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Transport Impact Statement

1711 Yass Valley Way, Yass

Proposed Electric Vehicle Charging Station

12/08/2026

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Proposed Electric Vehicle Charging Station

Document Control

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1 Introduction

The following Transport Impact Statement, reviews the critical traffic engineering and transport planning matters associated with the Proposed Electric Vehicle Charging Station at 1711 Yass Valley Way, Yass.

2 Existing Conditions

2.1 Subject Site & Surrounds

The subject site comprises lot 4 of DP 852715 and is located in the northeast corner of Yass Service Centre, on the northeast side of Yass Valley Way, approximately 1km southeast of Hume Highway and 6.4km northwest of Yass Post Office. As shown at Figure 1 below, the site currently accommodates a fast-food (KFC) restaurant, with drive-through and approximately 45 car parking spaces, within a larger carpark.



Figure 1: Aerial Photograph (source: NSW Open Data Portal)

Other land uses within Yass Service Centre include a fast food (McDonald's) restaurant, (Ampol) service station and truck parking. The Yass Service Centre is bounded to the north and northeast by the Hume Highway and the Main Southern railway line, respectively.

Figure 2 below shows that the subject site is zoned as SP1: Special Activities for the purpose of a Highway Service Centre.

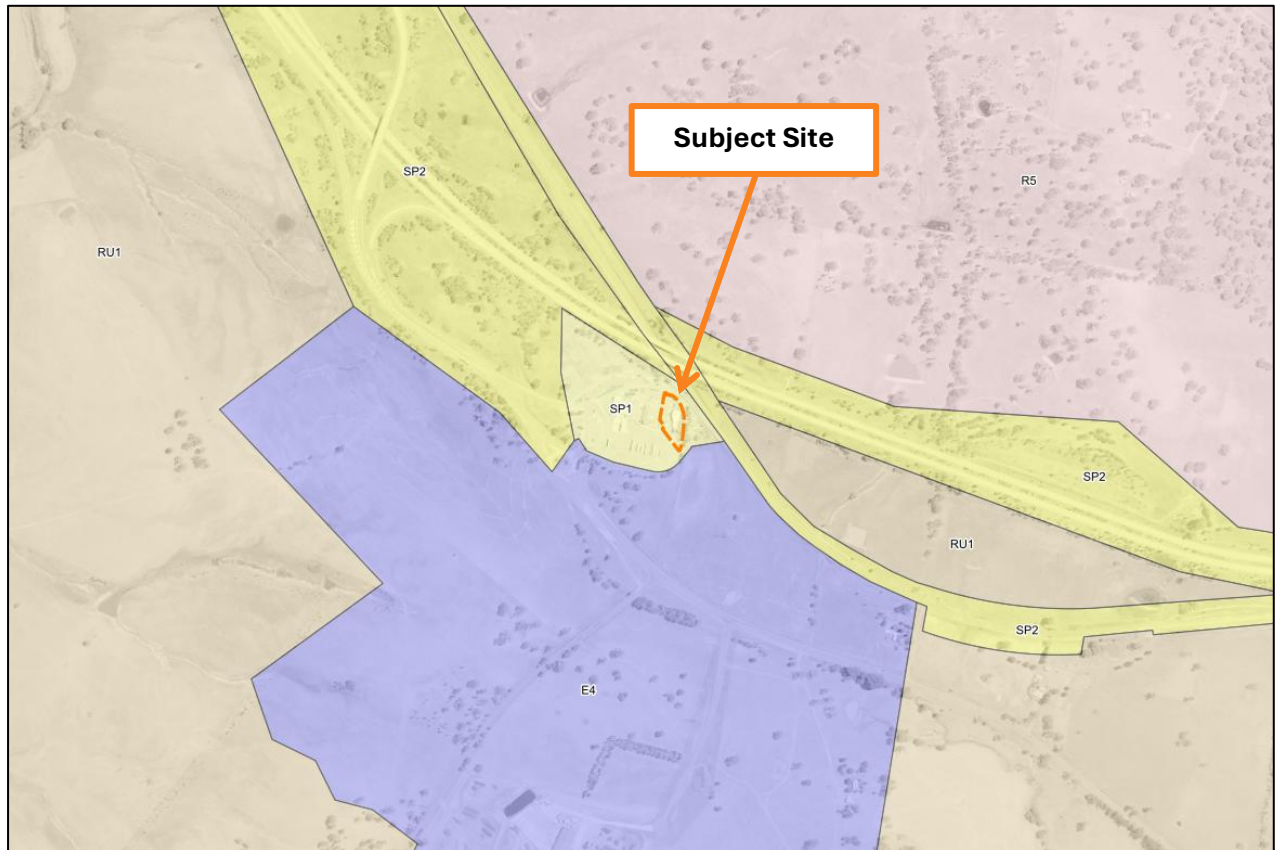


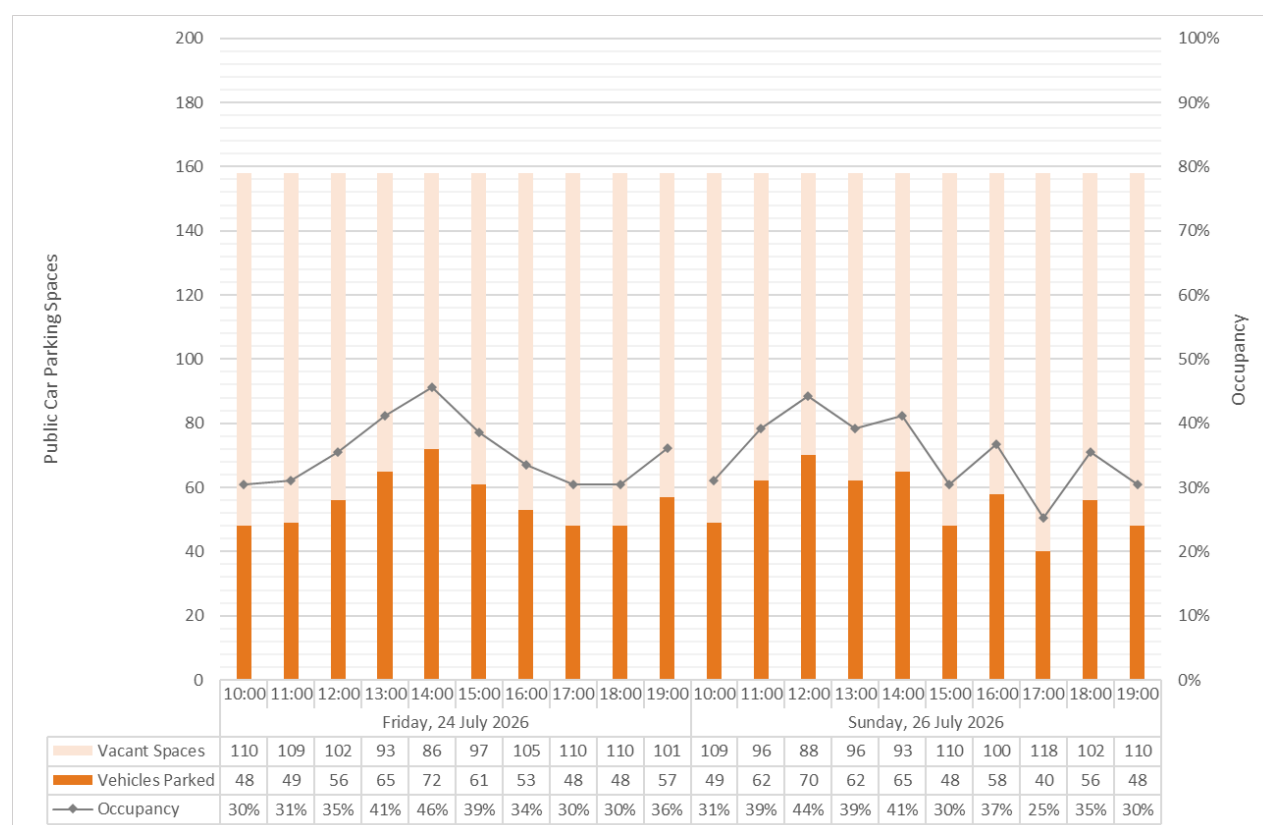
Figure 2: Land Use Zoning (source: NSW Open Data Portal)

2.2 Road Network

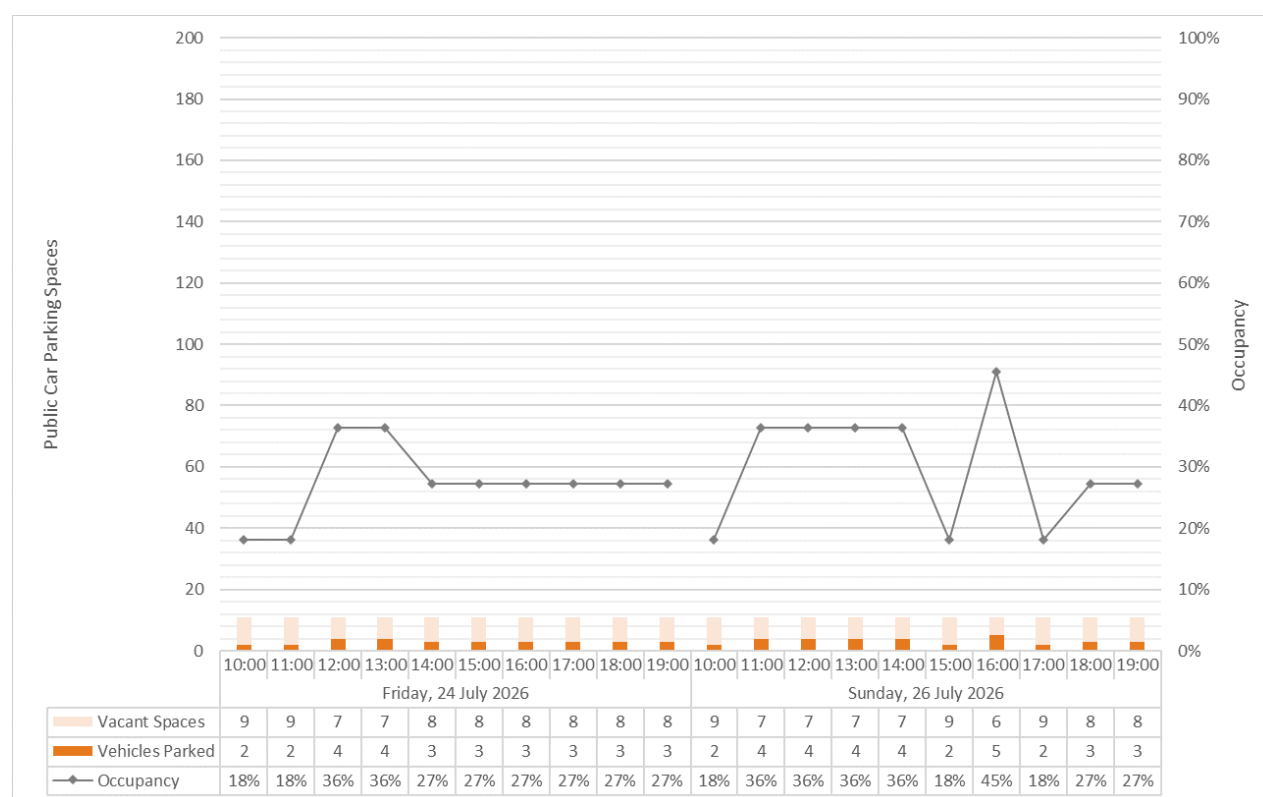
Yass Valley Way is a regional road which extends approximately 21.5km in a loop to the south of Hume Highway. Adjacent to the subject site, Yass Valley Way comprises a single carriageway which accommodates a single traffic lane in each direction. The western end of Yass Valley Way is subject to a posted 80km/h speed limit and forms part of the PBS Level 2B heavy vehicle network.

2.3 Car Parking Conditions

Car parking surveys were undertaken between 10am-7pm on both Friday 24 and Sunday 26 July 2026, to quantify the car parking occupancy across the whole of the Yass Service Centre, and the duration-of-stay characteristics of the 11 car parking spaces located immediately south of KFC which would be impacted by the proposed development.



(a) Yass Service Centre



(b) Carpark South of KFC

Figure 3: Car Parking Occupancy – Existing Conditions

Vehicles parked within the 11 existing car parking spaces located immediately south of KFC were observed to comprise:

- KFC staff car parking demands (3-4 spaces, durations-of-stay exceeding 4 hours),
- KFC restaurant patron car parking demands (up to 4 spaces, durations-of-stay averaging 15-20 minutes), and
- KFC drive-through patron car parking demands (up to 2 spaces, durations of stay of less than 5 minutes).

Vehicles parked in these car parking spaces were observed to generate demands of up to 18 vehicle movements per hour, representing an average of six (6) vehicle movements per parking space (average duration-of-stay of 20 minutes) and an average occupancy of 27% (3 out of the 11 parking spaces).

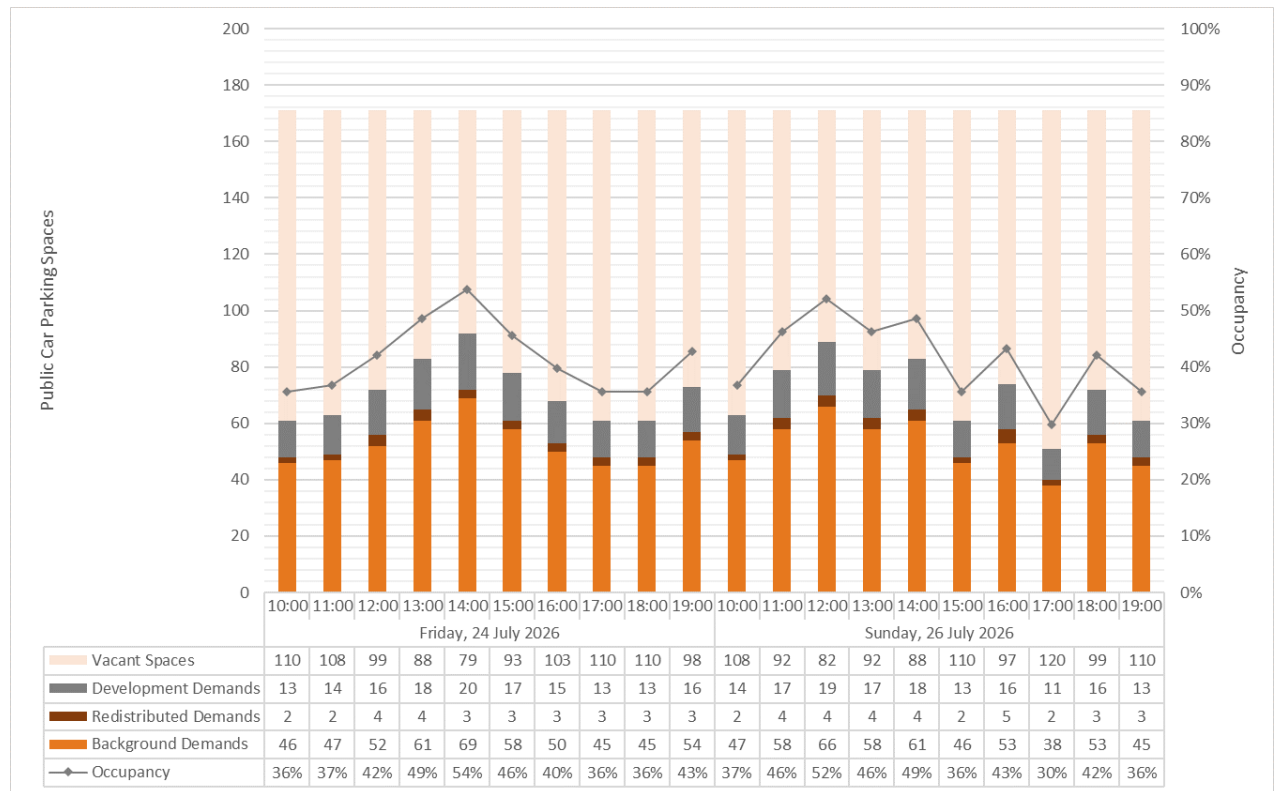
3 Proposal

The proposal is to replace the 11 existing car parking spaces (including one (1) accessible car parking space), located immediately south of KFC, with a total of 24 electric car parking spaces (including one (1) accessible electric car parking space). Each of the proposed electric car parking spaces are proposed to be served by a Tesla V4 charging post.

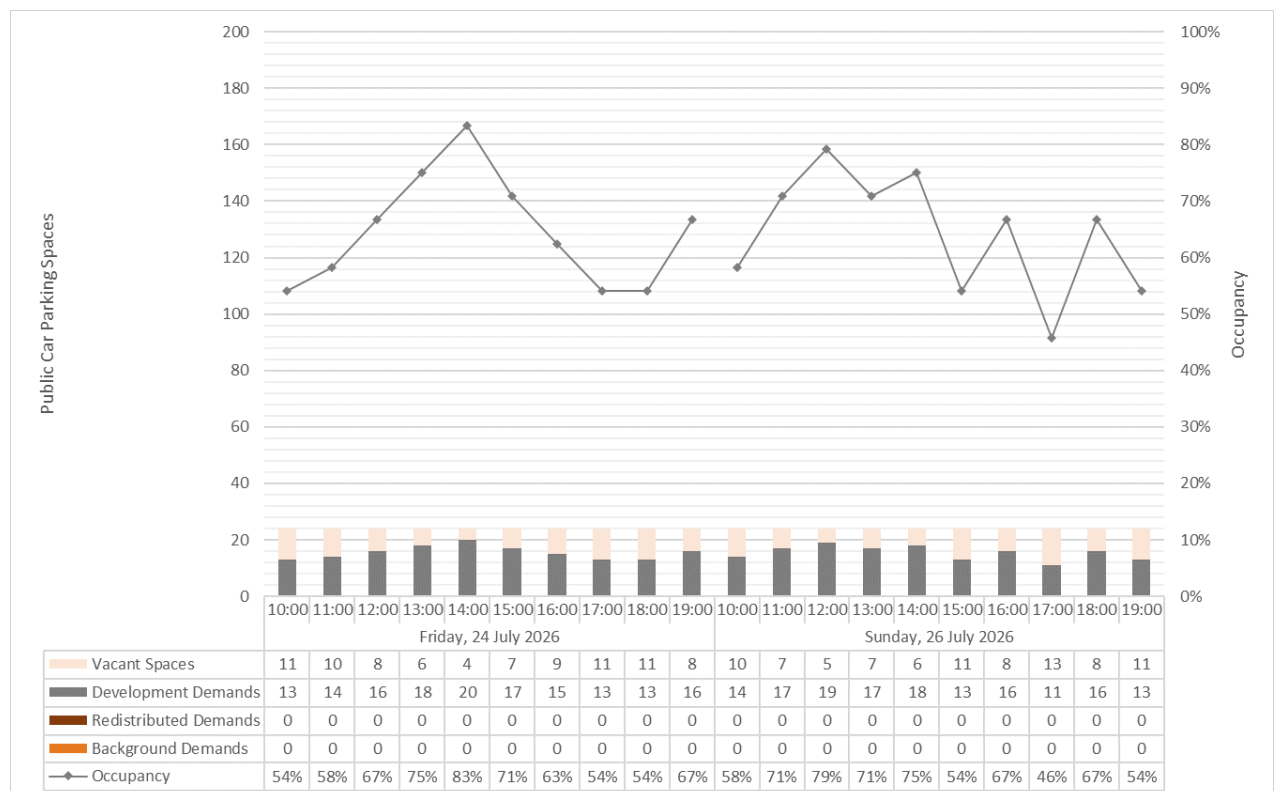
3.1 Parking Demands

The proposal is expected to result in the displacement of the existing car parking demands within the Yass Service Centre, along with the generation of car parking demands associated with the proposed development. This analysis assumes that the car parking demands associated with the proposed development would follow a similar profile to those observed across the whole of the Yass Service Centre, and that the proposal will immediately operate at practical capacity (85% occupancy) at the peak time over the course of a typical week. As such, the proposal is expected to result in the redistribution of demands for up to five (5) car parking spaces, and the generation of demands for up

to 20 electric car parking spaces as set out at



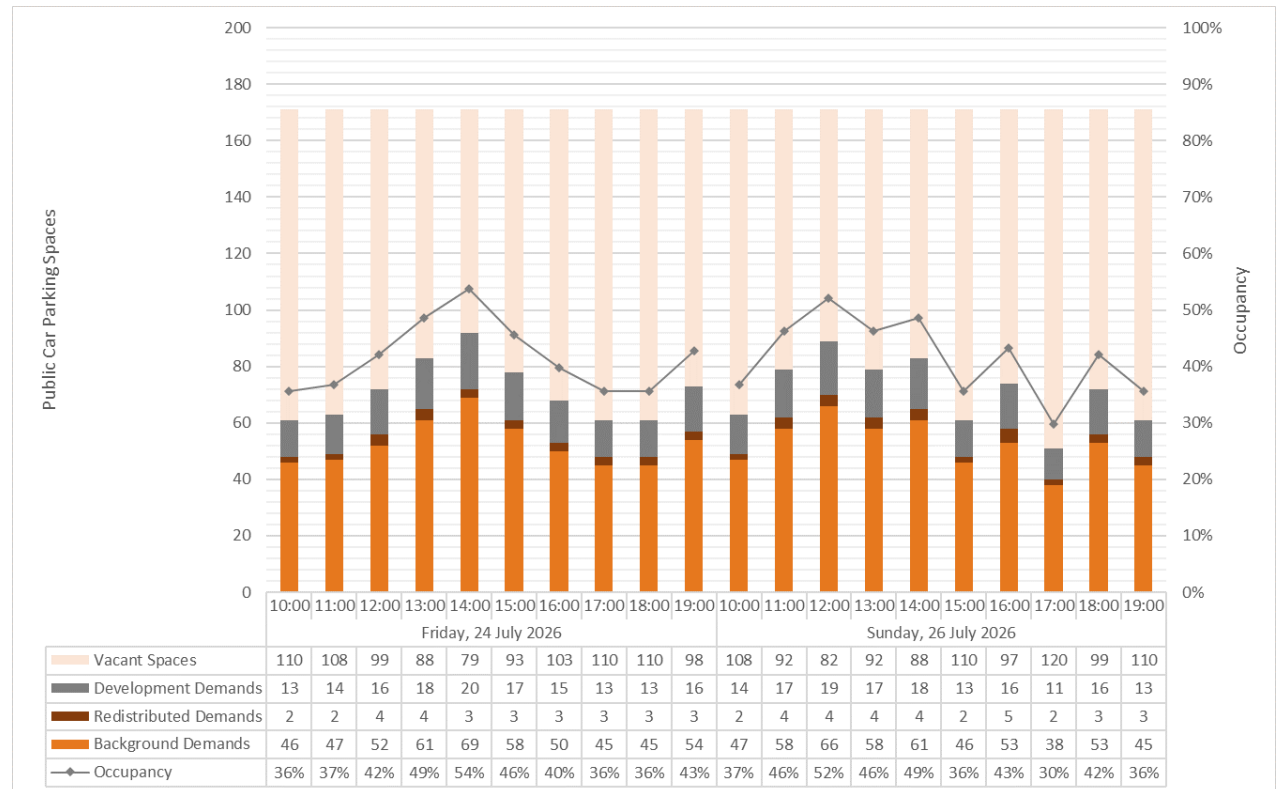
(a) Yass Service Centre



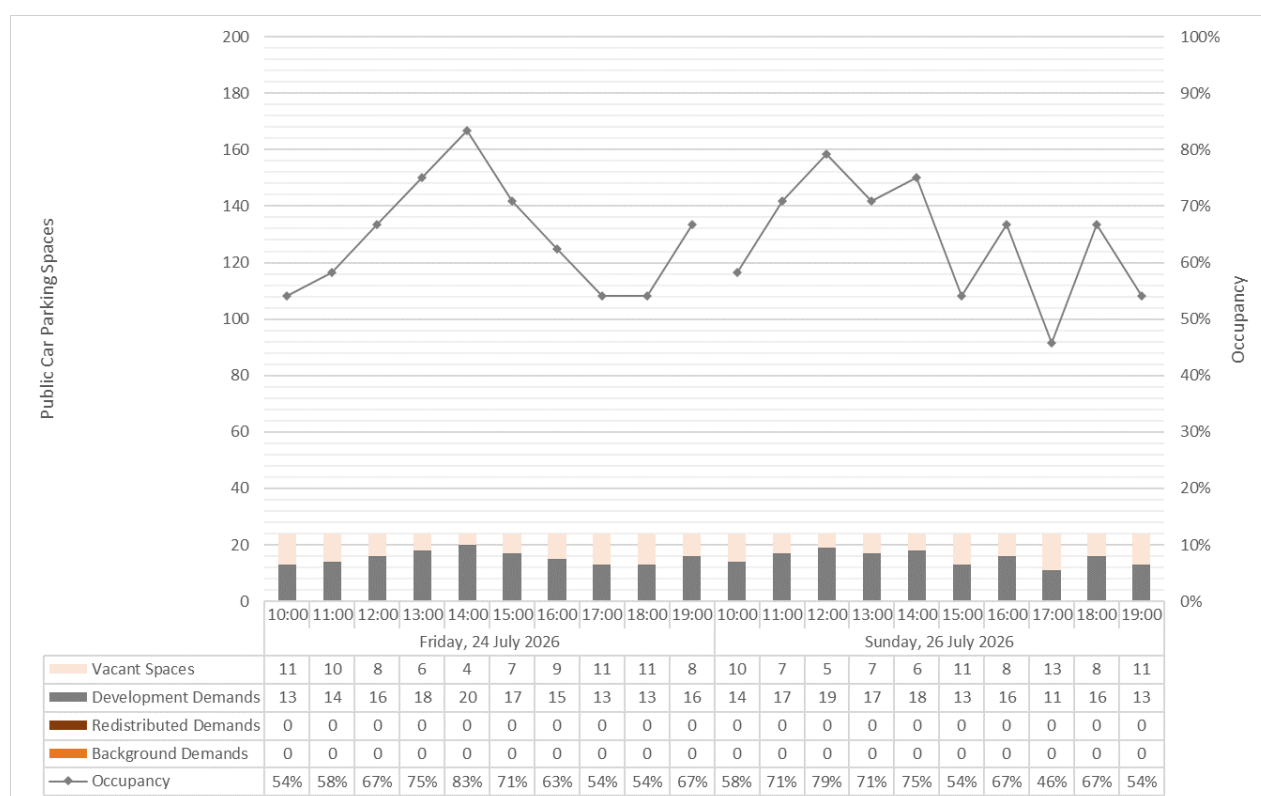
(b) Carpark South of KFC

Figure 4 below.

On this basis, the proposal would increase the peak occupancy within the Yass Service Centre from 46% (72 of 158 car spaces) under the existing conditions, to 54% (92 of 171 car spaces) under the development scenario.



(a) Yass Service Centre

**(b) Carpark South of KFC****Figure 4: Car Parking Occupancy – Development Scenario**

3.2 Traffic Demands

The traffic demands associated with the proposed development have been estimated from first principles. It is understood that Tesla V4 superchargers can typically charge a vehicle from 10%-80% in approximately 30 minutes. On this basis, this analysis assumes that each of the proposed electric car parking spaces could generate up to four (4) vehicle trips per hour at peak times. Conservatively assuming an average occupancy of 83% (20 out of the 24 electric car parking spaces), this gives an estimated traffic generation of 80 vehicle movements per hour. The existing road network is expected to comfortably accommodate the increase of one (1) vehicle movement per minute, on average, conservatively assumed to be generated by the proposed development.

3.3 Design Review

The on-site car parking and vehicle access arrangements, as presented in the development plans, prepared by Voda Building Services on 30 April 2026, have been reviewed against the requirements of the following documents:

- Australian Standard 2890 Part 1: Off-Street Car Parking (AS2890.1), and
- Australian Standard 2890 Part 6: Car Parking for People with Disabilities (AS2890.6).

Key findings from this review are provided below.

3.3.1 Scope and General

Classification of Off-Street Car Parking Facilities

The expected users of the proposed on-site car parking spaces most closely align with user class 3 (short-term parking), as specified in Table 1.1 of AS2890.1.

3.3.2 Design of Parking Modules, Circulation Roadways and Ramps

Preliminary Design Considerations

Parking Angle

All of the proposed on-site car parking spaces are oriented perpendicular (at 90 degrees) to the parking aisles, as is permitted under clause 2.3.2(a) of AS2890.1.

Parking Aisle Length

The proposed development has a parking aisle with a straight length of approximately 50m, sufficiently short to prevent excessive vehicle speeds.

Assignment of User Class to Parking Modules

All car parking spaces within the proposed development are to be assigned as user class 3, in accordance with clause 2.3.4 of AS2890.1.

Design of Parking Modules

Angle Parking Spaces

21 of the 24 car parking spaces have dimensions which meet or exceed the minima for class 3 car parking spaces, as set out in Figure 2.2 of AS2890.1 (2.6m width by 5.4m length). The remaining three (3) car parking spaces, those currently designated as “KFC”, are proposed to retain their existing dimensions of 2.3m-2.4m width by 5.4m length. These spaces exceed the minima set out for small car spaces in clause 2.4.1(a)(iii) of AS2890.1:2004 (2.3m width by 5.0m length).

It is noted that the accessible car parking space and associated shared area have dimensions which respectively, significantly exceed, and accord with, the minima set in clause 2.5.1 of AS2890.6:2022 (both 2.4m width by 5.4m length).

Angle Parking Aisle

Aisle Widths

The proposed parking aisle exceeds the minimum width for class 3 car parking spaces as set out in Figure 2.2 of AS2890.1 (5.8m width).

Blind Aisles

The proposed development does not include any blind aisles.

Parallel Parking in Parking Aisles

The proposed development does not contain any parallel car parking spaces.

Physical Controls

The proposed development does not require any physical controls.

Gradients within Parking Modules

All of the proposed car parking spaces are proposed to have a gradient of no more than 1:33. These accord with the maximum gradients permitted within parking modules as specified in clause 2.6 of AS2890.6:2022.

Provision for Motorcycles

The proposed development does not contain any dedicated motorcycle parking spaces.

Design of Circulation Roadways and Ramps

The proposed development does not include any circulation roadways.

Design of Domestic Driveways

The proposed development does not have any domestic driveways.

3.3.3 Access Facilities to Off-Street Parking Areas and Queuing Areas

The proposed development does not include any access driveways.

3.3.4 Additional Requirements for Car Parking Structures**Column Location and Spacing**

There are no vertical obstructions (i.e. charging posts, structural columns, fences, etc) located within the 'design envelope around parked vehicle' for any of the proposed car parking spaces.

Headroom

The proposed awnings provide overhead clearance in excess of 2.5m. This satisfies the minimum headroom clearance required above the accessible car parking space (2.5m) and exceeds the minimum headroom clearance required above the remaining car parking spaces (2.2m).

Design of Enclosed Garages

The proposed development does not include any enclosed garages.

4 Conclusions

The proposed electric vehicle charging station at 1711 Yass Valley Way in Yass:

- Would replace 11 existing car parking spaces, with 24 electric car parking spaces,
- Is expected to increase the occupancy of car parking within the Yass Service Centre from 46% to 54% at the peak time (2pm on a typical Friday), assuming that the electric vehicle charging spaces operate at practical capacity, and
- Is expected to generate demands for an additional 60 vehicle movements per hour at peak times.

On the basis of the above, there are no traffic engineering or transport planning reasons why the proposed development should not be approved, subject to appropriate conditions.