BRAIDWOOD COMMUNITY ASSOCIATION

COMMENTS ON THE QPRC DRAFT INTEGRATED PLANS 2026-27

The Braidwood Community Association (BCA) welcomes the opportunity to comment on the Queanbeyan-Palerang Regional Council (QPRC) Draft Integrated Plans for 2026-27.

SUMMARY

Draft Revenue Plan

– On 22 April 2026, Council decided to harmonise Sewerage and Water charges across QPRC. This decision was long overdue and will reduce these charges by around $400 per household in Palerang for those who pay for these services. The BCA would like to commend Council for taking this decision.

– New valuations are to be applied next year, and these will produce some anomalous impacts - Braidwood total rates will increase by 11.6% or around $150 on average, while those in Bungendore will decline by 5.3%. Intuitively, this does not make sense and suggests that there are issues with the valuations made by the NSW Valuer General in thin markets like Braidwood and Bungendore.

– The BCA welcomes the proposed increase in the voluntary pensioner rebates by a further $10 and encourages QPRC to take all steps to bring this to the attention of eligible pensioner ratepayers.

– To provide rate relief, particularly for those on lower incomes, the BCA believes QPRC needs to redouble its efforts in seeking higher Federal government and NSW government contributions, both directly and through representative LGA organisations.

Draft QPRC Operational Plan and Delivery Program 2026-30

– While the new presentation introduced last year makes the Operational Plan and Delivery Program easier to navigate, the changes significantly reduce transparency, making comparisons with previous years difficult and lacking the summaries needed to make the documents digestible.

  Notably:

  - There is no Delivery Program Financial Summary as in previous Delivery Programs, and no draft budget position for all funds over the four-year outlook. This is a significant reduction in transparency and should be reinstated.
  - There are no total costs given in the listings of projects by Directorates over the draft Program or in total for QPRC by year. This reduces transparency and makes it more difficult to understand what is happening in aggregate. Totals should be given.
  - The names of projects appear to differ from year to year. To avoid confusion project numbers should be reinstated.

– The tables on Major Capital Projects are very instructive on what work is envisaged. However to properly understand what is happening, the reader needs to know what work has been conducted in the current year and to compare the current draft Delivery Program with last year's Delivery Program. This information is lacking. The BCA has made some partial attempts to do this in its submission. This has revealed significant changes from last year including large cost increases in some projects (particularly the Queanbeyan Sewage Treatment Plant Upgrade and the Q2B Bulk Water Pipeline) and delays in others. The BCA asks that future Delivery Programs provide comparisons with past year's estimates so Councillors and the Community can see more clearly how projects are evolving.

- After 3 years of the SRV of a 18% increase in general rates, QPRC appears to be in a relatively sweet spot as far as its financial situation goes. This may be short-lived.
- The BCA hopes that lessons were learnt from the Extraordinary Meeting of Council held to consider Community and Councillor requests for additional projects and will be applied in future years to ensure that ambit bids are properly scrutinised and aligned to the Community Strategic Plan and existing priorities in other strategies and plans.
- The total investment proposed in the Delivery Program is not clear (see comments above), but the sum of the major projects listed suggests it is $588m over the outlook period, while the LTFP 2026-36 suggests it is $777m for the same period. This is a staggering amount of investment.

Draft QPRC Long Term Financial Plan 2026-35

- The BCA is concerned that the Operating Results for the outlook years of 2029 to 2034 predict an accumulated loss of $54m on the pessimistic assumptions and $31m for the optimistic assumptions. Also, loans will triple and peak at between $356m and $366m depending on the assumptions used. Underlying the vulnerability of Council during this period, the unrestricted cash balance (with a target of between $5-10m) falls to just $1.5m in 2029.
- The need to carefully manage the major projects during this period cannot be overstated. For example, a cost blowout of just 10% for the Queanbeyan Sewage Treatment Plant Upgrade (+/-$240m) and the Bungendore Water Pipeline (+/-$110m) could result a further loss of over $30m over this period.
- The BCA is aware that grants are being sought wherever but urges Council to redouble its efforts to get grants to reduce borrowing costs.

Priority Issues and Projects for Braidwood and surrounding district

- Attachment 1 gives an assessment of the Operational Plan and Development Program against our priorities. On harmonisations of charges it resolves the issues while on all the others there appears to be a backward or no movement.

DRAFT REVENUE PLAN FOR 2026-27

Harmonisation of sewer and water charges

On 22 April 2026, Council decided to harmonise Sewerage and Water charges across QPRC. This decision was long overdue and will be of significant benefit to those residents in Palerang who pay for these services. The impact will be a reduction in sewer charges of $282 and in average water charges of $127[1], i.e. a total reduction of $409[2] per household in Palerang. The increase in charges for Queanbeyan residents will much smaller due to the greater number of users.

The BCA would like to commend Council for taking this decision. Harmonisation of sewer and water charges has been a long-standing priority for the BCA stemming back to the 2021 Council elections.

The only reservation we have about the decision is the lack of consultation with the community before the decision was taken.

General Rates Increase

General rate charges are proposed to increase by a further 3.1% in 2026-27, the maximum allowed by the IPART rate peg. With the number of assessments increasing by 0.6% total rate revenue will increase by 3.5% to $75.8m.

Next year new land valuations are to be applied to calculating the ad valorum contributions. These have had some anomalous impacts. For Braidwood average rates will increase by 11.6% or $149, while those in Bungendore will decline by 5.3% (see table below). Intuitively, it does not make sense that two similar markets less than 50km apart should move so differently. This suggests that there are some issues with the valuations made by the NSW Valuer General in thin markets like Braidwood and Bungendore.

The BCA understands that the valuations are out of the control of Council and that individuals can request a review / lodge an objection, but asks if a review of valuations could be done on a town basis?

QPRC Average Rates by category and sub-category

	2025-26			2026-27			% change 2026-27 on 2025-26		
	Base	Ad Valorum	Total	Base	Ad Valorum	Total	Base	Ad Valorum	Total
Residential									
Queanbeyan Urban	$703	$1,414	$2,117	$725	$1,501	$2,226	3.1%	6.2%	5.1%
Googong	$825	$1,682	$2,507	$851	$1,695	$2,546	3.2%	0.8%	1.6%
Bungendore	$636	$1,048	$1,684	$656	$938	$1,594	3.1%	-10.5%	-5.3%
Braidwood	$636	$652	$1,288	$656	$781	$1,437	3.1%	19.8%	11.6%
General	$636	$1,276	$1,912	$656	$1,309	$1,965	3.1%	2.6%	2.8%
Business									
CBD	$1,134	$18,360	$19,494	$1,169	$16,465	$17,634	3.1%	-10.3%	-9.5%
Googong	$1,134	$6,434	$7,568	$1,169	$5,738	$6,907	3.1%	-10.8%	-8.7%
Poplars Business Park	$1,134	$56,997	$58,131	$1,169	$39,661	$40,830	3.1%	-30.4%	-29.8%
Queanbeyan Urban	$773	$16,208	$16,981	$797	$14,316	$15,113	3.1%	-11.7%	-11.0%
Industrial	$773	$5,839	$6,612	$797	$6,017	$6,814	3.1%	3.0%	3.1%
General	$703	$942	$1,645	$725	$893	$1,618	3.1%	-5.2%	-1.6%
Farmland	$1,925	$2,335	$4,260	$1,985	$2,398	$4,383	3.1%	2.7%	2.9%
Mining	$1,889	$38,363	$40,252	$1,948	$39,552	$41,500	3.1%	3.1%	3.1%

Source: Figure 2 from 2025-26 and 2026-27 Draft Statements of Reveneue Policy

Annual charges

Annual charges are set to generally increase by 3.1%. This is just below the underlying inflation (trimmed mean) of 3.4% at April 2026 and well below the headline inflation rate of 4.2%.

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[1] Based on average water usage for QPRC of 180KL per household.

[2] The Appendix – Typical Rates Notice (p 61) gives slightly different values to the average; however, the result is essentially the same - a substantial reduction in sewer and water charges.

Pensioner rebates
The draft Revenue Plan highlights that Council will provide an extra voluntary rebate of $60 to all pensioners in QPRC (up by a further $10, with a similar increase in 2025-26), in addition to the compulsory rebates for general rates, domestic waste, water charges, sewerage charges to all eligible pensioner ratepayers. This brings the total maximum pensioner rebate to $485 per annum.

The BCA welcomes this proposal. The BCA also encourages QPRC to take all reasonable steps to bring this to the attention of eligible pensioner ratepayers, including the rebates being more prominent in Rates and Charges Notices.

Rates Structure Review Reference Panel
Different members of the BCA were participants in the Rate Structure Review Reference Panel in both 2025 and 2026. They felt a degree of frustration with the process, particularly the contradiction between trying to meet the 'service benefit' principle and the 'capacity to pay' principle, while also meeting the 'simplicity' principle, which means there can only be a limited number of sub-categories. Also, the data available did not allow the identification of the location of the residents having a 'capacity to pay' problem. This, plus the fact that changes only lead to a redistribution of rates, means it was not a surprise that 'no change' was the consensus of the group.

If Council wishes to address 'capacity to pay' issues, then looking to alternative funding sources from progressive taxes to reduce the level of rate charges would provide relief to all ratepayers, but particularly to those with lower incomes. Namely, greater contributions to Council revenue from the Commonwealth Government from income tax revenue and from the NSW State Government from GST revenue, in return for lower rates.

The BCA therefore believes that QPRC needs to redouble its efforts in seeking higher Federal government and NSW government contributions, both directly and through representative LGA organisations like the Australian Local Government Association, Local Government NSW and the Country Mayors Association.

DRAFT OPERATIONAL PLAN AND DELIVERY PROGRAM FOR 2026-30

General Comments
The presentation of the draft Operational Plan and Delivery Program was changed significantly last year. While the new presentation makes it easier to navigate, the changes significantly reduce transparency, making comparison with previous years difficult, and lacking the summaries necessary to make the documents digestible. Notably:

- There is no Delivery Program Financial Summary as in previous Delivery Programs, and no draft budget position for all funds over the four-year outlook. This represents a significant reduction in transparency and should be reinstated.
- There are no total costs given in the listings of projects by Directorates over the draft Program or in total for QPRC by year. This reduces transparency and makes it more difficult to understand what is happening in aggregate. Totals should be given.
- The names of projects appear to differ from year to year. To avoid confusion project numbers should be reinstated.

Further, the budget is also now presented by Directorates and Branches, when previously it was by the Pillars in the Community Strategic Plan and by Program links. While there is broad alignment between the two, it does mean that comparisons with the Community Strategic Plan are difficult because of this change.

For the individual branch budgets, the income and expenditure are normally the same for those areas without capital expenditure. The internal expenses vary widely between branches and seem to be used as a balancing item. The BCA would appreciate clarification of what 'internal expenses' cover, and how are they calculated?

The Delivery Program for the four years 2026-27 to 2029-30 gives an important insight into immediate future priorities and projects. The tables on Major Capital Projects are very instructive in this regard. However to properly understand what is happening the reader needs to know what work has been conducted in the current year and to compare the current draft Delivery Program with last year's Delivery Program.

At the last Braidwood Community meeting held on 16 April 2026, Council staff did not present a Braidwood Major Projects Update (the one for the 4 November 2025 QPRC Community Meeting is here) as they have previously done since at least October 2020. The BCA would like to see this report reinstated, as its omission is another step in reducing transparency and scrutiny of Council's work and project management.

It also means that the community currently does not know the status of existing projects, which will be completed this year and which will be rolled over into 2026-27. The BCA assumes that Council staff, as they did in previous years, will be presenting a separate Carryover Report around the end of the financial year of current projects, but this may be after the consultation on the Integrated Plans has finished.

The BCA believes the Carryover Report should form part of the Integrated Plans and be presented at the same time as the other reports are presented for public consultation.

Underlining these concerns regarding reduced transparency is a comparison of the major projects in 2025-29 Delivery Program with the proposed 2026-30 Delivery Program. Clearly there have been significant cost revisions for some projects (see Attachment 2 for detail):

- The Queanbeyan Sewage Treatment Plant Upgrade is now estimated to cost \$236.4m over the next 4 years, when last year it was estimated to cost \$191.6m. Even this may be a significant underestimate of the current total cost since some \$27.5m in work was intended to be carried out this year.
- The Q2B Bulk Water Pipeline is now estimated to cost \$108.7m over the next 4 years, when last year it was estimated to cost \$99.8m, with \$5m in work intended to be carried out this year.
- Cost estimates for other projects have gone down for the outlook period, such as the Jerrabomberra Reservoir No 2 (-\$7.4m) and the Queanbeyan Water Meter Replacement Program (-\$3.1m); while work on other projects appear to have been delayed, such as the Old Cooma Road, Dunns Creek Road, Monaro Street upgrade.

Reasons for these changes are not apparent from the document. Some are clearly cost overruns, some may be because the projects have been delayed but still on budget, and some may be because the projects have been curtailed to save money. Hopefully Councillors are fully across the reasons for all these changes in their oversight role.

As stated above, the total investment proposed in the Delivery Program is not known, but the sum of the major projects listed suggest it is \$588m over the outlook period, while the QPRC Long Term Financial Plan (LTFP) 2026-36 suggests it is \$777m for the same period. This is a staggering amount.

Financial situation

After 3 years of the SRV of a 18% increase in general rates, QPRC appears to be in a relatively sweet spot. The Operating Result (p 20) is expected to improve from \$71.8m in 2025-26 to \$112.1m in 2026-27 (before Capital Grants & Contributions this drops to \$3.5m and 5.9m[3] respectively). This may be short-lived (see comments under the LTFP).

[3] Note: Under item 4.1 of the Council papers for the meeting held on 29 April gave this value at \$6.4m.

This includes the decisions made at the Extraordinary Meeting of Council held on 29 April 2026 to add a range of additional projects totalling $1.3m into the draft Operational Plan. The BCA appreciates this was the first time Council had gone through the process in this way of considering Community and Councillor requests for additional projects but watching the discussion there seemed to be a lack of financial discipline in the process.

The BCA hopes that lessons were learnt and will be applied in future years, to ensure that these ambit bids are properly scrutinised and aligned with the Community Strategic Plan and existing priorities in other strategies and plans.

Braidwood and District Projects in the Draft Capital Works Program

The BCA notes that that there are 26 separate projects in the Braidwood district (2622) for 2026-30 in the Draft Capital Works Program for a total cost of $28.2m over 4 years and $13.4m in 2026-27 (see Attachment 3).

A number of these are for projects slated for work this year and so may not be new work at all but probably delayed work or possibly cost overruns. These include some of the largest projects: Nerriga Rd, Ningee Nimble - Reconstruction ($6m), Braidwood Landfill rehabilitation ($5.4m), and the Carpark at 88 Wallace St ($1.7m). Other projects, like Majors Creek and Araluen landfill rehabilitation have been pushed back from 2026-27 to 2029-30.

The BCA is keen to see the **88 Wallace Street** Placemaking and Carpark project completed. This project has the potential to add some new dynamism to Wallace Street and provide more parking space for locals and visitors alike near Wallace Street. The BCA looks forward to the relevant DA's being released for public comment, so that the community can know the final outcome of previous public consultations.

The plans include the relocation of the **Braidwood Depot**, with $250,000 allocated to undertake the business case for this project and a further $250,000 for 'Braidwood Depot Demolition and Asbestos Removal of Existing Structures' next year. Looking forward, the LTFP suggests a $9m net cost of construction/relocation (after income from sale of property has been offset against some expenditure) in 2030-31 (p 16 of the LTFP).

The BCA welcomes the plan to relocate the Braidwood Depot. This will free up a relatively large space in the centre of Braidwood immediately adjacent to the 88 Wallace Street development. It is critically important that there is full community consultation on the future use of this space, including any potential sale of depot land, so that there is a sense of community ownership of its use.

The BCA notes that the **Braidwood Structure Plan 2025** recommends that the future use of the Braidwood Depot site will include approximately 20 affordable housing sites and approximately 25 additional public parking spaces (p 29). The site has been identified and discussed for several years as being ideally located for affordable medium density housing. However Scenario 3 in the LTFP recommends the sale of the Depot site as an asset "surplus to requirements". There is a level of uncertainty surrounding the recommended use in the Braidwood Structure Plan if the land is to be sold to a private developer. Appendix 4 to this submission includes a number of questions the BCA would like answered before Scenario 3 in the LTFP is adopted. Once that scenario is adopted, it appears that the land could be sold and developed without further community consultation.

The BCA notes that the Delivery Program has an item 'Braidwood Parks Depot' costing $0.8m in 2029-30. It asked whether this is the same as the $1m in preliminary works in 2029-30 envisaged in the LTFP or something else?

Other issues

Paths and Pedestrian Refuges

The BCA notes that when updating the 2020 Braidwood Bicycle and Pedestrian Facilities Plan (also known as PAMP) and other similar plans for Queanbeyan and Bungendore in 2025, Council staff consulted through a survey seeking updates to the priority list of paths. However, they put the resulting revised Works Implementation Plan and its Appendices straight to Council for determination and not out for public consultation. This has resulted in a plan which was not subject to any holistic scrutiny by local communities and lacks local community ownership. It is therefore entirely justifiable for suggestions to be made for changes to priority paths.

The BCA requests that Council holds further public consultation on the Works Implementation Plan to correct the previous deficiencies.

Braidwood and surrounding villages have many streets with no footpaths and some of the existing paths do not appear to meet code requirements. Population statistics indicate that Braidwood has a high percentage of older residents, and a large proportion of families with young children. The only footpath for Braidwood in the draft Operational Plan is a footpath along Wallace Street between Park Lane and Wilson Street (rated 3rd in the Works Implementation Plan) in front of the Ryrie Park Playground. While the BCA accepts there is no footpath there, it believes that most users walk directly from their cars to the playground and not along the verge. It therefore does not consider this to be a priority in comparison to other footpath needs within the town.

The Disability Access Audit Reports were tabled at the Council meeting held on 27 May 2026. This audit highlighted over 100 safety and accessibility issues in the Wallace Street Precinct alone. While these reports highlight the need for mandatory action and the BCA drew attention to this in its pre-Integrated Plans submission, it appears Council staff do not intend to address these urgent needs in 2026-27. Instead, they propose postponing action by developing an LGA-wide Disability Inclusion Plan.

The BCA notes the statement in the Disability Access Audit Report that *"Compliance gaps present potential breaches of the Disability Discrimination Act (1992) and NCC Premises Standards, exposing council to legal and reputational risks."*

The BCA is aware of injuries to pedestrians resulting from pedestrian safety shortcomings, particularly in Wallace Street.

The BCA urges Council to commence some works and signage to address the urgent issues identified in the Disability Access Audit reports in 2026-27.

Further to these concerns re pedestrian safety in Braidwood, the BCA notes that pedestrian refuges have previously been proposed at several locations in Lascelles Street (the Kings Highway). The BCA asks if there is any funding proposed for these?

Affordable Housing

The BCA notes that housing affordability remains a major issue in the LGA.

The BCA notes that Council intends to again '*Implement the prioritised and Council actions from the Affordable Housing Strategy in partnership with the Government'* (p72) over the Delivery Program period and again '*Update and review Affordable Housing Background Report and overarching Strategy*' (p73) next year. The BCA welcomes these statements. The BCA has two representatives on the QPRC Affordable Housing Working Group and appreciates the opportunity this provides for community input and feedback from Council staff.

DRAFT QPRC LONG TERM FINANCIAL PLAN 2026-36 (LTFP)

The BCA notes that the LTFP is a decision making and problem-solving tool and so does not present a single projection of future outcomes but instead presents consequences of different scenarios. In this respect, the BCA appreciates this is a serious planning tool to inform Councillors and the Community of the challenges ahead.

The BCA is concerned that in the outlook years (from 2029-30 onwards), the cost assumptions are for a 2.8% pa increase, while CPI is for a 3.4% pa increase (p 13). This implies an overly optimistic productivity improvement of 0.6 percentage point per annum which is likely to be difficult to achieve. Higher cost increases would lead to a lower Operating Result.

The Operating Results for the outlook years of 2029 to 2034 are an accumulated loss of $54m on the pessimistic assumptions and $31m for the optimistic assumptions. Also, loans will triple and peak at between $356m and $366m depending on the assumptions used. Proposed capital investment over the whole period 2027-36 is $1.3bn (this of course excludes any projects yet to be conceived in the other years) and $777m for the 5 years 2027-31.

Underlying the vulnerability of Council during this period, the indicator to ensure there is sufficient cash to support day to day operations and provide for unforeseen events (unrestricted cash balance with a target of between $5-10m) is predicted to fall to just $1.5m in 2029 under all 3 scenarios (see table below). The BCA considers this is too close for comfort and it would be more prudent to stay above the bottom of the target range each year.

Long-Term Financial Plan Scenarios ($m)

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Pesimistic Scenario										
Operating Result	5.9	6.4	-5.6	-10.2	-12.8	-11.8	-8.0	-5.1	0.6	5.2
Capital Expenditure	169.4	284.5	170.8	152.2	136.2	78.7	82.4	68.6	59.7	69.9
Loan Liability	121.2	176.8	252.3	331.7	365.8	349.1	331.6	313.4	294.6	275.2
Unrestricted Cash	11.9	3.5	1.5	6.8	10.7	10.1	10.0	10.2	10.3	10.7
Optimistic Scenario										
Operating Result	5.9	6.4	-5.6	-10.1	-7.3	-6.2	-2.5	0.4	6.1	10.7
Capital Expenditure	169.4	284.5	170.8	152.2	135.2	78.7	82.4	66.6	59.7	69.9
Loan Liability	121.2	176.8	252.3	330.7	356.0	339.6	322.4	304.5	286.1	267.0
Unrestricted Cash	11.9	3.5	1.5	5.9	8.4	10.7	11.5	9.5	8.5	9.7
Optimal Scenario										
Operating Result	5.9	5.9	-5.6	-10.1	-12.3	-11.2	-7.5	-4.6	6.1	5.7
Capital Expenditure	169.4	284.5	170.8	152.2	135.2	78.7	82.4	66.6	59.7	69.9
Loan Liability	121.2	176.8	252.3	330.7	356.0	339.6	322.4	304.5	286.1	267.0
Unrestricted Cash	11.9	3.5	1.5	5.9	3.4	5.7	6.5	9.5	10.5	10.7

The need to carefully manage the major infrastructure projects during this period cannot be overstated. A cost blowout of just 10% for the Queanbeyan Sewage Treatment Plant Upgrade (+/-$240m) and the Bungendore Water Pipeline (+/-$110) could result a further loss of over $30m over this period. Major infrastructure projects commonly exceed early cost and schedule estimates, sometimes by orders of magnitude.

The BCA notes that there are no borrowings intended for the Bungendore Water Pipeline in the LTFP. It understands that it is the intention for the pipeline to be wholly funded by grants and developer contributions. However, would not the pipeline need to be constructed before the houses are built and the stream of developer contributions begin to flow? This suggests that there would need to be borrowings to cover the cashflow shortfall. Hopefully, the answer to this will be revealed when the draft IWCMP is released for public comment.

The BCA is aware that grants are being sought wherever possible but urges Council to redouble its efforts to obtain grants to reduce borrowing costs.

Submitted by Sue Murray
BCA President
On behalf of the Braidwood Community Association 12 June 2026

Attachment 1

Priority Issues and Projects for Braidwood and surrounding district

In the lead-up to the 2024 Queanbeyan and Palerang Regional Council elections the BCA undertook a survey of residents on a range of possible priority projects/issues to be progressed during the current term of Council. The results identified 6 priority projects/issues which most of the elected Councillors signed up to progressing in one form or another.

The BCA's assessment of the Draft Plan against these priorities is as follows.

Better maintenance of rural roads

Real progress appeared to have been made last year with the decision to increase the number of road crews from two to four this financial year. This increased the capacity to make real progress on improving the maintenance of the LGA's roads. There also appeared to be a significant increase in road funding, including rural roads, although this was uncertain due to changes in presentation.

The presentation in the draft Plan has been changed again, as have the names of some of the budget lines for roads. Also, there are new budget lines which were not given before and perhaps greater detail is now being given on what roads are having work done. This makes it is very difficult to make a comparison between years except at an aggregate level.

Total expenditure on roads is expected to be $42.3m, down by 7.3% on 2025-26. If the major road works are excluded (Monaro Street upgrade, Dunns Creek Road, Old Cooma Road, and Nerriga Road, Ningee Nimble Reconstruction), then other road expenditure falls to $10.9m in 2026-27, down 23.4%. This still does not represent rural roads as urban road works will be included in this total.

It seems reasonable to conclude from those figures that there will be a backward step in road maintenance next year.

2. Long-term strategic plan for Braidwood

Several important components are either complete or in progress. Once all are complete, they will allow the development of an overarching long-term strategic plan for Braidwood.

The completed components are the Braidwood Community Plan, the 15 Year Review of Braidwood's Heritage Listing, and the Braidwood Structure Plan. Those in progress include the IWCMP review and the development of the Braidwood Heritage Interpretation Plan by GML Heritage. A revised Development Control Plan arising from the Heritage Review is still to commence and is needed for there to be clarity on Heritage issues.

The BCA appreciates the work done re strategic planning for Braidwood so far and encourages Council to complete the revised Braidwood DCP review in a timely manner.

3. Securing Braidwood's water supply

Review of the IWCMP has commenced and has already informed the discussion on a harmonisation of water charges across QPRC and the Braidwood Structure Plan. For the Braidwood Structure Plan, it was decided to '*limit the growth of Braidwood to an additional 309 dwellings to manage water availability*'. While this decision does reduce the future pressure on Braidwood water supply from a demand perspective, it does nothing about the supply side nor deal with a future situation where the Shoalhaven stops flowing again.

The BCA looks forward to the draft IWCMP being released for public comment.

4. Harmonisation of water, sewage, and waste charges across QPRC

As stated above, the BCA commends Council for taking the decision to harmonise sewer and water charges. This has been a long-standing priority for the BCA stemming back to the 2021 Council elections.

5. Environmental enhancement

It is difficult to determine the resources devoted to environmental enhancement from the Operational Plan, with the only relevant statement being '*Improved environments and their long-term sustainability are a public benefit, this service is mostly funded by ratepayers through general funding.*' (p 82). The Environmental Branch undertakes a range of activities, including various regulatory and monitoring programs, with the balance of funding between these activities not apparent. What is clear is a reduction in rates and general income of $418,000 or 20% between 2025-26 and 2026-27. This suggests a likely significant reduction in resources being devoted to environmental enhancement.

The BCA is concerned if resources for environmental enhancement are being reduced and asks if Council staff could clarify whether or not this is the case?

The BCA notes that the review of the *Urban Forest and Cooling Strategy* is to be completed next year (p 73). It looks forward to commenting on the revised draft Strategy.

The BCA notes the ongoing unchanged actions for an '*Annual report and status review of the Climate Change Action Plans and implementation of prioritised actions*' and a '*Review our Urban Forest and Cooling Strategy*' (p 73).

6. Community Transport

The Operational Plan and Delivery Program are silent on the issue of Community Transport, despite it being an identified priority in the Community Strategic Plan.

Given the age profile of Braidwood's population and its relative isolation, access to transport is important to enable community members to access necessary services in larger centres. The BCA has identified a need for subsidised community transport for Braidwood residents. There is no public transport and limited private bus transport from Braidwood to regional cities. Medical transport to larger centres is limited and most residents rely on friends and relatives to drive them to essential medical appointments and treatment. Our senior residents have identified a need for transport to larger centres for shopping and social outings.

The BCA has engaged in a dialogue with Council on the provision of better community transport in the Braidwood district.

The BCA notes that Council staff have investigated the model for community transport used by Eurobodalla Shire Council. This did not result in any positive outcomes. Given Council's financial situation, investment in any form of community transport from Council revenue appears unlikely at this stage. Reliance on private transport and limited medical transport provided by the NSW Dept of Health appears likely to continue. The BCA would support any action by Council to advocate for community transport funding from the State and/or federal Governments.

BRAIDWOOD COMMUNITY ASSOCIATION

Attachment 2

QPRC Draft Capital Works Program 2025-26 - 2029-30 - projects over $10m						
Project description	2025-26	2026-27	2027-28	2028-29	2029-30	Total
Queanbeyan Sewage Treatment Plant Upgrade (2025-26 DP)	27,500	71,408	71,560	21,126		191,594
Queanbeyan Sewage Treatment Plant Upgrade		36,778	79,793	79,793	40,159	236,523
Q2B Bulk Water Pipeline - Survey, Investigation, Design (2025-26 DP)	4,978	54,926	39,879			99,783
Q2B Bulk Water Pipeline		35,391	63,679	9,702		108,772
Old Cooma Road - Edwine Lane Parkway to Queenbar - Design (2025-26 DP)	245	11,989	13,970			26,204
Old Cooma Road - Edwine Lane Parkway to Queenbar		5,000	18,000	2,960		25,960
Jerrabomberra Reservoir No 2 (2025-26 DP)	12,553	12,553				25,106
Jerrabomberra Reservoir No 2		5,200				5,200
Dunns Creek Road - Design and Land acquisition - Stage 1 (2025-26 DP)	6,000	16,780				22,780
Dunns Creek Road - Design and Land acquisition - Stage 1		10,000	10,780			20,780
Bungendore Sewage Treatment Plant Stage 1				13,000	13,000	26,000
Queanbeyan - Mains		770	3,598	10,410	5,574	20,352
Monaro St upgrade (2025-26 DP)	13,546	2,000				15,546
Monaro St upgrade		7,250				7,250
Plant Replacement Program		4,000	3,000	3,000	3,000	13,000
Queanbeyan Water Meter Replacement Program (2025-26 DP)	3,120	3,120	3,120	3,120		12,480
Queanbeyan Water Meter Replacement Program		3,120	3,120			6,240
Nerriga Rd, Ningee Nimble (MR92) - Reconstruction Part Funding (2025-26 DP)	6,700	3,300				10,000
Nerriga Road, Nigee Nimble Reconstruction		6,000				6,000
Total of 2026-30 Delivery Program projects above		113,509	181,970	118,865	61,733	476,077
QPRC Total (sum of major projects)		146,970	217,781	140,069	83,265	588,085
% of QPRC Total		77.2%	83.6%	84.9%	74.1%	81.0%
Shaded projects are from the 2025-29 Delivery Program						

Attachment 3

QPRC Draft Capital Works Program 2025-26 - 2029-30 for Braidwood and District (2622)						
Project description	2025-26	2026-27	2027-28	2028-29	2029-30	Total
Community, Arts & Recreation (p32-33)						
Braidwood Recreational Ground Flood Mitigation Works (2025-26 DP)		156				156
Braidwood Recreation Ground Flood Mitigation Works		150	150	150	150	600
Braidwood Cricket Nets Recreation Ground		5				5
Braidwood Saleyards upgrades (2025-26 DP)	42	43	461			546
Braidwood Saleyards Renewal		43				43
Braidwood Saleyards Truckwash Roof		150				150
Braidwood Parks Depot					800	800
Infrastructure Services (p95-98)						-
Cooma Road - Rehabilitation		447	500	5,000	500	6,447
Nerriga Road			268			268
Nerriga Road and Oallen Road Intersection Upgrade				4,160		4,160
Nerriga Rd, Ningee Nimble (MR92) - Reconstruction Part Funding (2025-26 DP)	1,500					1,500
Nerriga Rd, Ningee Nimble (MR92) - Reconstruction Part Funding (2025-26 DP)	6,700	3,300				10,000
Nerriga Road, Nigee Nimble Reconstruction		6,000				6,000
Nerriga Road - Rehabilitation		369	500	500	500	1,869
Oallen Road Safety Barrier		1,184				
Mongarlowe River Bridge (Foxlow Bridge) Replacement					3,848	3,848
Braidwood - Wallace Street Footpath (Park Lane to Wilson Street)		80				80
Braidwood 88 Wallace St - Placemaking & Carpark (2025-26 DP)	694	1,360				2,054
Braidwood 88 Wallace St - Placemaking		1,360				1,360
Braidwood Carpark (2025-26 DP)	1,700	300				2,000
Braidwood Carpark		1,650				1,650
Braidwood Drainage Design (2025-26 DP)	3,120	3,120				6,240
Braidwood Drainage		520	2,080			2,600
Braidwood Depot Relocation & Construction - Investigation & Design Phase		250				250
Braidwood Depot Demolition and Asbestos Removal of Exiting Structures		250				250
Braidwood WTS upgrade waste transfer infrastructure		936				936
Braidwood Landfill rehabilitation (2025-26 DP)	4,967					4,967
Braidwood Landfill rehabilitation		5,447				5,447
Majors Creek landfill rehabilitation (2025-26 DP)		697				697
Majors Creek landfill rehabilitation					520	520
Araluen Landfill rehabilitation (2025-26 DP)		684				684
Araluen landfill rehabilitation					520	520
Nerriga Landfill rehabilitation (2025-26 DP)	104	904				1,008
Nerriga landfill rehabilitation		78	520			598
Construct Nerriga Waste Transfer Station (2025-26 DP)	104					104
Construct Nerriga Waste Transfer Station		78	940			1,018
Araluen Bin Compound Upgrades (2025-26 DP)	26		336			362
Araluen Bin Compound Upgrades		260	349			609
Palerang Water Pump Station upgrades		26				26
Shoalhaven Pump station and rising main (2025-26 DP)		728				728
Shoalhaven Pump station and rising main		208				208
Braidwood Water Treatment Plant renewal		335				335
Total Braidwood & District		13,379	4,807	4,810	6,338	28,150
QPRC Total (sum of major projects)		146,970	217,781	140,069	83,265	588,085
Braidwood as % of QPRC Total		9.1%	2.2%	3.4%	7.6%	4.8%
Shaded projects are from the 2025-29 Delivery Program						

BRAIDWOOD COMMUNITY ASSOCIATION

Questions regarding the proposal to sell the Braidwood Works Depot

1. How was the estimate of proceeds developed? (Eg was it based on book value or has a formal market valuation been done?)

2. Does the estimate take account of changed market conditions following tax changes announced in the recent Federal Budget?

3. What assumptions have been made by QPRC about the site's future zoning / use? The BCA notes that in the Braidwood Structure Plan 2025 (p 29), this site is identified as suitable for 25 additional carparking spaces and 20 affordable housing units.

4. Has QPRC given consideration to the relative importance of maximising proceeds to relieve financial pressures versus the achievement of policy objectives such as increasing affordable housing that would deliver other benefits in relation to the site? (We note that a developer will not pay 'top dollar' for a site that is designated for affordable housing.)

5. What special conditions or caveats, if any, does QPRC intend to include in the sale contract?

6. Does QPRC intend to consult the community about the future use of the site prior to its sale? (Naturally, BCA would prefer that such consultation takes place prior to decisions being finalised.)

Submitted by Sue Murray
BCA President
On behalf of the Braidwood Community Association

12 June 2026