



Ordinary Meeting of Council

27 November 2024

**UNDER SEPARATE COVER
ATTACHMENTS**

ITEMS 9.1 TO 9.7

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
ORDINARY MEETING OF COUNCIL**

ATTACHMENTS – 27 November 2024 Page i

Item 9.1	DA.2024.0368 - Boundary Adjustment - 114 Duncan Street Braidwood	
	<i>Attachment 1</i>	<i>Statement of Environmental Effects - DA.2024.0368 - 114 Duncan Street Braidwood2</i>
	<i>Attachment 2</i>	<i>Clause 4.6 Variation Request - DA.2024.0368 - 114 Duncan Street Braidwood23</i>
	<i>Attachment 3</i>	<i>Plans of Subdivision - DA.2024.0368 - 114 Duncan Street Braidwood.....32</i>
	<i>Attachment 4</i>	<i>S4.15 Table - Matters for Consideration - DA.2024.0368 - 114 Duncan Street Braidwood35</i>
	<i>Attachment 5</i>	<i>Draft Consent - DA.2024.0368 - 114 Duncan Street Braidwood.....49</i>
Item 9.2	Planning Proposal to Reclassify 88 Wallace and 41 Ryrie Streets, Braidwood from Community Land to Operational Land, and Rezone Council Depot Land and Part of 88 Wallace Street, Braidwood	
	<i>Attachment 1</i>	<i>Planning Proposal for 88 Wallace and 41 Ryrie Streets Braidwood.....54</i>
Item 9.3	QPRC Local Heritage Place Grants 2024-2025	
	<i>Attachment 1</i>	<i>Local Heritage Grant Application Form89</i>
	<i>Attachment 2</i>	<i>Local Heritage Grants Funding Guidelines 2024 - 2025.....96</i>
Item 9.6	Post Exhibition Report - New Fee-Electric Vehicle Charging Fee	
	<i>Attachment 1</i>	<i>Fees Estimation for EV Charging Station - QPRC 2024..... 100</i>
	<i>Attachment 2</i>	<i>Summary of Submissions Recieved and Council Response . 107</i>
Item 9.7	Post Exhibition Report - Draft Climate Change Resilience Policy	
	<i>Attachment 1</i>	<i>Draft Climate Change Resilience Policy..... 121</i>
	<i>Attachment 2</i>	<i>Public Submissions and Council Response 126</i>

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.1 DA.2024.0368 - BOUNDARY ADJUSTMENT - 114 DUNCAN
STREET BRAIDWOOD

ATTACHMENT 1 STATEMENT OF ENVIRONMENTAL EFFECTS - DA.2024.0368 -
114 DUNCAN STREET BRAIDWOOD



Statement of Environmental Effects

Proposed Boundary Adjustment

114 Duncan Street, Braidwood, NSW

Prepared for:
David Hardy

Date
8 October 2024
V1.2

Prepared by:
Cameron Judson

Contents

1. Introduction 3

2. The Site 3

3. The Proposal 4

4. Statutory Context 4

5. Planning Assessment 5

 5.1 Matters for Consideration..... 5

 5.2 Environmental Planning Instruments..... 6

 5.3 Draft Environmental Planning Instruments..... 9

 5.4 Braidwood Development Control Plan 2006..... 9

 5.5 Planning Agreements 11

 5.6 Regulations..... 11

6. Likely Impacts 11

7. Suitability of the Site 12

8. Submissions 12

9. The Public Interest 12

10. Conclusion 12

Appendix 1: Mapping package

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Document Control		
Revision	Revision Date	Report Details
V1.0	2 October 2024	Draft for client
V1.1	2 October 2024	Development Application
V1.2	8 October 2024	Development Application



1. Introduction

Upside Planning Pty Ltd has prepared this Statement of Environmental Effects on behalf of the landowners to assist Queanbeyan Palerang Regional Council in its consideration of the proposal under the *Environmental Planning and Assessment Act 1979* (EP&AAct).

The application site is known as 114 Duncan Street, Braidwood.

The development application is for a boundary adjustment of 17m² between Lot C DP158060 and Lot 13 DP829963.

The land is zoned R2 'Low-Density Residential' and sits within the Braidwood and Setting Conservation Area. 114 Duncan Street contains a locally listed dwelling.

The report has been prepared in accordance with the requirements of the Environmental Planning and Assessment Regulations 2021.

2. The Site

Site Description

The application site lies on the eastern of Braidwood and is about 360 metres east of Wallace Street.

It comprises Lot 13 DP829963 (114 Duncan Street), 1102m² in area, and Lot C DP158060, which has an area of 97m². Lot C sits within the same ownership as Lot B DP158059 (110 Duncan Street).

Figure 1 below shows the application site.



Figure 1: Application site

In its original form, Lot C would have connected Duncan Street to Back Lane, which runs off Elrington Street.



The surrounding development comprises single-storey dwellings on Braidwood's Georgian grid pattern. It sits within the State-Listed "Braidwood Conservation Area and its Setting". 110 Duncan Street contains a locally listed dwelling

3. The Proposal

The proposed development is for a boundary adjustment.

This statement should be read in conjunction with the plan of subdivision.

Following the adjustment, Lot 13 would be 17m² less at 1085m², while Lot C would gain 17m², bringing it to 114m².

Figure 2 set shows the adjustment.



Figure 2: Illustration of boundary adjustment

4. Statutory Context

Environmental Planning & Assessment Act 1979

The EP&A Act and its associated regulations and environmental planning instruments set the NSW's development assessment framework. Development assessment provisions are contained in Part 4 of the EP&A Act.



Integrated Development

The proposal is not integrated development. An Exemption under the Heritage Act 1977 covers the proposal.

Other Statutory Requirements

In addition to the Environmental Planning and Assessment Act 1979, other statutory requirements apply to the proposal.

The requirements for the development application are set out in Table 5 below.

Table 1: Other Statutory Requirements

Act	Requirements
Roads Act 1993	The objectives of the Roads Act 1993 include regulating works and activities in public road reserves. No changes to access are proposed; therefore, an application under Section 138 is not required.
Water Management Act 2000	The Water Management Act seeks the conservation and management of water resources for sustainable use. No development would be within 40 metres of a watercourse. Figure 4 below details the location of permanent and intermitted watercourses.
Rural Fires Act 1997 NSW (Rural Fires Act)	The site is not mapped as bushfire-prone land. The mapping package in Appendix 1 details the relationship between the application site and the areas mapped as at risk from bushfires.
Heritage Act 1977	The Heritage Act 1977 provides for the protection, conservation, registration, and promotion of items of state heritage significance. The proposal does not have an adverse impact on state-listed heritage items.

5. Planning Assessment

5.1 Matters for Consideration

Section 4.15 'Evaluation' of the Environmental Planning and Assessment Act advises the following matters as are of relevance to the consideration of a development application:

- “(a) the provisions of:*
 - (i) any environmental planning instrument, and*
 - (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
 - (iii) any development control plan, and*
 - (iiia) any planning agreement*
 - (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),*



(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts on the locality,

(c) the suitability of the site for development,

(d) any submissions made in accordance with this Act or the regulations,

(e) the public interest.”

5.2 Environmental Planning Instruments

Consideration of the applicable instruments is presented in the set out below.

Queanbeyan Palerang Regional Local Environmental Plan 2022

The site sits within land zoned R2 'Low-Density Residential' under the QPRLEP 2022.

The proposed development is for subdivision, which is permitted with consent.

Objectives of the zone

The objectives of the zone are:

- *“To provide for the housing needs of the community within a low density residential environment.
To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.*
- *To ensure new development complements the scale, density and form of existing development.*
- *To encourage development that is consistent with the low density amenity of existing and future residents.*
- *To encourage development that is designed to recognise the bushland character of the locality, where appropriate, and to minimise the impact of urban development, particularly on the edge of the urban area.*

The proposal is consistent with the objectives of the R2 ' Low-Density Residential' zone.

It does not create the opportunity for the erection of a dwelling.

Clause 4.1 Minimum subdivision lot size

The objectives of this clause are:

- “(a) to ensure lots are large enough to accommodate future development,*
- (b) to ensure the subdivision of land reflects and reinforces the predominant subdivision pattern or desired future pattern of the area,*
- (c) to minimise the likely adverse impact of development on—*
 - (i) the amenity of the area, and*
 - (ii) the function and safety of main roads,*



- (d) to ensure lots are large enough to protect special attributes, including natural or cultural features,*
- (e) to ensure land is subdivided in a way that—*
 - (i) reflects constraints associated with flooding, bushfire risk and other hazards, and*
 - (ii) minimises the risk that the development will be affected by natural hazards,*
- (f) to ensure new lots are adequately serviced.*

The proposal deals with a lot below the minimum lot size, and the QPRLEP 2022 does not contain a mechanism to deal with boundary adjustments of this nature.

Accordingly, a variation to the development standard through the application of Clause 4.6 'Exceptions to development standards' is required.

4.6 Exceptions to development standards

Clause 4.6 of the QPRLEP 2022 provides an appropriate degree of flexibility in applying certain development standards to a particular development and to achieve better outcomes from and for development by allowing flexibility in particular circumstances.

The clause sets preconditions (Clause 4.6(3)(a)(b)), which, if met, allow Council to grant development consent for development even though that development would contravene a development standard imposed by the QPRLEP 2022.

For Clause 4.6(3) to be applicable, it requires the Council to have considered "a *written request from the applicant that seeks to justify the contravention of the development standard*" and "*demonstrates:*

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
- (b) that there are sufficient environmental planning grounds to justify contravening the development standard."*

As set out in *Wisbey v Queanbeyan-Palerang Regional Council [2021]*, NSWLEC 1171 failure to meet any of these tests is sufficient to deprive the consent authority of the power to grant consent to the development application.

In this case, clause 4.6 is applied to the development standard, which prescribes a minimum lot size.

In accordance with the Guidance, a written request justifying the contravention of the development standard forms part of the development application.

5.10 Heritage Conservation

The objectives of this clause (5.10) are as follows:

- "(a) to conserve the environmental heritage of the Queanbeyan-Palerang Regional local government area,*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) to conserve archaeological sites,*
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance."*



The QPRLEP 2022 does not list the application site as containing a heritage item. However, the site is within the state-listed Braidwood and its Setting Conservation Area.

Figure 3 below shows the site's relationship to the Conservation Area and its listed items.



Figure 3: Application site's relationship to the Conservation Area

Clause 5.10(4) 'Effect of proposed development on heritage significance' states that:

"The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned."

Braidwood Development Control Plan applies controls to ensure that development meets this objective.

The proposed subdivision is consistent with the objectives of clause 5.10 for the following reasons:

- the adjustment would sustain the historic subdivision pattern of Braidwood.
- The lot sizes would remain consistent with those in the conservation area.
- The proposal will address an encroachment of an old shed that contributes to the conservation area.
- The proposal does not introduce the ability to erect additional buildings.

The proposal would contribute positively to the conservation area.

5.21 Flood planning

The application site is not mapped as being affected by flooding.



7.1 Earthworks

This clause (7.1 of the QPRLEP 2022) does not apply as no earthworks are proposed as part of this development.

7.12 Essential services

Clause 7.12 states that “Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required—

- (a) the supply of water,
- (b) the supply of electricity,
- (c) the disposal and management of sewage,
- (d) stormwater drainage or on-site conservation,
- (e) suitable vehicular access.

The site does not and would not accommodate a dwelling. Stormwater that is not captured and managed on-site will continue to run into the Council’s stormwater system.

5.3 Draft Environmental Planning Instruments

There are no draft planning instruments in place that relate to the proposal.

5.4 Braidwood Development Control Plan 2006

The Braidwood Development Control Plan 2006 (Braidwood DCP) prescribes a range of controls that apply to the proposed development in Braidwood.

In particular, Part 2, ‘Land Use Provisions’ and Part 5, ‘Subdivision’ are applicable.

Part 2 ‘Land Use Provisions’

Table 2: Assessment of relevant controls of Part 2 of the Braidwood DCP 2006

DCP Control Part 2 Land Use Provisions	Response
<p>4.1 Precinct 2 – Residential Within Historic Town Boundary</p> <p><u>Objectives</u></p> <p>The objectives of the precinct are:</p> <p>(a) to preserve and enhance the residential amenity and character of the precinct;</p> <p>(b) to ensure that development in the vicinity of buildings with historical importance is in harmony with the form and scale of those buildings;</p> <p>(c) to conserve historically significant items, views and streetscapes;</p> <p>(d) to permit uses other than residential uses only where such uses are compatible with and incidental to the residential use and</p>	<p>The site, as identified, falls within the historic residential area.</p> <p>The proposal would not change the residential development on the site and its surroundings, which is a preferred land use.</p> <p>Complies.</p>



<p>(e) to permit the continuation of existing light industrial use.</p> <p><u>Land use</u></p> <p>To achieve these objectives, the preferred land uses are:</p> <ul style="list-style-type: none"> • dwelling houses and multi-unit housing • home offices • cottage enterprises • bed and breakfast accommodation 	
<p><u>Setbacks</u></p> <p>Front setback: 9.0 metres (or consistent with existing development). One side boundary: 0.9m The other side boundary is 3.0m Rear boundary: 3.0m</p>	<p><i>Front setback</i></p> <p>Unchanged.</p> <p><i>Side and rear setbacks</i></p> <p>The proposal would address encroachment and improve compliance.</p>

Part 5 ‘Subdivisions’

Part 5 of the Braidwood DCP 2006 provides a range of subdivision controls.

Table 3: Assessment of relevant controls of Part 4 of the Braidwood DCP 2006

DCP Control Part 5 ‘Subdivision’	Response
<p><u>9.10 Background</u></p> <p>The residential subdivision pattern of Braidwood has retained its Georgian characteristics of large lots aligned to the rectangular street grid. Lots were deep but relatively narrow, a pattern that has survived to this day.</p> <p>While some lots have been subdivided, this has tended to occur along their depth rather than width (particularly in the commercial part of Wallace Street) and consequently the original 1839 lot pattern can usually be discerned. There have been a few amalgamations of lots, primarily associated with schools and churches.</p> <p>The evidence of the town's early subdivision pattern is considered to be an important part of Braidwood's heritage significance and one which should remain legible in spite of future subdivision and amalgamation pressure.</p>	<p>The proposal complies.</p>



<p><u>Objective</u></p> <p>To retain evidence of Braidwood's historic subdivision pattern and ensure that new subdivision and subsequent development enabled by subsequent development enabled by a subdivision is sympathetic to the heritage significance of Braidwood, including its historic plan, streetscapes.</p> <p><u>Control</u></p> <p>Subdivision shall not alter Braidwood's historic town plan, block and lot boundaries, roads or lanes.</p>	
<p>9.11 Amalgamation/consolidation</p> <p>A significant attribute of the town is that property boundaries still largely reflect the layout of blocks and sections that date from the 1839 gazetted town plan. To prevent blurring of the evidence of the town's historic layout:</p> <ul style="list-style-type: none"> • Blocks of land (allotments) shall not be amalgamated or consolidated across historic boundaries • Construction shall not occur across historic property boundaries 	<p>The proposal complies.</p>

In summary, the proposal complies with the Braidwood DCP.

5.5 Planning Agreements

No known Planning Agreements apply to the proposed development or subject site.

5.6 Regulations

The development application has been made in accordance with the requirements contained in Part 3 of the Environmental Planning and Assessment Regulation 2021.

No matters prescribed by the regulations need to be considered as part of this application.

6 Likely Impacts

The key matters for consideration related to the proposal's relationship with the conservation area and the historic subdivision pattern.

The proposal meets the requirements of the Braidwood DCP.



The proposal has merit and is without negative impact.

7 Suitability of the Site

The preceding sections of this report demonstrate that the site is suitable for its intended use.

No environmental constraints would hinder the proposed development.

The proposal does not introduce building compliance issues.

8 Submissions

The consent authority is required to consider any submissions made in response to any public notification or advertising under the Council's Notification Policy.

9 The Public Interest

The proposal is considered to be in the public interest; in particular, it would reinforce the historic subdivision pattern of Braidwood.

10 Conclusion

The proposal has been considered with regard to Section 4.15 of the Environmental Planning and Assessment Act, together with other relevant legislation.

This statement has been prepared to assess the proposal's compliance with the provisions of relevant environmental planning instruments.

The proposed boundary adjustment of an undersized lot is consistent with Braidwood's historic pattern of development and subdivisions.

The written request under clause 4.6 of the QPRLEP 2022 addresses the contravention of the minimum lot size and demonstrates the merits of flexibility.

The proposal is consistent with the Council's desire to protect the integrity of the conservation area, the aim of the QPRLEP, and the objectives of the relevant clauses.

In this context, the Council should approve the proposed subdivision.



Appendix 1

Mapping Package





Application Site
 Lot C DP158060 &
 Lot 13 DP829963
 27-09-2024

- Legend**
- Application Site
 - Cadastre
 - Road

GDA 2020 MGA 55 Source: NSW Spatial Services; Google Satellite 2024



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Boundary Adjustment

Lot C DP158060 &
 Lot 13 DP829963
 27-09-2024

Legend

- Boundary Adjustment
- Cadastre
- Road
- Subject Area (17m²)



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Drinking Water Catchment
Lot C DP158060 &
Lot 13 DP829963
27-09-2024

Legend

- Application Site
- Cadastral
- Road
- Drinking Water Catchment



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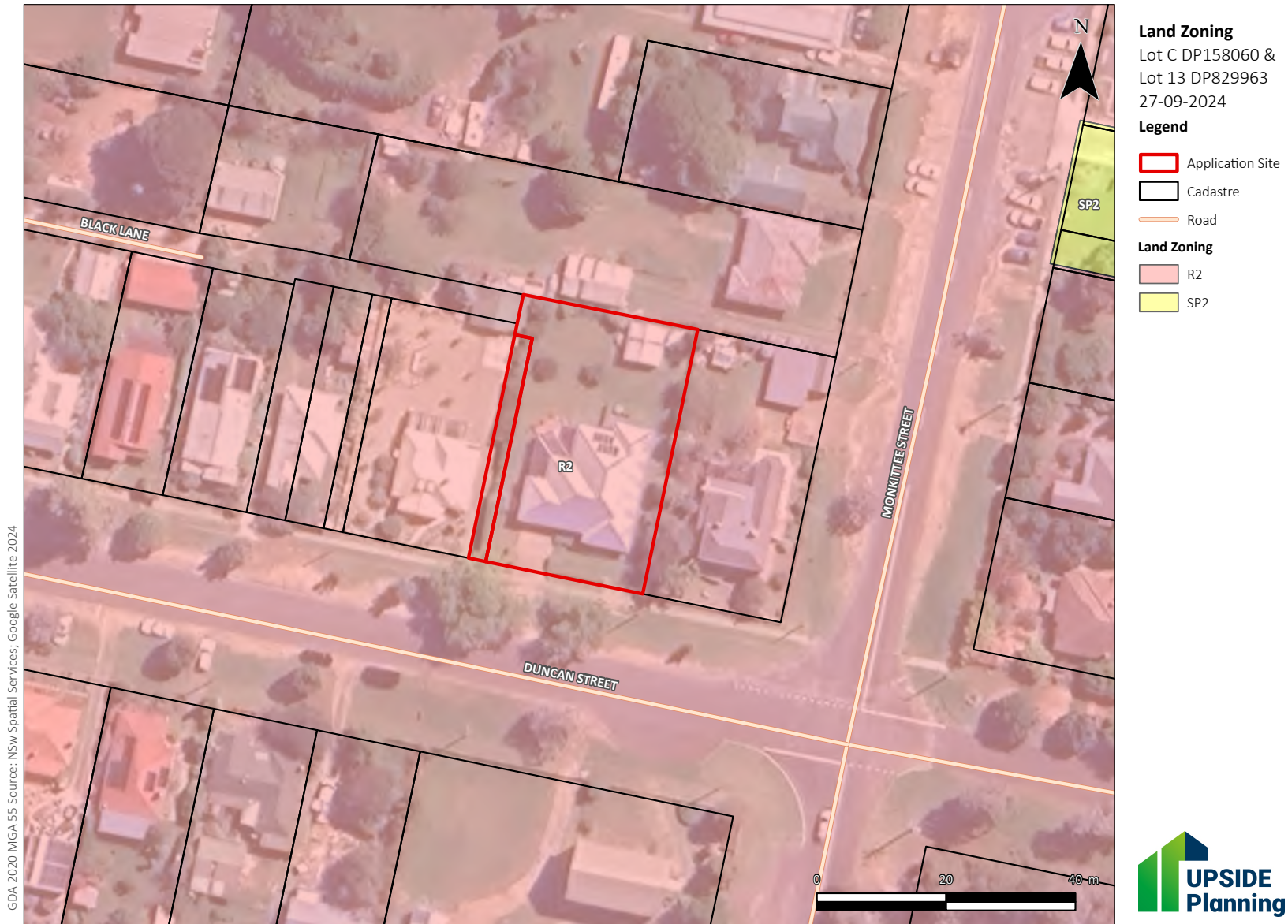


GDA 2020 MGA 55 Source: NSW Spatial Services; Google Satellite 2024

- Heritage**
 Lot C DP158060 &
 Lot 13 DP829963
 27-09-2024
- Legend**
- Application Site
 - Cadastre
- EPI Heritage**
- Conservation Area- General
 - Item- General
- State Heritage Register Curtilage**
- State Heritage Register Curtilage

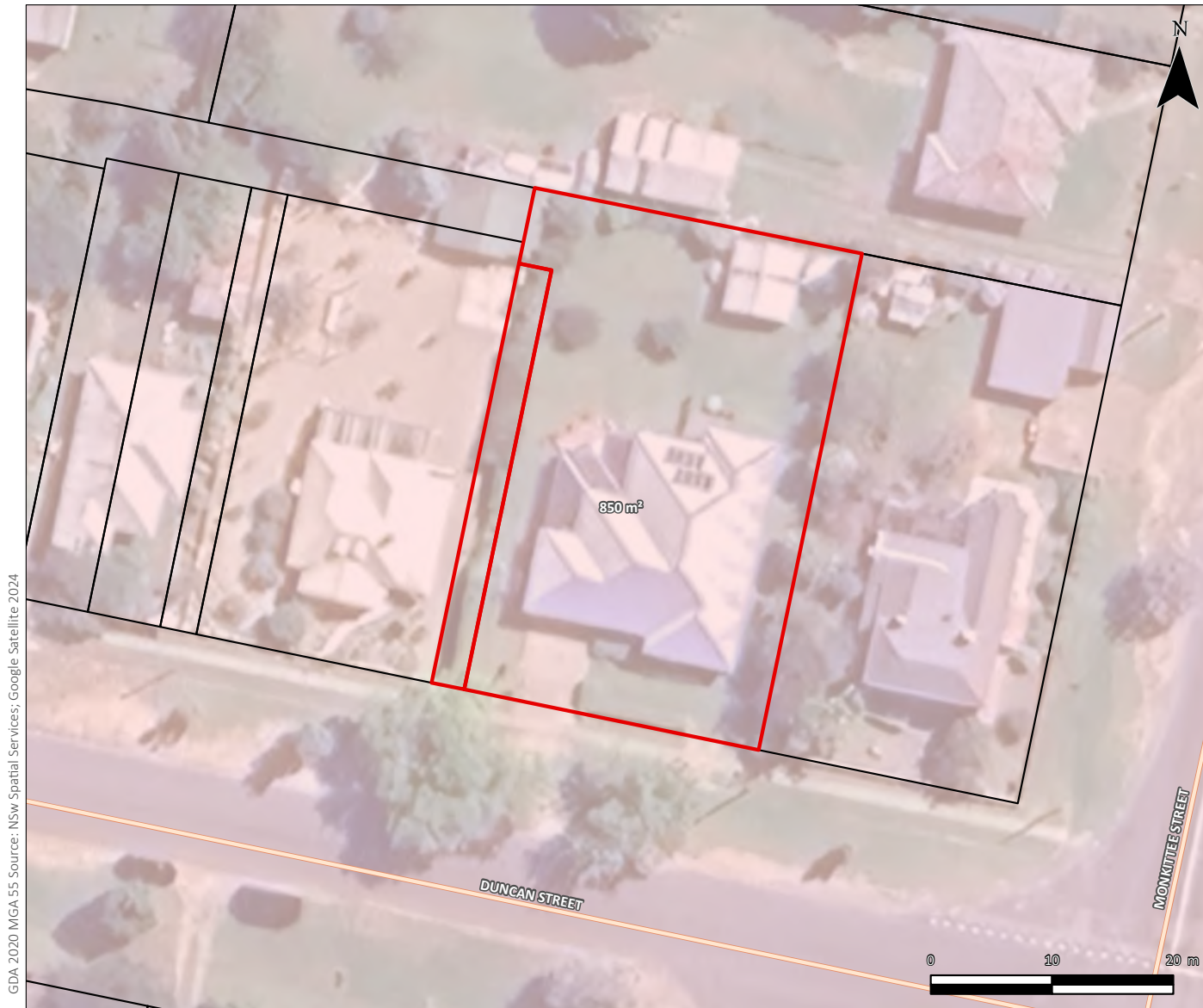
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Minimum Lot Size
Lot C DP158060 &
Lot 13 DP829963
27-09-2024

Legend

- Application Site
- Cadastre
- Road

Minimum Lot Size

- 800- 899 sq m



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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.1 DA.2024.0368 - BOUNDARY ADJUSTMENT - 114 DUNCAN
STREET BRAIDWOOD

ATTACHMENT 2 CLAUSE 4.6 VARIATION REQUEST - DA.2024.0368 - 114
DUNCAN STREET BRAIDWOOD



Clause 4.6 Written Request

Proposed Boundary Adjustment

114 Duncan Street, Braidwood, NSW

Prepared for
David Hardy

Date
8 October 2024
V1.0

Prepared by
Cameron Judson

Contents

1. Introduction 3

2. The Site 4

3. The Proposal 4

4. Planning instrument, development standard and proposed variation..... 5

5. Justification for the proposed variation 6

6. Conclusion 7



1. Introduction

Upside Planning Pty Ltd has prepared this Statement of Environmental Effects on behalf of the landowner to enable Queanbeyan Palerang Regional Council to consider the proposal under clause 4.6 'Exceptions to Development Standards' of the Queanbeyan Palerang Regional Local Environmental Plan 2022 (QPRLEP 2022).

The application site is known as 114 Duncan Street, Braidwood.

The development application is for a boundary adjustment of 17m². It seeks to increase a lot (Lot C) from 94.4m² to 114.4m². Conversely, Lot 13 would be reduced by 17m² from 1102m².

The land is zoned R2 'Low-Density Residential', and the minimum lot size, as prescribed in the QPRLEP 2022, is 850m².

It does not create an entitlement to erect a dwelling.

The lot is below the prescribed minimum; therefore, a variation is sought through clause 4.6 of the QPRLEP 2022.

Clause 4.6 of the QPRLEP 2022 provides an appropriate degree of flexibility in applying certain development standards to a particular development and to achieve better outcomes from and for development by allowing flexibility in particular circumstances.

The clause sets preconditions (Clause 4.6(3)(a)(b)), which, if met, allow the Council to grant development consent for development even though that development would contravene a development standard imposed by the QPRLEP 2022.

For Clause 4.6(3) to be applicable, it requires the Council to have considered "*a written request from the applicant that seeks to justify the contravention of the development standard*" and "*demonstrates:*

- (a) *that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
- (b) *that there are sufficient environmental planning grounds to justify contravening the development standard."*

As set out in *Wisbey v Queanbeyan–Palerang Regional Council [2021]*, NSWLEC 1171 failure to meet any of these tests is sufficient to deprive the consent authority of the power to grant consent to the development application.

Rigidly applying predetermined development standards is not always the best way to achieve good planning outcomes. Accordingly, this statement contains a written request to vary the prescribed development standard.

The report has been prepared in accordance with the requirements of the Environmental Planning and Assessment Regulations 2021.



2. The Site

Site Description

The application site is legally defined as:

- Lot 13 DP829963
- Lot C DP158060

Lot 13 is 1102m², and Lot C is 94.4m².

Lot 13 comprises a single-storey dwelling. Lot C is undeveloped aside from an encroachment of a shed on Lot B DP158059 (110 Duncan Street)

Figure 1 below provides a site context plan.



Figure 1: Site Context Plan

3. The Proposal

The proposed development is boundary adjustment. It seeks to increase a lot (Lot C) from 94.4m² to 114.4m². Conversely, Lot 13 would be reduced by 17m² from 1102m².

Lot C is in the same ownership of as 110 Duncan Street.



Figure 2 below shows the adjustment.



Figure 2: Illustration of boundary adjustment

4. Planning instrument, development standard and proposed variation

Queanbeyan Palerang Regional Local Environmental Plan 2022

The relevant environmental planning instrument is the Queanbeyan Palerang Regional Local Environmental Plan 2022 (QPRLEP 2022).

Clause 1.2 Aims of Plan

The aims of QPRLEP 2022 include

- “to provide for a diversity of housing to meet the community's needs into the future.”
- “to keep, protect and encourage sustainable primary industry and associated commerce in rural areas.”

The site sits within land zoned R2 ‘Low-Density Residential’ under the QPRLEP 2022.

The objectives of the zone are to:

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.



- To ensure new development complements the scale, density and form of existing development.
- To encourage development that is consistent with the low density amenity of existing and future residents.
- To encourage development that is designed to recognise the bushland character of the locality, where appropriate, and to minimise the impact of urban development, particularly on the edge of the urban area.”

Clause 4.1 ‘Minimum subdivision lot size.’

The development standard to be varied is Clause 4.1 ‘Minimum subdivision lot size.’

The stated objectives of this clause are:

- (a) to ensure lots are large enough to accommodate future development,
- (b) to ensure the subdivision of land reflects and reinforces the predominant subdivision pattern or desired future pattern of the area,
- (c) to minimise the likely adverse impact of development on—
 - (i) the amenity of the area, and
 - (ii) the function and safety of main roads,
- (d) to ensure lots are large enough to protect special attributes, including natural or cultural features,
- (e) to ensure land is subdivided in a way that—
 - (i) reflects constraints associated with flooding, bush fire risk and other hazards, and
 - (ii) minimises the risk that the development will be affected by natural hazards,
- (f) to ensure new lots are adequately serviced.

The clause prescribes an 850m² minimum lot size.

Proposed Variation

As it stands today, Lot C falls well short of the 850m² development standard, as would it at 114.4m² following the adjustment. Should the development consent be granted, the variation would be greater than 86%.

114 Duncan Street would be reduced to 1085m², which exceeds the minimum lot size. The dwelling and outbuilding will maintain compliance with any requirements prescribed by regulation in relation to the building (for example, setbacks and fire safety)

5. Justification for the proposed variation

This written request justifies the contravention of the subject development standard (clause 4.1C), which prescribes a minimum lot size for dual occupancies and secondary dwellings.

Compliance with the development standard unreasonable or unnecessary in the circumstances of this particular case

The common ways in which an Applicant might demonstrate that compliance with a development standard is unreasonable or unnecessary are summarised by Preston CJ in *Wehbe v Pittwater Council* (2007).



Namely, that:

1. the objectives of the standard are achieved notwithstanding non-compliance with the standard; or
2. the underlying objective or purpose of the standard is not relevant to the development, so compliance is unnecessary or
3. that the objective would be thwarted if compliance was required so that compliance is unreasonable; or
4. that the development has virtually been abandoned or destroyed by the Council's actions in departing from the standard or
5. the zoning of the land is unreasonable or inappropriate, so the development standard is also unreasonable or inappropriate.

In the above context, the request for an exception to the subject development standard is based on Test 1, which states that *"the objectives of the standard are achieved notwithstanding non-compliance with the standard."*

The objectives are achieved as follows:

- The proposed boundary adjustment of an undersized lot is consistent with Braidwood's historic pattern of development and subdivisions.
- The proposal is consistent with the Council's desire to protect the integrity of the conservation area, the QPRLEP's aim, and the relevant clauses' objectives.
- The proposal would have no adverse impact on the area's amenity.

In summary, the proposal responds to the site circumstances together with the local and historical context.

There are sufficient environmental planning grounds to justify contravening the development standard.

Braidwood's historic subdivision pattern has created many irregularities not readily accommodated by the QPRLEP 2022 or its predecessor. Planning policies and decisions should be responsive to local circumstances.

The proposal preserves the town's historic subdivision pattern.

These circumstances, which align with the objectives of the Environmental Planning and Assessment Act 1979 and the plan's aims, amount to "sufficient environmental planning grounds".

Despite a departure from the development standard, given the absence of harm, the proposal has merit.

6. Conclusion

In conclusion:

- The proposal is consistent with the strategic framework.
- the proposed development achieves the objectives of the development standard in question.



- the written request demonstrates that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case.
- sufficient environmental planning grounds exist in the context to justify contravening the development standard.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

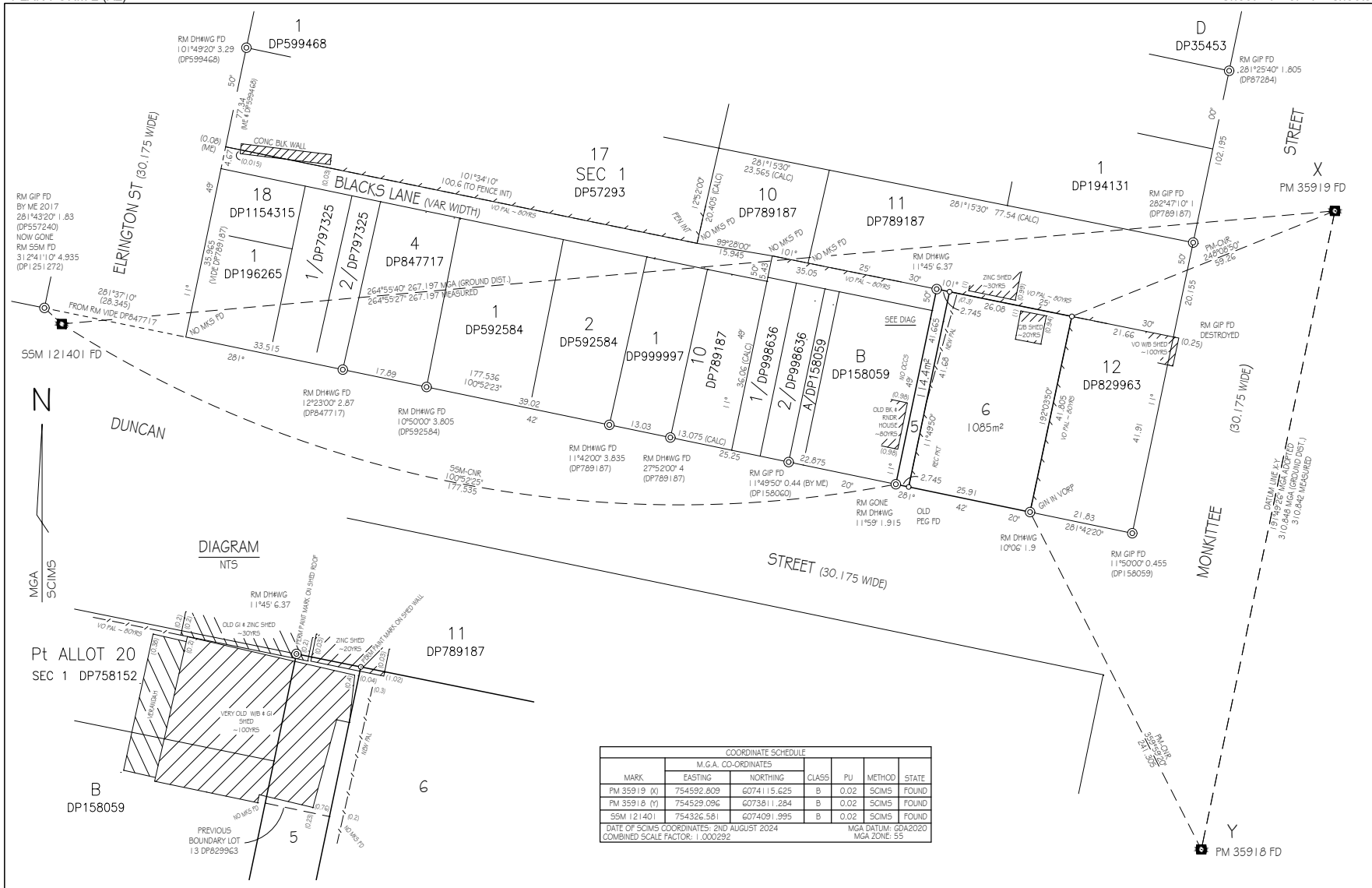
ITEM 9.1 DA.2024.0368 - BOUNDARY ADJUSTMENT - 114 DUNCAN
STREET BRAIDWOOD

ATTACHMENT 3 PLANS OF SUBDIVISION - DA.2024.0368 - 114 DUNCAN
STREET BRAIDWOOD

PLAN FORM 2 (A2)

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

Sheet 1 of 1 sheets



N
MGA 5CIMS

DIAGRAM NT5

Pt ALLOT 20
SEC 1 DP758152

COORDINATE SCHEDULE						
MARK	M.G.A. CO-ORDINATES		CLASS	PU	METHOD	STATE
	EASTING	NORTHING				
PM 35919 (X)	754592.809	6074115.625	B	0.02	SCIMS	FOUND
PM 35918 (Y)	754529.096	6073611.284	B	0.02	SCIMS	FOUND
SSM 121401	754326.561	6074091.995	B	0.02	SCIMS	FOUND

DATE OF SCIMS COORDINATES: 2ND AUGUST 2024
 COMBINED SCALE FACTOR: 1.000292

MGA DATUM: GDA2020
 MGA ZONE: 55

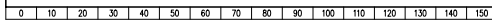
Surveyor: **ADAM GEOFFREY BRADLEY**
 of: **Bradley Surveying & Design Pty Ltd**
 PO Box 96, Braidwood NSW 2622
 (Ph: 0248 422992)
 Date of Survey: **2ND AUGUST 2024**
 Surveyors Ref: **11-24 BA**

PLAN OF SUBDIVISION OF LOT C IN DP158060 AND LOT
 13 IN DP829963.

LGA: QUEANBEYAN-PALERANG REGIONAL
 Locality: BRAIDWOOD
 Subdivision No:
 Lengths are in metres. Reduction Ratio 1:500

Registered

DP1308675
 VERSION 5/8/24





GDA 2020 MGA 55 Source: NSW Spatial Services; Google Satellite 2024

**Plan of Subdivision
(Boundary Adjustment)**

Lot C DP158060 &
Lot 13 DP829963
27-09-2024

Legend

- Boundary Adjustment
- Cadastre
- Road



While care has been taken in compiling this map, no responsibility will be accepted by the author for errors or omissions. The Publisher, to the full extent permitted by law, excludes all warranties, and disclaims any responsibility to any person for loss or damage suffered from any use of this map.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

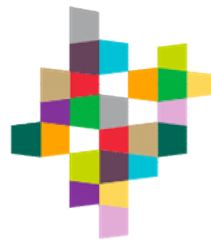
Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.1 DA.2024.0368 - BOUNDARY ADJUSTMENT - 114 DUNCAN
STREET BRAIDWOOD

ATTACHMENT 4 S4.15 TABLE - MATTERS FOR CONSIDERATION -
DA.2024.0368 - 114 DUNCAN STREET BRAIDWOOD

QPRC



ASSESSMENT REPORT - DA.2024.0368

SUMMARY

Proposal:	Boundary adjustment
Address:	114 Duncan Street BRAIDWOOD NSW 2622, Part of 110 Duncan Street BRAIDWOOD NSW 2622
Property description:	Lot 13 DP 829963 & Lot C DP 158060 (Part of 110 Duncan Street BRAIDWOOD)
Applicant:	Upside Planning
Owner:	Ellen Mildred Cochrane
Date of lodgement:	08/10/2024
Notification period:	24/10/2024 to 12/11/2024
Submissions received:	0
Assessment officer:	Ranganathan Ravi
Estimated cost of works:	\$ 22,000.00
Zoning:	R2 Low Density Residential
Heritage:	C1 Conservation Area – General – State Significance
Flood affected:	No
Bushfire prone:	No
Recommendation of officer:	Approval, subject to conditions

EXECUTIVE SUMMARY

This development application seeks Council consent for the boundary adjustment of 17 sqm between Lot 13 DP 829963 and Lot C DP 158060, which forms one part of 110 Duncan Street BRAIDWOOD.

Following adjustment, Lot 13 would be 1085 sqm while Lot C would be 114.4 sqm. The table below summarises the existing and proposed lot sizes.

Existing Lot	Existing Size	Proposed Lot	Proposed Size
Lot 13 DP 829963	1102 sqm	Lot 6	1085 sqm
Lot C DP 158060	97.4	Lot 5	114.4 sqm

Lot C forms one part of 110 Duncan Street Braidwood which is under a different ownership. The applicant has submitted the necessary "Owners Authorisation" to carry out the proposed boundary adjustment.

The application was notified, and no submissions were received.

The proposed boundary adjustment is non-compliant with the required minimum lot size standard under Clause 4.1 of QPRLEP 2022. The applicant has sought a Clause 4.6 variation to allow for the proposed boundary adjustment and this request is found to satisfactorily address the relevant requirements under Clause 4.6 of QPRLEP 2022.

This application is recommended for an approval, subject to recommended conditions of consent.

BACKGROUND

No physical works proposed. Background history is not relevant in this instance.

DESCRIPTION OF THE SITE AND LOCALITY

The subject site is legally described as Lot 13 DP 829963, commonly known as 114 Duncan Street BRAIDWOOD and Lot C DP 158060, which forms one part of 110 Duncan Street BRAIDWOOD. Both the lots are located on the north side of Duncan Street.

Lot 13 DP 829963 has an area of 1102 sqm and Lot C DP 158060 has an overall area of 97.4 sqm.

The subject lots are regular in shape with a southern frontage facing Duncan Street. Lot 13 DP 829963 currently comprises of a single storey residential dwelling and associated landscaping.

110 Duncan Street, which comprises of Lot B DP 158059 & Lot C DP 158060, consists of a single storey residential dwelling, associated sheds and landscaping.

Both the site is flat in terrain and a vehicular access exists across verge from Duncan Street.

Existing development within the locality consists of residential dwellings with a similar scale and density.

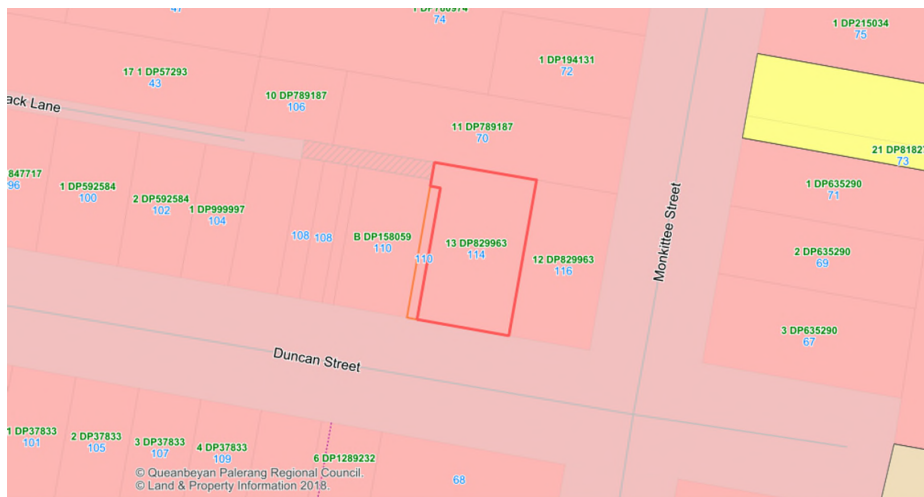


Figure 1: Locality plan



Figure 2: Satellite imagery

PROPERTY BURDENS AND CONSTRAINTS

There are no easements or burdens on the land which could affect, or be affected by, the proposed development.

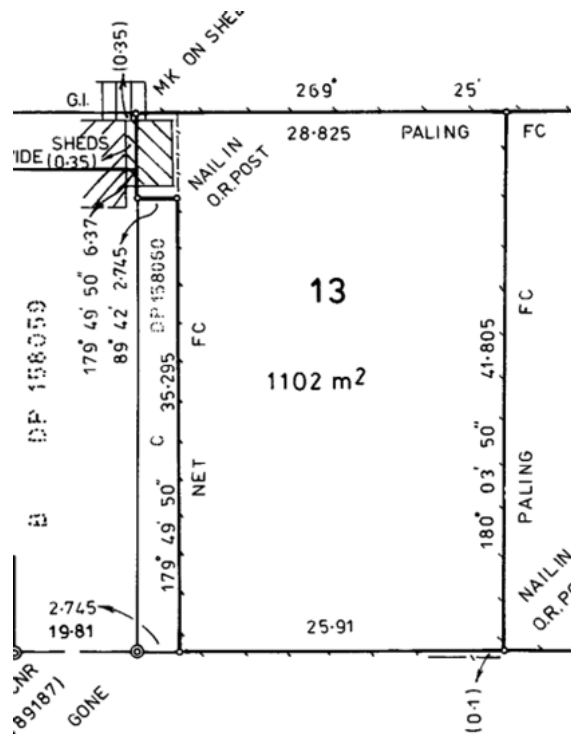


Figure 3: Deposited Plan of Lot 13 DP 829963 and Lot C DP 158060

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The application seeks Council consent for the boundary adjustment of 17 sqm between Lot 13 DP 829963 and Lot C DP 158060.

Following the adjustment, Lot 13 would be 1085 sqm and Lot C would be 114.4 sqm.



Figure 4: Lots prior to adjustment



Figure 5: Lots post adjustment

CONSENT AUTHORITY

In accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) the proposal is considered to be local development and Council is the Consent Authority.

SECTION 4.10 DESIGNATED DEVELOPMENT – EP&A Act, 1979

The proposal is not designated development.

SECTION 4.47 INTEGRATED DEVELOPMENT – EP&A Act, 1979

The proposal is not integrated development.

REFERRALS

Nil

Note: This application did not require a referral to Councils Heritage Advisor as no physical works are proposed.

CONSIDERATION OF THREATENED SPECIES

Council is required under Section 4.15 of the Environmental Planning and Assessment Act 1979 to make an assessment of whether the proposed development will have a significant impact on any threatened species, populations, or ecological communities, or their habitats. Such threatened species in NSW may be protected under the NSW Biodiversity Conservation Act 2016 or under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The lot is not identified as containing any biodiversity values and the proposal does not involve any removal of vegetation or any works. The site is located within the developed town areas and therefore, the proposed development is unlikely to result in any adverse impacts on any threatened species, habitat corridors or any ecological systems.

SECTION 4.14 CONSULTATION AND DEVELOPMENT CONSENT – CERTAIN BUSHFIRE PRONE LAND – EP&A ACT, 1979

Section 4.14 of the EP&A Act requires an assessment to be made of the proposal against the requirements of the Rural Fire Service document ‘Planning for Bushfire Protection 2006’. The Act allows this assessment to be made by the Council or the RFS. Assessments under Section 4.14 against the PBP 2006 need to be made for most development on bushfire prone land which does not require an approval under the Rural Fires Act 1997 as integrated development.

The site is **not** bushfire prone. Therefore, no protection measures are required.

SECTION 4.15 CONSIDERATIONS – EP&A Act, 1979

In determining a development application, the consent authority is to take into consideration the following matters of consideration contained within section 4.15 of the Environmental Planning and Assessment Act, 1979 as relevant to the development application:

**4.15(1)(a) the provisions of:
 (i) any environmental planning instrument**

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

The State Environmental Planning Policy (Resilience and Hazards) 2021 requires consideration to be given to the suitability of the site for the proposed use. No records have been found to indicate potential for contamination. The site is considered suitable for the proposed boundary adjustment.

STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021
 Chapter 6 Water Catchments
 Part 6.5 Sydney Drinking Water Catchment

The subject site is within the Sydney Drinking Water Catchment area. No impacts are anticipated as no physical works are proposed. This development application only involves a minor boundary adjustment between two adjoining lots.

QUEANBEYAN-PALERANG REGIONAL LOCAL ENVIRONMENTAL PLAN 2022

An assessment of the proposal against the general aims of QPRLEP 2022 is included below:

Cl.	Aims	Complies
1.2(2)		
(aa)	<i>to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,</i>	N/A
(a)	<i>to protect and improve the economic, environmental, social and cultural resources and prospects of the community,</i>	Yes

(b)	to facilitate the orderly and economic use and development of land having regard to ecological sustainability principles,	Yes
(c)	to provide for a diversity of housing to meet the needs of the community into the future,	Yes
(d)	to provide for a hierarchy of retail, commercial and industrial land uses that encourage economic and business development that caters for the retail, commercial and service needs of the community,	N/A
(e)	to keep and protect important natural habitat and biodiversity,	Yes
(f)	to protect water quality, aquifers and waterways,	Yes
(g)	to keep, protect and encourage sustainable primary industry and associated commerce in rural areas,	N/A
(h)	to identify and protect the cultural heritage of the area, including the built heritage and the Aboriginal heritage,	Yes
(i)	to protect important scenic quality, views and vistas,	N/A
(j)	to facilitate the orderly growth of urban release areas,	N/A
(k)	to ensure development does not unreasonably increase the demand for public services or public facilities,	Yes
(l)	to identify, protect and provide areas for community health and recreational activities.	N/A

Comments: The proposed development is consistent with the relevant aims of the plan as it only relates to a minor boundary adjustment between two residential lots that are already developed, currently occupied and does not result in any additional residential allotments.

Suspension of Covenants, Agreements and Instruments

Under Clause 1.9A, no covenants, agreements and instruments restricting the development have been identified.

Permissibility

The subject site is Zoned R2 Low Density Residential zone under Queanbeyan Palerang Regional Local Environmental Plan 2022.

Development for the purposes of a *boundary adjustment (subdivision)* such as is proposed is permissible within the R2 Low Density Residential zone pursuant to Clause 2.6 of QPRLEP 2022, which is assessed further below.

Zone Objectives

An assessment of the proposal against the objectives of the R2 Low Density Residential zone is included below:

Objectives	Complies
➤ To provide for the housing needs of the community within a low density residential environment.	Yes
➤ To enable other land uses that provide facilities or services to meet the day to day needs of residents.	N/A
➤ To ensure new development complements the scale, density and form of existing development.	Yes
➤ To encourage development that is consistent the low density amenity of existing and future residents.	Yes
➤ To encourage development that is designed to recognise the bushland character of the locality, where appropriate, and to minimise the impact of urban development, particularly on the edge of the urban area.	N/A

Comments: The proposed boundary adjustment does not create any additional allotments for residential use and does not involve any physical works. The proposed boundary adjustment is consistent with the relevant objectives of the plan.

2.6 Subdivision—consent requirements

- (1) Land to which this Plan applies may be subdivided, but only with development consent. Development application submitted.

Comments: The proposed subdivision is permissible with consent.



Figure 6: Proposed Plan of Subdivision

2.7 Demolition

Under Clause 2.7 of the QPRLEP 2022, the proposal does not involve demolition of an existing structure.

Part 4: Principal development standards

An assessment of the proposal against the relevant provisions contained within Part 4 of the QPRLEP 2022 is provided below.

4.1 Minimum Subdivision Lot Size

Clause 4.1 of the QPRLEP 2022 provides requirements for the minimum lot size requirements for subdivision of land.

Cl.	Standard	Controls	Proposed	Complies
4.1	Minimum Lot Size Standard	850 sqm	Proposed Lot 6 – 1085 sqm	Yes
			Proposed Lot 5 – 114.4 sqm	No

Comments: The proposed lot 5 is well below the minimum lot size criteria of 850 sqm. The applicant has submitted a formal request to allow a variation to this standard, pursuant to Clause 4.6 of QPRLEP 2022, which is discussed below.

4.6 Exceptions to Development Standards

Under Clause 4.6 of the QPRLEP 2022, the consent authority may consider a variation, where that variation would achieve a better outcome.

As demonstrated in the table above, the proposed development fails to comply with the minimum lot size development standard permitted under Clause 4.1 Minimum subdivision lot size of the QPRLEP 2022. The amount of non-compliance exceeds 86%.

Clause 4.6(3) of the QLEP 2012 states the following:

“Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating that -

- (a) compliance with the development standard is unreasonable or unnecessary in the circumstances of the case; and*
- (b) there are sufficient environmental planning grounds to justify contravening the development standard.”*

The applicant has provided a written request that seeks to justify the proposed contravention of the minimum lot size development standard on the following grounds:

- Lot C is an undeveloped portion of land, with a minor encroachment of a shed from Lot B DP 158059 (110 Duncan Street)
- The boundary adjustment of an undersized lot is consistent with the Braidwood's historic pattern of development and subdivision
- The boundary adjustment is consistent with the desire to protect the integrity of the conservation area
- The boundary adjustment would have no adverse impact on the areas amenity
- The resulting Lot 5 will not have a dwelling entitlement

The applicant's written request to justify the contravention of the minimum lot size standard adequately addresses the matters required to be demonstrated in subclause 4.6(3), specifically, that compliance with the standard is unnecessary or unreasonable in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard. The written request is considered to provide sufficient substantive information on the environmental planning grounds relating to the amenity of existing residents, streetscape, bulk, scale and historic subdivision form.

The proposal is considered to be consistent with the objectives of the development standard in that:

- The proposed boundary adjustment will reinforce the predominant subdivision pattern of the area
- Unlikely to result in any adverse impact on the amenity of the existing dwellings
- Despite Lot C with a proposed area of 114.4 sqm, is currently under the same ownership as Lot B DP 158059, forming 110 Duncan Street, which is large enough to accommodate any future development
- The lots are relatively unconstrained and therefore unlikely to result in any adverse environmental impacts associated with flooding, bushfire risk and other hazards

The site is Zoned R2 Low Density Residential under QPRLEP 2022 wherein development for the purposes boundary adjustment (subdivision) is permissible with consent pursuant to Clause 2.6 of the Plan. The proposal is generally consistent with the objectives of the Zone in that:

- Development is consistent with the low-density nature of the area and unlikely to impact the amenity of existing and future residents
- Boundary adjustment complements the scale and form of historic subdivision in Braidwood Town Centre
- Unlikely to result in any increase in the required services as no additional allotments are proposed

Council may assume the concurrence of the Director-General under the Planning Circular PS 20-002 issued in May 2020.

In conclusion, the applicant's written request to justify the contravention of the Clause 4.1 Minimum subdivision lot size development standard is considered to be well founded in that the applicant has **satisfactorily** demonstrated that compliance with the standard is unnecessary or unreasonable in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard.

Part 5: Miscellaneous Provisions

The relevant provisions contained within Part 5 of the QPRLEP 2022 are addressed below as part of this assessment:

Clause 5.10 Heritage Conservation

The subject site is located within *C1 Conservation Area - General - State Significance*. The proposed development will have a minimal impact in relation to heritage as there are no physical works proposed.

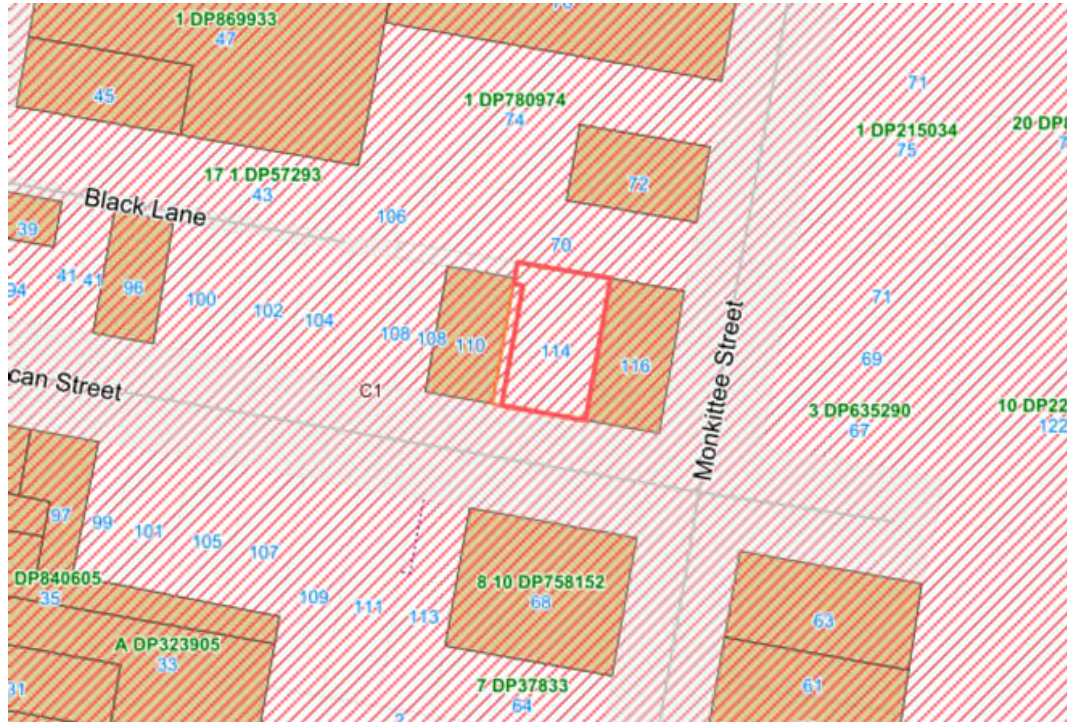


Figure 7: Heritage Map, QPRLEP 2022

The subject site is located within *Precinct 2 – Residential Within Historic Town Boundary* of the Braidwood DCP 2006. The application was not required to be referred to Councils Heritage Advisor as **no physical works are proposed**.

The proposed boundary adjustment is unlikely to result in any changes to the existing heritage fabric of the locality and the impact of the subdivision is considered to be nil or negligible in nature.

The proposed boundary adjustment is consistent with Braidwood's historic pattern of development and subdivisions and unlikely to result in any adverse impacts on the historic subdivision patterns.

5.11 Bush fire hazard reduction

The application **does not** involve any bush fire hazard reduction works.

5.21 Flood Planning

The site **is not** identified as "flood planning area" on the Flood Planning Map and **is not** at or below the flood planning level.

Part 7: Local Provisions

The relevant provisions contained within Part 7 of the QPRLEP 2022 are addressed below as part of this assessment:

7.1 Earthworks

Clause 7.1 of the QPRLEP 2022 establishes a number of matters requiring consideration for development involving earthworks. No works are proposed and therefore, unlikely to result in any adverse environmental impact.

4.15(1)(a)(ii) any draft environmental planning instruments

There are no applicable draft planning instruments that are or have been placed on public exhibition, to consider as part of this assessment.

4.15(1)(a)(iii) any development control plan

Braidwood Development Control Plan 2006
<p>1.5 Aims</p> <p><i>This DCP aims to:</i></p> <ul style="list-style-type: none"> a) <i>highlight to landowners and developers the need for full and proper consideration of environmental constraints and servicing requirements in relation to proposed development;</i> b) <i>facilitate the conservation of Braidwood’s State and local heritage significance and ensure that heritage issues are given appropriate consideration; and</i> c) <i>allow for public participation in the determination of development proposals.</i> <p>Comments: The proposed development is consistent with the aims of the Braidwood DCP. The proposed development is considered to be predominantly internal works and the major external works are located at the rear of the dwelling, which is unlikely to result in any adverse impacts on the existing streetscape character.</p>
<p>1.6 Objectives</p> <p><i>In relation to heritage matters:</i></p> <ul style="list-style-type: none"> • <i>to ensure the protection of heritage items and the heritage significance of Braidwood and its setting;</i> • <i>to ensure that future development does not detract from the historic rural character of the town;</i> • <i>to ensure management of the town’s streetscapes is consistent with the town’s historic character;</i> • <i>to ensure management of the town’s perimeter and setting is consistent with it’s historic and aesthetic values; and</i> • <i>to maintain Braidwood as a living, working community.</i> <p><i>For residential development:</i></p> <ul style="list-style-type: none"> ○ <i>to enhance the existing built environment;</i> ○ <i>to establish density controls for multi-unit residential development;</i> ○ <i>to prescribe boundary setbacks which will maintain residential amenity and heritage values while allowing design flexibility; and</i> ○ <i>to prescribe landscaping requirements for multi-unit and other residential development.</i> <p>Comments: The proposed development is generally considered to be consistent with the objectives of the DCP. The proposed works ensures protection of the heritage fabric of Braidwood and unlikely to result in any adverse impacts on the streetscape character of Duncan Street.</p>
PART 2: LAND USE PROVISIONS
<p><u>4.3 Precinct 2 – Residential within Historic Town Boundary</u></p> <p>Objectives</p> <ul style="list-style-type: none"> (a) <i>to preserve and enhance the residential amenity and character of the precinct;</i>

<p>(b) to ensure that development in the vicinity of buildings with historical importance is in harmony with the form and scale of those buildings;</p> <p>(c) to conserve historically significant items, views and streetscapes;</p> <p>(d) to permit uses other than residential uses only where such uses are compatible with and incidental to the residential use; and</p> <p>(e) to permit the continuation of existing light industrial uses.</p>
<p>Comments: The proposed development is considered to be consistent with the objectives of Precinct 2 as it preserves the residential amenity and character of the precinct as no physical works are proposed. The proposed boundary adjustment is minor in nature and unlikely to result in any adverse heritage impacts.</p>
<p>PART 5: SUBDIVISIONS</p>
<p>Objectives</p> <p><i>To retain evidence of Braidwood's historic subdivision pattern and ensure that new subdivision and subsequent development enabled by subsequent development enabled by a subdivision is sympathetic to the heritage significance of Braidwood, including its historic plan, streetscapes.</i></p>
<p>Comments: The boundary adjustment is proposed at the rear of the subject lots which is unlikely to result in any adverse impact on Braidwood's historic subdivision pattern and streetscapes. The boundary adjustment is considered to be sympathetic to the heritage significance of Braidwood, including its historic plan and streetscapes.</p>
<p>Control</p> <ul style="list-style-type: none"> Subdivision shall not alter Braidwood's historic town plan, block and lot boundaries, roads or lanes.
<p>Comments: The boundary adjustment does not alter Braidwood's historic town plan, roads or lanes.</p>
<ul style="list-style-type: none"> New lot boundaries within the town shall be parallel with or at right angles to the historic grid.
<p>Comments: The new lot boundaries are parallel or at right angles to the historic grid. Therefore complies with this control.</p>
<ul style="list-style-type: none"> New subdivision must not facilitate development which may block views from the town to the surrounding countryside.
<p>Comments: The proposed boundary adjustment does not result in the creation of any additional allotments, therefore the above control is not applicable.</p>
<ul style="list-style-type: none"> Subdivision shall not result in the creation of 'stacked battleaxes' or adjacent groups of battleaxe driveways, the building of structures across historic property boundaries or otherwise be considered likely to encourage non-traditional forms such as cluster housing
<p>Comments: Not applicable as the proposed boundary adjustment does not result in the creation of any battle-axe lots.</p>
<ul style="list-style-type: none"> Subdivision shall comply with the setback requirements in this DCP.
<p>Comments: The proposed boundary adjustment does not involve any physical works to the existing buildings or infrastructure. Therefore, the above control is not considered to be applicable.</p>

- *The consent authority must be satisfied that the built forms that would be likely to arise from approval of a subdivision application will not have any detrimental impact on the town's heritage significance, or on the traditional patterns and rhythms of its streetscapes or roofscapes.*

Comments: The subject lots already comprise of existing dwellings. No physical works are proposed as part of the proposed boundary adjustment. Therefore, the above control is not applicable.

4.15(1)(a)(iia) any planning agreement or draft planning agreement

No planning agreement has been entered into under section 7.4 of the *Environmental Planning and Assessment Act 1979*.

4.15(1)(a)(iv) matters prescribed by the regulations

There are no matters prescribed by the regulations that are required to be considered as part of the assessment of this application.

4.15(1)(a)(v) any coastal zone management plan

Council is not subject to a coastal zone management plan.

4.15(1)(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Despite non-compliance with the minimum lot size standard, the proposed development is consistent with the aims and objectives of the plan and the objectives of Braidwood DCP 2006. There are no physical works proposed and therefore, the development is unlikely to result in any adverse environmental or planning impact in the locality.

4.15(1)(c) the suitability of the site for the development

The subject site is relatively unconstrained and is considered to be suitable in its current state for the purposes of the proposed development.

4.15(1)(d) any submissions made in accordance with this Act or the regulations

The application was notified from **24/10/2024** to **12/11/2024**, and **no** submissions were received.

4.15(1)(e) the public interest

The public interest is served through the detailed assessment of this development application under the relevant local planning controls and legislation and consideration of any submissions received relating to it by Council. The proposed development is not considered to be contrary to the public interest.

SECTION 64 CONTRIBUTIONS

Section 64 of the Local Government Act 1993 allows contributions to be levied towards the provision of water, sewerage and stormwater infrastructure.

Section 64 Contributions are not applicable to the proposed development.

SECTION 7.11 CONTRIBUTIONS

Section 7.11 of the *Environmental Planning & Assessment Act 1979* permits councils to require as a condition of development consent, the reasonable dedication of land or the payment of monies, or both, for development that is likely to require the provision of, or increase the demand for public amenities and public services within the area.

Section 7.11 Contributions are not applicable to the proposed development.

CONCLUSION

The application has been assessed having regard to Section 4.15 of the Environmental Planning and Assessment Act 1979, and is considered to be satisfactory for approval, subject to the recommended conditions of consent.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.1 DA.2024.0368 - BOUNDARY ADJUSTMENT - 114 DUNCAN
STREET BRAIDWOOD

ATTACHMENT 5 DRAFT CONSENT - DA.2024.0368 - 114 DUNCAN STREET
BRAIDWOOD



Draft Terms and Reasons for Conditions

Under section 88(1)(c) of the EP&A Regulation, the consent authority must provide the terms of all conditions and reasons for imposing the conditions other than the conditions prescribed under section 4.17(11) of the EP&A Act. The terms of the conditions and reasons are set out below.

APPROVED DEVELOPMENT AND PLANS

1. Plans and documents

The development referred to in the application is to be carried out in accordance with the approved plans and documents including the following:

Title / Description	Prepared by	Issue/Revision & Date	Date received by Council
Plan of Subdivision	Upside Planning	27 September 2024	08 October 2024
Plan of Subdivision	Bradley Surveying & Design Pty Ltd	02 August 2024	08 October 2024

except as modified by any of the following conditions of consent.

Reason: Development is undertaken in accordance with this consent & is used for the approved purpose only.

GENERAL CONDITIONS

2. Unauthorised Use of Public Land

No building materials are to be stored or construction activities undertaken on public or adjoining land without prior written approval from Council.

Reason: To prevent unnecessary disturbance to public land.

3. Approval Documents

Keep a copy of all stamped approved plans, specifications and documents on site while work is being undertaken.

Reason: Relevant documentation is available for perusal on site by a council officer, for compliance check.

CONDITIONS TO BE SATISFIED PRIOR TO ISSUE OF A SUBDIVISION CERTIFICATE

4. Application and Final Survey

An application to obtain a Subdivision Certificate must be made to Council. This must be accompanied by the following documentation:

- a) A final survey plan of subdivision;

OFFICES

144 Wallace St, Braidwood
13 Gibraltar St, Bungendore
257 Crawford St, Queanbeyan

POSTAL

PO Box 90, Queanbeyan NSW 2620

PHONE

P: 1300 735 025

EMAIL/WEB

E: council@qprc.nsw.gov.au
W: www.qprc.nsw.gov.au

ABN 95 933 070 982

- b) Any s88B instruments required by these conditions of consent
- c) A letter outlining how compliance with each condition of this development consent has been achieved; and

Reason: To enable registration of the subdivision and to ensure compliance with conditions of consent. To provide sufficient signed copies of the subdivision plan for Council, the applicant and the NSW Land and Property Information.

5. Covenant on the Land

Apply covenants under section 88B of the Conveyancing Act 1919 to the new Lot 5 incorporating the restrictions listed below. Queanbeyan-Palerang Regional Council shall be nominated as the sole party with the power to vary or remove the required covenants.

- a) Prohibiting the erection of buildings, manufactured homes, movable dwellings or associated structures;
- b) Nominating Council as the name of the person/authority empowered to release, vary or modify restriction or positive covenant in the plan.

Reason: To ensure public utility services, access and restrictions are legalised over the land.

General advisory notes

This consent contains the conditions imposed by the consent authority which are to be complied with when carrying out the approved development. However, this consent is not an exhaustive list of all obligations which may relate to the carrying out of the development under the EP&A Act, EP&A Regulation and other legislation. Some of these additional obligations are set out in the [Conditions of development consent: advisory notes](#). The consent should be read together with the *Conditions of development consent: advisory notes* to ensure the development is carried out lawfully.

The approved development must be carried out in accordance with the conditions of this consent. It is an offence under the EP&A Act to carry out development that is not in accordance with this consent.

Building work or subdivision work must not be carried out until a construction certificate or subdivision works certificate, respectively, has been issued and a principal certifier has been appointed.

A document referred to in this consent is taken to be a reference to the version of that document which applies at the date the consent is issued, unless otherwise stated in the conditions of this consent.

Dial Before You Dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at www.1100.com.au or telephone on 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorized contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the *Criminal Code Act 1995 (Cth)* and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800810443.

Dictionary

The following terms have the following meanings for the purpose of this determination (except where the context clearly indicates otherwise):

Approved plans and documents means the plans and documents endorsed by the consent authority, a copy of which is included in this notice of determination.

AS means Australian Standard published by Standards Australia International Limited and means the current standard which applies at the time the consent is issued.

Building work means any physical activity involved in the erection of a building.

Certifier means a council or a person that is registered to carry out certification work under the *Building and Development Certifiers Act 2018*.

Construction certificate means a certificate to the effect that building work completed in accordance with specified plans and specifications or standards will comply with the requirements of the EP&A

Regulation and *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021*.

Council means Queanbeyan-Palerang Regional Council

Court means the Land and Environment Court of NSW.

EPA means the NSW Environment Protection Authority.

EP&A Act means the *Environmental Planning and Assessment Act 1979*.

EP&A Regulation means the *Environmental Planning and Assessment Regulation 2021*.

Independent Planning Commission means Independent Planning Commission of New South Wales constituted by section 2.7 of the EP&A Act.

Local planning panel Nil for Queanbeyan-Palerang Regional Council

Occupation certificate means a certificate that authorises the occupation and use of a new building or a change of building use for an existing building in accordance with this consent.

Principal certifier means the certifier appointed as the principal certifier for building work or subdivision work under section 6.6(1) or 6.12(1) of the EP&A Act respectively.

Site work means any work that is physically carried out on the land to which the development the subject of this development consent is to be carried out, including but not limited to building work, subdivision work, demolition work, clearing of vegetation or remediation work.

Stormwater drainage system means all works and facilities relating to:
the collection of stormwater,

the reuse of stormwater,

the detention of stormwater,

the controlled release of stormwater, and

connections to easements and public stormwater systems.

Strata certificate means a certificate in the approved form issued under Part 4 of the *Strata Schemes Development Act 2015* that authorises the registration of a strata plan, strata plan of subdivision or notice of conversion.

Subdivision certificate means a certificate that authorises the registration of a plan of subdivision under Part 23 of the *Conveyancing Act 1919*.

Subdivision works certificate means a certificate to the effect that subdivision work completed in accordance with specified plans and specifications will comply with the requirements of the EP&A Regulation.

Sydney district or regional planning panel means Southern Regional Planning Panel (SRRP)

QUEANBEYAN-PALERANG REGIONAL COUNCIL

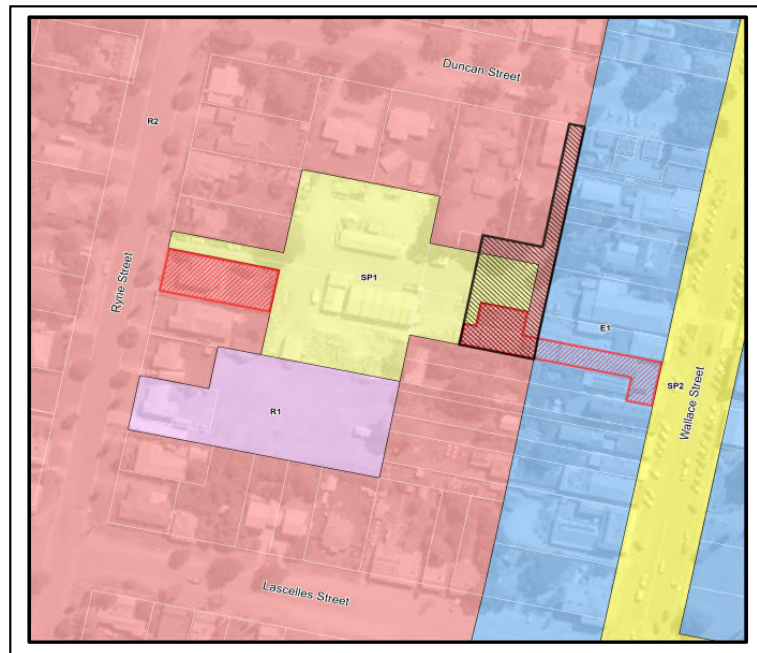
Council Meeting Attachment

27 NOVEMBER 2024

- ITEM 9.2 PLANNING PROPOSAL TO RECLASSIFY 88 WALLACE AND 41 RYRIE STREETS, BRAIDWOOD FROM COMMUNITY LAND TO OPERATIONAL LAND, AND REZONE COUNCIL DEPOT LAND AND PART OF 88 WALLACE STREET, BRAIDWOOD
- ATTACHMENT 1 PLANNING PROPOSAL FOR 88 WALLACE AND 41 RYRIE STREETS BRAIDWOOD



Planning Proposal to Rezone and Reclassify Community Land to Operational Land at 88 Wallace St & 41 Ryrie St, Braidwood



ECM Ref: 2852083
QPRC Ref: PP.2024.0005
DPHI Ref: PP-2024-1846

qprc.nsw.gov.au

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Document History

Version	Dated	Comments
1	July 2024	First Gateway determination – 13 September 2024
2	November 2024	Second Gateway Determination

Offices: Queanbeyan Office - 257 Crawford St
Bungendore Office - 13 Gibraltar St
Braidwood Office - 144 Wallace St

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PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Table of Contents

Summary Table.....	4
Introduction.....	5
Background.....	5
Site Description	7
Part 1 - Objectives or Intended Outcomes	9
Part 2 - Explanation of Provisions	9
Part 3 - Justification Strategic and Site-Specific Merit.....	11
Section A – Need for the Planning Proposal.....	11
Section B - Relationship to Strategic Planning Framework.....	12
Section B - Relationship to Strategic Planning Framework.....	14
Section C - Environmental, Social and Economic Impact.....	14
Section D - Infrastructure (Local, State and Commonwealth)	15
Section E - State and Commonwealth Interests	15
Part 4 - Maps	16
Part 5 - Community Consultation.....	20
Part 6 - Project Timeline.....	21
Appendix A - Information Checklist for Proposals to Classify or Reclassify Public Land through a Local Environmental Plan (LEP)	22
Appendix B – State Environmental Planning Policies	25
Appendix C - Section 9.1(2) - Local Planning Directions (Current as of 10 November 2023).....	26
Appendix D – Certificate of Title & Deposited Plan	30



PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Summary Table

Summary	Details
Name of draft LEP:	Queanbeyan-Palerang Regional Local Environmental Plan 2022
Local Government Area	Queanbeyan-Palerang Regional Council (QPRC)
Subject Land:	Lot 4, DP 240640 and Lot 7 DP 240640 - 88 Wallace Street, Braidwood NSW 2622, Lot 5 DP 835748 - 41 Ryrie Street, Braidwood NSW 2622 Lot 1 DP 212019 and Lot 3 DP 240640 – 41A Ryrie Street, Braidwood NSW 2622 Public Road (Local Government Authority)
Proponent:	Queanbeyan-Palerang Regional Council (QPRC)
Relevant Planning Authority	Queanbeyan-Palerang Regional Council
Landowners:	Queanbeyan-Palerang Regional Council
Council reference:	PP.2024.0005
Planning Portal reference:	PP-2024-1846
Stage:	Council resolution for Gateway determination
Date:	November 2024
Author:	Christopher Kurzyniec



PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Introduction

This planning proposal proposes to reclassify certain council-owned land from 'community' to 'operational' under the *Local Government Act 1993* (LG Act).

The parcels of land proposed for reclassification are located at 88 Wallace Street, Braidwood NSW 2622 (Lot 4, DP 240640, and Lot 7 DP 240640), and 41 Ryrie Street Braidwood NSW 2622 (Lot 5 DP 835748) within the Braidwood township, as shown in Figure 1, 2 and 3.

It also proposes to amend the Land Zoning Map (LZN) by rezoning certain land 41A Ryrie Street and 88 Wallace, Braidwood from SP1 Special Activities (Depot) and R2 Low-Density Residential to SP2 Infrastructure (Public Car Park) and includes removing Height of Building Map (HOB), Lot Size Map (LSZ) and Secondary Dwelling and Dual Occupancy Map (SDO) provisions that apply to the land.

The reclassification and rezoning are required to facilitate future development of the site, including future residential development, off-street car parking, public amenities, and landscaping within the Braidwood township.

The planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the NSW Government's 'Local Environmental Making Guidelines – August 2023 (LEP Making Guidelines).

Background

After receiving a Gateway determination for the reclassification of land at 88 Wallace and 41 Ryrie Street, additional information was received regarding the public car park which will be constructed on part of 88 Wallace Street and part of Council-owned operational land at 41A Ryrie Street, Braidwood together with adjoining maintained Local Government Authority, Public Roads.

Council is initiating a Gateway Alteration which will include this amended planning proposal and a new Council resolution.

The objective of this planning proposal remains the same. The reclassification of Council owned community land to operational land at 88 Wallace Street and 41 Ryrie Street, Braidwood. Council received a Gateway determination on 13 September 2024 for the reclassification (PP-2024-1846).

The rezoning section in this planning proposal has been prepared to amend the QPRLEP 2022 to ensure the land use is consistent with the purpose of the land including that a public car park is permissible. This will require amending the Local Environmental Plan (LEP) maps and rezoning land at 41A Ryrie Street, part of 88 Wallace Street, Braidwood.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Federal Government funding has been received to construct the car park area, as previously reported to Council on 8 May 2024 (**Resolution No: 197/24**). Council received funding from two separate streams to undertake works within part of 88 Wallace Street and part of 41A Ryrie Street (existing Council Depot). The 88 Wallace Street Renewal Project and Wallace Street car-parking project include the following components:

- Provisions of stormwaters and water main infrastructure,
- Allowance for Power Upgrades,
- Provisions of Car Parking (incl RV Charging),
- Decontamination of the site,
- Reconstruction of 88 Wallace Street, Braidwood.

As the site is within the State Heritage listed heritage conservation area of Braidwood and its settings, Council will be seeking additional advice from Heritage NSW as this planning proposal proposes works (construction of a public car park).

In relation to historic archaeology, Council will undertake an investigation to assess the likelihood of 'relics' and any subsequent management required under the *Heritage Act 1977*.

Under the Local Planning Direction 3.2, Heritage Conservation, this planning proposal needs to address the conservation of Aboriginal objects. Council will undertake a comprehensive Aboriginal cultural heritage assessment report to inform the car park works in this planning proposal.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Site Description

Land subject to the planning proposal is identified in Figure 1 below.

Land includes:

- Lot 4 DP 240640 – 88 Wallace Street, Braidwood,
- Lot 7 DP 240640 – 88 Wallace Street, Braidwood,
- Lot 5 DP 835748 – 41 Ryrie Street, Braidwood,
- Part Lot 1 DP 212019 – 41A Ryrie Street, Braidwood,
- Part Lot 3 DP 240640 – 41A Ryrie Street, Braidwood,
- Maintained Local Government Authority – Public Roads.



Figure 1: Land subject to the planning proposal.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD



Figure 2: Aerial view of the proposed land to be reclassified – 88 Wallace Street and 41 Ryrie Street, Braidwood

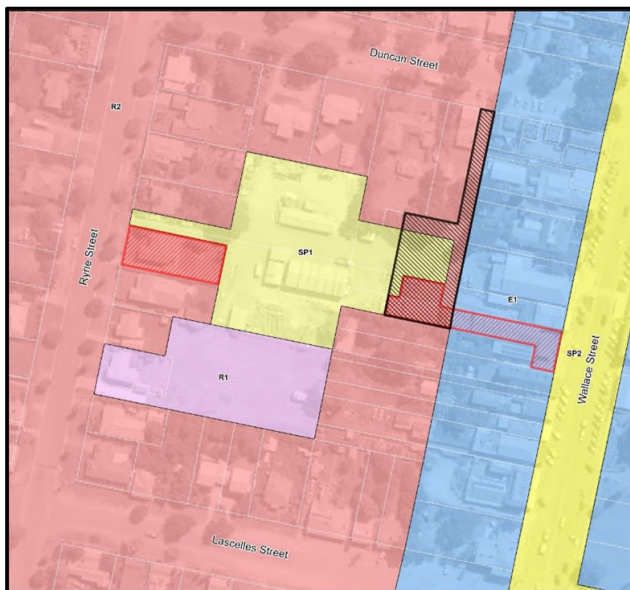


Figure 3: The RED hatched area is Council-owned community land to be reclassified to operational land (88 Wallace Street and 41 Ryrie Street, Braidwood) – First Objective. The BLACK hatched area is Council-owned land to be rezoned to SP2 Infrastructure – Public Car Park (part of 41A Ryrie Street and part of 88 Wallace Street, Braidwood) – Second Objective.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Part 1 - Objectives or Intended Outcomes

Objectives:

The objective of this planning proposal is to reclassify the three lots from 'community' to 'operational' land and rezone land at 41A Ryrie Street and 88 Wallace Street, Braidwood, to enable the land to be used as an off-street car park precinct to be permissible on the land.

Part 2 - Explanation of Provisions

Queanbeyan-Palerang Regional Council purchased 88 Wallace Street, Braidwood (Lot 4 DP 240640 and Lot 7 DP 240640) on 1 April 2019 and 41 Ryrie Street, Braidwood (Lot 5 DP 835748) on 20 May 2019 and the classification of the site defaulted to 'community land' under the *Local Government Act 1993* (LG Act).

The planning proposal seeks to reclassify the subject land from 'community' land to 'operational' land. This will be done by amending the *Queanbeyan-Palerang Regional Environmental Plan 2022* (QPRLEP 2022) to include the subject land in Part 1 of Schedule 4 (no interests changed) of the plan. The proposal does not seek to change any trusts, estates, interests, dedications, conditions, restrictions, or covenants on the land.

Consistent with the provisions of clause 5.2(2) of the QPRLEP 2022, this will have the effect of reclassifying the land as intended.

The planning proposal will amend the QPRLEP 2022 as it relates to part Lot 1 DP 212019 and part Lot 3 DP 240640 – 41A Ryrie Street, Braidwood (Council-owned operational land). The amendments are:

- Amend the Land Zoning Map (LZN) from SP1 Special Activities (Depot) to SP2 Infrastructure (Public Car Park).

The objectives will be achieved by amending the QPRLEP2022 as it relates to maintained Local Government Authority, Public Roads. The amendments are:

- Amend the Land Zoning Map (LZN) from R2 Low-Density Residential to SP2 Infrastructure (Public Car Park).
- Amend the Height of Building Map (HOB) to remove its application to the land.
- Amend the Lot Size Map (LSZ) to remove its application to the land.
- Amend the Secondary Dwelling and Dual Occupancy Map (SDO) from Dual Occupancy, 1500m² (D1) to remove its application to the land.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

The planning proposal will also amend the QPRLEP 2022 as it relates to Lot 4 DP 240640 and part Lot 7 DP 240640 – 88 Wallace Street, Braidwood (**both lots to be reclassified by this planning proposal from community land to operational land**). The amendments are:

- Amend the Land Zoning Map (LZN) from R2 Low-Density Residential to SP2 Infrastructure (Public Car Park).
- Amend the Height of Building Map (HOB) to remove its application to the land.
- Amend the Lot Size Map (LSZ) to remove its application to the land.
- Amend the Secondary Dwelling and Dual Occupancy Map (SDO) from Dual Occupancy, 1500m² (D1) to remove its application to the land.

Explanation and Legal Status of the LEP Maps

The Queanbeyan-Palerang Regional Local Environmental Plan 2022 (QPRLEP 2022) and legally drafted maps comprise Council's principal planning instruments controlling the development of land. The second objective of this planning proposal is for a Map-only amendment to the LEP, meaning there are no changes to the LEP text.

The proposed provisions are consistent with those applied to land zoned RE1 Public Recreation within the vicinity of the subject site.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Part 3 - Justification Strategic and Site-Specific Merit

Section A – Need for the Planning Proposal

1) *Is the planning proposal a result of an endorsed local strategic planning statement (LSPS), strategic study or report?*

The planning proposal responds to Federal Government funding to construct the car park area, as previously reported to Council on 8 May 2024 (**Resolution No: 197/24**). Council received funding from two separate streams to undertake works within part of 88 Wallace Street and part of 41A Ryrie Street (existing Council Depot). The 88 Wallace Street Renewal Project and Wallace Street car-parking project include the following components:

- Provisions of stormwaters and water main infrastructure,
- Allowance for Power Upgrades,
- Provisions of Car Parking (incl RV Charging),
- Decontamination of the site,
- Reconstruction of 88 Wallace Street, Braidwood.

The planning proposal is consistent with the Queanbeyan-Palerang Regional Council Local Strategic Planning Statement – Towards 2040 (LSPS), specifically.

5.3 Braidwood

Vision for Braidwood in 2040

Traffic issues on Wallace Street have been improved by ensuring identified road works are carried out and providing suitable car parking options for visitors and the local community.

Planning Actions for Braidwood

Planning Priority 4

- 4.4.9 Provide a range of housing choices at different costs to meet the changing needs of the community and consider the options for community housing provider partnerships to provide affordable housing.

Planning Priority 9

- 4.9.10 Take action to find solutions for traffic congestion, road safety and heavy vehicle impacts.

Planning Priority 11

- 4.11.9 Ensure appropriate car parking facilities are available for the community.
- 4.11.10 Ensure suitable land is identified for Depots and other Council facilities.

Planning Priority 11

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

“Changing community demand is met by well planned for and placed infrastructure.”

Actions

- 4.11.9 Ensure appropriate car parking facilities are available for the community.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

2) *Is the planning proposal the best means of achieving the objectives or intended outcome, or is there a better way?*

In accordance with Section 31. (2) (2A) of the LG Act, the Council may resolve to classify acquired land as 'community' or 'operational' either prior to or within three months after acquisition. Land that remains unclassified after this period is automatically deemed to be classified as 'community' under the LEP. Council in this instance did not resolve to classify the land in the required timeframe.

Therefore, this planning proposal to amend the LEP is the only mechanism that allows for reclassifying the subject land from 'community' land to 'operational' land.

In relation to the proposed map-based amendments to the LEP, the planning proposal is the best means of achieving the intended outcome. This will recognise the zone SP2 – Infrastructure for a Public Car Park and allow the development of pedestrian access from Wallace Street, public amenities and landscaping. Currently Under the zoned SP1 – Special Activities – Depot, Public Car Park and additional amenities are prohibited.

The other option investigated was the use of Schedule 1 Additional permitted uses under the QPRLEP 2022 to permit specific development to achieve the objectives and intended outcomes of the planning proposal.

This approach would enable development on the site to build the public car park under the current zoning. This option is not recommended as it would permit development that would otherwise be inconsistent with the objectives of the existing zones.

Section B - Relationship to Strategic Planning Framework

3) *Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies).*

The planning proposal aligns with the following themes in the ***Draft South East and Tablelands Regional Plan 2041***:

Theme 1: Recognising Country, people and place,

Objective 3: Support diverse, vibrant and socially active communities,

Objective 4: Preserve the heritage and character of the region's towns and villages.

Theme 3: Leveraging diverse economic identities.

Objective 12: Promote a year-round visitor economy.

Objective 15: Promote business and employment opportunities in strategic locations.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Theme 4: Planning for fit for purpose housing and services,
Objective 17: Plan for supply of housing in appropriate locations,

Objective 18: Plan for more affordable low-cost and social housing.

Theme 5: Supporting a connected and active region,
Objective 24: Plan for walkable centres.

Objective 25: Adapt infrastructure to meet future needs.

The planning proposal aligns with the following themes in the **South East and Tablelands Regional Plans 2036**:

Goal 4: Environmentally sustainable housing choices

Direction 9: Grow tourism in the region,

Direction 12: Promote business activities in urban centres.

Direction 23: Protect the region's heritage,

Direction 24: Deliver greater housing supply and choice,

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

Direction 27: Deliver more opportunities for affordable housing.

The Department of Planning, Housing and Infrastructure (DPHI) has also previously published *LEP Practice Note PN 16-001: Classification and Reclassification of Public Land through a Local Environmental Plan*. This practice note provides guidance on additional matters to be addressed in planning proposals that seek to classify or reclassify public land.

Responses to the additional matters set out in the practice note are provided in **Appendix A**.

4) Is the planning proposal consistent with the Council Local Strategic Planning Statement (LSPS) that has been endorsed by the Planning Secretary or Greater Sydney Commission (GSC), or another local strategy or strategic plan?

Yes, the planning proposal is consistent with Council's Queanbeyan-Palerang Regional Council [Local Strategic Planning Statement, 'Towards 2040'](#) (LSPS) – July 2020, together with the Community Strategic Plan 2018-2028. These two documents set out the community's long-term vision and aspirations for Council's planning activities. Consistency with the LSPS is addressed in Section A1. in this planning proposal.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

5) *Is the planning proposal consistent with any other applicable State and Regional Studies or Strategies?*

State or regional study or strategy	Comment
Future Transport Strategy 2056	The proposal is consistent with the strategy.
Net Zero Plan – NSW Climate & Energy Action	The proposal is consistent with the plan.
Water Resources Plans	The proposal is consistent with the plan.
State Infrastructure Strategy 2022-2042	The proposal is consistent with the strategy.
A 20-Year Economic Vision for Regional NSW – February 2021	The proposal is consistent with the vision.
Our Vision for Regional Communities – November 2022	The proposal is consistent with the vision.

Section B - Relationship to Strategic Planning Framework

6) *Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?*

The planning proposal has been assessed against State Environmental Planning Policies (SEPPs) in **Appendix B**.

7) *Is the planning proposal consistent with applicable Ministers Directions (section 9.1(2) Directions)?*

The relevant Ministerial Directions (Section 9.1) have been considered in **Appendix C**.

Section C - Environmental, Social and Economic Impact

8) *Is there any likelihood that critical habitat or threatened species, population or ecological communities, or their habitats, will be adversely affected because of the proposal?*

This planning proposal does not change the existing protection relating to terrestrial biodiversity, riparian lands and watercourses mapping in the Local Environmental Plan (LEP) or classification that applies to the land. The current protection to the critical habitat or threatened species, populations, ecological communities, or their habitats will remain unchanged.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

9) *Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?*

The planning proposal is not considered to have any other likely environmental effects and any unexpected environmental effects can be resolved during the assessment of a development application.

10) *How has the planning proposal adequately addressed any social and economic issues?*

The 'community' land is intended to be reclassified as 'operational' land for future residential development, off-street car parking, public amenities and landscaping.

Appendix A provides further analysis of the requirements set out under *Practice Note PN 16-001*.

Section D - Infrastructure (Local, State and Commonwealth)

11) *Is there adequate public infrastructure for the planning proposal?*

The subject land is centrally located within the Braidwood town area, within the middle of the employment zone, adjoining residential areas and is surrounded by commercial and retail establishments. Infrastructure mapping reveals comprehensive services, including water,

sewer, gas, stormwater drainage, and electricity. Any additional services required for the development may be subject to conditions during the Development Assessment (DA) stage.

Section E - State and Commonwealth Interests

12) *What are the views of State and Commonwealth Public authorities and government agencies consulted to order to inform the Gateway determination?*

Consultation with public authorities will be undertaken in accordance with the Gateway determination received for the planning proposal.

As the site is within the State Heritage listed heritage conservation area of Braidwood and its settings, Council will be referring the planning proposal to NSW Environment and Heritage for comment.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

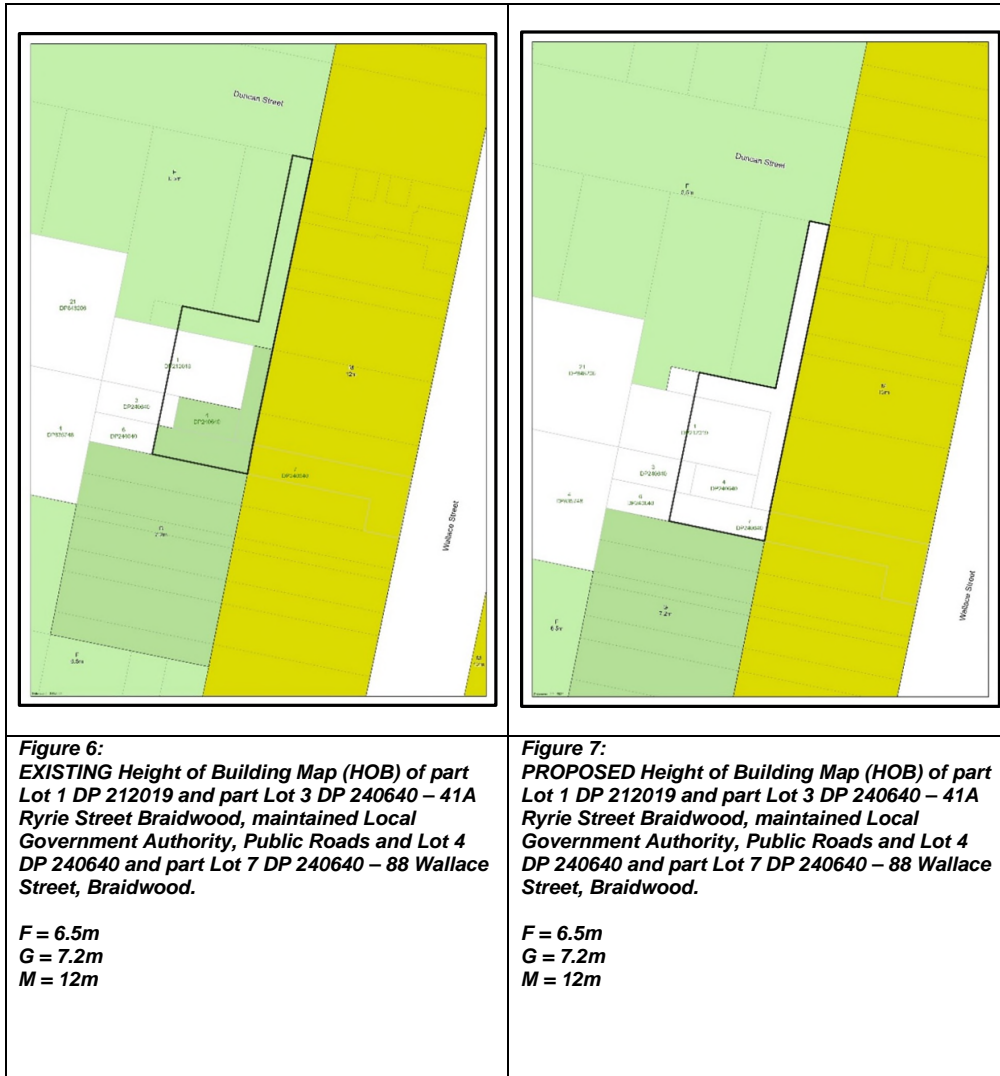
Part 4 - Maps

The first objective of this planning proposal is the reclassification of the listed land. This does not seek to amend the LEP maps.
 The second objective of this planning proposal will seek to amend the LEP maps.

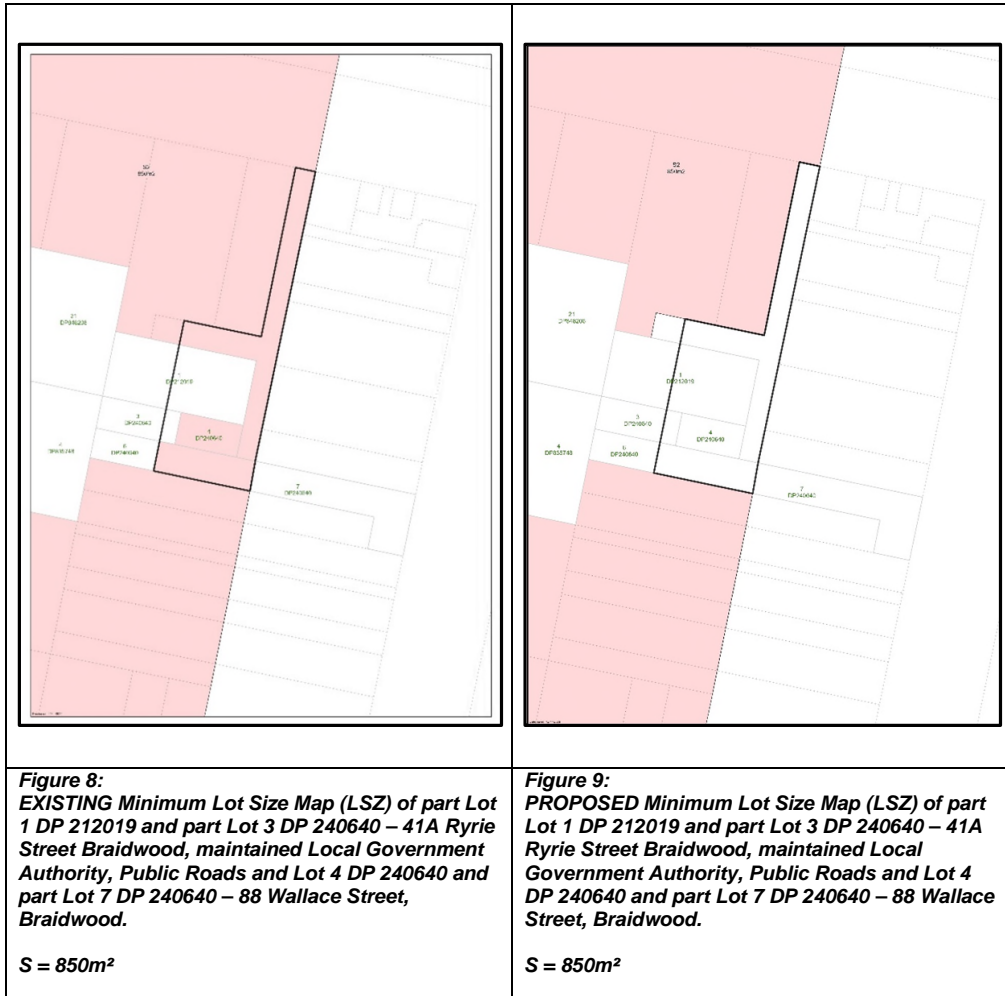
Existing and proposed maps of 41A Ryrie Street and 88 Wallace Street, Braidwood.



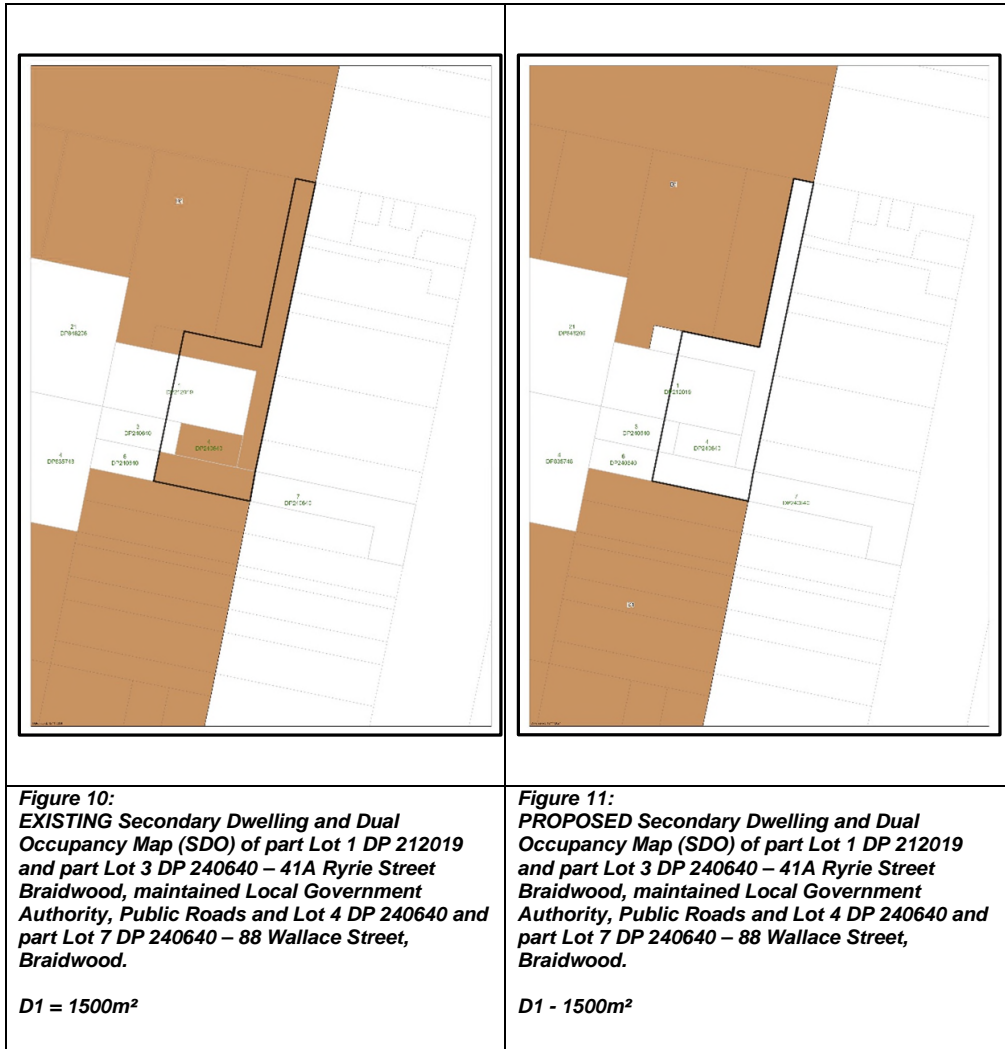
PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD



PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD



PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD



PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO
OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET
BRAIDWOOD

Part 5 - Community Consultation

The planning proposal will be publicly exhibited in accordance with the *Environmental Planning and Assessment Act 1979* and the Environmental Planning and Assessment Regulations 2021. It will have regard to other relevant plans and guidelines including QPRC's Community Engagement and Participation Plan, the Local Environmental Plan Making Guidelines – August 2023 and any other conditions of the Gateway Determination.

It is recommended the planning proposal be exhibited for a minimum of 28 days (calendar days). Public notification of the exhibition will comprise:

- Notification and request for feedback on Council's website,
- Adjoining landowners will be notified by mail.

During the exhibition period, the following material will be available on Council's website and the customer service area at the Queanbeyan, Bungendore and Braidwood offices:

- The planning proposal in the form approved by the Gateway determination,
- The Gateway determination,
- The Gateway determination report,

Where public consultation is required, the policy requires a minimum of 28 days for public consultation, with some additional requirements for exhibition periods held over the Christmas /New Year period.

As part of this planning proposal requires reclassification of Council land, at the conclusion of the public exhibition period, a public hearing will be held at an appropriate time as required under the *Local Government Act 1993*.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Part 6 - Project Timeline

Stage	Anticipated Timeline (2024-2025)
Prepare Original & Amend Planning Proposal	July - November 2024
Report to Council	November 2024
Gateway Determination	December 2024 – February 2025
Agency Consultation	Subject to Gateway determination
Public Exhibition	March - April 2025
Public Hearing	May 2025
Report to Council including consideration of submissions	June 2025
Parliamentary Council Opinion	July – August 2025
Plan Finalised by Minister (or delegate)	September – October 2025

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Appendix A - Information Checklist for Proposals to Classify or Reclassify Public Land through a Local Environmental Plan (LEP)

NSW Government’s Framework - LEP Practice Note

NSW Planning and Environment has published *LEP Practice Note PN 16-001: Classification and reclassification of public land through a local Environmental plan*.

This practice note provides guidance on matters to be addressed in planning proposals to classify or reclassify public land.

The table below addresses these matters and identifies where matters are addressed in the planning proposal.

No	Requirement	Comment
1	The current and proposed classification of the land.	The subject land is currently classified as community land and is proposed to be reclassified to operational land under the provisions of the <i>Local Government Act 1993</i> .
2	Whether the land is a ‘public reserve’ (defined in the LG Act).	The site is not defined as a ‘public reserve’ under the provisions of the <i>Local Government Act 1993</i> .
3	The strategic and site-specific merits of the reclassification and evidence to support this.	The planning proposal is to address the one-off reclassification of the land. Council is considering future residential development, off-street car parking, public amenities and landscaping.
4	Whether the planning proposal is the result of a strategic study or report.	The planning proposal is not a result of a strategic study or report.
5	Whether the planning proposal is consistent with council’s community plan or any other local strategic plan.	The planning proposal is not inconsistent with Council’s community plan or any other local strategic plan.
6	A summary of council’s interests in the land including: <ul style="list-style-type: none"> How and when the land was first acquired (e.g. was it dedicated, donated, provided as part of a subdivision for public open space or other or other purposes, or a developer contribution) If council does not own the land, the landowner’s consent. 	The 88 Wallace Street parcel of land was purchased from a private landowner by Council on 1 April 2019 (settlement date). The 41 Ryrie Street parcel of land was purchased from a private landowner by Council on 20 May 2019 (settlement date). The land is currently owned by Council. There are no known trusts, dedications, or interests that exist on the land.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

No	Requirement	Comment
	<ul style="list-style-type: none"> The nature of any trusts, dedications, etc. 	
7	Whether an interest in land is proposed to be discharged, and if so, an explanation of the reason why.	The interest in the land is not proposed to be discharged.
8	The effect of the reclassification (including, the loss of public open space, the land ceases to be a public reserve or particular interests will be discharged).	The effect of the reclassification will be that the subject land will be operational. Council is considering future residential development, off-street car parking, public amenities and landscaping.
9	Evidence of public reserve status or relevant interests, or lack thereof applying to the land (e.g. electronic title searches, notice in Government Gazette, trust documents).	The subject land does not have Public Reserve status. The title and deposited plan are included in Appendix D of the planning proposal as evidence.
10	Current use(s) of the land, and whether uses are authorised or unauthorised.	The current use of 88 Wallace Street contains a closed service station and motor mechanic workshop while 14 Ryrie Street contains a three-bedroom weatherboard dwelling with a garage. The buildings on both sites have been temporarily leased. Council intended to demolish both site buildings.
11	Current or proposed lease or agreements applying to the land, together with their duration, terms, and controls.	The house at 41 Ryrie Street is temporally leased for accommodation to a member of the public. The former service station and mechanic workshop at 88 Wallace Street has been leased on and off basis for vehicle storage and vehicle construction. The three lots are currently Council owned community land.
12	Current or proposed business dealings (e.g. agreements for the sale or lease of the land, the basic details of any such agreements and if relevant, when council intends to release its assets, either immediately after rezoning/reclassification or at a later time).	After the reclassification to operational land, Council will be able to consider future residential development, off-street car parking, public amenities, and landscaping together with the relocation of the Council Braidwood Depot.
13	Any rezoning associated with the reclassification (if yes, need to demonstrate consistency with an endorsed Plan of Management or strategy).	This planning proposal does not propose to rezone the subject land.
14	How council may or will benefit financially, and how these funds will be used.	Council will not benefit financially as the maintenance and insurance of the subject land will rest with Council.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

No	Requirement	Comment
15	How council will ensure funds remain available to fund proposed open space sites or improvements referred to in justifying the reclassification, if relevant to the proposal.	This planning proposal does not commit funds to any proposed open space or specific improvements.
16	A Land Reclassification (part lots) Map, in accordance with the standard technical requirements for special datasets and maps, if land to be reclassified does not apply to the whole lot.	Not relevant. The land re-classification applies to all three whole lots.
17	Preliminary comments by the relevant government agency, including an agency that dedicated the land to council, if applicable.	The land is owned by Council. No formal consultation with State or Commonwealth public authorities has been undertaken at this stage. However, consultation will be undertaken with State and Commonwealth agencies in accordance with the Gateway determination, if required. The three lots are within the State Heritage listed heritage conservation area of Braidwood and its settings, Council will be referring the planning proposal to NSW Environment and Heritage for comment.
18	The concurrence of the landowner must be obtained, where the land is not owned by the Planning Proposal Authority (PPA).	The land is owned by the Council (Planning Proposal Authority – PPA).
19	Does the planning proposal deliver a public benefit?	The planning proposal seeks to provide land together with the other council-owned operational land. Council will be able to consider future residential development, off-street car parking, public amenities, and landscaping together with the relocation of the Council Braidwood Depot.
20	Have the implications for the open space in the LGA in relation to current and future open space needs been considered and will there be a net gain to open space?	The implications for open space in Braidwood have been considered. The site is not defined as a 'public reserve' under the provisions of the <i>Local Government Act 1993</i> . The planning proposal does not affect the current and future open space.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Appendix B – State Environmental Planning Policies

The following relevant Environmental Planning Instruments (EPI) have been considered in the preparation of this planning proposal:

SEPP	Relevant	Comments
State Environmental Planning Policy (Biodiversity and Conservation) 2021.	No	This SEPP applies to Queanbeyan-Palerang Regional Council (QPRC). This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Housing) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Industry and Employment) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Planning Systems) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Precincts—Central River City) 2021.	No	This SEPP does not apply to QPRC.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021.	No	This SEPP does not apply to QPRC.
State Environmental Planning Policy (Precincts—Regional) 2021.	No	This SEPP does not apply to QPRC.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021.	No	This SEPP does not apply to QPRC.
State Environmental Planning Policy (Primary Production) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Resilience and Hazards) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Resources and Energy) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Sustainable Buildings) 2022.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.
State Environmental Planning Policy (Transport and Infrastructure) 2021.	No	This SEPP applies to QPRC. This planning proposal will not affect the operation of the SEPP.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Appendix C - Section 9.1(2) - Local Planning Directions (Current as of 10 November 2023)

The following relevant Local Planning Directions under Section 9.1(2) have been considered in the preparation of this planning proposal:

Consideration of s9.1 Directions	Comments
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Applicable. The planning proposal is consistent with the provisions of this direction.
1.2 Development of Aboriginal Land Council land	Not applicable. The subject land is not shown on the Land Application Map of Chapter 3 of the SEPP (Planning Systems).
1.3 Approval and Referral Requirements	Applicable. The planning proposal is substantially consistent with the provisions of this direction. The planning proposal will be referred to Heritage NSW.
1.4 Site Specific Provisions	Applicable. The planning proposal is consistent with the provisions of this direction.
1.4A Exclusion of development standards from variation	Applicable. The planning proposal is consistent with the provisions of this direction.
Focus area 1: Planning Systems – place based	
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not relevant to the proposal
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Plan	Not relevant to the proposal
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use Infrastructure Implementation Plan	Not relevant to the proposal
1.8 Implementation of Wilton Priority Growth Area Interim Land Use Infrastructure Implementation Plan	Not relevant to the proposal
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not relevant to the proposal
1.10 Implementation of Western Sydney Aerotropolis Plan	Not relevant to the proposal
1.11 Implementation of Bayside West Precincts 2036 Plan	Not relevant to the proposal
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not relevant to the proposal
1.13 Implementation of St Leonards and Crows Nest 20236 Plan	Not relevant to the proposal
1.14 Implementation of Greater Macarthur 2040	Not relevant to the proposal

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Consideration of s9.1 Directions	Comments
1.15 Implementation of Pymont Peninsula Place Strategy	Not relevant to the proposal
1.16 North West Rail Link Corridor Strategy	Not relevant to the proposal
1.17 Implementation of the Bays West Place Strategy	Not relevant to the proposal
1.18 Implementation of the Macquarie Park Innovation Precinct	Not relevant to the proposal
1.19 Implementation of the Westmead Place Strategy	Not relevant to the proposal
1.20 Implementation of the Camellia-Rosehill Place Strategy	Not relevant to the proposal
1.21 Implementation of the South West Growth Area Structure Plan	Not relevant to the proposal
1.22 Implementation of the Cherrybrook Station Place Strategy	Not relevant to the proposal
Focus area 2: Design and Place	
Focus area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Not relevant to the proposal
3.2 Heritage Conservation	Applicable. The planning proposal is consistent with the provisions of this direction. The three lots (to be reclassified) are within the State Heritage listed heritage conservation area of Braidwood and its settings, Council will be referring the planning proposal to NSW Environment and Heritage for comment. The Council-owned operational land is within the State Heritage listed heritage conservation area of Braidwood and its settings, Council will be referring the planning proposal to NSW Environment and Heritage for comment.
3.3 Sydney Drinking Water Catchments	Applicable. The planning proposal is consistent with the provisions of this direction.
3.4 Application of C2 and C3 zones and Environmental Overlays in Far North Coast LEPs	Not relevant to the proposal
3.5 Recreation Vehicle Areas	Not relevant to the proposal
3.6 Strategic Conservation Planning	Not relevant to the proposal
3.7 Public Bushland	Not relevant to the proposal
3.8 Willandra Lakes Region	Not relevant to the proposal
3.9 Sydney Harbour foreshores and Waterways Area	Not relevant to the proposal
3.10 Water Catchment Protection	Not relevant to the proposal
Focus area 4: Resilience and Hazards	

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Consideration of s9.1 Directions	Comments
4.1 Flooding	Not relevant to the proposal
4.2 Coastal Management	Not relevant to the proposal
4.3 Planning for Bushfire Protection	Not relevant to the proposal
4.4 Remediation of Contaminated Land	Applicable. The planning proposal is consistent with the provisions of this direction. Ramboll Australia Pty Ltd was engaged by QPRC to conduct a targeted Stage 2 Contamination Investigation Report for 88 Wallace Street Braidwood NSW – November 2021 – Project No; 318001291. Council is in the process of obtaining a new contamination report for both 88 Wallace Street (closed service station) and all the Council depot operational land at 41A Ryrie Street, Braidwood.
4.5 Acid Sulfate Soils	Not relevant to the proposal
4.6 Mine Subsidence and Unstable Land	Not relevant to the proposal
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Applicable. The planning proposal is consistent with the provisions of this direction.
5.2 Reserving Land for Public Purposes	Not applicable. The proposal does not reduce land available for public reserves and facilities. The land was purchased from private landowners and is not intended to be used as public land for public purposes.
5.3 Development near regulated airports and defence airfields	Not relevant to the proposal
5.4 Shooting ranges	Not relevant to the proposal
Focus area 6: Housing	
6.1 Residential Zones	Applicable. The planning proposal is consistent with the provisions of this direction. The proposal encourages a variety and choice of housing types to provide for future housing needs.
6.2 Caravan Parks and Manufactured homes estates	Not relevant to the proposal
Focus area 7: Industry and Employment	
7.1 Employment Zones	Applicable. The planning proposal is consistent with the provisions of this direction. The proposal retains the areas and locations of Employment Zones.

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Consideration of s9.1 Directions	Comments
7.2 Reduction in non-hosted short-term rental accommodation period	Not relevant to the proposal
7.3 Commercial and retail development along the Pacific Highway North Coast	Not relevant to the proposal
Focus area 8: Resources and Energy	
8.1 Mining, Petroleum Production and Extractive Industries	Not relevant to the proposal
Focus Area 9: Primary Production	
9.1 Rural Zones	Not relevant to the proposal
9.2 Rural Lands	Not relevant to the proposal
9.3 Oyster Aquaculture	Not relevant to the proposal
9.4 Farmland of State and Regional Significance on the NSW Far Coast	Not relevant to the proposal

PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

Appendix D – Certificate of Title & Deposited Plan

88 Wallace Street Braidwood – Lot 4 DP 240640

NSW LAND REGISTRY SERVICES **Title Search** **InfoTrack**

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 4/240640

SEARCH DATE	TIME	EDITION NO	DATE
2/7/2024	10:37 AM	2	1/4/2019

LAND
 LOT 4 IN DEPOSITED PLAN 240640
 AT BRAIDWOOD
 LOCAL GOVERNMENT AREA QUEANBEYAN-PALERANG REGIONAL
 PARISH OF BRAIDWOOD COUNTY OF ST VINCENT
 TITLE DIAGRAM DP240640

FIRST SCHEDULE
 QUEANBEYAN -PALERANG REGIONAL COUNCIL (T AP158203)

SECOND SCHEDULE (1 NOTIFICATION)
 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***


Chris K PoM PRINTED ON 2/7/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 98B(2) of the Real Property Act 1900.
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PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

88 Wallace Street Braidwood – Lot 7 DP 240640



LAND REGISTRY SERVICES

Title Search



NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 7/240640

SEARCH DATE	TIME	EDITION NO	DATE
2/7/2024	10:37 AM	3	1/4/2019

LAND

LOT 7 IN DEPOSITED PLAN 240640
 AT BRAIDWOOD
 LOCAL GOVERNMENT AREA QUEANBEYAN-PALERANG REGIONAL
 PARISH OF BRAIDWOOD COUNTY OF ST VINCENT
 TITLE DIAGRAM DP240640

FIRST SCHEDULE

QUEANBEYAN -PALERANG REGIONAL COUNCIL (T AP158203)

SECOND SCHEDULE (2 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 LIMITED TITLE. LIMITATION PURSUANT TO SECTION 28T(4) OF THE REAL PROPERTY ACT, 1900. THE BOUNDARIES OF THE LAND COMPRISED HEREIN HAVE NOT BEEN INVESTIGATED BY THE REGISTRAR GENERAL.

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

Chris K PoM

PRINTED ON 2/7/2024

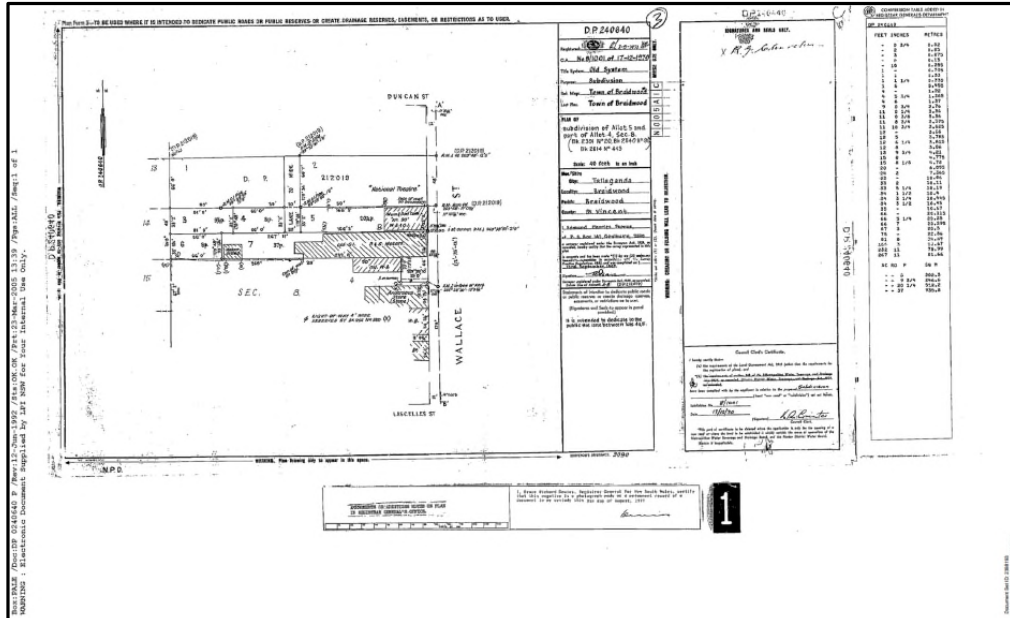
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PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

88 Wallace Street Braidwood – Deposited Plan - Lot 4 DP 240640 & Lot 7 DP 240640



PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD


41 Ryrie Street Braidwood – Lot 5 DP 835748

BOX 1W
(AP263726)


NEW SOUTH WALES

CERTIFICATE OF TITLE


REAL PROPERTY ACT, 1900



TORRENTITLE REFERENCE	
5/835748	
EDITION	DATE OF ISSUE
12	20/5/2019
CERTIFICATE AUTHENTICATION CODE	
6VW5-QZ-GKYS	



I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries as appear in the Second Schedule and to any additional entries in the Folio of the Register.

REGISTRAR GENERAL 

LAND

LOT 5 IN DEPOSITED PLAN 835748
 AT BRAIDWOOD.
 LOCAL GOVERNMENT AREA: QUEANBEYAN-PALERANG REGIONAL.
 PARISH OF BRAIDWOOD COUNTY OF ST VINCENT
 TITLE DIAGRAM: DP835748

FIRST SCHEDULE

QUEANBEYAN-PALERANG REGIONAL COUNCIL (T AP263726)

SECOND SCHEDULE

1. RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
 2. BK 2106 NO 484 RIGHT OF WAY 1.065 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED

**** END OF CERTIFICATE ****

ANY ATTEMPT TO ALTER THIS CERTIFICATE COULD RESULT IN HEAVY FINES OR IMPRISONMENT (S.141 REAL PROPERTY ACT).

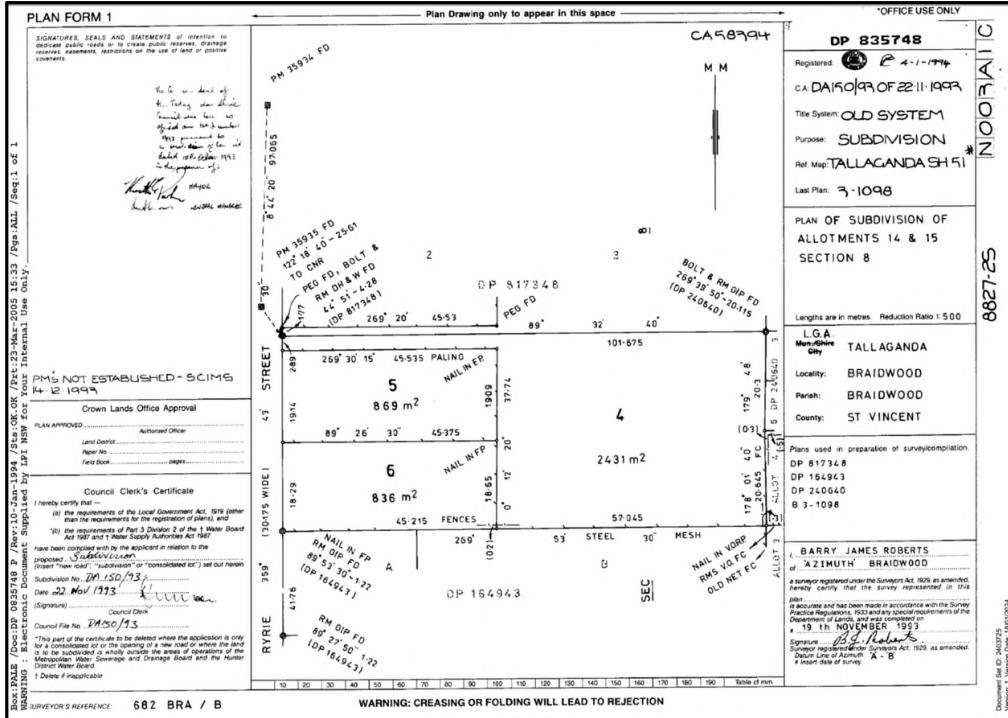
WARNING: BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT FOLIO OF THE REGISTER

Document Set ID: 1529186
 Version: 1, Version Date: 25/01/2022

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PLANNING PROPOSAL TO REZONE AND RECLASSIFY COMMUNITY TO OPERATIONAL LAND AT 88 WALLACE STREET BRAIDWOOD AND 41 RYRIE STREET BRAIDWOOD

41 Ryrie Street Braidwood – Lot 5 DP 835748



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.3 QPRC LOCAL HERITAGE PLACE GRANTS 2024-2025

ATTACHMENT 1 LOCAL HERITAGE GRANT APPLICATION FORM



Local Heritage Places Grant Application Form

Refer to the [application guidelines \(https://www.qprc.nsw.gov.au/files/assets/public/community-documents/grants-and-donations/guidelines-local-heritage-funding-web.pdf\)](https://www.qprc.nsw.gov.au/files/assets/public/community-documents/grants-and-donations/guidelines-local-heritage-funding-web.pdf) before completing your application.

Complete a [Minor Heritage Works application \(https://qprc.snapforms.com.au/form/minor-heritage-works-application\)](https://qprc.snapforms.com.au/form/minor-heritage-works-application) (link to online application <https://qprc.snapforms.com.au/form/minor-heritage-works-application> (https://qprc.snapforms.com.au/form/minor-heritage-works-application)).

Applicant details

Contact name *

Company name (if applicable)

Postal address *

Daytime phone number *

Email Address *

ABN registered name: (if applicable)

ABN (if applicable)

Are you registered for GST

- Yes
 No

I agree to Council using the photographs of my property to promote Heritage in the local area *

- Yes
 No

Project details

Project address *

Street address *

Suburb/locality *

Do you own the property? *

- Yes
 No

Project proposal

Project scope of works *

Estimated cost of project *

Note: Grant amounts will be proportionate to the overall number of applications received and will not exceed 50% of the cost of the project.

Funding equity and cost effectiveness

Will your project proceed without this funding assistance? *

- Yes
 No

Are you receiving funding or support from other sources? *

- Yes
 No

Photographs and quotes

Attach current photos of the property and the area of the proposed work, photos will also be required at the completion of the work.

Attach 2 written quotes for the proposed work from registered businesses. If chosen to receive funding, you must use the supplier who gave the quote accepted and provide paid tax invoices at completion. *

Building history

History of your building - attach any historical information you have regarding your building.

Eligibility

To be eligible for funding you must answer **YES** to at least **ONE** of the following.

Is the item in a conservation area? *

- Yes
 No

Is the item listed in the Queanbeyan-Palerang Regional Local Environmental Plan 2022? *

- Yes
 No

View the [Queanbeyan-Palerang Regional Environmental Plan](https://legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0600#sch.5)

(<https://legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0600#sch.5>) 2022

(<https://legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0600#sch.5>)

Is the item listed on the State Heritage Register? *

- Yes
 No

To be eligible for funding you must answer **YES** to **ALL** of the following.

I will complete and claim my project funding by 18 April 2025. *

- Yes
 No

I acknowledge that I will need to obtain an approval from Council for works, through a Minor Heritage Works application or Development Application (separate to the funding offer) and that the work is subject to the advice of Councils Heritage Advisor.

- Yes
 No

I agree to provide Council with paid-in-full invoices and images of completed works upon finalisation of work/s to receive reimbursement of the grant. *

- Yes

No

Funding priorities

Queanbeyan-Palerang Regional Council's funding priorities are for projects that:

- Require urgent maintenance works
- Form part of the heritage precinct
- Require upgrades for Building Code Australia compliance
- Have not received previous Council funding in the last five (5) years

Briefly describe how your project aligns with the following funding priorities (as applicable)

a) Urgent maintenance works to avert management risks e.g., severe deterioration

b) Supports the preservation of a heritage item, group or precinct

c) Proposes upgrades to meet Building Code Australia compliance

Selection criteria for all projects

Have you received Council funding support for this item in the last five (5) years? *

- Yes
 No

Sustainable long-term heritage benefits - Describe how your project contributes to the sustainable management of the heritage item. *

Attach a copy of your management/maintenance/sustainability plan. *

Browse

Public benefit and enjoyment - describe how your project will contribute to positive public benefit and/or appreciation of the heritage item. *

Innovation and leadership - describe how your project will lead to a positive change in community attitudes and actions towards heritage in our LGA. *

Capacity and commitment to undertake the project - do you have the time and project management skills to successfully undertake this project? *

- Yes
 No

Capacity and commitment to undertake the project - will your project be completed, and fully paid within the funding time frame and be fully claimed by 18 April 2025? *

- Yes
 No

Closing date

Applications must be received by midnight Monday 27 October 2024.

Declaration

- I/We the undersigned, being the applicant/s nominated in this application, apply for a Local Heritage Fund grant to carry out works described above on the land specified earlier in this application. *
- I confirm that all the information provided in this project application is true and correct to the best of my knowledge. *
- I have completed ALL questions on this grant application. *
- I have attached ALL requested documentation. *

Applicant's signature *

Draw signature | Type signature [Clear](#)

Date submitted



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.3 QPRC LOCAL HERITAGE PLACE GRANTS 2024-2025

ATTACHMENT 2 LOCAL HERITAGE GRANTS FUNDING GUIDELINES 2024 -
2025



Grant Guidelines

Category E Funding

Local Heritage Grants

GRANT GUIDELINES – CATEGORY E – LOCAL HERITAGE GRANTS

1. OVERVIEW

The aim of the Local Heritage fund is to encourage as much positive work on heritage items and buildings contributing to the conservation areas, as possible. It is hoped this will create greater interest and concern for the conservation of historic buildings within Queanbeyan-Palerang Regional Council's LGA.

Projects that will be considered are:

- Conservation works and/or maintenance works.
- Reinstatement of missing components on heritage buildings
- Work to meet Building Code Australia upgrades.
- Items identified in the Heritage Schedule of the Queanbeyan-Palerang Regional Environment Plan 2022 (<https://legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0600>)
- Items within a Heritage Conservation area
- Other heritage items supported by the QPRC Heritage Advisor.

Council's grants and donations are administered in compliance with the Queanbeyan-Palerang Regional Council (QPRC) Donations Policy 2023 available for [download from the QPRC website](#).

2. ADMINISTRATION

- 2.1** All projects will be assessed by a panel of the Council's Heritage personnel. Recommendations will then be approved at a Council meeting.

Once approved, a funding offer and agreement will be sent to all successful applicants. Projects can commence once the signed funding agreement has been received by Council.

- 2.2** All grant projects must be completed, and funding claimed by end April in the year after they are awarded.
- 2.3** All applicants will be notified of the outcome of their application, including unsuccessful applicants.
- 2.4** All projects will require a Minor Heritage Works application or Development Approval and must be discussed with Council's Heritage Advisor. To make an appointment with the Heritage Advisor, phone 6285 6276.

3. CRITERIA

- 3.1** All owners and/or managers of heritage items which are listed on Schedule 5 of the QPRLEP 2022 or within a Heritage Conservation Area or within the State listed area of Braidwood. Note that State government agencies are not eligible to apply.

- 3.2** Funding is targeted to projects that are minor works and have:

- Sustainable long-term heritage benefits
- Public benefit and enjoyment
- Owners with capacity and commitment to undertake the project
- Funding equity and cost effectiveness
- An urgency to remedy deterioration
- Demonstrated ability to encourage conservation of other items
- A positive contribution to the heritage character of the site and/or streetscape

GRANT GUIDELINES – CATEGORY E – LOCAL HERITAGE GRANTS

3.3 ELIGIBILITY

- 3.3.1** Eligible projects are those which involve the repair, maintenance, or reinstatement of items. These projects can include fences, verandahs, windows, roof cladding, decorative detail, replacement of structural work or painting of properties to enhance the heritage character.
- 3.3.2** Heritage items must be either:
- Listed in the relevant Local Environmental Plan
 - Included in a conservation area.
 - Supported by the QPRC heritage advisor.
- 3.3.3** Priority is given to projects that:
- Require urgent maintenance works.
 - Form part of the heritage precinct
 - Require upgrades for Building Code Australia compliance.
 - Have not received previous council funding in the last 5 years.
- 3.3.4** Funding will **NOT** be provided for:
- Routine maintenance e.g. carpet cleaning, gutter cleaning etc.
 - Projects where assistance is available from other sources.
 - New commemorative monuments or works.
 - Purchasing a heritage building
 - Relocation of a heritage building, site or movable item
 - Flood lighting.
 - Purchasing of equipment
 - New additions to a heritage building e.g. new kitchen or bathroom.
 - Movable railway heritage items.

4. PREPARATION

Before you apply for a grant make sure you consider the following.

- Background research – demonstrate why the work proposed is appropriate from a heritage point of view.
- Read the application form - so you know what information is required and if your project fits the criteria.
- Prepare a list of project tasks – outline an item-by-item job schedule.
- Obtain two written quotes – place the costs against the job scope of works.
- Plans and sketches – highlighting any proposed changes.
- Photographs – take “before” photographs of the item, including close-ups. Photographs will also be required of the finished works at the completion of the project. (Council uses photographs of heritage properties to promote heritage in the local area. Please indicate on the application form if you agree for this to occur.)

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.6 POST EXHIBITION REPORT - NEW FEE-ELECTRIC VEHICLE
CHARGING FEE

ATTACHMENT 1 FEES ESTIMATION FOR EV CHARGING STATION - QPRC
2024



QPRC Proposed Public Electric Vehicle Charging Fees Operational Cost Analysis/Estimation Report



Ref: 2677563

qprc.nsw.gov.au

QPRC EV Charging Fees Report

Table of Contents

Background 3
Electric Vehicle Charging Fee-Community Comments and Analysis..... 3
Cost Estimation and Analysis 4
Recommendation for Council on EV Charging Profitability 5

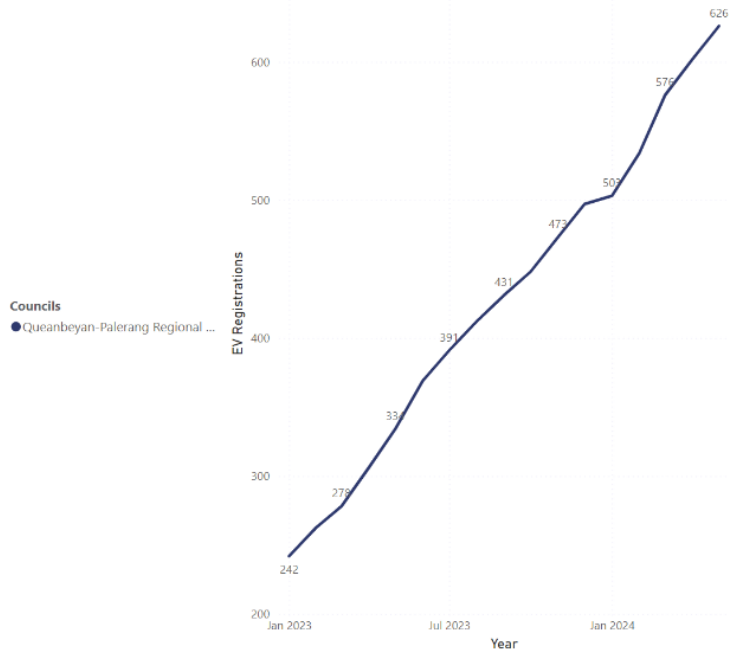


QPRC EV Charging Fees Report

Background

Electric Vehicles (EVs) are anticipated to make up a significant share of the Australian passenger vehicle market by 2030. EVs are expected to make up 52% of new car sales in NSW by 2030-2031. This trend is evident in the QPRC area, where EV registration surged by nearly 160% in 2024 compared to the previous year.

Total Registrations by Councils 2023 - 2024



Queanbeyan Palerang Regional Council aims to increase the availability of EV charging Infrastructure to support the uptake of EVs. By managing the EV charging stations temporarily, Council intends to provide uninterrupted service to the community while generating potential revenue. This amendment bridges the gap between the installation of infrastructure and the handover to third-party operators, aligning with Council's commitment to installing at least 100 EV charging stations within its LGA by 2030.

To ensure that the community continues to receive essential EV charging services, various options for fees have been considered. Council Staff have conducted various operational cost analyses for EV charging fees/kWh.

Electric Vehicle Charging Fee-Community Comments and Analysis

In response to the valuable feedback from our community, Council has reassessed the proposed EV charging fee, leading to an adjustment that reflects public suggestions. Council understand that pricing for EV charging should balance affordability with Council's EV charging



QPRC EV Charging Fees Report

infrastructure operational costs, community accessibility and market competitiveness. The proposed fee ensures these chargers remain a viable option for residents and visitors while supporting the uptake of EVs across QPRC. Council's commitment to providing accessible charging stations aligns with broader sustainability goals, with an emphasis on powering the stations with 100% renewable energy – a key factor in the fee structure.

Council's pricing approach doesn't aim to generate profit but rather to cover the ongoing operational costs associated with running the EV charging network. This includes expenses related to electricity, charging station maintenance, repairs, and management. Given that the electricity powering these chargers is sourced entirely from renewable energy, the rate reflects the premium associated with using green energy and supporting the transition to a more sustainable future. Community input emphasised the need for price consideration, particularly given the slower charging speeds. We've accounted for this feedback in our updated fee.

To maintain fairness, Council will review the fee annually. Each review will evaluate station usage patterns, maintenance requirements, and community feedback to ensure the fee remains competitive with other providers. This annual assessment aims to adjust pricing as needed, to provide a fair, cost-recovering service to EV users in our community.

Cost Estimation and Analysis

Council owns 12 Level 2 AC EV charging stations. Two chargers at Googong Common Carpark were installed by Peet Limited and handed over to the Council. Additionally, ten EV chargers were installed at the QCCP car park. The estimated cost for each charging station ranges from \$10,000 to \$15,000, depending on brand and installation requirements, including groundworks, wiring, and conduit works.

To promote and encourage the use of electric vehicles, Council has subsidised this investment for the community. However, this investment cost has not been factored into the charging fees to avoid higher rates than the current market price. Raising prices poses several risks, including reduced affordability and accessibility for residents, potential deterrence to EV adoption, decreased utilisation of charging stations, and the risk that Council may not meet its long-term sustainability objectives.

Council has considered various market prices for EV charging in this calculation.

Basic fee estimation Consideration:

Electricity Cost to the Council for EV Charging purpose: = **15.8969c/kWh**
Additional Network, metering, environmental and retail service fees: = **15-20c/kWh**
Electric Vehicle management Cost per kWh = **10c/kWh**
(Provided by (Charge Point Operator as their fee to manage the EV Charging Station)
Total Operation Cost to Council = **45c/kWh**

Billing Platform Subscription Fee = **\$25 per month/charging station**

QPRC EV Charging Fees Report

Assumptions:

1. Considering Level 2 AC charging station with a charging rate of 7kW (90% of EVs in Australia are assumed to utilise the 7kW charging rate on AC Chargers).
(Note: Council EV chargers are 22kW AC Level 2 Chargers)
2. The average daily charging time is assumed to be 4 hours.

Calculation:

Monthly Income: e.g., charged \$0.55 for a customer.

assumption: EV Charger will be run for 4hrs every day, @ 7kW rate for 30 days
 $= \$0.55/\text{kWh} * 4\text{hours/day} * 7 \text{ kW} * 30 \text{ days}$
 $= \$462$

Monthly Expense:

1. Electricity Cost to Council= $\$0.35/\text{kWh} * 4 \text{ hours/day} * 7\text{kW} * 30\text{days} = \294
2. EV Charger maintenance Expense Charged by CPOs = $\$ 0.10/\text{kWh} * 4 \text{ hours/day} * 7\text{kW} * 30\text{days} = \84
3. Software Subscription" = \$25/month

Total = \$403+ GST = \$ 443.3

Table 1: Analysis Per Site

Customer Rate(\$/kWh) (Includes GST)	Monthly Earnings (\$) (Includes GST)	Total Expenses (\$) Includes GST	Monthly Surplus (\$)
0.50	420	443.3	-23.3
0.55(Proposed Rate)	462	443.3	18.7
0.60	504	443.3	60.7
0.58	487.2	443.3	43.9

Recommendation for Council on EV Charging Profitability

This analysis provided valuable insights into the profitability of the Council's EV charging stations. However, it is also important to acknowledge limitations. Unforeseen events like equipment faults, additional maintenance needs, and potential vandalism can impact costs.

After reviewing the comprehensive analysis of the Council's EV charging stations' cost and potential revenue, as well as considering extensive public feedback, we recommend a balanced approach to pricing that supports affordability for users while covering operational expenses. Based on community input, Council understands the importance of competitive pricing to attract and serve more EV users. Feedback highlighted that while cost recovery is essential, pricing should also align with EV charging speeds and local market standards to remain a viable option.

QPRC EV Charging Fees Report

Therefore, we recommend adjusting the rate to \$0.55 per kWh. This pricing would better reflect the preferences of our community. Setting this price provides cost to manage maintenance costs while still presenting an attractive rate for both residents and visitors, thereby fostering greater EV adoption in our area.

The proposed fees/charges will be reviewed annually by monitoring the charging stations' usage patterns. The data will be used in adjusting future pricing and will be optimised for revenue generation. Tracking actual maintenance needs and repair costs will help refine the cost model over time.



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.6 POST EXHIBITION REPORT - NEW FEE-ELECTRIC VEHICLE
CHARGING FEE

ATTACHMENT 2 SUMMARY OF SUBMISSIONS RECEIVED AND COUNCIL
RESPONSE

Summary of Submissions Received

Comment	Council Response
<p>I'm supportive of this initiative and the pricing seems correct as a starting point subject to ongoing review</p>	<p>Council will review its fee annually as part of the review of fees and charges. The review will take into account usage patterns and maintenance requirements so the fee can be set to cover full cost recovery while remaining competitive in the market.</p>
<p>Yes they defiantly should be charged.</p>	<p>Noted</p>
<p>The fee seems to be much the same as elsewhere, but the 30 minute and 2 hour limits are far too restrictive for slow chargers. However the main problem with public EV chargers is the number of Internal Combustion Engine vehicle drivers who deliberately block charging bays and the lack of regulatory enforcement, ie parking fines. The Australian Road Rules implemented by legislation in all the states and territories apply to ROAD-RELATED AREAS as well as roads. State/territory law enforcement officers and local government law enforcement officers are able to issue infringement tickets for 'parking' offences in road-related areas. EV drivers are finding some hostility to EVs from drivers of Internal Combustion Engine ICE vehicles and are often finding EV charging facilities blocked by ICE vehicles despite signs forbidding that. The problem is so common and widespread that a Facebook group has been established to discuss it and expose the recalcitrants. (ICEHoles and EVHoles Australia). The media have reported this, such as in the magazine 'The Driven' with the article 'Drivers hit with heavy fines for ICE-ing electric vehicle charging bays' on 25 April 2024. The fine in NSW is \$129, but is rarely enforced. EV drivers are being sorely inconvenienced and charging facility owners are being deprived of income. LEGISLATION: Australian Road Rules: 203B—Stopping in a parking area for electric powered vehicles (1) A driver of a vehicle that is not an electric powered vehicle must not stop in a parking area for electric powered vehicles. Offence provision. (2) A parking area for electric powered vehicles is a length or area of a road— (a) to which a permissive parking sign displaying an electric powered vehicle symbol applies; or (b) to which an electric powered vehicle parking sign applies; or (c) indicated by a road marking that consists of, or includes, an electric powered vehicle symbol. Note— Road marking is defined in the dictionary. (3) An electric powered vehicle means a vehicle that— (a) is powered by 1 or more electric motors or traction motors, regardless of whether the vehicle is also powered by another form of propulsion; and (b) can be recharged from an external</p>	<p>Noted- signage and enforcement requirements to be reviewed</p>

Comment	Council Response
<p>source of electricity. Electric powered vehicle symbol 203C— Stopping in a parking area for the charging of electric powered vehicles (1) A driver must not stop in a parking area for the charging of electric powered vehicles unless— (a) the driver's vehicle is an electric powered vehicle; and (b) the electric powered vehicle is plugged in to an external source of electricity. Offence provision. Note— Electric powered vehicle is defined in rule 203B. (2) A parking area for the charging of an electric powered vehicle is a length or area of a road— (a) to which a permissive parking sign displaying an electric powered vehicle charging symbol applies; or (b) to which an electric powered vehicle charging parking sign applies; or (c) indicated by a road marking that consists of, or includes, an electric powered vehicle charging symbol.</p> <p>Part 2—Application of the Australian Road Rules Division 1— Roads and road related areas 11—Australian Road Rules apply to vehicles and road users on roads and road related areas (1) The Australian Road Rules apply to vehicles and road users on roads and road related areas. Note— Road is defined in rule 12, road related area is defined in rule 13, road user is defined in rule 14, and vehicle is defined in rule 15. (2) Each reference in the Australian Road Rules (except in this Division) to a road includes a reference to a road related area, unless otherwise expressly stated in the Rules. 13— What is a road related area (1) A road related area is any of the following: (a) an area that divides a road; (b) a footpath or nature strip adjacent to a road; (c) an area that is not a road and that is open to the public and designated for use by cyclists or animals; (d) an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.</p>	
<p>Please, stop interfering in the marketplace. Temporary changes to FBT rules are driving EV sales in the ACT and surrounding areas. However, the sales of EVs are plateauing worldwide, which your assumptions don't take into account. Hybrids remain the rising/dominant choice amongst consumers. Their resale value remains much higher than EVs. Most of the world's vehicle manufacturers (except the Chinese) are increasing production of Hybrids. The cost of electricity continues to rise, not accounted for in your estimates. Federal and State governments are yet to address the impact of the reduction in fuel excise and the increase in road maintenance caused by heavier EVs. EVs will be taxed and purchase subsidies will decline or be eliminated, This coupled with accelerated depreciation and the rising cost to insure EVs will continue to see sales plateau leaving only those in higher socio-economic circumstances able to sustain EVs. The answer is not the rising tide of cheap Chinese imports, never developed or tested under</p>	<p>Noted</p>

Comment	Council Response
<p>Australian driving conditions. The technology of EVs is evolving rapidly, faster than any other technologies in the past, therefore QPRC would be wise to let the market decide and not try to pick winners. Charging stations are often unreliable and subject to vandalism and internet outages. Will QPRC's service contract protect it against "unforeseen circumstances" and guard against price gouging by the service provider? Finally, massive QPRC rate increases are focusing ratepayers on the basic services that council are meant to provide, i.e. roads, rubbish and rates. QPRC is not excelling in any of these categories so why antagonise ratepayers with a woke agenda such as EV charging stations and picking winners in the marketplace? Please stick to the basics.</p>	
<p>The absorbing of initial investment is much appreciated. I hope QPRC considers rolling out additional stations at scale (in larger bulk), rather than patchwork 2 here, 2 there approach. This will drive down cost per charger below \$10k (more sustainable). Note a home EV charger install is under \$2k per unit. I am worried that the operational pricing proposed will never achieve a long-term equitable solution. E.g. my cost to AC home charge during summer is ~6c/kwh using my own solar, whereas winter is a mix of solar and grid ~25c/kwh. For DC charging on roadtrips, these are around 60c/kwh for the high-speed service (still slightly below cost of petrol, so worth it). Charging 60c/kwh for slow AC charging will result in very low utilisation (personally I wouldn't use it as I have access to cheaper home charging) and not help drive up EV uptake for people without access to off-street parking. More strategic thought should be put into place on how providing ev charging onsite can lead to higher returns at the co-located amenities. Better rates achieved through negotiations with utilities, or co-locating with solar and storage, would also help bring costs down too. I ask that QPRC reconsider its strategy to help achieve greater equity in decarbonising transport within the region (lower pricing by carefully planning ways to drive costs lower and considering indirect revenue opportunities with nearby amenities).</p>	<p>Noted</p>
<p>Firstly, thanks to Council for this initiative. Here are couple of thoughts from a Karabar resident who has owned and driven EVs for the past 15 years. We currently have two, a Tesla long range and a range-challenged Nissan Leaf which we use around town. 1. The proposed fees are approaching those of the super charging networks on the major highways, but these are slow chargers. 2. A big part of your usage will be from local drivers. I have used them twice (for</p>	<p>Noted</p>

Comment	Council Response
<p>free right now, thanks very much) but if I have to pay 60 cents/kwH, I will be weighing up the benefits of continuing to charge at home in Karabar at less than half that cost. 3. They will be a welcome stop for motorists passing through and wanting a top up but there would not be much to keep somebody in QB for four hours to get a full charge. 4. I come downtown most days and would charge for about an hour while I walk the dogs and get a cup of coffee, but as I said previously there is nothing in QB which would keep me there for four hours. 5. These chargers will definitely get used for people attending shows, and for that they are well located.</p> <p>Perhaps there should be a discount for people attending shows? 6. A currently untapped market might be local delivery van drivers, but with modern EV delivery vans having ranges of 200 to 300 kms you would have to offer discounted prices to attract them.</p>	
<p>I think the approach is balanced and considering the income anticipated is VFM. Not sure the usage is quite as linear as predicted, as I would expect that with so few chargers available and in significant increase in eVehicles that the income would be above that predicted. I note no council chargers are currently in the Bungendore precinct. With the growth of the town at least two chargers in a central location (SuperIGA) would be warranted. Although I do not own an eVehicle and probably will only look to hybrid technology as a factor of vehicle range and flexibility, the Bungendore township residents would utilise this facility if it was available. A good initiative and one that will enhance the overall QbnPalerang region</p>	<p>Council has plans to install Public EV charging stations in Bungendore considering Bungendore's growth and the need for EV infrastructure to serve the community.</p>
<p>The charging stations should not be considered as revenue generating. Rather they should be cost neutral (or perhaps a small loss making) investment with the aim of encouraging the uptake of EV's in the area. A low rate of charging would also likely increase commercial activity near their location. Certainly 60c per KWH will discourage their use.</p>	<p>Noted: Council understands the importance of balancing affordability with operational costs to encourage EV adoption.</p>
<p>based on the information contained within the operational cost analysis/estimation report the QPRC EV charges only charge at 7kW (AC). EV charging rates a based on the speed of the charger. A table below provides a breakdown of a few within Canberra and Queanbeyan. As you can see it is highly unrealistic to ask the public to pay \$0.60 for a charger as slow as the ones at The Q. Although the Wilson Carpark in Dickson also charges at 7kW and charge \$0.50 per kWh, it would be worth asking them how much revenue they bring in/how much they are used. The majority of the AC charges that charge between</p>	<p>Noted: The EV chargers installed by Council are 22kW AC chargers. However, the rate of charging is completely dependent on the vehicle's onboard charger. The fee has been proposed based on full cost recovery and market competitiveness.</p>

Comment	Council Response
<p>11-22kW (faster than 7kW) only charge between \$0.30-\$0.36. A more exhaustive comparison will confirm this, additionally, you can see there are very few 7kW (AC) chargers around due to the very slow speed they charge. I have one at home and it takes a 7hrs for a full charge of my EV at this speed – I definitely wont pay to charge publicly at that speed. Although this consultation is for cost of charging, I would challenge the rationale for installing anything slower than 50kW (DC), although this creates a greater power demand for the type of infrastructure installed. Additionally, the requirement to BYO the charging cable, will also reduce the number of people who use these chargers. Location Speed Cost Hermonie Club 22kW (AC) \$0.36 per kWh Middy’s Fyshwick 22kW (AC) \$0.35 per kWh Dowling Apartments, Braddon 11kW (AC) \$0.30 per kWh Challis St Wilson Carpark, Dickson 7kW (AC) \$0.50 per kWh Bungendore Service Station 75kW (AC) \$0.58 per kWh Red Rooster Queanbeyan 75kW (AC) \$0.58 per kWh Southpoint Tuggeranong Tesla Supercharger 250kW (DC) \$0.68 per kWh Casey Market Town 50kW (DC) \$0.58 per kWh</p>	
<p>\$0.58c/kwh is what Evie charges for use of their fast chargers at the Red Rooster in Queanbeyan - which is a commercial rate for the use of fast chargers (75kW). I would suggest the council might like to consider charging less because the chargers are slower (7kW??), you don’t provide cables and it’s a council service. The other thing council might like to consider is having a time of use tariff to align with peak solar production, and encourage use during those periods. The need to provide your own cables are the bigger barrier to use than the cost - ideally council would install cables which would also significantly increase usage (and therefore profit). Also I think your income calculation on the front page is wrong as you didn’t multiply by the power of the chargers (making the projected income 7 times higher, assuming they’re 7kW).</p>	Noted
<p>EV Chargers have an overhead - not just the charger, but also the extra electrical cabling. This should be covered by drivers, along with paying for the land set aside for the purpose which cannot be used for other purposes. Driving, regardless of engine type, is a financial impost on council.</p>	Noted
<p>\$0.60/kWh is more than covering cost. It's a high retail price geared to maximising profits. It's inappropriate to operate on a commercial profit margin. \$0.40/kWh more than covers cost in a moderate and appropriate way. You should review your pricing structure and not</p>	Noted

Comment	Council Response
<p>charge full retail prices just because that's what commercial operators do. You'll find that you'll get more usage per day in the long run and make up more income with higher volumes of kWh sold.</p>	
<p>Understand the need to apply fees to offset costs however \$0.60/kWh seems excessive for the 7kWh charging speed in the information pack. A \$0.60 fee is what is mostly charged for the highest speed chargers (up to 350 kWh), so applying the same fee for far slower chargers will not be attractive to users. This charging fee structure should be looked at in terms of both active usage plus also inactive 'blocking' of charging spots such that if users charge their vehicle in a period of time but then don't move that vehicle for the rest of the day, they should incur 'penalty' costs after a certain time that their charging period has finished. This could be on a sliding scale to discourage unwanted behaviour. Another aspect to consider with this puzzle is the speeds on offer, slower speed charging should encourage people to remain in the town center longer to shop, go to attractions, dine, etc, whereas higher speed chargers are for those who want to keep moving as quickly as possible. A mix of speeds and prices can achieve this. The last piece of this puzzle regards what is the purpose to council of the chargers and the locations installed? Is it for them to be a source of revenue for the council or is it to be a draw card to attract people to town centres and spend money locally, proving a greater benefit across the community?</p> <p>The uptake of EVs is causing rapid changes in the ways people think about energy use and corresponding changes in infrastructure and pricing models. The councils plans should acknowledge this and have a framework allowing for regular adjustments accordingly.</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>
<p>RECEIVED VIA EMAIL To whom it may concern: I refer to council document s3.ap-southeast-2.amazonaws.com QPRC Proposed Public Electric Vehicle Charging Fees - Operational Cost Analysis/Estimation Report On six separate lines of page 4 a "charging rate" of "7kWh" is used. This is incorrect. It should be "7kW", because 7kW measures power, i.e. rate of energy delivery, whereas 7kWh measures the amount energy delivered at 7kW rate over an hour.</p>	<p>Noted</p>
<p>I strongly disagree with this proposal. If the goal of installing EV chargers is to promote adoption, the price should be at most 40c/kWh, and ideally 30c/kWh if accessibility and affordability are factors. QPRC should subsidise the ongoing cost of these chargers as a service to the community. Why was a cost analysis not done before spending \$120,000 - \$180,000? If one was performed, why is it not provided</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>

Comment	Council Response
<p>here? The cost analysis here is very poor. It is extremely concerning that a higher quality analysis was not performed given the cost involved, and the plan to install 100 chargers by 2030. The inadequacy of this report calls into question the strength of QPRC's commitment to promote electric vehicles. 58c/kWh is not the market average for Level 2 AC chargers. A 1 minute search would reveal that there are at least 6 Level 2 AC chargers already in Queanbeyan, and they all charge 40c/kWh. There are also ones costing 30c/kWh less than 15km away in the ACT. 58c/kWh is probably the average price for Level 3 DC fast chargers (such as the 75kW charger in Queanbeyan East). Finally, the price analysis should also consider level 1 home/work charging, as this is the main alternatives most users will consider. This may be as low as 25c/kWh (off-peak). Level 2 chargers with a fee of 60c/kWh will see very little usage.</p>	
<p>60 cents is ridiculous for ac charging. No one will use them. This is what is charged at 350kw fast chargers. Providing reasonably priced ac charging is essential in encouraging ev adoption by renters and apartment dwellers that can't easily home charge. A rate similar to the typical household electricity would be appropriate - say 30cents.</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>
<p>It would be good to know the details about the chargers. Typically, commercial chargers are priced based on the speed/capacity of the charger. I.e. the faster/ higher power, the more expensive. E.g. Are these 250KW DC chargers?</p>	<p>EV chargers installed at Lowe Street Car Park are 22kW AC Level 2 Chargers.</p>
<p>This is a disgrace that council has entered the retail market using ratepayers funds. Why stop there let's have fuel station for all vehicles. Council should stay away from any commercial activity. Stop doing this type of thing before it gets out of hand altogether and I am going to council to get my groceries.</p>	<p>Noted</p>
<p>The proposed charge seems very expensive for a level 2 charger. I own an EV and travel through Queanbeyan a lot. I would be looking for somewhere else to charge at this price. Aren't we trying to encourage EV uptake? We definitely need more chargers between Canberra and the coast and it's great that council is planning to install more, but this price gouging will turn people off.</p>	<p>Council will review its fee annually as part of the review of fees and charges. The review will take into account usage patterns and maintenance requirements so the fee can be set to cover full cost recovery while remaining competitive in the market.</p>
<p>The NRMA is charging around \$0.66 for a 75kw charge and Evie \$0.58 for a 63-75kw charge. How does the proposed \$0.60 compare when considering the charging rate? For this service to be competitive (ie. utilised), it needs to be priced</p>	<p>Noted</p>

Comment	Council Response
<p>not only on providing electricity but by the rate that it charges. There are a lot of EV charging apps out there, is the council proposing to use an existing app/service or does it propose to set up its own? The number of apps required to use charging stations today is really excessive and council should try to use something that exists today and is already in the region.</p>	
<p>The calculation isn't clear. Is 'hours per day' actually kWh per day? That implies around 15-30 minutes per charger per day which seems quite low. If it is hours usage per day, the calculation is wrong. One hour would result in 7-22kWh of energy and there 7-22x the revenue calculated. Which is it? 60c per kWh is quite high for a Type 2. This is more consistent with fast chargers. If charging incurs fees then time restrictions should be removed and should be signed for 'EVs only when charging'. It also needs to be enforced (and probably will get more revenue than the charging fees!) or idle fees enforced.</p>	<p>Errors in the calculation have been corrected</p>
<p>At this price and only 22kw I do not see them being used. I own an EV and was looking forward to a fast charger.</p>	<p>Noted</p>
<p>Bit of a waste of money. Anyone that live in googong would charge at home, on cheaper power. Spend the money on fixing yas road and south bar road I'm all for EV's but let's be honest, googong is not the right spot for it.</p>	<p>Noted</p>
<p>There is an error in your projected income - you are estimating 55c per "hour of use". You need to calculate KW hours, ie, hours of use x KW's of power = total kWh. Then x 55c = total income. It will also be useful to advertise the KW rating of the chargers, so potential users can determine whether it's worth their time to plug in. If it's the same as their home plug, they won't bother paying the high cost but if it's high enough then the charger is a useful resource for a quick top-up. You also need to find someone who understands EVs and charging and put them on this project.</p>	<p>Errors in the calculation have been corrected</p>
<p>Your statistics are misleading. A 160% increase from an extremely low base is still an extremely low number of EV cars on the road. Similarly, 52% of all new cars does not mean that half of cars will be EV as it does not consider the older cars that remain on the road. The manipulation of statistics is a worrying trend in a lot of your consultation. That being said, I commend you on your decision to charge the users and not all ratepayers. I would suggest placing the charging station in the town centre rather than the netball courts.</p>	<p>Noted</p>

Comment	Council Response
I think the EV chargers are a very good idea for Googong, having a place visiting people are able to fast charge there EV will help with people coming into Googong.	Noted
Reasonable for .60. We usually pay .68 on tesla superchargers	Noted
Support charging fee, however question council's role 'To ensure that the community continues to receive essential EV charging services' without a referenced business case.	Noted
<p>As these chargers are slow (level 2), I think the charging rate should only be 50c/kWh. This is consistent with other destination chargers supplied at Hotels and the like. Consideration should also be given to discounts for rate payers from the QPRC. Consideration should also be given to frequent users. Consideration should also be given to a customer potentially buying a block time of usage (ie purchase 10, 20 or 50 hours) at a certain rate (discounted due to upfront payment). The user can then use the hours at their convenience over any timeframe. Don't these chargers also require the EV owner to bring their own charging cable? If so, this is another reason why a more competitive rate should be applied (ie 50c/kWh). Promoting EV users through competitive charging rates bring other economic benefits to Queanbeyan. Visitors will stop and stay. Locals will stop and stay. People from the ACT will visit and shop. All these bring extra economic benefits. When an EV user charges their vehicle, they generally do not sit or stay with the vehicle. They go and do something else (ie shop, eat, drink or attend an event - the Q?). Once again, a simplistic view and analysis is being applied (only 2 pages of the 5 page document actually provide any reasonable detail; the report does not consider other social, economic or sustainability benefits). Council members need to lift their thinking and strategic approach to the benefits of EVs.</p>	Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh
By going 2c lower, you will be cheaper than the competition in Queanbeyan, making your sites a preferred spot. As you say, you'll be reviewing it in a year, but in the first year you want to attract as many hours/cars as possible. Right now you're totally invisible. You're not on Plugshare, there's not even a suggestion of 'opening soon'. People don't know where the "Nellie Hamilton Centre building" is!! Get visible, get competitive and get people keen to charge at Council's stations. ALSO, let us know what kind of charging station it is... fast? slow? both have advantages. What is the charge in kW?	Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh

Comment	Council Response
<p>I'd never use the charger at that rate, never in a million years lmao. Considering most people charge their cars off their solar or home for way less, it will never get used.</p>	<p>Noted</p>
<p>Statistically In 2011, 55.1% of the homes in Queanbeyan were owner-occupied compared with 48.6% in 2016. Therefore the trend of rental properties is rising. According to your website In Queanbeyan-Palerang Regional Council area, 26.4% of the dwellings were medium or high density, compared to 17% in Regional NSW. Again supporting that most people do not have the ability to charge cars free from solar in their houses. Units, townhouses, and apartments do not offer EV charges. If the government wants more people to buy EV, because it's cleaner and cheaper.. what support will be given to those in Stata and body corporate buildings? Additionally if it comes 60c/kwh, and I need a full battery (60kwh) to travel 1000km petrol costs me \$80, but ev would cost \$121. So why would anyone buy an electric car, to be charged more to fuel it? Stations at least need to remain free to encourage more uptake by renters and those in high density resident. Forcing strata and body corporate and all rental properties to have solar panels and EV charge stations would be a far more cost effective. Those who rent will eventually have EV but are currently mostly priced out of the SV market due to initial outlay and now, fuel.</p>	<p>Noted</p>
<p>0.40c will get higher usage given they are not fast chargers and most people will charge at home</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>
<p>Way too expensive for 11kw speed 60c kwh is for supercharger high speed range 50+kw level chargers To be competitive it should be 30c - same as a home offpeak. Would drive more usage</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>
<p>RECEIVED VIA COUNCIL EMAIL Hi Council team. I saw your recent request for comment on the upcoming QPRC EV charging fee and wanted to share my thoughts, but I don't have a yourvoice account. Your proposed pricing fee is too high for what you are looking to provide. My initial query is - who are these chargers intended for? As a long time EV user, my priorities for charging are based around speed, convenience, and price. I've provided some points against each topic below that I believe points to your charging infrastructure meeting none of those requirements and thus will likely limit the customer base for this service. Speed - . As a comparison - nearby commercial DC fast chargers operating at 75KW can provide approximately 400KM range an hour . Your currently owned charging stations are Type 2</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>

Comment	Council Response
<p>chargers offering speeds between 7 & 21 KW/hr. Roughly 30-70 KM of range per hour depending on the vehicle. This will likely steer travellers away from your infrastructure unless other options are unavailable - limiting it to people visiting the CBD/Googong Netball courts.</p> <p>Convenience – . These chargers are of the type that requires you to provide your own charging cable. No EV vehicles that I am aware of include one of these cables at the time of sale. While not rare, these cables are far from ubiquitous and expensive to purchase (I've owned EV's for over 4 years now and still do not own a cable of this type). . DC Fast chargers, due to their design, always provide their own cabling infrastructure making them available to nearly all EV drivers. . Googong chargers are located near limited amenities – Especially given their slower charge rate. Price – . Nearby Commercial fast chargers are currently both cheaper and significantly faster at 58c KW/hr. . Locals who work in the CBD will charge at home for significantly cheaper. Even a 10 Amp powerpoint will provide approx. 100KM of range when left overnight. . While the Googong chargers currently have no nearby competition, that is highly likely to change when the shopping precinct is completed. If those points hold true it seems as though your target consumers are limited to: . Visiting EV customers, that have independently purchased their own cable, are not in a hurry to go anywhere, and can't use nearby cheaper charging infrastructure. Unfortunately, with such a limited customer base I believe the end result will be a mostly unused charging infrastructure, possibly resulting in a vicious cycle where light use results in faults not being reported promptly, resulting in a perception of unreliability, and further challenging the economics of the infrastructure. Thanks for your consideration.</p>	
<p>Don't charge, you have already installed them.</p>	<p>Noted</p>
<p>I strongly approve the installation of public chargers in downtown QBN., Thanks! Note that your charging stations in the Lowe Car Park deliver power at 7 kW, so that customers get 7kWh per hour of connect time. At \$0.60 per kWh, the Council would get revenue of \$4.20 per hour of connection. . Also note that this is a very slow charging rate, so that most people would opt for a 7 to 50 times quicker charge (at the same price) at some of the commercial stations. Please consider a lower price per kWh. Having no cables attached is also a disincentive to use them.</p>	<p>Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh</p>
<p>All levels of Government should be working to increase EV usage. The proposed Charging Fee is punitive and excessive. Charging should be free although a maximum time limit</p>	<p>Noted</p>

Comment	Council Response
<p>could be incorporated into the system to prevent people from using the public infrastructure as their primary source of charging (possibly two hours). Any cost analysis needs to incorporate the huge societal benefits of the adoption of EVs such as cleaner air and the consequential reduction in respiratory illness.</p>	
<p>The proposed fee, if implemented will see all these EV chargers become a white elephant. That would be a total waste of rate payers money and result in very little use. I also believe you have over estimated the usage given the 2 hours parking limit near the chargers, the fact that non-EVs can park there.</p>	Noted
<p>Why would an EV user pay the same price as a Level 3 charger (50kW to 350kW) while only getting 11 or 22kW? To remain competitive the fee should not be more than 30c/kWh. The free or low price charging will attract user like me to the nearby Queanbeyan businesses that I otherwise would not visit. My suggestion is to have variable pricing based on cost of the excess renewables in the grid, off peak overnight & peak pricing as per the retail periods 5pm to 7pm, 7am to 9am.</p>	Noted- Council staff have conducted further analysis and revised the proposed fee from \$0.60/kWh to \$0.55/kWh
<p>Do it - charge them \$0.60 per kWh which seems to be the standard</p>	Noted
<p>The provision of EV charging stations should as a bare minimum be fully self-funded through charging fees. More appropriately, the fees should generate a profit to council just like the profit margins charged by petrol stations. QRPC has never owned and operated petrol stations. This is not core business for council, and given the special rate increases, we simply cannot afford expenditure beyond core business. The decision to buy an EV is a personal choice made by a minority of private vehicle owners (as distinct from fleet owners that skew the statistics). QRPC rate payers have no obligation whatsoever to subsidise those owners.</p>	Council will review its fee annually as part of the review of fees and charges. The review will take into account usage patterns and maintenance requirements so the fee can be set to cover full cost recovery while remaining competitive in the market.
<p>I do not currently (or previously) own an EV car. However, I have been reading the NRMA Magazine Open Road for many years. I feel the proposed fee is extremely fair and I would much like Council to recover costs completely. I have noticed in letters to the NRMA Open Road, that many users of the charging stations have been frustrated by people leaving their in the charging station for much longer than needed. A recent user traveled from Sydney to Melbourne - charging at Yass while having breakfast there. They were very happy with their experience and portrayed a very positive example</p>	Noted

Comment	Council Response
<p>of long distance travel with an EV car. Had they arrived with cars already charging and not available for another four hours, the example would not have been a cheery one. I am proposing that an addition fee should be charged to prevent users from leaving their vehicle parked and attached to the charger beyond the 80% charge level. I would like to discourage users from hogging the charge point by a fee of \$10.00 if they stay connected more than an hour past the 80% charge level. Alternatively a simple \$1.00 per 10 minutes would be a deterrent as well. This deterrent may not be needed for the Lowe Car Park, but certainly where there are only two charge points in a location.</p>	

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.7 POST EXHIBITION REPORT - DRAFT CLIMATE CHANGE
RESILIENCE POLICY

ATTACHMENT 1 DRAFT CLIMATE CHANGE RESILIENCE POLICY



Draft-Climate Change Resilience Policy

Date policy was adopted:		GM Signature and date
Resolution number:		
Next Policy review date:		
Reference number:		
Strategic Pillar		
Responsible Branch		DD/MM/YYYY

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CLIMATE CHANGE RESILIENCE

1 OUTCOMES

- 1.1 To establish Council's commitment to becoming climate resilient through understanding, mitigating, and adapting to the risks and impacts of variable and climate changes (such as increased number of days of high-intensity rainfall and extreme heat) and moving towards a more sustainable and resilient future, particularly in protecting assets (asset resilience), service delivery and community (community resilience).
- 1.2 Climate Change is causing significant and ongoing impacts on the natural and built environment, with increasing frequency and intensity of extreme weather events. This policy establishes QPRC's commitment to adapting our operations and decision-making processes to build resilience against these impacts.
- 1.3 This policy serves as an overarching framework for climate change mitigation and adaptation across all QPRC climate change and sustainability policies and strategies. It complements existing efforts by providing a structured approach to identify vulnerabilities, prioritise actions, and mainstream adaptation into everyday Council functions.

2 POLICY

- 2.1 Climate change impacts all areas of Council's business and therefore needs to be an integral part of its decision-making processes.
- 2.2 Climate change governance will include:
- Executive level support and leadership in the promotion and understanding of climate resilience, effectively increasing climate resilience maturity.
 - Integration into the overarching organisational strategy.
 - Fostering Collaboration both internally and externally.
 - Understanding of Climate-related impacts.
 - Climate-related risk identification and assessment.
 - Commitment to continual improvement.
- 2.3 The development (or integration) of strategies, plans, policies and procedures to mitigate and adapt to the impacts of climatic changes, ensuring holistic consideration of organisational climate-related risks.
- 2.4 The ongoing work of the internal coordination working group across Council services which addresses climate change resilience.
- 2.5 Make use of the best information available in reviewing benchmarks that measure or estimate future effects of climatic changes and incorporate this understanding into all aspects of its strategy setting, project management and day-to-day operations.
- 2.6 Promotion of internal and external collaboration with other Councils and government agencies for information sharing and collective efforts in mitigating and adapting to climate change.
- 2.7 Periodic Introduction, review and updating of policies to incorporate mitigation and adaptation aspects in response to climatic change impacts.
- 2.8 Integration of Sustainability planning into response strategies for climate change.

| 2 |

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CLIMATE CHANGE RESILIENCE

- 2.9 Acknowledges the long-term objectives of the NSW State Government in achieving net-zero emissions by 2050.

3 SCOPE OF THE POLICY

- 3.1 This Policy applies to Council Operations under the Council's direct control.

4 DEFINITIONS

- 4.1 Council official — includes Councillors, Council staff, administrators, Council committee members and delegates of Council.
- 4.2 Climate – average weather conditions over a long period (30 Years)
- 4.3 Climate change – long-term shifts in temperature and weather patterns that are either natural or driven by human activities.
- 4.4 Mitigation strategies – refers to the global effort to reduce human influence on climate through the reduction of greenhouse gas emissions.
- 4.5 Climate adaptation – actions to adjust systems to anticipate and respond to the climate and its effects.
- 4.6 Climate resilience – involves both mitigation and adaptation.

5 LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

- Clean Energy Act 2011
- Climate Change (Net Zero Future) Act 2023
- Environmental Protection and Biodiversity Conservation Act 1999
- National Greenhouse and Energy Reporting Act 2007
- Environmental Planning and Assessment Act 1979
- Local Government Act 1993
- Biodiversity Conservation Act 2016
- QPRC Enterprise Risk Management Policy
- QPRC's Climate Change Action Plan: Council Operations 2020-2030
- QPRC's Operations Sustainability Policy
- QPRC's Sustainable Design for Council Building
- QPRC's Sustainable Procurement and Contracts Policy
- QPRC's Public Electric Vehicle Infrastructure Policy

6 CONTENT

- 6.1 In implementing this policy Council will undertake the following:
- Commit to becoming a climate-adapted organisation by proactively integrating climate change considerations into all aspects of Council's operation.
 - Undertake assessments to identify Council's exposure to climate-related risks.
 - Embed Climate Change mitigation, adaptation and resilience considerations into Council's corporate governance documents relating to financial planning, asset management, strategic planning and disaster management.
 - Develop a Climate Change Resilience Strategy (and associated implementation plans) that identifies outcomes, timeframes, responsible parties, and actions to mitigate, adapt and build resilience to a variable and changing climate aligned to Council's Principles and Sustainability.

| 3 |

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CLIMATE CHANGE RESILIENCE

- Develop and implement training programs to equip staff across all departments with the knowledge and skills to understand and integrate Climate Change mitigation, adaptation and resilience into their work.
- Report on our progress and performance in identifying and implementing change-related mitigation, adaptation and resilience-building actions.

7 REVIEW

- 7.1 This policy will be reviewed every four years or earlier as necessary if:
- a) legislation requires it, or
 - b) Council's functions, structure or activities change.



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

27 NOVEMBER 2024

ITEM 9.7 POST EXHIBITION REPORT - DRAFT CLIMATE CHANGE
RESILIENCE POLICY

ATTACHMENT 2 PUBLIC SUBMISSIONS AND COUNCIL RESPONSE

Public Submissions and Council Response:

The public exhibition of the Draft Climate Resilience Policy asked three specific questions of the community:

The responses are included in the below table and summarised at the end of the document.

What do you think are the priorities for Council when it comes to climate change resilience?	How do you think the proposed Climate Change Resilience Policy will enhance resilience across all Council Operations and community services?	Please share any additional comments or suggestions for improving the draft Climate Change Resilience Policy.
None. This issue is totally irrelevant to any function of council and should not be squandering ratepayers' money on it.	It won't. There is nothing council can do that will have any effect whatsoever on global warming.	Council should not waste ratepayers' money on policies that are totally irrelevant to council operations.
It is important a synergistic relationship exists between Council and the government of the day, as regards Climate Change. Council already assists with the administration of specification of passive energy saving through the insulation R rating as part of the BASIX (part of the Development Application). Council facilities could assist in roof top PV generation where practical in terms of cost and other provisos.	Hopefully it will be a step in the right direction in helping mitigate risks that are caused by the extremes in weather.	A General statement on Climate Change and the energy sector. It's all about energy use. The sectors of the economy should be considered as different systems. Council is concerned with external systems as well as internal systems. As the third tier of government, it should be in harmony with public policy such as Climate Change. The key word is "change". So, Climate Change requires consideration of important features required during this period of change. Clause 2.9 acknowledges the target of Net Zero by 2050. As large-scale electricity generation is envisaged as being solar and wind with storage, hydro and gas generation to provide the despatchable to compensate for solar and wind are at low ebb. Roof top PhotoVoltaics will also have a place, in assisting large scale generation, such as at selected Council facilities.
Not to do it, and worry about what a council should be doing such as garbage collection. Councils should also learn how to budget and not increase rates by 18% per year. Your biggest priority should be	It won't, because peoples priority is the cost of living at moment.	Why the a the QPRC wants to make this a priority is beyond belief. Are the council members that out of touch? The only consolation is that the QPRC is not trying to change Australia Day.

What do you think are the priorities for Council when it comes to climate change resilience?	How do you think the proposed Climate Change Resilience Policy will enhance resilience across all Council Operations and community services?	Please share any additional comments or suggestions for improving the draft Climate Change Resilience Policy.
finding out a way of decreasing rates.		
Ensuring there is access to water for residents and to maintain infrastructure. Develop or replace infrastructure to ensure water efficiencies. Cost should also be front of mind when implementing these policies as it may not be financially viable to replace infrastructure that still has a reasonable life span.	I don't think it will actually make much difference at all. I believe it will lock the council into making decisions that may not be in the best interest of the community. It is to open ended and is not specific. The should be reference to consideration of the cost and benefit. If there is a clear benefit to improving or implementing something and this also benefits the climate then that is sensible. This should not be the only consideration and should not be the a guiding principle as it will lead to bad decision making.	Council should be focused on providing services and keeping costs reasonable. If it makes financial sense to implement something that contributes to climate resilience then that is awesome. But it should not be the primary reason behind the decision making, benefit to the community should be number one and then does it make financial sense.
Totally incorrect as usual	It will slow it down and costs will increase	Come up with something real
I don't	It won't	Climate change a as it's being pushed onto is by the UN and it's subsidiaries, is a hoax. Warming, is also driven be fake data. They picked a point in time where the planet had just finished a period of cooling, and should really be looking back in history to times where is been proven the planet see was 5 degrees higher. That is plenty of data supporting this. By starting the data set where they did it artificially shows an upward trend. The planet climate naturally shifts, and in reality, all the dragons have shifted right, in my opinion due to the earth's tilt changing, which is also backed up by data showing the magnetic North Pole shifting. Mining all the materials from the southern hemisphere same shipping it North is having the same effect that shifting weight on a

What do you think are the priorities for Council when it comes to climate change resilience?	How do you think the proposed Climate Change Resilience Policy will enhance resilience across all Council Operations and community services?	Please share any additional comments or suggestions for improving the draft Climate Change Resilience Policy.
		<p>spinning top will have, I don't understand how this isn't a focus, NASA data supports this. If the tilt changes, so does the relationship with the moon. So I'm my opinion, climate change is a\$\$\$\$\$ making hoax, and I personally am already paying to much for it. If council then starts spending my rate\$\$\$\$\$ on this hoax, I'll be mighty upset.</p>
<p>*Mitigation through emissions reduction (including measuring and reporting) in line with NSW government targets as per the Climate Change (Net Zero Future) Act 2023: - 50% reduction on 2005 levels by 2030 - 70% reduction on 2005 levels by 2035 - Net zero by 2050. *Inclusion of consideration of carbon/emissions impacts of procurements and projects *Resilience to climate change induced weather events to critical infrastructure and support services *Update town planning considerations/design with revised weather forecasts (flood maps, bushfire risk, urban heat islanding etc.) and to reduce impacts</p>	<p>Incorporating sustainability and climate resilience into decision making and business as usual across QPRC activities will only benefit the community and improve services.</p>	<p>The policy looks reasonable but should strengthen alignment with NSW interim Net Zero targets (2030 and 2035) in accordance with the Act.</p>
<ol style="list-style-type: none"> 1. Effective bushland management to reduce the risk of fire. This includes proactive management of tracks, support to RFS and back-burning activities. 2. Cost neutral or low cost support to household initiatives such as education on recycling. 3. Greenspace considerations in urban planning and developments. 	<p>They won't - it will ultimately making things more expensive and increase approval times due to excessive 'green-tape'</p>	<p>There are numerous grammatical errors in the document. Terms such as 'climate' and 'sustainability' are not proper nouns and should not be capitalised. However, I feel it noteworthy the authors have capitalised these words. It shows the over-emphasis on these terms rather than delivering community services that are fit for ratepayers. Climate should definitely be a consideration; however, I am concerned this will become an</p>

What do you think are the priorities for Council when it comes to climate change resilience?	How do you think the proposed Climate Change Resilience Policy will enhance resilience across all Council Operations and community services?	Please share any additional comments or suggestions for improving the draft Climate Change Resilience Policy.
		overriding principle at the expense of other priorities (cost, efficiency, user-experience). This will ultimately lead to higher costs with very marginal environmental gains.
Start by walking the walk, Council needs to start getting serious about being an example of how to be a good climate citizen, as the policy says integrating climate change considerations into all aspects of council's operations	Council has a role as the leader of our community. If council does nothing but talk about it then how can you expect our community to make the necessary changes	Start by changing your fleet to EV's, where are the public EV chargers in the LGA. What are you doing to make your engineering section look for new ways to build roads and other infrastructure in more sustainable ways. Why is your new headquarters running on gas and not renewables. So far Council has talked the talk but is not walking the walk
None other than flood and fire plans for rural and urban properties based on past records	It should be in place already based on historical council records	All other expenditure on research should be left to the state and federal governments , council vehicles and operations should all be mitigating pollution as much as possible

Council response to Public Submissions:

Council recognises that the community has varied and wide-ranging views regarding the draft climate resilience policy and climate change in general. It is important that Council continues to communicate clearly with the community regarding actions to become more climate resilient.

Community members supported actions including, sustainable urban planning, increased support for rooftop solar (including on Council buildings) and a strong alignment with the NSW State Government climate targets.

Other community members expressed concern that involvement in climate change resilience diverts resources from core Council business such as waste and infrastructure management.

The draft Climate Change Resilience Policy is designed to strengthen Council's capacity to address the risk posed by climate change to our community, infrastructure, and local environment. It serves as an overarching framework, guiding all Council policies to include climate change adaptation and mitigation measures.

Embedding climate considerations into all areas of Council operations allows Council to support sustainable growth and reduce future costs relating to changing climates and increased natural disasters.