QPRC









Braidwood Structure Plan

Queanbeyan–Palerang Regional Council

December 2024 I Draft

Braidwood Structure Plan Draft 2024

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Designed and production by Monica Shanahan, QPRC



Acknowledgement of Country

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

Image: ARTIST: Lynnice Church
ABORIGINAL NATIONS: Ngunnawal, Wiradjuri and Kamilaroi

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Overview

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



Figure 1. Braidwood Township

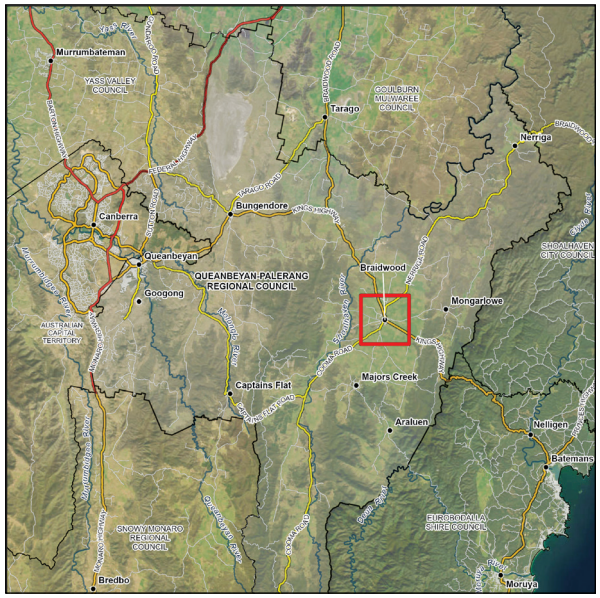
The Queanbeyan–Palerang Regional Council Local Strategic Planning Statement ("the LSPS") identified the need to undertake investigations to find potential areas on the urban fringe of Braidwood that could be rezoned for residential, rural residential, and industrial purposes to help accommodate and stimulate growth. A variety of different growth scenarios have been used to inform the Structure Plan; Council anticipates that the population of Braidwood will grow in the range of 1.4% - 3.66% by 2051, which equates to up to 2,633-5,056 people.

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

Objectives

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

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



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



Map 2. Braidwood Study Area Context

Braidwood's Role in the Region

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

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

Braidwood is located on the Kings Highway in the upper valley of the Shoalhaven River approximately 90 km east of Canberra and 65 km west of Batemans Bay. The town is approximately 640m above sea level on the western edge of the Great Dividing Range and is the closest town to Monga National Park (27km) and Budawang National Park (25km), both of which are located between the town and the east coast. Secondary roads, such as Nerriga Road, Cooma Road, and Araluen Road, feed into Braidwood from the rural surrounds and the nearby villages of Majors Creek and Araluen.

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

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

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

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

Braidwood's Vision Statement

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

Guiding Principles

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

Connectivity

Identified development opportunity areas:

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

Cost

Identified development opportunity areas:

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

Environment

Identified development opportunity areas:

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

Heritage

Identified development opportunity areas:

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

Resilience

Identified development opportunity areas:

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

Policy Documents which Legislate and Inform the Structure Plan

Legislative Context

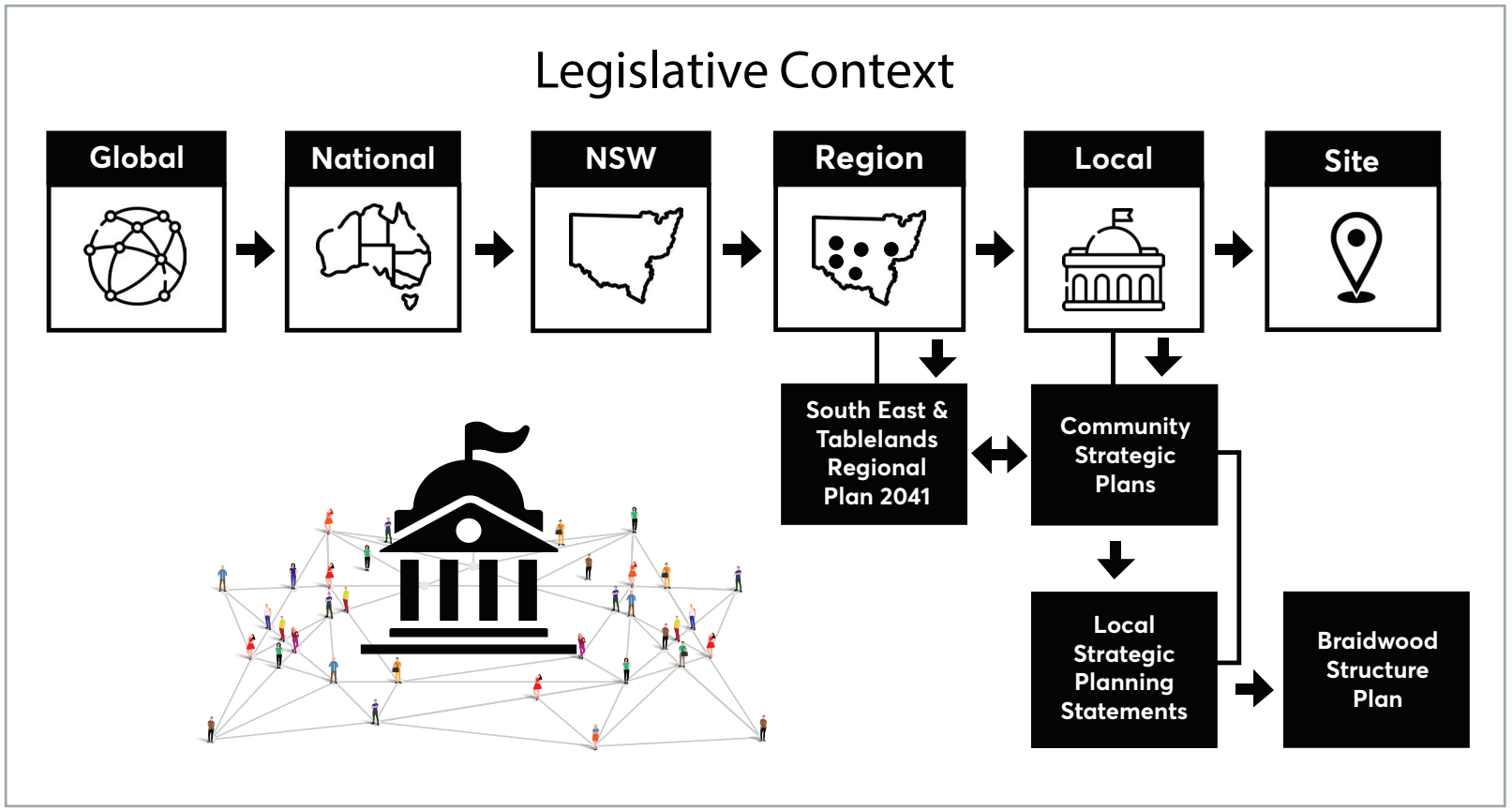
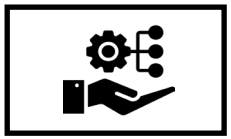


Figure 2. Legislative Context Graph

1. Planning Priority

Local Strategic Planning Statement (LSPS)

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



1. We have an active and healthy lifestyle.

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

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

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

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

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

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

2. Objective

South East & Tablelands Regional Plan (SETRP)

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



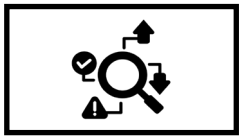
- **1.** Build capacity for shared knowledge about Aboriginal culture in land use planning.
- **2.** Strengthen Aboriginal self-determination.
- **3.** Support diverse, vibrant and socially active communities.
- **4.** Preserve the heritage and character of the region's towns and villages.
- **5.** Protect important environmental assets.
- **6.** Enhance biodiversity, habitats and the connections between them.
- **7.** Build resilient places and communities.
- **8.** Plan for a net zero region by 2050.
- **9.** Secure water resources.
- **10.** Promote a year-round visitor economy.
- **11.** Promote innovation and sustainability in agriculture and aquaculture industries.
- **12.** Promote business and employment opportunities in strategic locations.
- **13.** Plan for a supply of housing in appropriate locations.
- **14.** Plan for more affordable, low-cost and social housing.
- **15.** Improve the quality, resilience and sustainability of housing.
- **16.** Manage rural living.
- **17.** Provide efficient access to infrastructure and services.
- **18.** Plan for walkable centres.
- **19.** Adapt infrastructure to meet future needs.

2 www.planning.nsw.gov.au/sites/default/files/2023-03/south-east-and-tablelands-regional-plan-2036.pdf

3. Strategic Objective

Community Strategic Plan (CSP)

This document is QPRC's overarching strategic plan that sets out a long-term vision for the region to 2042 and identifies the key priorities and strategies for achieving this. The Structure Plan delivers on the following Strategic Objectives.



1.3 Our public and community places are inviting, accessible, encourage participation and are well maintained.

3.2 We have robust planning systems that provide zoned and serviced land that supports affordability and choice to liveability of the area.

4.1 Our transport network and infrastructure is safe, supports a zero emissions target and allows for ease of movement throughout Queanbeyan-Palerang and across the ACT border and region.

4.2 Our community's waste, water, sewerage, stormwater and recycled water needs are met.

4.3 Our community facilities and assets are well planned, meet the needs of the community and enhance social connection.

5.2 Council is an open, accessible and responsive organisation.

3. www.qprc.nsw.gov.au/files/assets/public/v/5/council/budgets-and-planning/queanbeyan-palerang-community-strategic-plan-2042-8-june-2022.pdf

4. Other

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

1  Urban Forest Cooling Strategy

2  Braidwood CBD Opportunities and Initial Concepts

3  Braidwood Archaeological Plan

4  Affordable Housing Strategy

5  Cemeteries Strategy

6  Braidwood Bicycle and Pedestrian Facilities Plan

7  QPRC Integrated Transport Strategy (ITS)

8  Sports Facilities Strategic Plan

9 Contributions Plans

 A

 B

 C

Contributions Plans Links

A. www.qprc.nsw.gov.au/files/assets/public/v/1/building-and-development/planning-docs/section-94-and-vpas/s94_tallaganda_plan_3_roadworks_11_feb_2007.pdf

B. www.qprc.nsw.gov.au/files/assets/public/v/1/building-and-development/planning-docs/section-94-and-vpas/s94_tallaganda_plan_4_bushfire.pdf

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

Other Links

1. www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/qprc-urban-forest-cooling-strategy-final.pdf

2. www.qprc.nsw.gov.au/files/assets/public/v/2/resources-amp-documents/plans-and-strategies/braidwood_opportunities_and_initial_concepts.pdf

3. www.qprc.nsw.gov.au/files/assets/public/v/1/building-and-development/planning-docs/planning-studies-and-strategies/braidwood-archaeological-management-plan-final.pdf

4. www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/qprc-ahs-final-april-2023.pdf

5. www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/cemeteries-strategy-2024-2029.pdf

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

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

8. www.qprc.nsw.gov.au/files/assets/public/v/1/resources-amp-documents/plans-and-strategies/sports-facilities-strategic-plan-2024.pdf

5. 

Local Environmental Plan (LEP)

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

6. 

Development Control Plans (DCPs)

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

Currently two DCPs are applicable in Braidwood:

1. Braidwood DCP 2006
2. Palerang DCP 2015

7. 

Regional Economic Development Strategies (REDS)

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

8. 

Integrated Water Cycle Management Plan (IWCMP)

Is a local water utility's (LWU's) 30-year strategy for the provision of appropriate, affordable, cost-effective and sustainable urban water services that meet community needs and protect public health and the environment.

It has been prepared in accordance with the NSW Best Practice Management of the Water Supply and Sewerage Framework.

5. www.legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0600#statusinformation

6. 1. www.qprc.nsw.gov.au/files/assets/public/v/6/building-and-development/planning-docs/dcps/palerang/braidwood-dcp-2006.pdf.pdf
2. www.qprc.nsw.gov.au/files/assets/public/v/6/building-and-development/planning-docs/dcps/palerang/palerang-dcp-2015-updated-november-2022.pdf.pdf

7 www.qprc.nsw.gov.au/files/assets/public/v/3/resources-amp-documents/plans-and-strategies/queanbeyan-palerang-reds-2023-update.pdf

8. www.qprc.nsw.gov.au/files/assets/public/v/2/resources-amp-documents/plans-and-strategies/integrated-water-cycle-management-strategy-palerang-communities.pdf

Who are we planning for?

In 2021, the total population of Braidwood was estimated to be 1,710 people.

Four growth scenarios have been considered:

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

Growth Scenario	Data Source	Time Frame	No of Years	Population Increase	% Growth Rate*	Estimated Population
Low	Profile ID	2024 – 2041	17	289	0.99%	2,033
Medium	IWCMS 2019	2021 – 2051	30	740	1.43%	2,633
Medium High	Discussion Paper	2021 – 2051	30	1,888	3.66%	5,056
High	NSW Population Projections	2024 – 2041	17	1,206**	4.125%	3,419

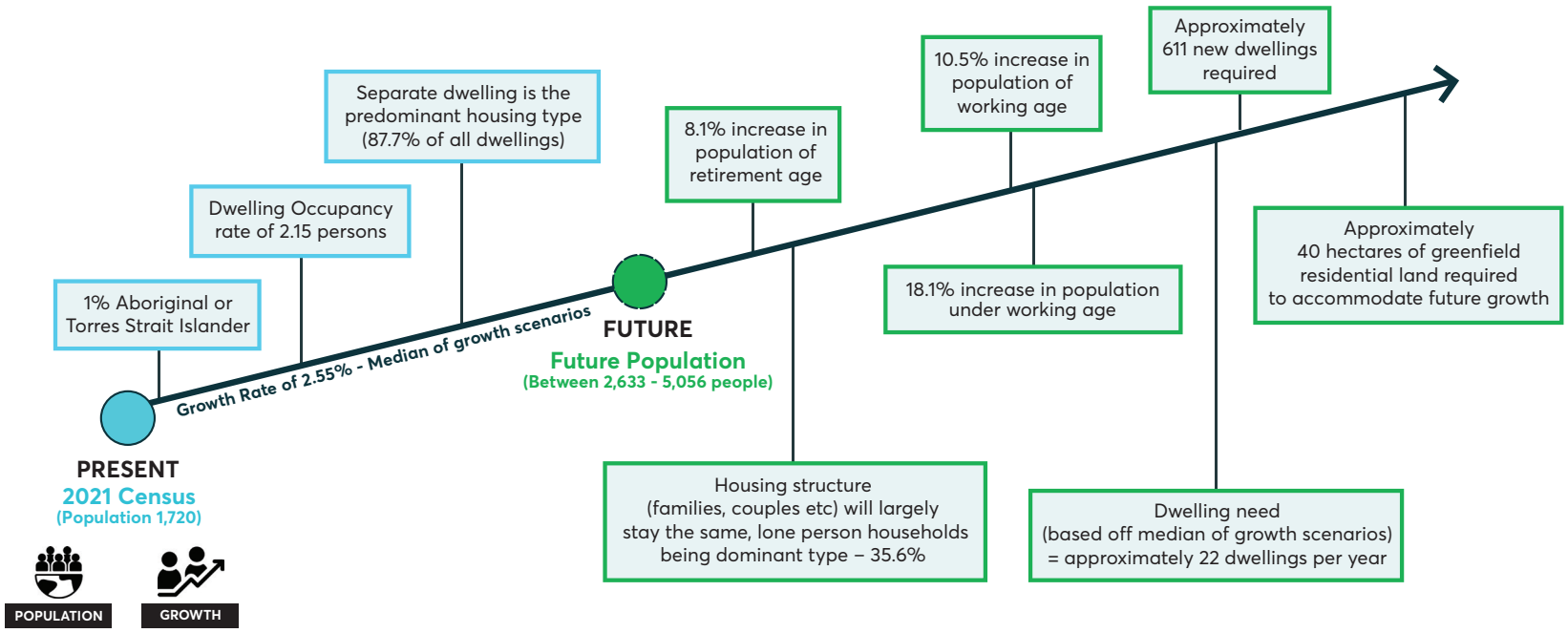
Table 1. Projected Four Growth Rate Scenarios

*Based on a population of 1,720 at the time of the 2021 Census

** Statistical Area Level 2 (SA2) catchment area, which covers small surrounding rural and village communities.

The above growth rate projections range from 1% to 4.1%. An average of the above scenarios is 2.55%.

Structure Plan and Site Analysis Graph



Residential

921 existing dwellings

140 unoccupied dwellings

10 Year supply

Existing supply:

R1 General Residential
1.12 Ha (total)
1.12 Ha vacant
Existing supply approximately 10 lots

R2 Low Density Residential
174.4 Ha (total)
24Ha vacant
Existing supply approximately 235 lots

R5 Large Lot Residential
25 Ha (total)
18.39Ha vacant
Existing supply approximately 7 lots

C4 Environmental Living
350 Ha (total)
Mixture of developed and undeveloped. An audit of each lot suggests approximately 91 lots

Commercial

Existing vacant zoned land:

E1 Local Centre– 3.8 Ha
Commercial occupancy rate 91%
Turnover rate 8%

MU1 Mixed Use – 7.22 Ha
7 vacant lots on Lascelles and McKellar Streets (west of Wallace St). Which will provide future commercial land needs

Top two segments of Braidwood's employment base are:

1. Accommodation & food services 13.96%
2. Retail - 12.1% 49% of local spending is made by visitors

Visitors spent $27.5M in local shops in 2023

Industrial

Existing vacant zoned land:

E3 Productivity Support– 12.71 Ha
8 Ha is unoccupied. Which will provide future commercial land needs.

Figure 3. Structure Plan and Site Analysis Graph

NOTE: *Many owners of R2 zoned properties in Braidwood purchased their property specifically due to a larger lot size and the heritage characteristics of the dwelling/neighbourhood; they have no interest in further development of the property. Therefore, properties with potential for one or two-lot infill subdivisions on Braidwood's east side were excluded from the R2 development potential calculations.

Residential

R1 – approximately 1.12 Ha of R1 General Residential zoned land fully occupied.

R2 – approximately 174.4 Ha of R2 Low Density Residential zoned land; R2 infill potential in the SW and S of Cowper; limited potential within rest of the E side; capacity for another 235 lots.

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

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

Commercial

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

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

Industrial

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

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

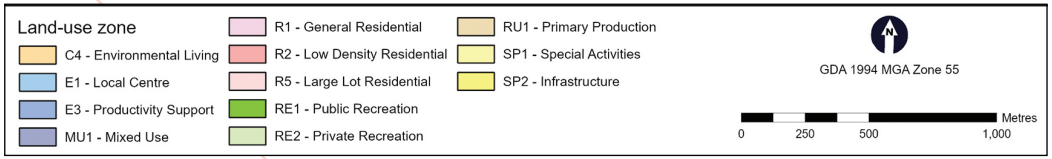
SP2 – approximately 63.8 Ha of SP2 Infrastructure zoned land.

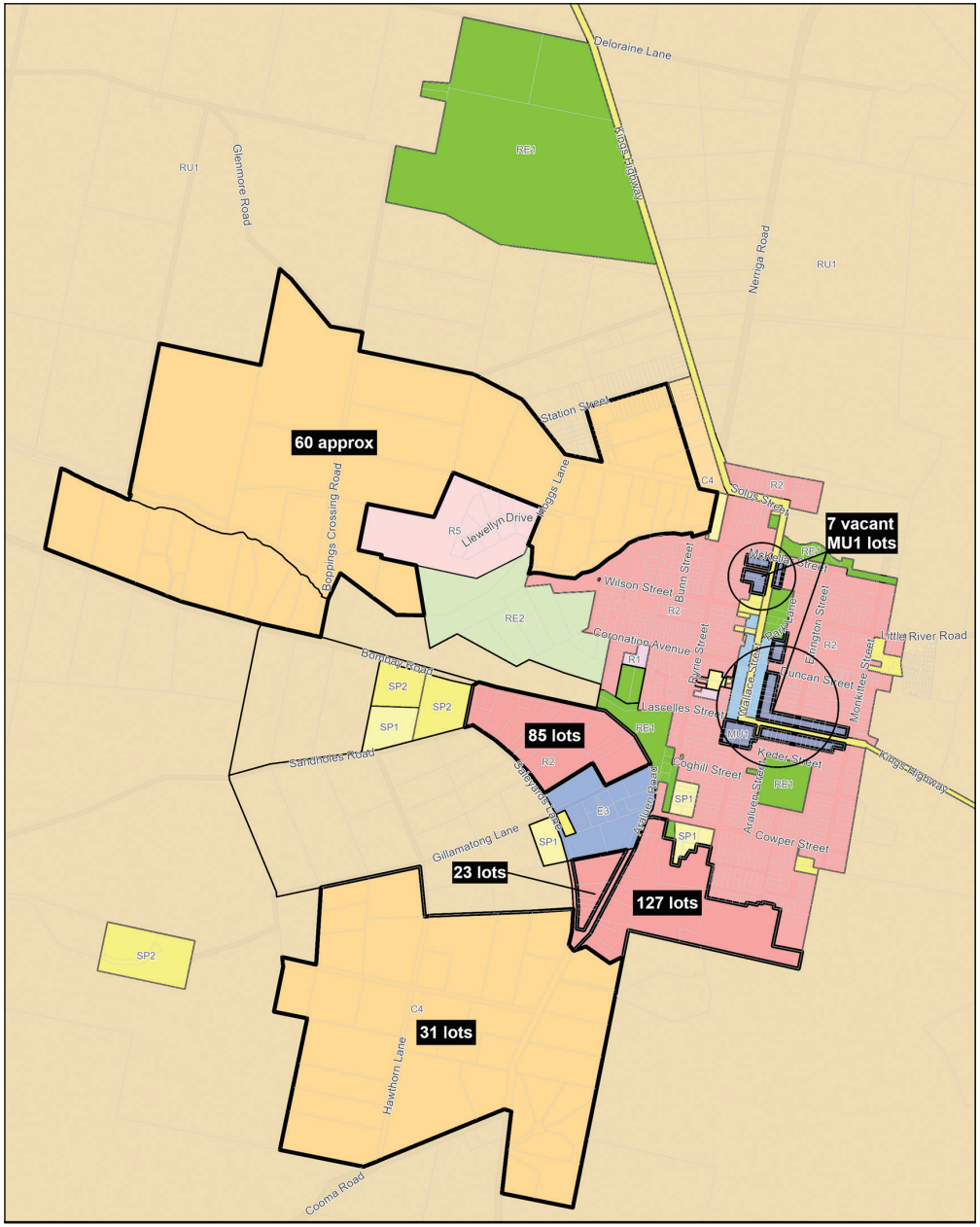
Based on the above growth scenarios, Braidwood will need the following amounts of land to accommodate anticipated need:

Residential – 22 dwellings per year, 2.24ha per year.

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

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





Map 3. Existing Land Supply and Demand

What are we managing? Constraints & Opportunities

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

Heritage

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

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

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

The Natural Environment

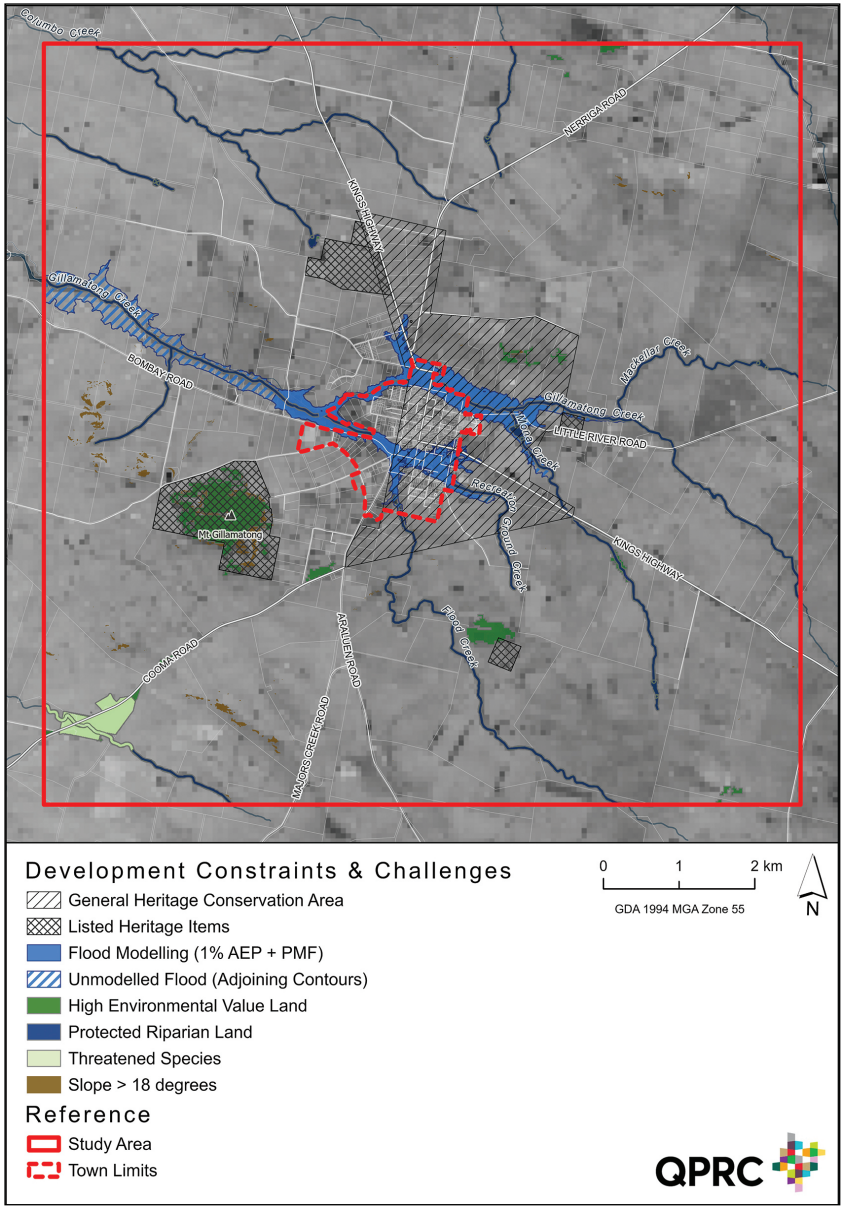
Scattered native vegetation adjoining the township and waterways that traverse through the township contain important environmental and cultural values.

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

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

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

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



Map 4. Development Constraints & Challenges

Servicing

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

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

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

A population of 3,000 people will require approximately 2.31 megalitres per day. Council's servicing plans will need to be updated to ensure growth aligns with infrastructure provision.

Transport & Parking

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

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

The amount of parking available is sufficient to meet current demands during non-peak times but can near or exceed capacity during peak holiday times causing spillover into residential neighbourhoods.

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

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

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



Map 5. Water Supply Network



Map 6. Sewer Network



Map 7. Waste Management Sites

Bypass

The need for a future bypass route received thorough consideration in the preparatory work undertaken for this Structure Plan.

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

However, as the regional population continues to grow and the Kings Highway remains the primary route to the coast from Canberra, the need may become more pronounced and should therefore be monitored. Council will continue to work with Transport for NSW to negotiate further study and determine a viable route option.

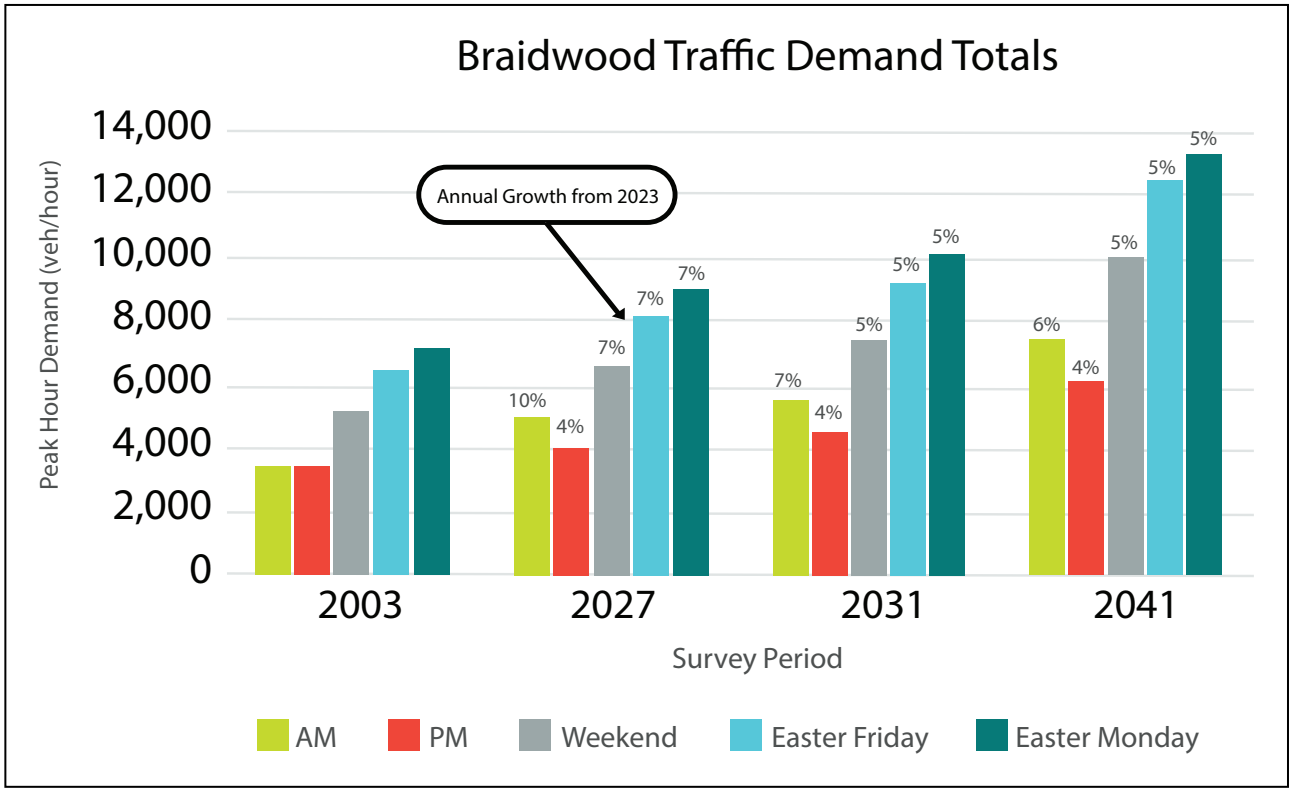


Figure 4. Braidwood Traffic Demand Totals

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

Community Facilities and Services

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

Education Facilities:

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

Health Related Facilities:

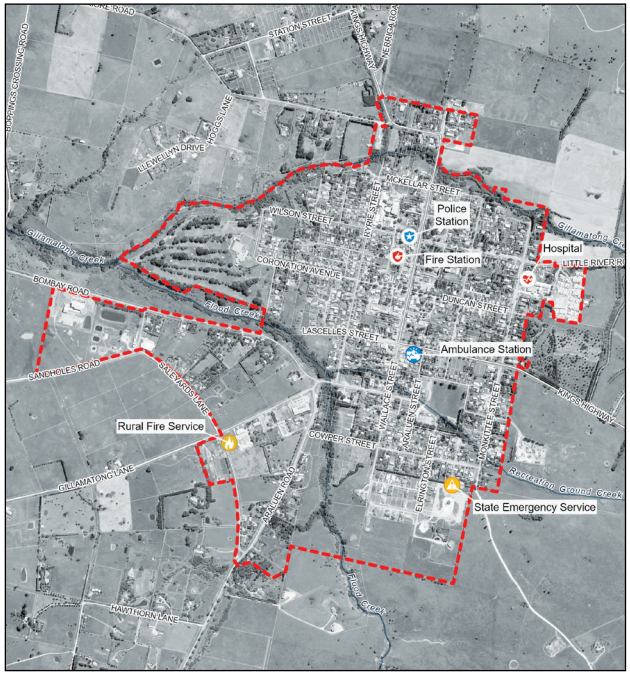
- A multi-purpose health facility providing a range of services, including an emergency department, X-ray services and a 37-bed residential aged care unit.

Major Community Facilities:

- Braidwood Library
- Braidwood QPRC Council Office
- Braidwood Community Centre (formally the Old Library and Council Chambers)
- Braidwood Old Sunday School Hall
- Masonic Hall
- Braidwood Museum
- Braidwood National Theatre Community Centre
- Braidwood Showground.

Emergency Services:

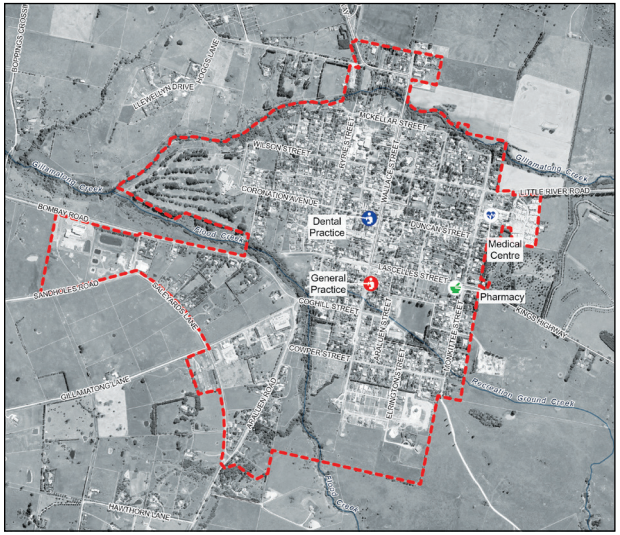
- NSW Police
- Fire and Rescue NSW
- NSW Rural Fire Service
- NSW State Emergency Service and Ambulance.



Map 8. Emergency Services



Map 9. Educational Institutions



Map 10. Health Services

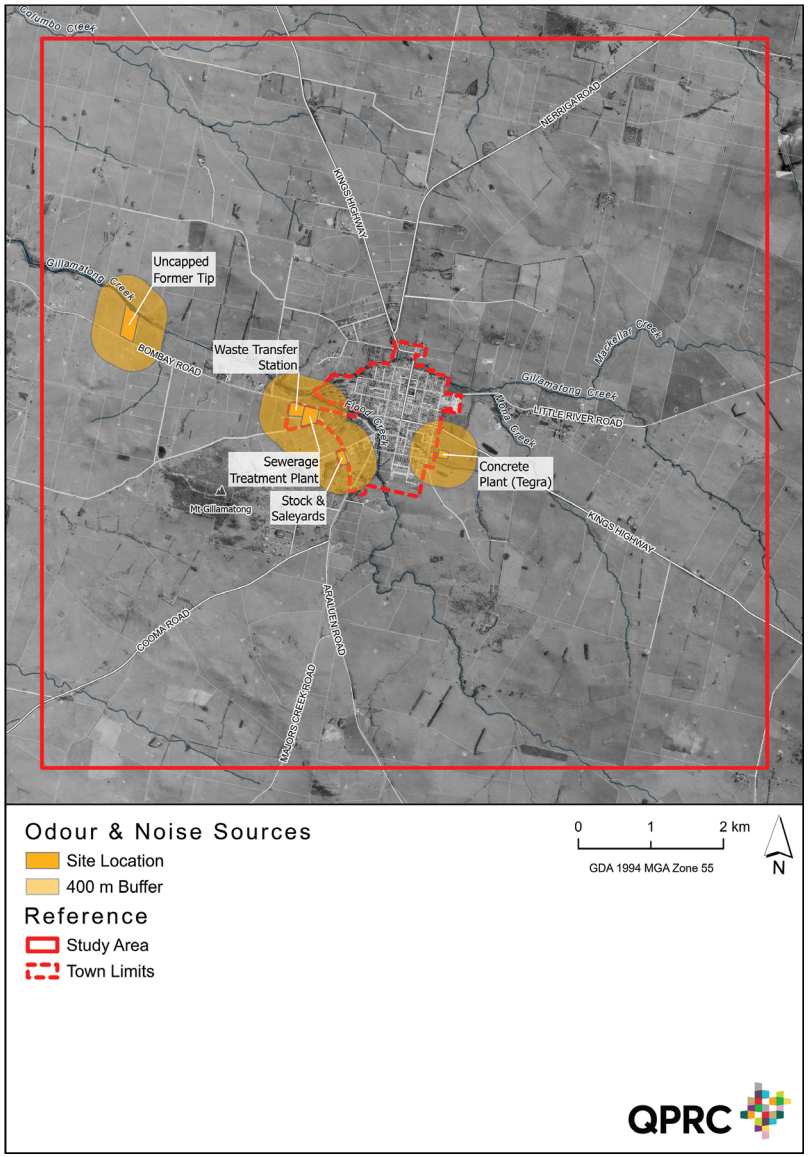
Land Use Conflicts

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

Key land use conflict areas within Braidwood include:

1. Waste Transfer Station
2. Sewage Treatment Plant
3. Existing industrial areas
4. Waste Water Treatment Plant
5. Saleyards

There is currently a 400-metre separation buffer distance requirement in place for the Braidwood Waste Transfer Station and the Sewage Treatment Plant to protect from odour impacts and help prevent land use conflict. Observation of the buffer distance requirement needs to be maintained.



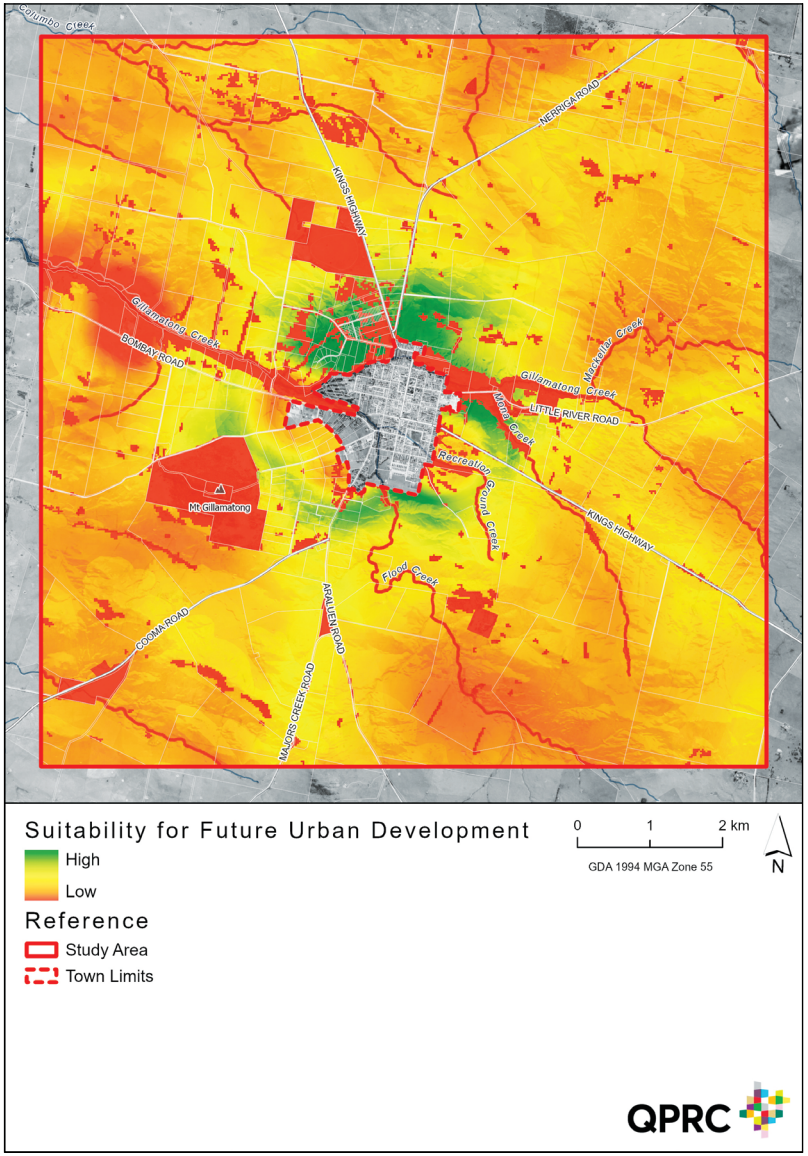
Map 11. Odour and Noise Sources

Braidwood's Future – The Structure Plan

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

The future growth plan (***Map 13. The Structure Plan)*** identifies where and what land for development will be targeted first and the Potential Development Areas Table below also identifies what needs to be undertaken to unlock this growth and strategic responses to key issues.

It describes the opportunity and capacity to accommodate the anticipated growth and change in the medium term 15 – 20 year timeframe, and the long term 30 year planning horizon.



Map 12. Suitability for Future Urban Development

The Future Growth Plan



Map 13. The Structure Plan

Review of Potential Development Areas



Map 14. Land Analysis Map

Area 1. Station Street

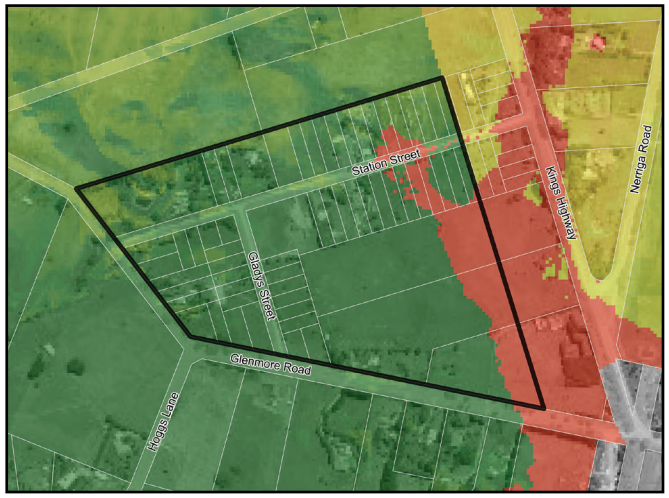


Figure 5. Area 1 – Station Street

Existing Zone
C4 and RU1

Existing maximum lot size (MLS)
2ha and 40ha

Area
21.5 hectares

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

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

Key constraints/matters to resolve

- Upgrade of water network and servicing plans.
- Extension of sewer network and servicing plans.
- Contributions for main extensions require investigation to ensure that Council recoups infrastructure provision costs.
- Access to Kings Highway.
- Open space and pedestrian connectivity and allow for safe access to town.
- Detailed HEV investigation (BAM or BDAR).
- Land ownership.

Recommendations

This area is best suited for future development according to the suitability mapping.

Proposed zone
R2

Proposed MLS
600-850 m2 to cater for diverse housing and future demographic structures.

Yield
274 lots – 12 years supply

Timing
5 years – the area has been identified as the first release area due to the existing lot pattern.

Area 2.
South of Glenmore Road



Figure 6. Area 2 – South of Glenmore Road

Existing Zone
C4

Existing MLS
2ha

Area
19.6 hectares

Development Principles

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

Key constraints/matters to resolve

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

Recommendations

This area is best suited for future development according to the suitability mapping.

Proposed zone
R2

Proposed MLS
600-850 m2 to cater for diverse housing and future demographic structures.

Yield
235 lots – 10 years supply

Timing
10 years.

Area 3. Glenmore Road and Boppings Crossing

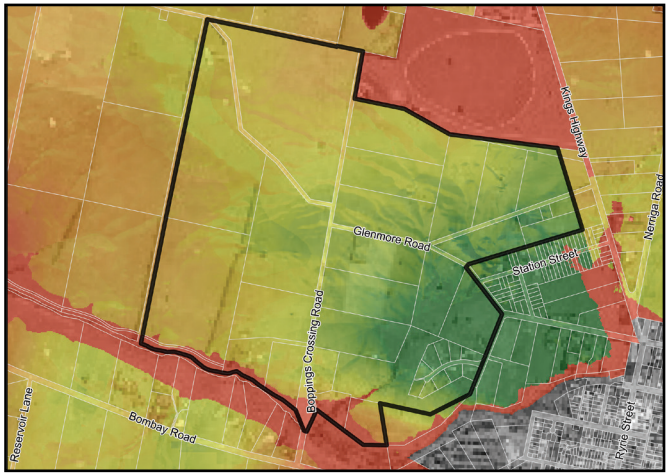


Figure 7. Area 3 – Glenmore Road and Boppings Crossing

Existing Zone
C4 and RU1

Existing MLS
2ha and 40ha

Area
290 hectares

Development Principles

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

Key constraints/matters to resolve

- Upgrade of water network and servicing plans.
- Extension of sewer network and servicing plans.
- Access to Kings Highway.
- Pedestrian connectivity and allow for safe access to town.
- Detailed HEV investigation (BAM or BDAR).
- Land ownership

Recommendations

This area is best suited for future development according to the suitability mapping.

Proposed zone
TBD

Proposed MLS
TBD

Yield
TBD

Timing
30 years and beyond.

Area 4. Council Depot



Figure 8. Area 4 – Council Depot

Existing Zone
SP1 – Council Depot

Existing MLS
N/A

Area
4861 m2

Development Principles

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

Key constraints/matters to resolve

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

Recommendations

The opportunity to provide a diverse housing product in the centre of Braidwood is unique. It is recommended that as soon as practical, the depot be relocated (see Area 9) and the site rezoned.

Proposed zone
R1

Proposed MLS
TBD

Yield
20 lots approximately

Timing
Short-term 3 years.

Area 5. 43 Lascelles Street



Figure 9. Area 5 – 43 Lascelles Street

Existing Zone
RE1 – Underutilised Crown Land

Existing MLS
N/A

Area
15339 m2

Development Principles

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

Key constraints/matters to resolve

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

Recommendations

The opportunity to provide a diverse housing product in Braidwood is unique. It is recommended that as soon as practical a planning proposal with the relevant technical studies be prepared for Gateway.

Proposed zone
R1

Proposed MLS
TBD

Yield
TBD

Timing
Short-term 3 years.

Area 6. 51 Elrington Street



Figure 10. Area 6 – 51 Elrington Street

Existing Zone
R2

Existing MLS
850m2

Area size
4,585m2

Development Principles

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

Key constraints/matters to resolve

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

Recommendations

The opportunity to provide a diverse housing product in Braidwood is unique. It is recommended that as soon as practical a planning proposal with the relevant technical studies be prepared for Gateway. Existing zoning permits seniors housing.

Proposed zone
R1

Proposed MLS
TBD

Yield
TBD

Timing
Short-term 3 years.

Area 7. Existing C4 Areas

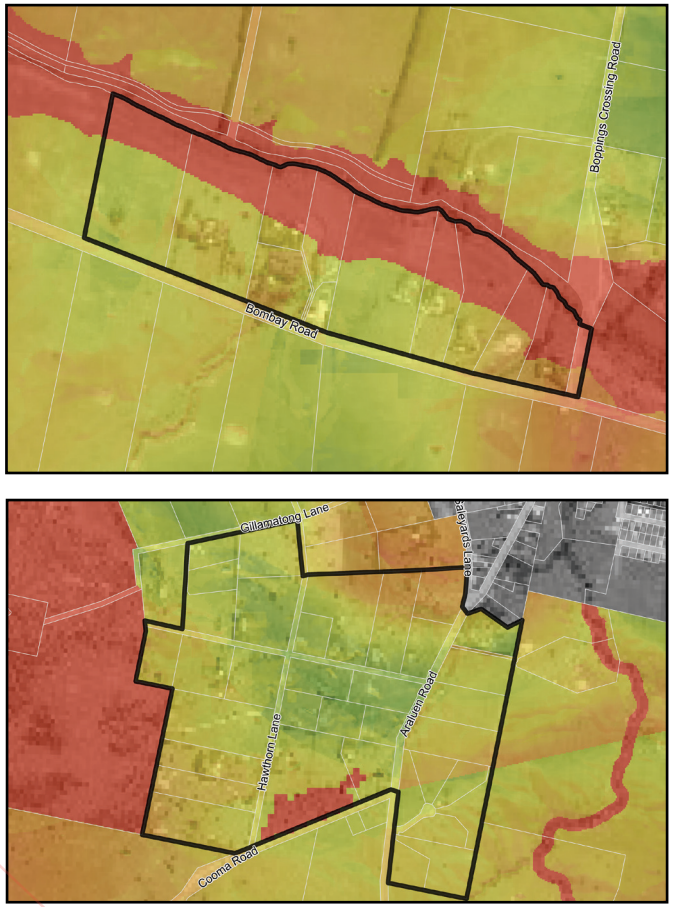


Figure 11. Area 7 – Existing C4 Areas

Existing Zone C4

Existing MLS 2 ha

Area 139 ha

Development Principles - N/A – the area is an existing rural residential living area.

Key constraints/matters to resolve

There are minimal HEV identified across the area with the predominant use being residential.

Recommendations

It is recommended that a R5 Large Lot residential zone be investigated. There is little HEV identified on the sites.

By rezoning the land to R5 it is considered that there is better alignment with zone objectives, creates additional development opportunity through the State Environmental Planning Policy (Exempt and Complying Development). This may provide an incentive for owners to undertake subdivision and create additional dwelling opportunities.

The objectives of the R5 zone are below.

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.
- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.
- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To keep and protect existing bushland and features of the natural landscape to preserve the rural character of the locality.

The change would permit the following uses:

- Complying Development under the State Environmental Planning Policy (Exempt and Complying Development Code)
- Centre-based child care facilities
- Group Homes
- Recreation facilities (indoor); Recreation facilities (outdoor)
- Respite day care centres.

However, it would prohibit the following uses:

- Agritourism
- Animal boarding or training establishments
- Emergency services facilities
- Farm stay accommodation
- Function centres
- Information and education facilities
- Neighbourhood shops
- Places of public worship
- Plant nurseries
- Water reticulation systems; Water storage facilities
- Restaurants or cafes.

Proposed zone R5

Proposed MLS 2 ha

Existing Yield

31 (top) and 9 (bottom) potential lots

Timing

To be undertaken with the next housekeeping planning proposal.

Area 8. Sandholes Road, Saleyards Lane and Gillamatong Lane

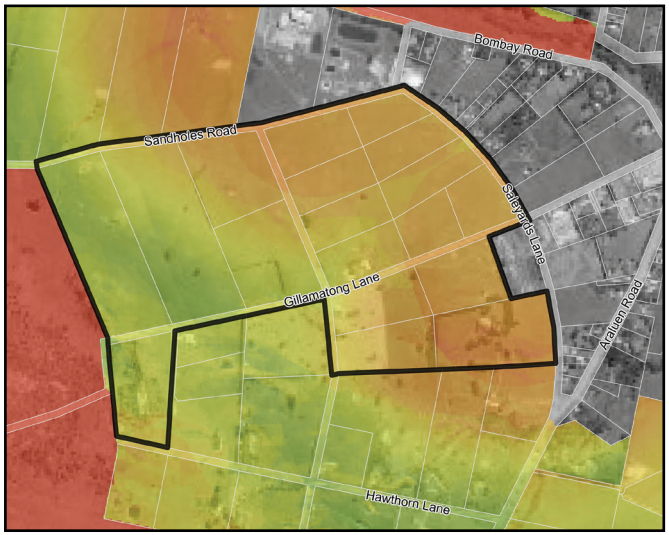


Figure 12. Area 8 – Sandholes Road, Saleyards Lane and Gillamatong Lane

Existing Zone
RU1

Existing MLS
40ha

Area
80 ha

Development Principles

- **Connectivity** – Adjacent to existing R2 and C4. Existing road network connecting into town.
- **Cost** – It is next to existing urban environments. Town water and sewer network adjacent to site, along Saleyards Lane. Existing small lot subdivision pattern.
- **Environment** – Minimal HEV mapping identified on the land. Site adjoins operating saleyards, waste transfer station, and sewerage works.
- **Heritage** – Located outside heritage conservation area. Mount Gillamatong on western edge of site.
- **Resilience** – Identified bushfire area which can be managed through subdivision design. Site is not flood prone. Parcels are too small to viably support primary production.

Key constraints/matters to resolve

- Upgrade of water network and servicing plans.
- Extension of sewer network and servicing plans.
- Pedestrian connectivity and allow for safe access to town.
- Detailed HEV investigation (BAM or BDAR)
- Land ownership.

Recommendations

Due to the land use conflict caused by operating saleyards, waste transfer station and the sewerage works, larger residential sites are proposed to mitigate these impacts.

Proposed zone
R5

Proposed MLS
2 ha

Yield
32 lots

Timing

- **As needed** – There has been a total of 13 dwelling development applications approved in the C4 area since 2010. This indicates minimal demand for rural residential development. Council will monitor the uptake of other rural living lots.

Area 9. Future Industrial Bombay and Sandholes Roads

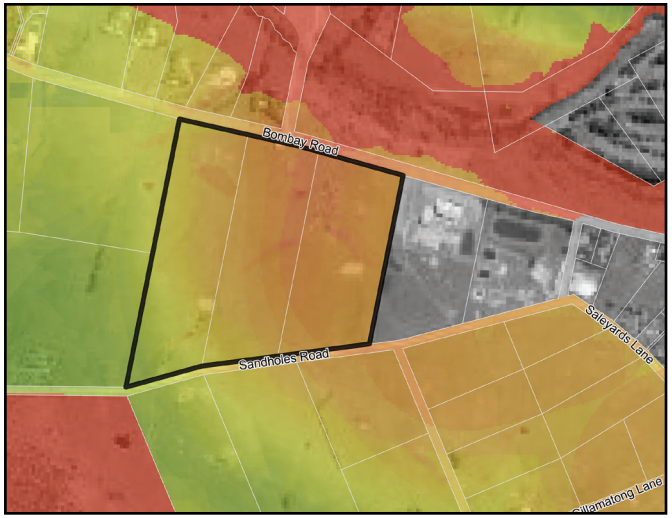


Figure 13. Area 9 – Future Industrial Bombay and Sandholes Roads

Existing Zone
RU1

Existing MLS
40ha

Area
33.5 ha

Development Principles

- **Connectivity** - Adjacent to existing SP1 and SP2 land that contains Council's waste transfer station, sewerage treatment works and future depot. The area has an existing road network connecting into town. Town water and sewer services are available.
- **Cost** – It is next to existing urban environments. Town water and sewer network adjacent to site.
- **Environment** – Minimal HEV mapping identified on the land. Site adjoins operating waste transfer station and sewerage works.
- **Heritage** – Located outside heritage conservation area. Mount Gillamatong on western edge of site.
- **Resilience** – Identified bushfire area which can be managed through subdivision design. Site is not flood prone. Parcels are too small to viably support primary production.

Key constraints/matters to resolve

- Upgrade of water network and servicing plans.
- Extension of sewer network and servicing plans.
- Industrial need is unknown. There has been minimal take-up of industrial land in the existing E3 zoned area along Saleyards Lane.
- Economic and infrastructure analysis is required to determine what industry could be targeted for the site.
- Opportunity to relocate more impactful land uses to a more suitable location away from residential land use.

Recommendations

Due to the land use conflict caused by operating saleyards, waste transfer station and the sewerage works, industrial uses are proposed.

Proposed zone
E3

Proposed MLS
TBD

Yield
TBD

Timing
TBD

Implementation and Monitoring

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

NOTE: A full Implementation and Monitoring Framework will be developed in the final plan.

The implementation and monitoring program for the Braidwood Structure Plan will involve:

The monitoring on an annual basis of:

- Number of lots approved (residential)
  - Number of dwelling, industrial, and commercial approvals
  - Occupation certificates
  - Population growth

To understand when, what type, and where new urban land should be investigated for release.

- Specified actions for identified investigation areas through planning proposal processes identified in the previous section.
- Staging and sequencing of land release in accordance with a Staging and Sequencing Plan.
- Further technical investigations (Contribution Plan reviews, transport analysis).

Technical Investigations

Section 64 Development Servicing Plans

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

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

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

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

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

A Bypass

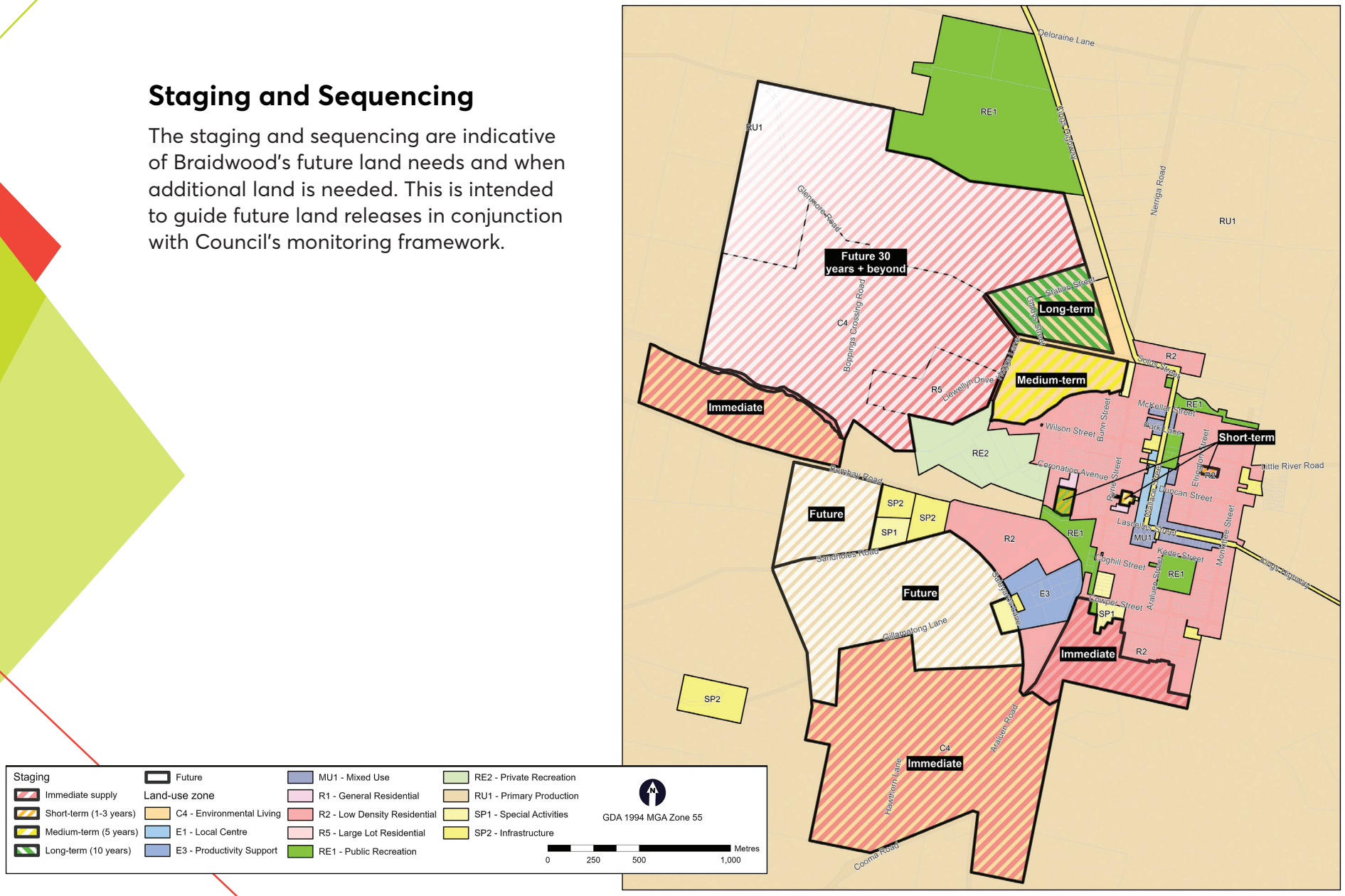
As identified in the Constraints and Opportunities section, recent traffic studies and transport plans indicate that a bypass for Braidwood is not required at this stage.

Council will:

- Continue to advocate with Transport for NSW for a future bypass route around Braidwood.
- Continue to advocate with Transport for NSW for public transport accessibility for Braidwood.
- Implement the Bicycle and Pedestrian Facilities Plan for Braidwood, including identifying a connected and accessible path hierarchy and way finding strategies for active travel in and around Braidwood.
- Review parking demand, supply and restrictions in Braidwood.
- Implement the QPRC Integrated Transport Strategy.

Staging and Sequencing

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



Map 15. Staging

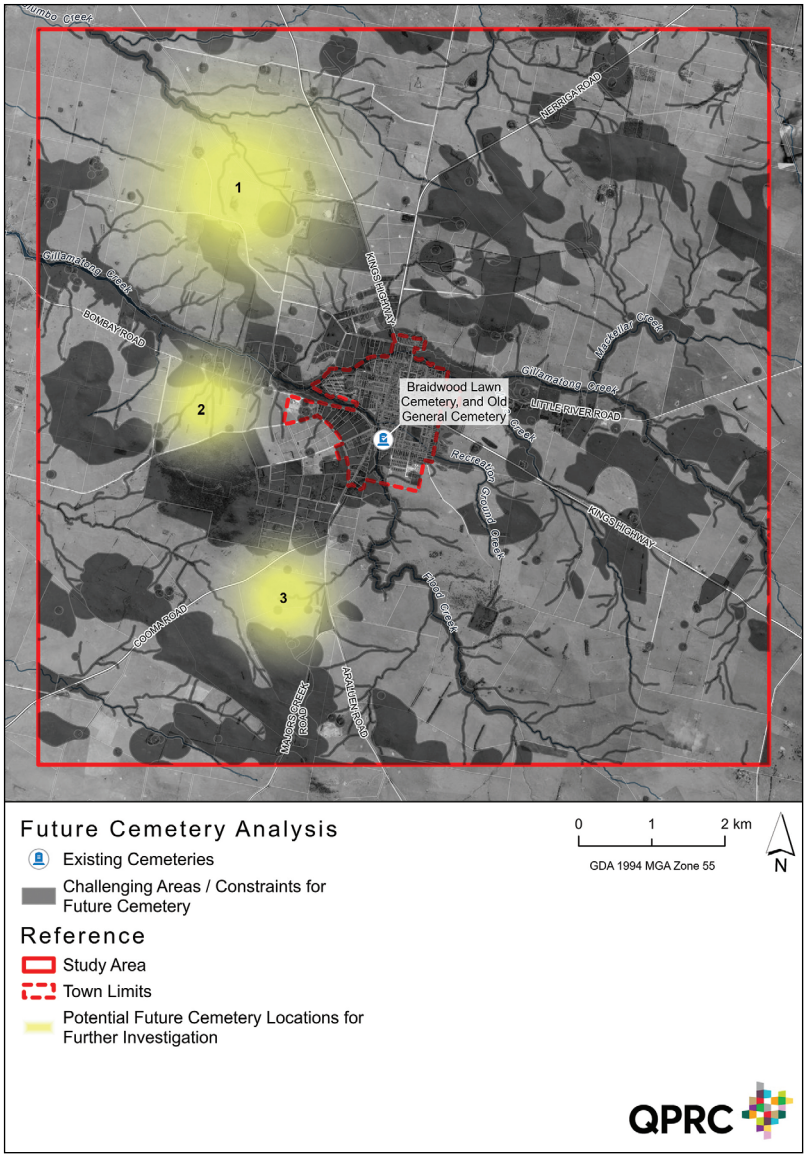
New Cemetery Location

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

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

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

Using the above criteria, two cemetery sites for investigation have been identified in ***(Map 16. Future Cemetery Analysis).***



Map 16. Future Cemetery Analysis

www.qprc.nsw.gov.au