank-based aquaculture, and Veterinary hospitals.	Building identification signs, Business identification signs, Centre-based child care facilities, Exhibition homes, Exhibition villages, Health consulting rooms, Home-based child care; Home industries, Neighbourhood shops, Oyster aquaculture, Pond-based aquaculture, Respite day care centres, and Tank-based aquaculture.	Building identification signs, Business identification signs, Cellar door premises, Centre-based child care facilities, Extensive agriculture, Farm buildings, Home industries; Intensive plant agriculture, Oyster aquaculture, Pond-based aquaculture, Respite day care centres, Roadside stalls, and Tank-based aquaculture.
Recreation Social Community Environmental **(and ancillary development)**	Community facilities, Environmental facilities, Environmental protection works, Flood mitigation works, Home-based child care, Home industries, Places of public worship, Recreation areas, Recreation facilities (indoor), Recreation facilities (outdoor), Registered clubs, Respite day care centres, Roads, and Water supply systems.	Community facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Home-based child care; Home industries; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Roads; and Water reticulation systems.	Community facilities, Environmental facilities, Environmental protection works, Extensive agriculture, Farm buildings, Flood mitigation works, Home-based child care, Recreation areas, Recreation facilities (indoor), Recreation facilities (outdoor), and Roads.

Table 4 – Residential Land-uses permitted with consent



Map 40 – Industrial Land-use

Industrial

There is approximately 12.7ha of land zoned for industrial uses in Braidwood and currently less than a quarter of the available industrial land has been developed for industrial uses.

As land zoned IN2 Light Industrial land is not subject to a minimum lot size, the land may be subdivided to cater for a wide range of industry types and scale.

Industrial Development Activity

YEAR	TOTAL NUMBER OF DWELLING APPROVALS
2011	0
2012	1 (light industry)
2013	0
2014	0
2015	1 (waste transfer station)
2016	0
2017	0
2018	1 (truck depot)
2019	0
2020	0
2021	1 (truck depot)

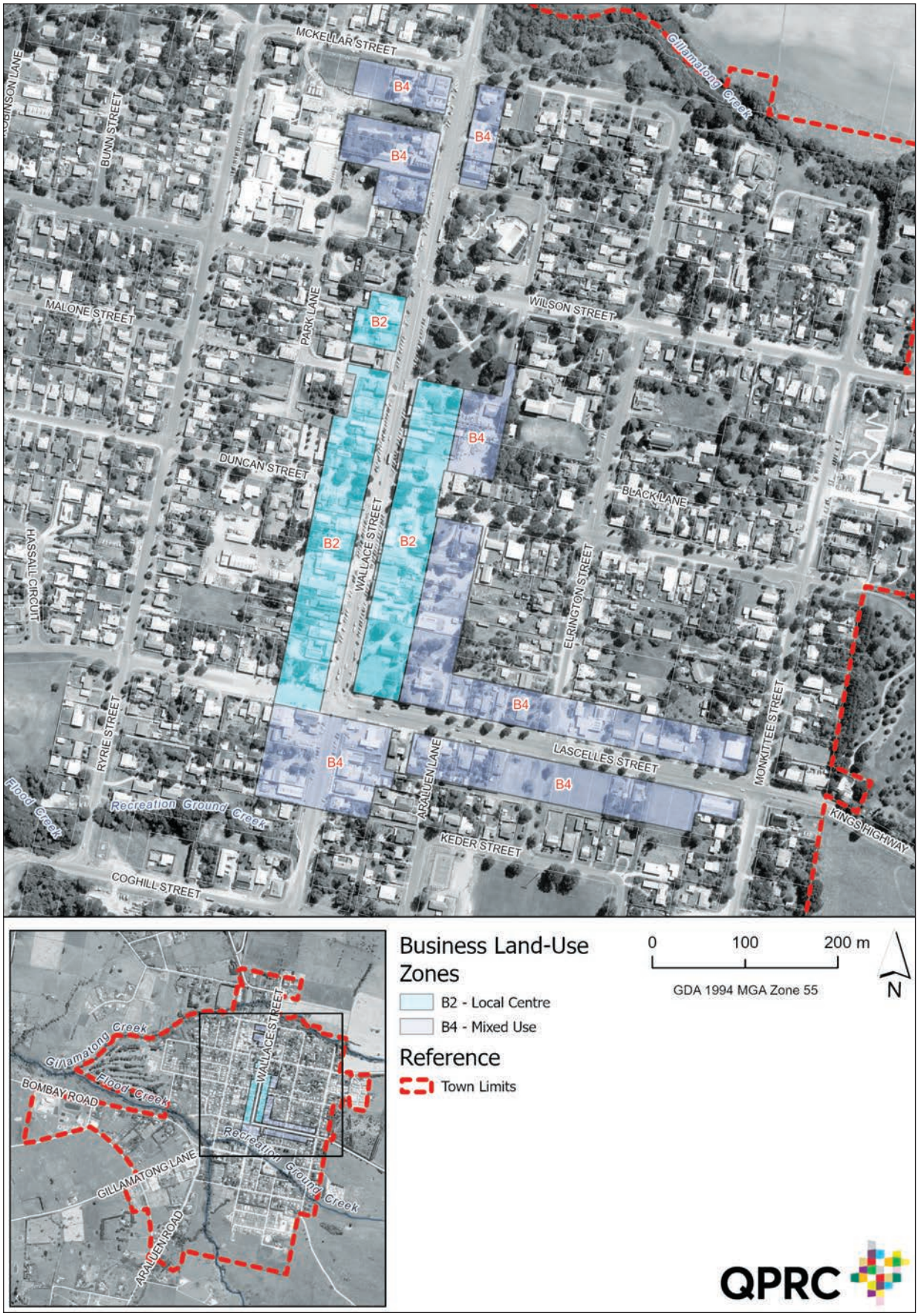
Table 5 – Number of Industrial Approvals per Year

Development Opportunities

QPR LEP 2022	IN2 LIGHT INDUSTRIAL
Residential accommodation **Defined 'umbrella' term in the LEP**	Prohibited
Tourist and visitor accommodation **(does not include camping grounds, caravan parks or eco-tourist facilities)**	Prohibited
Other accommodation **(ie camping grounds, caravan parks or eco-tourist facilities)**	Prohibited
Employment (and ancillary development)	Agricultural produce industries, Aquaculture, Boat building and repair facilities, Business premises, Car parks, Centre-based child care facilities, Depots, Environmental protection works, Flood mitigation works, Freight transport facilities, Garden centres, Hardware and building supplies, Health consulting rooms, Home occupations (sex services), Industrial retail outlets, Industrial training facilities, Information and education facilities, Kiosks, Landscaping material supplies, Light industries, Liquid fuel depots, Medical centres, Mortuaries, Neighbourhood shops, Oyster aquaculture, Passenger transport facilities, Plant nurseries, Public administration buildings, Research stations, Respite day care centres, Restricted premises, Rural supplies, Self-storage units, Service stations, Sex services premises, Signage, Take away food and drink premises, Tank-based aquaculture, Timber yards, Transport depots, Truck depots, Vehicle body repair workshops, Vehicle repair stations, Vehicle sales or hire premises, Veterinary hospitals, Warehouse or distribution centres, and Wholesale supplies.
Recreation, social, community (and ancillary development)	Community facilities, Emergency services facilities, Home-based child care, Recreation areas, Recreation facilities (indoor), Recreation facilities (major), Recreation facilities (outdoor), Roads, and Water supply systems.

Table 6 – Industrial Land-uses permitted with consent

Commercial



Map 41 – Business Land-use Zones

THE VACANT LAND ON LASCELLES STREET IS ZONED B4 MIXED USE AND A RANGE OF ACCOMMODATION AND COMMERCIAL USES ARE PERMISSIBLE.

WHAT DO YOU THINK IS PREVENTING THIS LAND FROM BEING DEVELOPED?

Commercial Development Activity

YEAR	TOTAL NUMBER OF DWELLING APPROVALS
2011	4 (1 change of use, 2 alterations)
2012	2 (2 change of use)
2013	3
2014	2 (1 alteration)
2015	3 (1 change of use)
2016	3 (1 change of use, 1 alteration)
2017	0
2018	1
2019	2
2020	1 (change of use)
2021	8 (8 alterations and additions)

Table 7 – Number of Commercial Approvals per Year

Development Opportunities

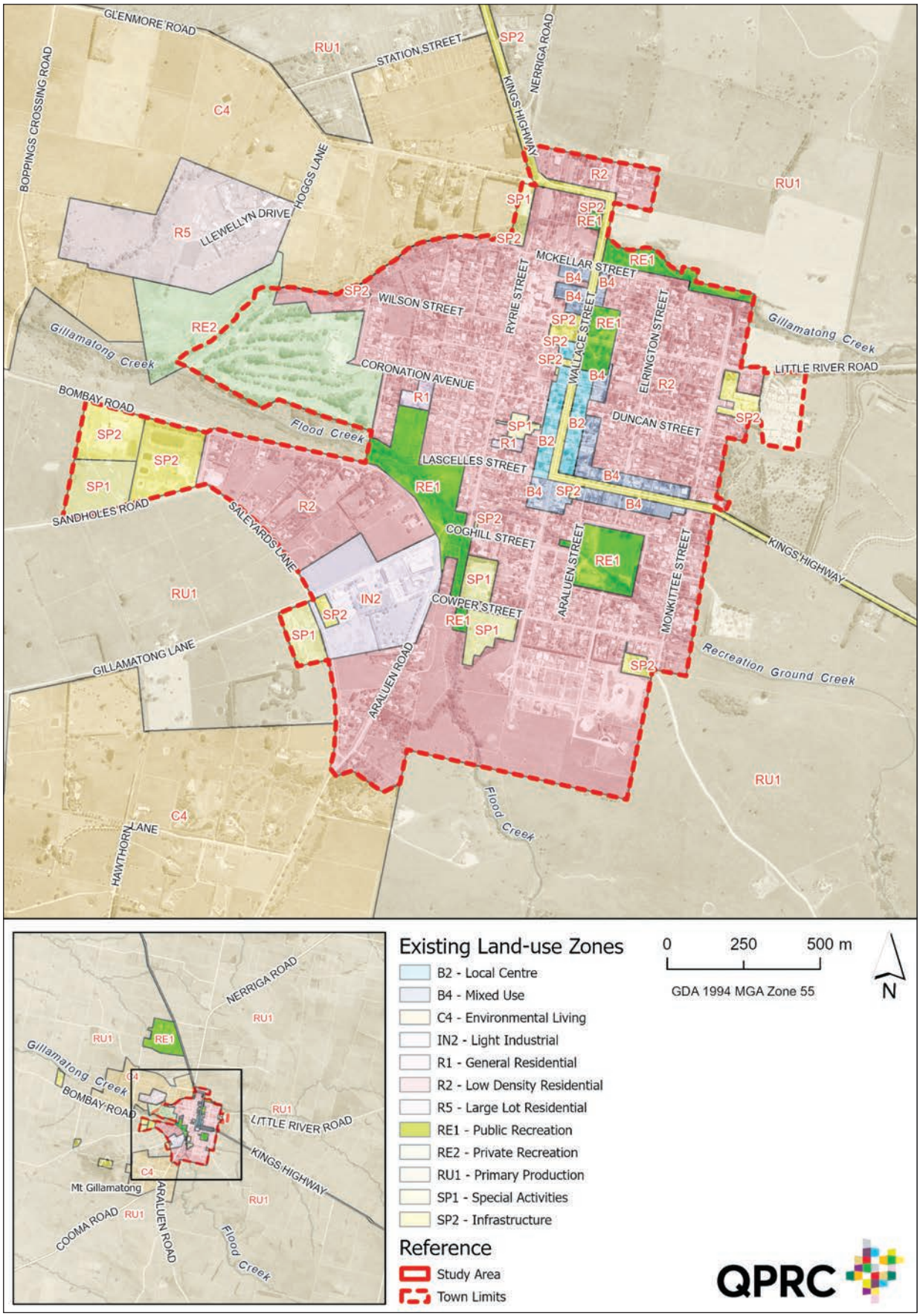
QPR LEP 2022	B2 LOCAL CENTRE	B4 MIXED USE
Residential accommodation **Defined 'umbrella' term in the LEP**	Boarding houses, Shop top housing.	Attached dwellings, Boarding houses, Dwelling houses, Hostels, Multi dwelling housing, Residential flat buildings, Secondary dwellings, Semi-detached dwellings, Seniors housing, and Shop top housing.
Tourist and visitor accommodation **(does not include camping grounds, caravan parks or eco-tourist facilities)**	Tourist and visitor accommodation (this is a defined term which means: • Backpackers' accommodation. • Bed and breakfast accommodation. • Farm stay accommodation. • Hotel or motel accommodation. • Serviced apartments. Therefore these five uses are permissible with consent in the B2 zone).	Backpackers' accommodation, Bed and breakfast accommodation, Hotel or motel accommodation, and Serviced apartments.
Other accommodation **(ie camping grounds, caravan parks or eco-tourist facilities)**	Prohibited	Prohibited
Employment (and ancillary development)	Car parks, Centre-based child care facilities, Commercial premises, Educational establishments, Electricity generating works, Environmental protection works, Flood mitigation works, Home industries, Home occupation (sex services), Information and education facilities, Medical centres, Mortuaries, Oyster aquaculture, Passenger transport facilities, Places of public worship, Public administration buildings, Respite day care centres, Restricted premises, Service stations, Signage, Tank-based aquaculture, Vehicle repair stations, and Veterinary hospitals.	Car parks, Centre-based child care facilities, Commercial premises, Educational establishments, Electricity generating works, Environmental protection works, Flood mitigation works, Home industries, Home occupation (sex services), Information and education facilities, Medical centres, Oyster aquaculture, Passenger transport facilities, Public administration buildings, Research stations, Respite day care centres, Restricted premises, Service stations, Serviced apartments, Signage, and Tank-based aquaculture.
Recreation, social, community (and ancillary development)	Amusement centres, Community facilities, Entertainment facilities, Function centres, Home-based child care, Places of public worship, Recreation areas, Recreation facilities (indoor), Recreation facilities (outdoor), Registered clubs, and Roads.	Amusement centres, Community facilities, Entertainment facilities, Function centres, Home-based child care, Places of public worship, Recreation areas, Recreation facilities (indoor), Recreation facilities (outdoor), Registered clubs, and Roads.

Table 8 – Commercial Land-uses permitted with consent

Recreation

QPR LEP 2022	RE1 PUBLIC RECREATION	RE2 PRIVATE RECREATION
Residential accommodation **Defined 'umbrella' term in the LEP**	Prohibited	Prohibited
Tourist and visitor accommodation **(does not include camping grounds, caravan parks or eco-tourist facilities**	Prohibited	Prohibited
Other accommodation **(ie camping grounds, caravan parks or eco-tourist facilities)**	Camping grounds. Caravan parks.	Camping grounds. Caravan parks.
Employment (and ancillary development)	Aquaculture, Building identification signs, Business identification signs, Car parks, Centre-based child care facilities, Environmental facilities, Information and Education facilities, Kiosks, Markets, Public administration buildings, Respite day care centres, and Restaurants or cafes.	Aquaculture, Building identification signs, Business identification signs, Car parks; Centre-based child care facilities, Environmental facilities, Flood mitigation works, Information and education facilities, Kiosks, Markets, Respite day care centres, Restaurants or cafes, Take away food and drink premises.
Recreation, social, community (and ancillary development)	Cemeteries, Community facilities, Entertainment facilities, Environmental protection works, Recreation areas, Recreation facilities (indoor), Recreation facilities (major), Recreation facilities (outdoor), Roads, and Water recreation structures.	Community facilities, Entertainment facilities, Environmental protection works, Function centres, Recreation areas, Recreation facilities (indoor), Recreation facilities (outdoor), Registered clubs, Roads, Water recreation structures, and Water recycling facilities.

Table 9 – Recreation Land-use permitted with consent



Map 36 – Existing Land-use Zones

Growth rates and Residential land requirements

This section looks at a number of potential population growth rates for Braidwood over the next 30 years starting with the historic average annual growth rate over 15 years between 2001 and 2016. Residential growth can be accommodated through infill development and through rezoning land for the purpose of allowing new greenfield development. The growth rates below consider potential for additional dwelling houses on land zoned R1 General Residential and R2 Low Density Residential only. There are additional residential development opportunities on land zoned C4 Environmental Living, outside the current limits of the village. These development opportunities are not included in the calculations as there are additional factors to be considered, such as dwelling entitlements which are beyond the scope of this paper. In addition, land that contains heritage items has been excluded from the calculations as development on this land more constrained.

Assumptions in calculating dwelling requirements:

- Two people per dwelling for infill and greenfield development.
- Infill development on land zoned R1 General residential is all two bedroom multi-dwelling housing (total of 29 units).
- Infill development opportunities for 300 dwellings (R1 and R2 land) includes undeveloped land zoned R2 at Braidwood Ridge.
- The infill development opportunities within the town will be fully taken up.
- While the minimum lot size is 850m^2 for land zoned R1 and R2 in Braidwood, a review of the subdivision at Braidwood Ridge indicates lot sizes that are generally around 1000m^2. It has been assumed therefore that demand for future residential development will also be for land with a lot size of around 1000m^2. An additional 21% has been allowed for the provision of hard and soft infrastructure.

PLEASE GIVE US YOUR FEEDBACK ON THE GROWTH RATE AND FUTURE LAND SUPPLY

IWCMS growth rate

YEAR	USUAL RESIDENT POPULATION	AVERAGE ANNUAL GROWTH RATE	GROWTH FROM 2001
2001	1171	-	-
2006	1325	2.6%	13.2%
2011	1500	2.6%	28.1%
2016	1657	2.1%	41.5%
2021	**1720**	**0.8%**	**46.9%**
2026	1826	1.2%	55.9%
2031 (10 years)	1938	1.2%	65.5%
2036	2057	1.2%	75.7%
2041 (20 years)	2183	1.2%	86.5%
2046	2318	1.2%	97.9%
2051 (30 years)	**2460**	**1.2%**	**110.1%**

Table 10 – IWCMS Growth Rate

POPULATION SOURCE	PEOPLE	PRIVATE DWELLINGS
2021 census	1,720	921
Infill development (outside HCA)	312	156
Infill development (inside HCA)	288	144
Total infill development	600	300
Greenfields	140	70
Total	**2,460**	**1,291**

Table 11 – Population Placement

NSW towns with populations of around 2,400 at 2021 census.

- Berry – population 2,467 (ABS).
- Coonabarabran – population 2,387 (ABS).

Possible area of land required.

- Total 70 greenfield dwellings (two people per dwelling) required by 2051.
- Approx. Two - three (greenfield) dwellings to be constructed per year.
- Area of greenfield land (lots and allowance for roads) required if all infill is taken up = 9ha.
- Area of greenfield land (lots and allowance for roads) required if no infill is taken up = 45ha.

Growth Rate

YEAR	USUAL RESIDENT POPULATION	AVERAGE ANNUAL GROWTH RATE	GROWTH FROM 2001
2001	1171	-	-
2006	1325	2.6%	13.2%
2011	1500	2.6%	28.1%
2016	1657	2.1%	41.5%
2021	**1720**	**0.8%**	**46.9%**
2026	1946	2.5%	66.2%
2031 (10 years)	2202	2.5%	88.0%
2036	2491	2.5%	112.7%
2041 (20 years)	2819	2.5%	140.7%
2046	3189	2.5%	172.3%
2051 (30 years)	**3608**	**2.5%**	**172.3%**

Table 12 – Growth Rate

POPULATION SOURCE	PEOPLE	PRIVATE DWELLINGS
2021 census	1,720	921
Infill development (outside HCA)	312	156
Infill development (inside HCA)	288	144
Total infill development	600	300
Greenfields	1,288	644
Total	**3608**	**1865**

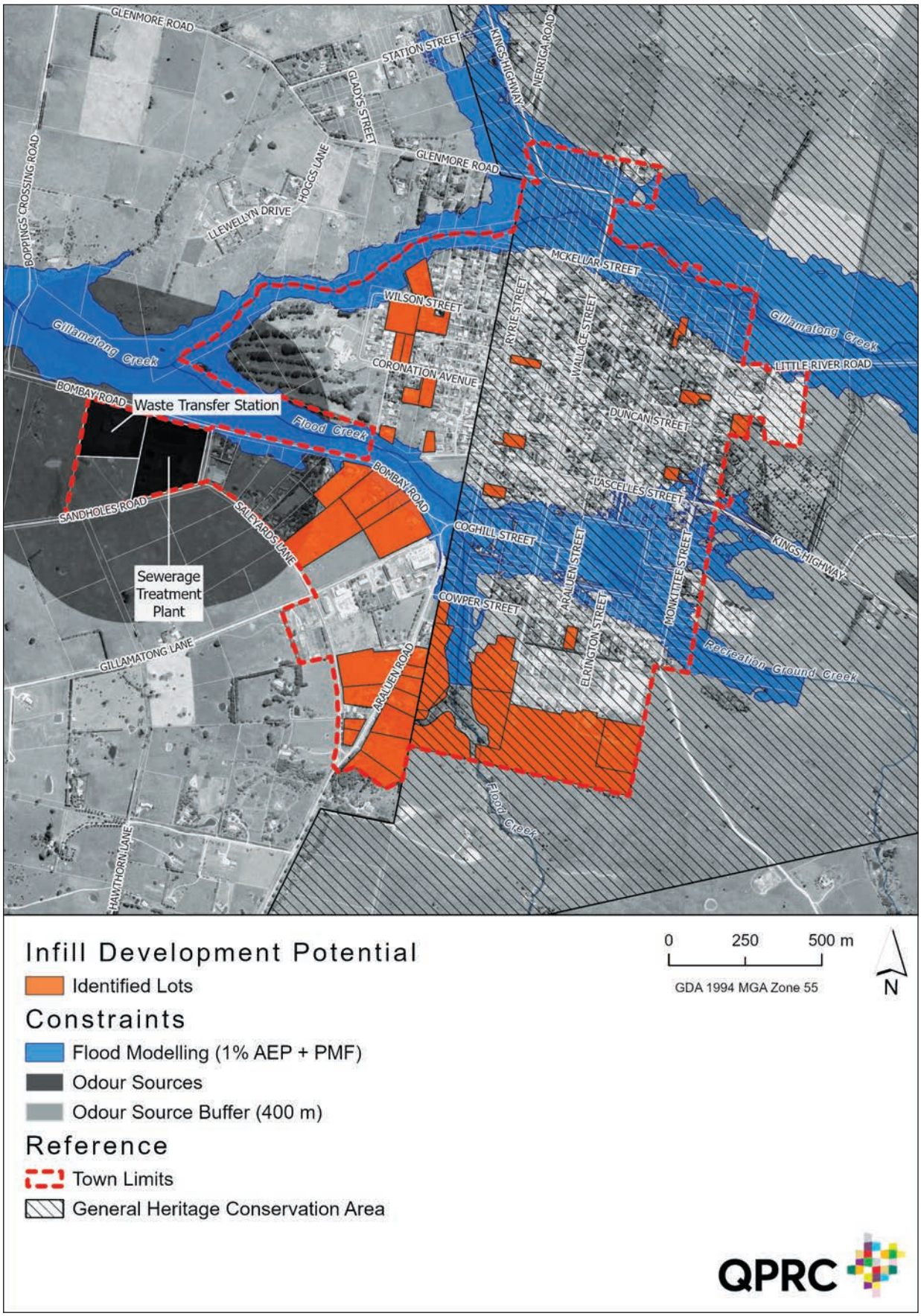
Table 13 – Population Placement

NSW towns with population of around 3,600 at 2021 census.

- Narooma – population 3,395 (ABS).
- Mullumbimby - population 3,589 (ABS).

Possible area of land required.

- Total 644 greenfield dwellings (two people per dwelling) required by 2051.
- Approx. twenty one - twenty two (greenfield) dwellings to be constructed per year .
- Area of greenfield land (lots and allowance for roads) required if all infill is taken up = 78ha.
- Area of greenfield land (lots and allowance for roads) required if no infill is taken up = 114ha.



Map 42 – Infill Development Potential

Key Findings

While a certain amount of future growth can be accommodated within the town limits through infill, the tables above have indicated that additional greenfield land will need to be rezoned to allow for subdivision for future residential housing over the next 30 years.

To best support effective decision making for strategic planning with respect to urban development, criteria which essentially determine what makes certain parcels of land more suitable for urban development are first selected. Broad themes considered include:

- **Town contiguity –** it is generally considered to be best practice to locate new residential land as close as possible to the existing town limits. This allows for the most efficient and effective use of existing infrastructure, facilities and reduces the cost of developing the land. Locating new residential development as close as possible to the existing town limits, especially in smaller towns such as Braidwood, also increases the opportunities for new residents to use active transport to access town centre services and facilities.
- **Environmental preservation –** by avoiding the clearing of native vegetation and minimising disturbance to sensitive habitats, existing flora and fauna can be better protected and preserved. In addition, environmental factors may require expensive biodiversity offsets, such as land with large areas of biodiversity values, or flood prone areas where flood mitigation works are required.
- **Minimisation of development costs –** reducing the cost of providing infrastructure and general building costs will make the development more likely to be a success. This is not only from private developers' being more likely to turn a profit, but also enabling the construction of affordable dwellings for future residents and the minimisation of ongoing operational costs for Council to maintain the required infrastructure.
- **Heritage –** due to the unique historical setting of Braidwood, heritage conservation is an important factor included in the criteria.

DOES THE LAND IDENTIFIED AS SUITABLE FOR FUTURE URBAN DEVELOPMENT REFLECT YOUR KNOWLEDGE OF THE LAND?

Spatial data for these themes includes the data shown on the maps earlier in this discussion paper and has been used in a Geodesign process to identify land which may be suitable. Geodesign is the combination of geography and design that allows planners to make better decisions. Geographic Information Systems (GIS) is used to layer the data to broadly identify the constraints and opportunities of the land. Detailed consideration of these key themes resulted in a total of 21 criteria being used in the Geodesign model.

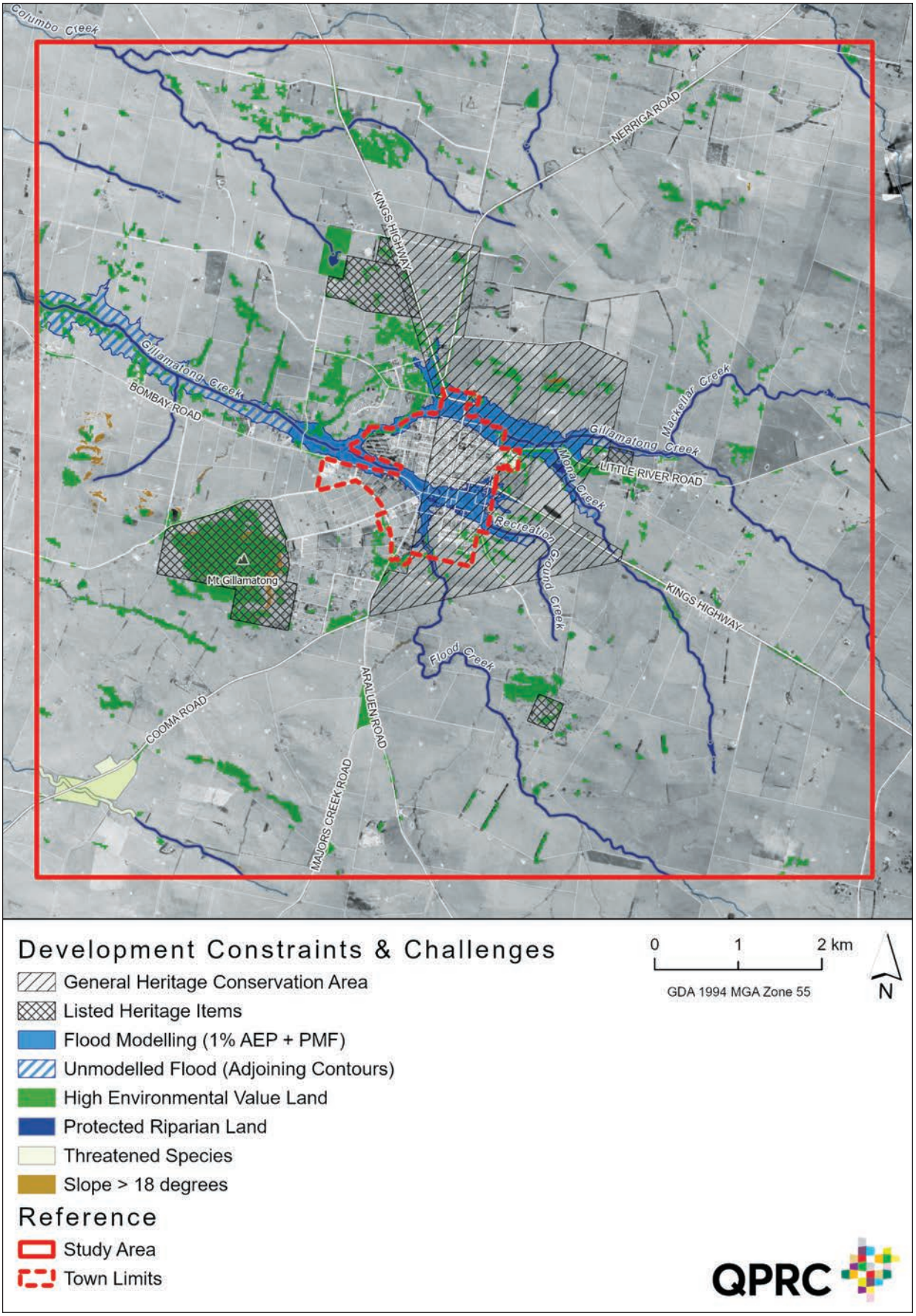
The more suitable parcels of land for urban development were those that collectively satisfied four key pillars: (1) minimisation of development costs, (2) environmental preservation, (3) building resilience to hazards and the effects of climate change, and (4) protecting cultural and physical heritage.

The maps below show the higher level development constraints and challenges and the land suitability analysis.

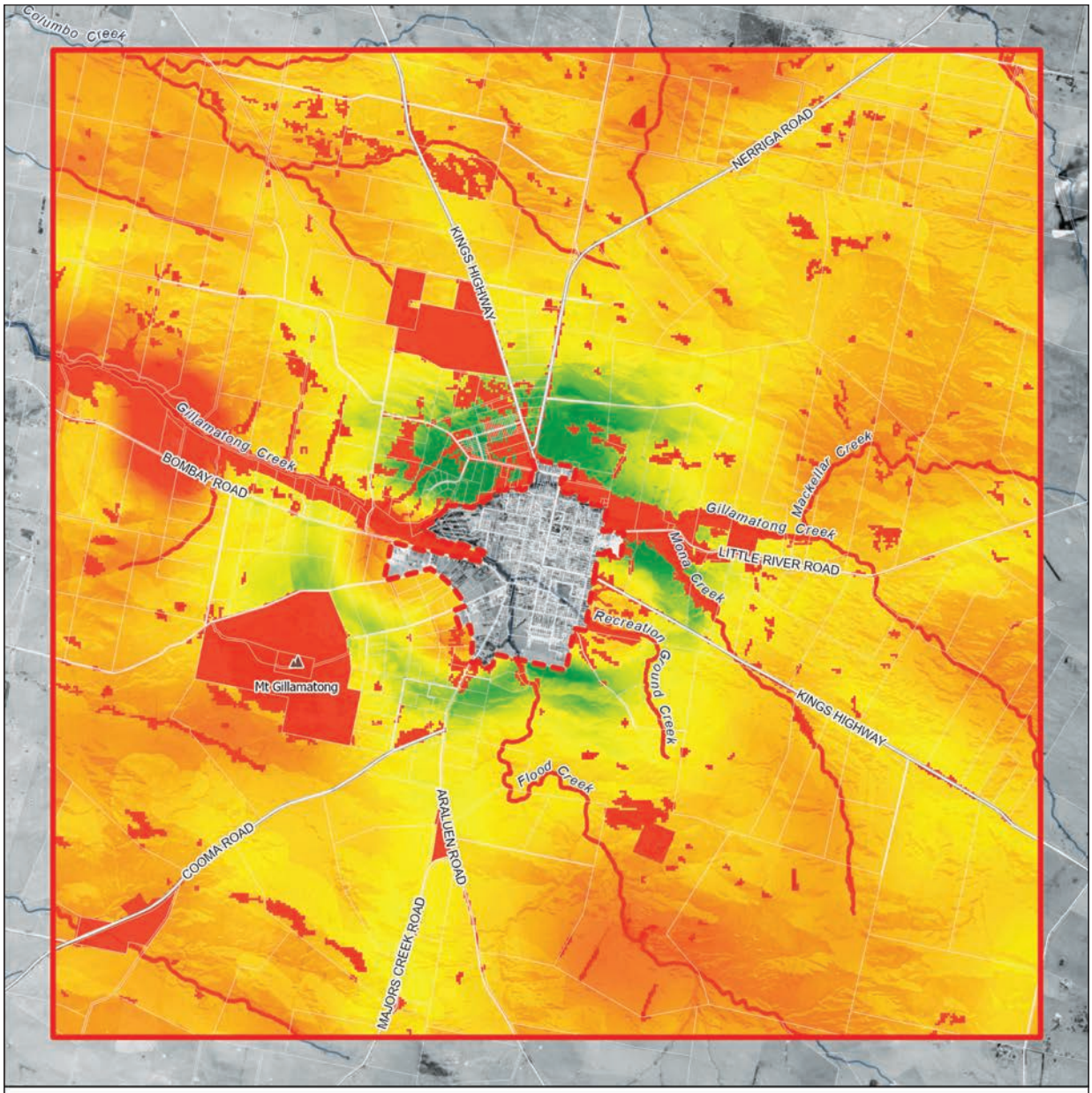
This table indicates the area of land outside of the current town limits that is the least constrained and potentially most suitable for future residential development, based on the constraints discussed above.

GENERAL LOCATION	AREA
North west	64.29ha
North east	82.65ha
South	31.79ha
East	18.24ha

Table 14 – Areas of Potential Future Urban Development



Map 43 – Development Constraints and Challenges



Suitability for Future Urban Development

High

Low

Reference

Study Area

Town Limits

0 1 2 km

GDA 1994 MGA Zone 55

N

DRAFT MAP FOR DISCUSSION PURPOSES ONLY

QPRC

Map 44 – Areas of Potential Future Urban Development

Strategies for Implementation

Possible strategies for implementation will include some or all of the following:

- Review recommendations made by NSW Heritage Council.
- Review recommendations of the Housing Affordability Study.
- Review application of zones (including options for rezoning land for increased residential development).
- Review schedule 2 and 3 exempt and complying of the LEP.
- Review the LEP provisions such as minimum lot size.
- Review DCP controls.
- Review development contributions plans.
- Confirm adequacy of employment land supply.
- Detailed investigation of draft bypass options.

Draft Land-Use Development Principles

The commitments to the community's vision for Braidwood have been used as the basis from which to draft development principles. These draft development principles will guide future land use rezonings and development in a way that meets the community vision. The development principles will guide both the higher-level land-use planning strategies and inform the review of the development controls in the Development Control Plan which guides development at the site-specific level.

Town Centre Development Principles

- Direct access from main street to shop front (promotes Wallace Street) are retained.

History and Heritage

- Retain the historic grid street pattern and use in new development where practical.
- Ensure that the form of new buildings (proportions, rhythm, scale) relate to and are sympathetic to the existing historic town character.
- Ensure that the external materials of new buildings relate to and are sympathetic with the existing historic town character.
- New residential accommodation (multi-dwellings and residential flat buildings) have direct street interface for pedestrians and a level of visibility between the external public and internal private space.
- Protect visual corridors and open vistas to the rural landscape as identified in the State Heritage listing.
- Protect views from within the town centre and residential areas to Mount Gillamatong.
- Protect the strong sense of country living and space.
- Protect the country, heritage feel that appeals to residents and visitors.
- Ensure new structures are of a low scale with a distinct divide between the town and the surrounding rural landscape or connection to country.
- Demonstrate greater engagement with identified Aboriginal knowledge holders and inclusion of knowledge within strategic plans.

ARE THERE OTHER WAYS TO CATER AND IMPLEMENT OPTIONS FOR GROWTH IN BRAIDWOOD?

- Incorporate Aboriginal knowledge and connection to Country in strategic plans.
- Retain and enhance the visible town identity with heritage items being dominant features.

Diverse, Inclusive and Supportive Community

- Enhance pedestrian connections between public green spaces to allow for a range of activities both passive and active, for example walking, cycling and dog walking.
- Ensure that new residential developments are located within reasonable walking distance of parks, public green space network and services.

Rich Natural Environment

- Protect the rural landscapes and vistas surrounding the town.
- Retain and enhance rural entry roads (glimpses of rolling green hills through avenue of trees lining key roads defines the town entry and exits points).

Sustainable and Resilient Community

- Ensure that services and infrastructure support a diverse and inclusive community.
- Support and enhance active transport connections between new residential areas and key destinations within the existing town limits.
- Ensure that new development is not exposed to environmental hazards, such as contamination, excessive noise or offensive odours.
- Ensure that new residential development includes active transport connections to the town centre and key services and facilities.
- Protect and enhance residential and town centre streetscapes to assist in urban cooling (tree planting to provide shaded and cooler footpaths and carparking).
- Ensure that new development is located to avoid the impacts of climate change. In particular the increased risk of bushfire and flooding.

Vibrant and Balanced Economy

- Protect industries from incompatible residential development.
- Support opportunities for innovative commercial and industrial businesses.
- Support the provision of high-speed internet in public spaces.
- Support local employment, vitality, and a diverse range of services within the town centre.
- Support opportunities for creative industries to grow and flourish.
- Protect agricultural land from incompatible development.
- Support opportunities for start-up agricultural businesses outside of the existing town limits.
- Support opportunities for a start-up commercial businesses within the town centre.

Local Environmental Plan

The *NSW Environmental Planning and Assessment Act 1979*, requires that local environmental plans use the Standard Instrument land uses and zones. The zone prescribes the certain land uses that are permitted, what land uses are prohibited, however councils have discretion to add land uses permitted or prohibited within a zone. Land uses are defined in the Dictionary section of the LEP and some uses are 'umbrella', meaning that the land use includes a number of other defined land uses, for example residential accommodation is a land use that is described in the LEP dictionary and includes a number of other defined terms such as boarding houses, secondary dwellings and dwelling houses.

As housing is one of the issues that this discussion paper has identified, the land use tables below have separated out the accommodation land uses permissible in each of the zones that are currently in use in Braidwood. Where the list of permissible uses are not considered adequate, an alternative zone may be more appropriate. In order to change a zone (or any other LEP control or provision such as minimum lot size or height of buildings) a planning proposal is prepared. All planning proposals go through the Gateway process which includes state agency consultation and public exhibition and can take up to two years before the change in the LEP becomes effective.

Rural Zones

There are six rural zones described within the Standard Instrument—Principal Local Environmental Plan including RU1 Primary Production, RU2 Rural Landscape, RU3 Forestry, RU4 Primary Production Small Lots, RU5 Village, and RU6 Transition.

The Queanbeyan-Palerang Regional Local Environmental Plan 2022 applies four of these zones to land with the local government area. Rural zones currently applied within the LGA include the RU1 Primary Production, RU2 Rural Landscape, RU3 Forestry and RU5 Town zones.

Only one rural zone, the RU1 Primary Production zone, has been applied on land around Braidwood.

Residential Zones

The Standard Instrument—Principal Local Environmental Plan provides five residential zones that may be applied, these are R1 General Residential. R2 Low Density Residential zone, R3 Medium Density Residential zone and R5 Large Lot Residential

The general descriptions of the zones are from the Department of Planning practice note PN 06-002 of April 2006.

R1 General Residential

This zone is generally intended to provide for a variety of residential housing types and densities, including dwelling houses, multi-dwelling housing, residential flat buildings, boarding houses and seniors housing. The zone also provides for additional uses that provide facilities or services to residents, including neighbourhood shops and child care centres.

R5 Large Lot Residential

This zone is generally intended to cater for development that provides for residential housing in a rural setting. The allocation of large lot 'rural' residential land must be justified by a strategy prepared in accordance with guidelines issued by the Department. This zone was formerly known as a Rural Residential zone.

Business Zones

The Department of Planning and Environment recently completed a review of the business and industrial zones and will be replacing these zones with five new employment zones and three supporting zones. The employment zones are expected to be placed into individual LEPs by 1 December 2022 when the Business and Industrial zones will be repealed.

B2 Local Centre

This zone is generally intended for centres that provide a range of retail, business, entertainment and community functions that typically service a wider catchment than a neighbourhood centre.

Industrial Zones

As stated above, the Department of Planning and Environment recently completed a review of the business and industrial zones and will be replacing these zones with five new employment zones and three supporting zones. The employment zones are expected to be placed into individual LEPs by 1 December 2022 when the Business and Industrial zones will be repealed.

There is only one industrial zone within the Braidwood study area, being the light industrial area to the south-west of the village.

Special Purpose Zone

The Standard instrument provides for three SP Special Purpose zones. They are the SP1 Special Activities, SP2 Infrastructure and SP3 Tourist zone.

Two Special Purpose zones have been applied within Braidwood.

Recreation Zones

The Standard instrument provides for two recreation zones, both recreation zones has been applied to land within Braidwood.

RE1 Public Recreation

This zone is generally intended for a wide range of public recreation areas and activities, including local and regional open space. Councils may generally permit typical public recreation uses in this zone.

RE2 Private Recreation

This zone is generally intended to cover a wide range of recreation areas and facilities on land that is privately owned or managed.

Conservation Zones (Formerly Environmental Zones)

The Standard instrument provides for four conservation zones (formerly called Environmental zones) including C1 National Parks and Nature Reserves, C2 Environmental Conservation, C3 Environmental Management and C4 Environmental Living.

The only conservation zone that has been applied to land within the study area is the C4 Environmental Living zone.

Development Control Plan

Development Control Plans (DCPs) supplement the Local Environmental Plans by providing more detailed development controls regarding aspects like specific precinct controls, building design and setback, landscaping and car parking requirements. As noted previously, there are two DCPs that apply in the Braidwood. The Braidwood DCP 2006 applies to land within the Heritage Conservation Area and the Palerang DCP 2015 applies to all of Braidwood that is outside of the Heritage Conservation Area.

Funding

Development Contribution Plan

Sections 7.11 and 7.12 of the *Environmental Planning and Assessment Act 1979* enables Council to plan, identify and levy contributions on new development where it has established that the development is likely to result in increased demand for public services and public amenities within the local government area.

Contributions plans set out the local infrastructure required to meet the demand from new development, and the contributions a council can levy on developers to fund the necessary land and works.

Development Servicing Plans (s64 Plans)

Council can levy contributions for the provision of water, sewerage, and stormwater infrastructure. These contributions are allowed under Section 64 of the *Local Government Act 1993*. However, Council must have a Developer Servicing Plan to levy a Section 64 contribution. These plans allow Council to levy contributions where the anticipated development will or is likely to increase the demand for water or sewer supply services and allows Council to provide for the required increased capacity.

Local Planning Agreements

Council may enter into Voluntary or Local Planning agreements (also commonly referred to as VPAs) with a developer to deliver public benefits. These agreements are governed by Section 7.4 of the *Environmental Planning and Assessment Act 1979*.

Council has several planning agreements in place including one with:

- Big Island Pty Ltd Planning Agreement relating to the Dargues Creek mine at Majors Creek.

ARE THERE PREFERRED FUNDING OPTIONS OR OTHER SOURCES AVAILABLE?

Bypass Funding

Whilst the 13 December 2017 resolution of Council advocates for a bypass around Braidwood, it did not seek or commit Council to build a bypass; advising that this would be the responsibility of the NSW Government through the Roads and Maritime Services. Grant funding may be available for the detailed investigation of route, traffic planning and full needs analysis.

Next Steps

The diagram below illustrates the next steps to be taken including exhibition, review of submissions, reporting to Council and the preparation of the draft Braidwood Structure Plan.

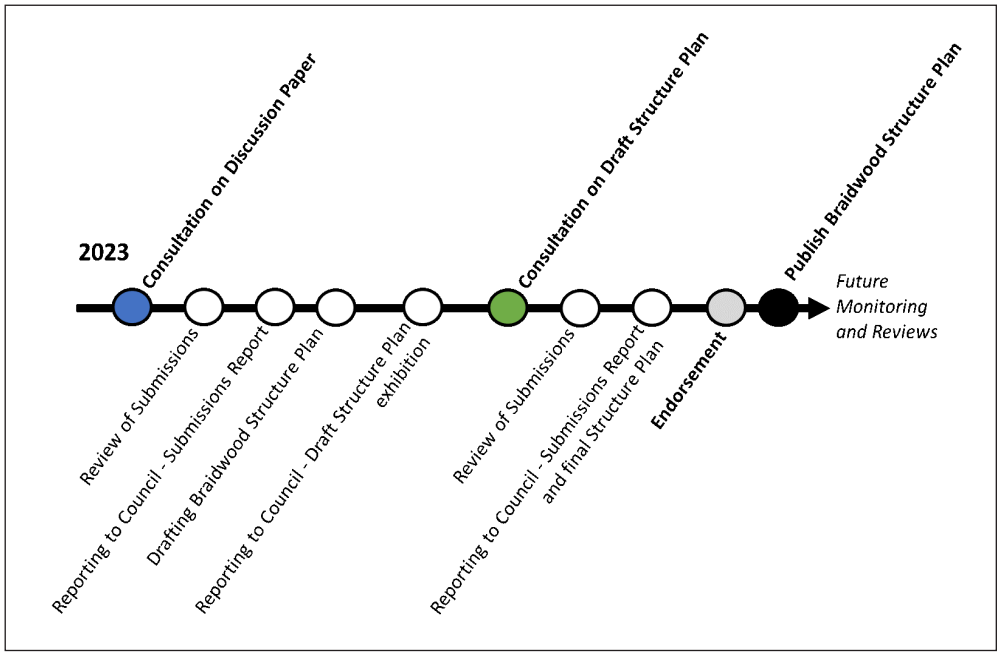


Figure 27 – Structure Plan Preparation Process

Appendix 1 – List of existing plans and studies

Land use plans prepared by Council or the NSW Government

- Draft South East and Tablelands Regional Plan 2041.
- Queanbeyan-Palerang Regional Local Environmental Plan 2022 (14.11.2022) .
- Palerang Development Control Plan 2015.
- Braidwood Development Control Plan 2006.

Heritage

- Braidwood Archaeological Management Plan 2019.
- Braidwood Archaeological plan – Inventory sheets.

Infrastructure plans

- Sewerage Asset Management Plan 2019-2023.
- Integrated Water Cycle Management Strategy – Palerang Communities.

Open space and recreation

- Bungendore Park Master Plan, adopted March 2014.
- Queanbeyan-Palerang Regional Council Sports Facilities Strategic Plan 2019.
- Asset Management Strategy 2020-2030.
- Parks & Recreation Asset Management Plan 2019-2023.
- Buildings Asset Management Plan 2019-2023 (refit of Braidwood administration building).

Traffic movement and parking

- Braidwood Bicycle and Pedestrian Facilities Plan.
- Integrated Transport Strategy, June 2020.

Environment

- Climate Change Action Plan: Community Plan Period: 2020 to 2030, May 2020.
- Climate Change Action Plan: Council Operations Plan Period: 2020 to 2030, May 2020.

Economic

- Digital Economy and Smart Community Strategy.

Flood

- Braidwood Creeks Flood Study, 2005.
- Braidwood Flood Study Risk Management Study and Plan 2019 – Vol 1.
- Braidwood Flood Study Risk Management Study and Plan 2019 – Vol 2.

Other plans

- Braidwood - Landscape Beautification and Revitalisation 2018 – opportunities for Wallace Street and Ryrie Park (2018).
- Rural Lands Strategy (adopted 22 February 2017).
- Discussion Paper (accompanied the exhibited draft Rural Lands Strategy in 2016).
- Commercial Agriculture Report (accompanied the Rural Lands Report).

Development contributions and Section 64 Plans

- Tallaganda Plan 3 – Roadworks (applies to the whole of the study area).
- Tallaganda Plan 4 – Bushfire Control and Suppression (generally applies to land outside the town limits).
- Palerang Section 94a Development Contributions Plan 2015 (generally only applies to land outside the town limits).