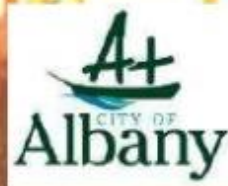


# Addendum Report

Albany Motorsport  
Park  
Lot 5780 Down Road  
Drome

## Bushfire Management Plan



| Site Details                          |   |               |      |                      |
|---------------------------------------|---|---------------|------|----------------------|
| <b>Address:</b>                       | Lot 5780 Down Road  |               |      |                      |
| <b>Suburb:</b>                        | Drome   | <b>State:</b> | W.A. | <b>Postcode</b> 6330 |
| <b>Local Government Area:</b>         | City of Albany  |               |      |                      |
| <b>Description of Building Works:</b> | Development of Stage 1A -Motocross track and 4-wheel drive training area and Stage 1B – Multi use track |               |      |                      |
| <b>Stage of WAPC Planning</b>         | Development Application   |               |      |                      |

| Report Details              |                           |                          |              |
|-----------------------------|---------------------------|--------------------------|--------------|
| <b>Report / Job Number:</b> | GHD003                    | <b>Report Version:</b>   | Final v1     |
| <b>Assessment Date:</b>     | 1 April 2021              | <b>Report Date:</b>      | 26 July 2021 |
| <b>BPAD Practitioner</b>    | Kathryn Kinnear (Level 2) | <b>Accreditation No.</b> | BPAD 30794   |

| Revision                   | Prepared By     | Summary                    | Reviewed By   | Date       |
|----------------------------|-----------------|----------------------------|---------------|------------|
| Draft Id 1/07/2021         | Kathryn Kinnear | Internal QA review         | Bianca Theyer | 1/07/2021  |
| Draft Id 26/07/2021        | Kathryn Kinnear | Internal QA review         | Bianca Theyer | 26/07/2021 |
| Final Vers 1<br>26/07/2021 | Kathryn Kinnear | Updated from client review |               | 26/07/2021 |

**TABLE OF CONTENTS**

1. Introduction ..... 1

    1.1 Location ..... 1

    1.2 Development Proposal ..... 2

    1.3 Albany Motorsport Park BMP (2021) ..... 4

    1.4 Additional information since original BMP report ..... 4

2 Assessment against the Bushfire Protection Criteria ..... 5

    2.1 Compliance table ..... 5

    2.2 Compliance Table ..... 5

    2.3 Other bushfire mitigation measures ..... 8

        2.3.1 Minimise ignition sources..... 8

        2.3.2 Fuel reduction and site maintenance schedule..... 8

3 Implementation Actions Matters to be addressed as DA conditions..... 11

    3.1 AMP/Lessee Responsibility..... 11

    3.2 City of Albany Responsibility ..... 11

4 Disclaimer ..... 12

5 Certification ..... 12

6 Appendices ..... 13

**LIST OF TABLES**

Table 1: Bushfire protection criteria applicable to the subject site

Table 2: Maintenance Schedule

Table 3: Implementation actions AMP/Lessee's

Table 4: Implementation actions City of Albany

**LIST OF FIGURES**

Figure 1: Location Mapping of the subject site.

Figure 2: Masterplan (Stage 1Aand 1B).

Figure 3: Map of Bushfire Prone Areas and relevance to subject site (OBRM, 2019).

Figure 4: Turnaround areas minimum standards

**LIST OF APPENDICES**

Appendix: A: Mapping (Maps 1-3)

Appendix: B: Updated documents relating to the BMP

# 1. Introduction

GHD commissioned Bio Diverse Solutions (Bushfire Consultants), on behalf of the City of Albany to prepare an Addendum report to the original approved Bushfire Management Plan (BMP) to accompany a Development Application (DA) to the City of Albany for the construction of Stage 1 (including 1A and 1B) of the Proposed Albany Motorsport Park at Lot 5780 Down Road, Drome (the subject site) within the City of Albany (CoA).

A Bushfire Management Plan was prepared during the Scheme Amendment stages of planning for the greater Albany Motorsport Park (AMP) development in 2019, and updated in June 2021, and should be consulted for further detail and risk management procedures. This Addendum document will guide the implementation of the development/construction of Stage 1A and 1B of the AMP site. It is recommended that the original, overarching BMP is updated to reflect changes through the DA approvals process to have one all-inclusive BMP plan for the AMP site. Refer to the Implementation table of this report (Action 6, Table 4).

## 1.2 Location

The subject site is described as Stage 1A and 1B located to the northwest of Albany in the suburb of Drome in the municipality of the CoA, as shown in Figure 1. Lot 5780 Down Road South is located approximately 20 km to the north of the Albany CBD and is 192.34 ha in size. The AMP comprises 141.7 ha (including 0.2 ha for crossovers) in the eastern portion of the site. Approximately 51 ha at the western end of the site is covered with native vegetation and is excluded from the development of the AMP.



Figure 1: Location Mapping of the subject site.

### 1.3 Development Proposal

The Great Southern Motorplex Group Inc. (GSMG), the Proponent, 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.

The proposed AMP forms part of the CoA's strategy to expand upon its existing motorsports facilities within the greater Albany area. The AMP is to be the largest facility of its kind in Western Australia and will support the local economy.

At full development, the proposed AMP will consist of:

- 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 Standards for Inspectors 1<sup>st</sup> Edition 1 August 2018*; and
  - 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).
- A motocross circuit:
  - Designed and constructed in association with MA guidelines.
- An off-road four-wheel drive (4WD) and all-terrain vehicle (ATV) training area.
- Associated buildings and structures.

Due to the scale and nature of the complex, the works have been broken down into two (2) key stages which comprise of:

#### **Stage 1:**

1A: Construction of Motocross Precinct and 4WD Driver Training and ATV Precinct; and  
 1B: Construction of Race Track Precinct (with temporary structures).

Stage 1A of the development proposal includes (Figure 2):

- 4WD Driver Training & ATV Precinct.
- Motocross Precinct which includes:
  - Motocross track;
  - Junior motocross track;
  - Spectator and competitor parking;
  - Overflow parking and spectator area;
  - Clubrooms, first aid and scrutineering building;
  - Trials track; and
  - Refuelling area.
- Open air emergency muster area.
- Fencing of protected exclusion area, fencing of precincts and fencing of venue boundary.
- Constructing fire access tracks.

Stage 1 B of the development proposal includes (Figure 2):

Multi-use sealed race track, runoff areas, barriers, safety fencing, spectator and competitor parking, concrete covered refuelling and minor maintenance area, drift training transportable clubroom and toilets, open air emergency muster area.

Stage 1A and 1B have been assessed briefly in this addendum document for compliance to the original BMP report.

#### **Stage 2:**

Construction of remaining permanent structures to support the function of the motorsports park.

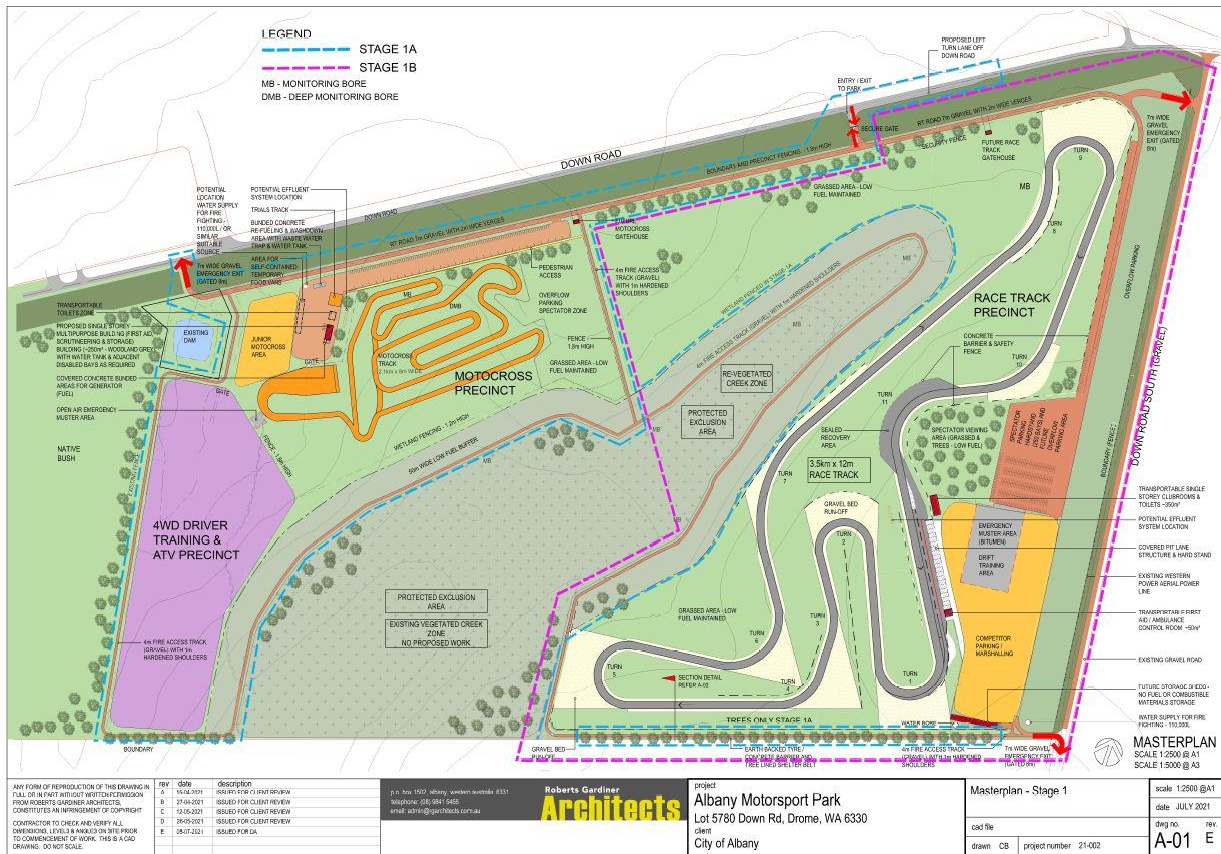


Figure 2: Masterplan (Stage 1A and 1B).

The publicly released Bushfire Prone Area Mapping (OBRM, 2019) shows that the subject site is located within a Bushfire Prone Area (within 100m of >1ha of bushfire prone vegetation) and as such is subject to a planning assessment of the bushfire risks. Bushfire Prone Area Mapping (OBRM, 2019) is shown in Figure 3.

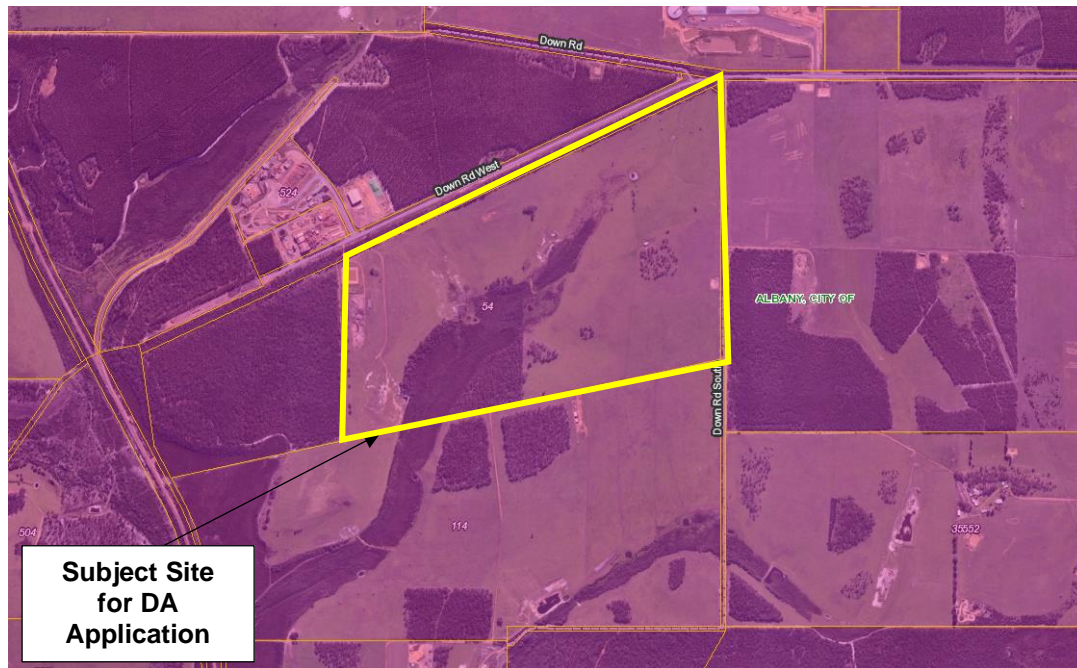


Figure 3: Map of Bushfire Prone Areas and relevance to subject site (OBRM, 2019).

## 1.4 Albany Motorsport Park BMP (2021)

In 2019 an all-encompassing BMP report was prepared for the Albany Motorsport Park (AMP) by Bio Diverse Solutions and Eco Logical Australia. This report is formally approved by WAPC and CoA from the Scheme Amendment Stages and is to be implemented during the development of the AMP.

In 2021 the BMP was updated to reflect the requests from WAPC during Scheme Amendment. The version which should be referred to during the Assessment of the Development Approval is *FINAL Vers 4.0 BMP Report Albany Motorsport Park Down Road Drome 01-07-2021*.

This Addendum report aims to:

- Assess the updated Development Guide Plan to the WAPC Bushfire Protection Criteria (WAPC, 2017);
- Assess the requirements under the approved BMP (specifically Table 8 – implementation actions); and
- Give recommendation to the Decision Maker regarding the approval of the AMP and actions to be undertaken in the subsequent stages of planning and development of the site.

## 1.5 Additional information since original BMP report

This section is described in relevance to the BMP and not necessarily all of the other documents and plans, these should be consulted if required.

### 1. Development Guide Plan

The development guide plan has been updated to indicate the staged development of the site and the infrastructure requirements. The most recent Development Plan is shown in Figure 2. The overlay of the Development plan is shown in the mapping Appendix A (Map1-3).

### 2. Landscaping Plan and Protected Exclusion Area Management Plan

These plans are located in Appendix B of this document and have been prepared through the Scheme Amendment process to guide the revegetation and the landscaping of the AMP site.

### 3. Governance

An update to the draft governance model has been developed for the AMP site and is shown in Appendix B.

### 4. Alternative Access to South Coast Highway

An excise of land through various land acquisitions has occurred to enable the development of a road reserve to link from Down South Road to Albany Highway. An update on the access and securing of tenure is provided in Appendix B.

## 2 Assessment against the Bushfire Protection Criteria

### 2.1 Compliance table

The Guidelines for Planning in Bushfire Prone Areas (WAPC, 2017) outlines bushfire protection criteria which subdivision and development proposals are assessed for compliance. The bushfire protection criteria (Appendix 4, WAPC, 2017) are performance-based criteria utilised to assess bushfire risk management measures and they outline four elements, being:

- Element 1: Location;
- Element 2: Siting and Design of Development;
- Element 3: Vehicle Access; and
- Element 4: Water.

### 2.2 Compliance Table

The subject site and the Development Plan will be assessed and are required to meet the “Acceptable Solutions” of each element of the bushfire mitigation measures (WAPC, 2017). The proposal will be assessed against all elements of the bushfire protection criteria (Table 1).

Maps supporting the compliance table are located in Appendix 1, being:

**Map 1:** Vegetation Classes Stage 1A

**Map 2:** BAL Contour plan Stage 1A

**Map 3:** BAL Contour plan Stage 1B



**Table 1: Bushfire protection criteria applicable to the subject site**

Note. Acronyms used in Table 1 include Bushfire Attack Level (BAL), Asset Protection Zone (APZ), and Local Government Authority (CoA).

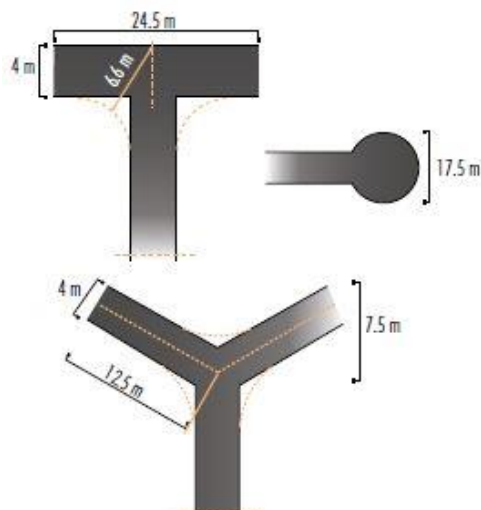
| Element                       | Acceptable Solution              | Applicable or not Yes/No | Proposal meets Acceptable Solution Stage 1A  | Proposal meets Acceptable Solution Stage 1B  |
|-------------------------------|----------------------------------|--------------------------|--|--|
| Element 1 – Location          | A1.1 Development Location        | Yes                      | <p>Compliant</p> <p>Refer to Map 1 outlining all structures located in BAL 29 or less. Construction to BAL and AS3959 does not apply to the class buildings.</p> <p>Proposal meets Acceptable Solution A1.1.</p>   | <p>Compliant</p> <p>Refer to map 1 outlining all structures located in BAL 29 or less (all in BAL Low). See map 4 Appendix A.</p> <p>Construction to BAL and AS3959 does not apply to the class buildings.</p> <p>Proposal meets Acceptable Solution A1.1.</p>   |
| Element 2 – Siting and Design | A2.1 Asset Protection Zone (APZ) | Yes                      | <p>Compliant</p> <p>Low fuel status will apply within the motocross track area as shown on the concept plan and outlined in the original BMP. Any landscaping/streetscaping is to conform to WAPC APZ standards (WAPC, 2017). Refer to standards in original BMP.</p> <p>Proposal meets Acceptable Solution A2.1.</p>  | <p>Compliant</p> <p>Low fuel status will apply within stage 1B (including the race circuit) as shown on the concept plan and outlined in the original BMP. Any landscaping/streetscaping is to conform to WAPC APZ standards (WAPC, 2017). Refer to standards in original BMP.</p> <p>Proposal meets Acceptable Solution A2.1.</p> |
| Element 3 – Vehicular Access  | A3.1 Two Access Routes           | Yes                      | <p>N/A</p> <p>The development is located on Down Road which is a cul-de-sac road. The access for the greater AMP site was assessed as a “Performance Based Solution” for the site and for the development. The approving agency should refer to the overarching BMP report for the performance-based assessment and subsequent approvals. The development of a secondary road access from Down Road South to Albany Highway is being provided by the CoA, refer to Appendix B.</p> |  |
|                               | A3.2 Public Road                 | No                       | <p>No public roads are proposed as part of this development. Internal public access is discussed in A3.5 as private driveways. Not assessed to Acceptable Solution A3.2.</p>   |  |
|                               | A3.3 Cul-de-sacs                 | No                       | <p>No cul-de-sacs are proposed as part of this development. Not assessed to Acceptable Solution A3.3.</p>  |  |
|                               | A3.4 Battle axes                 | No                       | <p>No battle axes are proposed as part of this development. Not assessed to Acceptable Solution A3.4.</p>  |  |
| Element 3 – Vehicular Access  | A3.5 Private driveways           | Yes                      | <p>Compliant</p> <p>The main access point / driveway into the Albany Motorsport Park will be built to a 7.6m wide standard for public access. CoA to ensure the engineering plans meet the minimum technical requirements as per Table 2.</p> <p>Proposal meets Acceptable Solution A3.5.</p>  |  |
|                               | A3.6 Emergency Access Ways       | Yes                      | <p>Compliant</p> <p>Emergency Access Ways are to be built to a minimum of 6m horizontal clearance and the CoA to ensure at DA the minimum technical requirements are met as per Table 2.</p> <p>Proposal meets Acceptable Solution A3.6.</p>   |  |

**Table 1: Continued**

| Element                            | Acceptable Solution                           | Applicable or Not Yes/No | Proposal meets Acceptable Solution   |
|------------------------------------|---|--------------------------|--|
| Element 3 – Vehicular Access Cont. | A3.7 Fire Service Access Ways                 | Yes                      | Compliant<br>Fire service access (FSA) ways are to be built to a minimum of 6m horizontal clearance and the CoA to ensure at DA the minimum technical requirements are met as per Table 2. Proposal meets Acceptable Solution A3.7.  |
|                                    | A3.8 Firebreaks                               | Yes                      | Compliant<br>Firebreaks are noted to be installed around the entirety of the subject site lot (Lot 5780). Furthermore, internal firebreaks are proposed to be a minimum of 4m wide. It is noted that as the land is owned by the CoA that the CoA Fire Management Notice (and subsequent section 33 notices) are not applicable to this site (CoA and GSMA to note). The implementation of this addendum BMP and the overarching BMP and conformance to the BMP's are essential. Proposal meets Acceptable Solution A3.8.  |
| Element 4 – Water                  | A4.1 Reticulated areas                        | No                       | N/A reticulated water is not available. Not assessed to Acceptable Solution A4.1.  |
|                                    | A4.2 non-reticulated areas                    | Yes                      | Water supply will be through on-site resources via bore extraction to tank storage and pumped to facilities around the site. Bore water supply is known to the area, a copy of a monitoring bore testing for water sources in the northern area of the precinct is provided in the overarching BMP report. Storage of water dedicated for firefighting will be located in the north and the eastern precincts and tanks are to be a minimum of 110,000L (as shown on Masterplan). 75mm Camlock fittings and turnaround hardstand areas (See Figure 4) to be installed at tanks. To be approved by the CoA at Development Approval Stages. Proposal meets Acceptable Solution A4.1. |
|                                    | A4.3 Individual lots in non-reticulated areas | No                       | Not assessed to A4.3.  |

**Table 2: Minimum technical requirements for access**

| Technical requirements          | Private Driveways & public access ways | Emergency Access Ways | Fire Service Access Ways |
|---------------------------------|--|-----------------------|--------------------------|
| Minimum trafficable surface (m) | 4                                      | 6*                    | 6*                       |
| Horizontal clearance (m)        | 6                                      | 6                     | 6                        |
| Vertical clearance (m)          | 4.5                                    | 4.5                   | 4.5                      |
| Maximum grades                  | 1 in 10                                | 1 in 10               | 1 in 10                  |
| Minimum weight capacity (t)     | 15                                     | 15                    | 15                       |
| Maximum crossfall               | 1 in 33                                | 1 in 33               | 1 in 33                  |
| Curves minimum inner radius (m) | 8.5                                    | 8.5                   | 8.5                      |
| Maximum Length                  | 50m                                    | 600m                  | N/A                      |



**Figure 4: Turnaround areas minimum standard**

## 2.3 Other bushfire mitigation measures

The following section outlines additional measures to assist in mitigating the bushfire risk for the proposed development and should be added into the overarching BMP report as a maintenance schedule for the AMP.

### 2.3.1 Minimise ignition sources

There is little control of offsite ignition sources, however the following is recommended to be undertaken by the AMP (as per the recommendations in the overarching BMP) while in ownership of the land and any subsequent lease areas:

Prior to the bushfire season (October) the following activities are undertaken:

- Mowing, slashing and brush cutting (noting illegal to do so on Total fire ban days);
- Maintenance of road access into and out of the site; and
- Sub-contractors and volunteers are aware of their obligations to observe any total fire bans or vehicle movement bans as designated by the CoA.

During the summer bushfire season (1<sup>st</sup> December to 30<sup>th</sup> April inclusive) maintenance activities internal to the site should be planned and risk assessed prior to commencement. This includes but not limited to:

- Mowing, slashing and brush cutting (noting illegal to do so on Total fire ban days);
- Welding, grinding and hot works (not undertaken on Total fire ban days);
- Temporary waste disposal areas and green waste dumps – ensure piles are not exceeding 1.5m high and have bare mineral earth surrounding (min of 10m); and
- A water tender (min of 200L) fast attack unit is on site during the fire season.

The Site manager in consultation with developer are responsible for safety in during the bushfire season and are to ensure safety of the site and adjacent properties at all times from potential ignition sources.

### 2.3.2 Fuel reduction and site maintenance schedule

Fuel reduction through mechanical slashing and mowing will be required to be undertaken regularly to ensure all internal grasses are maintained. Buildings are to be inspected regularly for build-up of wind-borne debris and leaf accumulation in gutters and at penetrations to buildings (doors, windows, etc). The Lessee or site manager is to be responsible for implementation of the maintenance schedule which should generally reflect the following actions, refer to Table 4.

Table 3: Maintenance Schedule

| <b>Frequency &amp; Compliance Number</b>                                       | <b>Activity</b>   |
|--|---|
| <b>Weekly</b><br><br><b>(During fire season operations and prior to event)</b> | Check all buildings for wind borne debris build up and remove.  |
|  | Check waste materials collected from site are correctly sorted and stored (i.e. green waste, refuelling in designated areas only).  |
|  | Check personal safety equipment before each use.  |
|  | Check dust filters on equipment.  |
|  | Visually check vehicles and equipment for leaks or potential oil spills, check on fuel storage areas (if applicable).   |
|  | Check signage, gates and access gates are unlocked and accessible on emergency cues points.   |
|  | Check noise and spark suppression devices on equipment prior to working.  |
|  | Check gutters are free from vegetation or overhand.   |
|  | Trimming and removing dead plants or leaf litter.   |
|  | Pruning climbing vegetation (such as vines) on a trellis, to ensure it does not connect to a building, particularly near windows and doors.   |
|  | Removing vegetation in close proximity to a water tank to ensure it is not touching the sides of a tank.  |
|  | Check fire firefighting water tanks are full and serviceable.   |
|  | Check outdoor objects around buildings (see list below).  |
|  | Raking and cleaning underfloor spaces (if applicable).  |
| <b>Monthly</b>   | Mowing, slashing and maintaining grasses, more frequent during spring and Autumn growth periods.  |
|  | Whipper snipper/grass cutter around all buildings.  |
|  | Ensure all Fire Service Access tracks are traversable and no erosion or washouts.   |
|  | Ensure public access is restricted and signage in place.  |
|  | Check no combustible materials are store near buildings or penetrations of buildings (windows doors etc), includes but not limited to – gas bottles, fences stored combustible material, vines, plants etc. |
| <b>Yearly</b><br><br><b>(prior to bushfire season)</b>                         | Undertake any fuel reduction burning (if applicable).   |
|  | Maintain firebreaks and fire service access tracks, check gates can easily be opened and closed.  |
|  | Check locks are in working order and check gates which are not to be locked (i.e. for emergency access).  |
|  | Check water tank cam lock (Storz) valves are working and in good order (i.e. open and shut).  |
|  | Check hardstand areas are clear and traversable adjacent to firefighting storage tanks.   |
|  | Ensure weeds or woody material is not encroaching into the APZ area around buildings (20m minimum), attend to any dead material through trimming and pruning, raking and removing to green waste.           |
|  | Any material from pre fire season preparation is either disposed to green waste or burn in piles away for the buildings with a 10m mineral earth break around the pile.                                     |

The above is recommended to be combined into the AMP site Operational Management Plans. Prior to a fire event best practice recommends that objects within the APZ are moved away from the building prior to any bushfire event. Objects may include, but are not limited to:

- Door mats
- Outdoor furniture
- Potted plants
- Shade sails or umbrellas
- Plastic garbage bins
- Firewood stacks
- Flammable sculptures
- Playground equipment and children's toys.

These should always be considered in the proximity to buildings and stored appropriately when not in attendance at site. Consider any replanting or landscaping refer and to the Country Fire Authority's Landscaping for Bushfire Garden Design and Plant Selection (CFA, 2012) – Plant Selection Key or aim for plants within the APZ that have the following characteristics:

- Grow in a predicted structure, shape and height.
- Are open and loose branching with leaves that are thinly spread.
- Have a coarse texture and low surface-area-to-volume ratio.
- Will not drop large amounts of leaves or limbs, that require regular maintenance.
- Have wide, flat, and thick or succulent leaves.
- Trees that have bark attached tightly to their trunk or have smooth bark.
- Have low amounts of oils, waxes, and resins (which will often have a strong scent when crushed).
- Do not produce or hold large amounts of fine dead material in their crowns.
- Will not become a weed in the area.

### 3 Implementation Actions Matters to be addressed as DA conditions

#### 3.1 AMP/Lessee Responsibility

It is recommended the future lessee's shall be responsible for the following:

**Table 4: Implementation actions AMP/Lessee's**

| No | Implementation Action   | DA condition | DA clearances |
|----|---|--------------|---------------|
| 1  | Ensure internal road, fire access and public entry/exit points are constructed in accordance with the minimum requirements of vehicle access as required in the overarching BMP.  | No           | Yes           |
| 2  | Prepare and implement Operational Environmental Management Plan for the site and comply to maintenance schedule as per original BMP requirements.   | Yes          | Yes           |
| 3  | Ensure low fuel areas implemented prior to commencement of any site works or events. Any landscaping/streetscaping is to conform to WAPC APZ standards (WAPC, 2017). Refer to the standard Appendix B and the maintenance schedule implemented as outlined in Table 3.  | No           | Yes           |
| 4  | Install minimum storage of water dedicated for firefighting as shown on Masterplan for Stage 1A and 1B and tanks are to be a minimum of 110,000L. 75mm Camlock and turnaround hardstand areas (See Figure 4) to be installed at tanks. If future buildings (Stage 2) are required to have structural (internal) fire water supply and (external) hydrants then (if required) a Fire Engineer is to be engaged to ensure flow rates are achieved to the relevant technical requirements. | Yes          | Yes           |
| 5  | Ensure the Bushfire Emergency Evacuation Plan (BEEP) is updated for the site with wardens and responsible persons identified. This can be undertaken as a condition of the DA approval.   | Yes          | Yes           |
| 6  | Update the overarching BMP report to incorporate the changes through the DA stages (including the updated BEEP) to ensure there is one BMP report for the whole of site and for the AMP governing body to consult with the lease holders. The BMP update can be conditioned at DA stages and should be reviewed every 5 years for consistency, updates or changes or legislative requirements.  |              |               |

#### 3.2 City of Albany Responsibility

It is recommended the City of Albany and GSMG be responsible for the following:

**Table 5: Implementation actions City of Albany**

| No | Implementation Action  | D/A condition |
|----|--|---------------|
| 1  | Continue to arrange for designation and construction of the Emergency Access way from Down Road South to Albany Highway as outlined in Appendix C of this report.  | N/A           |
| 2  | Ensure internal road and public access is constructed in accordance with the minimum requirements of vehicle access as shown in Table 2.   | Yes           |
| 3  | Ensure the Bushfire Emergency Evacuation Plan (BEEP) is updated for the Albany site with wardens and responsible persons identified. This can be undertaken as a condition of the DA approval.   | Yes           |
| 4  | Ensure compliance of the BMP through the condition of the DA, update of the overarching BMP to reflect any changes through DA stages.  | Yes           |
| 5  | CoA to consider fuel reduction management on the native vegetated areas through hazard reduction burning as per the City of Albany Bushfire mitigation planning or through designated reserve management plans. Noting that the CoA Fire Management Notice does not apply to crown land or lease arrangements of crown land. | N/A           |

## 4 Disclaimer

The recommendations and measures contained in this assessment report are based on the information available at the time of writing following the instructions of the regulatory authorities and following the requirements of the Australian Standards 3959-2018 – Building in Bushfire Prone Areas, WAPC State Planning Policy 3.7 (WAPC, 2015), WAPC Guidelines for Planning in Bushfire Prone Areas (WAPC, 2017) Vers 1.3, and applying best practise as described by Fire Protection Association Australia. These are considered the minimum standards required to balance the protection of the dwellings and occupants with the aesthetic and environmental conditions required by local, state and federal government authorities. They DO NOT guarantee that a building will not be destroyed or damaged by a bushfire, people injured, or fatalities occur either at the site or while evacuating. All surveys and forecasts, projections and recommendations made in this assessment report and associated with this proposed development are made in good faith on the basis of the information available to the fire protection consultant at the time of assessment. The achievement of the level of implementation of fire precautions will depend amongst other things on actions of the landowner or occupiers of the land, over which the bushfire consultant has no control. Notwithstanding anything contained within, the consultant/s will not, except as the law may require, be liable for any loss or other consequences (whether or not due to negligence of the bushfire consultant) arising out of the services rendered by the consultant.

**AS3959-2018 disclaimer:** It should be borne in mind that the measures contained within this Standard (AS3959-2018) cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the unpredictable nature and behaviour of fire and extreme weather condition.

Building to AS3959-2018 is a standard primarily concerned with improving the ability of buildings in designated bushfire prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself.

(AS3959, 2018)

## 5 Certification

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level (s) stated in this document have been prepared in accordance with the requirements of AS 3959-2018 and the WAPC Guidelines for Planning in Bushfire Prone Areas (WAPC, 2017).

SIGNED, ASSESSOR:  ..... DATE: 26/07/2021

Kathryn Kinnear, Bio Diverse Solutions

Accredited Level 2 Bushfire Practitioner (Accreditation No: BPAD30794)



## **6 Appendices**

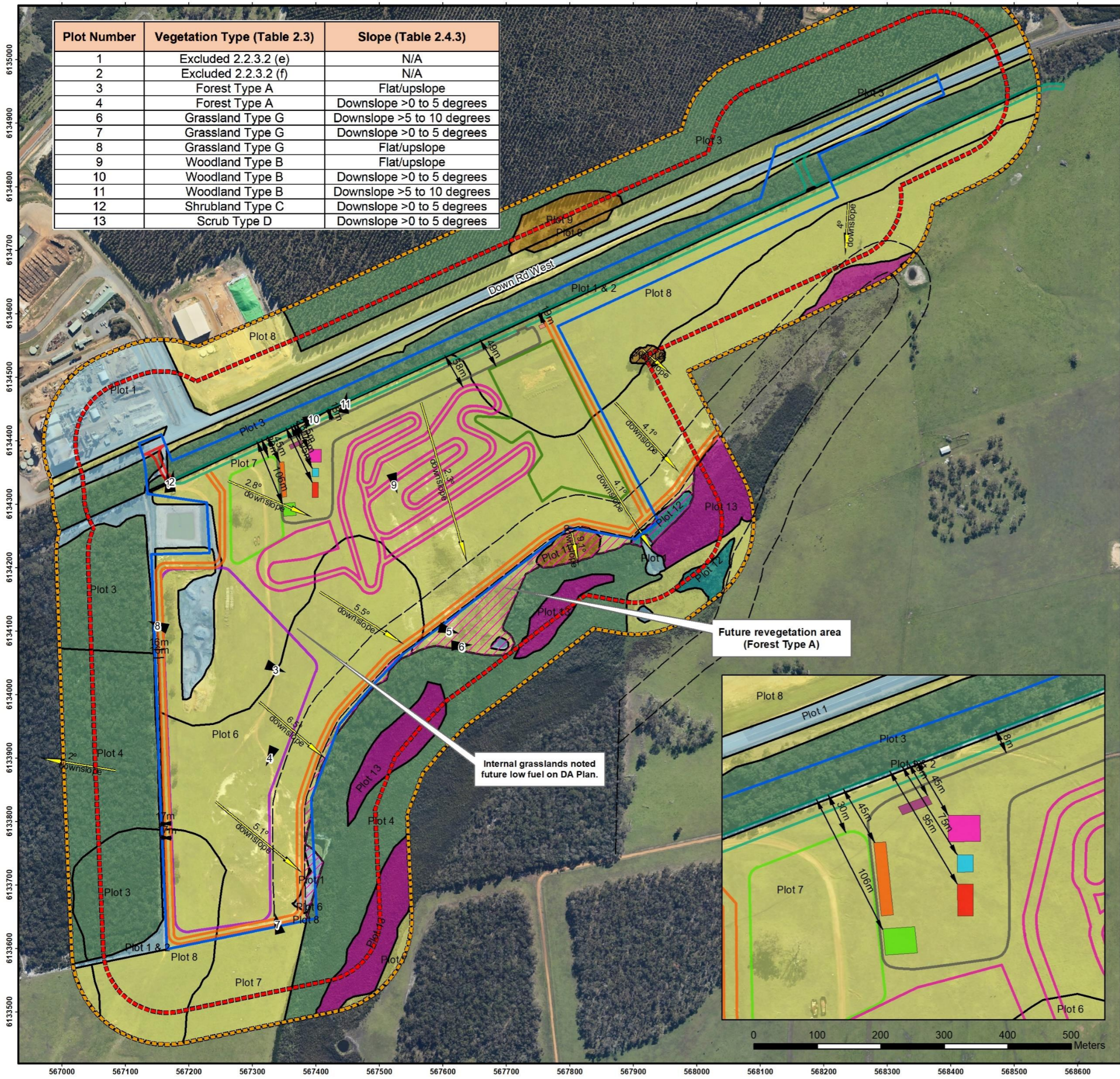
**Appendix A: Mapping (Map 1- 3)**

**Appendix B: Additional information for the AMP site**

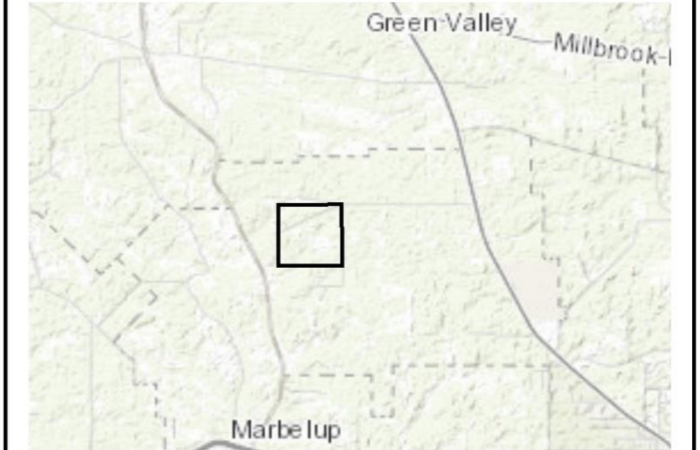


**Appendix A:**  
**Mapping (Maps 1-3)**

| Plot Number | Vegetation Type (Table 2.3) | Slope (Table 2.4.3)        |
|-------------|-----------------------------|----------------------------|
| 1           | Excluded 2.2.3.2 (e)        | N/A                        |
| 2           | Excluded 2.2.3.2 (f)        | N/A                        |
| 3           | Forest Type A               | Flat/upslope               |
| 4           | Forest Type A               | Downslope >0 to 5 degrees  |
| 6           | Grassland Type G            | Downslope >5 to 10 degrees |
| 7           | Grassland Type G            | Downslope >0 to 5 degrees  |
| 8           | Grassland Type G            | Flat/upslope               |
| 9           | Woodland Type B             | Flat/upslope               |
| 10          | Woodland Type B             | Downslope >0 to 5 degrees  |
| 11          | Woodland Type B             | Downslope >5 to 10 degrees |
| 12          | Shrubland Type C            | Downslope >0 to 5 degrees  |
| 13          | Scrub Type D                | Downslope >0 to 5 degrees  |



Albany Office: 29 Hercules Crescent Albany, WA 6330 (08) 9842 1575  
Denmark Office: 7/40 South Coast Highway Denmark, WA 6333 (08) 9848 1309  
Esperance Office: 2A/113 Dempster Street Esperance, WA 6450



Overview Map Scale 1:100,000

**Legend**

- Subject Site - Stage 1
- 100m Assessment Boundary
- 150m Assessment Boundary
- 4WD Driver Training & ATV Precinct
- 4m gravel fire track & 4m firebreak
- 7m Emergency Exit
- 7m gravel road with 4m verges
- Junior Motocross Area
- Motocross Track
- Parking
- Overflow parking & spectator area
- First aid, Scrutineering & Storage
- Future Motocross Gatehouse
- Re-fueling & Washdown Area
- Open Air Emergency Muster Area
- Temporary Food Van Area
- Transportable Toilet Zone
- Trials Track
- Cadastre
- Low Fuel Buffer
- Separation Distance
- Slope Degrees
- Photo Point
- Future Low Fuel
- Future Revegetation Area
- Vegetation/Plot Boundary
- Forest Type A
- Woodland Type B
- Shrubland Type C
- Scrub Type D
- Grassland Type G
- Low fuel or non vegetated 2.2.3.2



Scale 1:5,893 @ A3  
GDA MGA 94 Zone 50

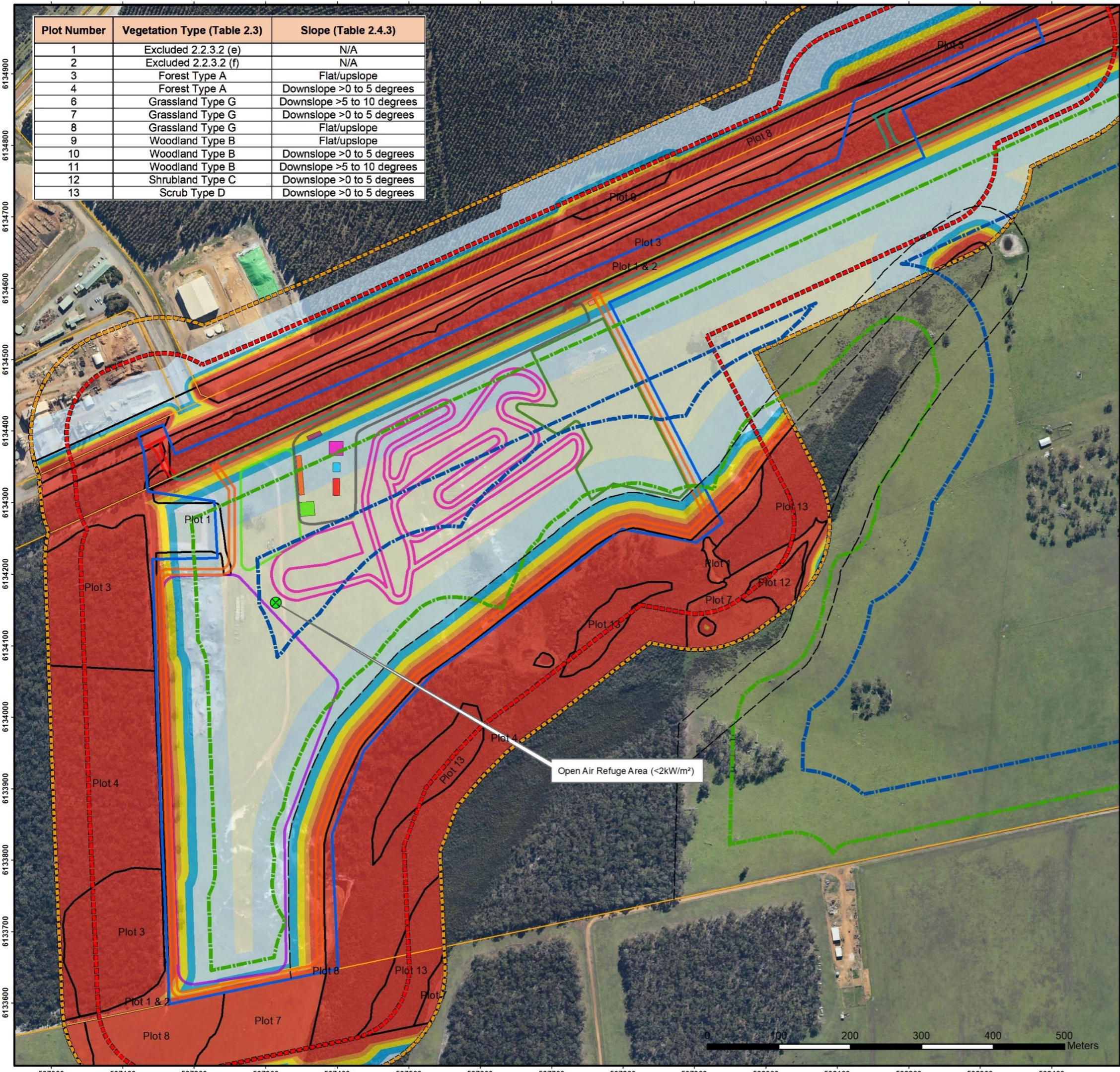
**Data Sources**  
Aerial Imagery: WA Now, Landgate Subscription Imagery  
Cadastre, Relief Contours and Roads: Landgate 2017  
IRIS Road Network: Main Roads Western Australia 2017  
Overview Map: World Topographic map service, ESRI 2012

**CLIENT**  
City of Albany  
Lot 5780 Down Road  
Drome, WA 6330

**Map 1: Vegetation Classes - Stage 1A**

|                           |                       |                           |
|---------------------------|-----------------------|---------------------------|
| BAL Assessor<br><b>KK</b> | QA Check<br><b>KK</b> | Drawn by<br><b>BT</b>     |
| STATUS<br><b>FINAL</b>    | FILE<br><b>GHD003</b> | DATE<br><b>01/07/2021</b> |

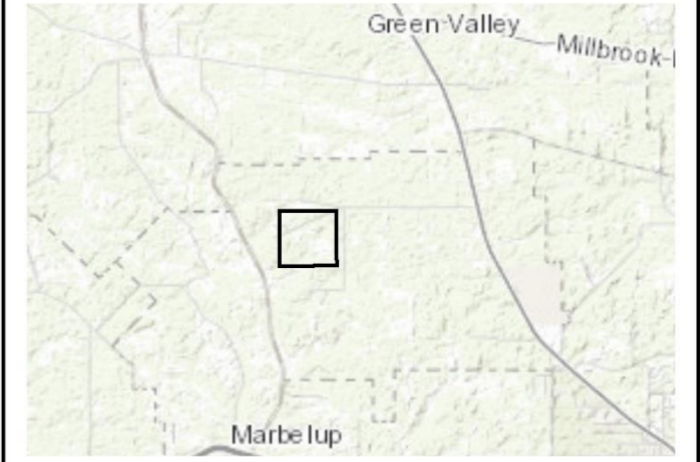
| Plot Number | Vegetation Type (Table 2.3) | Slope (Table 2.4.3)        |
|-------------|-----------------------------|----------------------------|
| 1           | Excluded 2.2.3.2 (e)        | N/A                        |
| 2           | Excluded 2.2.3.2 (f)        | N/A                        |
| 3           | Forest Type A               | Flat/upslope               |
| 4           | Forest Type A               | Downslope >0 to 5 degrees  |
| 6           | Grassland Type G            | Downslope >5 to 10 degrees |
| 7           | Grassland Type G            | Downslope >0 to 5 degrees  |
| 8           | Grassland Type G            | Flat/upslope               |
| 9           | Woodland Type B             | Flat/upslope               |
| 10          | Woodland Type B             | Downslope >0 to 5 degrees  |
| 11          | Woodland Type B             | Downslope >5 to 10 degrees |
| 12          | Shrubland Type C            | Downslope >0 to 5 degrees  |
| 13          | Scrub Type D                | Downslope >0 to 5 degrees  |



Albany Office:  
29 Hercules Crescent  
Albany, WA 6330  
(08) 9842 1575

Denmark Office:  
7/40 South Coast Highway  
Denmark, WA 6333  
(08) 9848 1309

Esperance Office:  
2A/113 Dempster Street  
Esperance, WA 6450



Overview Map Scale 1:100,000

- Legend**
- Subject Site - Stage 1
  - 100m Assessment Boundary
  - 150m Assessment Boundary
  - Stage 1 Facilities
    - 4WD Driver Training & ATV Precinct
    - 4m gravel fire track & 4m firebreak
    - 7m Emergency Exit
    - 7m gravel road with 4m verges
    - Junior Motocross Area
    - Motocross Track
    - Parking
    - Overflow parking & spectator area
    - First aid, Scrutineering & Storage
    - Future Motocross Gatehouse
    - Re-fueling & Washdown Area
    - Open Air Emergency Muster Area
    - Temporary Food Van Area
    - Transportable Toilet Zone
    - Trials Track
  - Cadastre
  - Open Air Refuge Area
  - Low Fuel Buffer
  - 2kWm Line
  - 10kWm Line
  - Vegetation/Plot Boundary
  - BAL Contours**
    - BAL-FZ
    - BAL-40
    - BAL-29
    - BAL-19
    - BAL-12.5
    - BAL-LOW

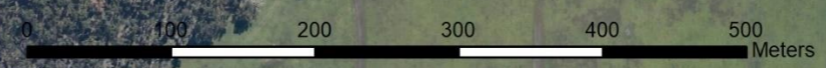
Scale  
1:5,250 @ A3  
GDA MGA 94 Zone 50

**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  
Lot 5780 Down Road  
Drome, WA 6330

**Map 2: BAL Contours - Stage 1A**

|                           |                       |                           |
|---------------------------|-----------------------|---------------------------|
| BAL Assessor<br><b>KK</b> | QA Check<br><b>KK</b> | Drawn by<br><b>BT</b>     |
| STATUS<br><b>FINAL</b>    | FILE<br><b>GHD003</b> | DATE<br><b>23/07/2021</b> |

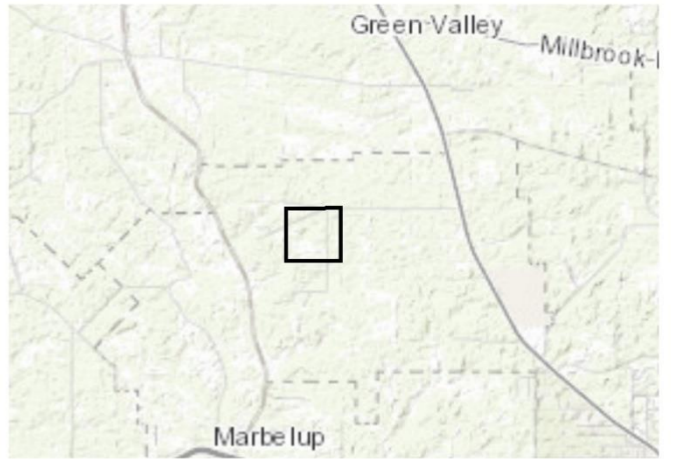




Albany Office:  
29 Hercules Crescent  
Albany, WA 6330  
(08) 9842 1575

Denmark Office:  
7/40 South Coast Highway  
Denmark, WA 6333  
(08) 9848 1309

Esperance Office:  
2A/113 Dempster Street  
Esperance, WA 6450  
(08) 9072 1382



Overview Map Scale 1:100,000

**Legend**

- Subject Site
- 100m Assessment Boundary
- Cadastre
- Low Fuel Buffer
- Open Air Refuge Area

**BAL Contours**

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW



Scale  
1:5,000 @ 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  
Lot 5780 Down Road  
Drome, WA 6330

**Map 3: BAL Contour - Stage 1B**

|                           |                        |                           |
|---------------------------|------------------------|---------------------------|
| BAL Assessor<br><b>KK</b> | QA Check<br><b>KK</b>  | Drawn by<br><b>BT</b>     |
| STATUS<br><b>FINAL</b>    | FILE<br><b>COA0020</b> | DATE<br><b>23/07/2021</b> |

**Appendix B:****Updated information AMP site****Updated information AMP Governance****Access to South Coast Highway****Landscape Master Plan****Protected Exclusion Zone Management Plan**

**ALBANY MOTORSPORT PARK**  
**DRAFT GOVERNANCE MODEL**

1. **VENUE**  
Albany Motorsport Park
2. **LOCATION**  
Lot 5780 Down Road, DROME, Western Australia
3. **LAND OWNER**  
City of Albany  
owns the land (LOCATION)  
approving Authority for any modifications
4. **VENUE OWNER**  
Albany Motorsport Venue Incorporated (AMV Inc.)  
leases land from the LAND OWNER  
owns and maintains the facilities and infrastructure
5. **THE BOARD**  
VENUE OWNER's board of 7 Directors  
responsible for management and operation of the VENUE
6. **OCCUPIER**  
The VENUE OWNER
7. **AFFILIATIONS**  
Confederation of Australian Motor Sport Limited, trading as Motorsport Australia  
Motorcycling Australia Ltd
8. **VENUE MAP**  
Albany Motorsport Park Masterplan
9. **OWNERSHIP & OPERATION**
  - Ownership of the land (The Land) is and will remain owned by the City of Albany.
  - Post construction by the City of Albany, ownership of all facilities and infrastructure (will be transferred to the Albany Motorsport Venue Incorporated (AMV Inc.) by written agreement.
  - ▲ The Land (not the Venue) will be leased by the City of Albany to the AMV Inc.
  - The AMV Inc. will be responsible for the operation, maintenance and repair of the Venue.
10. **AMV INC. BOARD GOVERNANCE**
  - AMV Inc. is to be established as a not for profit association incorporated in accordance with the Associations Incorporation Act 2015.
  - Noting it is acceptable for an association to trade with the public so long as the profits from those transactions are used to promote the objects and purposes of the association and members do not profit from the activities.
  - AMV Inc. will consist of a Board of Directors (the Board).
  - The Directors will be paid a remuneration agreed annually.
11. **THE BOARD**
  - 11.1 The Board may have up to seven (7) Directors, who shall comprise:
    - Two (2) community representatives recommended by the City of Albany for the Board's consideration.

## ALBANY MOTORSPORT PARK DRAFT GOVERNANCE MODEL

- One (1) representing Motorsport Australia;
- One (1) representing Motorcycling Western Australia (MWA);
- One (1) representing 4-wheel racing clubs;
- One (1) representing 2-wheel racing (motorcycle road racing) clubs;
- One (1) representing motocross clubs;

11.2 The Chairman of the Board will be elected by the Directors.

11.3 Appointments are to be up to a two-year term, with skills determined by the Board.

11.4 The Directors shall meet monthly or on more occasions if the need dictates.

11.5 The Board to employ an Operations Manager and any other staff deemed necessary to ensure the safe and compliant Venue.

11.6 The Board shall lease the Land from the City of Albany.

11.7 A Lease Agreement shall be prepared by the City of Albany and approved by the City of Albany Council.

11.8 The Board shall be responsible for the insurance of the tracks, roads and any other permanent buildings and fixtures on the Venue.

11.9 The Board is responsible for the development of an Albany Motorsport Park Strategic Development Plan and overseeing the implementation of the strategies and supporting policies.

11.10 The Board is responsible for the development and implementation of systems to enable it to comply with its legal and policy obligations, adhering to accounting standards and ensuring the Venue assets are protected through appropriate risk management.

11.11 The Board is responsible for the marketing, management, programming and the safe use of the Venue.

## 12. VENUE OWNER

12.1 The Venue Owner shall carry out:

- marketing the Venue;
- hiring of facilities to various users and user groups;
- programme the hiring and events held at the Venue;
- ensure the hirer has the appropriate permit for the event being conducted;
- ensure the hirer has the appropriate event insurance in place;
- adherence to the Motorsport Australia "Track Operations Safety Guide";
- adherence to the Motorcycling Australia "Track Standards" and current "Manual of Motorcycle Sport";
- management and maintenance of the infrastructure;
- establish and maintain an ongoing maintenance (sinking) fund;
- ensure the Venue is cost-effective, that is, income is equal to or greater than expenses;
- adherence to the Bushfire Management Plan;

ALBANY MOTORSPORT PARK  
DRAFT GOVERNANCE MODEL

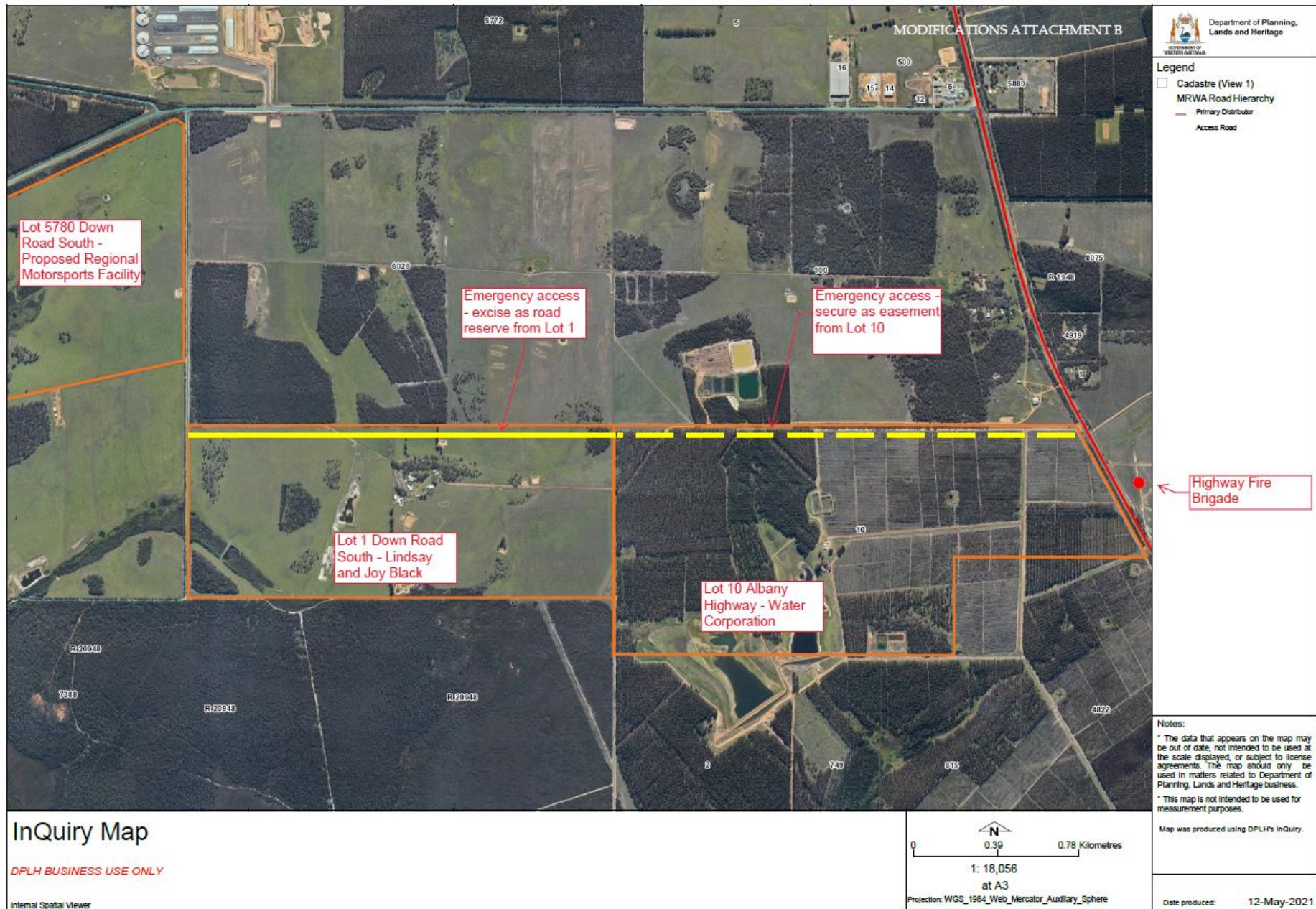
- adherence to the Noise Management Plan;
  - adherence to the Water Management Plan;
  - adherence to the Hydrocarbon Management Plan;
  - adherence to the Dust Management Plan; and
  - present an annual report to the City of Albany.
- 12.2 Produce and administer a "Venue Procedures Manual".
- 12.3 Produce and administer a "Code of Conduct Manual".
- 12.4 Ensure the tracks are certified and sanctioned by Motorsport Australia and Motorcycling Australia on an annual basis.
- 12.5 Ensure users of the Venue have the appropriate training and qualifications and operate in accordance with the relevant governing motorsport organisation.
- 12.6 Purchase and have available the required safety equipment.
- 12.7 Purchase and have available the required maintenance equipment.
- 12.8 Ensure grounds maintenance is carried out by trained employees and/or trained volunteers.



**ALBANY MOTORSPORT PARK  
DRAFT GOVERNANCE MODEL**

**Revision History**

| Author   | Version Description  | Date Completed |
|--|--|----------------|
| Great Southern Motorplex Group Inc.                  | Draft prepared for review by City of Albany                                    | 26/04/2021     |
| City of Albany                                       | Reviewed and marked up by City of Albany. Changes review to compared document. | 27/04/2021     |
| City of Albany / Great Southern Motorplex Group Inc. | Amended post meeting held on 4 May 2021. Agreed amended marked up in RED.      | 04/05/2021     |
| City of Albany                                       | Changes accepted   | 06/05/2021     |
| City of Albany                                       | Amendment to Item 11   | 13/05/2021     |





**Albany Motorsport Park**  
Proposed Master Plan Stage 1

Prepared for **City of Albany**  
Western Australia

**GHDWOODHEAD**

959 Hay Street Perth WA 6000 / PO Box 3106 Perth WA 6002  
T 61 8 6222 8222 E perth@ghdwoodhead.com.au W www.ghdwoodhead.com

Job No: 12546218 / Date: July 2021  
Approved: I Paxton / Scale: 1:2500 @ A1  
Sheet No: SK-L001 / Rev No: B

629 Newcastle Street  
Leederville WA 6007

PO Box 100  
Leederville 6902

T (08) 9420 2420



Your Ref: F20219243 - RC.PJT.2  
Our Ref: 105339620 / A2884  
Enquiries: Miranda Hahn  
Telephone: 9420 3815  
Email: [miranda.hahn@watercorporation.com.au](mailto:miranda.hahn@watercorporation.com.au)

19 March 2021

Atlanta Veld  
Lands Officer  
City of Albany  
PO BOX 484  
ALBANY WA 6331  
Sent by email to: [Atlantav@albany.wa.gov.au](mailto:Atlantav@albany.wa.gov.au)

**WATER CORPORATION FREEHOLD LAND: PORTION OF LOT 10 ON DIAGRAM 84694 / 35554 ALBANY HIGHWAY, DROME - PROPOSED EMERGENCY ACCESS EASEMENT (PROPOSED ALBANY MOTORSPORT PARK)**

I refer to our previous correspondence in relation to the abovementioned proposal.

Water Corporation's Procurement and Property Business Unit has completed due diligence investigations into the City of Albany's request and can advise the Water Corporation is willing to provide in principle support to grant the City an easement for emergency access purposes for consideration of \$1.00 (Plus GST if applicable), conditional upon, but not limited to the following;

1. City of Albany to obtain approval from MRWA with respect to traffic safety assessment at Albany Highway intersection.
2. The easement is restricted to **ten metres wide** and is to be located along the full length and adjacent to the northern boundary of Lot 10, i.e. the proposed easement land area is identical to the existing easement land area which benefits Lot 1, No. 35552 Albany Highway.
3. The purpose of the proposed access easement is strictly limited to 'emergency use' only, i.e. only to be used for access / egress in the case of a bushfire event / fire emergencies.
4. The easement land area is not to be developed for any other purposes other than for emergency access. It is noted that portion of the proposed easement at the western edge intersects a 'P2' Public drinking water source area (PDWSA).
5. The City acknowledges there are existing interests registered across the subject land and agrees to be a shared user of the subject access track.
6. The Water Corporation to retain the right of access to the easement land at all times.

7. The City of Albany is to ensure the access track / easement land area is maintained in a proper and safe condition, and to carry out necessary repairs to ensure same at its own cost (associated with its usage).
8. The City of Albany is to indemnify Water Corporation and accepts full liability with respect to its use i.e. associated traffic over the easement land.
9. The City is to extend the existing gravel access track at the western end to ensure it is contained entirely within the agreed easement land area. The City is to submit associated design plans and works methodology to Technical Advisor, Graham Wright – telephone 9842 4230 / M: 0427 907 769 for Water Corporation's review and approval.
10. In addition to the above, the City is to meet any on ground requirements across the easement land area specified by Water Corporation's Albany Regional Office.
11. All costs associated with the proposal including but not limited to surveying requirements and the preparation, negotiation, execution and registration of a suitable Deed of Easement document (including both parties solicitors' costs) are to be met by the City of Albany.  

Our preference is for Water Corporation's Solicitors to prepare the Deed of Easement document. We believe the associated costs would be in the order of \$2,500 (incl. GST) which would need to be provided upfront to cover the anticipated costs.
12. The preliminary Deposited Plan showing the extent of the easement must be submitted for review and approval by the Water Corporation prior to lodgement at Landgate.
13. All necessary consents to the proposed easement being provided by the required parties.
14. Prior to any works commencing across the easement land, all relevant permits and / or approvals must be obtained by the City including but not limited to environmental, planning, a Water Corporation clearance to work permit and "Approval to Work Near Our Assets".
15. Following any works on the easement land, the Water Corporation will inspect the land to ensure that all structures are in a safe condition and appropriate signage installed (where applicable).

If the City accepts the abovementioned conditions and wishes to proceed with formalising access arrangements over portion of the Water Corporation's Lot 10, we note that further consultation will be required. On this basis, please keep me informed of any developments.

If you require further information, please don't hesitate to contact me.

Yours sincerely



Miranda Hahn  
Advisor - Property Portfolio  
PROCUREMENT AND PROPERTY