Bushfire Assessment & Design Brief

Proposed Unmanned Truck Refuelling Facility (Service Station)

Lot 5 DP1278625
No. 10 Industrial Close
Yass NSW 2582

Prepared for
IOR Pty Ltd c/- DPS Yass

25 June

2025 Version

V

COOL BURN FIRE + ECOLOGY

BPAD Bushfire Planning & Design Accredited Practitioner Level 3

Project Details

Project Name:	J380 – Proposed Unmanned Truck Refuelling Facility (Service Station), Yass
Client Details:	Client: IOR Pty Ltd c/- DPS Yass P: 6226 3322 | M: 0409 880 034 Postal: PO Box 5, Yass NSW 2582
Project Address	No. 10 Industrial Close Yass NSW 2582 Lot 5 DP 1278625
Local Government Area	Yass Valley Council – (FDI 100)
Zoning (LEP)	Yass Valley Local Environmental Plan 2013 (pub. 17-7-2020) E4 – General Industrial: (pub. 24-2-2023)
Bushfire Prone Land	Cat 3 (Grassland)
Proposed Development	Unmanned Truck Refuelling Facility (Service Station)
Approval Path	Council Development Application (DA) (classified non-hazardous)
Building Classification	PBP 2019 "Other Development" – Class 10 Structures

Document Control

Version	Co- Author	Reviewed	Description	Date Completed
V1.0	Daniel Smith	Dan Pedersen BPAD16293	Bushfire Assessment & Design Brief- draft	4 June 2025
V1.1		Dan Pedersen BPAD16293	Bushfire Assessment & Design Brief	25 June 2025

Dan Pedersen / Director Cool Burn Fire Ecology
B.Sc. (ecology), Grad. Dip. (Design for Bushfires)
Fire Protection Association of Australia BPAD Level 3 BPD-PA 16293

EXECUTIVE SUMMARY

The proposed development is considered to meet the performance criteria of PBP 2019 for "Other Development" and "Hazardous Industry" including those related to defendable space, emergency access, utility resilience, and ignition minimisation.

The assessment acknowledges that the facility is not classified as Hazardous Industry under Chapter 3 of the Resilience and Hazards SEPP 2021.

The site represents a low-risk bushfire scenario due to development providing inherent isolation from bushfire prone vegetation, non-habitable (un-manned) use, managed landscaping, and suitably resilient infrastructure.

Subject to the implementation of the mitigation measures outlined in Chapter 6 of this report — and pending early consultation, review and concurrence by the NSW Rural Fire Service (NSW RFS) — the proposal is considered suitable for approval from a bushfire safety perspective.

Contents

1. INTRODUCTION

IOR Pty Ltd c/-DPS Yass, has engaged Cool Burn Pty Ltd to prepare a Bushfire Assessment and Design Brief for a proposed 24-hour unmanned truck refuelling facility at No. 10 Industrial Close, Yass (Lot 5 DP 1278625) within the Yass Valley Local Government Area (LGA) (Appendix 1, Figure 1). The truck refuelling facility is classified as a 'Service Station' under the Yass Valley Local Environmental Plan 2013 (LEP).

This report provides the foundation for evaluating the site's bushfire risk and translating the objectives and performance criteria of the NSW Rural Fire Service document *Planning for Bushfire Protection* 2019 (PBP 2019) into site-specific design and operational measures. The report has been prepared in accordance with:

- Planning for Bushfire Protection 2019 (PBP 2019), chapter 8.3.9 and Appendix 2.5

The objective of the report is to establish the scope, bushfire protection requirements, and compliance strategy for an unmanned, non-habitable refuelling facility to be located on bushfire prone land, in accordance with Section 8.3.9 of PBP 2019 (Other Development - Non-Residential / Hazardous Industry), and to demonstrate a performance-based compliance pathway that assesses bushfire risk to life and safety, property and infrastructure.

This report has been prepared and reviewed by Dan Pedersen of Cool Burn Pty Ltd, a BPAD Level 3 accredited bushfire practitioner (BPAD 16293). The report is based on the development concept and site plans provided in Appendix 1.

2. LEGISLATIVE AND PLANNING FRAMEWORK

2.1. Statutory Requirements for Development of Bushfire Prone Land

The subject site (Lot 5 DP 1278625) is identified as Bushfire Prone Land on the Yass Valley Council Bushfire Prone Land Map (Appendix A – Figure 2). As such, development on the site is subject to the provisions of Section 4.14 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Under Section 4.14, the consent authority must not grant development consent unless it is:

(a) Satisfied that the development complies with the relevant specifications and requirements of Planning for Bushfire Protection 2019 (PBP 2019), or

(b) Has been provided with a certificate from a bushfire consultant recognised by the NSW Rural Fire Service (NSW RFS) stating that the development complies with those specifications and requirements.

This report confirms that the proposed development has been assessed in accordance with PBP 2019. The development adopts a performance-based approach under Section 8 (Other Development – Non-Residential / Hazardous Industry) and demonstrates compliance with the aim and objectives of PBP 2019. The aim of PBP is to provide for the protection of human life and minimise impacts on property from the threat of bushfire, while having due regard to development potential, site characteristics and protection of the environment. The objectives are to:

1. *afford buildings and their occupants protection from exposure to a bushfire;*
2. *provide for a defendable space to be located around buildings;*
3. *provide appropriate separation between a hazard and buildings which, in combination with other measures, prevent the likely fire spread to buildings;*
4. *ensure that appropriate operational access and egress for emergency service personnel and occupants is available;*
5. *provide for ongoing management and maintenance of BPMs; and ensure that utility services are adequate to meet the needs of firefighters.*

2.2. Other Development - Non Residential & Hazardous Industry

Under Section 8 of PBP 2019, Other Development must demonstrate that it:

- *satisfy the aim and objectives of PBP 2019;*
- *consider any issues listed for the specific purpose for the development set out in this chapter; and*
- *propose an appropriate combination of BPMs.*

The proposed development ('service station') is classified as a subcategory of 'Hazardous Industry'(Chapter 8.3.9 PBP 2019).

While the facility does not meet the thresholds for potentially hazardous development (Statement of Environmental Effects) under the State Environmental Planning Policy (Resilience and Hazards 2021 – Chapter 3), PBP 2019 still requires that hazardous industry be assessed under a performance-based approach (potentially a bushfire design brief or BFDB). The BFDB would address the appropriate protection measures to be provided commensurate with the bush fire hazards and associated risks, and ensure that such facilities do not impact on existing developments.

3. PROJECT OVERVIEW

3.1.Principal Development Characteristic

The proposed facility is designed to accommodate heavy vehicle diesel refuelling in a safe, efficient, and fully automated manner. The site will operate continuously (24 hours per day, 7 days per week) with no permanent or on-site staff, payment is facilitated via secure swipe card technology linked to fleet accounts or commercial fuel providers.

The proposal includes the following primary components:

- Fuel Storage Infrastructure:
    - One (1) above-ground, self-bunded tank incorporating two compartments:
        - Diesel: 80,000 litres (Class C1 combustible liquid)
        - AdBlue: 15,000 litres (non-combustible urea-based diesel exhaust fluid)
    - The tank will be dual-compartment 80KL/15 KL (diesel/Ad Blue) above-ground, double walled, self-bunded tank for the storage of diesel (combustible and non-flammable) and AdBlue (non-combustible/non-flammable). This tank will be designed and installed in accordance with AS1940. The standard will ensure greater environmental controls, such as double-walled tanks, double–walled pressure pipework, automatic tank gauging, and electronic leak monitoring.
- Refuelling Area:
    - A bunded concrete hardstand area accommodating up to three heavy vehicles refuelling simultaneously, beneath a non-combustible metal canopy.
    - Fuel dispensers will be integrated into the hardstand with impact protection bollards and secure fittings.
- Spill and Wastewater Management:
    - Installation of an Enviro Australis OE30 oily water separator, servicing the refuelling zone to manage minor fuel spills and stormwater runoff.
    - The refuelling area will be appropriately bunded, drained, and sealed to ensure containment of contaminants in compliance with EPA guidelines.
- Access and Circulation:
    - Site access is provided via Commercial Road (entry) and Industrial Close (exit) to allow for one-way circulation of heavy vehicles.
    - All internal manoeuvring areas and driveways will be constructed with bitumen seal designed to accommodate turning paths for B-double vehicles.
- Ancillary Infrastructure:
    - Directional signage and entry/exit markers will be installed near access points.

- Basic lighting and surveillance infrastructure will be included for security and operational monitoring purposes.
- Ablutions block for public amenities.
- No buildings for retail.

Site operations will be remotely managed and monitored. No hazardous materials, other than diesel, are proposed to be stored or handled on-site. The facility is to be designed in accordance with relevant environmental and safety standards including *NSW Planning for Bushfire Protection 2019 (PBP 2019)*, *AS1940: The Storage and Handling of Flammable and Combustible Liquids* ; and the *National Construction Code (NCC)*. A complete set of proposal drawings is provided in Appendix A.

4. BUSHFIRE PLANNING CONTEXT

4.1.Site Description

The subject site is legally described as Lot 5 in DP 1278625, located at No. 10 Industrial Close, Yass, NSW 2582. The site forms part of a recently constructed industrial subdivision and comprises a rectangular shaped vacant allotment with a total area of approximately 5,000m^2. The site is currently vacant and cleared of vegetation.

The subject site is a corner allotment and has a 50m frontage to Industrial Close and a 72m frontage to Commercial Road. The site is zoned E4-General Industrial under the Yass Valley LEP. The site is located in a rural/industrial fringe area (Figure 2) and is mapped as bushfire prone land under Yass Valley Council's BFPL map.

4.2.Surrounding Land Use

The subject site is located within a newly established industrial precinct and is surrounded by developed and undeveloped industrial lots. Immediate surrounding land uses are:

- **North** – The site adjoins a four-way intersection (Photo 1) connecting Industrial Close and Commercial Road, providing primary vehicular access to the site.

Photo 1: looking north

- **North-East and North-West** – The site is bordered by Industrial Close, with newly developed industrial-zoned lots located directly opposite (cement/concrete yard, Photo 2)

Photo 2: looking west

- **South-East and South-West** – The adjoining lot contains an established industrial premises, comprising a large warehouse structure, stockpiles of materials, and associated hardstand area. Directly south is under construction (Photo 3).

Photo 3: looking south

There are no sensitive receptors such as residential, special fire protection purpose (SFPP) assets, or community facilities in the immediate vicinity. All adjoining and surrounding land is zoned for industrial use under the Yass Valley LEP 2013.

4.3.Bushfire Prone Land Context

The site is currently mapped as bushfire prone land (Category 3 – Grassland) under the Yass Valley Bushfire Prone Land Map. However, the mapping has not yet been updated to reflect the recent industrial subdivision, which has resulted in substantial clearing, the introduction of sealed roads, and overall reduction in vegetation and unmanaged fuel loads.

The performance-based bushfire assessment acknowledges the existing Category 3 classification but incorporates conservative parameters to reflect both regulatory mapping and the altered on-ground conditions.

The updated (future based) bushfire prone land mapping would demonstrate a clearance of greater than 30m to the grassland hazard to the southeast, and therefore the subject site is unlikely to be mapped as bushfire prone vegetation.

5. BUSHFIRE RISK ASSESSMENT

5.1. Bushfire Prone Land

The subject site is identified as bushfire prone land on Council's Bushfire Prone Land Map, consistent with Section 10.3 of the EP&A Act. Accordingly, the legislative provisions applicable to development on bushfire prone land apply. The site is mapped as being affected by:

- **Category 3 – Grassland**: Bushfire prone vegetation and associated buffer zones (Appendix A – Figure 2).

However, as described in Section 4.3 of this report, the existing bushfire prone land mapping has not yet been updated to reflect the recently constructed industrial subdivision. This development has resulted in the removal of unmanaged vegetation, introduction of sealed road infrastructure, and overall reduction in fuel loads across the site and surrounding industrial lots.

5.2. Fire Weather

In accordance with PBP 2019, fire weather assumptions are based on a credible worst-case scenario and do not consider site-specific mitigating factors such as aspect or prevailing wind direction. The site lies within the Southern Ranges Fire Weather District which has the following fire danger indices under PBP 2019:

- Forest Fire Danger Index (FDI): 100
- Grassland Fire Danger Index (GFDI): 130

5.3. Vegetation Assessment

The bushfire risk assessment has classified vegetation on and surrounding the site, extending to a distance of 140 metres in all directions, in accordance with the classification methodology outlined in Appendix 1 of PBP 2019.

- **North and East:** The land within 140m of the site in these directions has been cleared as part of the recent industrial subdivision. These areas now comprise vacant industrial lots devoid of vegetation, along with sealed road infrastructure. This land is considered managed land and does not pose a significant bushfire threat.

- **South and West:** Vegetation within 140m to the south and west of the site has been cleared as part of the recent industrial subdivision. These areas now comprise vacant industrial lots devoid of vegetation, along with sealed road infrastructure. This land is considered managed land and does not pose a significant bushfire threat.

- **Southeast:** There is a remnant grassland bushfire hazard to the southeast (greater than 50m from the site) consists of open grassland within land zoned E4 General Industrial. This vegetation is consistent with the Grassland classification under PBP 2019. It comprises low, continuous ground cover and limited canopy elements (Photo 4).

Figure 3 in Appendix A provides an aerial vegetation map and overlay illustrating the vegetation classification zones used in this assessment.

5.4.Slope Analysis

As part of the bushfire behaviour assessment, the effective slope under the classified vegetation is determined for a distance of 100 metres from the site boundary toward the adjacent hazard. Slope is a critical variable influencing the rate of fire spread and flame intensity, as detailed in PBP 2019. Slope measurements have been derived from 10-metre contour data sourced from Mecone Mosaic (https://meconemosaic.au/) and confirmed during a field survey (30 May 2025). The spatial analysis for slope is provided in Appendix A – Figure 4.

The effective slope under the Grassland vegetation to the south east of the site has been measured as **0 degrees – Flat to Upslope** (Photo 4).

This slope classification, when considered in conjunction with the adjacent vegetation type, is used to determine the applicable Bushfire Attack Level (BAL) in accordance with AS3959:2018. It also informs the siting of Asset Protection Zones (APZs) and other fire protection measures.

Photo 4: grassland behind development site Lot 4.

5.5.Bushfire Attack Level (BAL) Assessment

The bushfire risk assessment has been summarised to determine the BAL, based on the following attributes:

- Grassland Fire Index: 130
- Predominant vegetation threat: Grassland (southeast)
- Effective slope: 0° (Flat to Upslope)
- Separation distance: >50m metres from above ground storage tank to vegetation

In accordance with Table A1.12.5 of PBP 2019, the BAL rating is **BAL–Low**. This site can be considered as a low bushfire risk.

6. PERFORMANCE-BASED COMPLIANCE PATHWAY

This assessment acknowledges the following:

- That the facility is not classified as Hazardous Industry under Chapter 3 of the Resilience and Hazards SEPP 2021.
- That in accordance with PBP 2019, development for the purpose of a heavy vehicle refuelling facility is assessed under the performance criteria for 'Other Development' and 'Hazardous industry' set out in Chapter 8.3.9 of PBP 2019.

A performance-based approach is considered appropriate for the proposed unmanned truck refuelling facility given:

- No habitable or occupied buildings are proposed (e.g. offices, shops or dwellings)
- The site will be unmanned under normal operating conditions
- Primary infrastructure (fuel tanks, canopy, bunding, pipework) is constructed from non-flammable materials
- The fuel system will comply with AS1940 (The Storage and Handling of Flammable and Combustible Liquids)
- The surrounding environment presents a low bushfire hazard, with the nearest vegetation hazard located more than 50 metres from the fuel infrastructure.

The following performance-based compliance pathway addresses each relevant criteria under Chapter 8 of PBP 2019.

6.1. Asset Protection Zones/ Defendable Space

Performance Criteria: Development is sited and managed to minimise bushfire risk to property and operations.

Compliance:

- The key infrastructure elements within the facility including storage tanks and canopy structure are to be surrounded by a combination of bitumen-sealed driveways and hardstands and cleared industrial land to the north, south, west and east, forming an effective Asset Protection Zone (APZ) that meets the requirements of an Inner Protection Area (IPA).

- This configuration provides a low-fuel environment consistent with the function and spatial dimensions of an IPA as defined in Appendix 4 of PBP 2019.
- A setback of more than 40 metres is maintained between the facility and unmanaged grassland vegetation, further mitigating exposure to radiant heat or flame contact.
- Given the absence of habitable structures or occupied buildings, and surrounding land use, the bushfire protection strategy does not rely on APZs to safeguard human life.
- It is recommended that the entire site be managed in perpetuity to IPA standards, including:
    - Landscaping managed as a Low-cut grass (<100 mm height)
    - Regular removal of fine fuels and leaf litter
    - No unmanaged shrub or mid-storey vegetation near infrastructure.

These measures ensure that the site layout and vegetation management are consistent with the objectives of PBP 2019, which seek to minimise bushfire risk to life, property, and the environment through appropriate siting, separation, and fuel management strategies.

6.2. Construction Standards

Performance Criteria: Structures associated with the development are designed to withstand bushfire attack.

Compliance:

- No buildings intended for human occupancy are proposed and no specific bushfire related construction requirements (A3959-2009) are deemed necessary.
- Fuel storage tanks, canopy structures, and bunds will be:
    - Constructed of non-combustible, fire-resistant materials
    - Installed in accordance with AS 1940, including fire-safe fittings, fire-resistant coatings, and emergency venting
    - Bunded and segregated to contain spills and reduce ignition potential.

By avoiding combustible building materials and complying with AS 1940, the design meets PBP 2019 objectives by ensuring infrastructure can withstand modelled bushfire impact and does not contribute to ignition or escalation.

6.3. Access and Egress

Performance Criteria: The development allows safe operational access for firefighting appliances and exit routes are available for any occupants.

Compliance:

- The development has dual access points including entry from Commercial Road and exit onto Industrial Close.
- The internal driveway design and internal circulation allows for heavy vehicle turning movements and unrestricted vehicle access around all built elements.
- Driveway surfaces are bitumen-sealed and exceed the prescribed width (PBP 2019) and load-bearing capacity required for firefighting appliances.
- No gates will obstruct firefighting access to or within the site.

The proposed access design and trafficable sealed driveways meet PBP 2019 access objectives by supporting both safe evacuation (if ever needed) and emergency vehicle access under bushfire conditions.

6.4.BPM - Water Supply & Utilities

Performance Criteria: Adequate water supply and utilities must be protected and designed to function during a bushfire.

Compliance:

- The site has a reticulated water supply.
- All above-ground water supply piping and taps will be constructed of metal to prevent failure under heat exposure.
- The 80kL diesel/AdBlue tank is self-bunded and constructed in accordance with AS1940, meeting best-practice safety standards for flammable liquid storage.

- The electricity supply is reticulated underground, limiting fire exposure and reducing the likelihood of service interruption during a bushfire.
- Utility infrastructure (electrical, mechanical) will be housed in weatherproof, tamper-proof, non-combustible enclosures, further reducing ignition and damage risk.
- Gas supply design and compliance measures include:
    - Installation and maintenance in accordance with AS/NZS 1596:2014 and relevant authority requirements
    - Use of metal piping for all connections and above-ground service lines
    - No polymer-sheathed flexible gas lines used on site
- Fixed gas cylinders will be:
    - Located at least 10 metres clear of flammable materials
    - Shielded on the hazard side (southwest) from radiant heat and flame contact.

The proposal incorporates compliant utility infrastructure, protected fuel storage, and robust design measures. These collectively meet the objectives of PBP 2019 by ensuring that utilities remain operational, ignition sources are minimised, and critical systems are not compromised in the event of a bushfire.

6.5.Emergency Management

Performance Criteria: Appropriate emergency and evacuation arrangements must be in place for site users during a bushfire event.

Compliance:

- As the facility is unmanned, there is no requirement for on-site evacuation infrastructure or signage.
- Access is unrestricted and remains open in all directions via Commercial Road and Industrial Close.
- An automated fire suppression system and emergency shutdown protocols are embedded into the fuel system, reducing risk in the event of a bushfire.

- Clear signage at entry/exit points ensures emergency responders can quickly identify the facility and access fuel shut-off points.

The minimal presence of personnel, combined with clear access and automatic emergency features, aligns with PBP 2019 by reducing life safety risks and enabling swift emergency response if required.

7. SUMMARY AND CONCLUSION

This Bushfire Assessment and Design Brief has been prepared for the proposed development of an unmanned heavy vehicle refuelling facility (service station) at No. 10 Industrial Close, Yass, NSW 2582 in accordance with the requirements of PBP 2019.

The proposed unmanned refuelling facility has been assessed under the performance-based compliance pathway in accordance with PBP 2019, Chapter 8.3.9 – Other Development and Hazardous Industry. The development is considered as a low bushfire risk due to the modified/developed landscape surrounding, BAL Low rating, absence of habitable or occupied structures and compliant industrial design elements.

Key compliance features include:

- Effective separation from bushfire prone vegetation created through sealed surfaces, developed industrial area, and strategic vegetation or landscaping management to Inner Protection Area standards.
- Construction materials used for all primary infrastructure commensurate to bushfire risk (BAL Low).
- Safe access routes for emergency services and service vehicles in accordance with PBP 2019 standards.
- Utility services are to be designed to relevant industry standards to withstand bushfire exposure, including underground power and AS-standard fuel storage.

The proposed development is considered to meet the performance criteria of PBP 2019 for "Other Development" and "Hazardous Industry" including those related to defendable space, emergency access, utility resilience, and ignition minimisation and represents a low-risk bushfire scenario due to its isolation from bushfire prone vegetation, non-habitable use, managed landscaping, and suitably resilient infrastructure. Subject to the implementation of the mitigation measures outlined in this report — and pending review and concurrence by the NSW Rural Fire Service (NSW RFS) — the proposal is considered suitable for approval from a bushfire safety perspective.

Dan Pedersen | Principal Bushfire Ecology
Cool Burn Pty Ltd B.Sc., Grad. Dip. (Design for Bushfires),
Fire Protection Association of Australia BPAD Level 3 BPD-PA 16293

8. ASSESSMENT AGAINST THE AIMS AND OBJECTIVES OF PBP

The bushfire assessment identifies the extent to which the proposed development conforms with or deviates from the aims and specific objectives set out in PBP 2019. Table 1 details the compliance with PBP 2019 aims and objectives.

Table 1 Compliance with Aim & Objectives of PBP

Aim	Meets Aim	Comment
to provide for the protection of human life and minimise impacts on property from the threat of bushfire, while having due regard to development potential, site characteristics and protection of the environment.	Yes	The development has considered bushfire risk and applied relevant PBP 2019 bushfire protection measures to mitigate bushfire impact, commensurate with the risk
General Objectives	**Meets Objective**	**Comment**
afford buildings and their occupants protection from exposure to a bushfire;	Yes	The proposed development is afforded acceptable bushfire protection and defendable space, commensurate to the identified risk and class of development.
provide for a defendable space to be located around buildings;	Yes	The design will provide for a defendable space around key built elements.
provide appropriate separation between a hazard and buildings which, in combination with other measures, prevent the likely fire spread to buildings;	Yes	Building setbacks and construction measures commensurate with the type of development and assessed risk
ensure that appropriate operational access and egress for emergency service personnel and occupants is available;	Yes	Vehicle access provided to acceptable PBP standards providing rapid access and egress
provide for ongoing management and maintenance of BPMs; and	Yes	Bushfire management and maintenance responsibility contained within the site
ensure that utility services are adequate to meet the needs of firefighters.	Yes	Water supply and services will be provided to acceptable PBP 2019 standards.

References

Environmental Planning and Assessment Act 1979 (NSW), NSW Legislation, viewed 5 May 2025, https://legislation.nsw.gov.au/view/html/inforce/current/act-1979-203

Keith, David (2004) – Ocean Shores to Desert Dunes – The Native Vegetation of New South Wales and the ACT. The Department of Environment and Climate Change

NSW Rural Fire Service (2019). Planning for Bushfire Protection: A Guide for Councils, Planners, Fire Authorities, Developers and Homeowners. Australian Government Publishing Service, Canberra

NSW Department of Planning and Environment (DPE) 2025, NSW ePlanning Spatial Viewer, NSW Government, viewed 5 May 2025, https://www.planningportal.nsw.gov.au/spatialviewer/.

Spatial Services NSW. (n.d.). NSW Spatial Collaboration Portal. Retrieved May 5, 2025, from https://portal.spatial.nsw.gov.au/explorer/index.html

TFA Group, 2025 – 'Draft' Statement of Environmental Effects. Development Application for Service Station (Unmanned Truck Refuelling Facility) | Revision B (dated 12 May 2025).

Appendix 1 Site Plan and Proposed Development Site Mapping

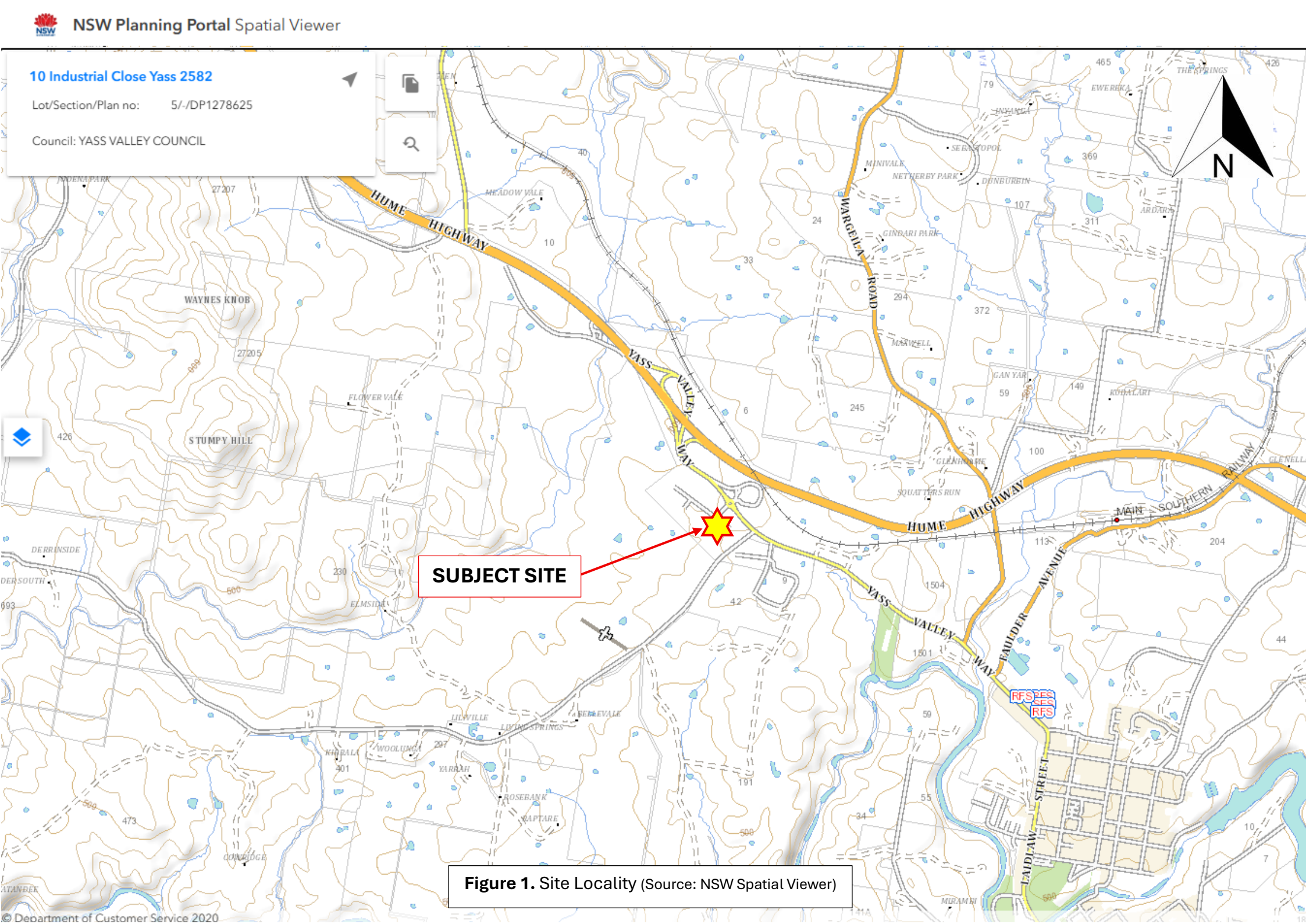

Figure 1. Site Locality (Source: NSW Spatial Viewer)

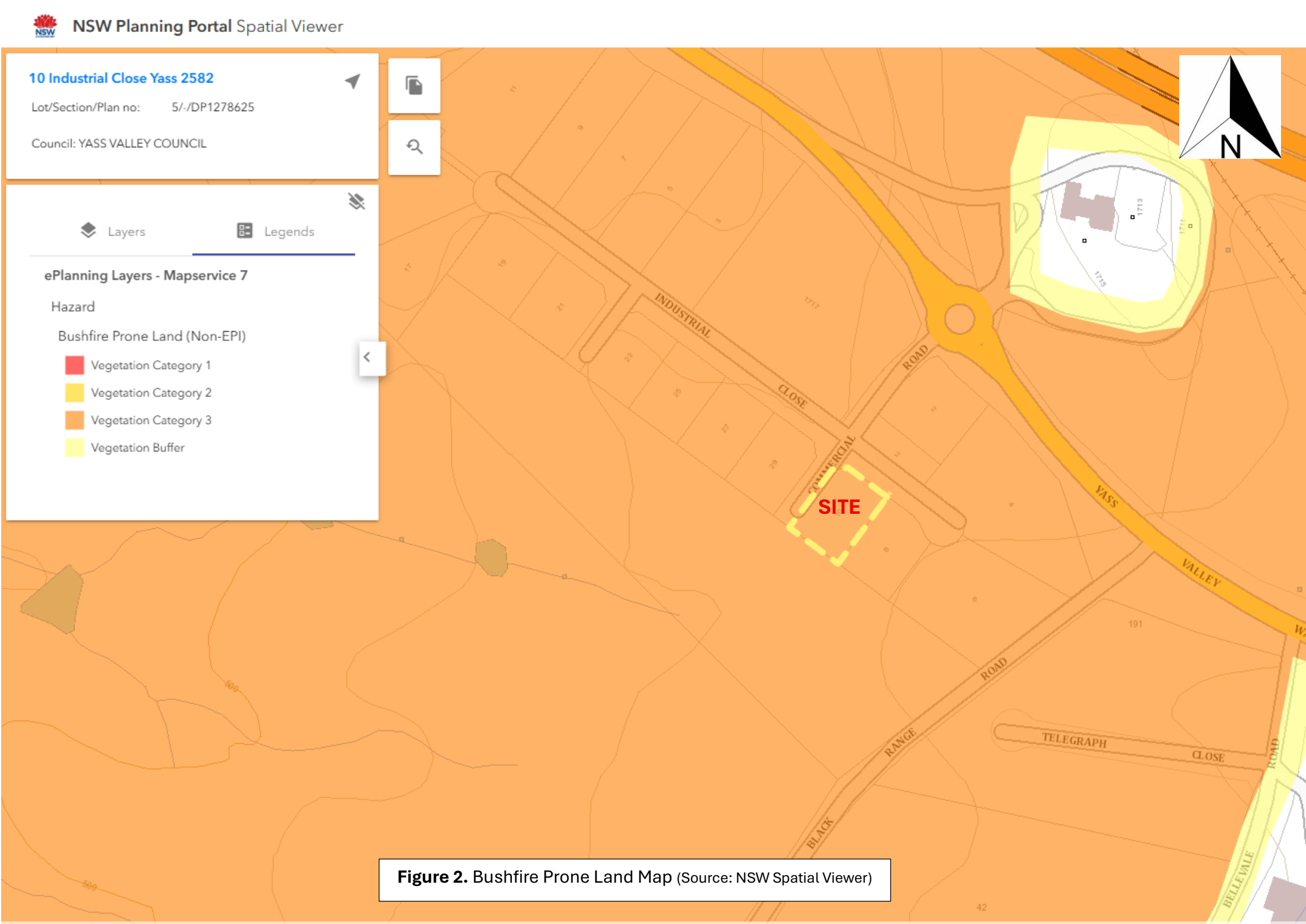

Figure 2. Bushfire Prone Land Map (Source: NSW Spatial Viewer)

Figure 3. Bushfire Vegetation Map (Source: Nearmap)

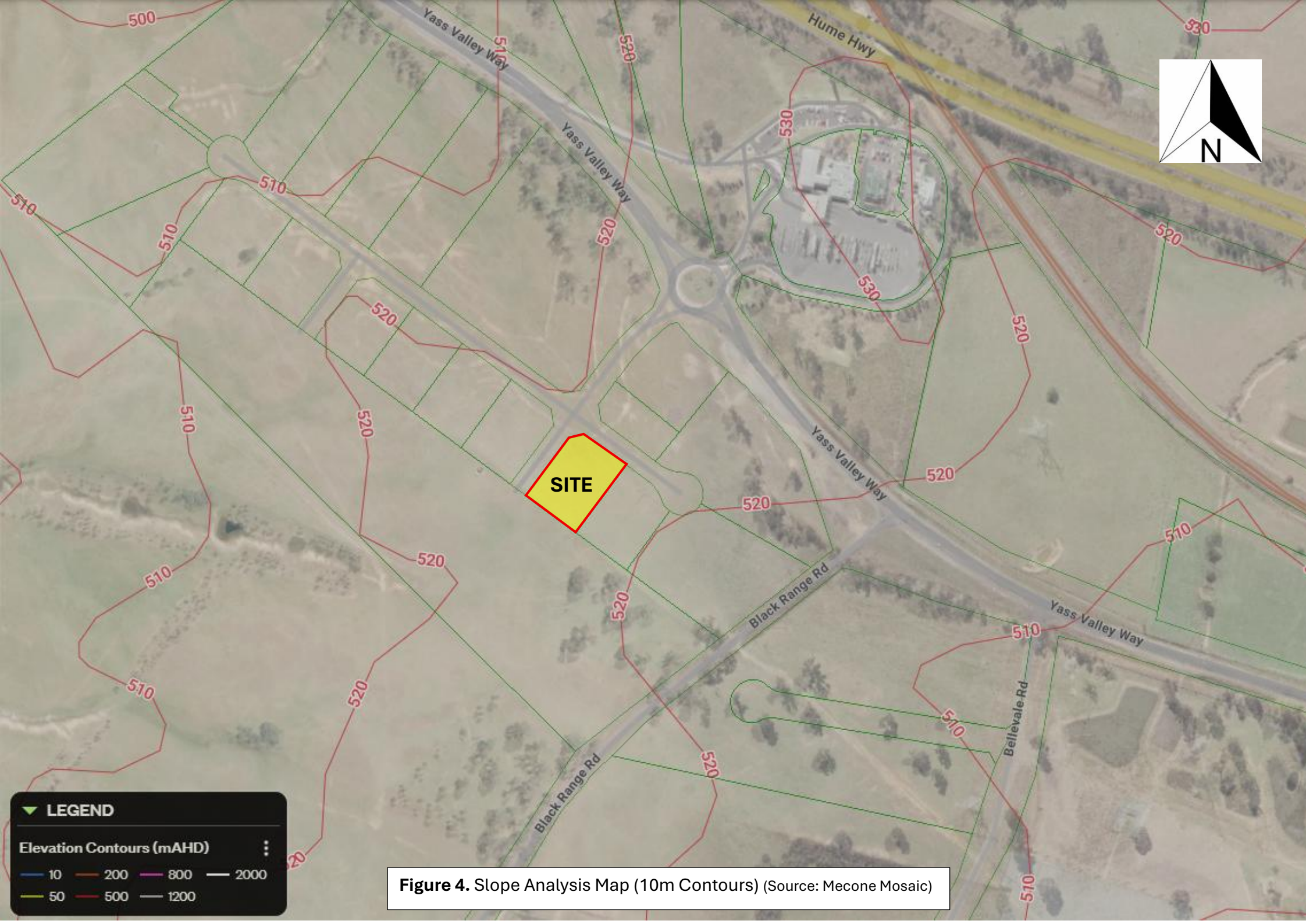

Figure 4. Slope Analysis Map (10m Contours) (Source: Mecone Mosaic)

IOR

SCALE BAR

0 14 28 42 56 70m

1:350

DESCRIPTION

IOR UNMANNED TRUCKSTOP

10 INDUSTRIAL CLOSE,
YASS NSW, 2582

DRAWING TITLE

SITE LOCALITY

STATUS

DA ISSUE

DRAWN	DATE	DRAWING NO.	REV
LD	23.06.2025	YADA25–001	F
A1 SCALE 1:250		A3 SCALE 1:500	SHEET

RPD:
PLAN NUMBER: 5/1278625
LOT AREA: 5000m²
LOCALITY: YASS
LGA: YASS VALLEY COUNCIL

LEGEND:
- BITUMEN SEAL: 1883m²
- ENTRY CROSSOVER: 59m²
- EXIT CROSSOVER: 97m²
- BUNDED SLAB: 136m²
- OTHER USER: 2250m²
- EASEMENT AREA: 1150m²

OF EXISTING TELSTRA FIBRE OPTIC CABLE
E OH EXISTING OVERHEAD ELECTRICAL LINES
S EXISTING SEWER

N

COMMERCIAL ROAD
INDUSTRIAL CLOSE
OE30 OILY WATER SEPARATOR
OTHER USER
ARMCO BARRIER
LIGHT VEHICLE PARKING
DOUBLE ABLUTION BLOCK
ENTRY
EXIT
CANOPY
80KL DIES/ 160L AB

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20250
6750
83526
60855

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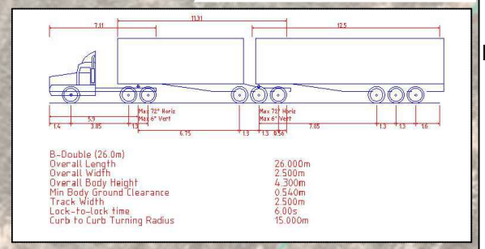
LOT AREA: 5000m²
LOCALITY: YASS
LGA: YASS VALLEY COUNCIL



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COMMERCIAL ROAD

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			DRAWN LD	DATE 23.06.2025	DRAWING NO. YADA25-003 / REV F
			A1 SCALE 1:250	A3 SCALE 1:500	SHEET

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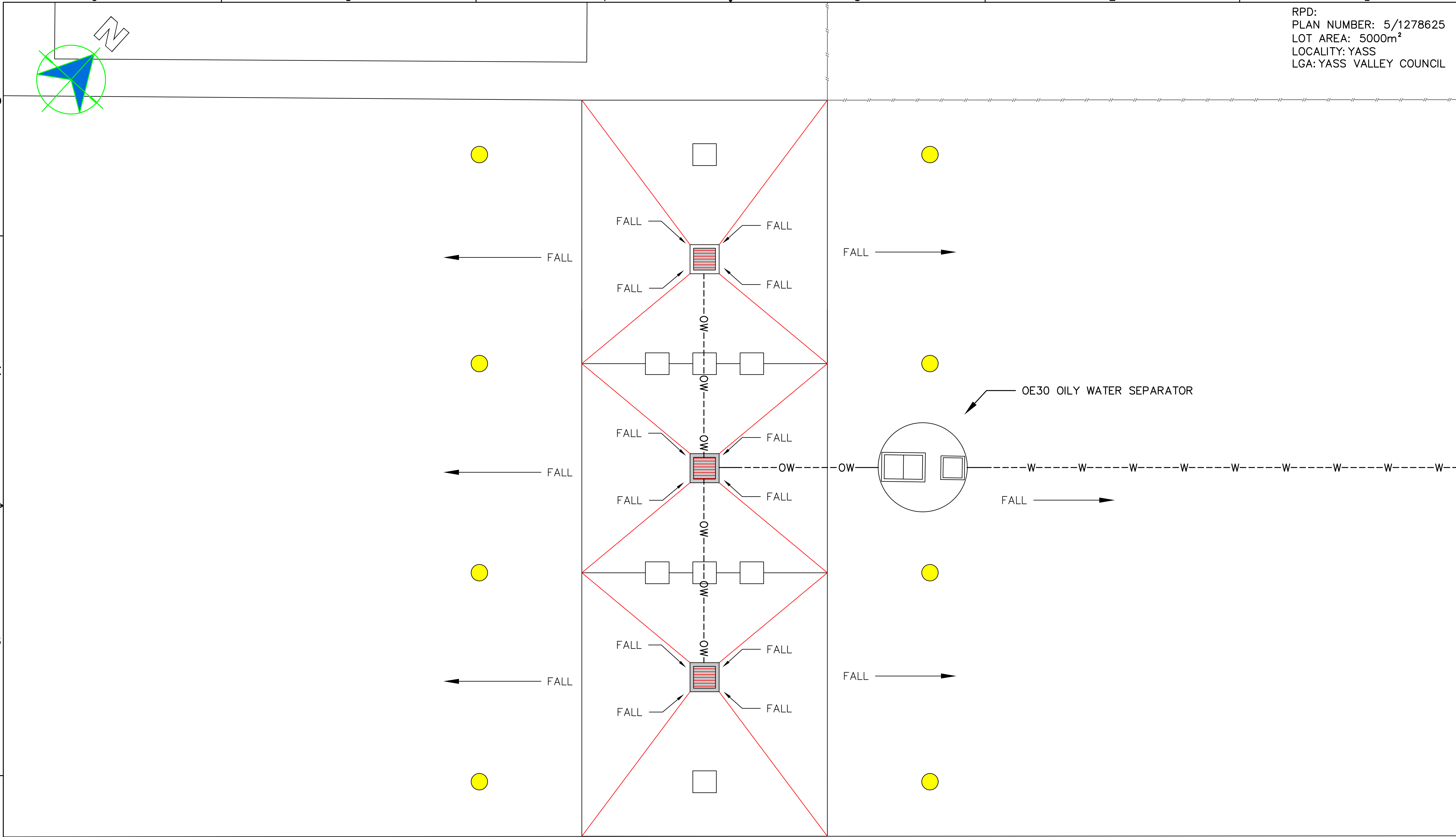

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DRAWN	DATE	DRAWING NO.	REV
LD	23.06.2025	YADA25–004	F
A1 SCALE 1:250		A3 SCALE 1:500	SHEET

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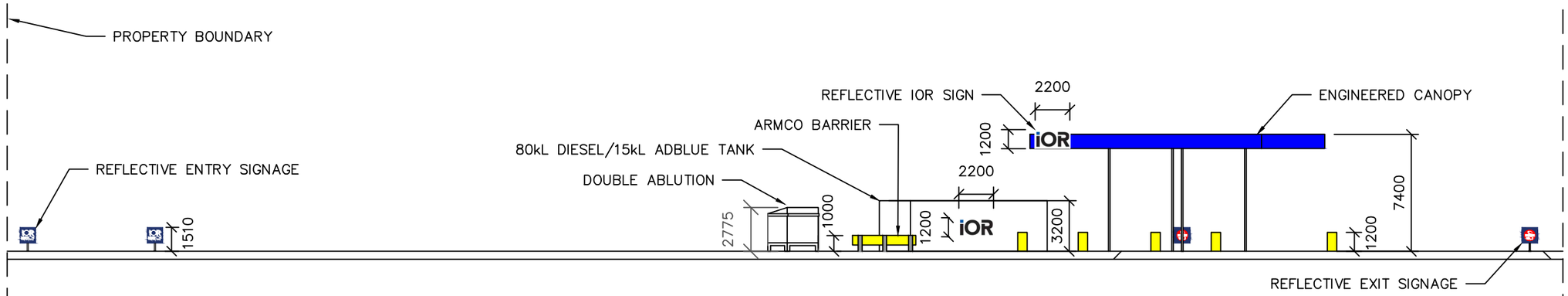
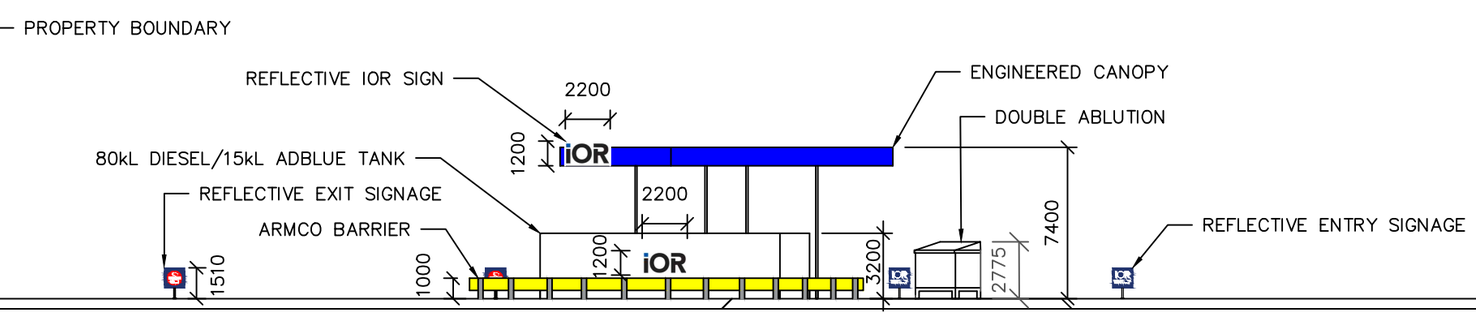
PLAN NUMBER: 5/1278625
LOT AREA: 5000m²
LOCALITY: YASS
LGA: YASS VALLEY COUNCIL



A
A01
ELEVATION SOUTH TO NORTH
1:300

iOR	SCALE BAR	DESCRIPTION	DRAWING TITLE	STATUS		
		IOR UNMANNED TRUCKSTOP 10 INDUSTRIAL CLOSE, YASS NSW, 2582	SOUTH – NORTH ELEVATION	DA ISSUE		
				DRAWN: LD	DATE: 23.06.2025	DRAWING NO.: YADA25–005 / REV: F
				A1 SCALE: 1:250	A3 SCALE: 1:500	SHEET

RPD:
PLAN NUMBER: 5/1278625
LOT AREA: 5000m²
LOCALITY: YASS
LGA: YASS VALLEY COUNCIL



A
A01
ELEVATION WEST TO EAST
1:300

iOR	SCALE BAR	DESCRIPTION	DRAWING TITLE	STATUS		
		IOR UNMANNED TRUCKSTOP 10 INDUSTRIAL CLOSE, YASS NSW, 2582	WEST – EAST ELEVATION	DA ISSUE		
				DRAWN: LD	DATE: 23.06.2025	DRAWING NO.: YADA25–006 / REV: F
				A1 SCALE: 1:250	A3 SCALE: 1:500	SHEET