



Bush Fire Assessment Report

Proposed Tesla EV chargers

Lot 4 DP 852715

1711 Yass Valley Way, Yass

REF: W26087

Date: 04 September 2026



WARATAH BUSHFIRE

PLANNING | GIS | ASSESSMENT

Bush Fire Assessment Report

Proposed Tesla EV chargers

Lot 4 DP 852715

1711 Yass Valley Way, Yass

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File:	W26087	Version 1.0 Final
Radiant heat exposure	<19kW/m2	

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EXECUTIVE SUMMARY

This bush fire assessment report has been undertaken for the proposed construction of Tesla EV chargers at Lot 4 DP 852715, 1711 Yass Valley Way, Yass.

The proposed charging station configuration comprises a solar canopy and electric vehicle charging infrastructure. The development does not include a charging hub with battery storage, a Battery Energy Storage System (BESS), or any associated battery facilities.

The assessment of the subject site was undertaken by a BPAD-Level 3 Accredited Practitioner using the following method:

- ☑ Site visit conducted on 27/09/2026
- ☑ Desktop assessment

The Yass Valley Council bushfire-prone land map identifies the development as located on bushfire-prone land, triggering a formal assessment in accordance with the NSW Rural Fire Service (RFS) guideline *Planning for Bush Fire Protection (PBP) 2019*.

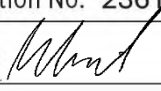
The NSW Rural Fire Service (NSW RFS) categorises the proposal as 'other' development and has specific requirements under Section 4.14 of the *Environmental Planning and Assessment Act 1979 (EPA Act)*.

There are currently no specific bush fire setback requirements in PBP for EV charging infrastructure. This report provides an assessment of the development (similar to other electrical infrastructure) against the aims and objectives of PBP, including the provision of a defensible space around the electrical equipment, firefighting access, water supply, the expected radiant heat impact and potential consequences of exposure to bushfire attack.

This assessment has found that bush fire can potentially affect the proposed development due to grassland vegetation to the east and woodland to the north. The existing setback distances to the infrastructure will result in the potential for ember attack and radiant heat thresholds of $<19\text{kW/m}^2$. *Waratah Bushfire Planning* proposes the following combination of bush fire measures to address the bush fire risk;

- All construction is to be non-combustible

- The Tesla EV charger site must be paved, with leaves and vegetation debris removed regularly
- Provision of water must comply with Table 7.4A of *Planning for Bushfire Protection 2019*, with hydrant spacing, design and sizing to comply with AS2419:1:2021.

I hereby declare that I am a BPAD accredited bushfire practitioner.		
Accreditation No. 23610		
Signature		
Date	04/09/2026	

BUSH FIRE MANAGEMENT PLAN



Bush fire protection measures

- All construction is to be non-combustible
- The Tesla EV charger site must be paved, with leaves and vegetation debris removed regularly
- Provision of water must comply with **Table 7.4A of Planning for Bushfire Protection 2019** with hydrant spacing, design and sizing to comply with **AS2419:1:2021**.

Data source: WBP (2026); DCSSS (2026); DCCCEW (2020); ICSM (2013); NearMap (2025)

LEGEND

Tesla EV chargers site

Proposed layout

1.8 m high fence

Access

EV carpark

EV carpark (small car)

EV carpark (accessible)

V4 charging post

Canopy

Pad mounted substation

Electrical cabinet

Main switchboard

Bush fire Attack Level (BAL)

BAL 19

BAL 12.5

Existing environment

Local road

Topographic contour (1 m)

Lot boundary

Easement

Bush fire land category/vegetation class

Dam

Grassland



Proposed Tesla EV chargers site | 1711 Yass Valley Way | Lot 4 DP852715

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GLOSSARY

AHIMS	Aboriginal Heritage Information System
APZ	Asset protection zone
AS2419	Australian Standard – Fire hydrant installations
AS3959	Australian Standard – Construction of buildings in bushfire-prone areas 2018
BAL	Bush fire attack level
BESS	Battery energy storage system
BCA	Building Code of Australia
BSA	Bush fire safety authority
DA	Development application
EEC	Endangered ecological community
EP&A Act	Environmental Planning & Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
FFDI	Forest fire danger index
IPA	Inner protection area
LEP	Local Environmental Plan
LGA	Local government area
m	metres
NCC	National Construction Code
PBP 2019	Planning for Bush Fire Protection 2019
RF Act	Rural Fires Act 1997
RFS	NSW Rural Fire Service

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1. INTRODUCTION

Waratah Bushfire Planning has been commissioned by Voda Building Services Pty Ltd on behalf of Tesla Motors Australia to undertake a bush fire assessment report for the proposed construction of Tesla EV Chargers at 1711 Yass Valley Way, Yass. The proposed development is identified as bush fire prone on the Yass Valley Council bush fire prone land map. This triggers a formal assessment of the NSW Rural Fire Service (RFS) policy against the Planning for Bush Fire Protection (PBP) 2019 provisions.

1.1 Site details and planning controls summary

Proposed development type for the purposes of PBP	Infill 'other' development
Existing land use and approvals	The site supports a KFC and associated carparking
Zoning under the Yass Valley Environmental Plan (2013)	SP1 – Special Activities
Significant environmental features	The proposed development (including APZs) will not involve the removal of native vegetation.
Details of any Aboriginal heritage or cultural constraints	A basic AHIMS web service search shows that there are no Aboriginal sites recorded in or within 50m of the site

1.2 Aims of the assessment

The aims of the bush fire assessment report are to:

- undertake a site bush fire attack assessment in accordance with PBP.
- provide advice on bush fire protection measures, including the provision of asset protection zones (APZs), landscaping, building construction standards, access design, water supply and utilities.
- review the potential for ongoing management and maintenance of bush fire protection measures.

1.3 Proposal

The proposal comprises the installation of 24 Tesla V4 electric vehicle charging posts within a purpose-built charging hub, supported by associated electrical infrastructure including electrical cabinets, a pad-mounted substation, main switchboard and meter panel. The charging infrastructure will be protected by overhead solar-panel canopies supported by columns and integrated with associated lighting, bollards, fencing and civil works.

The development includes the reconfiguration of the existing car park to provide 14 dedicated EV charging spaces, retention of existing parking areas, construction of new concrete pavement and kerbing, installation of underground electrical services, line marking, site lighting and associated ancillary infrastructure. An 1.8 m high fence is proposed around the electrical equipment area to provide security and operational separation from surrounding uses.

The proposed electrical infrastructure comprises four electrical cabinets, three auxiliary cabinets, a pad-mounted substation and a main switchboard, located within a dedicated equipment area adjacent to the charging bays. The development does not include battery energy storage systems (BESS) or dedicated charging hub buildings, with electricity supplied via the local distribution network and supplemented by the proposed solar canopies.

Access to the development will continue to be provided via the existing site access arrangements from Yass Valley Way, with vehicle circulation occurring through the existing internal road and car parking network. The proposal generally utilises previously disturbed and developed land within the existing commercial premises and does not require the establishment of new public road access.

The Bush Fire Management Plan (executive summary) shows the proposed development and bush fire protection measures, including access and expected radiant heat impact.

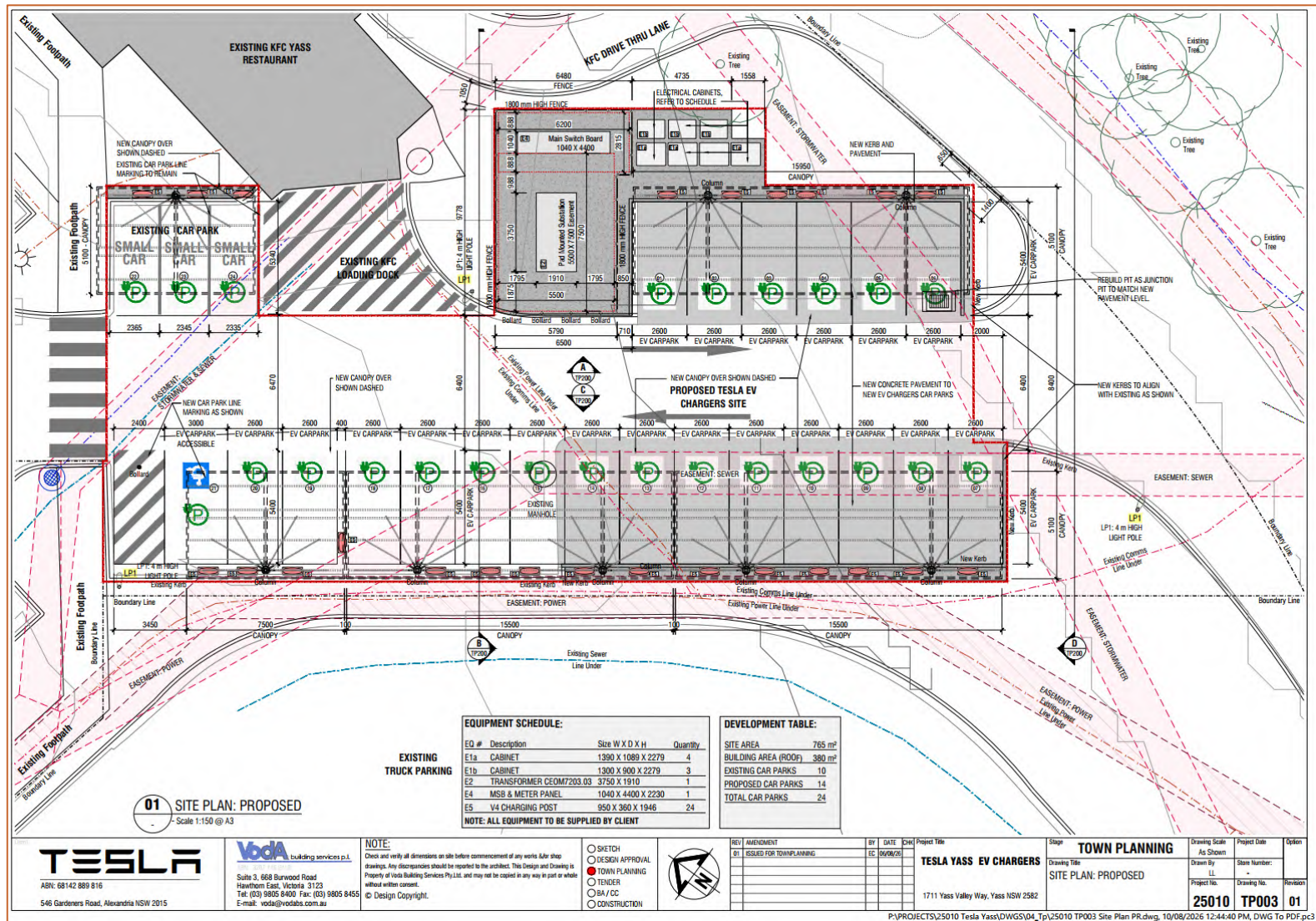
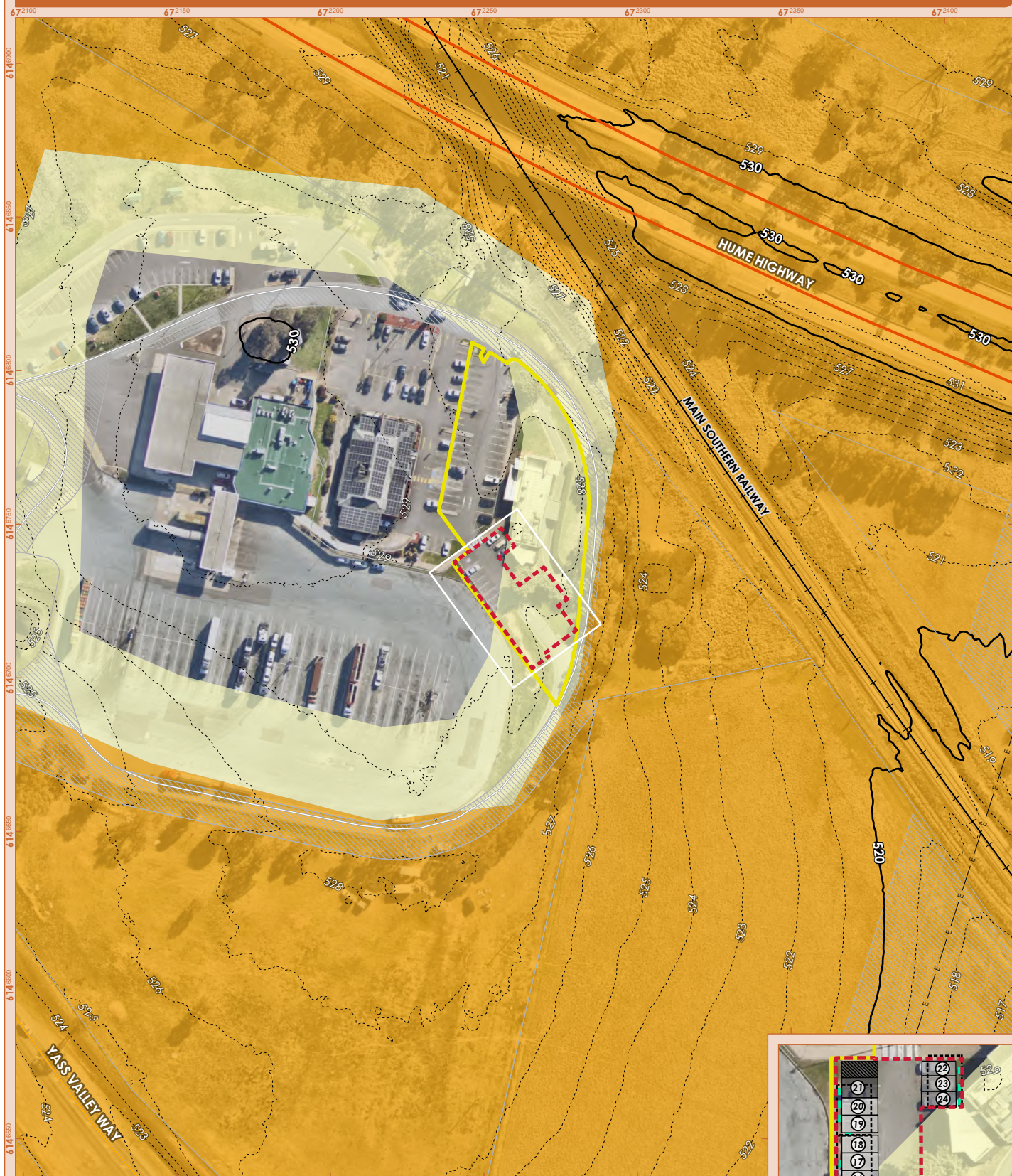


Figure 1-1 – Proposed site plan

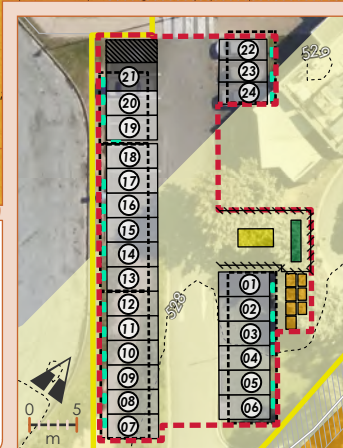
FIGURE 1.2 – BUSH FIRE PRONE LAND



Data source: WBP (2026); DCSSS (2026); ICSM (2013); NearMap (2025); RFS (2026)

LEGEND

- | | | |
|-------------------------|-------------------------------|--|
| Site boundary | Pad mounted substation | Topographic contour (1 m) |
| Tesla EV chargers site | Electrical cabinet | Topographic contour (10 m) |
| Proposed layout | Main switchboard | Lot boundary |
| 1.8 m high fence | Existing environment | Easement |
| EV carpark | Electricity transmission line | Bush fire prone land (RFS, 2026) |
| EV carpark (small car) | Rail | Category 3: medium bush fire risk vegetation. Vegetation category consists of grasslands, freshwater wetlands, semi-arid woodlands, alpine complex and arid shrublands |
| EV carpark (accessible) | Major road | Category 0: bush fire prone vegetation buffer polygons |
| V4 charging post | Minor road | |
| Canopy | Local road | |



Proposed Tesla EV chargers site | 1711 Yass Valley Way | Lot 4 DP852715

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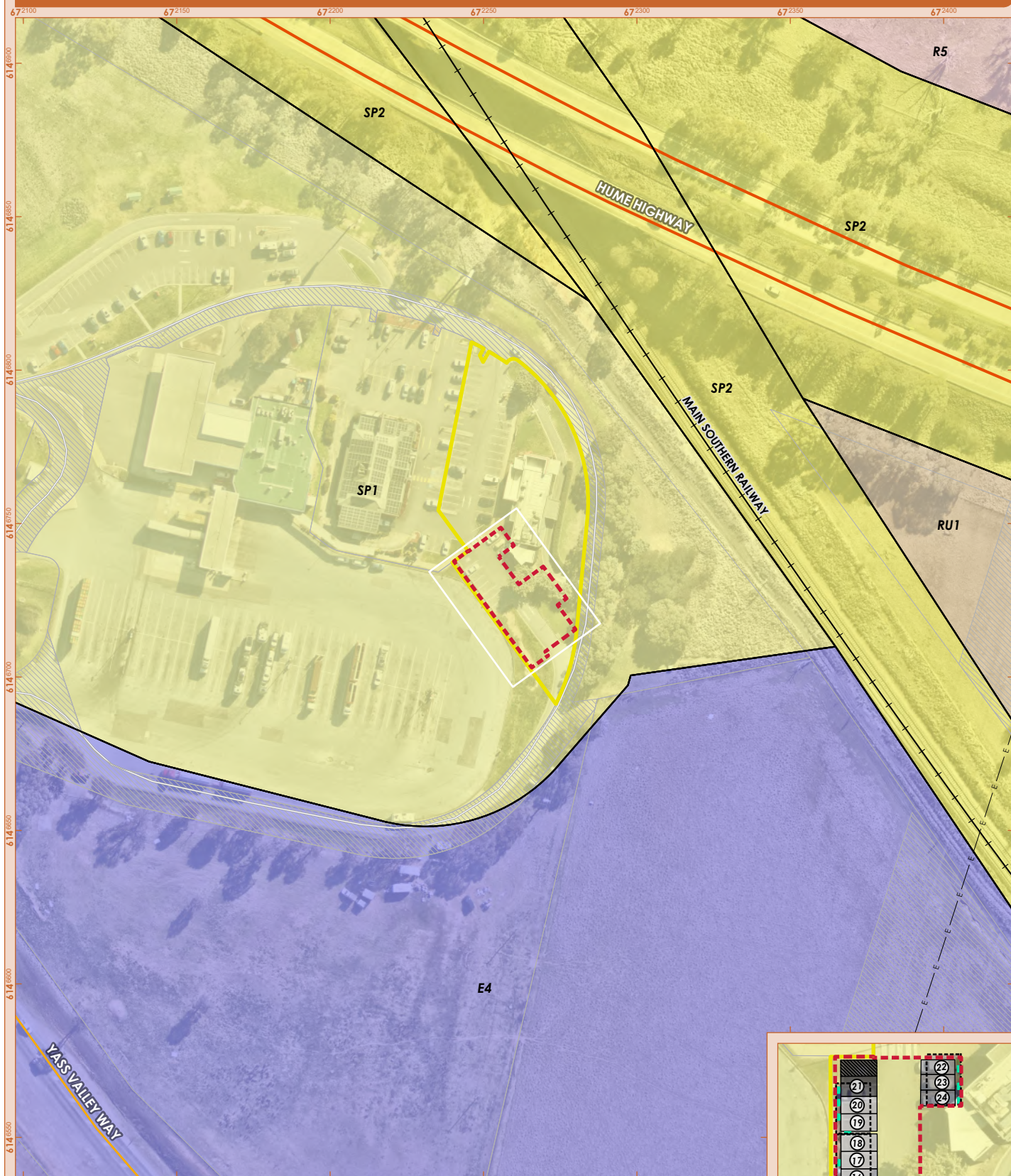
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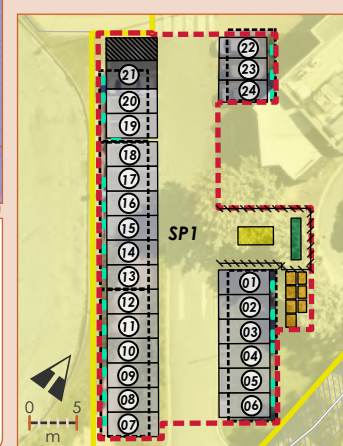
FIGURE 1.3 – LAND ZONING



Data source: WBP (2026); DCSSS (2026); ICSM (2013); NearMap (2025); OEH (2026)

LEGEND

- | | | |
|-------------------------|-------------------------------|---|
| Site boundary | Pad mounted substation | Lot boundary |
| Tesla EV chargers site | Electrical cabinet | Easement |
| Proposed layout | Main switchboard | Yass Valley Local Environmental Plan 2013 |
| 1.8 m high fence | Existing environment | E4 General Industrial |
| EV carpark | Electricity transmission line | R5 Large Lot Residential |
| EV carpark (small car) | Rail | RU1 Primary Production |
| EV carpark (accessible) | Major road | SP1 Special Activities |
| V4 charging post | Minor road | SP2 Infrastructure |
| Canopy | Local road | |



Proposed Tesla EV chargers site | 1711 Yass Valley Way | Lot 4 DP852715

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1.4 Referenced documents & information collation

Documents reviewed for the preparation of this report include the following:

- Site plan & elevations prepared by Voda Building Services, project no. 25010, Revision 01, dated 6/08/26
- Vegetation mapping by Department of Planning and Environment (STVM_NSW_1750_PCT)
- *Near Map* aerial photography
- Planning for Bush Fire Protection 2019 (PBP)

An inspection of the proposed development site and surrounds was undertaken by Nicole van Dorst to assess the bush fire risk and adjoining land use. A desktop assessment was also undertaken to inform the assessment (i.e., aerial imagery, topographic (1m contours) and vegetation mapping).

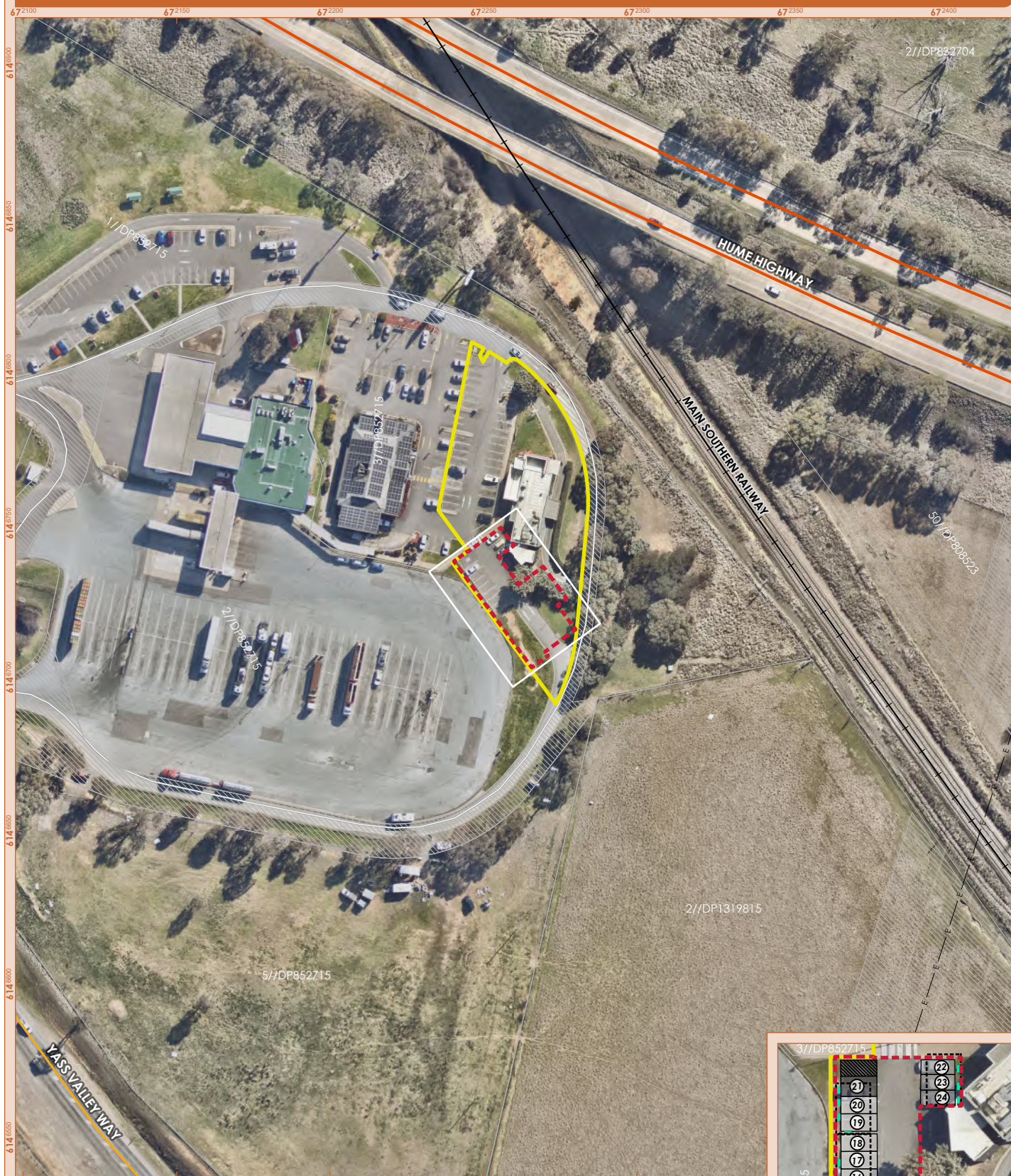
1.5 Site description

The proposed development involves the construction and operation of a Tesla Yass Ev Chargers facility at 1711 Yass Valley Way, Yass NSW 2582. The development is located within an existing commercial site currently occupied by a KFC restaurant and associated car parking areas.

Adjoining land to the west includes McDonald's, with the Ampol Foodary and petrol station located approximately 50 m further west.

Land immediately to the east comprises managed canopy trees (low threat vegetation exclusion) and grassland associated with the E4 General Industrial zone, extending more than 25 m from the site.

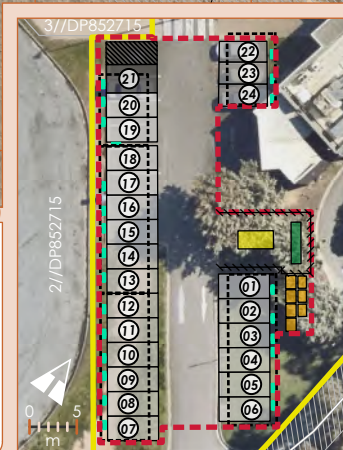
FIGURE 1.4 – AERIAL APPRAISAL



Data source: WBP (2026); DCSSS (2026); ICSM (2013); NearMap (2025)

LEGEND

- | | | |
|-------------------------|-------------------------------|--------------|
| Site boundary | V4 charging post | Rail |
| Tesla EV chargers site | Canopy | Major road |
| Proposed layout | Pad mounted substation | Minor road |
| 1.8 m high fence | Electrical cabinet | Local road |
| EV carpark | Main switchboard | Lot boundary |
| EV carpark (small car) | Existing environment | Easement |
| EV carpark (accessible) | Electricity transmission line | |



2. BUSH FIRE THREAT ASSESSMENT

An assessment of the potential hazardous vegetation and the effective slope within the vegetation is required to assess the bush fire threat and determine the required BAL for development.

2.1 Predominant vegetation

PBP guidelines require the identification of the predominant vegetation formation in accordance with David Keith (2004). The hazardous vegetation is calculated for a distance of at least 140m from a proposed building envelope.

The vegetation posing a bush fire threat to the proposed development includes:

Table 2-1 – Vegetation

Aspect	Predominant vegetation formation	Acceptable solution fuel loads (t/ha) (PBP 2019)
East	Grassland	6/6
North	Woodland	8.2/15.1



Woodland to the north



Grassland to the east



Managed land (vegetation exclusion)/ canopy trees to the east



Managed land (vegetation exclusion)/ canopy trees to the east

2.2 Effective slope

The effective slope has been assessed for up to 100m from the development site and is described in detail in Table 2-2 and Figure 2-1 below.

2.3 Bush fire attack assessment

The following assessment has determined the APZ and BAL levels via Table A1.12.5 of PBP 2019.

A fire danger index (FDI) of 100 has been used to calculate bush fire behaviour on the site based on its location in the Southern Ranges region.

Table 2-2 – Bush fire attack assessment

Aspect	Vegetation Formation	Effective Slope	Setback provided	Expected radiant heat impact (refer note 1)
North	Woodland	5-10° downslope	74m	<12.5kW/m ² (within 100m of woodland)
East	Grassland	0-5° downslope	22m	<19kW/m ² (within 25m of grassland) <12.5kW/m ² (>25m from grassland)
South & west	Managed land	N/A	N/A	N/A

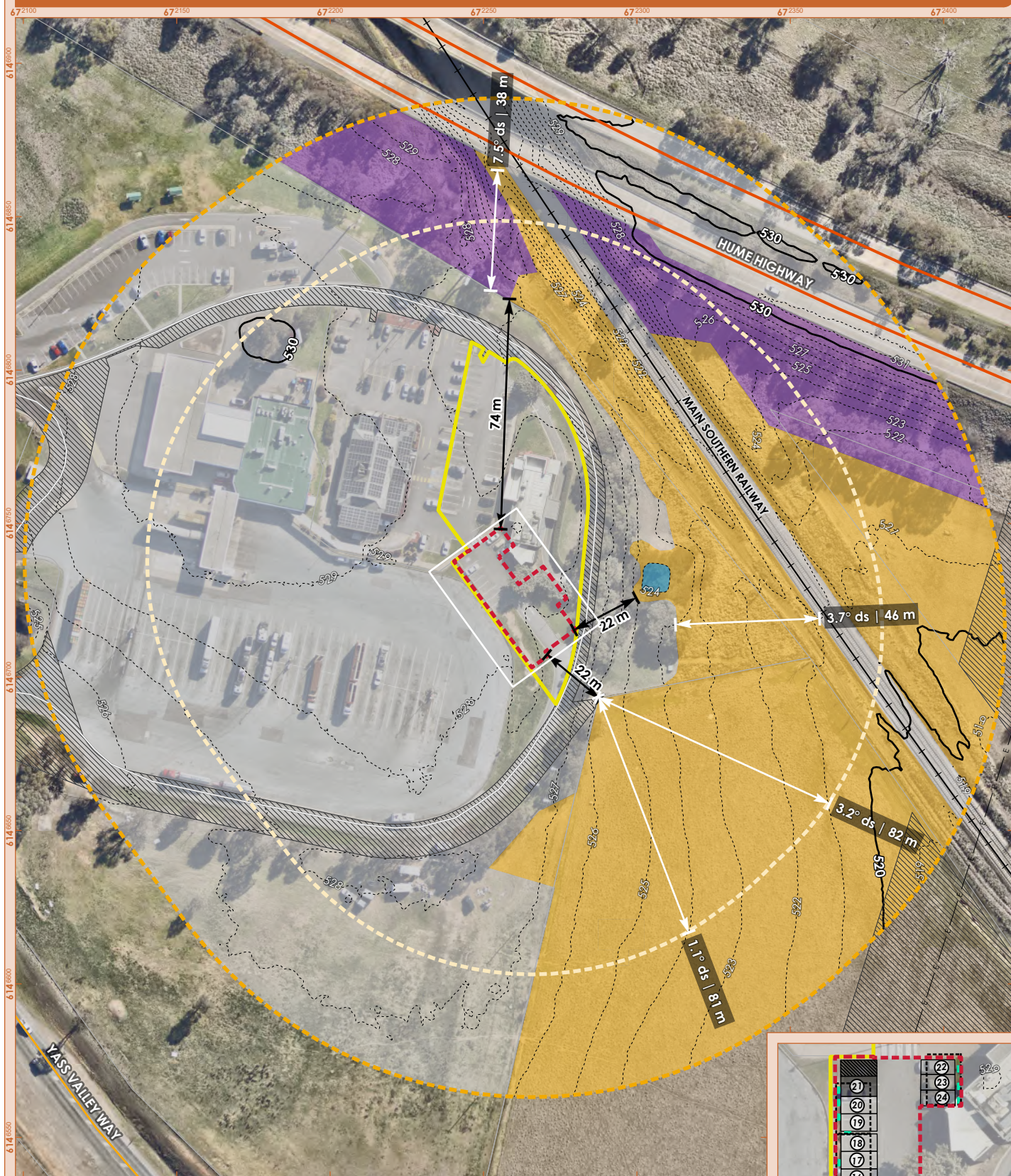
Note 1: There are currently no specific bushfire safety provisions for EV car parks or EV charging infrastructure in bushfire-prone areas.

Radiant heat is the most likely source of damage to substation equipment and structures during a bushfire. Ember attack may also contribute to fire spread by igniting combustible materials.

This report recommends that all construction use non-combustible materials, including fencing, canopies and cladding.

Most of the site is exposed to radiant heat levels below 12.5 kW/m², while the electrical cabinet is exposed to up to 19 kW/m². The Designer should assess whether any combustible components, such as PVC cables, require protection from ember attack or radiant heat.

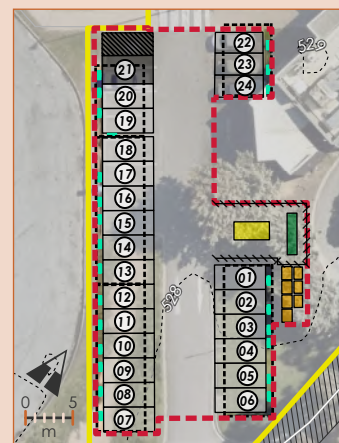
FIGURE 2.1 – VEGETATION AND SLOPE ASSESSMENT



Data source: WBP (2026); DCSSS (2026); DCCEEW (2020); ICSM (2013); NearMap (2025)

LEGEND

Site boundary	Pad mounted substation	Minor road	Bush fire land category/vegetation class
Tesla EV chargers site	Electrical cabinet	Local road	Managed land
Proposed layout	Main switchboard	Contour (1 m)	Dam
1.8 m high fence	Slope buffer (100 m)	Contour (10 m)	Grassland
EV carpark	Vegetation buffer (140 m)	Lot boundary	Woodland
EV carpark (small car)	Existing environment	Easement	
EV carpark (accessible)	Electricity transmission line		
V4 charging post	Rail		
Canopy	Major road		



Proposed Tesla EV chargers site | 1711 Yass Valley Way | Lot 4 DP852715

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3. BUSH FIRE PROTECTION MEASURES

3.1 Asset protection zones (APZs) & landscaping

Table 3.1 outlines the proposal's compliance with the performance criteria for APZs and landscaping.

Table 3-1 – Performance criteria for asset protection zones (PBP 2019)

<i>Performance criteria</i>	<i>Acceptable solutions</i>	<i>Compliance with acceptable solutions</i>	<i>Comment</i>
APZs are provided commensurate with the construction of the building; and A defendable space is provided.	APZs are provided in accordance with Tables A1.12.2 and A1.12.4 based on the FFDI	☑	A defendable space has been provided, and achievable setbacks result in <19kW/m ² .
APZs are managed and maintained to prevent the spread of a fire towards the building	APZs are managed in accordance with the requirements of Appendix 4	☑	The Tesla charging site will be paved (no vegetation).
The APZ is provided in perpetuity	APZs are wholly within the boundaries of the development site	☑	Complies. The APZ is confined to lot boundaries and includes existing areas of managed/developed land (in accordance with Section A1.10 of PBP).
APZ maintenance is practical, soil stability is not compromised and the potential for crown fires is minimised	The APZ is located on lands with a slope of less than 18°	☑	Complies

<i>Performance criteria</i>	<i>Acceptable solutions</i>	<i>Compliance with acceptable solutions</i>	<i>Comment</i>
Landscaping is designed and managed to minimise flame contact and radiant heat to buildings, and the potential for wind-driven embers to cause ignitions	A clear area of low-cut lawn or pavement is maintained adjacent to the building	☑	Complies
	Fencing is constructed in accordance with section 7.6 (refer Note 1)	☑	All fencing is to be non-combustible
	Trees and shrubs are located so that: The branches will not overhang the roof: Any proposed windbreak is located on the elevation from which fires are likely to approach	☑	Complies
Note 1: All fences in bush fire prone areas should be made of either hardwood or non-combustible material. In circumstances where a fence is within 6m of a building or in areas of BAL 29 or greater, it should be made of non-combustible material only.			

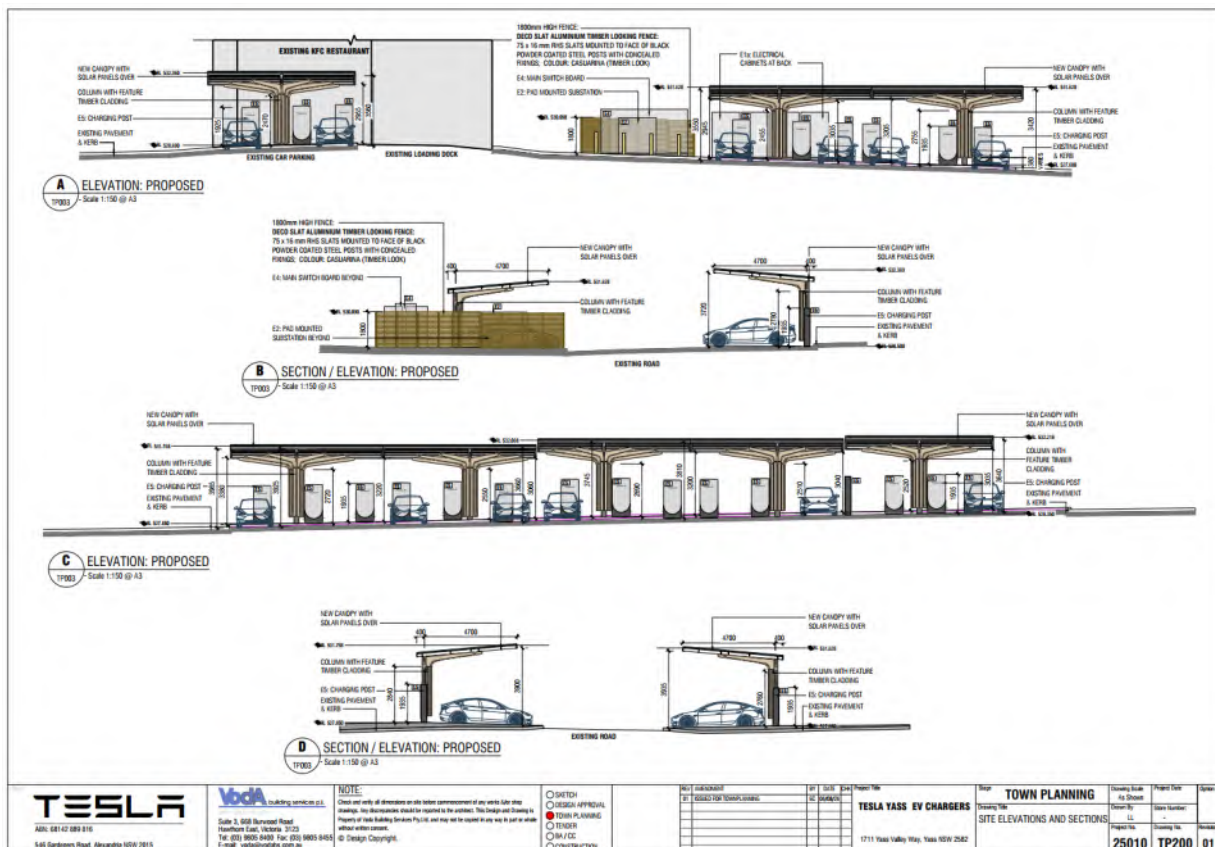
3.2 Building construction

There are currently no specific bushfire safety provisions for EV car parks or EV charging infrastructure in bushfire-prone areas.

Radiant heat is the most likely source of damage to substation equipment and structures during a bushfire. Ember attack may also contribute to fire spread by igniting combustible materials.

This report recommends that all construction use non-combustible materials, including fencing, canopies and cladding.

Most of the site is exposed to radiant heat levels below 12.5 kW/m², while the electrical cabinets are exposed to up to 19 kW/m² (refer to the bush fire management plan in the executive summary). **The Designer should assess whether any combustible components, such as PVC cables, require protection from ember attack or radiant heat.**



3.3 Access for firefighting operations

The existing vehicular access will be maintained, with an access /loop road provided around the EV charging station and the broader site and carparking facilities provided to the west.

Access to the charging site and adjoining grassland and woodland vegetation complies with the performance criteria outlined in PBP.

3.4 Water supply

Section 3.2.2.2 of AS2419 states that external fire hydrants should be located within 20m of a hardstand so that when a pumping appliance is connected to it, all portions of the building (or infrastructure in this circumstance) shall be within reach of a 10m hose stream issuing from a nozzle at the end of a 60m length of hose laid on the ground.

The existing and proposed water supply is to comply with PBP as follows:

- Fire hydrant, spacing, design and sizing complies with the relevant clauses of Australian Standard AS 2419.1:2021.
- Fire hydrant flows and pressures comply with the relevant clauses of AS 2419.1:2021.
- All above-ground water service pipes are metal, including and up to any taps.

3.5 Electricity supply

The intent of these measures is to minimise the risk of bushfire attack and provide a safe environment for emergency services personnel, occupants, and others involved in firefighting operations.

The relevant performance criteria require that electricity infrastructure be located and designed to minimise the potential for ignition of surrounding vegetation or adjacent building elements.

The proposed charging posts, substation, and electrical cabinets are provided with adequate defendable space, with setbacks designed to limit radiant heat exposure to less than 19 kW/m².

This report recommends that all construction use non-combustible materials, including fencing, canopies and cladding, to ensure that the intent of measures and performance criteria are addressed.

3.6 Operational procedures in the event of a fire

Tesla's operational systems are designed to provide a rapid and effective response in the event of a fire, electrical fault, or other emergency. The charging infrastructure incorporates integrated safety features and intelligent monitoring systems that continuously assess operating conditions and automatically initiate protective actions where required.

Each charging unit is equipped with advanced, independent safety mechanisms that detect abnormal conditions such as electrical faults, overheating, equipment malfunction, or external hazards, including bush fire exposure. Integrated sensors continuously monitor temperature, voltage, current, and overall system performance in real time. Where predefined safety thresholds are exceeded, the equipment automatically isolates and de-energises the affected components to minimise risk and prevent further escalation. This autonomous response capability operates independently of external intervention and is consistent with Tesla's global safety and operational standards.

All charging infrastructure is connected via a secure 4G/5G communications network to Tesla's 24/7 Network Operations Centre, where operational performance and system health are continuously monitored. Real-time data, including temperature trends, electrical parameters, and equipment status, is analysed to identify faults or emerging issues. Where an anomaly is detected, an automated service request is generated and a qualified Tesla technician is notified to investigate and rectify the issue.

For significant events or high-risk conditions, the affected charging equipment will automatically self-isolate and remain offline until it has been inspected, tested, and returned to service by authorised personnel. This approach ensures that potential hazards are contained and managed appropriately prior to recommissioning.

Although the facility is typically unattended, users are able to report incidents or concerns through the Tesla mobile application and on-site contact information. These

reporting pathways operate in conjunction with established emergency response procedures and allow for the notification of emergency services where required. Collectively, these measures provide a robust framework for fault detection, incident management, and public safety.

4. CONCLUSION & RECOMMENDATIONS

4.1 Conclusion

This bush fire assessment report has been undertaken for the proposed construction of Tesla EV chargers at Lot 4 DP 852715, 1711 Yass Valley Way, Yass.

This assessment has found that bush fire can affect the proposed development, with grassland and woodland vegetation to the west and north, resulting in the infrastructure being exposed to a potential radiant heat impact of < 19 kW/m².

The following table outlines the proposal's compliance with the aims and objectives of PBP.

Table 4-1 – Compliance with the objectives of PBP (PBP 2019)

Objectives of PBP	Summary of compliance
To provide safe access to/from the public road system for firefighters providing property protection during a bush fire and for occupant egress for evacuation	Access to the development will continue via the existing internal loop road and car parking network. No new public road access is required. The road network provides three access points to the charging station and therefore satisfies the relevant PBP objective.
To provide suitable emergency and evacuation (and relocation) arrangements for occupants of the development	Refer Section 3.6
To provide adequate services of water for the protection of buildings during and after the passage of bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building	The existing/proposed hydrant system will comply with Table 7.4a of Planning for Bush Fire Protection 2019

<i>Objectives of PBP</i>	<i>Summary of compliance</i>
To provide for the storage of hazardous materials away from the hazard wherever possible.	There are no hazardous materials (including BESS or battery storage) proposed.
The general fire safety construction provisions of the NCC are taken as acceptable solutions however construction requirements for bush fire protection will need to be considered on a case-by-case basis	All construction should use non-combustible materials, including fencing, canopies and cladding. The Designer should assess whether any combustible components, such as PVC cables, require protection from ember attack or radiant heat.

4.2 Recommendations

The following recommendations are based on following documents/plans supplied by the client.

- Site plan & elevations prepared by Voda Building Services, project no. 25010, Revision 01, dated 6/08/26

Recommendation 1 – The Tesla Charger site must be paved, with leaves and vegetation debris removed regularly.

Recommendation 2 - Combustible materials must not be placed in proximity of EV charging infrastructure. All construction should use non-combustible materials, including fencing, canopies and cladding.

The Designer should assess whether any combustible components, such as PVC cables, require protection from ember attack or radiant heat.

Recommendation 3 - The provision of water must comply with the following in accordance with Table 7.4a of *Planning for Bush Fire Protection 2019*:

- Fire hydrant, spacing, design and sizing comply with the relevant clauses of Australian Standard AS 2419.1:2021.
- Fire hydrant flows and pressures comply with the relevant clauses of AS 2419.1:2021.
- All above-ground water service pipes are metal, including and up to any taps where practicable, electrical transmission lines are underground,

5. REFERENCES

Councils of Standards Australia AS3959 (2018) – *Australian Standard Construction of buildings in bush fire-prone areas.*

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.

Rural Fire Service (2019) - *Planning for bush fire protection – a guide for councils, planners, fire authorities and developers.* NSW Rural Fire Service.