

PS ref: 7856

4 February 2022

Shire of Dandaragan  
PO Box 676  
Jurien Bay WA 6516

Attention: Rory Mackay, Planning Officer

Dear Sir,

**MURRAY STREET ROAD RESERVE, JURIE BAY  
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT  
DEVELOPMENT APPLICATION – ELECTRIC VEHICLE CHARGING STATION**

Planning Solutions acts on behalf of Synergy, the proponent behind the proposal for the installation of an Electric Vehicle (**EV**) charging station at Murray Street Road Reserve (**subject site**).

The proposed EV charging station will form part of a network of charging stations throughout regional Western Australia, as an important component of the State Government's Electric Vehicle Strategy.

The following information sets out the details of the site, a description of the proposed development and consideration of the relevant planning framework.

With regard to the above, please find enclosed:

1. Shire of Dandaragan Development Application Form and Checklist, signed by the applicant.
2. A copy of the development plans depicting the proposal.

The development application fee applicable to this proposal is \$640, in accordance with the Shire of Dandaragan Application for Planning Approval Schedule of Fees. We kindly request that the invoice for the development application fee be sent to the applicant and payment for the fee will be provided upon receipt.

The following submission discusses various matters pertaining to the proposal, including:

- Site details.
- Background.
- Proposal.
- Town planning considerations.

## SITE DETAILS

### Legal description

The subject site is located on the south-eastern side of the Murray Street Road Reserve, which has an approximate total area of 4640m<sup>2</sup>.

The Landgate Land Identification Number for the Murray Street Road Reserve is '3450698'.

### Regional context

The subject site is located in the suburb of Jurien Bay, approximately 218 kilometres north of the Perth town centre and approximately 44 kilometres south from the town of Leeman.

The subject site is in close proximity to Indian Ocean Drive, which connects the subject site to the Perth metropolitan region to the south and Leeman to the north. The subject site is within the municipality of the Shire of Dandaragan (**Shire**).

### Local context, land use and topography

The subject site is situated on an existing car park that fronts a strip of small retail businesses and restaurants with various specialty food offerings, contained within a consolidated building.

The subject site is surrounded by a variety of land uses including tourist accommodation, retail and commercial uses, as well as vacant lots of land.

The subject site is located with Jurien Bay town centre and is located less than 1 kilometre to the Turquoise Coast Visitor Centre and the public park reserves adjoining the coast. Residential land uses more broadly surround the subject site to the north-east, south and south-west.

In terms of topography, the subject site is generally flat.

Refer to **Figure 1**, an aerial photo of the subject site and its surrounding local context.

## BACKGROUND

The State Government's Electric Vehicle (**EV**) Strategy was developed by the Department of Water and Environmental Regulation (**DWER**). One of the actions was for the strategy was investment in EV fast-charging infrastructure. On 17 August 2021, the WA State Government announced Australia's longest EV Highway as part of the McGowan Government's \$21 million Electric Vehicle Fund.

The project aims to deliver a network of EV fast charging stations to facilitate regional travel north from Perth to Kununurra, along the south-west coast to Esperance and east to Kalgoorlie. The project will comprise of implementing charging stations across 45 locations in Western Australia, and will be progressively rolled out with plans to be fully operational by 2024.



**Figure 1: Aerial photograph – Subject site and local context.**

Site selection for the EV Highway will aim for users have a convenient, comfortable and enjoyable experience whilst charging their EV. The subject site was selected as the most suitable site for a charging station within the Jurien Bay locality for multiple reasons, as outlined below:

- The subject site is located within walking distance to the coast and the adjoining public park reserves, with amenities available such as a public toilets, playground and undercover areas with seating.
- Various retail business and shops, cafes and restaurants surround the location for the proposed EV charging station, providing a range of options for users during the wait times for EV charging.
- The subject site is located within close proximity to tourist accommodation in the surrounding area and to the Turquoise Coast Visitor Centre.
- The subject site is situated on Murray Street, which has the capacity for increased vehicle movement generated by the EV charging station and an adequate supply of car parking is available in the existing car park and on Bashford Street.
- The subject site is located nearby Indian Ocean Drive, being a primary travel route that connects Jurien Bay to surrounding regional towns along the coast, and is frequently used by tourists and visitors.

The proposed charging station will assist in supporting tourism to Jurien Bay locality, Shire of Dandaragan and will also provide additional EV charging infrastructure to local residents.

## PROPOSAL

The proposal seeks to install an electric vehicle charging station, with two charging units in an existing car park along Murray Street.

Specifically, the proposal comprises of the following:

- Two electric vehicle charging units:
  - One unit will be a DC fast charger of 150kW or more, equipped with two charging cables in order to charge two cars at once.
  - One back up AC charger, of 7.6kW.
- Minimum of four car parking bays dedicated to EV charging in the existing car park, with additional parking bays available for spill over.

The existing car park has approximately 23 car parking bays and no modifications are proposed to reconfigure the existing car park layout as a part of the development application.

The charging units and car parking bays will be located in close proximity to a Western Power transformer on the site that can provide adequate power to charge an electrical vehicle in a short timeframe. The transformer will be delivered by Western Power in conjunction with Shire through a network connection application.

Refer to **Figure 2** below for the proposed location of the allocated car parking bays, charging units and transformer. The dimensions of the charging units, as well as the car bay painting and colours will be confirmed at detailed design.

Refer **Appendix 1** for a copy of the Development Plans.

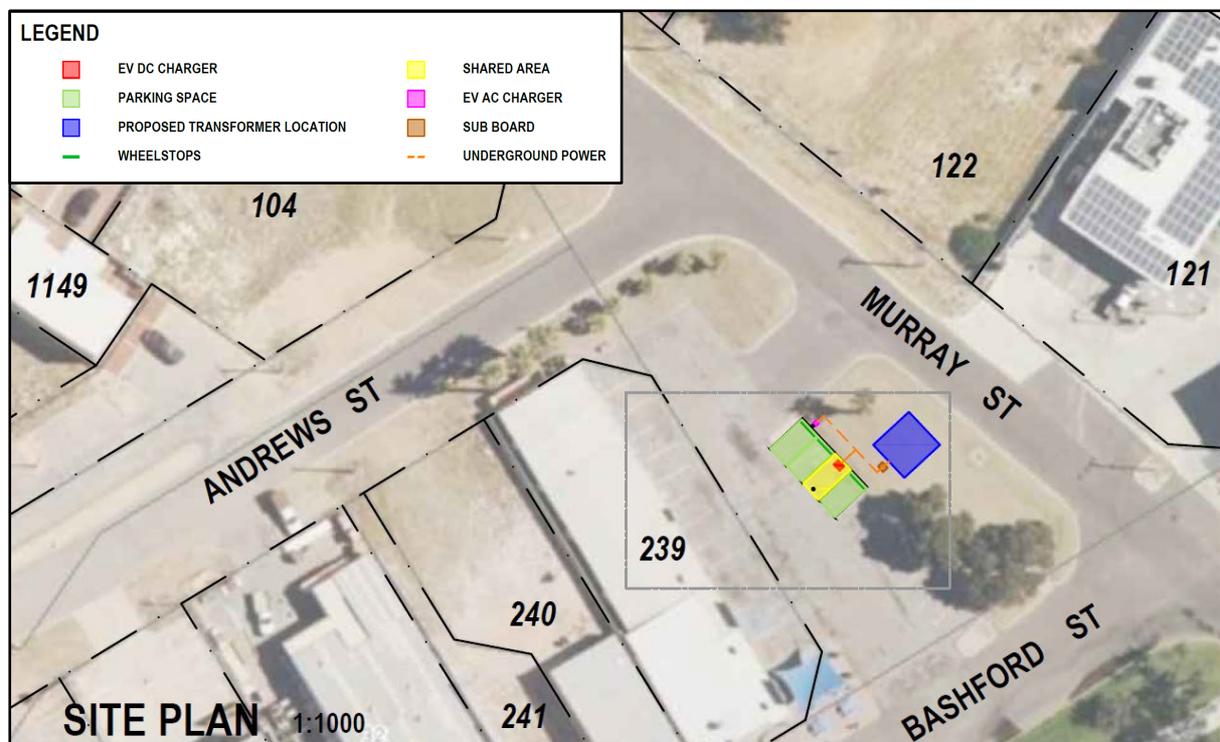


Figure 2: Proposed located of charging units, transformer and car bays.

## Synergy EV Charging Station

Four car parking bays and two charging units will comprise the EV charging station at the Jurien Bay site. The DC Charging unit will be placed in a shared bay with a standard bollard, and with two charging cables to serve two vehicles at the same time, being parked side by side. Placing the DC charging unit in the shared bay gives the users extra space and easier accessibility to the charger. It allows for shorter charging cables to be attached to the DC charging unit, as opposed to placing the charging unit outside of the car bay with longer cables.

The third car parking bay available will be used for an AC charging unit, to be located in front of the car bay. This bay and AC charging unit will be used as a 'back up charger' and users will need to bring their own charging cable to plug into the socket on the charging unit.

Electric vehicle charging at the charging station for both DC and AC charging will be at the cost of the user (customer). For payment of the charging service, customers can make payment from a credit card, RFID card reader or a software application (app) on their mobile phone. The app will enable customers to find, charge and make payment for charging sessions all in one place.

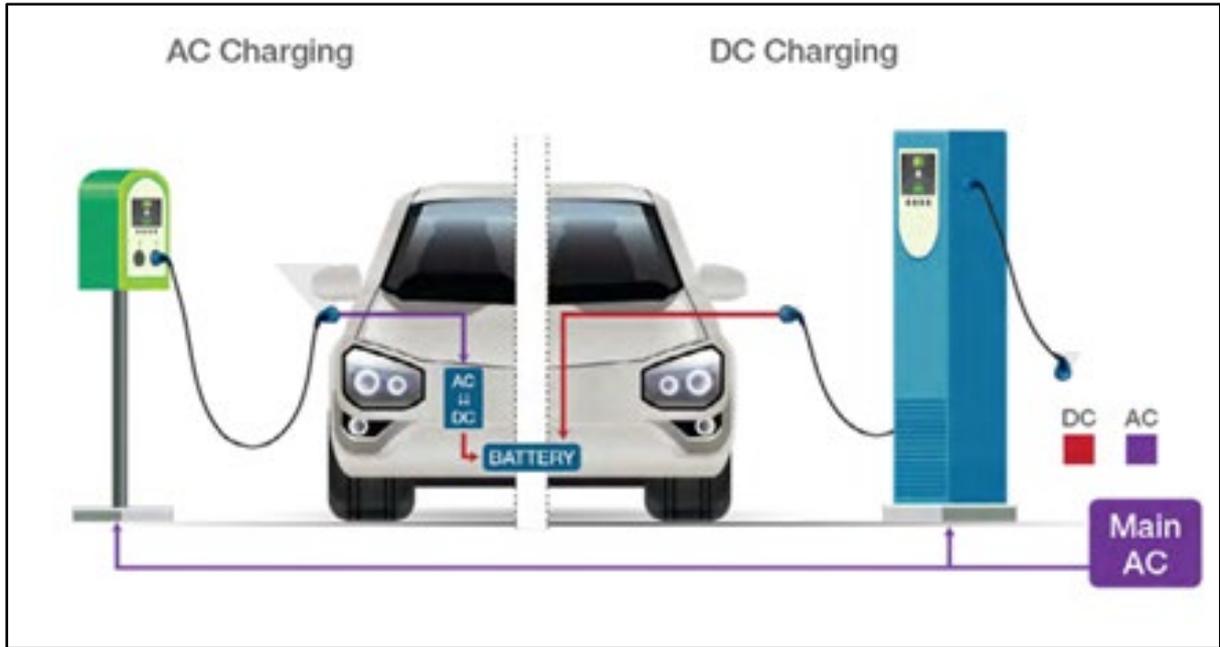
Refer to **Figure 3** below for an example of a Synergy EV charging unit at a different location. The final design and dimensions of the proposed EV chargers to form the EV Highway will be confirmed upon vendor selection.



**Figure 3:** Image of a Synergy EV charging unit at a different location.

It is important to outline that the difference between AC chargers and DC chargers is that DC chargers can deliver higher power within shorter charging times. Refer to **Figure 4** below for an illustration of AC and DC charging units delivering power to an electric vehicle.

The battery size and charging times of electric vehicles will vary from each vehicle brand and model. Charging times may vary due to the car battery's ability to take advantage of the charging unit's full rate of charge, based on limitations on the car battery's rate of charge at various states of charge.



Typically, a 34kW charge for an electric vehicle will provide a driving range of approximately 200 kilometres. This is an ideal driving range for regional travel and will allow drivers to easily reach the next charging station without anxiety. **Table 2** below demonstrates the charging times for DC and AC charging units for a 200 kilometre driving range.

**Table 2: Charging times for AC and DC chargers.**

Chargers	Charge Time (34kWh / 200km)
AC – 3kW	~14 hours
AC – 7kW	~4 hours
AC – 22kW	~3 hours
DC – 50kW	41 minutes
DC – 75kW	27 minutes
DC – 150kW	14 minutes

The inclusion of a DC fast charger of 150kW or more at the proposed charging station will be necessary for users to reach at least a 34kW charge, without unreasonable or inconvenient waiting times.

Refer **Appendix 1** for a copy of the Development Plans.

## **Electric Vehicle Strategy**

The Western Australian State Government's Electric Vehicle (**EV**) Strategy was released on 30 November 2020 and has been developed to prepare for the transition to low and zero-emission electric vehicles, and to maximise the environmental social and economic benefits of EV transportation.

The EV strategy notes that the increased adoption of electric vehicles in Western Australia will reduce greenhouse gas emissions and improve urban air quality. This increased adoption and usage of electric vehicles will also provide improvements in energy productivity, future transport costs, energy security, amenity and potential electricity grid benefits for Western Australians.

The strategy aims to facilitate EV adoption in Western Australia and outlines various initiatives and actions to be implemented. These initiatives will be supported by the investment of \$21 million from the McGowan Government for an Electric Vehicle Fund. The EV strategy identifies four priority areas of action, with one being to invest in and facilitate the provision of EV charging infrastructure.

The State Government proposes to implement this initiative by creating an EV highway throughout regional Western Australia. This EV highway will create an EV fast charging infrastructure network to facilitate travel north from Perth to Kununurra, along the south-west coast to Esperance and east to Kalgoorlie.

The limited availability of public EV charging infrastructure is both a perceived and an actual barrier that discourages consumers and commercial fleets from transitioning to electric vehicles. The strategy puts forward that the existence of public fast-charging EV infrastructure is essential to enable inter-regional or long-distance travel, and to help overcome range anxiety for users.

The proposed development of an EV charging station in the Jurien Bay locality will be crucial to forming part of the network required for the highway, and will provide a convenient charging location for EV users within 200 kilometres of the next charging stations in the network. As a result, the proposed EV charging station at the subject site will assist in delivering an important priority area of action outlined in the strategy, being to facilitate the provision of public EV charging infrastructure.

## **Electric Vehicle Action Plan**

The Electric Vehicle (**EV**) Action Plan outlines a range of actions that have been developed in consultation with industry stakeholders to help manage the future integration of EVs in Western Australia, and to meet the requirements of the State EV Strategy and Action 16 of the Distributed Energy Resources (**DER**) Roadmap.

The Action Plan considers the current and forecast EV trends, assesses gaps in the current body of work preparing for the adoption of EVs, and presents various actions that should be undertaken to ensure that power systems in Western Australia have the capacity for future EV demand and can receive positive impacts from them.

The EV Action Plan requires that preparation for integrating EVs with the power grids begins now to ensure that when the large-scale adoption of EVs eventuates, measures have been implemented in Western Australia to address the potential risks and the network costs so that the full benefits of EVs can flow to consumers and the power system.

The installation of an EV charging station with the required transformer from Western Power at the subject site will be part of the first stages of this preparation process, for implementing EV charging infrastructure and necessary power network upgrades to meet the potential magnitude for demand.

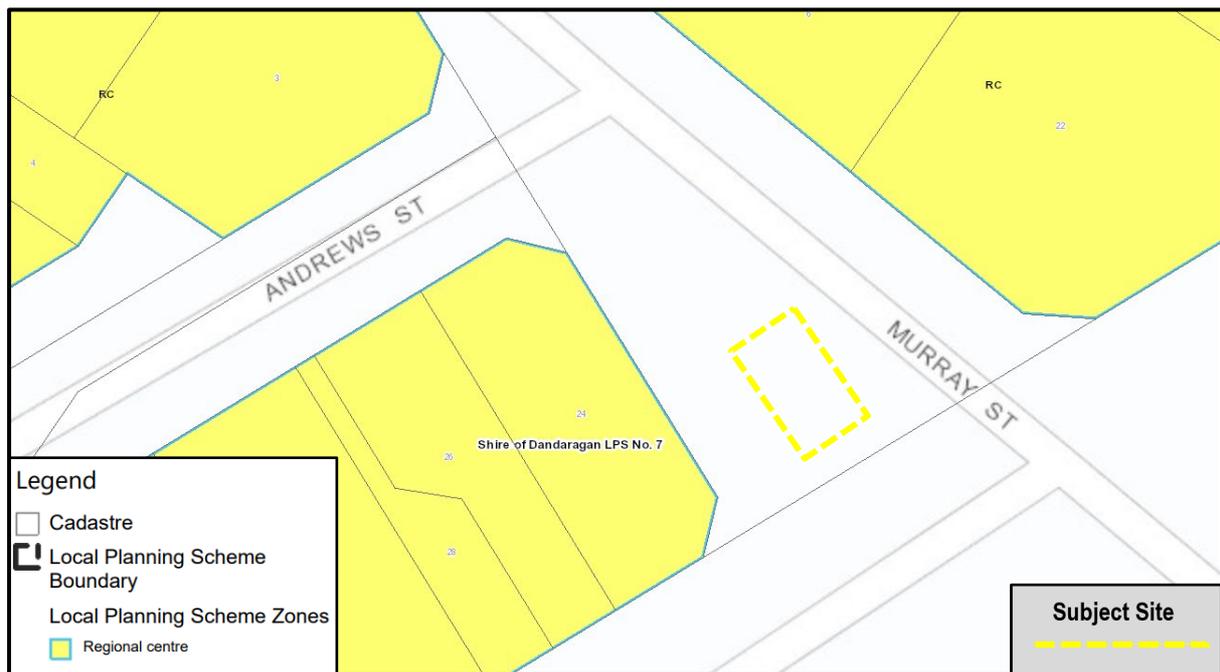
## TOWN PLANNING CONSIDERATIONS

### Shire of Dandaragan Local Planning Scheme No. 7

The Shire of Dandaragan Local Planning Scheme No. 7 (LPS) applies to the subject site. The provisions of LPS7 are supplemented by the deemed provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where a deemed provision is inconsistent with a provision of LPS7, the deemed provision prevails to the extent of the inconsistency.

#### Zoning, use class and permissibility

Pursuant to the provisions of the Shire of Dandaragan Local Planning Scheme No. 7 (LPS7), the subject site is zoned as a road reserve under LPS7. Refer to **Figure 5** below.



**Figure 5: Zoning map of subject site under LPS7.**

The proposed EV charging station is a land use that is not listed under LPS7. The EV charging station will be located in an existing car park located in the road reserve on Murray Street, and no modifications are proposed to the established car park layout.

A car park is defined under LPS7 as follows:

- *'means premises used primarily for parking vehicles whether open to the public or not but does not include any part of a public road used for parking or for a taxi rank, or any premises in which cars are displayed for sale.'*

The development of an EV charging station does not propose to change the use of the existing car park. The proposal does seek to provide an additional service within the car park to charge cars whilst they are utilising the primary use. This is considered an ancillary component to the overall land use of car park.

There are no alternative land uses within LPS7 that are specific to a proposed EV charging station. Therefore, this use could be considered on its merits as a use not listed ancillary to the existing car parking. For these reasons, it is considered the proposed use can be considered within the car park use in accordance with LPS7.

## Car Parking

The proposed charging station will be located in an existing car park with approximately 23 standard car parking bays. Four of the 23 bays will be allocated for EV charging, and one of the four will not be available for parking with the DC charging unit to be located inside the bay.

Along Bashford Street adjoining the car park, a further 65 standard car parking bays (approximately) are provided, in addition to several available bays for long vehicles and vehicles towing trailers or caravans. Refer to **Figure 1** for demonstration of the car parking supply available along Bashford Street.

A more than adequate supply of car parking is available in the surrounding area, and the car bays required for the operation of the charging station will not have an adverse impact on the parking availability and traffic movement of the surrounding road network. The minimum car parking requirements for the proposed development can be provided on the subject site.

## Matters to be Considered

Clause 67(2) of the Deemed Provisions sets out matters to be considered by the decision-maker. Refer to **Table 3** for consideration of the relevant matters.

**Table 3: Matters to be considered**

<b>Matter to be considered</b>	<b>Response</b>
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The scheme provisions have been outlined within this submission.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	Refer to the above section.
(c) <i>any approved State planning policy</i>	No application to the proposed development.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d) –</i>	No application to the proposed development.
(e) <i>any policy of the Commission</i>	No application to the proposed development.
(f) <i>any policy of the State</i>	The proposed development has been considered in the context of the Western Australian State Government's Electric Vehicle strategy and Vehicle Action Plan.
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission</i>	The proposal does not intend to change the existing approved land use and will provide further infrastructure to support the electrification of vehicles within Western Australia.
(g) <i>any local planning policy for the Scheme area;</i>	No local planning policies apply to the proposed development.
(h) <i>any structure plan or local development plan that relates to the development</i>	The subject site is not located in an area covered by a structure plan or local development plan.
(i) <i>any report of the review of the local planning scheme that has been published under the</i>	No application to the proposed development.

Matter to be considered	Response
<i>Planning and Development (Local Planning Schemes) Regulations 2015</i>	
(j) <i>in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve</i>	The proposal does not conflict with the objectives of the approved use for a car park in a road reserve.
(k) <i>the built heritage conservation of any place that is of cultural significance</i>	The proposed development will not be located on or adjacent to a place of cultural significance.
(l) <i>the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>	The proposal will have no effect on the cultural significance of the area as the EV charging station does not propose to change the existing approved use of the car park and will simply provide a greater service to the growing amount of electric cars.
(m) <i>the compatibility of the development with its setting, including —</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	<p>The Jurien Bay locality is best characterised as a holiday and travel destination in regional Western Australia. The proposed EV charging station will facilitate travel to the area, by encouraging EV drivers using Indian Ocean Drive to enter and stop in Jurien Bay, or by encouraging them to choose Jurien Bay as a place for holiday accommodation. The development is therefore compatible with the desired future character of the Lancelin town centre as a popular tourist stop and destination.</p> <p>The development is minor in nature of its height, bulk and scale. The location of the development inside the Murray Street Road Reserve at the existing car park ensures that its visual appearance has minimal effect on the amenity of the area.</p> <p>The proposed EV charging station is entirely suitable for its setting and will have no adverse impact on the adjoining properties and surrounding development.</p>
(n) <i>the amenity of the locality including the following —</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	<p>The development is minor in nature, in terms of its construction and operation of the charging units. The surrounding natural environment and the character of the area will not be adversely affected.</p> <p>The development will likely increase the amount of visitors to Jurien Bay, and this will create a positive social impact for the local community as it will further promote the use of electric cars.</p> <p>The amenity of the Jurien Bay locality will not be substantially impacted as a result of the development.</p>
(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i>	The proposed EV charging station will not likely have any effect on the natural environment or water resources as it will be located in an existing car park within an already established built environment. Any underground works completed by Synergy and Western Power for the installation of the transformer and power lines would be subject to thorough planning before commencement.

Matter to be considered	Response
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	The development does not propose to change the existing landscaping apart from the removal of small portions of grass, and will not affect any existing vegetation or trees located on the road reserve.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	The EV charging station does not propose to change the existing use of the car park, and the land is suitable for the installation of an EV charging station.
(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i>	The EV charging station will operate in an existing car park, which is suitable for the proposed development. The operation of the EV charging station poses minimal to no risk to human health and safety.
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	The development is located at an existing car park on Murray Street and no modifications are proposed to reconfigure the car park layout. Adequate access is already provided for vehicles entering and exiting the car park, and for parking within the bays provided.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	Murray Street does not have a high volume of traffic movement, and therefore has the capacity for an increase of vehicle movement as a result of implementing an EV charging station. There will be minimal impact on the traffic movement and flow of the established surrounding road network, as well as car parking availability in the area.
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	(ii) With regards to public utility services, the necessary access and upgrades to the power network will be undertaken by Western Power.  (v) The DC charger will be located inside one of the four bays to provide users with extra space to access the charger, and this will also provide easier accessibility to older people and people with disabilities.
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	No community service or benefit will be impacted as a result from the proposed development.
(w) <i>the history of the site where the development is to be located;</i>	The development proposes no modifications to the built form or existing uses of the site and surrounds, and will have no effect on the history of the site.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	The development will support tourism in Jurien Bay by encouraging travel to and from the area. A potential increase in tourism will have a positive impact on local businesses and the wider community. The development will also provide additional EV charging infrastructure to local residents.
(y) <i>any submissions received on the application;</i>	Not applicable to current stage of application process.

Matter to be considered	Response
(za) <i>the comments or submissions received from any authority consulted under clause 66;</i>	Not applicable to current stage of application process.
(zb) <i>any other planning consideration the local government considers appropriate.</i>	Not applicable.

## CONCLUSION

It is considered the proposal should be favourably determined, on individual merit, recognising the proposal simply seeks to install an EV charging station at an existing car park located in the Murray Street Road Reserve.

In summary, the proposal is justified and considered appropriate for the following reasons:

- The proposal does not provide any inconsistencies with the provisions of the Shire of Dandaragan Local Planning Scheme No. 7 and is consistent with the applicable statutory planning framework.
- The proposed works and operation of the EV charging station are minor and will not have a substantial impact on the surrounding land uses.
- The proposal will not have any adverse effect on the amenity and character of the local area.
- Given the noted the extensive car parking availability along Bashford Street, the proposal will not have any adverse impact on the current parking availability of the area and on the vehicle movement and traffic flow on the surrounding road network.
- The proposed EV charging station will assist in facilitating tourism in the Jurien Bay locality, which in turn will have the potential to bring about a range of benefits for local businesses and the wider community.
- The proposal will contribute to delivering the State Government's Electric Vehicle Strategy and will assist in supporting regional travel throughout Western Australia.

We therefore respectfully request the application for development approval be considered on its merits and favourably determined under Council discretion.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,




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**JOSH WATSON**  
**SENIOR ASSOCIATE**

220204 7856 Jurien Bay EV Charging Station - DA Letter

**APPENDIX 1**  
**DEVELOPMENT PLANS**