



STATEMENT OF ENVIRONMENTAL EFFECTS – TESLA CHARGING STATION

TESLA CHARGING STATION

LOT 4 DP 852715 YASS

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1.0 Introduction & Purpose

This report has been prepared by Purdon on behalf of VODA Building Services and Tesla Motors Australia in support of a Development Application (DA) for the proposed Tesla Charging Station at Lot 4 DP 852715 Yass.

This report provides a description of the site and surrounding areas and highlights the key characteristics influencing development of the site. The information will provide context for assessment against Section 4.15 of the Environmental Planning and Assessment Act 1979, the Yass Valley Local Environmental Plan 2013 and the Yass Valley Council Development Control Plan 2024.

This report should be read in conjunction with architectural plans prepared by the project team and lodged as part of the DA.

Figure 1: Site Context



Source: Purdon (Landchecker, 2026)

2.0 The Site

The site is part of Lot 4 DP 852715 Yass.

Other site characteristics include:

Site Area	Lot 4 DP 852715 has an area of approximately 3,658m ² . The area of works is approximately 780m ² .
Current Use	The site is currently used as a highway service centre, which includes a fast-food restaurant (KFC) and associated carparking.
LEP Zoning	The site is zoned SP1 Special Activities (Highway Service Centre)
Minimum Lot Size	N/A
Max Building Height	N/A
Maximum FSR	N/A
Existing Access	Vehicle access to the site is via Yass Valley Way. The wider service centre is ringed by an unnamed road on Lot 1 DP852715.
Existing Parking	The lot currently has 44 parking spaces.
Vegetation	The site has four (4) existing trees and existing hedge and ground cover for vegetation.
Adjacent Uses	Adjacent land uses are largely of a similar nature functioning to serve the Highway Service Centre Special Purpose. Key destinations and zones in the nearby vicinity include: • McDonalds, Coolabah Tree Café, Yass Ampol and the Yass Truck Stop and associated carparks (within the same SP1 zone) • The rail corridor east of the site and Highway road reserve north and west of the site (zoned SP2 Rail Infrastructure Facility and SP2 Classified Road respectively) • The industrial precinct south of the site (zoned E4 General Industrial)
Topography & Drainage	The site slopes approximately 3m southwest to northeast. The site drains to the surrounding street network.
Heritage	The site is not protected under the LEP for heritage matters.
Easements	The site has three easements running along its southern and eastern boundary, with electricity running directly along the boundary, sewerage running further inside that. Stormwater runs north-south marginally in from the eastern boundary. Refer to the Site Details Plan for further reference.
Site Servicing	The site is fully serviced.
Contamination & Hazardous materials	N/A
Biodiversity	N/A

Bushfire	The eastern part of the site is within a bushfire prone area in a vegetation buffer zone.
Watercourse	N/A

Figure 2: Local Context



Source: Purdon (Landchecker, 2026)

3.0 Proposed Development

The proposed development includes twenty-four (24) EV carparking spaces (1 accessible) at the site's southern carpark through the removal of two trees the construction of a screened substation, switchboard and electrical cabinets and underground connection of these to the 24 V4 charging posts at the fourteen (14) new and ten (10) existing/amended carparks. The proposed development will also include a solar panel canopy over the carparks supported by eight (8) separate columns (including associated earthworks), new kerbs for the new spaces, and other associated works.

4.0 Statutory Planning Assessment

When determining a development application, the consent authority must take into consideration the matters outlined in Section 4.15(1) of the *Environmental Planning and Assessment Act 1979* ('EP&A Act'). These matters as are of relevance to the development application include the following:

- (a) the provisions of any environmental planning instrument, proposed instrument, development control plan, planning agreement and the regulations
 - any environmental planning instrument, and
 - 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
 - any development control plan, and
 - (iia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and
 - the regulations (to the extent that they prescribe matters for the purposes of this paragraph),
that apply to the land to which the development application relates,
- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- (c) the suitability of the site for the development,
- (d) any submissions made in accordance with this Act or the regulations,
- (e) the public interest.

It is noted that the proposal is not considered to be:

- Integrated Development (s4.46)
- Designated Development (s4.10)
- Crown DA (s4.33) - written agreement from the Crown to the proposed conditions of consent must be provided

The relevant environmental planning instruments, development control plans, planning agreements and the matters for consideration under the Regulation are considered below.

4.1 Provisions of Environmental Planning Instruments

The following Environmental Planning Instruments are relevant to this application:

- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
- State Environmental Planning Policy (Industry and Employment) 2021
- Yass Valley Local Environmental Plan 2013

The following Environmental Planning Instruments have been considered but are not applicable to the proposed development:

- State Environmental Planning Policy (Housing) 2021
- State Significance Planning Policy (Primary Production) 2021
- State Environmental Planning Policy (Resources and Energy) 2021

The below sections outline and respond to the statutory planning provisions affecting the site and the proposed development.

STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

State Environmental Planning Policy (Biodiversity & Conservation) 2021

Chapter 4: Koala Habitat Protection 2021

4.1 Aim of Chapter

This Chapter aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.

Editorial note—

Guidelines are being made by the Planning Secretary with the agreement of the Secretary of Regional NSW for the purposes of Parts 4.2 and 4.3 of this Chapter. When the Guidelines are made this Chapter is to be amended to incorporate references to the Guidelines.

Applicable.

As the site is within Yass Valley and Central and Southern Tablelands, Chapter 4: Koala Habitat Protection 2021 likely applies, evident in part 4.4 *Land in which Chapter applies*.

Furthermore, the development is considered to meet the conservation and management provisions set out in *Part 4.2 Development control of koala habitats*, see below.

Part 4.2 Development control of koala habitats

4.9 Development assessment process—no approved koala plan of management for land

- (1) This section applies to land to which this Chapter applies if the land—
 - (a) has an area of at least 1 hectare (including adjoining land within the same ownership), and
 - (b) **does not have an approved koala plan of management applying to the land.**
- (2) Before a council may grant consent to a development application for consent to carry out development on the land, the council must assess whether the development is likely to have any impact on koalas or koala habitat.
- (3) If the council is satisfied that the development is likely to have low or no impact on koalas or koala habitat, the council may grant consent to the development application.
- (4) If the council is satisfied that the development is likely to have a higher level of impact on koalas or koala habitat, the council must, in deciding whether to grant consent to the development application, take into account a koala assessment report for the development.
- (5) However, despite subsections (3) and (4), the council may grant development consent if the applicant provides to the council—
 - (a) information, prepared by a suitably qualified and experienced person, the council is satisfied demonstrates that the land subject of the development application—
 - i. does not include any trees belonging to the koala use tree species listed in Schedule 3 for the relevant koala management area, or
 - ii. is not core koala habitat, or
 - (b) **information the council is satisfied demonstrates that the land subject of the development application—**
 - i. **does not include any trees with a diameter at breast height over bark of more than 10 centimetres, or**
 - ii. includes only horticultural or agricultural plantations.
- (6) In this section—

koala assessment report, for development, means a report prepared by a suitably qualified and experienced person about the likely and potential impacts of the development on koalas or koala habitat and the proposed management of those impacts.

Given the scale and nature of the development and the heavily modified nature of the land, the proposed is likely to have low to no impact on koalas or koala habitat.

Although two (2) trees are to be removed, it is unlikely to threaten koala habitat. This is because the site sits within a lot, within a grouping of lots, which has been graded and covered in hardstand roads, carparking and buildings which don't support koala habitat.

This in turn is surrounded by heavily modified agricultural land, the major highway and rail corridors, making this an unlikely location for accommodating koala habitat.

Please refer to the *Arboriculture Impact Report* accompanying this application which assesses the trees slated for removal as being of low value, and therefore, unlikely to provide habitat to any koalas.

It is considered the above context provides suitable information for the council to decide the application in accordance with the abovementioned policy.

STATE ENVIRONMENTAL PLANNING POLICY (SUSTAINABLE BUILDINGS) 2022

State Environmental Planning Policy (Sustainable Buildings) 2022

Chapter 3: Standards for non-residential development

3.1 Application of Chapter

(1) This Chapter applies to development, other than development for the purposes of residential accommodation, that involves—

(a) the erection of a new building, if the development has an estimated development cost of \$5 million or more, or

(b) alterations, enlargement or extension of an existing building, if the development has an estimated development cost of \$10 million or more.

Not Applicable.

While the proposal is for development other than development for the purposes of residential accommodation, the proposal is not for the erection of a new building with an estimated development cost greater than \$5 million, or alterations, enlargement or extension of an existing building with an estimated cost greater than \$10 million.

STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2: Infrastructure – Division 4 Electricity generating works or solar energy systems

2.35 Definitions

solar energy system means any of the following systems—

- (a) a photovoltaic electricity generating system used for the primary purpose of generating electricity for a land use—
 - (i) carried out on the land on which the system is located, or
 - (ii) carried out by the owner of the system on adjoining land,
- (b) a solar hot water system,
- (c) a solar air heating system.

2.36 Development permitted with consent

- (9) **Solar energy systems** Development for the purpose of a solar energy system may be carried out by any person with consent on any land.

Applicable.

The solar panel canopies proposed over the carpark qualify as *solar energy system* as they generate electricity for a land use carried out on the land where the system is located or on adjoining land.

This type of development is permitted with consent. The development type is also permissible without consent, and could be complying or exempt development, however development permitted with consent is applied for here due to the tree removal that cannot be exempt in any case.

2.42 Determination of development applications for solar or wind electricity generating works on certain land

- (1) This section applies to development in a regional city for the purposes of electricity generating works using a solar or wind energy source that is—
 - (a) State significant development, or
 - (b) regionally significant development.
- (2) Development consent must not be granted unless the consent authority is satisfied that the development—
 - (a) is located to avoid significant conflict with existing or approved residential or commercial uses of land surrounding the development, and
 - (b) is unlikely to have a significant adverse impact on the regional city's—
 - (i) capacity for growth, or
 - (ii) scenic quality and landscape character.
- (3) In determining whether to grant development consent, the consent authority must consider measures proposed to be included in the development to avoid or mitigate conflicts referred to in subsection (2)(a) or adverse impacts referred to in subsection (2)(b).

Not Applicable.

The proposal is not within a Regional City, nor is it State significant or regionally significant development. Therefore, this section does not apply.

Chapter 2: Infrastructure – Division 17 Roads and traffic – Subdivision 3 Electric vehicle charging units

2.123 Definitions

In this Subdivision—

advertising-enabled EV charging unit—

- (a) means an EV charging unit that includes a screen or other display capable of displaying advertisements, and
- (b) includes an advertisement displayed on the screen or other display.

Not Applicable.

The charging units proposed in this application do not qualify as *advertising-enabled EV charging unit* because they do not include an advertisement displayed on a screen or other display. Tesla branding will appear on the chargers but not on a screen.

2.124 Development permitted without consent—electricity supply authorities and public authorities

Development for the purposes of installing an EV charging unit may be carried out by or on behalf of an electricity supply authority or a public authority without consent if –

Not Applicable.

The installing of EV charging units is not being carried out by or on behalf an electricity supply authority or a public authority.

2.124A Development permitted with consent—generally

(1) Development for the purposes of installing an EV charging unit may be carried out with consent if—

(a) the unit does not obstruct the following—

- (i) vehicular, cyclist or pedestrian access to or from, or entry into, a building,
- (ii) cyclist or pedestrian movement along a cycleway or footpath, and

(b) the unit does not obstruct access to, or interfere with, a structure, device, fixture or equipment used for firefighting or fire protection, including a fire hydrant, and

(c) for an advertising-enabled EV charging unit—

(i) the unit is not installed on land in a residential zone, and

(ii) each screen or display of the unit—

(A) complies with AS/NZS 4282:2019, *Control of the obtrusive effects of outdoor lighting*, and

(B) if illuminated—is not animated, flashing or moving.

Applicable.

(1)(a) The units installed do not obstruct any vehicular, cyclist or pedestrian access to or from, or entry into a building. Cycleways and footpath are also unimpeded. For further demonstration please refer to the site plan submitted alongside this application.

(1)(b) They are also not considered to impede access to or interfere with a structure, device, fixture or equipment used for firefighting or fire protection. As demonstrated in the survey and site plans submitted alongside this application, no such structures exist in the area where works are proposed.

(1)(c) As noted above, the units proposed as part of this application are not considered to qualify as **advertising-enable EV charging**. Therefore, this clause is not applicable and the units proposed qualify as Development permitted with consent – generally

STATE ENVIRONMENTAL PLANNING POLICY (PLANNING SYSTEMS) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2: State and Regional Development

Not Applicable.

The proposal is not regionally significant development as defined in Section 2.19(1) as the estimated cost of works are not estimated to be more than \$30 million, as per clause 2, schedule 6 of the Planning Systems SEPP – “Development that has an estimated development cost of more than \$30 million”.

Chapter 4: Concurrences and consultations – Division 3 Bush fires

4.11 Bush fire prone land

- (1) This section applies to development on bush fire prone land.
- (2) Development consent must not be granted to development on land to which this section applies unless the consent authority has—
 - (a) given written notice of the development to the Development Coordination Authority no later than 14 days after receiving the development application, and
 - (b) taken into account comments received from the Development Coordination Authority no later than 28 days after giving the notice.
- (3) This section does not apply to the following—
 - (a) a subdivision of land that could lawfully be used for—
 - (i) a residential purpose, or
 - (ii) a rural residential purpose,
 - (b) development for a special fire protection purpose,
 - (c) development for which the consent authority—
 - (i) is satisfied complies with the relevant specifications and requirements in *Planning for Bush Fire Protection*, or
 - (ii) has been provided with a certificate by a qualified consultant certifying that the development complies with the relevant specifications and requirements of *Planning for Bush Fire Protection*.

Applicable.

This division applies to bush fire prone land. As the site is located in a *Vegetation Buffer* on the bush fire prone land map, this division requires the consent authority to provide written notice of the development to the Development Coordination Authority and take into account its comments on said development.

However, as per subsection (3), the above does not apply for (c) development for which the consent authority is satisfied complies with the relevant specifications and requirements in *Planning for Bush Fire Protection* or has been provided certificate of compliance for *Planning for Bush Fire Protection* by a qualified consultant.

Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

Not Applicable.

The site is not listed within the EPA contaminated sites list (April 2026) and is not proposed hazardous and offensive development.

STATE ENVIRONMENTAL PLANNING POLICY (EXEMPT AND COMPLYING DEVELOPMENT CODES) 2008

Not Applicable.

Due to the activity occurring around the existing trees the proposal does not meet 1.16 General requirements for exempt development or 1.18 General requirements for complying development under this Policy, which state exempt or complying development may not involve the removal or pruning of a tree or other vegetation that requires a permit, approval or development consent.

STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3: Advertising and signage

3.2 Definitions

(1) In this Chapter—

signage means all signs, notices, devices, representations and advertisements that advertise or promote any goods services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage and includes—

- (a) building identification signs, and
- (b) business identification signs, and
- (c) advertisements to which Part 3.3 applies,

but does not include traffic signs or traffic control facilities.

Not Applicable.

The charging units proposed in this application do not qualify as **signage** as they do not comprise any signs, devices, representations or advertisements that advertise or promote any goods, services or events, nor are the charging units a structure or vessel principally designed or used for the display of signage.

Whilst the charging units are will have the name 'Tesla' inscribed in the relevant typeface on the charging post, this is merely to identify the brand that manufactured the unit.

It is therefore noted that the charging units' primary purpose is for the charging of the car, and no goods, services or events are promoted on the structure. Only the 'Tesla' name is located on the structures for identification.

4.1.1 YASS VALLEY LOCAL ENVIRONMENTAL PLAN 2013

The relevant local environmental plan applying to the site is the Yass Valley Local Environmental Plan 2013 ('the LEP'). The aims of the LEP include:

1.2 Aims of Plan

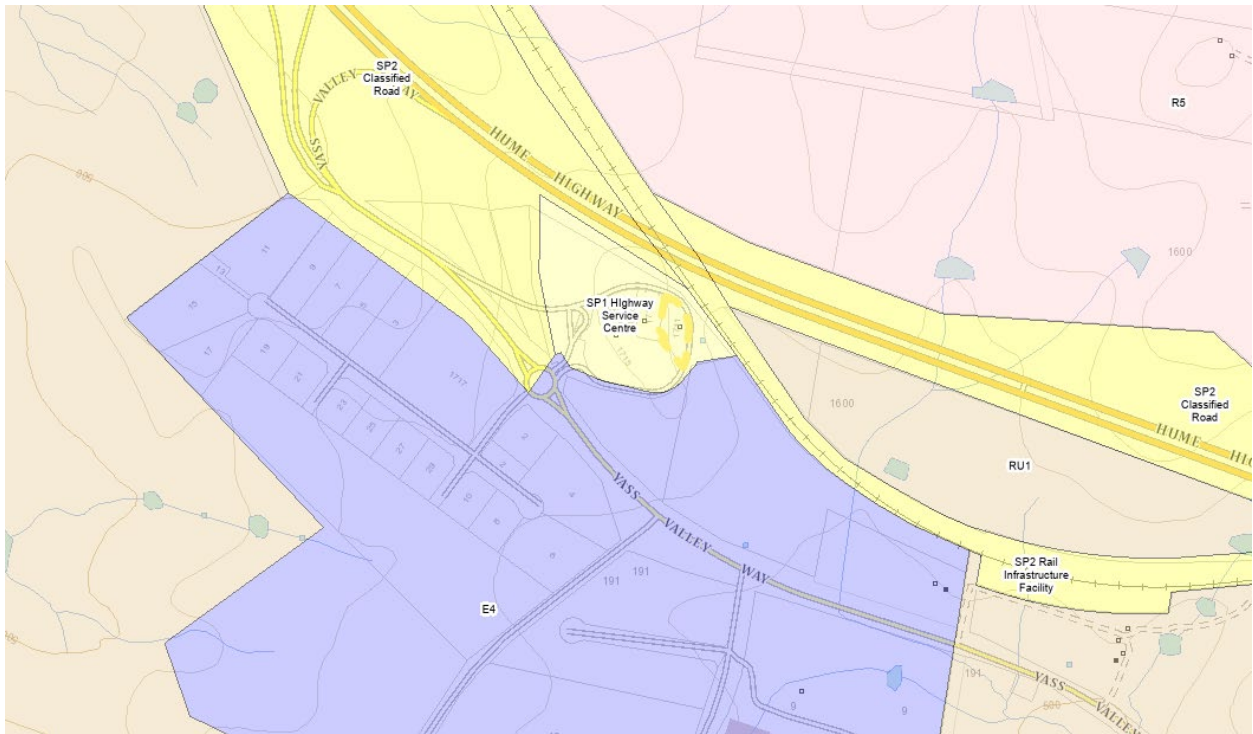
- (1) This Plan aims to make local environmental planning provisions for land in Yass Valley in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act.*
- (2) The particular aims of this Plan are as follows—*
 - (aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,*
 - (a) to establish planning controls that promote sustainable development,*
 - (b) to protect high quality agricultural land and encourage emerging agricultural industries,*
 - (c) to encourage housing diversity,*
 - (d) to promote employment-generating tourism,*
 - (e) to provide for commercial and industrial development,*
 - (f) to encourage the establishment of retail and professional services in urban locations,*
 - (g) to protect and enhance the character of each of the villages in Yass Valley,*
 - (h) to enhance service provision in each of the villages in Yass Valley,*
 - (i) to protect and conserve the cultural heritage and history of Yass Valley,*
 - (j) to protect and enhance the environmental and biodiversity values of Yass Valley,*
 - (k) to minimise land use conflicts.*

The proposal is consistent with the aims of the LEP, particularly as the proposal supports productivity use, providing a Tesla EV charging car park which will supply EV charging parking locations to commercial services surrounding the site.

Land Uses

The site is located within the SP1 – Special Purposes (Highway Service Centre) pursuant to Clause 2.2 of the LEP:

Figure 3: NSW Zoning



Source: Purdon (NSW Planning Portal Spatial Viewer, 2026)

According to the definitions in the Dictionary, the proposal satisfies the definition of a **carpark**, meaning *a building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not*. This is a use that is permissible with consent by the Land Use Table.

The Land Use Table allows the following as permitted with consent:

Aquaculture; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose

Noting the purpose shown on the Land Zoning Map is Highway Service Centre, the carpark is permitted with consent if it is ordinarily incidental or ancillary to development for that purpose. As the proposal is for an EV carpark at the service centre, it is considered ancillary to the service centre purpose and therefore, permissible with consent.

The zone objectives include the following (pursuant to the Land Use Table):

- To provide for special land uses that are not provided for in other zones.
- To provide for sites with special natural characteristics that are not provided for in other zones.
- To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.

The proposal is considered to be consistent with these zone objectives for the following reasons:

- The proposal is providing 24 EV parking spaces to serve and enhance the highway service centre special purpose, providing capacity for the service centre to cater to EV vehicles and their passengers.
- Ten of the EV spaces are to be provided on existing parking spaces, with fourteen new spaces. This minimises impact on surrounding land by utilizing existing facilities whilst also adding fourteen new spaces so as not to reduce spaces for non-EV vehicles.
- The proposal will modernise the service centre, whilst accommodated largely within the existing development(s) footprint(s).

Principal Development Standards

Minimum Lot Size

The minimum lot size map identifies the site as not being subject to a minimum lot size. In any case, the proposal does not include subdivision.

Height of Buildings

The height of buildings map identifies the site as having no maximum height limit under the LEP

Floor Space Ratio

The site is not subject to any FSR controls within the LEP.

Miscellaneous Provisions

The miscellaneous provisions within the plan, do not apply to the site/proposal.

Additional Local Provisions

Earthworks

Earthworks are required to facilitate the fourteen (14) new carparking spaces (and are sought for approval as part of this application). Therefore, the following Clause 6.1 (3) applies:

- (3) Before granting development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters—*
- (a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,*
 - (b) the effect of the development on the likely future use or redevelopment of the land,*
 - (c) the quality of the fill or the soil to be excavated, or both,*
 - (d) the effect of the development on the existing and likely amenity of adjoining properties,*
 - (e) the source of any fill material and the destination of any excavated material,*
 - (f) the likelihood of disturbing relics,*
 - (g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,*
 - (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The cut work proposed in this application is considered to be of minimal impact to any of the above considerations. For further information, please refer to the geotechnical report submitted alongside this application (which details soil typologies and expected foundations of structures).

Terrestrial Biodiversity

The site is located within land identified as “Biodiversity” on the Terrestrial Biodiversity Map. Therefore, the following Clause 6.3 applies:

- (1) The objective of this clause is to maintain terrestrial biodiversity by—
 - (a) protecting native fauna and flora, and
 - (b) protecting the ecological processes necessary for their continued existence, and
 - (c) encouraging the conservation and recovery of native fauna and flora and their habitats.
- (2) This clause applies to land identified as “Biodiversity” on the *Natural Resources Biodiversity Map*.
- (3) Before determining a development application for development on land to which this clause applies, the consent authority must consider—
 - (a) whether the development is likely to have—
 - (i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and
 - (ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and
 - (iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and
 - (iv) any adverse impact on the habitat elements providing connectivity on the land, and
 - (b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.
- (4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—
 - (a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or
 - (b) if that impact cannot be reasonably avoided by adopting feasible alternatives—the development is designed, sited and will be managed to minimise that impact, or
 - (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

Please refer to the *Arboriculture Impact Assessment* submitted alongside this application for further information regarding biodiversity considerations in this proposal.

Groundwater Vulnerability

The site is located within land identified as “Groundwater vulnerability” on the Groundwater Vulnerability Map. Therefore, Clause 6.4 applies.

However, the proposal is not anticipated to impact on Groundwater considerations as neither a groundwater table nor seepage inflows were found in the site’s Geotechnical Investigation. Please see the *Geotechnical Report* submitted alongside this application for further information.

Provisions of any Proposed Instruments

There are no draft planning instruments applicable to the site/proposal.

4.1.2 DEVELOPMENT CONTROL PLAN

The Yass Valley Council Development Control Plan 2024 (August 2024) is relevant to this application. Of the DCP, the following chapters apply:

- Part B – Principles for all development
- Part H – Development in Hazard Affected Areas
- Part I – Carparking and Access
- Part K – Natural Resources

Part F – Industrial and Commercial Development was considered but is ultimately not applicable for the development.

The following table details how the proposal responds to the applicable DCP provisions.

Section / Control	Requirement Summary	Applicant Response
Part B – Principles for all development		
B1 Sustainability	Build/Conserve for a healthier environment into the future through tree retention, reducing heat producing surfaces, sustainable building materials and avoiding excessive resource consumption waste.	The proposal is for an EV charging station carpark, this in its use, reduces consumption of fossil fuels, ensuring a healthier environment into the future. Otherwise, the proposal is for a purpose-built carpark and makes use of as much existing roadway and carpark spaces as possible. In doing so, it reduces the amount of new heat producing surfaces, avoiding unnecessary use of new material, while still providing opportunities for fossil fuel reduction.
B2 Site Suitability	Consider site suitability through physical constraints, adjoining land uses, availability and access to site services, zoning restrictions, easements and covenants and siting and built form.	As detailed in the site assessment at Section 2.0, the site has been assessed, and as detailed in Section 4.3 is suitable for the proposal. The site is mostly flat, and free of flooding and heritage constraints. However, the site is in a vegetation buffer zone for bushfire, and a biodiversity area. In both cases, the heavily modified nature of the site and surrounds is considered to reduce these constraints, with limited vegetation to serve as habitation, or fuel for bushfires. The adjoining land uses are all of a similar nature serving as a highway service centre, comprising parking/hard stand space, accommodating parking, like that proposed for the EV charging spaces, and accompanying fast food restaurants and a petrol station. The site is fully serviced, and the proposal retains these and existing easement arrangements. Please also refer to the <i>Bushfire Report, Arboriculture Impact Assessment, Architectural Set and Survey</i> submitted alongside this application.

B3 Site Analysis Plan	Accompany each application with a Site Analysis Plan displaying bushfire, and flooding hazards, existing vegetation, heritage items, site views, privacy, access and solar and proximity to community and social facilities.	Please refer to the <i>Site Analysis Plan</i> submitted alongside this application
B4 Crime Prevention and Safety	No Requirement	N/A
B4.1 Passive surveillance	Design for passive surveillance through window, lighting, fencing, security fittings, planting, landscaping and other site arrangements.	There are no new buildings proposed in the application. EV charging units are small in stature and substation is removed from the main carpark area, allowing for little concealment or obstruction of views. Otherwise, a canopy structure is proposed (as seen in the <i>Elevations</i>) which is above observable height, retaining existing views through the carpark area, in accordance with CPTED principles. It is noted this carpark is for EV charging which will likely mean more people in the vicinity
B4.2 Access and space management	Manage private and public spaces through sightlines, open-ended laneways, building entrances, reduction of entrapment spots and vandalism through building design and finishes.	There is no private space proposed in this development; therefore, the management of private and public space and the transitions are to remain unaltered. No buildings, pedestrian laneways, solid walls or entrapment spots are considered to be produced or affected by the canopy structure or electric units.

B5 Neighbourhood Character	Encourage development that responds to neighbourhood character, existing scale, built-form, land uses, parking/garaging, landscaping, topography and tree retention.	The proposal reflects the area's character in use and design. The development is of a use that is compatible with the surrounding area, being primarily for the servicing of highway travellers. The service units and lightweight canopy design is such that, once built, it will appear as if it were part of the service centre from the start, seamlessly transitioning from regular carparking spaces into EV charging spaces. Further to this, any additional bulk perceived from the substation and electrical cabinets has a considered design response, with slat fencing utilised to screen the substation.
Part F – Industrial and Commercial Development		
This section of the DCP has been considered but is ultimately not applicable due to the following from the DCP: <i>“This part applies to non-residential development within the E1 Local Centre, E4 Productivity Support and E4 General Industrial. This part also applies to commercial and industrial Development in area zoned RU5 Village, however development in Binalong, Bowning and Gundaroo must have regard to the conservation area and controls outlined in Part J”.</i> The site is within an SP1 Special Purpose – Highway Services Centre zone and therefore this part of the DCP does not apply.		
Part H – Development in Hazard Affected Areas		
H2 Bushfire Prone	No Requirement	The site is noted upon Bushfire Prone Land, in the Vegetation Buffer Zone
H2.1 Water storage facilities	Ensure adequate firefighting water is available and accessible; Surplus to any BASIX water requirements, the greater of 15,000 Litre or the amount required by the 'Planning for Bushfire Protection, 2019' document tank to be dedicated, easily identifiable and accessible on hard stand area.	Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).

H2.2 Location of buildings	Ensure buildings are located on site areas less susceptible to bushfire away from ridge tops, steep slopes with outbuildings to be located at least 6 metres away from an existing building or else comply with NCC for bushfire prone areas.	Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).
H2.3 Landscaping for Bushfire	Manage vegetation to assist bushfire management by locating of vegetation away from buildings and low fuel areas, like grass between buildings and bushfire hazard	Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).
H2.4 Bushfire report	A Bushfire Risk Assessment Report is to be lodged with the Statement of Environmental Effects in support of the Development Application. The Bushfire Risk Assessment Report is to address the proposed development's consistency with Planning for Bushfire Protection 2019.	Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).
H2.5 Asset protection areas	Controlling the placement of combustible materials and ensuring APZs on relevant sites.	Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).

Part I – Carparking and Access

I1 Carpark Design	Carpark design facilitates safe and efficient movement of pedestrians and vehicles through layout, runoff minimisation, AS/NZS 2890.1 compliance, user conflict mitigation, safe site manoeuvrability and the bicycle / disabled spaces.	All parking is located on site. Additionally, the parking area is surrounding by permeable ground, reducing runoff, is compliant with AS/NZS 2890.1 and the canopy has a minimum clearance of, 2.9 metres, meeting the control for accessible spaces (2.5). No bicycle rack is required with only 14 parking spaces proposed (and noting the specific use is for the charging of EVs). Furthermore, it is anticipated that off street parking is not required, with customers of the carpark using the carpark, and no staff to be employed at the development. If maintenance is required maintenance vehicles will use the loading zone provided adjacent the substation. For demonstration, please refer to the <i>Traffic Impact Statement</i>, in conjunction with <i>Elevations</i>, <i>Site</i> and <i>Civil Plans</i> submitted alongside this application, which display the proposals compliance and planning merit.
I2 Loading Docks	Facilitate ease of usage through front-facing entrance/exit, dock location, preservation of dock space and ramp design	No changes are proposed to the existing loading dock on the site. Therefore, this arrangement should remain as previously approved. If maintenance is required for the EV charging carpark, maintenance vehicles will use the loading zone provided adjacent the substation. For demonstration, please refer to the <i>Site Plan</i> submitted alongside this application.
I3 Carpark Construction	Carpark design is suitable for the expected use of the site.	The proposed carparking is constructed in accordance with the relevant specifications and the relevant construction requirements for commercial premises and light / heavy vehicle use. The carpark is proposed to comply with Transport for NSW and AS2890. 1. For demonstration, please refer to the <i>Traffic Impact Statement</i> submitted alongside this application.

I4 Carparking Credits and Contributions	Only applicable in the Yass Centre	Carparking Credits and Contributions are not applicable at the site. Neither are applied for as part of this application.
I5 Carparking Ratios	Provides the minimum parking requirement	The proposed development is a carpark within a <i>Highway Service Centre</i> . Therefore, it does not have any parking minimums applied to it by itself, but rather the additional parking spaces (which are further from entries to the food outlets or convenience retail space) will only contribute further to the parking provided for the Highway Service Centre at large. If maintenance is required, maintenance vehicles will use the loading zone provided adjacent the substation.
I7 Property Access Crossings	Access is safe, efficient and not negatively impacting environment considering access design and siting.	Existing access locations to the parking area are not proposed to change as part of this application. Any work undertaken to the access routes will be rebuilt in accordance with the Australian Standard, and therefore, access/es will remain compliant. For demonstration, please refer to the <i>Traffic Impact Statement, Site Plan</i> and <i>Civil Plans</i> submitted alongside this application.
Part K – Natural Resources		
K2 Terrestrial Biodiversity	No requirements	N/A
K2.1 Mapped biodiversity	Avoid negative impacts on biodiversity, minimising native vegetation removal, does not trigger Biodiversity Offset Scheme	The development is proposed to avoid negative impacts on biodiversity where possible, retaining an existing tree. Two trees are required to be removed to facilitate the substation, an essential element of the EV charging spaces. These trees are non-native and are of low value. For demonstration, please refer to the <i>Arboriculture Impact Assessment</i> submitted alongside this application, which indicates the low quality of the trees and the low biodiversity value of the site area.
K2.2 Tree preservation	No requirements	

K2.2.1 When is a permit for removal required	The proposal will require a permit of the removal of two trees.	Due to the size / maturity of the sites existing trees, it is anticipated that a permit or development consent is required for their removal, forming part of the scope of this application. Ultimately, it is considered the removal of these trees is of a minor impact due to their non-native, low value status and the heavily modified nature of the site. Please refer to the <i>Arboriculture Impact Assessment</i> submitted alongside this application for further reference.
K2.2.2 Planning for tree retention	To promote tree retention, works should not encroach TPZ, consideration of design solutions to reduce site disturbance and where unavoidable relocation of tree hollows.	Two of three existing trees within the works area are proposed for removal, due to their location. The need for a substation to power the charging units and the absence of other open space to host said substation in the vicinity without impacting on other space used for the Highway Service Centre, means other options were not considered feasible. Protective practices are proposed to be in place throughout development for the retained tree. Please refer to the <i>Arboriculture Impact Assessment</i> submitted alongside this application for further reference.
K2.2.3 Relationship to 10/50 Vegetation Clearing Code of Practice	Sets out the relationship of the DCP to the 10/50 Vegetation Clearing Code of Practice.	Not relevant to the proposal as no developments existing or proposed are residential or farm shed.
K3 Groundwater Vulnerability, Riparian Lands and Watercourses	No requirements	N/A

K3.1 Groundwater	Ensure development does not negatively impact upon groundwater, through vegetation retention, effluent flows, wastewater and revegetation.	As per the <i>Geotechnical Report</i> submitted alongside this application, there was no groundwater table or seepage encountered at the site prior to development. The development is not anticipated to have any significant impact on the groundwater table due to the minimal amount of work below the existing ground level, and due to the finished kerbs, which will direct any rainwater falling on the site, into the existing management solution for the Highway Service Centre.
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4.1.3 PLANNING AGREEMENTS/CONTRIBUTIONS PLANS

The following contributions plans are relevant pursuant to Section 7.12 of the EP&A Act and have been considered in the recommended conditions (notwithstanding Contributions plans are not DCPs they are required to be considered):

- Yass Valley Development Contributions Plan 2018

There have been no planning agreements entered into and there are no draft planning agreements being proposed for the site.

4.1.4 PROVISIONS OF REGULATIONS

Sections 61-68 of the 2021 EP&A Regulation are not relevant to the proposal. These provisions of the 2021 EP&A Regulation have been considered and can be addressed in the recommended draft conditions (where necessary).

Provisions for Bushfire Protection

As written in Section 4.14(1) of the 1979 EP&A Act, the consent authority is required to consider the relevant Bush fire Protection Planning guide before granting consent, see below:

- (1) The consent authority, before granting development consent for the carrying out of development on bush fire prone land, being land for the time being recorded as bush fire prone land on a relevant map certified under section 10.3(2), must consider the relevant Bush Fire Protection Planning guide.*

Section 10.3(2) of the Act outlines the map certified as the bushfire prone land map as follows:

- (2) The Commissioner of the NSW Rural Fire Service must, if satisfied that the land designated by the Commissioner has been recorded by the council on a map, certify the map as a bush fire prone land map for the area of the council.*

The bushfire prone land map for Yass Valley Council, indicates the subject site is bushfire prone land, designated as a *Vegetation Buffer*. Therefore, any proposal at the site is required to consider the Bush fire Protection Planning guide.

Please refer to the Bushfire Report detailing the development's response to the site's specific bushfire considerations under the Bush fire Protection Planning guide (2019).

4.2 Likely Impacts of the Development

The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality must be considered. In this regard, potential impacts related to the proposal have been considered in response to the relevant SEPPs, LEP and DCP controls outlined above. In addition, the proposed development is considered to have acceptable environmental, social, and economic impacts, as outlined below:

4.2.1 BUILT ENVIRONMENT

The proposed covered, 24 space carpark, with 24 EV charging units is consistent with the objectives of the SP1 Special Purpose (Highway Service Centre) zone, which encourages the development of uses considered ancillary or incidental to the bracketed special purpose. The carparking, equipped with charging units is considered to increase the Highway Service Centre capacity, by offering service centre functions to EV users. The development complies with the relevant LEP controls, in which we note the height of the proposal is approximately 4 metres (consistent with the buildings at the Highway Service Centre) and no subdivision or floor space is proposed. The development maintains an appropriate scale and form relative to surrounding developments and the DCP controls.

The design ensures adequate separation to existing buildings and carparks, with a slender built form and considered screening of service infrastructure promoting amenity and surveillance opportunities. Overshadowing impacts are minimal due to the size and design of the proposal.

Traffic and parking impacts are expected to be minimal, utilising the existing access/driveways at the site and providing more spaces for adjacent uses. The design complies with applicable controls and standards and provides improved, shaded and EV ready spaces, with the site's loading dock arrangement to remain unchanged.

4.2.2 NATURAL ENVIRONMENT

The development site is not located in an environmentally sensitive area. However, the site is noted as a Biodiversity area in the LEP. Ultimately, the site and surrounds are heavily modified as primarily hard stand parking with a fuel station, restaurant and ad hoc grass spaces amongst it.

The proposal retains one tree and makes use of existing car spaces and driveway areas to reduce impacts on the natural environment. Stormwater will be managed through an appropriate drainage strategy, utilising the existing Highway Service Centre runoff regime, to ensure minimal adverse impacts on local waterways or downstream properties.

Construction activities will be managed to minimise impacts on soil, air quality, and noise levels, with appropriate erosion and sediment control measures in place.

4.2.3 ECONOMIC IMPACTS

It is anticipated the proposal will generate an increase in visitors to the site/region, promoting economic growth at the businesses of the service centre, allowing for more local jobs, which can then reinforce the economic strength of Yass.

Accordingly, it is considered that the proposal will not result in any significant adverse impacts in the locality as outlined above.

4.2.4 SOCIAL IMPACTS

The development contributes positively to local social outcomes through the promoting of visitors to Yass, increasing employment and economical outcomes for citizens. In addition to this the promotion of EV vehicles is considered to reduce dependence on non-renewable fuels and positively contribute to a cleaner environment.

4.3 Suitability of the site

The proposed development is considered suitable for the site, taking into account the broader context of the locality and relevant environmental and planning factors.

4.3.1 LOCALITY COMPATIBILITY

The proposal is consistent with the existing and desired future character of the area. The surrounding land uses are compatible, and the development aligns with the zoning objectives and land use planning strategies within the LEP/DCP applicable to the site.

4.3.2 SERVICES, INFRASTRUCTURE AND OPEN SPACE

The site is well-served by essential infrastructure, including water, sewer, electricity, and telecommunications (NBN provisions included within the design). It is also readily accessible via existing road networks, providing appropriate connectivity for future occupants or users. Adequate restaurants and businesses exist within the vicinity to serve drivers on their charging layover.

4.3.3 NATURAL HAZARDS

A preliminary assessment indicates that the site is bushfire prone, in a vegetation buffer area. A bushfire expert has been engaged to ensure compliance with bushfire safety standards. Flooding, coastal erosion, land slip, or other risks associated with climate change are not noted on site.

4.3.4 SITE ATTRIBUTES

The physical characteristics of the site, including its topography, orientation, and dimensions, are conducive to the proposed development. There are no known constraints that would unreasonably hinder construction or the ongoing use of the site for the intended purpose.

4.3.5 ADJOINING LAND USES

The adjoining land uses are cohesive with the proposal, noting the uses work together to provide recharge and respite to vehicles and their occupants. Potential impacts such as traffic and safety have been assessed and, where necessary, mitigated through design measures. The development's lightweight modern structures are compatible with the rest of the service centre which feature a mix of contemporary commercial designs.

Overall, the site is suitable for the proposed development, and no significant environmental or land use conflicts are anticipated.

4.4 Public Consultation

This DA was not publicly notified prior to submission.

4.5 Public interest

Pursuant to Section 4.15(1)(e) of the *Environmental Planning and Assessment Act 1979*, the proposed electric vehicle (EV) charging facility is considered to be in the public interest for the following reasons.

4.5.1 MITIGATION OF POTENTIAL IMPACTS

The proposal has been designed to minimise potential impacts on the surrounding environment and the operation of the existing highway service centre. Traffic movements, vehicle circulation, parking arrangements, stormwater management, lighting, and visual impacts have been appropriately considered through the design and supporting technical assessments. The development integrates with the existing site layout and use and is not expected to result in any significant adverse environmental or amenity impacts.

4.5.2 CONSISTENCY WITH PLANNING CONTROLS

The proposal is consistent with the objectives of the relevant State Environmental Planning Policies (SEPPs), the applicable Local Environmental Plan (LEP) and Development Control Plan (DCP). The development supports the continued operation and enhancement of an existing highway service centre by providing modern transport infrastructure that meets the growing demand for electric vehicle charging facilities. The proposal represents an appropriate ancillary use that compliments the existing commercial and traveller services available on the site.

4.5.3 HEALTH AND SAFETY OF THE PUBLIC

The charging facility has been designed in accordance with relevant Australian Standards, the National Construction Code (NCC), and electrical safety requirements. Safe vehicle manoeuvring, pedestrian access, lighting, accessibility, fire safety, and emergency access have been incorporated into the design. The development will provide a safe and convenient charging environment for motorists while maintaining the efficient operation of the service centre.

4.5.4 ECONOMIC AND SOCIAL BENEFITS

The proposal will enhance the range of services available to motorists travelling along the Hume Highway, supporting the increasing uptake of electric vehicles and improving access to reliable charging infrastructure within the region. The completed facility is expected to increase visitation to the service centre, providing an increased customer base at existing retail and food service businesses during vehicle charging periods, which will increase jobs in the centre contributing to the local economy.

4.5.5 CONSISTENCY WITH REGIONAL STRATEGY

The proposal aligns with the strategic objectives of State and regional planning policies that encourage investment in sustainable transport infrastructure, support the transition to low-emission vehicles, and facilitate the development of infrastructure that improves connectivity across regional New South Wales. By expanding the electric vehicle charging network along a major national transport corridor, the development contributes to broader government objectives relating to transport resilience, regional economic development, and emissions reduction.

4.5.6 ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

The development incorporates the principles of Ecologically Sustainable Development through the provision of electric vehicle charging infrastructure that supports the transition to lower-emission transport. The proposed canopy structure may also provide environmental benefits by reducing heat gain on parked vehicles, improving user comfort, and offering opportunities for the integration of renewable energy infrastructure, subject to the final design. The proposal includes appropriate stormwater management measures, durable construction materials, and landscaping that contributes positively to the site's environmental performance.

4.5.7 CLIMATE CHANGE CONSIDERATIONS

The proposal supports climate change mitigation by facilitating increased adoption of electric vehicles and reducing reliance on fossil fuel-powered transport. The provision of high-capacity charging infrastructure along the Hume Highway addresses a critical component of Australia's transition to a lower-carbon transport network.

4.5.8 OVERALL ASSESSMENT

On balance, the proposal is consistent with the public interest, as it delivers well-designed, clean energy transport infrastructure in a suitable location, in accordance with strategic planning directions and statutory controls, while managing potential environmental and social impacts responsibly.

5.0 Conclusion

This report is submitted as part of a DA for an EV charging carpark (24 spaces) on Lot 4 DP 852715 Yass.

The Planning Report & Statement of Environmental Effects describes the proposal, outlines the planning context, and addresses all issues in the relevant policies, instruments and plans. It is considered the proposed EV charging carpark complies with the relevant controls and it is recommended that Council **approve** this Development Application.

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August 2026

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