



**City of Albany**  
Planning Scheme No. 1  
Scheme Amendment 35

September 2020

# PLANNING AND DEVELOPMENT ACT 2005

## RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME

### CITY OF ALBANY

#### LOCAL PLANNING SCHEME NO. 1

#### AMENDMENT NO. 35

Resolved that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by

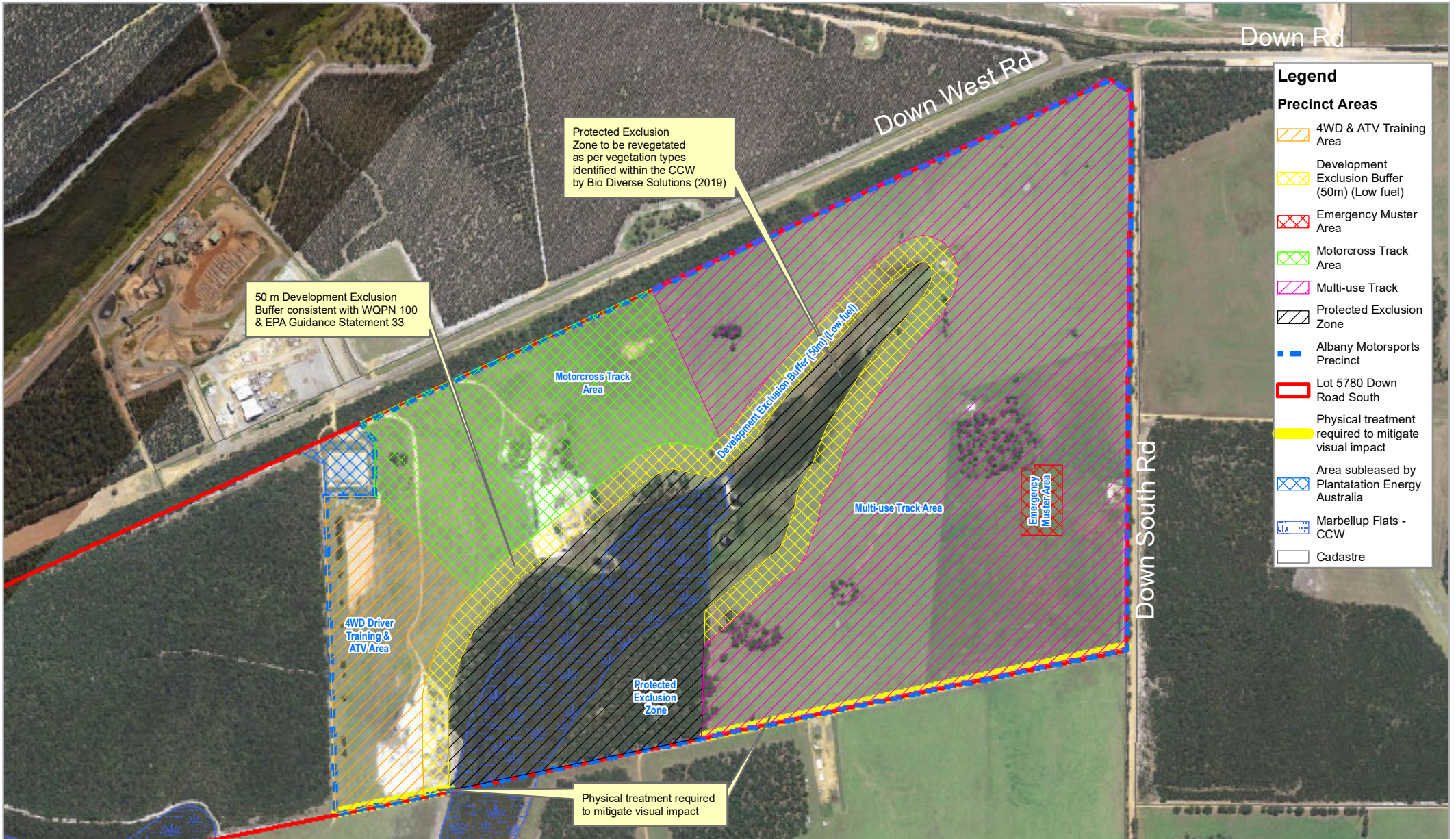
- a) Rezoning Lot 5780 Down Road South, Drome, from 'Priority Agriculture' zone to 'Special Use – SU26' zone;
- b) Adding the following text to Schedule 4:

No.	Description of Land	Special Use	Conditions
SU26	Lot 5780 Down Road South, Drome	Motorsport based recreation and incidental uses	<ol style="list-style-type: none"><li>1. All development requires the development approval of the local government.</li><li>2. Applications for development approval shall be advertised in accordance with clause 64 of the deemed provisions.</li><li>3. All use and development is to be in accordance with the Regional Motorsports Park Precinct Plan and approved management plans.</li><li>4. Any application for development approval for the site shall be accompanied by an Environmental Management Plan for the site that addresses:<ol style="list-style-type: none"><li>(a) Noise Management Plan for construction and operation of the site, and which includes but is not limited to:<ol style="list-style-type: none"><li>(i) Limitations on hours of operation as follows:<ul style="list-style-type: none"><li>• Sundays: 9 am – 6 pm;</li><li>• Monday – Saturday: 8 am – 6 pm.</li></ul></li><li>(ii) Events not occurring on both the multi-use track and the motocross track at the same time;</li><li>(iii) Frequent/ongoing monitoring and reporting on noise emissions; and</li></ol></li></ol></li></ol>

			<p>(iv) Provide notification of events to stakeholders / landholders.</p> <p>(b) Water Management Plan for construction and operation of the site.</p> <p>(c) Hydrocarbon Management Plan for operation of the site.</p> <p>(d) Waste Management Plan for construction and operation of the site.</p> <p>(e) Dust Management Plan for construction and operation of the site.</p> <p>(f) Acid Sulfate Soils (ASS) risk.</p> <p>(g) Protected Exclusion Zone Management Plan addressing management responsibilities, revegetation, and vegetation condition and wetland water quality monitoring.</p> <p>(h) Decommissioning Plan.</p> <p>(i) Construction Management Plan.</p> <p>5. Any application for development approval for the site shall be accompanied by a visual impact assessment to determine the appropriate physical treatments to mitigate visual impact to Lot 5781 Down Road South, Drome.</p> <p>6. Development shall be in accordance with an approved Bushfire Management Plan that has been implemented to the satisfaction of the Local Government, Department of Planning, Lands and Heritage, and the Department of Fire and Emergency Services.</p> <p>7. Any application for development approval for the site shall be accompanied by a Traffic and Parking Management Plan for construction and operation of the site, including consideration of peak parking and traffic management during larger and special events (i.e. events attracting greater than 500 attendees).</p>
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c) Adding the following precinct plan to Schedule 4:





- Legend**
- Precinct Areas**
- 4WD & ATV Training Area
  - Development Exclusion Buffer (50m) (Low fuel)
  - Emergency Muster Area
  - Motorcross Track Area
  - Multi-use Track
  - Protected Exclusion Zone
  - Albany Motorsports Precinct
  - Lot 5780 Down Road South
  - Physical treatment required to mitigate visual impact
  - Area subleased by Plantation Energy Australia
  - Marbellup Flats - CCW
  - Cadastre

50 m Development Exclusion Buffer consistent with WQPN 100 & EPA Guidance Statement 33

Protected Exclusion Zone to be revegetated as per vegetation types identified within the CCW by Bio Diverse Solutions (2019)

Physical treatment required to mitigate visual impact

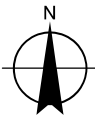


Paper Size ISO A4

0 50 100 150 200

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 50



City of Albany  
Regional Motorsports Facility  
Lot 5780 Down Road South, Drome

**PRECINCT PLAN**

Project No. 61-37331  
Revision No. 3  
Date 22/09/2020

G:\6137331\GIS\_2\Maps\Working\6137331\_011\_Fig4\_Precinct Plan\_A4\_1.mxd  
Print date: 27 Jul 2020 - 14:31

Data source: GHD: Lot 5780 Down Road South, Albany Motorsports Precinct 20190503, Precinct Areas 20190412, Area subleased by Plantation Energy 20190503, Physical treatments 20190412; Landgate: Aerial - WAnow, Cadastre 20180709; DBCA: South Coast Significant Wetlands. Created by: v.davies



- d) Amending the Scheme Map accordingly.
  
- e) The amendment is considered to be a complex amendment for the following reasons:
  - (i) it is not consistent with the endorsed local planning strategy for the scheme;
  - (ii) it is of a scale and nature that may have an impact on the amenity of the locality and environs; and
  - (iii) it may result in some environmental or social impacts on land within the Scheme area,

Dated this 28<sup>th</sup> day of JULY 2020

CHIEF EXECUTIVE OFFICER

## Proposal to Amend a Town Planning Scheme

- |                                   |  |
|-----------------------------------|--|
| <b>1. Local Authority:</b>        | City of Albany   |
| <b>2. Description of Scheme:</b>  | Local Planning Scheme No. 1  |
| <b>3. Type of Scheme</b>          | District Zoning Scheme   |
| <b>4. Serial No. of Amendment</b> | 35   |
| <b>5. Amendment Type</b>          | Complex  |
| <b>6. Proposal</b>                | Rezone Lot 5780 Down Road South, Drome from 'Priority Agriculture' zone to 'Special Use – SU26' zone and add text and a precinct plan to Schedule 4. |





## **City of Albany**

### Local Planning Scheme No. 1 Scheme Amendment 35 Scheme Amendment Report

September 2020

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# Appendices

Appendix A – References

Appendix B – Precinct Plan and Concept Plan (August 2020)

Appendix C – Proposed amendment to City of Albany Local Planning Scheme No. 1

Appendix D – Certificate of Title

Appendix E – Albany Motorsport Park – Site Feasibility Study (Oct. 2018)

Appendix F – Flora and Fauna Survey (Feb. 2019)

Appendix G – Bushfire Management Plan (May 2019)

Appendix H – Noise Assessment Report (September 2020)

Appendix I – Agricultural Land Capability Assessment (Mar. 2019)

Appendix J – Local Water Management Strategy (Jan. 2020)

# 1. Executive summary

Participation in motorsports is a popular recreational activity for many Australians. In Albany and the surrounding areas, motorsport is already known to be popular, with several well organised clubs, a national-level venue for speedway, a state-level venue for go-karts and widely recognised events such as the Albany Classic, Show 'n Shine and Race Wars. However, some motorsport disciplines, particularly motocross, lack suitable facilities in the region.

In 2016, the City of Albany undertook a demand study into the need for a multi-use motorsports facility that demonstrated a strong need and desire for such a facility in the region. The draft *WA Motorsport Strategy (WAMS)* (DLGSCI, 2018) identified the proposed site as a regional level facility also serving local need. The strategy further recommended detailed planning and feasibility of developing the motorsports facility be undertaken.

Recognising the interest in motorsports in the Great Southern, the Western Australian Government has committed \$250,000 to undertake preliminary planning for a regional motorsports facility (Watson, 2018) and a further commitment of \$5.75 million in the 2020/21 forward estimates (GoWA, 2018) for its development.

A technical site feasibility study (GHD, 2018) was recently prepared for the City of Albany, in collaboration with the Department of Local Government, Sport and Cultural Industries (DLGSCI), to facilitate development of a multi-use regional motorsports facility. A scheme amendment is proposed now for Lot 5780 Down Road South, Drome (the site) to provide the necessary land use planning framework to enable development of a suitable regional motorsports facility to meet regional and local demand and fulfil State Government commitments in the short to medium term.

In preparing the scheme amendment, GHD has engaged closely with relevant agencies on behalf of the City to discuss the merit of the proposal and requirements for lodgement of the scheme amendment.

The purpose of this report is to discuss the scheme amendment and key considerations for the site and its proposed role within the Albany area and broader Great Southern Region within a planning context.

## 1.1 Proposal

This amendment proposes to rezone Lot 5780 Down Road South, Drome from *Priority Agriculture* to *Special Use – SU26* with appropriate land use and development provisions proposed to be included in Schedule 4 of the LPS1 to guide future development.

## 1.2 Planning merit

The State Government through dedicated funding and in State strategic documents, including the WAMS, has recognised the need for a regional motorsports facility in the Great Southern region and specifically at Down Road. This amendment is proposed to facilitate a land-use planning pathway for the development of Lot 5780 Down Road South, Drome as a regional motorsports facility.

The proposed amendment has planning merit for the following reasons:

- The proposal will achieve key objectives of the local planning strategy related to tourism and community infrastructure. Specifically, enabling diversification of the City's competitive advantages in tourism by providing a regional scale motorsports facility. The development has the potential to not only provide a formalised space for existing



motorsport participants, but also to tap into latent demand and enable alternative businesses to establish on site to support the economic growth of Albany and the region.

- The proposal will meet currently unmet demand for motorsports facilities and support State Government strategic recommendations for establishment of a facility in the Great Southern region.
- The proposal is located to align with broader strategic intent of the City to protect urban and infill areas from inappropriate land uses and reduce land use conflict by siting the proposed activity in close proximity to an industrial area within an existing noise buffer.
- The proposal will facilitate productive use of the land for economic purposes. The land is currently zoned for agricultural priority activities however, findings of a site-specific land capability evaluation concluded that the removal of the *Priority Agriculture* zoning from the land is considered to have no significant effect on agricultural land protection objectives under the State and local planning framework. This presents an opportunity to develop the land for a use with higher economic value that brings benefit to the City, local communities and the broader region.

## 2. Introduction

### 2.1 Site details

The land subject to this amendment comprises Lot 5780 Down Road South (the site) in the locality of Drome, 20 kilometres north of the Albany town centre. The site is bounded by Down Road West to the north, Down Road South to the east, Lot 5781 Down Road South to the south (privately owned) and a local road reserve and the Avon-Albany rail reserve to the west. The site is located adjacent to the Mirambeena Timber Processing Precinct and sits within the industrial buffer area.

The regional context of the site and its location is shown in Figure 1.

A pending Mining Tenement held by Australia Silica Quartz Pty Ltd falls over a large portion of the site. The Mining Tenement status is classified as 'unsurveyed'. The site is 192.34 ha in area, approximately 52 ha of which is covered in well-established vegetation, which is proposed to be retained.

### 2.2 Existing land use

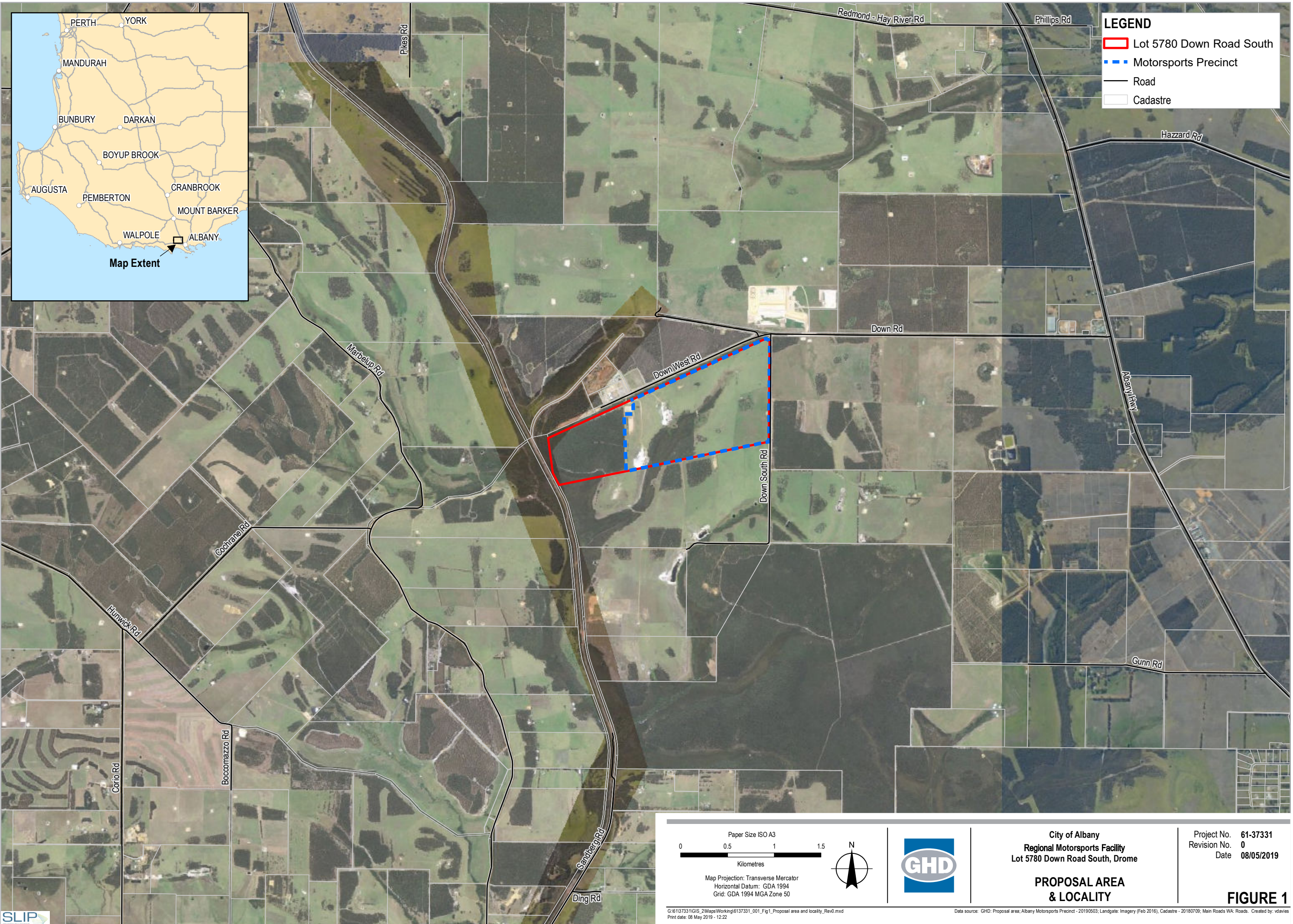
The site is currently being used for livestock grazing, sand extraction, wood chip storage and a drainage basin associated with the nearby operations of Plantation Energy Australia Pty Ltd.

### 2.3 Proponent and land ownership

The Great Southern Motorplex Group Inc. (GSMG), in partnership with the City of Albany, intends to develop the site as a regional motorsports facility. In October 2018, the City of Albany Council resolved to purchase the site. Settlement of the land purchase was concluded in 2019.

A copy of the Certificate of Title is provided in Appendix D.





**LEGEND**

- Lot 5780 Down Road South
- Motorsports Precinct
- Road
- Cadastre

**Map Extent**

PERTH YORK  
 MANDURAH  
 BUNBURY DARKAN  
 BOYUP BROOK  
 AUGUSTA PEMBERTON CRANBROOK  
 MOUNT BARKER  
 WALPOLE ALBANY

Paper Size ISO A3  
 0 0.5 1 1.5  
 Kilometres

Map Projection: Transverse Mercator  
 Horizontal Datum: GDA 1994  
 Grid: GDA 1994 MGA Zone 50



City of Albany  
 Regional Motorsports Facility  
 Lot 5780 Down Road South, Drome

**PROPOSAL AREA  
 & LOCALITY**

Project No. 61-37331  
 Revision No. 0  
 Date 08/05/2019

**FIGURE 1**



## 2.4 Amendment rationale

### The proposal will meet currently unmet demand for motorsports facilities in the Great Southern Region

The State Government through dedicated funding and in State strategic documents, including the WAMS, has recognised the need for a motorsports facility in the Great Southern region and specifically at Down Road. This amendment is proposed to facilitate a land-use planning pathway for the development of Lot 5780 Down Road South, Drome as a regional motorsports facility.

The motorsports facility is identified in the WAMS as a regional level site and will facilitate tourism and broader participation in motorsports in the region. The City of Albany has identified tourism as a key competitive advantage for the City. The closure of the Albany Motorcycle Club's facilities at Roberts Road in 2011 has meant that motocross and enduro motorcycle riders currently lack a permanent formalised facility to pursue their sport in the lower Great Southern region. The project has the potential to not only provide a formalised space for existing motorsport participants, but also to tap into latent demand and enable alternative businesses to establish on site, such as commercial driver training and component testing. Findings of the *Motor Sport in the Lower Great Southern – Feasibility Study* (2016), prepared by GHD for the City of Albany in collaboration with the Department of Local Government, Sport and Cultural Industries, reinforced the potential of the motorsports facility to directly support the City in achieving its objective of diversification through tourism:

- Direct value added (DVA) of motorsports in the region could grow from \$3.3 million currently to \$3.7 million over 10 years. This is a small percentage (<1%) of Gross Regional Product and total household expenditure on “recreation and culture”.
- Total expenditure by local motorsport participants could be expected to grow through increased participation rates and increased rates of expenditure. This could grow from an estimated \$5.6 – \$8.8 million currently, to \$12.0 – \$15.0 million in 10 years. Motorsport participants in the Lower Great Southern study area spend \$7,000 – \$11,000 per year on their sport (compared to a national average of \$12,000 - \$15,000 per year).
- There is presently insufficient information to estimate the potential boost caused by a motorsports facility to the Study Area's \$90 million tourism industry. However, data suggests that sports-related tourists spend up to 30 percent more than typical 'holiday' tourists.

### The proposal is located to mitigate land use conflict and encroachment of incompatible uses

The preliminary studies undertaken as part of the land-use planning for a motorsports facility included a regional and site-specific feasibility study to determine a suitable location for the project. The feasibility studies took a holistic approach, considering environmental, planning, social, economic and strategic factors to assess the potential location for the motorsports facility. The current proposed location aligns with broader strategic intent of the City to support consolidation of serviced urban and infill areas from inappropriate land uses and reduce development conflicts by siting the proposed activity in close proximity to an existing industrial area within existing noise buffer contours. This scheme amendment application will assist in the development of a regional motorsports facility in an appropriate location that minimises land use conflict and encroachment of incompatible land uses on urban areas.

### **The proposal will facilitate productive use of the land for economic purposes**

While the site is currently zoned *Priority Agriculture*, and recognising the need to protect suitable land for agricultural activities, the land capability assessment undertaken as part of the preliminary planning for the site found the land is not unique in terms of the nature of its soils and landforms. The assessment concluded that the removal of the *Priority Agriculture* zoning from the land is considered to have no significant effect on agricultural land protection objectives under SPP 2.5 and LPS1.

The imperative for the land to remain zoned *Priority Agriculture* is therefore removed, representing an opportunity to develop the land for a use with higher economic value that brings benefit to the City, local communities and the broader region.



# 3. Strategic and statutory framework

## 3.1 State planning context

### 3.1.1 State Planning Policies

A summary of the proposed amendment against State Government strategic policy is provided in the table below.

**Table 1: Relevant State strategic policy documents**

Document	Summary	Assessment
SPP 2.0 Environment and natural resources policy	Overarching policy ensuring integration with environment and natural resource management with broader land use planning and decision-making. The policy sets out general measures for protection of the natural environment, supplemented by detailed policies for specific natural resource matters.	<p>The site accommodates a significant portion of remnant vegetation. In addition, environmentally sensitive areas, conservation significant flora and fauna and water resources have been identified within and surrounding the site.</p> <p>The proposal will be referred to the EPA under Sections 48A and 38 of the EP Act to ensure appropriate environmental conditions are identified for the protection of environmental assets on site.</p> <p>A flora and fauna survey was undertaken for the site. The survey did not identify any unacceptable impacts based on the proposed concept for the site. Findings of the survey, as well as recommendations, are discussed in section 6.2.4.</p>
SPP 2.5 Rural Planning	<p>Protects and preserves rural land assets, including land zoned for agricultural purposes, as well as ensuring broad compatibility between land uses. The policy applies where an amendment to a local planning scheme is proposed.</p> <p>The policy notes regional facilities including sporting venues should not be visually dominant and should be visually compatible with surrounding land uses.</p>	<p>The site is currently zoned <i>Priority Agriculture</i>.</p> <p>The site is adjacent to the Mirambeena Strategic Industrial Area with no sensitive land uses in close proximity. It is therefore not expected that the use of the site for motorsports will have a significant visual impact. Nevertheless, the proposed amendment includes provisions for development on the site to address any potential visual impact concerns once the final layout of the site is confirmed.</p> <p>The City of Albany commissioned a land capability assessment (Appendix I) to evaluate the site-specific capability of Lot 5780 for agricultural uses and to determine the uniqueness or otherwise of the site. The assessment concluded that the site is not unique in terms of the nature of its soils and landforms and the removal of the <i>Priority Agriculture</i> zoning</p>

Document	Summary	Assessment
		<p>from the land is considered to have no significant effect on agricultural land protection objectives under SPP 2.5. See section 6.2.3 for further information.</p>
<p>SPP 2.7 Public drinking water source</p>	<p>Ensures land use and development within identified public drinking water source areas (PDWSA) is compatible with the protection and long-term management of water resources for public water supply.</p>	<p>The site is located within a Priority 2 (P2) PDWSA within the Marbelup Brook Catchment Area. P2 areas are delineated to ensure no increased risk of pollution to the water source.</p> <p>The PDWSA is gazetted under the <i>Country Areas Water Supply Act 1947</i>. While not currently in use, the PDWSA is identified as a potential future water source option in the <i>Great Southern Regional Water Supply Strategy 2014</i>.</p> <p>The PDWSA is reflected in LPS1 as a PDWSA Special Control Area.</p> <p>Section 6.2.7 summarises the findings of the preliminary water management strategy. The strategy demonstrates that there are acceptable solutions for management of stormwater and wastewater to manage any adverse impacts on the PDWSA that would make development incompatible with the policy objective.</p>
<p>SPP 2.9 Water resources</p>	<p>Identifies measures to protect and manage water resources.</p>	<p>The site encompasses several water resources including proclaimed groundwater areas and a Conservation class wetland (Marbelup Flats).</p> <p>Section 6.2.5 summarises the findings of the preliminary water management strategy prepared as part of this amendment. The strategy demonstrates that there are acceptable solutions for management of water quality and quantity to meet the objectives of SPP 2.7.</p> <p>Further investigation and detailed design will be required at development stage, likely through a site-specific water management strategy (including targeted engineering controls).</p>

Document	Summary	Assessment
<p>SPP 3.7 Planning in bushfire prone areas</p>	<p>Directs how land use should address bushfire risk management through implementation of risk-based land use planning.</p>	<p>The site is within a designated bushfire prone area. As a regional attraction, the site is both a ‘vulnerable’ and ‘high-risk’ land use as well as a potential place of refuge in fire emergencies.</p> <p>A Bushfire Management Plan (BMP) including emergency evacuation plan has been prepared for the site and is discussed further in section 6.2.2.</p> <p>The BMP provides sufficient evidence that the rezoning proposal has, or can be made to have, a low to moderate bushfire hazard. The BMP further includes a Bushfire Emergency Evacuation Plan and identifies a preferred Emergency Access Way.</p>
<p>SPP 4.1 State industrial interface</p>	<p>Establishes a consistent approach to the securing of buffer areas to protect the certain uses from encroachment of incompatible land uses and provide safety and amenity of surrounding land uses.</p> <p>Draft SPP 4.1 Industrial Interface was released in November 2017 to update policy measures and provide greater clarity on implementation.</p>	<p>A noise assessment including draft noise management plan has been prepared to support the scheme amendment. Outcomes of the assessment are discussed in section 6.2.4.</p> <p>The noise assessment report concluded that for construction works, if carried out according to relevant Australian standards will have minimal impact, and vibrations are unlikely to be an issue.</p> <p>The report further identified the need for a noise management plan during operation of the site as a regional motorsports facility to manage noise where it exceeds the assigned levels.</p>
<p>Draft government sewerage policy</p>	<p>Requires provision of reticulated sewerage to all new subdivision and development unless exempt under the policy and provides guidance where reticulated sewerage cannot be achieved.</p>	<p>Wastewater management will require on-site solutions due to lack of existing or potential connections to the Albany sewerage scheme. The site is defined under the draft policy as a sewage sensitive area, with the majority of the site being within 1 km of a significant wetland (Marbelup Flats).</p> <p>The preliminary water management strategy has identified a potential wastewater management strategy that meets the requirements of the draft policy, as discussed in section 6.2.7.</p>

### 3.1.2 State Planning Strategies

#### Lower Great Southern Strategy 2016

Released in 2016, the Lower Great Southern Strategy will guide land use planning for the region over the next twenty years. The proposed scheme amendment has considered and responded to relevant actions identified in the strategy, as identified below. Primarily, and in accordance with a key action for the City of Albany recognised in the strategy, the amendment will facilitate the development of a site for future regional private recreational facilities (e.g. motorsports).

**Table 2: Responses to Lower Great Southern Strategy 2016**

Objective/Action	Response
<p><b>Priority agriculture</b></p> <ul style="list-style-type: none"><li>- When preparing local planning schemes or amendments, local government to have regard to the extent of saline land when determining the best use of the land</li></ul>	<p>The City of Albany commissioned a land capability assessment (Appendix I) to evaluate the site-specific capability of Lot 5780 for agricultural uses and to determine the uniqueness or otherwise of the site. The assessment concluded that removal of the <i>Priority Agriculture</i> zoning from the land is considered to have no significant effect on agricultural land protection objectives.</p> <p>One finding based on a 2018 report prepared by GHD noted that groundwater salinity in the local area is in the range of 500 – 1000 mg/L which is considered to be marginal for productive uses. See section 6.2.3 for further discussion of the site’s agricultural capability.</p>
<p><b>Bushfire management</b></p> <ul style="list-style-type: none"><li>- Planning proposals including rezoning, structure planning, subdivision and development to incorporate bushfire assessment and management measures as required by WAPC’s policy framework</li></ul>	<p>A BMP was prepared to support the proposed rezoning of Lot 5780 Down Road, Drome in accordance with SPP 3.7, the Guidelines for Planning in Bushfire Prone Areas as well as relevant Australian Standards to ensure relevant bushfire hazards were considered and can be managed.</p>

#### Western Australian Motorsport Strategy

The Western Australian Motorsport Strategy (WAMS) was released in August 2019 and identifies infrastructure needs of road/track based motorsport activities throughout the state. The proposed Down Road site is identified in the WAMS as a proposed regional level facility. The WAMS recommends the development of a land-use policy framework to support the development of motorsport within WA, including exploration of the development of a regional motorsports facility at Down Road, Albany noting the potential issues relating to the PDWSA and existing environmental assets. This amendment will facilitate the development of the site as a regional motorsports facility through application of relevant land use planning tools.

The WAMS further recommends water monitoring and development of an environmental management plan to ensure long-term management, protection and enhancement of the natural environment within the site. The proposed amendment sets out provisions under the *Special Use* zone requiring development of an environmental management plan and local water management strategy.

## **3.2 Local planning context**

### **City of Albany Local Planning Scheme No. 1**

The site is zoned *Priority Agriculture* under LPS1. A motorsports facility is a use not listed in the LPS1 Zoning Table (Table 1). Under the existing *Priority Agriculture* zone, a motorsports facility would not be considered consistent with the objectives of the zone. On this basis, it is proposed to rezone the site to a *Special Use* zone, recognising that there is no zone within LPS1 that would adequately facilitate the development of the site for use as a regional motorsports facility.

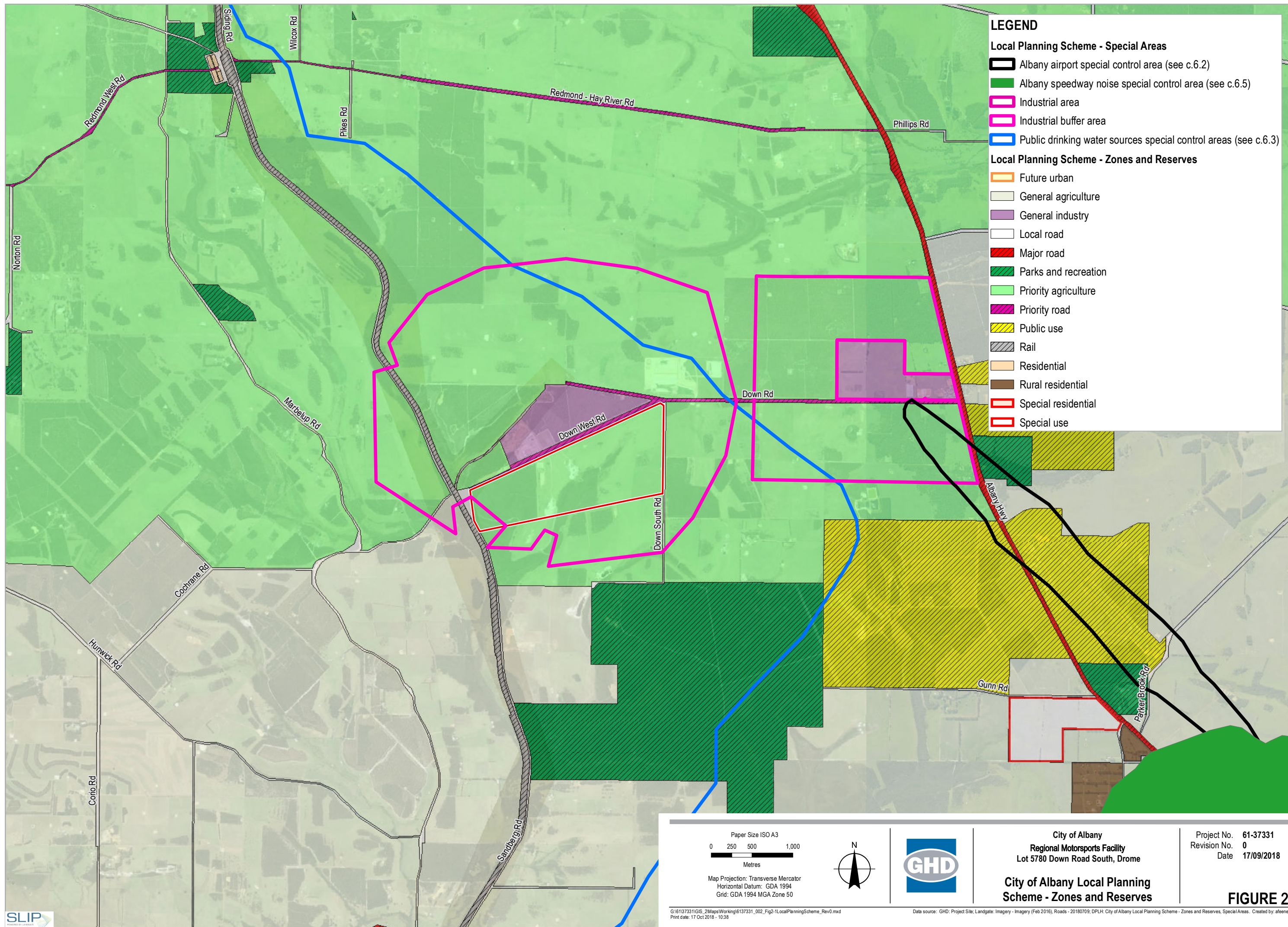
With the exception of a small portion of land to the south-west, the site is located within an Industrial Buffer Area (IA4BA) surrounding the Mirambeena Timber Processing Precinct (TPP – i.e. Albany Plantation Export Company (APEC) and Plantation Energy) to the north of Down Road West.

Development within the buffer is controlled by additional provisions set out in Schedule 11 of LPS, including:

- All development to be generally in accordance with the Development Guide Plan as endorsed by the CEO subject to minor variations which may be approved by the Local Government.
- No dwellings or other habitable structures shall be permitted within the Industry Buffer Area designated on the Scheme Map.

The concept plan for future development of the regional motorsports facility includes club rooms and other structures that are incidental to motorsports activities. Whilst these structures would be defined as habitable structures, they are not considered incompatible with the Industrial Buffer Area as they are not for residential or accommodation uses. The structures will be used in conjunction with a noise generating activity; therefore are not noise sensitive.





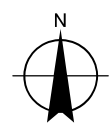

**LEGEND**

**Local Planning Scheme - Special Areas**

- Albany airport special control area (see c.6.2)
- Albany speedway noise special control area (see c.6.5)
- Industrial area
- Industrial buffer area
- Public drinking water sources special control areas (see c.6.3)

**Local Planning Scheme - Zones and Reserves**

- Future urban
- General agriculture
- General industry
- Local road
- Major road
- Parks and recreation
- Priority agriculture
- Priority road
- Public use
- Rail
- Residential
- Rural residential
- Special residential
- Special use

<p>Paper Size ISO A3</p> <p>0 250 500 1,000</p> <p>Metres</p> <p>Map Projection: Transverse Mercator Horizontal Datum: GDA 1994 Grid: GDA 1994 MGA Zone 50</p>		 <p>City of Albany Regional Motorsports Facility Lot 5780 Down Road South, Drome</p> <p><b>City of Albany Local Planning Scheme - Zones and Reserves</b></p>	<p>Project No. 61-37331 Revision No. 0 Date 17/09/2018</p> <p><b>FIGURE 2</b></p>
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### **3.3 Local planning policies**

#### **Down Road Timber Processing Precinct**

The Down Road Timber Processing Precinct seeks to protect operations and opportunities for industrial uses in the area through identification of buffer areas precluding certain development types. The policy identifies a Special Use Area 17 – Inner Area, Special Use Area 17 – Outer Area and a Down Road Timber Processing Precinct Hazard Area. Commencing on January 1, 2009 no dwelling house, permanent dwelling unit or habitable structure shall be constructed within that area of a lot identified within Special Use Zone 17 – Inner Area or the Down Road Timber Processing Precinct Hazard Risk Area. The majority of the site is located within the buffer areas.

The concept plan for future development of the regional motorsports facility includes club rooms and other structures that are incidental to motorsports activities. Whilst these structures would be defined as habitable structures, they are not considered incompatible with the Industrial Buffer Area as they are not for residential or accommodation uses. The structures will be used in conjunction with a noise generating activity; therefore are not noise sensitive.

### **3.4 City of Albany Local Planning Strategy (2019)**

The City of Albany Local Planning Strategy (2019) provides the strategic justification for the proposed scheme amendment. The site is within an area identified in the Strategy as 'Investigation Area 4 – Mirambeena Strategic Industrial Expansion Area'. The purpose of the investigation area is to identify land around Mirambeena Strategic Industrial Area for industrial expansion and identifies the need to prepare a structure plan to address various matters, including the extent of the expansion area. Development of a regional motorsports facility within proximity of a strategic industrial area will not prejudice the use of surrounding land for industrial purposes.

The Local Planning Strategy also specifically identifies support for an "Albany Motorsports Park", through the provision of planning advice, land acquisition and fund sourcing, as a strategic direction under "Community Services and Facilities".

The motorsports facility is identified in the WAMS as a regional level site and will facilitate tourism and broader participation in motor sports in the region. The City of Albany has identified tourism as a key competitive advantage for the City, with an objective of the Strategy to:

- Facilitate the diversification of the City's competitive advantages in agriculture and tourism.

The regional motorsports facility will contribute to the City's unique tourism market by providing a location for regional, national and international motorsport competitions and events providing broader economic benefit to the community and Great Southern region. The proposed amendment and subsequent development of a motorsports facility will provide economic benefit through sports-related tourism, directly contributing to the City's strategic objective of diversification through tourism.

## 4. Site analysis

### 4.1 Topography, land form and soil

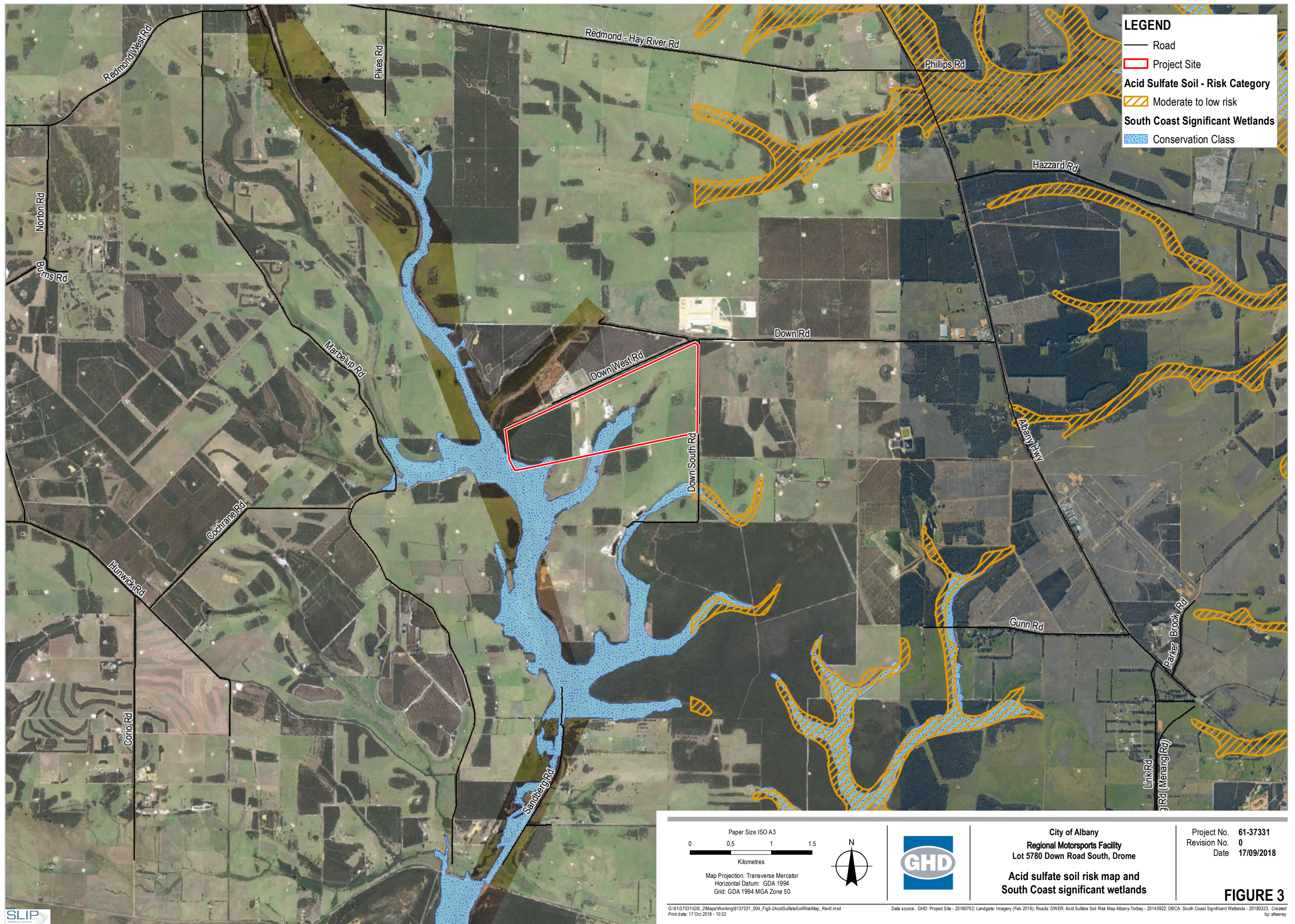
The surface elevation of the site ranges from approximately 41 m AHD to 73 m AHD. The lowest elevation is on the southern boundary and extends through the centre of the site within a gully (a tributary to Marbelup Brook) that lies in a north-easterly direction. The highest elevation occurs on the eastern boundary of the site.

Reference to the 1:50,000 Environmental Geology series map (Albany sheet) and the 1:250,000 Geological Series map (Mt Barker – Albany sheet) indicates the Project Site is underlain by Cainozoic sand of colluvial origin – “Qc: Colluvium – Sand, silt and clay” on the slopes and within the low lying areas of the Marbelup Brook “QA – Clay, silt, sand and gravel in watercourses” (Allen & Sofoulis, 1984).

A review of the DWER Acid Sulfate Soils (ASS) risk mapping for Albany-Torbay indicates the site is located directly adjacent to the boundary of this dataset. Tributaries of Marbelup Brook located approximately 750 m to the south of the site are mapped within areas of “Moderate to Low Risk” of ASS occurring within 3 m of the natural soil surface (Figure 3).

The tributaries of Marbelup Brook within the site may also have a “Moderate to Low Risk” of ASS occurring within 3 m of the natural soil surface.





**LEGEND**

- Road
- ▭ Project Site
- Acid Sulfate Soil - Risk Category**
- ▨ Moderate to low risk
- South Coast Significant Wetlands**
- ▨ Conservation Class

Paper Size ISO A3

0 0.5 1 1.5

Kilometres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 50



City of Albany  
Regional Motorsports Facility  
Lot 5780 Down Road South, Drome

**Acid sulfate soil risk map and  
South Coast significant wetlands**

Project No. 61-37331  
Revision No. 0  
Date 17/09/2018

**FIGURE 3**





## 4.2 Vegetation

### Regional biography

The site is located in the South West Botanical Province of Western Australia (Beard, 1990). The Southern Jarrah Forest IBRA subregion is characterised by “Jarrah-Marri forest on laterite gravels and, in the eastern part, by Wandoo - Marri woodlands on clayey soils. Eluvial and alluvial deposits support Agonis shrublands. In areas of Mesozoic sediments, Jarrah forests occur in a mosaic with a variety of species-rich shrublands” (Hearn, Williams, Comer, & Beecham, 2002, p. 382).

A Level 1 Flora Survey was undertaken between 31 October 2018 and 1 November 2018 by Bio Diverse Solutions using the *EPA Guidance Statement 51: Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia* (EPA 2016). The full Flora and Fauna Survey Report can be found in Appendix F.

### Pre-European vegetation

Broad scale pre-European vegetation mapping of the Southern Jarrah Forest IBRA Region was completed by Beard (1979) at an association level. The mapping indicates that two vegetation associations are present within the site and lie within the Albany System Association (Table 3).

**Table 3: Vegetation associations within the site**

Vegetation association	Vegetation description	Structure description
51	Cyperaceae, Restionaceae, Juncaceae (mainly in the South-West)	Sedgeland
978	Jarrah, banksia or casuarina Eucalyptus marginata, Banksia spp., Allocasuarina spp.	Low forest, woodland or low woodland with scattered trees

### Albany Regional Vegetation Survey

The mapping undertaken by Bio Diverse Solutions identified six vegetation type, five of which aligned with vegetation units described in the Albany Regional Vegetation Survey (ARVS) report by Sandiford and Barret (2010), as described in the table below. The ARVS provides a local and regional overview of the native vegetation within the area east, west and north of Albany. The sixth vegetation type included open paddock / agricultural land, including bare and sand extraction areas (see Figure 4).

**Table 4: ARVS vegetation units within the site**

Map code	Vegetation unit	Soil type description
12	Jarrah/ Marri/ Sheoak Laterite Forest	Well drained shallow loamy/sandy soil with outcropping laterite, usually occurring on the crests and middle slopes of low relief hills and plateaus with occasional occurrences on lower slopes
13	Jarrah/ Sheoak/ <i>E. staeri</i> Sandy Woodland	Usually found on gentle middle to lower slopes on sandy soil overlying laterite
47	Homalospermum firmum/ <i>Callistemon glaucus</i> Peat Thicket	Occurs in drainage depressions below the seepage zone on dark brown peat or sandy peat that is waterlogged in winter and moist in summer

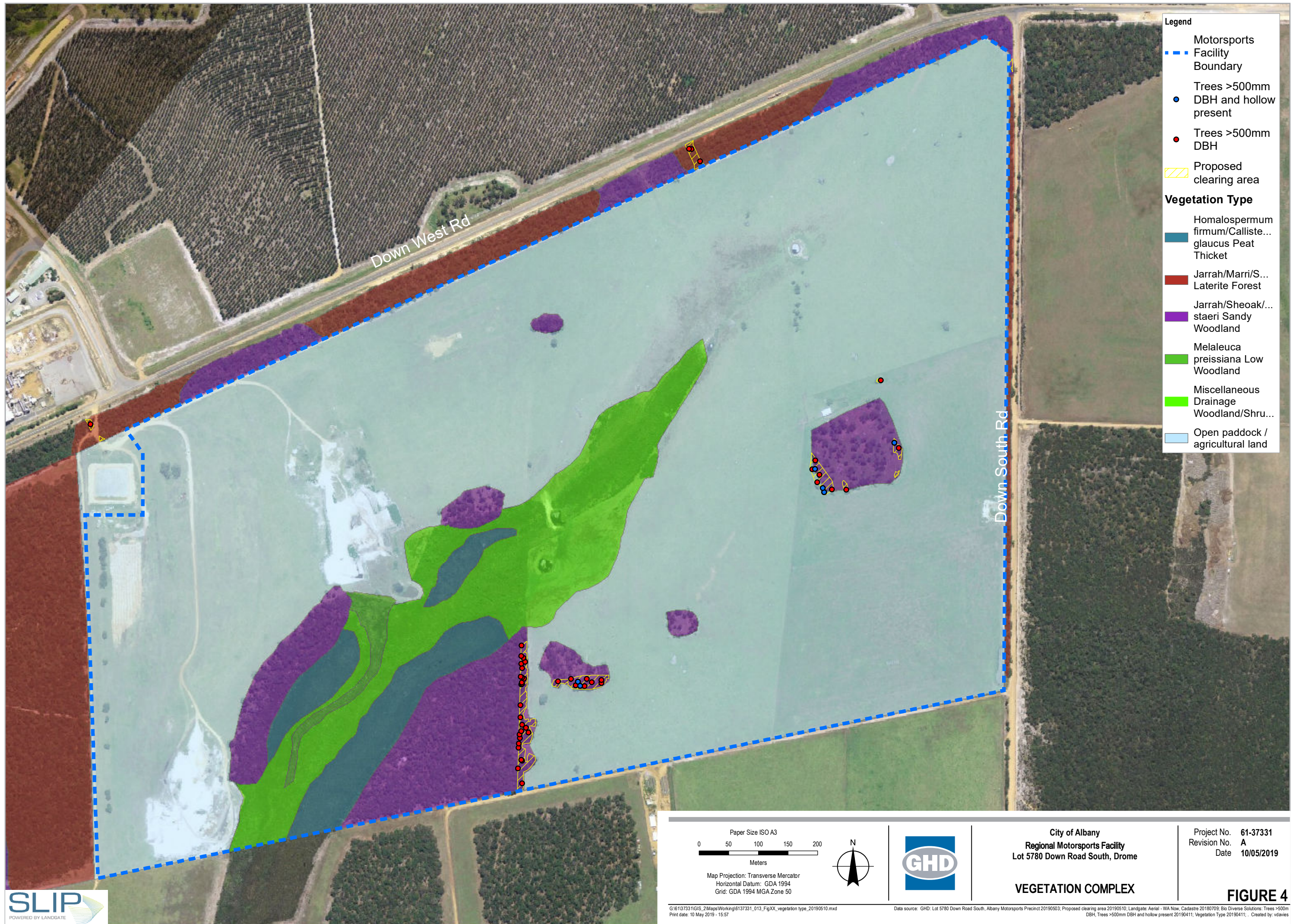


Map code	Vegetation unit	Soil type description
49	<i>Melaleuca preissiana</i> Low Woodland	Found throughout the survey area along drainage lines on dark grey sandy loam and occasionally on sandy peat soil
50	Miscellaneous Drainage Woodland/Shrubland	N/A

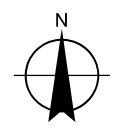
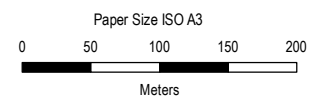
A search of relevant databases identified 17 Declared Rare Fauna (DRF), 41 Priority and one Presumed Extinct species as potentially being present within the site, as well as two Threatened Ecological Communities (TECs). Of the DRF and priority species potentially occurring in the area, none were found present. Based on the existing concept design (see Appendix B) the remnant vegetation areas will not be underdoing any development. The vegetation complexes identified within the survey area do not meet the key diagnostic features of the two TECs potentially occurring in the area. As there were no threatened flora of TECs identified within the survey area, there are no constraints to threatened species subject to the *Wildlife Conservation Act 1950*.

The vegetation in the creek/drainage area of the site is predominantly in Pristine and Very Good condition, based on the Keighery condition rating scale (Keighery 1994, Figure 5). To maintain the health of the creek, the survey recommends the protection of fringing vegetation. Fencing of the creek/drainage line to exclude access will enable maintenance of current vegetation conditions. The survey further concludes that adequate protection of flora can be achieved once the site is developed through the concept plan's proposed 50 m development exclusion buffer area. The survey notes that some restoration or management may be necessary to ensure weed species do not continue to encroach on the creek system and that the buffer should be extended to include the south eastern corner of the Jarrah/Marri Forest.





- Legend**
- Motorsports Facility Boundary
  - Trees >500mm DBH and hollow present
  - Trees >500mm DBH
  - Proposed clearing area
- Vegetation Type**
- Homalospermum firmum/Callisteglaucous Peat Thicket
  - Jarrah/Marri/S... Laterite Forest
  - Jarrah/Sheoak/... staeri Sandy Woodland
  - Melaleuca preissiana Low Woodland
  - Miscellaneous Drainage Woodland/Shru...
  - Open paddock / agricultural land



City of Albany  
 Regional Motorsports Facility  
 Lot 5780 Down Road South, Drome

Project No. 61-37331  
 Revision No. A  
 Date 10/05/2019

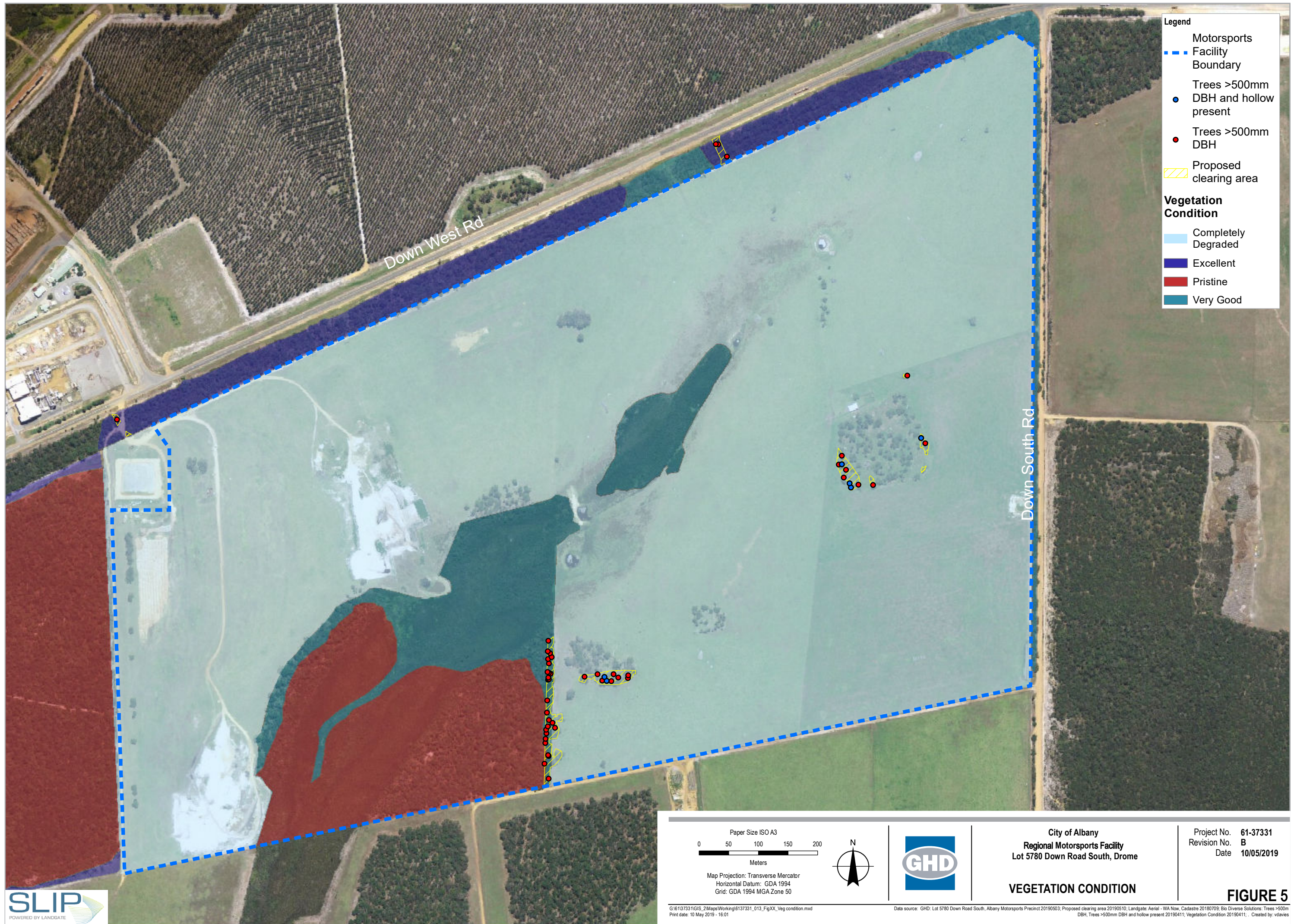
**VEGETATION COMPLEX**

**FIGURE 4**



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 Print date: 10 May 2019 - 15:57  
 Data source: GHD: Lot 5780 Down Road South, Albany Motorsports Precinct 20190503; Proposed clearing area 20190510; Landgate: Aerial - WA Now; Cadastre 20180709; Bio Diverse Solutions: Trees >500mm DBH, Trees >500mm DBH and hollow present 20190411; Vegetation Type 20190411. Created by: vdvies



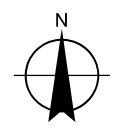
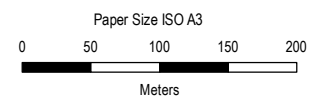


**Legend**

- Motorsports Facility Boundary
- Trees >500mm DBH and hollow present
- Trees >500mm DBH
- Proposed clearing area

**Vegetation Condition**

- Completely Degraded
- Excellent
- Pristine
- Very Good



City of Albany  
 Regional Motorsports Facility  
 Lot 5780 Down Road South, Drome

Project No. 61-37331  
 Revision No. B  
 Date 10/05/2019

**VEGETATION CONDITION**

**FIGURE 5**



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 Print date: 10 May 2019 - 16:01

Data source: GHD: Lot 5780 Down Road South, Albany Motorsports Precinct 20190503; Proposed clearing area 20190510; Landgate: Aerial - WA Now, Cadastre 20180709; Bio Diverse Solutions: Trees >500mm DBH, Trees >500mm DBH and hollow present 20190411; Vegetation Condition 20190411. Created by: v.davies



### 4.3 Fauna

A Level 1 Fauna Survey was undertaken between 29 October 2018 and 2 November 2018 by Bio Diverse Solutions using the *EPA Guidance Statement 56: Terrestrial Fauna and Vegetation Surveys for Environmental Impact Assessment in Western Australia* (EPA 2010). The full Level 1 Flora and Fauna Survey Report can be found in Appendix F. As the western remnant vegetation area is not proposed for development, significant trees within the area were not measured and mapped.

Targeted assessment was carried out for *Calyptorhynchus baudinii* (Baudin's Cockatoo), *Calyptorhynchus banksii naso* (Forest Red-tailed Black-Cockatoo), *Calyptorhynchus latirostris* (Carnaby's Cockatoo), *Dasyurus geoffreyi* (Chuditch), *Hydromys chrysogaster* (Water Rat), *Falsistrellus mackenziei* (Western False Pipistrelle), *Isoodon obesulus fusciventer* (Quenda), *Notamacropus irma* (Western Brush Wallaby), *Phascogale tapoatafa wambenger* (Brush-tailed Phascogale), *Pseudocheirus occidentalis* (Western Ringtail Possum), *Setonix brachyurus* (Quokka) and *Zephyrarchaea mainae* (Western Arachnid Spider).

Of the 40 species detected during the survey, three were introduced species: *Felis catus* (Cat), *Vulpes Vulpes* (Red Fox) and *Oryctolagus cuniculus* (Rabbit). Four of the detected species were threatened (Forest Red-tailed Black-Cockatoo, Baudin's Cockatoo, Quenda, Western Brush Wallaby). The most important habitat for these species are the creek line vegetation, surrounding remnant vegetation and the roadside vegetation along the northern site boundary. The survey notes that this provides further evidence for the need to maintain a 50 m development exclusion buffer.

Potential habitat was found for Carnaby's Black-Cockatoo, Chuditch, Water Rat, Western False Pipistrelle, Brush-tailed Phascogale, Western Ringtail Possum, Quokka, *Apus pacificus* (Fork-tailed Swift), *Falco peregrinus* (Peregrine Falcon), *Falco peregrinus subsp. macropus* (Australian Peregrine Falcon), *Tringa nebularia* (Common greenshank), *Tyto novaehollandiae subsp. novae-hollandiae* (Masked Owl (southern subsp.)), *Galaxiella munda* (Western Mud Minnow), *Galaxiella nigrostriata* (Black-stripe Minnow) and *Lepidogalaxias salamandroides* (Salamanderfish). The potential habitat areas include all remnant vegetation within the site, the creek system and the larger stands of paddock trees.

There is a high level of fauna activity within the vegetation surrounding the creek line from both threatened and non-threatened fauna species as well as the highest occurrence of significant trees containing hollows. However, as no vegetation clearing is proposed in this area, the survey concludes that the development is thought to have minimal impact.

The southern pocket of Jarrah/Marri remnant vegetation had the highest occurrences of Baudin's Cockatoo and Forest Red-tailed Black-Cockatoo feeding signs. The majority of feeding evidence consisted of *Corymbia calophylla* nuts. As the number of significant Black Cockatoo feeding sites across the survey area was relatively low this indicates that although the site contains potential foraging habitat for the three species it is marginal and not a favoured feeding area. The presence of significant feeding signs in the remnant vegetation in the south appears to indicate this area is anecdotally more attractive for food than the other vegetated areas. The survey concludes that this further strengthens the need for the proposed development exclusion buffer to be expanded to the south east to include all of the remnant vegetation surrounding the creek line.

There are several active hollows within the stand of paddock trees (located in the eastern area adjacent to the existing shed) that is currently proposed in the concept plan to be a spectator area and situated between the multi-use track and public parking. This area had a high level of bird activity, with multiple nests and hollows observed. The survey notes that clearing of trees is

not recommended and significant trees that contain active hollows or future Black Cockatoo hollows should be retained.

Under the definitions defined in the Black Cockatoo Referral Guidelines (DSEWPaC, 2012) individual trees of *Eucalyptus marginata*, *Corymbia calophylla*, *Eucalyptus staeri* and *Allocasuarina fraseriana* could be considered potential breeding, roosting and foraging trees. These guidelines also state that clearing of more than 1 ha of quality foraging habitat and clearing of a known night roost site or any clearing which may impact foraging or roosting habitat has a high likelihood of resulting in significant impacts. In such instances referral under the EPBC Act is recommended.

Overall, the remnant vegetation areas of the survey area provide high quality habitat for a range of threatened and non-threatened species. The survey recommends that areas of remnant vegetation should be retained and appropriately protected based on the high-quality habitat value they provide. Where the western area of remnant vegetation is subject to development such as passive recreational activities, targeted surveys should be undertaken of proposed alignments to guide the development of the area.

## **4.4 Conservation areas**

### **Conservation reserves**

There are no DBCA Legislated Lands and Waters intercepted by the site. However, there are two sites within 5 km of the site including (DBCA 2007):

- Down Road Nature Reserve located approximately 900 m to the south, and
- Phillips Brook Nature Reserve located approximately 4.4 km to the north east.

### **Environmentally Sensitive Areas**

The unnamed watercourse located within the site is a tributary of Marbelup Brook and is a Conservation Class wetland (GoWA 2018, see Figure 3). As per DWER guidance (DER 2014), a conservation category wetland is “a defined wetland and the area within 50 m of the wetland” and is declared to be an Environmentally Sensitive Area (ESA) under the *Environmental Protection Act 1986*.

There is an additional ESA located approximately 4.7 km to the north-east of the site.

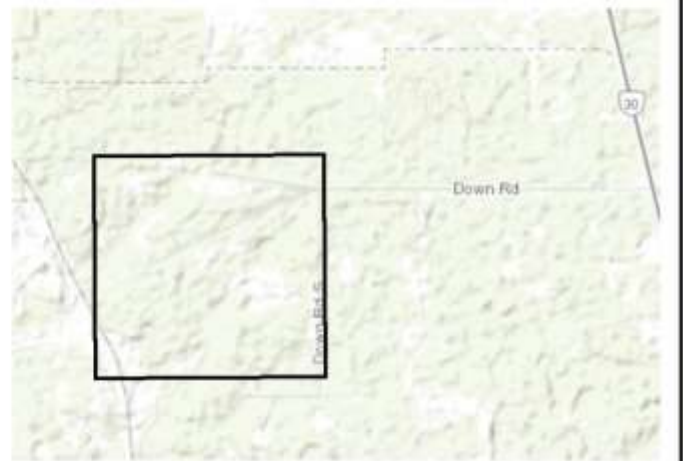




Figure 6: Fauna habitat values



29 Hercules Crescent  
Albany, WA 6330  
Australia  
Tel: 08 9842 1575  
Fax: 08 9842 1575



Overview Map Scale 1:100,000

- Legend**
- Fauna Indicators**
- ▲ Active Den
  - ▲ Active Fox Den
  - Baudins Cockatoo
  - ✦ Brush Wallaby
  - ▲ Brushtail Possum Scat
  - ▲ Brushtail Possum Scratchings
  - ▲ Cockatoo Hollow
  - ▲ Forest Red-Tailed BC
  - ▲ Fox Den
  - ▲ Fox Scat
  - ▲ Galah Hollow
  - ▲ Hollow
  - ▲ Possum Hollow
  - ▲ Potential Den
  - ▲ Potential den log
  - ★ Quenda
  - ▲ Rabbit
  - ▲ Unoccupied Hollow
- ▭ Subject Site
  - ▭ Cadastre
  - 📷 Camera

Scale  
1:8,500 @ A3  
GDA MGA 94 Zone 50

**Data Sources**  
Aerial Imagery: WA Now, Landgate Subscription Imagery  
Cadastre, Relief Contours and Roads: Landgate 2017  
IRIS Road Network: Main Roads Western Australia 2017  
Overview Map: World Topographic map service, ESRI 2012

**CLIENT**  
City of Albany  
PO Box 484  
Albany, WA 6331

**Fauna Habitat Values**

Assessor <b>KB &amp; BT</b>	QA Check <b>KK</b>	Drawn by <b>BT</b>
STATUS <b>FINAL</b>	FILE <b>MSC0137-002</b>	DATE <b>30/01/2019</b>



## 4.5 Hydrology and hydrogeology

### Groundwater

On a regional scale, the 250K Map Series – Hydrogeology identifies a “sedimentary aquifer within intergranular porosity – extensive aquifers, major groundwater resources” underlying the site (DoW, 2002). Groundwater salinity in the local area is in the range of 500 – 1,000 mg/L, which is considered to be marginal for productive uses (GoWA 2018).

GHD prepared a conceptual hydrogeological model to understand surface and groundwater water flows and potential linkages. The model was prepared to support the preliminary water management plan as part of the site feasibility study (GHD 2018). The outcomes of the model (see Appendix E and Appendix J) noted:

- The groundwater levels observed in the shallow bores indicate that groundwater is present in the lower lying areas nearer the creek and will be most likely be supplying the creek with groundwater inflow.
- The groundwater levels and gradient, inferred from topography, supports that groundwater discharges into the creek.
- Shallow/perched groundwater may discharge and resurface via sandier layers that sit on top of more impermeable lateritic, coffee rock or clay layers; especially when there is significant slope.
- The discharging groundwater either expresses as surface water, or migrates within the deeper more permeable deposits.

### Surface water

The site lies in the Marbelup Brook sub-catchment, which forms part of the wider Torbay Inlet Catchment in the Denmark Coast Basin within the South West Division (GoWA 2018).

The entire site and surrounds are located within the Marbelup Brook Surface Water Allocation Sub Area, which is a sub area of the Albany Coast Surface Water Allocation Area (GoWA 2018).

There is a significant upstream catchment within Lot 5780, of approximately 132 hectares, to the north and east. It is believed that these areas drain into the site via culverts along Down Road and Down Road West, particularly in larger storm events. Upstream land uses include agriculture and industrial sites with both woodlots and developed hardstand. Within the external upstream catchments is the CBH Mirambeena grain storage facility, which may have a potential impact. Within the site’s development area, the topography ranges from a maximum of 73 m AHD on the eastern boundary to a minimum of 41 m AHD in the creek line that bisects the southern boundary.

An unnamed watercourse is present within the site draining from the north-east and centre of the site to the south across the southern boundary to the Marbelup Brook which ultimately drains to Lake Powell. However, the natural drainage of the lower part of Marbelup Brook catchment has been modified which diverts the lower part of Marbelup Brook away from Lake Powell to the Torbay Inlet (DoW 2007).

During a site visit (3 July 2018) the watercourse was observed to be in a modified state, with cattle currently having access to the watercourse. Erosion was evident, particularly in the eastern extent of the watercourse. This area was also mostly devoid of native vegetation, with the exception of some sedges (*Juncus spp*). The western section of the watercourse contains native shrubs/ sedges and had a defined bed/ banks.

## 4.6 Heritage

### 4.6.1 Aboriginal heritage

A search of the Aboriginal Heritage Inquiry System found that there are no Registered Sites of Aboriginal heritage significance within the site or within a 5 km buffer of the site. There are also no sites lodged as 'Other Heritage Places' intersecting the site, however three 'Other Heritage Places' are located within 5 km of the site:

- King River (ID 4630),
- Down Road, Albany (ID 4632),
- Marbelup Brook (ID 29673).

The search of the Aboriginal Heritage Inquiry System provided the following information regarding Indigenous Land Use Agreements in the South West:

*“On 8 June 2015, six identical Indigenous Land Use Agreements (ILUAs) were executed across the South West by the Western Australian Government and, respectively, the Yued, Whadjuk People, Gnaala Karla Booja, Ballardong People, South West Boojarah #2 and Wagyl Kaip & Southern Noongar groups, and the South West Aboriginal Land and Sea Council (SWALSC).*

*The ILUAs bind the parties (including 'the State', which encompasses all State Government Departments and certain State Government agencies) to enter into a Noongar Standard Heritage Agreement (NSHA) when conducting Aboriginal Heritage Surveys in the ILUA areas, unless they have an existing heritage agreement. It is also intended that other State agencies and instrumentalities enter into the NSHA when conducting Aboriginal Heritage Surveys in the ILUA areas. It is recommended a NSHA is entered into, and an 'Activity Notice' issued under the NSHA, if there is a risk that an activity will 'impact' (i.e. by excavating, damaging, destroying or altering in any way) an Aboriginal heritage site” (DPLH, 2018)*

Section 5 of this report summarises consultation with DPLH regarding the ILUA and Aboriginal heritage.

### 4.6.2 Heritage (non-indigenous)

A search of the EPBC Protected Matters Search Tool did not identify any Commonwealth listed heritage sites in or within a 5 km buffer of the site.

A search of the Western Australian State Heritage Office Inherit database did not identify any State Registered Places within the site (DPLH 2018). The closest known site of heritage significance (Albany Airfield and 'Sigint' Radar System Place No 15574) was identified approximately 4.5 km from the site.

## 4.7 Infrastructure

### 4.7.1 Power

A 22 kV, three-phase overhead power line site within the property boundary, which includes an underslung overhead earth wire. This power line is part of the ALB 518.0 Mt Barker line and emanates from Albany Zone substation, located 10 km from the site. A 200 kVA pole top transformer is located on Down Road West and services the property to the north of the road. Preliminary investigation suggests the 200 kVA transformer is located too far from the proposed motorsports facility to be of use.

#### **4.7.2 Communications**

Telstra communication cables exist along Down Road West within P6 and P8 pits. The site is reasonably well serviced by 3G and 4G mobile phone coverage, with some loss of coverage likely to occur in the valleys of the site.

#### **4.7.3 Potable water**

The Water Corporation's Lower Great Southern Towns Water Supply Scheme (LGSTWSS) runs along Albany Highway, with the nearest connection point approximately 4 km to the east at 66 Down Road (fertiliser distribution warehouse) (Water Corporation 2018).

It is noted that in the initial stages of development, it would be cost prohibitive to connect to the LGSTWSS. The concept therefore proposes to service drinking water needs on the site through a combination of collected rainwater and water carts (see section 6.2.7).

#### **4.7.4 Wastewater**

The Water Corporation's Albany sewerage scheme is not in close proximity to the site, with the nearest connection point being at Lancaster Road, McKail (being some 10 km distant). Wastewater management will require on-site solutions and is discussed further in section 6.2.7.

### **4.8 Surrounding land uses**

The immediately surrounding land uses include a railway to the west, the wood chip processing facility on the north side of Down Road and land used for agricultural purposes (stock grazing) to the south and east. The Down Road Nature Reserve is located approximately 900 metres to the south. There is a tree plantation 2,500 metres to the east and the Mirambeena Strategic Industrial area is located approximately 2,000 metres to the east on Albany Highway.

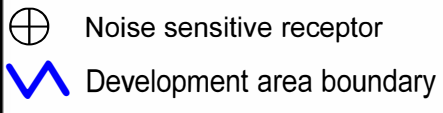
There are four residential receptors within proximity of the site (SR01, SR02, SR03 and SR04) within 2 km of the site (see Figure 7).



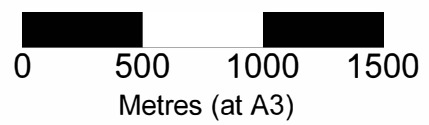
**PREDICTED NOISE LEVELS**



**LEGEND**



**SCALE**



**COPYRIGHT**

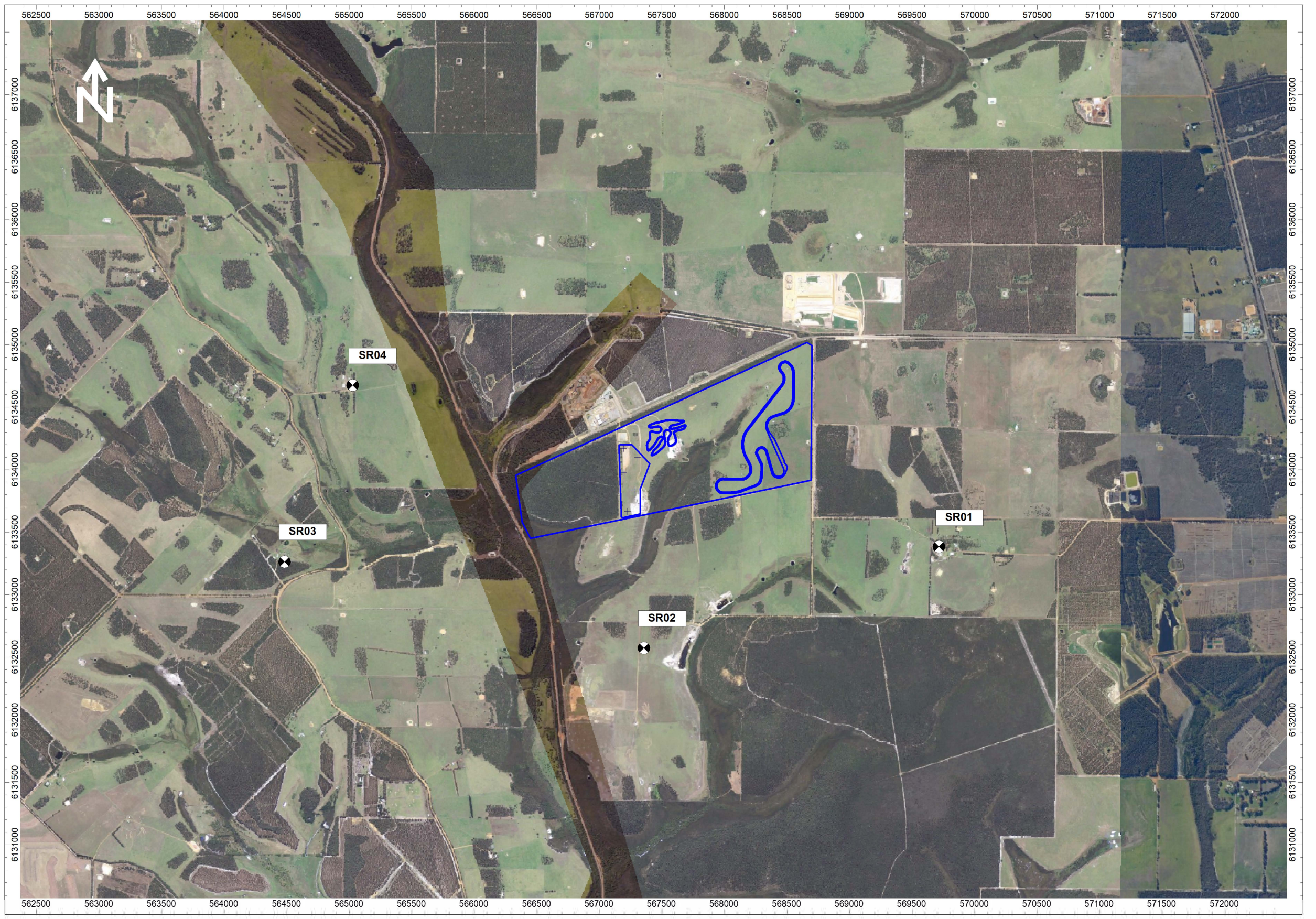
THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF GHD PTY LTD. THIS DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THE COMMISSION.

CREATED JF	CHECKED JF	APPROVED JF
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MAP PROJECTION: Universal Transverse Mercator  
 HORIZONTAL DATUM: Geocentric Datum of Australia (GDA)  
 GRID: Map Grid of Australia 1994, Zone 50

DATE 10.08.2020	FILE LOCATION N:\A\U\Albany WA\Projects\61137331\Technical\Noise
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REVISION 2	DRAWING NO.
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**REGIONAL MOTORSPORTS FACILITY**

**NOISE SENSITIVE RECEPTOR LOCATIONS**

**FIGURE 7**

**Noise Assessment**





## 4.10 Traffic and access

Down Road West to the north and Down Road South to the east currently provide access to the site. Down Road is a single carriageway road that connects with Albany Highway approximately 4 km to the east. Albany Highway is a Primary Distributor Road with a speed limit of 110 km/h and can accommodate heavy vehicle traffic. Current traffic volumes for Down Road and Albany Highway are shown in the table below. A review of Main Roads WA crash analysis reporting system indicates one reported crash in 2013 at the Albany Highway/ Down Road intersection, which has since been upgraded and no crashes along Down Road in the last five-year period.

Down Road forms part of the Restricted Access Vehicle (RAV) network 7 and accommodates multi combination vehicles up to 36.5 m in length. Down Road accommodates RAVs serving the CBH grain storage facility, Plantation Energy and the APEC wood chipping facility.

Albany Highway also forms part of the RAV network 7 and accommodates multi combination vehicles up to 36.5 m in length.

**Table 5: Average weekday and weekend traffic volumes (2017) - existing vehicles per day(vpd) (MRWA Traffic Map 2018)**

Location	Average weekday (vpd)	Trucks	Average weekend (vpd)	Trucks
Down Road	844	34%	419	40%
Albany Highway	4,950	20%	3,520	16%



## 5. Consultation

Significant pre-lodgement consultation has been undertaken regarding this regional motorsports facility proposal, and the specific site which is the subject of this Scheme Amendment. This consultation has been led by the City of Albany, with support from GSMG and associated consultants. The record of consultation since July 2018 is shown below.

**Table 6: Record of consultation**

Date	Attendees	Discussion
20 July 2018	City of Albany Great Southern Motorplex Group (GSMG) Inc. Department of Local Government, Sport and Cultural Industries (DLGSCI)	<ul style="list-style-type: none"> <li>Project initiation meeting for site feasibility study</li> </ul>
17 August 2018	City of Albany GSMG Inc. DLGSCI Department of Planning, Lands and Heritage (DPLH) Department of Water and Environmental Regulation (DWER) Great Southern Development Commission (GSDC) Office of Peter Watson, MLA	<ul style="list-style-type: none"> <li>Progress update on site feasibility study</li> </ul>
20 September 2018	City of Albany Wagyl Kaip and Southern Noongar Working Party	<ul style="list-style-type: none"> <li>Briefing and presentation of proposed regional motorsports facility</li> </ul>
27 September 2018	City of Albany Councillors	<ul style="list-style-type: none"> <li>Briefing and presentation of draft <i>Site Technical Feasibility Study</i></li> </ul>
19 October 2018	City of Albany GSMG Inc. DLGSCI DPLH DWER GSDC Office of Peter Watson, MLA Water Corporation	<ul style="list-style-type: none"> <li>Presentation of final <i>Site Technical Feasibility Study</i></li> </ul>

Date	Attendees	Discussion
28 November 2018	City of Albany GSMG Inc. DPLH	<ul style="list-style-type: none"> <li>Pre-lodgement consultation meeting for Scheme Amendment with DPLH (Great Southern)</li> </ul>
7 January 2019	Environmental Protection Authority (EPA)	<ul style="list-style-type: none"> <li>Pre-lodgement consultation for Scheme Amendment referral with EPA.</li> </ul>
15 February 2019	City of Albany DWER	<ul style="list-style-type: none"> <li>Feedback on preliminary site water management plan and noise modelling</li> </ul>
28 February 2019	City of Albany GSMG Inc. DLGSCI DPLH DWER GSDC Office of Peter Watson, MLA Main Roads WA Department of Biodiversity, Conservation and Attractions (DBCA) Department of Health (DoH)	<ul style="list-style-type: none"> <li>Progress update on site technical studies (specifically, bushfire management, water quality monitoring, flora &amp; fauna) and Scheme Amendment.</li> </ul>
11 April 2019	City of Albany GSMG Inc. EPA DWER DPLH	<ul style="list-style-type: none"> <li>Site visit specifically with EPA and DWER officers to discuss key environmental constraints and proposed management approaches.</li> </ul>

In addition, the City of Albany provided several Ministerial briefing notes/letters regarding the project, namely:

- Briefing note for the Hon. Dave Kelly – Minister for Water, 19 December 2017
- Briefing note for the Hon. Mick Murray – Minister for Seniors and Ageing; Volunteering; Sport and Recreation, 27 February 2018
- Letter to the Hon. Mick Murray – Minister for Seniors and Ageing; Volunteering; Sport and Recreation, 23 March 2018

In reply, the City of Albany received the following responses:

- Letter from the Hon. Peter Water MLA – Member for Albany, 17 January 2018
- Letter from the Hon. Dave Kelly – Minister for Water; Fisheries; Innovation and ICT; Science, 9 February 2018

## 6. Details of proposal

### 6.1 Proposed amendment

The proposed scheme amendment will facilitate the development of the site for a multi-use regional motorsports facility to cater for the growing needs of the Albany and Great Southern region. The approach taken to achieve this is to rezone Lot 5780 Down Road South, Drome from *Priority Agriculture* to *Special Use – SU26* under LPS1.

This amendment proposes to rezone the entire site to a *Special Use* zone under LPS1. A *Special Use* zone has been identified as the most appropriate planning mechanism for the site, as use of the site for motorsports is not a defined use and not consistent with the objectives of any other zone within LPS1. Rezoning of the site to *Special Use – SU26* will allow greater control of the development of the site to ensure appropriate consideration of environmental, interface and management issues.

Conditions for inclusion in Schedule 4 of the scheme provide a statutory framework to facilitate a management approach to use and development by prescribing the nature of management plans required, rather than specifying specific management approaches. This enables ongoing review and revision of management plans as required to incorporate contemporary benchmarks and technologies into managing environmental and amenity risks associated with the use and development of the land for a regional motorsports facility.

A Precinct Plan has been prepared to provide a spatial framework for future land use and development. This provides for the spatial implementation of key assumptions that underpin the environmental studies and management plans prepared to support the scheme amendment.

### 6.2 Future development proposal

A preliminary concept plan has been prepared to demonstrate the future development of the site for use as a regional motorsports facility, see Appendix B. The details associated with this plan are to be finalised as part of a future development application, however the plan broadly incorporates the following key elements:

1. Sealed, configurable multi-use track (3.5 km long × 12 m wide) for motor car racing, motorcycle racing, drifting, driver training and cycling:
  - Designed to comply with CAMS' Track Operator's Safety Guide (CAMS 2012) and Motorcycling Australia (MA) Track Guidelines (MA 2011)
  - To be licensed by CAMS for Fédération Internationalé de l'Automobile (FIA) Grade 2 and Fédération Internationalé Motocyclisme (FIM) Grade B (i.e. up to second-tier international motor racing)
2. A motocross circuit:
  - Designed and constructed in association with MA guidelines
3. An off-road four wheel drive (4WD) and all-terrain vehicle (ATV) training area.

#### 6.2.1 Traffic and access

A traffic investigation was undertaken as part of the site technical feasibility study, and can be viewed in section 10 of the report in Appendix E. This section summarises the traffic and access impacts of the proposed development. Table 7 below outlines the expected usage of the facility at full build out. For the purposes of sizing facilities and servicing infrastructure, a typical/frequent site attendance of 500 persons has been assumed (i.e. competitors, officials

and spectators). For special events that anticipate a greater number of site attendees, additional management measures will need to be implemented.

The regional motorsports facility is proposed to operate within the following hours:

- Typical operation (Monday – Saturday) 8:00 am – 6:00 pm
- Typical Sunday and Public Holiday operation 9:00 am – 6:00 pm

**Table 7: Indicative event profile**

Use	Level	Frequency	Duration	Entrants	Spectators
Driver training, schools, manufacturer testing		Week days	Day	50	0
Car test & tune day	Club	4 week days / month	Day	30	30
Car speed events	Club	1 weekend / month	Day	100	200 – 500
Car speed events	State	1 weekend / month	Day	100 – 200	200 – 1,000
Car speed events	National	1 weekend / year	Day	200 – 300	2,000 – 5,000
Super cars events	National	1 × 3 day weekend / year	Day	200 – 300	10,000 – 20,000
Bike test and tune day	Club	4 week days / month	Day	50	50
Bike speed events	Club	1 weekend / month	Day	100	200 – 500
Bike speed events – Champions Ride Day	State	1 weekend / month	Day	100	200 – 1,000
Bike speed events	National	1 weekend / year	Day	200	1,000 – 5,000
Motocross events	Club	3 days / week training 4 single days / month	Day	100 – 200	200 – 400
Motocross events	State	1 weekend / month	Day	200 – 300	500 – 1,000
Drifting day	Club	2 days / month	Day and evening	30	30
Drifting day	State	1 weekend / month	Day and evening	50	200 – 500
Motorkhana	Club	1 day / month	Day	50	200



## Traffic

Assuming two people per vehicle, an overall attendance of 500 people would represent 250 vehicles in and 250 vehicles per hour (vph) out of which, five percent (13) are heavy vehicles transporting competition vehicles.

**Table 8: Site generated traffic (typical)**

Vehicle type	In (vph)	Out (vph)
Light vehicle	237	237
Heavy vehicle	13	13
Total	250	250

A capacity assessment of Down Road using Highway Capacity software (HCS7) indicates a level of service B, assuming event and peak hour traffic movement occur at the same time.

The intersection of Albany Highway/Down Road has recently been upgraded to accommodate CBH traffic (for grain haulage) and no further upgrade is anticipated to be required for general use of the site as a regional motorsports facility. Analysis has been undertaken assuming the event exit traffic occurs at the same time as the pm peak hour of the intersection and confirms no forecast delay or congestion.

Further analysis has been undertaken assuming a one percent growth rate on Albany Highway for ten years and the results indicate all levels of service remain the same for both the am and pm peak period.

Traffic management for larger events will require careful planning and consultation with relevant stakeholders and neighbouring businesses, as well as preparation of a detailed traffic management plan.

## Access

Two access points are proposed to serve the site from Down Road West (see Appendix B). Entry to the site would be via the eastern entry point only. The western entry point is for separate controlled access to the small dam in the north-west corner of the site.

Traffic volumes on Down Road are approximately 840 vpd, of which, approximately 34 percent are trucks (large multi combination vehicles). A left turn lane in Down Road West is recommended at the access location to minimise the impacts on large trucks using Down Road during weekday use. Austroads Guide to Road Design indicates the length of the turn lane should be 180 m at 110 km/h or 120 m if a posted speed of 80 km/h is adopted.

The current speed limit on Down Road is 110 km/h. This is considered too high in view of the likely activity associated with the proposed motorsports facility and should be reduced to a maximum of 80 km/h. Main Roads WA will need to be consulted regarding this matter. If a speed limit of 110 km/h is maintained, a review of aerial photography would indicate a suitable location for the eastern access is approximately 240 m west of Down Road North, or 150-200 m if the speed limit is reduced to 80 km/h.

## Parking

Two car parking areas are proposed to accommodate general event demand. Based on 500 spectators/competitors, an overall provision of 250-300 bays is forecast to be required. For larger events, overspill parking areas are provided which will be controlled and managed by event staff. All parking demand is proposed to be contained on site.

## 6.2.2 Bushfire risk

The site is located in a Bushfire Prone Area (DFES 2018), and requires compliance with State Planning Policy 3.7 (SPP 3.7). The proposed scheme amendment is considered a 'Strategic Planning Proposal' under SPP 3.7 and must be accompanied by a Bushfire Hazard Level (BHL) assessment and demonstrate compliance with bushfire protection criteria in the form of a BMP. The BMP was prepared in accordance with SPP 3.7, *Guidelines for Planning in Bushfire Prone Areas* and AS 3959-2009. The BMP provides sufficient evidence that the rezoning proposal has, or can be made to have, a low to moderate bushfire hazard. The BMP provides a detailed assessment of the proposal against the WAPC *Guidelines for Planning in Bushfire Prone Areas* protection criteria.

Consultation with the DPLH and DFES confirmed that use of the site as a regional motorsports facility is deemed a 'high risk' land use, defined as land uses that may potentially ignite a bushfire, prolong its duration or increase its intensity, due to:

- Motorsport activities giving rise to risk of ignition and bushfire.
- Exposure of the community, fire fighters and environment to dangerous substances from vehicles igniting.

It is noted that although designated high risk, the controls and management procedures implemented through the BMP will reduce the risks of the facility and its status should be refined in future stages of the development approval process.

The proposed use is further defined as a 'vulnerable' land use due to:

- Large numbers of people attending the motorsports events (400-500 people club events, 10,000 people state events).
- Elderly demographic, children and mobility impaired people attending the events.
- Presence of a function centre and clubrooms.
- Site evacuation challenges associated with visitors and spectators on site.

Additional access has been identified and a Bushfire Emergency Evacuation Plan (BEEP) prepared to respond to the proposal's designation as a vulnerable use and in accordance with the *Draft Position Statement: Tourism land uses within bushfire prone areas* (WAPC 2018). The BEEP will form part of the Emergency Management Plan, to be developed by the proponents of the site prior to operations.

Four access options were investigated for secondary access/egress in a bushfire event, with the favoured option for an Emergency Access Way being a link from Down Road South to Albany Highway. Verbal in-principle agreement for the link has been sought between the landowners and Main Roads WA to enable gazettal of an easement in gross to allow for emergency access/egress in a bushfire event.

Alternative access options for the entire Mirambeena precinct will be required to be investigated as part of a broader structure planning exercise.

## 6.2.3 Agricultural land capability

Land capability is a term used to express the ability of land to support a proposed use with minimal risk of degradation to its soil and water resources. The site is zoned *Priority Agriculture* under LPS1, designating the area as land considered to be of State, regional or local significance for food production purposes. This designation is based on the site's comparative advantage in terms of soils, climate, water and access to services. The City of Albany commissioned a land capability assessment (see Appendix I) to evaluate the site-specific capability of Lot 5780 for agricultural uses and to determine the uniqueness or otherwise of the

site. The assessment concluded that the site is not unique in terms of the nature of its soils and landforms and the removal of the Priority Agriculture zoning from the land is considered to have no significant effect on agricultural land protection objectives under SPP 2.5 and LPS1. This conclusion is based on the following findings:

- The soil and landform conditions within Lot 5780 are generally consistent with the range and variations described by the earlier, broad-scale CSIRO mapping, apart from a greater proportion of pale sands on the valley sideslopes.
- Within the existing cleared portions of the property the capability of the land to support grazing is predominantly 'fair' and consistent with the earlier assessment by DPIRD based on its broad-scale soil-landscape mapping.
- Within the existing cleared portions of the property the capability of the land to support perennial horticulture (including viticulture) is a mix of 'fair', 'fair - high' and some 'low' capability land. Whilst generally consistent with the earlier assessment by DPIRD there is a greater percentage of low capability due to the poor ability of pale sands within lower parts of the landscape to retain nutrients against losses to drainage.
- The extent of remnant vegetation (approximately 38 percent of Lot 5780) is a significant constraint to the agricultural capability of the total property.
- As shown in Figure 2, Lot 5780 occurs near the southern edge of the most extensive portion of *Priority Agriculture* zoned land, and is within an industrial buffer zone. It is also within the Marbelup Catchment PDWSA where there are land use restrictions on horticultural activity.
- The City's Local Planning Strategy (CoA 2019) indicates the intent for *Priority Agriculture* land is to protect better quality rural land for potential agricultural diversification, particularly for intensive agriculture where a suitable supply of water is available. GHD (2018) report however that groundwater salinity in the local area is in the range of 500 – 1,000 mg/L, which is considered to be marginal for productive uses.
- Lot 5780 is 192.4 ha in area and this represents just 0.23 percent of the total *Priority Agriculture* zoned land within the City of Albany.
- The lateritic uplands and minor valley sideslopes (DMc and S7h broad-scale map units) encompassed within Lot 5780 occur widely throughout the rural areas of the City of Albany and together cover 28,229 ha (or 33.7 percent) of its *Priority Agriculture* zone.

#### **6.2.4 Noise**

A Noise Assessment Report was prepared to support the scheme amendment and investigate noise implications for construction and use of the site as a regional motorsports facility. The report (see Appendix H) encompasses identification of sensitive receptors, desktop assessment of construction noise and noise modelling to assess predicted noise impacts during operation of the site. The report recommends noise mitigation measures for construction and operational noise sources based on the current concept plan.

Noise monitoring was used to measure existing noise levels at the site and experienced by sensitive receptors (residential dwellings) within proximity of the proposed motorsports facility. The noise monitoring indicates that there are no existing sources considered 'significantly contributing' and the noise impacts from the facility were therefore assessed in isolation.

## Construction noise modelling

Construction noise impacts were assessed based on a number of factors, including:

- The intensity and location of construction activities,
- The type of equipment used,
- Existing local noise sources,
- Intervening terrain, and
- The prevailing weather conditions.

Based on predicted plant activity noise levels, noise levels exceeding the day  $L_{A10}$  assigned level of 45 dBA are not expected to impact on the closest noise sensitive receptors, with the exception of noisy equipment with a sound power level (SPL) higher than 115 dBA (i.e. concrete saw, jack hammers, dump trucks etc.)

In line with the *Environmental Protection (Noise) Regulations 1997*, construction will be carried out in accordance with control of environmental noise practices set out in Section 6 of *Australian Standard (AS) 2436-2010 Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and equipment used will be the quietest reasonably available.

Construction activity may result in varying degrees of ground vibration depending on the equipment used and methods employed. The noise assessment report concluded that, given the distances involved between site works and the nearest receptors, vibrations affecting human comfort and building integrity are not expected to be an issue.

## Operation noise modelling

Noise modelling was undertaken using Computer Aided Noise Abatement (CadnaA) to predict the effects of noise generated by motorsport events at the site with the aim of determining the noise impact at the nearest noise sensitive receptors. The noise model was based on the concept plan for the facility as shown in Appendix B.

Results for both neutral and worst case meteorological conditions demonstrate that for some events (multi-use track and motocross), predicted noise levels for the regional motorsports facility may exceed the assigned noise levels at the nearest sensitive receptors.

Where noise levels for the facility cannot practicably comply with the assigned noise levels, Division 3 of the *Environmental Protection (Noise) Regulations 1997* allows the venue occupier to apply for a special approval to exceed assigned levels in accordance with an approved Noise Management Plan (NMP). An example NMP has been prepared as part of the noise assessment report based on the concept plan and aligning with the *Guide to Management of Noise from Motor Sport Venues* (see Appendix H). The aim of requiring the facility to operate in accordance with an NMP is to provide a mechanism to prevent further increase of events without consulting residents, and may not reduce noise levels from proposed operations.

Mitigation measures to reduce noise levels at the facility are limited, however further detailed design will consider the viability of constructing a barrier adjacent to the venue to reduce noise levels at sensitive receptors. Mitigation measures for any future residential development should align with SPP 5.4, including:

- Reducing outdoor levels by implementing 'quiet house' design measures relating to screening of outdoor areas with the residence itself (building orientation considerations) or screen walls.
- Reducing internal noise levels by implementing 'deemed to comply packages' relating to improving noise insulation of residences.



- Providing information to new residents within the development of the potential noise impacts from motorsport events (notifications on titles).

### **6.2.5 Air quality**

It is anticipated that all roads and tracks proposed within the development with the exception of the motocross track will be sealed. It is therefore unlikely that the development will present any significant air quality issues relating to dust. Nevertheless, the proposed scheme amendment provides for a dust management plan prior to works, once the final layout for the regional motorsports facility has been determined and as required by the local government in consultation with DWER.

Emissions from vehicles would be quickly dispersed and not pose an issue. Any vehicle emitting excessive smoke or other emissions would be removed from competition until rectified.

### **6.2.6 Flora and fauna impacts**

A Flora and Fauna Survey was undertaken in October/November 2018 to gain an understanding of the flora and fauna present on site, their significance and the potential impact of the proposed development. Findings of the flora and fauna survey note that as the wetland and surrounding vegetation are to be protected through a 50 m development exclusion buffer and the majority of remnant vegetation will be retained, the development will not have an unacceptable impact on flora and fauna within the site. The survey recommends the following:

#### **Flora**

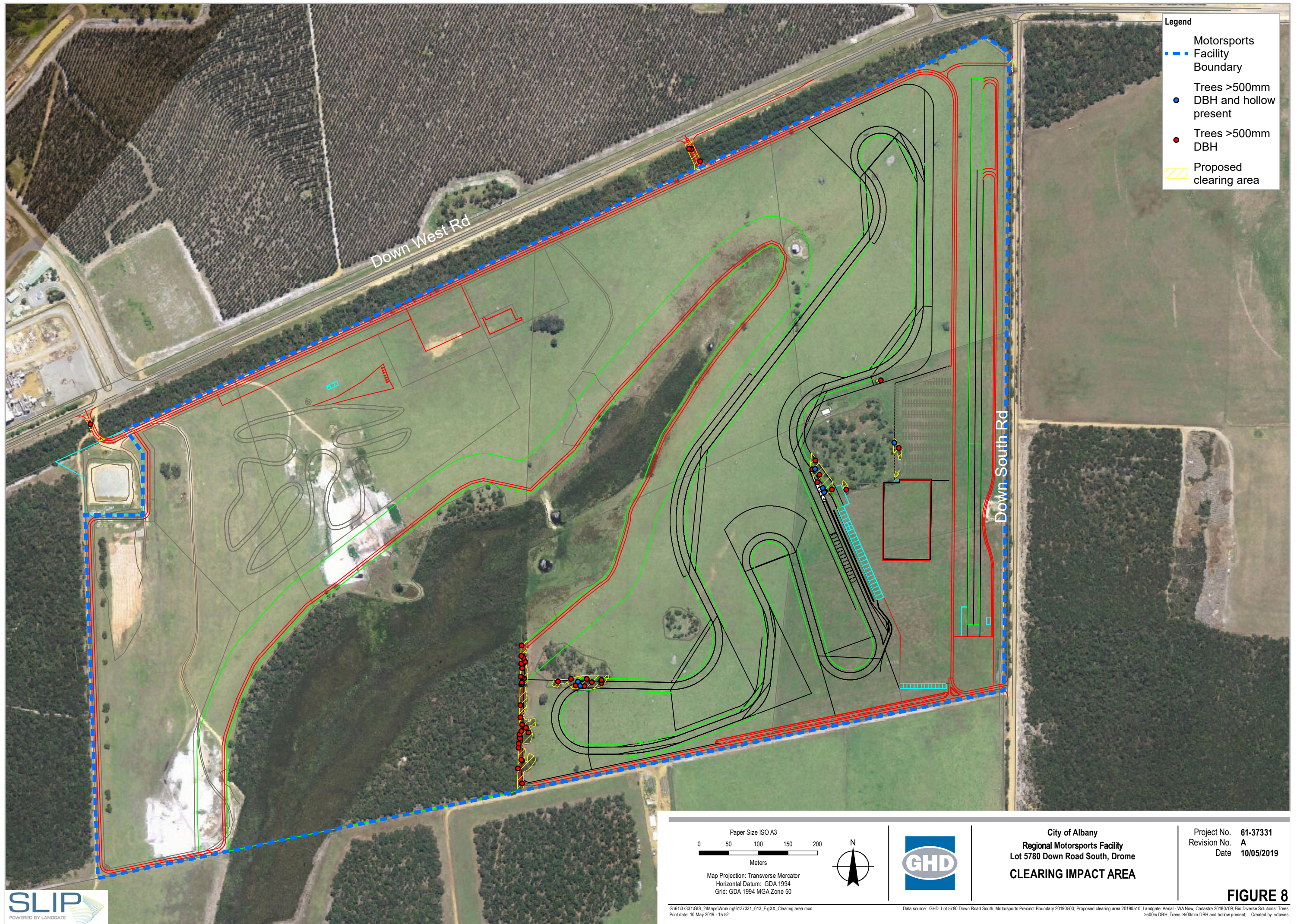
- Undertake restoration/ revegetation inside the proposed 50 m development exclusion buffer where applicable.
- Install fencing to exclude stock/ public access where fencing does not exist.
- Buffer extended to the south east to include all of the southern portion of Jarrah/ Marri remnant vegetation.
- Weed, dust, erosion and hygiene management plans developed and implemented.

#### **Fauna**

- Fox and cat control.
- Buffer extended to the south east to include all of the southern portion of Jarrah/ Marri remnant vegetation.
- Where clearing in road reserves is proposed for public access, significant trees are to be retained where possible. Significant paddock trees should also be retained where possible.
- The creek system contains high value habitat and high fauna activity. The area is not proposed to be developed/ disturbed and should continue to be protected.
- If any development/ modification occurs within the creek area a targeted survey to identify the presence/ absence of *Galaxiella munda* (Western Mud Minnow), *Galaxiella nigrostriatal* (Black-stripe Minnow) and *Lepidogalaxias salamandroides* (Salamanderfish) is required.
- Targeted fauna assessment for any proposed works in the remnant vegetation to the west.

The following section discusses management of the conservation category wetland and water systems on site.

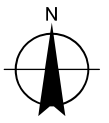
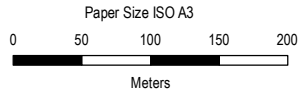




- Legend**
- Motorsports Facility Boundary
  - Trees >500mm DBH and hollow present
  - Trees >500mm DBH
  - Proposed clearing area

Down West Rd

Down South Rd



City of Albany  
 Regional Motorsports Facility  
 Lot 5780 Down Road South, Drome  
**CLEARING IMPACT AREA**

Project No. 61-37331  
 Revision No. A  
 Date 10/05/2019

**FIGURE 8**



G:\6137331\GIS\_2\Mapa\Working\6137331\_013\_FigXX\_Clearing area.mxd  
 Print date: 10 May 2019 - 15:52  
 Data source: GHD: Lot 5780 Down Road South, Motorsports Precinct Boundary 20190503; Proposed clearing area 20190510; Landgate: Aerial - WA Now; Cadastre 20180709; Bio Diverse Solutions: Trees >500m DBH, Trees >500mm DBH and hollow present. Created by: v.davies



## **6.2.7 Water management**

The site is within a Priority 2 area of the Marbelup Brook public drinking water source area. A risk assessment for the proposed development was undertaken in accordance with the Australian Drinking Water Guidelines (ADWG) (NHMRC, NRMCC 2011) and *Water Quality Protection Note 77: Risk Assessment of Public Drinking Water Source Areas* (DoE, 2005). A local water management strategy was prepared (GHD 2020, see Appendix J) and provides management strategies to mitigate potential risks to storm water and groundwater quality and quantity.

The following section summarises the management strategies and controls proposed to prevent the use of the site as a regional motorsports facility compromising water quality and quantity and to ensure the objectives of SPP 2.3 are met. A detailed local water management strategy for the site is recommended to be submitted as part of the development application.

Consultation with the Department of Water and Environment Regulation as well as Department of Health was undertaken as part of the pre-lodgement engagement for the proposed scheme amendment. Refer to section 5.

### **Drinking water supply**

Connection to the existing LGSTWSS will be cost prohibitive in the initial stages of the project. It is therefore proposed to service drinking water needs on the site through a combination of collected rainwater and water carts.

Uncontaminated rainwater from the site buildings will be collected in standard 110,000 litre rainwater tanks. At source treatment by household-scale filtration and ultraviolet disinfection will be undertaken. This will allow a safe drinking water supply to the site facilities (i.e. clubrooms, canteen, etc.) and ablutions.

A preliminary water balance for the site suggests that rainfall alone will be insufficient to meet expected demand for regular attendance of 500 people. Where there is a shortfall, the facility operators will need to purchase and cart water to the site. Water demands for other external uses (i.e. irrigation, dust suppression, etc.) will be met from site dams and groundwater bores.

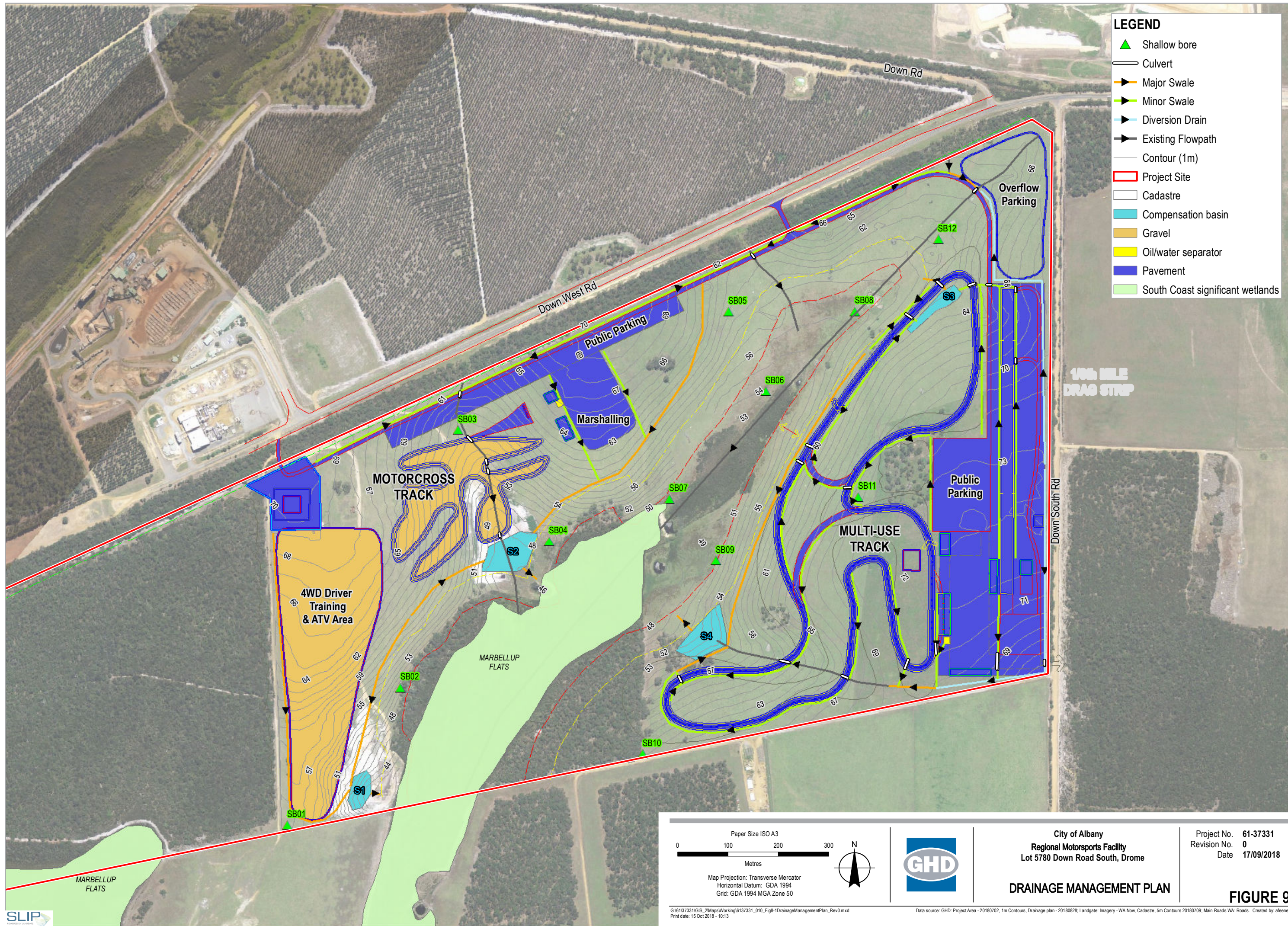
### **Stormwater management**

#### **Stormwater quantity**

The proposed stormwater management plan for the site is depicted in Figure 9 and consists of the following principles and elements:

- Where possible, uncontaminated runoff from impervious areas will be collected for drinking water, or targeted for infiltration near to the source.
- The release of (potentially) hydrocarbon impacted stormwater from high risk areas (e.g. maintenance areas, pits, etc.) is prevented by suitable engineering controls.
- Drainage swales to divert the (upstream) eastern boundary catchment around the multi-use track, to minimise the potential for this water to impact on the site infrastructure.
- Suitable compensating (detention) basins to limit post-development peak discharge rates to pre-development rates from areas subject to development.
- Suitable swales, culverts and pipework to convey the runoff generated from the site to engineered locations for treatment / compensation before discharge to the waterway.
- Suitable buffer separations to the wetland/creek to minimise the potential for impacts of site-generated water impacting on the wetland.







## Stormwater quality

Stormwater quality issues requiring management within the site include:

- Sediment load: Erosion caused by high flow velocity can result in a loss of soil, damage to drainage swales, and increased sediment load to the receiving water body.
- Nutrient load: Increased nutrient loading to the receiving water body may result from over-application of fertilisers to landscaped areas.
- Gross: Suspended and dissolved pollutants: Including rubbish, hydrocarbons, dissolved metals, and pesticides.

Best Management Practices (BMPs) are design strategies targeted to manage total suspended solids, gross pollutants, total phosphorous (TP) and total nitrogen (TN) within stormwater discharged from urban catchments (DoW, 2007). Frequently occurring rainfall events are targeted, using source, in-transit and end-of-pipe controls to improve water quality. BMPs considered appropriate for the site development include:

- Construction of drainage swales and dry/ephemeral detention basins using weirs and low flow drain system, to reduce flow velocity, thus reducing erosion and sediment mobilisation, allowing sedimentation, reduce total flow discharged from each site, and allowing infiltration to groundwater.
- Construction of suitable bio-retention areas to allow for suitable water quality treatment.
- Planting and regeneration of low-lying native vegetation in swale drains for filtering of particulates and uptake of dissolved nutrients.
- Use of suitable soils within bio-retention areas that target the uptake of nutrients.
- Maximising infiltration by adopting a stormwater retention system to contain, and as a minimum, treat the first 15 mm of rainfall on site.
- Construction of compensating basins/storages to reduce peak flow rates and encourage infiltration.
- Minimising discharge rates, allowing the compensating basin to act as a sediment trap, to capture suspended solids and bound pollutants prior to discharge.

## Spill control and pollution management

The preliminary water management strategy defines practices to be implemented to achieve spill control and pollution management in high risk areas of the site based on *WQPN 52: Stormwater management at industrial sites* (DoW, 2006) and *WQPN 100: Motor sport facilities near sensitive waters* (DoW, 2007). Control practices include operational measures such as separating uncontaminated stormwater from potentially contaminated stormwater, design measures including provision of buffers as well as practices specific to construction and maintenance on site.

An erosion and sediment control plan is recommended within the Construction Environmental Management Plan (CEMP) prior to commencement of works on site.

## Wastewater management

Given the significant distance of the site from the nearest connection point of Water Corporation's Albany sewerage scheme, on-site management of wastewater will be required. On-site wastewater management will need to cater for human sewage as well as wastewater from vehicular activities.

The preliminary water management strategy reviewed potential wastewater management strategies and identified one potential solution that would enable the use of the site as a motorsports facility while meeting the requirements of the draft government sewerage policy. Further detailed investigations will be required into the most appropriate disposal system for the site, including a better understanding of the geotechnical conditions of the area. This should be undertaken prior to development on site.

The proposed use of the motorsports facility will be mostly periodic (i.e. events based) with several different groups using the site. On-site wastewater treatment systems will typically consist of both a treatment system and a disposal system. These were preliminarily sized using the Department of Health's (DoH) Onsite wastewater system assessment tool for estimation purposes.

The calculator tool produced a required demand (hydraulic loading) of 17,500 L/day and aided in the sizing of the treatment and disposal systems. To determine the feasibility of on-site wastewater management, a sub-surface drip irrigation system was chosen as the most suitable option. This system will require a disposal/irrigation area of approx. 5000 m<sup>2</sup>, which could be readily accommodated within the track design and facilities area.

The most suitable arrangement will be to have two wastewater treatment systems, one serving the motocross facilities, the other serving the multi-use track. Numbers in excess of system capacity (potentially up to 20,000 for national race events) would need to be catered for with portable facilities.

A minimum clearance of two metres between the maximum groundwater level and the discharge point of the disposal system will also be required. Therefore, wastewater facilities should be located at high ground on the site, where a greater clearance to groundwater is to be expected.

### **Water quality monitoring**

The Preliminary Water Management Strategy proposes ongoing groundwater and surface water monitoring and includes a summary of proposed monitoring programs. The plan recommends preparation of an annual water quality report in accordance with ANZECC Guidelines (2000) and DWER quality assurance/control systems to be presented to the City and DWER.

### **Groundwater monitoring**

Initial groundwater and water quality sampling was undertaken by Bio Diverse Solutions in February, May and September 2018. DWER has been consulted during the development of this monitoring plan. Further to this, GHD recommends the following;

- There is limited existing site-specific groundwater data, and pre-development data are limited. If the development proposal seeks approval to install a production bore for abstraction of groundwater as a water supply source for the development, then six-monthly groundwater monitoring for water levels and salinity will be a required.
- Groundwater monitoring should be conducted for three years following practical completion, to allow any groundwater level or quality changes as a result of development to be identified, and action taken if necessary.

### **Surface water monitoring**

Continued surface water sampling is recommended to be undertaken prior to the construction of the regional motorsports facility to develop a baseline for ongoing assessment. This monitoring should continue during construction and then following construction to assess the impact of the development on runoff water quality.



## Operational controls

On site operational controls shall include but not limited to the following:

- Vehicle maintenance and refuelling to only be undertaken in the designated pit area where hydrocarbon interception/spill controls are implemented.
- Vehicle wash down to be undertaken on a bunded, impervious pad and runoff directed into a detention area containing a sediment trap and oil separator.
- Clean-up kits to be kept at strategic locations across the site in order to provide an immediate response to fuel, oil or chemical spills.
- On-site wastewater treatment (secondary standard) and disposal from toilets, washrooms and kitchens to be in accordance with the *Draft Government Sewerage Policy* and as noted in section 8.4 of the Preliminary Water Management Strategy.
- An adequate number of rubbish and recycling bins to be provided across the site and regularly maintained.
- Any landscaping on the site to be designed to minimise water, fertiliser and pesticide use.
- An emergency response plan to be prepared for situations that could place local water resources at risk.

## 7. Conclusion

The proposed rezoning of the site from *Priority Agricultural* to *Special Use – SU26* is justified in the context of the current local planning framework, overarching LPS1 objectives and local context.

# Appendices



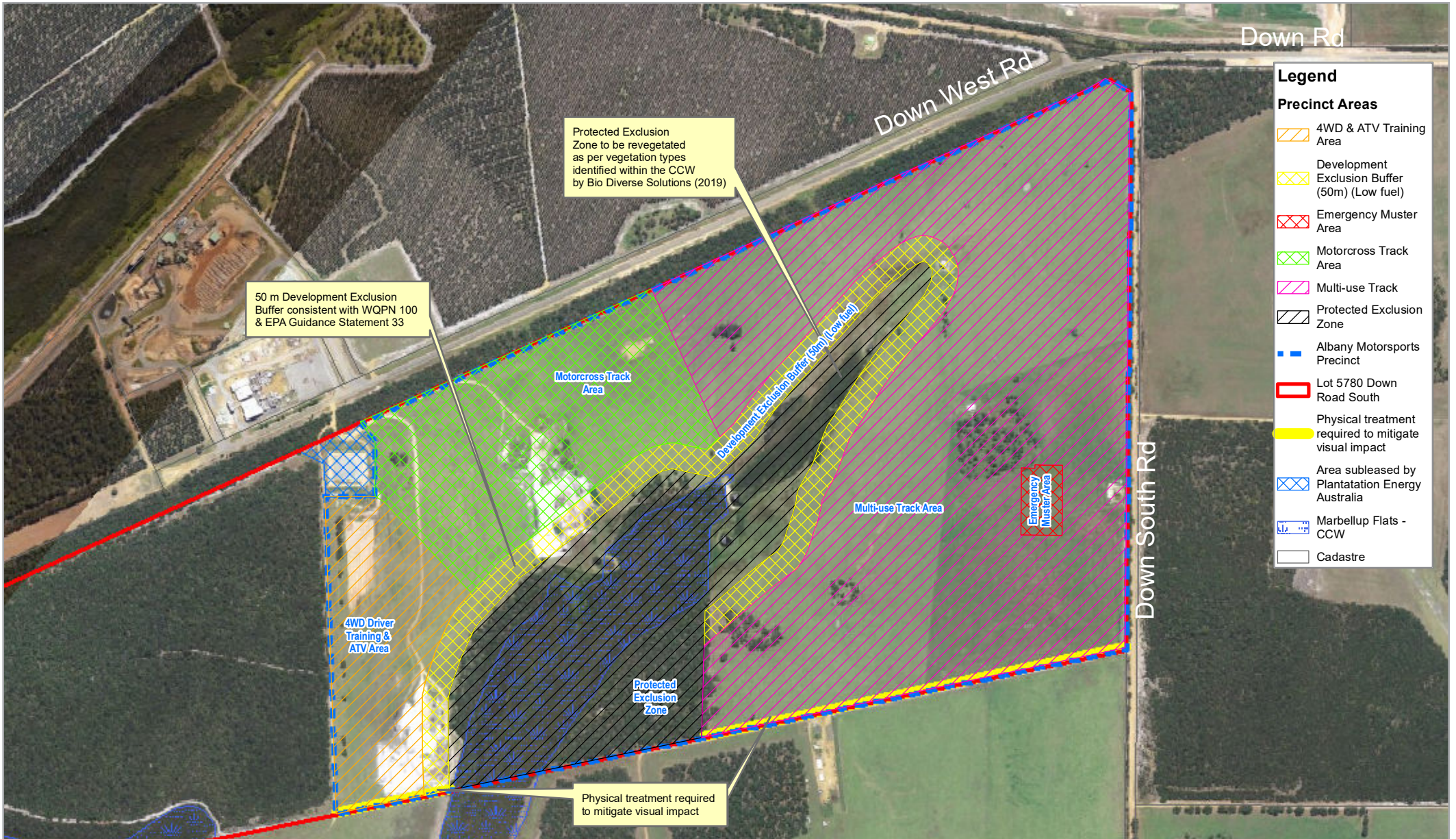
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# **Appendix B** – Precinct Plan and Concept Plan (August 2020)

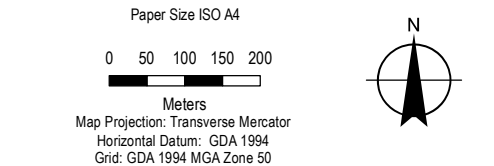


- Legend**
- Precinct Areas**
- 4WD & ATV Training Area
  - Development Exclusion Buffer (50m) (Low fuel)
  - Emergency Muster Area
  - Motorcross Track Area
  - Multi-use Track
  - Protected Exclusion Zone
  - Albany Motorsports Precinct
  - Lot 5780 Down Road South
  - Physical treatment required to mitigate visual impact
  - Area subleased by Plantation Energy Australia
  - Marbellup Flats - CCW
  - Cadastre

50 m Development Exclusion Buffer consistent with WQPN 100 & EPA Guidance Statement 33

Protected Exclusion Zone to be revegetated as per vegetation types identified within the CCW by Bio Diverse Solutions (2019)

Physical treatment required to mitigate visual impact

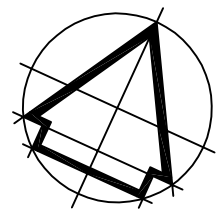


City of Albany  
Regional Motorsports Facility  
Lot 5780 Down Road South, Drome

**PRECINCT PLAN**

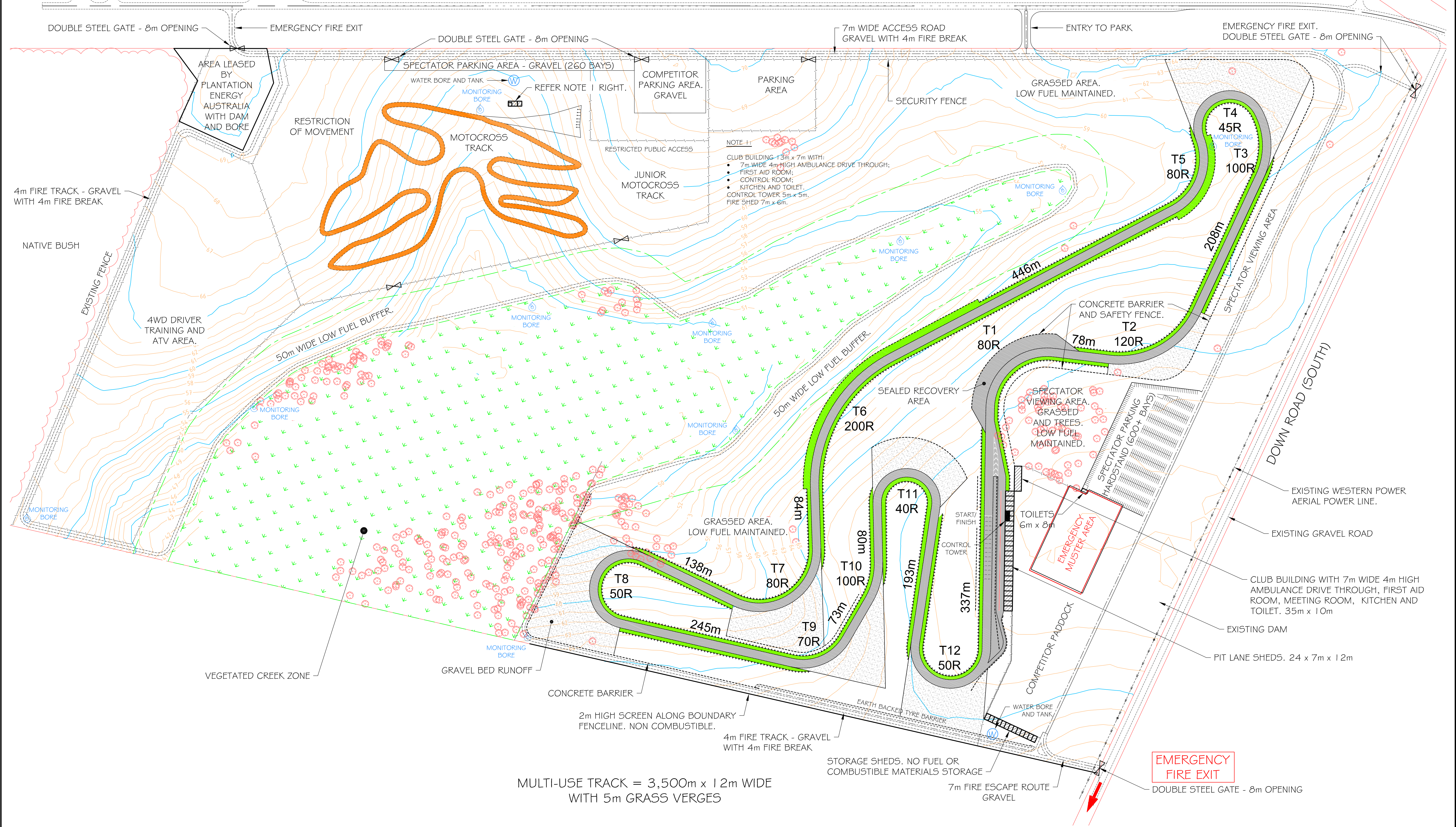
Project No. **61-37331**  
Revision No. **3**  
Date **22/09/2020**





DOWN ROAD

ENTRY TO PARK



MULTI-USE TRACK = 3,500m x 12m WIDE WITH 5m GRASS VERGES

EMERGENCY FIRE EXIT

REV	DESCRIPTION	APPROVED	DATE
A	ISSUED FOR REVIEW		
B	DRAG STRIP AND BURNOUT PAD REMOVED FROM CONCEPT	RLC	27.07.20



102 NORTH ROAD, YAKAMIA WA 6330  
 PO BOX 484 ALBANY WA 6331  
 Tel: (08) 9841 9333  
 Fax: (08) 9841 4099  
 Email: cityassets@albany.wa.gov.au  
 Website: www.albany.wa.gov.au

# PRELIMINARY

PROJECT					
ALBANY MOTORSPORT PARK LOT 5780 DOWN ROAD, DROME, WA 6330					
DRAWING NAME					
GENERAL SITE LAYOUT PLAN - 3.5 km TRACK					
DRAWING No	FILE REF	JOB No	SCALE	SHEET No	REV
18043	-	-	1:2500 @ A1	C-01	B

n:\works & services\city engineering\engineering\08 team leader civil infrastructure\albany motorsport park\drawings\18043\_c-01 2020-07-27.dwg



# **Appendix C** – Proposed amendment to City of Albany Local Planning Scheme No. 1



# PLANNING AND DEVELOPMENT ACT 2005

## RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME

### CITY OF ALBANY

#### LOCAL PLANNING SCHEME NO. 1

#### AMENDMENT NO. 35

Resolved that the local government pursuant to section 72 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by

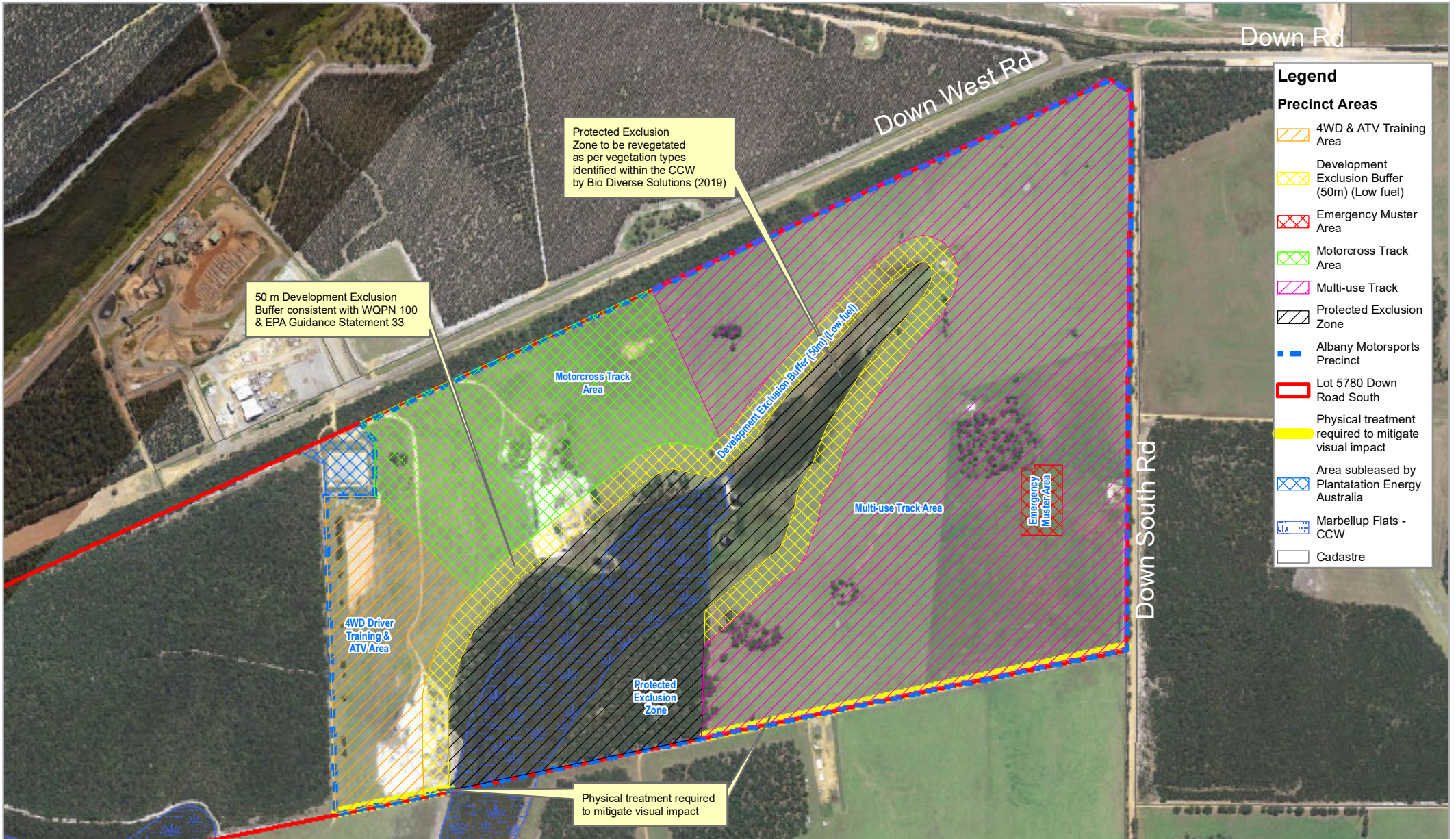
- a) Rezoning Lot 5780 Down Road South, Drome, from 'Priority Agriculture' zone to 'Special Use – SU26' zone;
- b) Adding the following text to Schedule 4:

No.	Description of Land	Special Use	Conditions
SU26	Lot 5780 Down Road South, Drome	Motorsport based recreation and incidental uses	<ol style="list-style-type: none"><li>1. All development requires the development approval of the local government.</li><li>2. Applications for development approval shall be advertised in accordance with clause 64 of the deemed provisions.</li><li>3. All use and development is to be in accordance with the Regional Motorsports Facility Precinct Plan and approved management plans.</li><li>4. Any application for development approval for the site shall be accompanied by an Environmental Management Plan for the site that addresses:<ol style="list-style-type: none"><li>(a) Noise Management Plan for construction and operation of the site, and which includes but is not limited to:<ol style="list-style-type: none"><li>(i) Limitations on hours of operation as follows:<ul style="list-style-type: none"><li>• Sundays: 9 am – 6 pm;</li><li>• Monday – Saturday: 8 am – 6 pm.</li></ul></li><li>(ii) Events not occurring on both the multi-use track and the motocross track at the same time;</li><li>(iii) Frequent/ongoing monitoring and reporting on noise emissions; and</li></ol></li></ol></li></ol>

			<p>(iv) Provide notification of events to stakeholders / landholders.</p> <p>(b) Water Management Plan for construction and operation of the site.</p> <p>(c) Hydrocarbon Management Plan for operation of the site.</p> <p>(d) Waste Management Plan for construction and operation of the site.</p> <p>(e) Dust Management Plan for construction and operation of the site.</p> <p>(f) Acid Sulfate Soils (ASS) risk.</p> <p>(g) Protected Exclusion Zone Management Plan addressing management responsibilities, revegetation, and vegetation condition and wetland water quality monitoring.</p> <p>(h) Decommissioning Plan.</p> <p>(i) Construction Management Plan.</p> <p>5. Any application for development approval for the site shall be accompanied by a visual impact assessment to determine the appropriate physical treatments to mitigate visual impact to Lot 5781 Down Road South, Drome.</p> <p>6. Development shall be in accordance with an approved Bushfire Management Plan that has been implemented to the satisfaction of the Local Government, Department of Planning, Lands and Heritage, and the Department of Fire and Emergency Services.</p> <p>7. Any application for development approval for the site shall be accompanied by a Traffic and Parking Management Plan for construction and operation of the site, including consideration of peak parking and traffic management during larger and special events (i.e. events attracting greater than 500 attendees).</p>
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c) Adding the following precinct plan to Schedule 4:



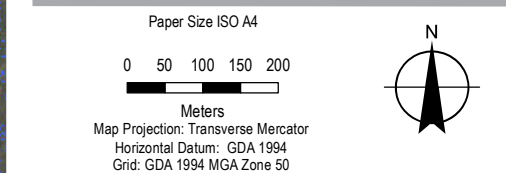


- Legend**
- Precinct Areas**
- 4WD & ATV Training Area
  - Development Exclusion Buffer (50m) (Low fuel)
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  - Motorcross Track Area
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City of Albany  
Regional Motorsports Facility  
Lot 5780 Down Road South, Drome

**PRECINCT PLAN**

Project No. **61-37331**  
Revision No. **3**  
Date **22/09/2020**



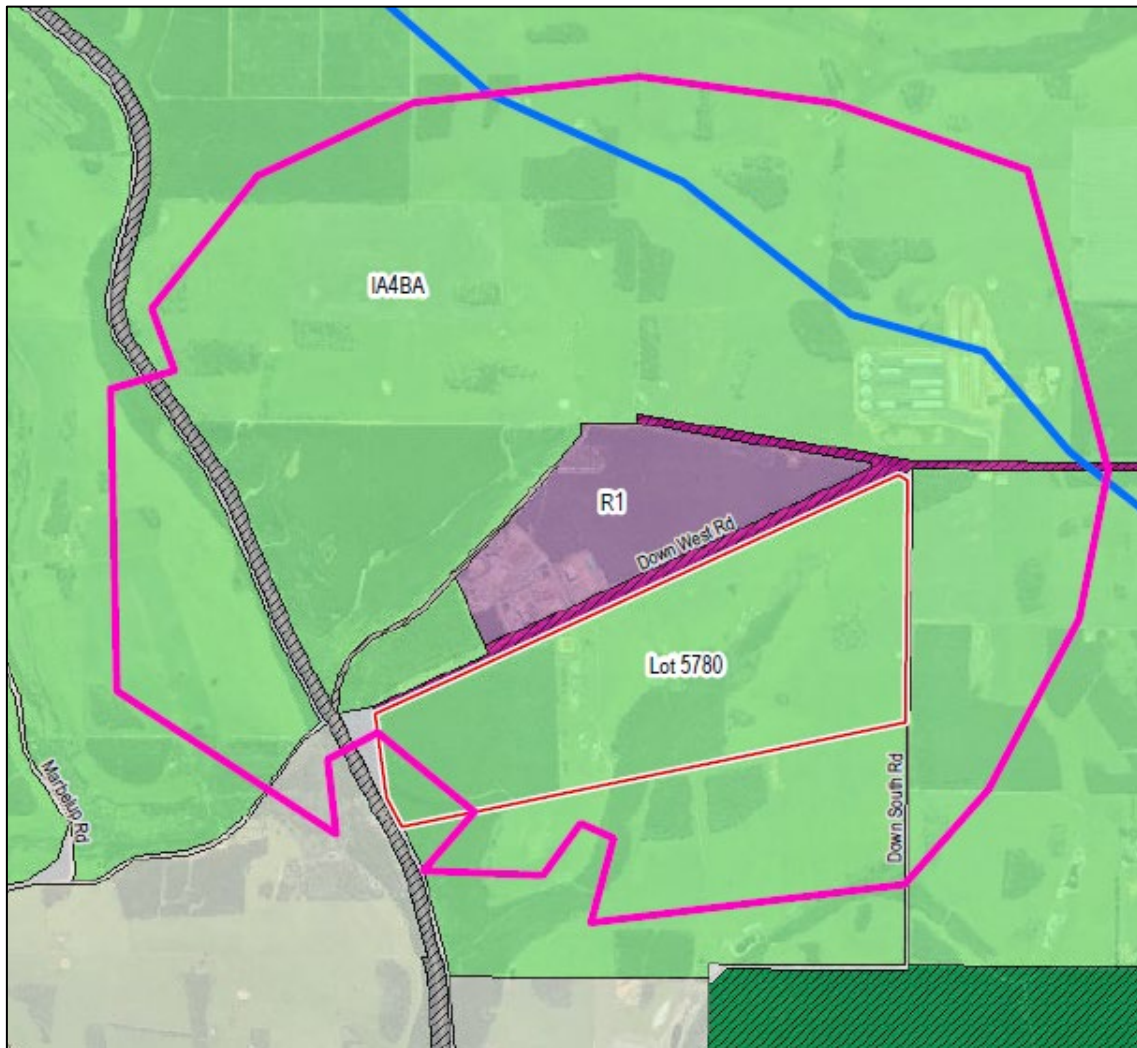
- d) Amending the Scheme Map accordingly.
  
- e) The amendment is considered to be a complex amendment for the following reasons:
  - a. it is not consistent with the endorsed local planning strategy for the scheme;
  - b. it is of a scale and nature that may have an impact on the amenity of the locality and environs; and
  - c. it may result in some environmental or social impacts on land within the Scheme area,

Dated this 28<sup>th</sup> day of JULY 2020

CHIEF EXECUTIVE OFFICER








## Existing Zoning



### LEGEND

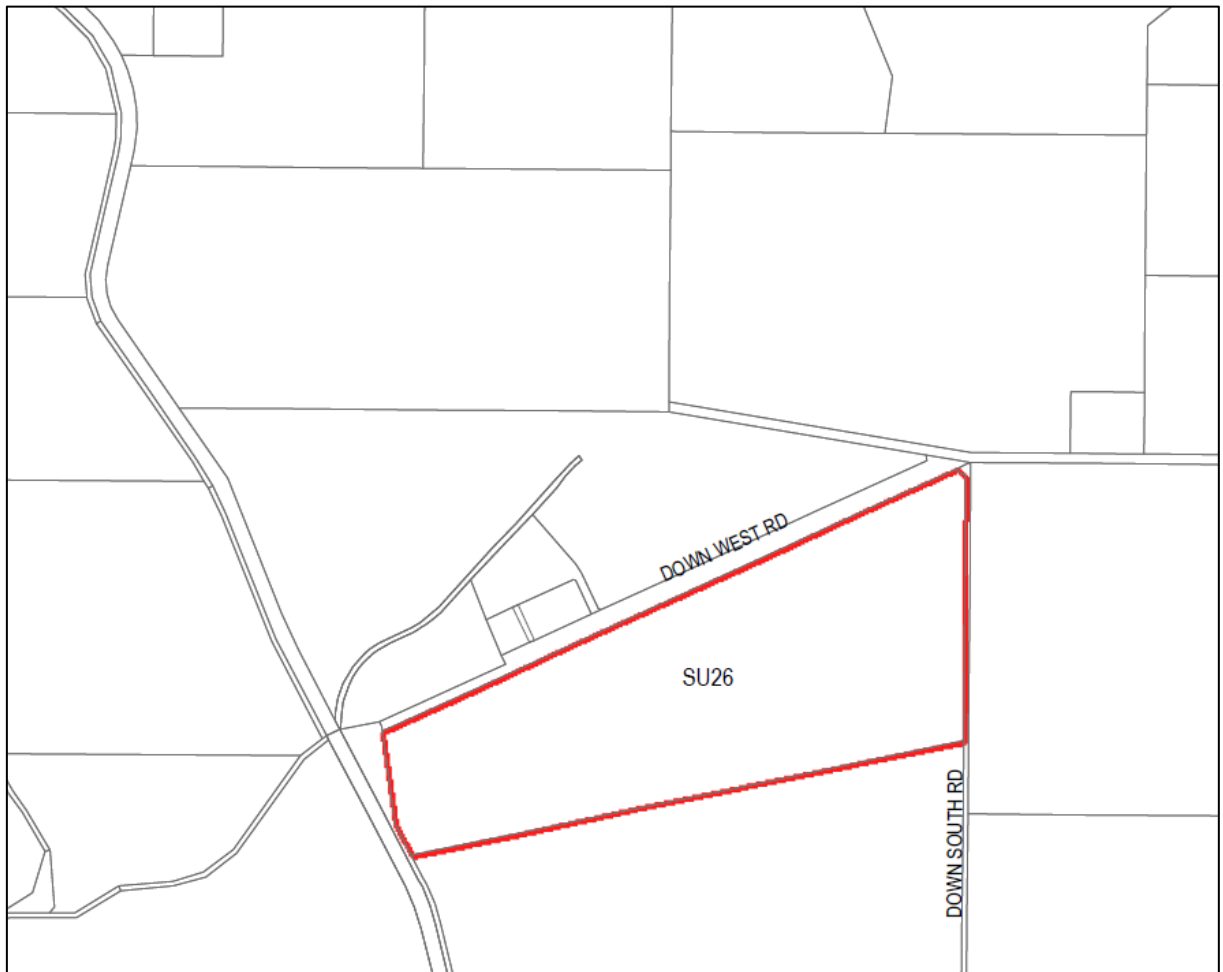
#### Local Planning Scheme - Special Areas

-  Albany airport special control area
-  Albany speedway noise special control area
-  Industrial area (IA4)
-  Industrial buffer area (IA4BA)
-  Public drinking water sources special control areas

#### Local Planning Scheme - Zones and Reserves






-  General agriculture
-  General industry
-  Local road
-  Major road
-  Parks and recreation
-  Priority agriculture
-  Priority road
-  Public use
-  Rail
-  Rural residential
-  Special use

## Scheme Amendment Map



### LEGEND

#### Local Planning Scheme - Special Areas

-  Albany airport special control area
-  Albany speedway noise special control area
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-  Priority agriculture
-  Priority road
-  Public use
-  Rail
-  Rural residential
-  Special use



**COUNCIL PREPARATION AND ADVERTISEMENT**

The Council of the City of Albany resolved to prepare and advertise this Complex Amendment at the Ordinary Council Meeting held on the 28<sup>th</sup> day of July, 2020.

.....  
**MAYOR**

.....  
**CHIEF EXECUTIVE OFFICER**

**COUNCIL RECOMMENDATION**

This Amendment is recommended for support by resolution of the City of Albany at the Ordinary Council Meeting held on the 28<sup>th</sup> day of July, 2020 and the Common Seal of the City of Albany was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....  
**MAYOR**

.....  
**CHIEF EXECUTIVE OFFICER**

**WAPC ENDORSEMENT (r.63)**

.....  
**DELEGATED UNDER S.16 OF  
THE P&D ACT 2005**

**DATE.....**

**APPROVAL GRANTED**

.....  
**MINISTER FOR PLANNING**

**DATE.....**

## **Appendix D** – Certificate of Title



WESTERN



AUSTRALIA

REGISTER NUMBER <b>5780/DP206199</b>	
DUPLICATE EDITION <b>5</b>	DATE DUPLICATE ISSUED <b>11/6/2019</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 1352 FOLIO 224

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 5780 ON DEPOSITED PLAN 206199

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

CITY OF ALBANY OF 102 NORTH ROAD ALBANY WA 6330

(T O164019 ) REGISTERED 31/5/2019

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

- 1. \*J875978 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 16/8/2006.
  - 2. K809392 LEASE TO PLANTATION ENERGY AUSTRALIA PTY LTD OF LEVEL 2, 45 STIRLING HIGHWAY, NEDLANDS AS TO PORTION ONLY. EXPIRES: SEE LEASE. AS TO PORTION ONLY REGISTERED 22/12/2008.
- N538854 MORTGAGE OF LEASE K809392 TO GDF INTERNATIONAL SAS REGISTERED 24/1/2017.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1352-224 (5780/DP206199)  
 PREVIOUS TITLE: 1352-224  
 PROPERTY STREET ADDRESS: 54 DOWN RD SOUTH, DROME.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF ALBANY

**Appendix E** – Albany Motorsport Park – Site  
Feasibility Study (Oct. 2018)



## **Appendix F** – Flora and Fauna Survey (Feb. 2019)

# **Appendix G** – Bushfire Management Plan (May 2019)



# **Appendix H** – Noise Assessment Report (September 2020)

# **Appendix I** – Agricultural Land Capability Assessment (Mar. 2019)



# **Appendix J** – Local Water Management Strategy (Jan. 2020)

This report: has been prepared by GHD for City of Albany and may only be used and relied on by City of Albany for the purpose agreed between GHD and the City of Albany as set out in section 1 of this report.

GHD otherwise disclaims responsibility to any person other than City of Albany arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD

GHD, 999 Hay Street, Perth, WA 6000

P.O. Box 3106, Perth WA 6832

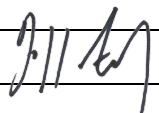

T: 61 8 6222 8222 F: 61 8 6222 8555 E: [permail@ghd.com.au](mailto:permail@ghd.com.au)

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	B Benjamin	C Thompson	On file	J Foley	On file	10/05/2019
1	B Benjamin	J Foley		J Foley		25.09.20