



Albany Motorsport Park – Development Application

Visual Impact Assessment

City of Albany

24 August 2021

→ **The Power of Commitment**



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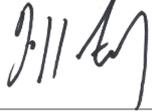
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Abbreviations

Abbreviation	Definition
AMP	Albany Motorsport Park
ARVS	Albany Regional Vegetation Survey
ATV	All-terrain vehicle
CoA	City of Albany
FIA	Fédération Internationalé de l'Automobile
FIM	Internationalé Motocyclisme
GSMG	Great Southern Motorplex Group Inc
ha	Hectare
LPS1	Local Planning Scheme No. 1
LVIA	Landscape and Visual Impact Assessment
m	Meters
MA	Motorcycling Australia
km	Kilometre
VIA	Visual Impact Assessment
4WD	Four-wheel drive

1. Introduction

1.1 Overview of the Proposal

The City of Albany (CoA) has engaged GHD to prepare an Application for Planning Approval for the staged construction of the Albany Motorsport Park (AMP) at Lot 5780 (No. 54) Down Road South, Drome (the Site) (Figure 1, Appendix A). The project Proponent is the Great Southern Motorplex Group Inc. (GSMG).

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 Motorsport Australia *Track Operator's Safety Guide*^[1] and Motorcycling Australia (MA) *Track Guidelines*^[2].
 - To be licensed by Motorsport Australia 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 infrastructure.

Due to the scale and nature of the proposed development, the construction works have been broken down into two key stages which comprise of the following:

- Stage 1 (this Development Application):
 - Stage 1A: Construction of motocross track, 4WD driver training area, all-terrain vehicle (ATV) area and associated infrastructure.
 - Stage 1B: Construction of racetrack and associated infrastructure (subject to funding).

Future Development: Construction and replacement of final permanent structures to support the function of the motorsports complex (subject to funding). Stage 2 will be addressed as a separate Development Application.

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.

The Site, 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.

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 to the west. The Site is located adjacent to the Mirambeena Timber Processing Precinct and sits within the industrial buffer area. Refer to section 4 for a description of the proposal description.

1.2 Purpose and scope of this report

CoA in partnership with GSMG has requested that GHD prepare a Visual Impact Assessment (VIA), focusing on the southern side of the Site, as part of the application for planning approval.

Given the location and surrounding land uses, the scope of this report was to primarily assess a number of locations immediately to the south of the proposal and was not to undertake a full landscape and visual impact assessment.

¹ CAMS. (2012). *Track Operator's Safety Guide*. Malvern East: Confederation of Australian Motor Sports.

² MA. (2011). *Track Guidelines*. South Melbourne: Motorcycling Australia.

1.3 Report structure

This report comprises of the following sections:

Section 1 – Introduction: provides background information and an overview of the Project and assessment.

Section 2 – Methodology: describes the methodology used for the purposes of this report.

Section 3 – Context analysis: provides an analysis of the existing conditions in the context of the Proposal, as well as the legislation and policy context.

Section 4 – Proposal description: provides a description of key Proposal components relevant to this assessment.

Section 5 – Visual impact assessment: representative viewpoint locations are identified, and an assessment provided.

Section 6 – Mitigation and management measures: mitigation and management measures are recommended in response to issues arising in the assessment during construction and operation phases of the Proposal.

Section 7 – Landscape Plan: Illustrates the proposed mitigation measures.

Section 8 – Conclusion: presents a summary of the VIA.

1.4 Limitations

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 1.2 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 (refer to section 1.5). GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by City of Albany and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

This assessment has been carried out based on the information provided in the Masterplan: Rev E Stage 1 GSM Masterplan_20210713. Any future proposed designs outside of this masterplan would need to be assessed at a later date.

1.5 Assumptions

- There is no national guidance on the assessment of landscape and visual impacts specific to Australia. However, in Western Australia, the industry typically refers to *Visual Landscape Planning in Western Australia: a manual for evaluation, assessment, siting and design* (Western Australian Planning Commission, 2007). This assessment has also made reference to *Guidelines for Landscape and Visual Impact Assessment, Third Edition* (Landscape Institute, 2013).
- The assessment aims to be objective and describe any changes factually. While potential changes resulting from the Proposal are defined, the significance of these changes requires qualitative (subjective) judgements.

This assessment's conclusion therefore combines objective measurement and professional interpretation. While this assessment aims to be objective, it is recognised that landscape and visual impact assessment can be subjective, and individuals are likely to associate different visual experiences to the study area.

- This is not a full Landscape and Visual Impact Assessment (LVIA). The assessment of visual impacts is to areas to the south of the site. The assessment of landscape character is not included.
- The author did not undertake a physical site inspection due to restrictions. However, they undertook a virtual site inspection with other project consultants.
- The scope of this assessment does not include consideration of landscape and visual impacts from lighting or during night-time conditions. It is noted that the GSMG does not propose to conduct any evening or night-time events at the Site.

2. Methodology

The following section outlines the methodology for this assessment.

2.1 Standards and guidance

Where practicable, the visual impacts associated with the project have been assessed in accordance with the advice provided in international and state recognised resource documents and in accordance with all relevant legislation. These include but are not limited to the following:

- *Visual Landscape Planning in Western Australia: a manual for evaluation, assessment, siting and design* (Western Australia Planning Commission, 2007)
- *Environmental Factor Guideline: Social Surroundings* (Environmental Protection Authority, 2016)
- *Guidelines for Landscape and Visual Impact Assessment, 3rd Edition* (Landscape Institute and Institute of Environmental Management & Assessment, 2013).

2.2 Context analysis

2.2.1 Legislation and policy context

A review of key planning designations, policies and guidance was undertaken in relation to landscape and visual amenity. The emphasis of the review was to identify designations, protections, values, and objectives relevant to the visual environment of the study area, including scenic amenity values.

2.2.2 Landscape context

Relevant background information relating to the Proposal and the study area was reviewed and summarised, refer to Section 3. This includes existing visual environment information such as:

- Topography and hydrology data
- Land use zoning and cadastral data
- Vegetation maps

2.3 Site inspection

A site inspection was undertaken by a project consultant on 24 March 2021 with sunny conditions and clear visibility. During the site inspection, the project consultant drove and walked the study area to gain representative views of the Proposal from both publicly accessible and private (where permission granted) viewpoints. The purpose of the site inspection was to:

- Appreciate views to the Site
- Inspect accessible locations identified in the desktop analysis as likely to provide views of the Proposal
- Identify sensitive visual receptor locations
- Undertake site photography for the visual assessment

The coordinates of each viewpoint were recorded during the site inspection. At each location a photographic record of landscape features, key views and receptors was obtained along with field notes.

2.4 Proposal description

The main visual components of the Proposal were identified and described, for both construction and operation phases of the Proposal, refer to Section 4.

2.5 Visual impact assessment

This section includes an assessment of visual impacts from key viewpoint locations.

2.5.1 Assessment of visual impacts

The assessment of visual impact involves an understanding of the sensitivity of viewing locations, the likely changes to the views, and an evaluation of the significance of the likely changes. Visual receptors have been considered in terms of the view they are likely to obtain from within the study area including consideration of any key vantage points such as lookouts, where there is particular interest in the view. Visual receptors are identified based on proximity of the receptor to the Proposal, as the most affected visual receptors are anticipated to be located closest to the Proposal unless located at an elevated vantage point. The type of receptor is also considered, as different viewer types would have different perceptions of the change.

A series of three representative viewpoint locations were selected for assessment to the southern area of the proposal (refer to Figure 5-1). Existing views were represented using a panorama technique (refer Section 2.5.3). An assessment of each viewpoint is provided which includes assessment of the sensitivity of the viewpoint to change, identification and description of the likely changes to the view, assessment of the magnitude of change that is likely to occur, and overall level of significance of the visual effect.

The sensitivity of each viewpoint is considered to be dependent on the importance of the view, its existing scenic qualities, the presence of other existing built elements in the view; and the type of visual receptor and their likely interest in the view. The magnitude of change to views and visual amenity depends on the nature, scale and duration of the change that is expected to occur. This depends on the loss, change or addition of any feature in the field of view of the receptor including an assessment of the level to which the change contrasts with the existing view or expected view of the landscape.

The assessment considers the likely impacts of the Proposal, refer to Section 5. The level of effect on a view depends on factors such as the extent of visibility, degree of obstruction of existing features, degree of contrast with the existing view, angle and duration of the view, and the distance from the Proposal.

The sensitivity and magnitude of visual effects address the following specific criteria:

- Sensitivity of visual receptor to proposed change, based on susceptibility of visual receptors to change, and value attached to the view (refer to Table 2.1)
- Magnitude of change, based on the size or scale of the change, geographical extent of effects, and duration and reversibility of effect (refer to Table 2.2)

Table 2.1 *Sensitivity criteria*

Rating	Criteria
High	Occupiers of residential properties, at home or going to or from, with long viewing periods, within close proximity to the proposed development; Communities that place value upon the urban landscape and enjoyment of views of their setting.
Moderate	Outdoor workers who have a key focus on their work who may also have intermittent views of the study area; Viewers at schools, or similar, when outdoor play and recreation areas are located within close proximity but viewing periods are limited; Occupiers of residential properties with long viewing periods, at a distance from or screened from the study area.
Low	Road users in motor vehicles, trains or on transport routes that are passing through or adjacent to the study area and therefore have short term views; Viewers indoor at their place of work, schools or similar.
Negligible	Viewers from locations where there is screening by vegetation or structures where only occasional screened views are available and viewing times are short; Road users in motor vehicles, trains or on transport routes that are passing through/adjacent to the study area and have partially screened views and short viewing times.

Table 2.2 Magnitude of change criteria

Rating	Criteria
High	A substantial/obvious change to the existing view due to total loss of, or change to, elements, features or characteristics of the view. Would cause a view to be permanently changed and its quality diminished.
Moderate	Discernible changes in the existing view due to partial loss of, or change to elements, features or characteristics of the view, however has potential to be partly mitigated. The change would be out of scale with the existing view, and would leave an adverse impact on the view.
Low	Minor loss or alteration to one or more key view elements, features or characteristics, or the introduction of components that may be visible but may not be uncharacteristic within the existing view.
Negligible	Almost imperceptible or no change in the view as there is little or no loss of/or change to the elements, features or characteristics of the view.

2.5.2 Significance of impacts

The combination of sensitivity and magnitude determines the significance of impact on the visual environment or representative viewpoint. Refer to Table 2.3 which illustrates the matrix used to determine the significance of impacts.

Table 2.3 Significance of impact matrix

	Magnitude of impact			
	High	Moderate	Low	Negligible
High	High	High-Moderate	Moderate	Negligible
Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
Low	Moderate	Moderate-Low	Low	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

2.5.3 Panorama

All photographic images were captured using a 50-millimetre fixed focal length lens on a full frame format camera at a camera height of 1.6 metres. All photograph GPS locations were recorded and mapped.

A series of three viewpoint locations were chosen and existing views represented using a panorama technique. This technique involves the stitching together of a number of adjoining images using the Adobe Photoshop software program representing an 80-degree horizontal field of view.

The panorama methodology is guided by industry accepted techniques recommended in:

- *Visual Representation of Development Proposals: Technical Guidance Note 06/19* (Landscape Institute, 2019).

2.6 Mitigation and management measures

Mitigation and management measures were provided to reduce negative impacts identified through the assessment. The mitigation and management measures relate to the visual impacts identified.

3. Context analysis

3.1 Legislation and policy context

3.1.1 State legislation and policy

Statement of Planning Policy: Environment and Natural Resources Policy (2003).

This policy applies throughout the state of Western Australia and includes specific objectives for the protection of landscapes.

Policy measure 5.9 *Landscape* highlights Western Australia's diversity of high value landscapes and scenic areas. It recognises that as the State grows, it will be increasingly important to ensure that landscapes valued by the community are protected. To do this, it is necessary to identify the landscape types and features requiring special attention and develop appropriate management and planning policies that can positively contribute to their maintenance and enhancement. To achieve this, planning strategies, schemes and decision-making should:

- i. Identify and safeguard landscapes with high geological, geomorphological or ecological values, as well as those of aesthetic, cultural or historical value to the community, and encourage the restoration of those that are degraded*
- ii. In areas identified in 5.9 (i) above, consider the level or capacity of the landscape to absorb new activities and incorporate appropriate planning and building design and siting criteria to ensure that new development is consistent and sensitive to the character and quality of the landscape*
- iii. Consider the need for a landscape, cultural or visual impact assessment for land use or development proposals that may have a significant impact on sensitive landscapes*

Lower Great Southern Strategy 2016

The Lower Great Southern Strategy will guide land use planning for the region over the next twenty years. With the specific landscape objectives and actions within the Lower Great Southern Strategy to:

Identify and protect valued landscape features and viewsheds. With the following actions:

- Incorporate suitable provisions in local planning schemes to guide development in landscape priority areas that have been identified in endorsed local planning strategies
- Ensure that new development takes into consideration the visual quality and character of landscapes, in particular natural, rural and urban landscape values
- Identify degraded landscapes in local planning strategies and develop measures to rehabilitate them

3.1.2 Regional and local legislation and policy

City of Albany Local Planning Strategy 2019

The CoA Local Planning Strategy (2019) identifies the Site location within the area identified in the Strategy as 'Investigation Area 4 – Mirambeena Strategic Industrial Expansion Area'. This investigation area includes the listed action to address the impact of visual amenity and landscape within this area. While also listing the proposed Albany Motorsport Park as a matter of interest within the Mirambeena Strategic Industrial Expansion Area.

City of Albany Local Planning Scheme No. 1

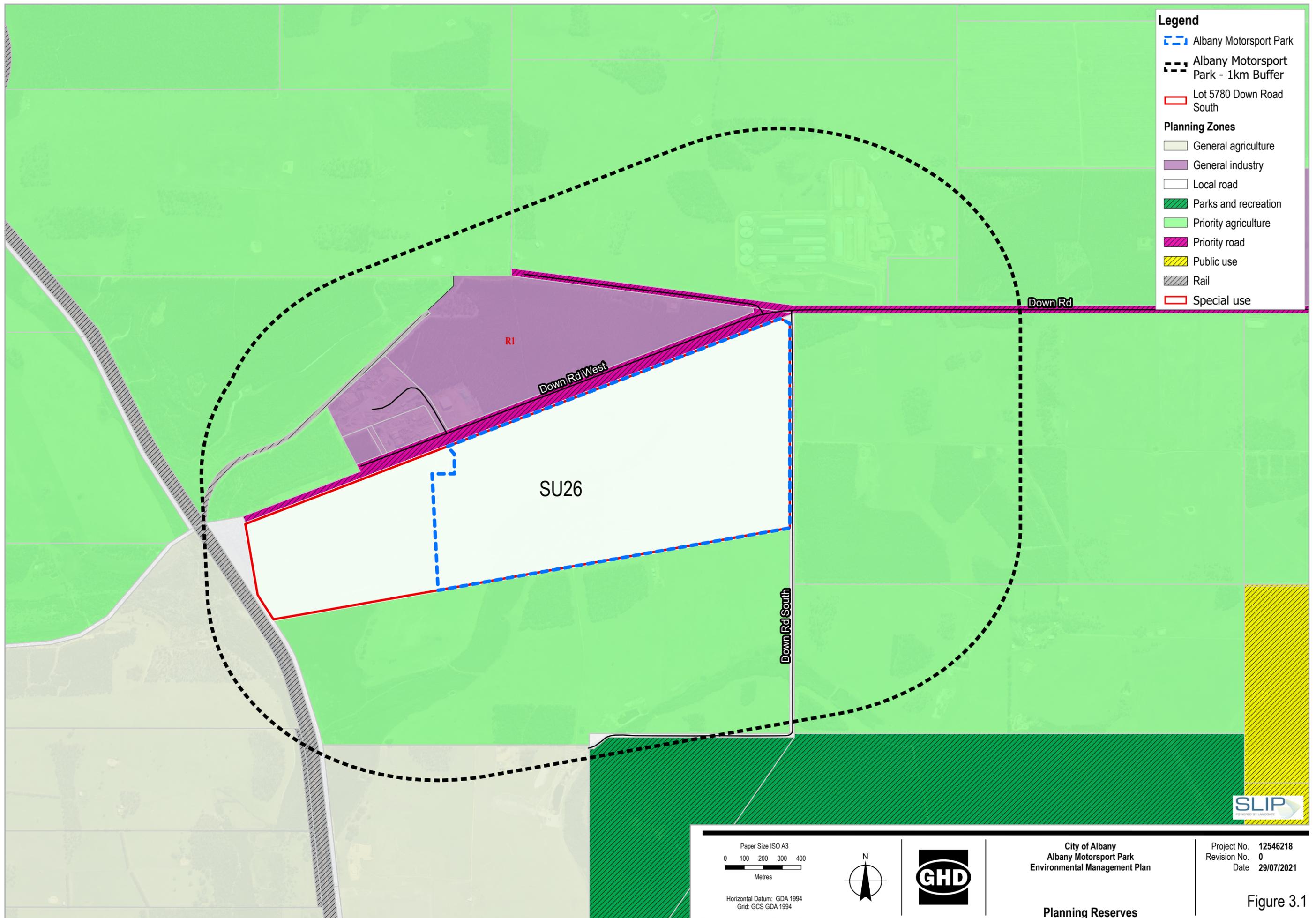
The Site is currently zoned Priority Agriculture under the Local Planning Scheme No. 1 (LPS1), as seen in Figure 3-1. However, a scheme amendment application will be submitted to convert the site to "Special Use", specifically for Motorsport based recreation and incidental uses. The planning scheme amendment No.35 to rezone Lot 5780 Down Road South, Drome includes several conditions specified in Schedule 4 of the scheme, including the specific visual condition:

- Condition 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." (City of Albany, 2020).

3.1.3 Other guiding documents

Visual resource management on Land and Waters (CALM) Policy statement No. 34

The visual management system is for land and water management by the Department of Conservation and Land Management. To ensure all uses are planned and carried out in ways that sustain the beauty of the natural environment. This includes the appearance or visual quality of an area as determined by its geology, soils, landforms, vegetation, water features and land use history. Visual resource management is based on the premise that the visual quality of a landscape is a resource in its own right.



- Legend**
- Albany Motorsport Park
 - Albany Motorsport Park - 1km Buffer
 - Lot 5780 Down Road South
- Planning Zones**
- General agriculture
 - General industry
 - Local road
 - Parks and recreation
 - Priority agriculture
 - Priority road
 - Public use
 - Rail
 - Special use

Paper Size ISO A3 Metres			City of Albany Albany Motorsport Park Environmental Management Plan	Project No. 12546218 Revision No. 0 Date 29/07/2021
			Planning Reserves	Figure 3.1

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3.2 Landscape context

The following section provides an overview of the existing landscape context for the study area.

3.2.1 Topography and hydrology

The centre of the Site is low lying with an unnamed water course draining from the north-east and centre of the Site, south to the southern boundary and to the Marbelup Brook, which ultimately drains to Lake Powell.

The watercourse was observed to be in a modified state, with cattle having access to the watercourse and erosion was evident, particularly in the eastern extent of the watercourse.

There is higher ground to the north-west and the south-west of the Site, and a variance of 24 m between the lowest point and the highest point.

3.2.2 Land use and built form

The Site is currently zoned *Priority Agriculture* 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. However, for the purposes of this report, it is assumed that the land will be rezoned to *Special Use* imminently and the waste and stockpiles etc. be removed.

The immediately surrounding land uses include a railway to the west, a 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 2.5 km to the east and the Mirambeena Strategic Industrial area is located approximately 2 km to the east on Albany Highway.

There are four residential receptors within 2 km of the Site.

Rural agricultural lands

The dominant views within this landscape setting are over undulating agricultural lands. This land is typically stock grazing to the south and the east of the proposal. Views are generally over boundary post and wire fencing, with open views into the surrounding cleared paddocks, with some paddock blocks being densely vegetated. Aligning the road and paddock interface there are some low-lying shrubs and small to large sized trees partially filtering views.

Industrial agricultural sites

A woodchip processing facility is located across Down Road West, to the north-west of the Site and a grain storage facility (CBH Mirambeena) is located to the north-east. These areas are typically large areas of cleared land, connected by roads with a number of industrial structures, works and operations. The industrial sites visually contrast with the surrounding agricultural landscapes. These industrial sites are partially screened from certain views by vegetation; however, when they can be seen they are large visual landmarks within this rural setting.

Rural residential roadway

Rural roadways within the area are typically single lane dirt roads with views out over the surrounding agricultural lands. These roadways are commonly lined with low-lying shrubs or small to medium trees that buffer views towards the surrounding landscape. The surrounding landscape is typically open cleared paddocks, industrial sites or densely vegetated blocks.

3.2.3 Vegetation

Project Site vegetation

The Site is predominantly cleared of native vegetation and is currently used for cattle grazing. There are some stands of Marri / Jarrah Forest within the paddocks, devoid of any native understory. There are other remnant patches of Marri / Jarrah Forest with a native shrub and understorey layer, occurring in the western extent of the Site and in a patch through the central section and along Down Road West.

Along Down Road South and along the northern side of the watercourse there are Jarrah / Sheoak / Eucalyptus staeri Woodland species (Sandiford & Barrett, 2010).

Project Site wetland

The centre of the Site includes a low-lying area surrounding an unnamed water course. The low-lying area is mostly devoid of native vegetation, with the exception of some sedges (*Juncus* spp). The western section of the watercourse contains native shrubs / sedges, with a defined bed / banks.

Regional biography

The Site is located in the southwest Botanical Province of Western Australia. 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).

3.2.4 Landscape Character Types of Western Australia

The Western Australian landscapes have been classified into Landscape Character Types as part of the *Reading the Remote - Landscape Characters of Western Australia* study (Department of Conservation and Land Management , 1994). This study classifies the landscapes of Western Australia into broad landscape character types in terms of '*common distinguishing visual landform, vegetation, water form and land-use characteristics*. The Wheatbelt Plateau Landscape Character Type is located within the study area for this assessment and includes the following disinguisable features:

- Wide open landscapes with long views dominated by agricultural uses
- Broad slopes and shallow valleys with low ridges which are not visually dominant but are surrounded by similar landforms
- Extensively cleared natural vegetation, openly displays the gently undulating topography of the surrounding landscape setting
- Scattered remnant vegetation standing sentinel at the periphery of the broad fields or are clustered within groups.

4. Proposal description

The following section provides a summary of the Proposal and includes detail relating to the main visual components that have potential to affect the visual amenity of the study area.

4.1 Site details

The Site is currently unserviced, with no connections to scheme water, sewerage, power or wired telecommunications.

The Site is currently being used for livestock grazing, wood chip storage and a drainage basin associated with the nearby operations of Plantation Energy Australia Pty Ltd. Refer to section 1.1 for a description of the Site.

4.2 Summary of the Proposal

The AMP proposal area as defined in section 1.1, is for the development of a multi-purpose regional motorsport facility. The proposed AMP master plan is shown in Figure 4-1.

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 Motorsport Australia *Track Operator's Safety Guide*^[3] and Motorcycling Australia (MA) *Track Guidelines*^[4].
 - To be licensed by Motorsport Australia 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 infrastructure.

4.2.1 Construction staging

Due to the scale and nature of the proposed development, the construction works have been broken down into two key stages which comprise of the following:

Stage 1 (this Development Application):

- Stage 1A: Construction of motocross track, 4WD driver training area, all-terrain vehicle (ATV) area and transportable toilet block plus a permanent building shed as a first aid, scrutineering building with a canteen/kiosk, a covered concrete bunded refuelling area in the motocross precinct
- Stage 1B: Construction of racetrack and associated infrastructure (subject to funding).

Stage 2

- Future Development: Construction and replacement of final permanent structures to support the function of the motorsports complex (subject to funding). Stage 2 will be addressed as a separate Development Application.
- Stage 2 to include provision of power (not part of this assessment).

At full development, the proposed components of the proposal are outlined below:

³ CAMS. (2012). *Track Operator's Safety Guide*. Malvern East: Confederation of Australian Motor Sports.

⁴ MA. (2011). *Track Guidelines*. South Melbourne: Motorcycling Australia.

4.2.2 Racetrack Precinct

- Sealed, configurable multi-use track (3.5 km long × 12 m wide) for motor car racing, motorcycle racing, drifting, driver training and cycling.
- A pit lane area including a concrete bunded covered area (to accommodate refuelling).
- External transportable toilets, clubrooms include first aid and ambulance
- Competitor, marshalling and spectator parking areas
- Spectator viewing area.

4.2.3 Motocross Precinct

- Motocross circuit designed and constructed in association with *MA Track Guidelines* (MA, 2011).
- Competitor, marshalling and spectator parking areas
- Spectator viewing area
- Permanent single storey clubrooms including toilets, first aid and ambulance control room
- Transportable toilets zone.

4.2.4 4WD and ATV Training Precinct

- An off-road 4WD and ATV training area.

4.3 Main visual components of the proposal

The following section describes the main visual components of the Proposal in relation to the proposed racetracks, earthworks, vegetation and construction.

4.3.1 Proposed racetracks, fencing and car parking

- The racetracks grey tarmac (with sand run-offs) and motocross track (sand/gravel/clay) will be visible within the racetrack precinct and the motocross precinct.
- Two large car parking areas located on the eastern hillside. The masterplan proposes these car parks to be large, solid, angular areas with compacted gravel surfacing.
- A large 4WD training area on the western hillside.
- An earth backed tyre wall on the southern boundary will be approximately 1.5 m high.

4.3.2 Earthworks

- It is anticipated that the proposed levels will generally follow the existing levels, with parts of the motocross and racetracks likely to be filled to achieve a 2 m vertical separation to groundwater.
- The low-lying creek running north-east to south-west will remain at existing levels, with higher ground being developed, to the north-west and the south-east of the Site.
- An earth backed tyre wall of approximately 1.5 m height will run near to the southern boundary, south of the racetrack. This is intended to act as an impact barrier; however it will also offer some visual screening of the racetrack area, from the southern side.

4.3.3 Vegetation

- Some limited tree planting is proposed to be positioned outside of the racetrack, motocross track and 4WD precinct, in keeping with the 'low fuel' design consideration for bushfire risk. Refer to the Landscape Masterplan in Figure 4-1 for further details on the proposed vegetation design.
- A 6-10 m wide 'tree lined shelterbelt' is proposed on the southern boundary of the racetrack.
- Wetland vegetation is proposed within the vegetated creek zone, refer to the Masterplan in Figure 4-1.

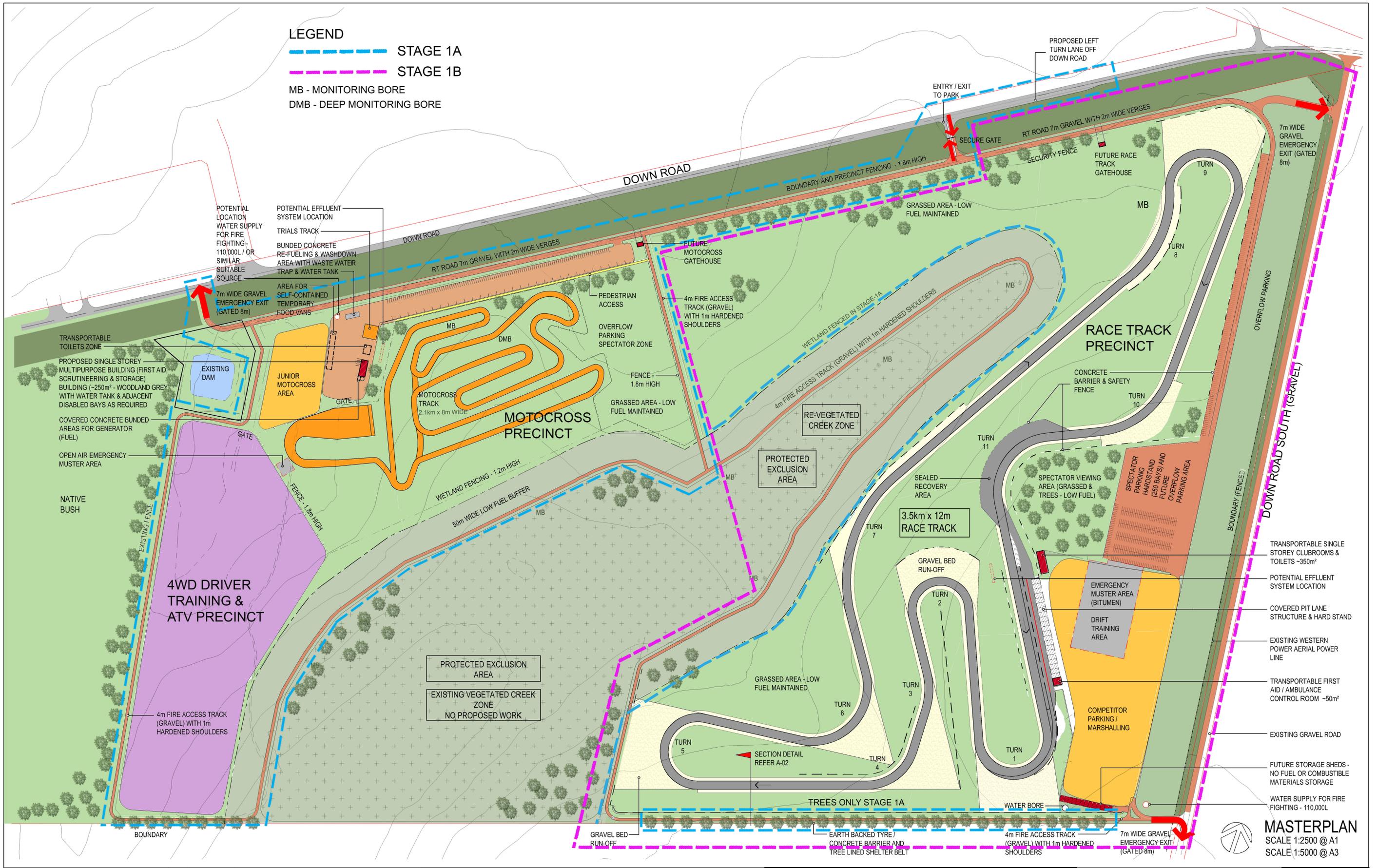
- The spectator viewing area is proposed to be grassed with the retention of existing trees with 'low fuel' design consideration for fire risk.

4.3.4 Construction

Construction of the proposal is expected to be temporary in nature, occurring during daylight hours. The following activities are likely to occur during construction:

- Construction of temporary construction compounds, laydown and storage areas
- Civil works, including construction of racetracks, buildings, fencing, associated earthworks, carparking and excavation for the foundations
- Limited vegetation clearance associated with the construction of the proposal
- Presence of the construction machinery and workers.

Figure 4-1 Albany Motorsport Park Master Plan



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rev	date	description
A	15-04-2021	ISSUED FOR CLIENT REVIEW
B	27-04-2021	ISSUED FOR CLIENT REVIEW
C	12-05-2021	ISSUED FOR CLIENT REVIEW
D	26-05-2021	ISSUED FOR CLIENT REVIEW
E	05-07-2021	ISSUED FOR DA

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project
Albany Motorsport Park
 Lot 5780 Down Rd, Drome, WA 6330
 client
 City of Albany

Masterplan - Stage 1

cad file

drawn CB project number 21-002

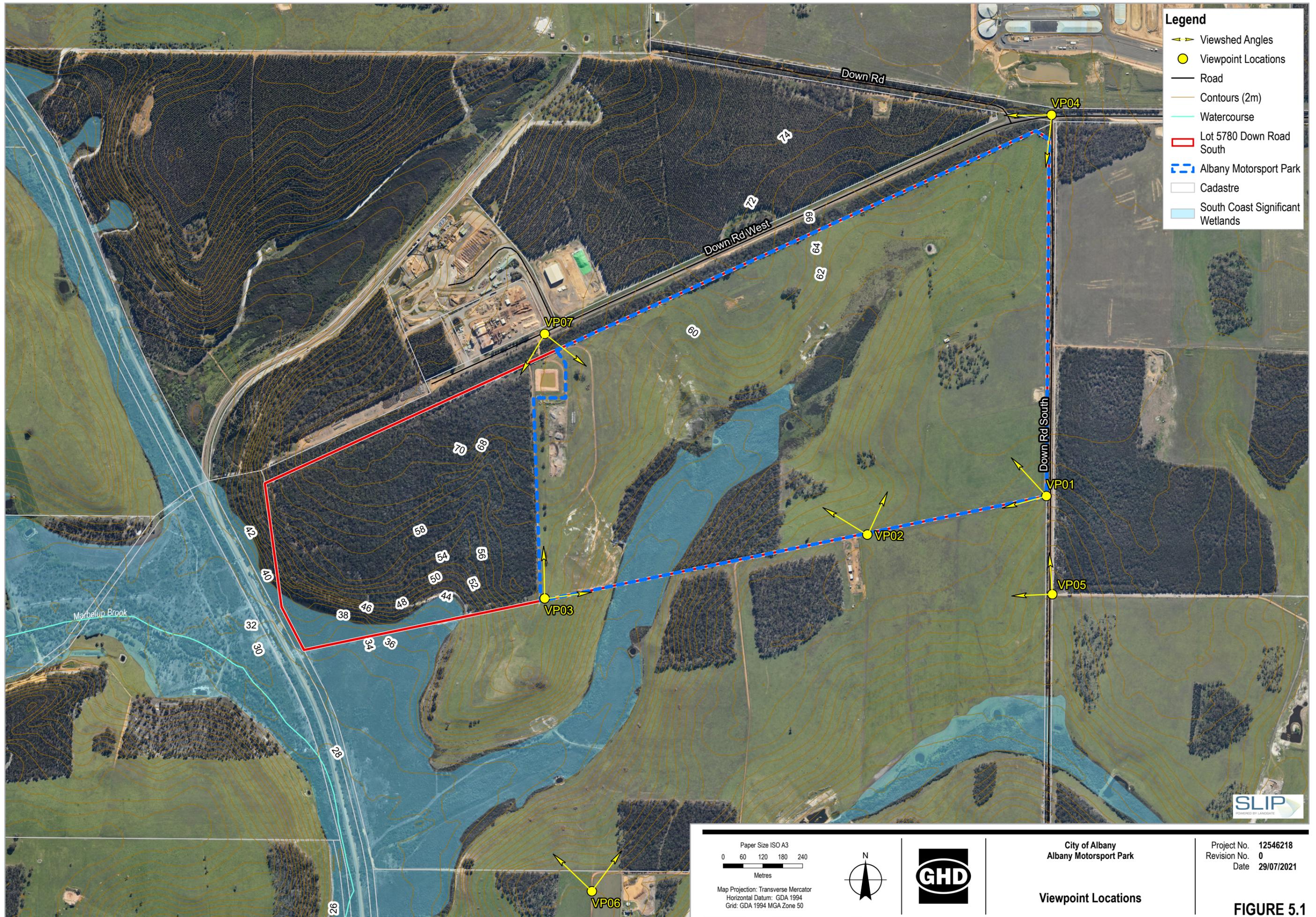
scale 1:2500 @A1
date JULY 2021
dwg no. A-01
rev. E

5. Visual impact assessment

Based on the visual analysis combined with an understanding of the proposal, viewpoint locations were selected for assessment of visual receptors. Refer to Table 5.1 and Figure 5-1 for locations. For each viewpoint, a description and panorama of the existing view is provided, and the anticipated changes, and impact assessment rating are outlined.

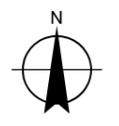
Table 5.1 Viewpoint locations

Viewpoint	Location	Sensitive Receptors
VP01	Down Road South	Road users (predominantly local workers and residents)
VP02	South of precinct boundary (from Lot 5781)	Workers on farmland
VP03	Farmland to the south-west corner of the Site.	Workers on farmland



- Legend**
- Viewshed Angles
 - Viewpoint Locations
 - Road
 - Contours (2m)
 - Watercourse
 - Lot 5780 Down Road South
 - Albany Motorsport Park
 - Cadastre
 - South Coast Significant Wetlands

Paper Size ISO A3
 0 60 120 180 240
 Metres



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

City of Albany
 Albany Motorsport Park

Viewpoint Locations

Project No. 12546218
 Revision No. 0
 Date 29/07/2021

FIGURE 5.1

5.1 Viewpoint location VP01: Down Road South

VP01 is located off Down Road South and along a local dirt road. This viewpoint represents views of local road users and the view from the adjacent property. VP01 is looking west as shown in Photo 5-1. Refer to Table 5.2 for assessment.



Photo 5-1 View looking west, from dirt road off Down Road South

Table 5.2 VP01 visual impact assessment

Criteria	Comments
Location and view direction	VP01 is located off Down Road South and along a local dirt road within surrounding agricultural lands, looking west against the proposal area boundary towards the proposal area. This viewpoint represents views of local road users and the view from the adjacent property.
Description of existing view	VP01 comprises of a view over the existing low-lying open grass paddock. To the left of view, a dirt road can be seen running parallel to the south of the property boundary. There is a slight elevation of the landscape in the background and a post and wire fence at the interface of the dirt road and the open grass paddock, in the foreground.
Anticipated change to view	Anticipated changes would include the works associated with the earth-backed tyre barrier (or concrete barrier) and tree-lined shelter belt along the dirt road and paddock interface. Some sections of the proposed development including the racetrack run off area and car parking and future storage sheds would be seen from VP01. This corner location would also include a 4 m wide fire access track (gravel) with 2 m verges, and a 7 m wide emergency exit (gated 8 m) exiting from this viewpoint. The competitor parking / marshalling area would also be constructed within view and a row of proposed storage sheds (Stage 2) near the existing fence line may also be visible within the distance. The proposed transportable first aid / ambulance control room may also be visible in the far right of this view, however it may also be just out of view from this viewpoint angle.
Sensitivity to change	Low , as there are limited existing local road users that are passing through or adjacent the study area and therefore have short term views. The views from the adjacent farmland would represent a view from their place of work, or similar and would also be considered a short-term view.
Magnitude of change	High , as there would be a substantial and obvious change to the existing view due to the change of landform and the grass open paddock. The change of landscape features, including the addition of the earth backed tyre barrier (or concrete wall) and tree lined shelter belt would alter the existing characteristics of the view. This would cause VP01 to be permanently changed.
Significance of impact	The significance of impact would be moderate due to the high magnitude of change and the sensitivity of change being considered low.

5.2 Viewpoint location VP02: South of precinct boundary (from Lot 5781)

VP02 is located to the south of the proposal boundary and is taken from a local dirt road. This viewpoint represents views of outdoor workers from the adjacent farmland and farming sheds (situated behind). VP02 is looking north over the Site, as shown in Photo 5-2. Refer to Table 5.3 for assessment.

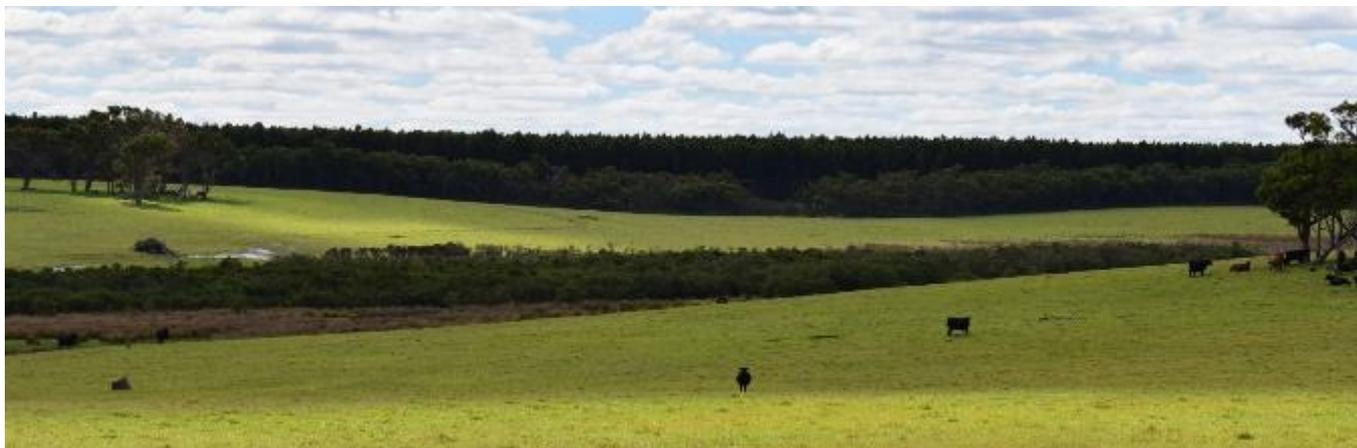


Photo 5-2 View looking north, from south of AMP boundary

Table 5.3 VP02 visual impact assessment

Criteria	Comments
Location and view direction	VP02 is located on adjacent Lot 5781 and along a dirt road with farmlands behind, looking north over the boundary fence line towards the proposal area. This viewpoint represents views from outdoor workers from the adjacent farmland and farming sheds (situated behind).
Description of existing view	VP02 comprises of a view over a gently undulating open grass paddock. There is a vegetated creek zone on the lower ground, within the centre of view. A small grouping of shrubs and small trees filter views to either side of VP02. While longer views over the vegetated creek zone are towards a dense band of woodland screens further views to the north and to Down road.
Anticipated change to view	Anticipated changes would include the proposed earth backed tyre barrier (or concrete barrier) and narrow 'tree lined shelter belt' along the dirt road and paddock interface. Some sections of the Racetrack may be seen from VP02 in the foreground, along with the associated run-off area. The competitor parking / marshalling area may also be visible to the far right of view. The motocross precinct may also be visible on the distant hill to the upper left of the view.
Sensitivity to change	Moderate , as seasonal outdoor workers within the farmland would have a key focus on their work who may also have intermittent views of the Site. Outdoor workers are located within close proximity to the Site but viewing periods are limited.
Magnitude of change	High , as there would be a substantial and obvious change to the existing view due to the change of landform and the grass open paddock. The change of landscape features, including the addition of racetracks and car parking areas would alter the existing characteristics of the view. This would cause VP02 to be permanently changed.
Significance of impact	The significance of impact would be high-moderate due to the magnitude of change and the sensitivity of VP02.

5.3 Viewpoint location VP03: Farmland

VP03 is located within agricultural land. This viewpoint represents views of farmers working within the farmland. VP03 is looking north-east as shown in Photo 5-3. Refer to Table 5.4 for assessment.



Photo 5-3 View looking north-east, from agricultural land

Table 5.4 VP03 visual impact assessment

Criteria	Comments
Location and view direction	VP03 is located within farmland, looking north-east over the boundary fence line and towards the proposal area. This viewpoint represents views of farmers working within the farmland.
Description of existing view	VP03 comprises of a view over a gently undulating open grass paddock that is sloping downward to the right of view. To the left and right of VP03 there are small trees and shrubs that frame the view. There is dense tree canopy cover that screen background views.
Anticipated change to view	Anticipated changes would include the proposed shelterbelt of trees, in front of the fire access track in the foreground, with the 4WD precinct in the middle ground and background. The motocross car park area and associated buildings may also be visible to the left of the view in the far distance, including the 3.8 m high 'Club House' permanent multipurpose building. The proposed three storey high transportable first aid / ambulance control room may also be visible in the far right of this view, however it may also be just out of view from this viewpoint angle.
Sensitivity to change	Moderate , as seasonal outdoor workers within the farmland would have a key focus on their work who may also have intermittent views of the Site. Outdoor workers are located within close proximity to the Site but viewing periods are limited.
Magnitude of change	High , as a substantial/obvious change to the existing view due to total loss of, or change to, elements, features or characteristics of the view. Would cause a view to be permanently changed and its quality diminished.
Significance of impact	The significance of impact would be high-moderate due to the Magnitude of change and the sensitivity of VP03.

5.4 Other viewpoints

5.4.1 Viewpoint location VP04: Down Road West

VP04 is located along Down Road West to the north-east of the proposal boundary area. This viewpoint represents views of local road users. VP04 is looking south-west as shown in Photo 5-4. The proposed AMP would be the left of picture, behind the dense verge vegetation.



Photo 5-4 View looking south-west, from Down Rd West

VP04 is positioned along a sealed road, with adjacent dense screening shrubs and small trees. The proposal boundary is positioned behind the screening vegetation within VP04 and the changes would be expected to be screened from view. However, some clearings within the nearby area may have glimpses through the vegetation and would have filtered views towards the proposal area.

VP04 is not positioned along the southern boundary of concern and has not been fully assessed.

5.4.2 Viewpoint location VP05: Down Road South

VP05 is located along Down Road South to the south-east of the proposal boundary area. This viewpoint represents views of local road users. VP05 is looking north-west as shown in Photo 5-5.



Photo 5-5 View looking north-west, from Down Road South

VP05 is positioned along a local dirt road that is lined with dense screening shrubs and small trees. The roadside vegetation limits views down the road corridor. VP05 would be expected to have no anticipated changes to the view.

VP05 is not directly positioned along the southern boundary of concern and has not been fully assessed.

5.4.3 Viewpoint location VP06: from a private driveway within Lot 3536

VP06 is located along Down Road South, well to the south of the proposal boundary area. This viewpoint represents views of local road users, and a nearby residential property entrance way. VP06 is looking north as shown in Photo 5-6.



Photo 5-6 View looking north, from Down Road South

VP06 is positioned along a local dirt road with long and open views towards the Site and the hills beyond. This view would be expected to have changes to the open paddocks within the Site.

VP06 is not directly positioned along the southern boundary of concern and has not been fully assessed.

5.4.4 Viewpoint location VP07: Down Road West

VP07 is located along Down Rd West, to the north-west of the proposal boundary area. This viewpoint represents views of local road users and screened views from the workers in the adjacent APEC Woodchip facility. VP07 is facing south-east as shown in Photo 5-7.



Photo 5-7 View looking south-east, from Down Rd West

VP07 is positioned along a local dirt road that is lined with dense screening shrubs and small trees. The vegetation limits views from VP07. This view would be expected to have some changes to the density of the screening vegetation and would have some filtered views through to the proposal area.

VP07 is not directly positioned along the southern boundary of concern and has not been fully assessed.

5.5 Construction impacts

During the construction of the Project, there would be temporary impacts on visual amenity. The visual impacts associated with construction activities would be similar to operation, although these are temporary in nature. Visual impacts during construction resulting from activities are outlined in section 4.2 and may include the following:

- Potential views of construction activities, including excavation; vegetation clearing; earthworks associated with the construction of the racetrack, car parking, buildings and access tracks and slip lane.
- Potential views of temporary construction compounds, machinery and materials storage areas, and temporary parking areas.
- Potential views of delivery and storage activities associated with construction equipment and materials, including large scale machinery and materials
- Potential views of construction traffic and workers.

6. Mitigation measures

Mitigation measures for the proposed AMP have been identified in Table 6.1.

Table 6.1 Mitigation measures identified

Potential impact	Location	Suggested mitigation
Views of the development from the southern boundary.	On the southern boundary of the racetrack	Boundary planting of 6 – 10 m wide fire-retardant screening trees, with low fuel maintained understorey, in keeping with bushfire management requirements for the Site.
Visual impacts of a possible concrete barrier on the southern boundary		Suggest earth backed tyre wall with grassed slope option, instead of concrete wall option.
Removal of large mature trees which screen the site	General	Retain large mature tree on site where possible to help visually mitigate, break up and screen the proposal. Consider retaining mature trees in medians, road reservations, WSUDS planting areas and consider redesigning areas to maximise tree retention.
Lack of vegetation screening on the south-west boundary		Boundary planting to continue along all the southern boundary.
Visual impacts of large built elements, such as the proposed Club House	Within the racetrack precinct with the first aid building, in the southeast of the site.	Any large visually prominent buildings (e.g. Club house or any taller buildings) should be designed to minimise visual impact, with height and form kept to a minimum and sympathetic with surrounding landform. Suggest tree planting around any large or high built form, where possible, to mitigate visual impacts from surrounding areas, particularly from the south. Suggest non-reflective materials and colours be used which are sympathetic to the surrounding landscape e.g. Woodland Grey colour or similar.
Views of the two large car parking areas. These are located on the highest parts of the site will be visually prominent from surrounding areas. The masterplan proposes these car parks to be solid areas of hardstanding, unvegetated, with angular unnatural shapes and long linear edges. These areas are up to 400 m long.	On high ground to the north-west and to the south-east	Break up visual bulk of open car parking areas (as shown in the landscape masterplan) by: <ul style="list-style-type: none"> Planting frequent rows of trees within the parking areas, rows to be parallel to the southern boundary for maximum visual mitigation. Suggest 1 tree per 4 car parking spaces (as per CoA Landscape policy). Re-design the layout to make the precinct look more natural and in keeping with the landscape by: <ul style="list-style-type: none"> Softening angular unnatural shapes and long linear edges Using planted edges, planted outstands and planted parking bays. Reducing long or wide areas (which are up to 400 m long). Design around the natural contours and topography to retain areas of mounding to help screen large areas of car parking.
A large 4WD training areas will be visually prominent	On the western hillside.	<ul style="list-style-type: none"> Design around natural contours and topography It is recommended that the 'tree lined shelterbelt' be extended to the 4WD southern boundary, as shown in the landscape masterplan (refer Figure 7-1).

7. Landscape Plan

As part of the assessment, a proposed Landscape Plan has been developed. This plan shows how the proposed mitigation measures listed in Chapter 6 can be designed into the landscape, to assist with reducing the visual impact of the proposal (refer to Figure 7-1 Proposed Landscape Plan and Figure 7-2 Proposed Southern Boundary treatment – earth backed tire wall option).

Figure 7-1 Proposed Landscape Plan



Legend of Proposed Works:

- STAGE 1A boundary
- STAGE 1B boundary
- Fence
- Concrete barrier
- ▲ Signage opportunity
- 1 Motocross track
- 2 Race track (3.5km x 12m)
- 3a Spectator parking (Race)
- 3b Spectator parking (Motocross)
- 3c Competitor pit bays (Motocross)
- 4 Junior motorcross area
- 5 4WD driver training & ATV area
- 6 Emergency muster & drift training area
- 7 Competitor parking / marshalling
- 8 Amenities/ facility precinct
- 9 Low fuel buffer (50m wide)
- 10 Re-vegetated creek zone
- 11 Gravel bed run-off
- 12 Pedestrian footpath
- 13 Earth backed tyre barrier & tree lined shelter belt
- 14 Swale / basin

Note:

1. Spectator parking bays (Race):
Standard - 270; Caravan/ RV/ truck - 13; DDA - 3; Motorcycle - 5;
2. Spectator parking bays (Motocross):
Standard - 25; Caravan/ RV/ truck - 28

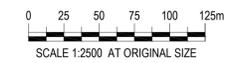
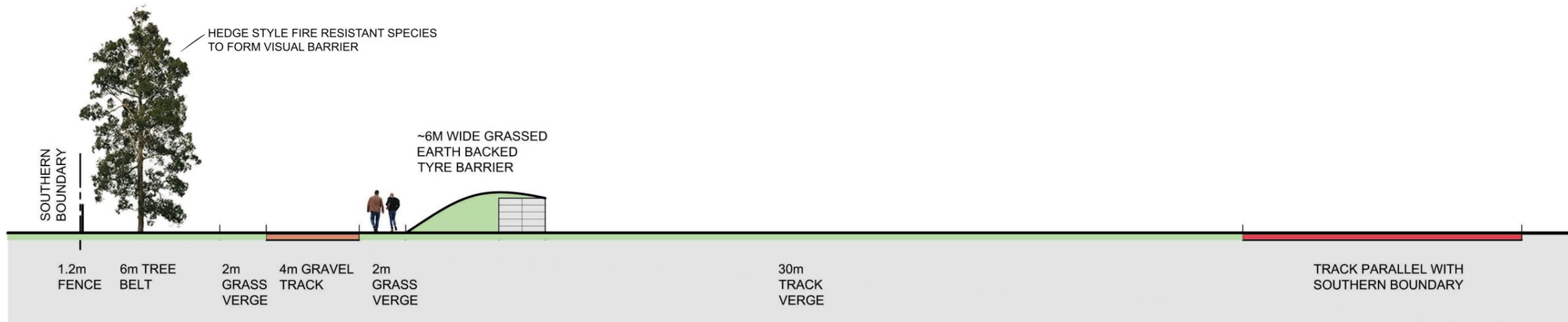


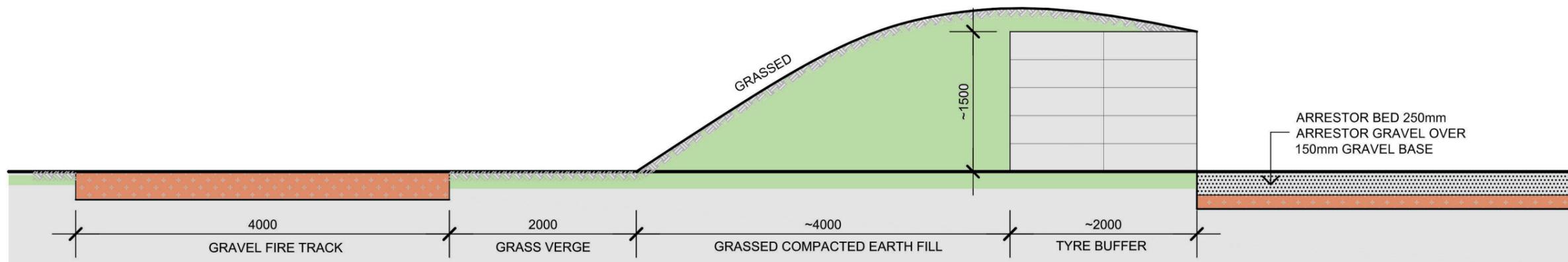
Figure 7-2 Proposed Southern Boundary treatment – earth backed tyre wall option



SECTION THRU SOUTHERN BOUNDARY (AT TRACK PARALLEL WITH BOUNDARY)
1:200



SECTION THRU SOUTHERN BOUNDARY (AT ARRESTOR BED)
1:200



TYPICAL SECTION THROUGH TYRE BARRIER
1:50

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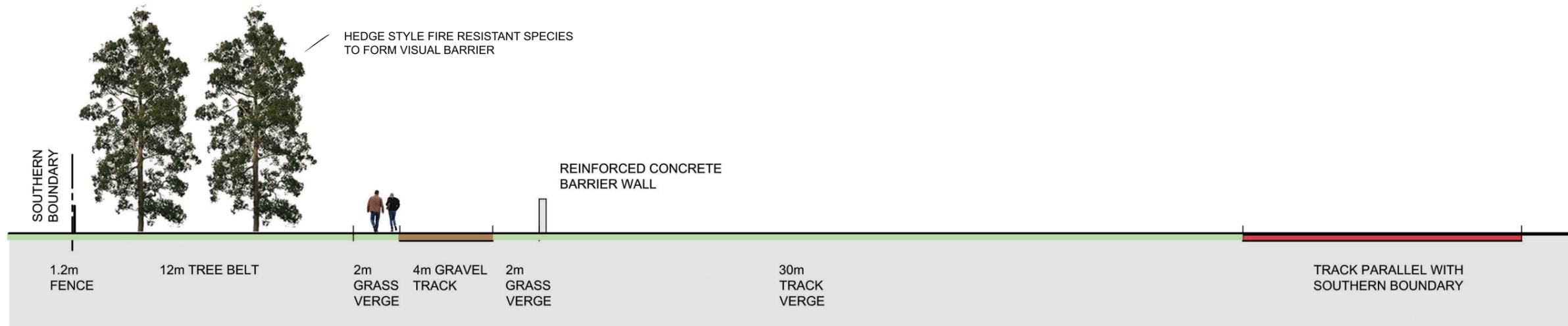
project
Albany Motorsport Park
Lot 5780 Down Rd, Drome, WA 6330
client
City of Albany

Section Through Southern Boundary

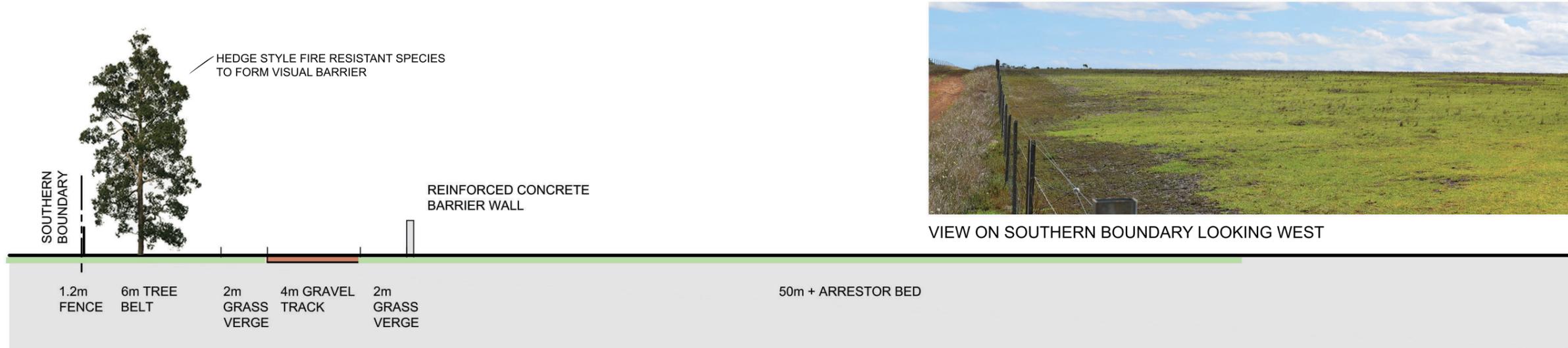
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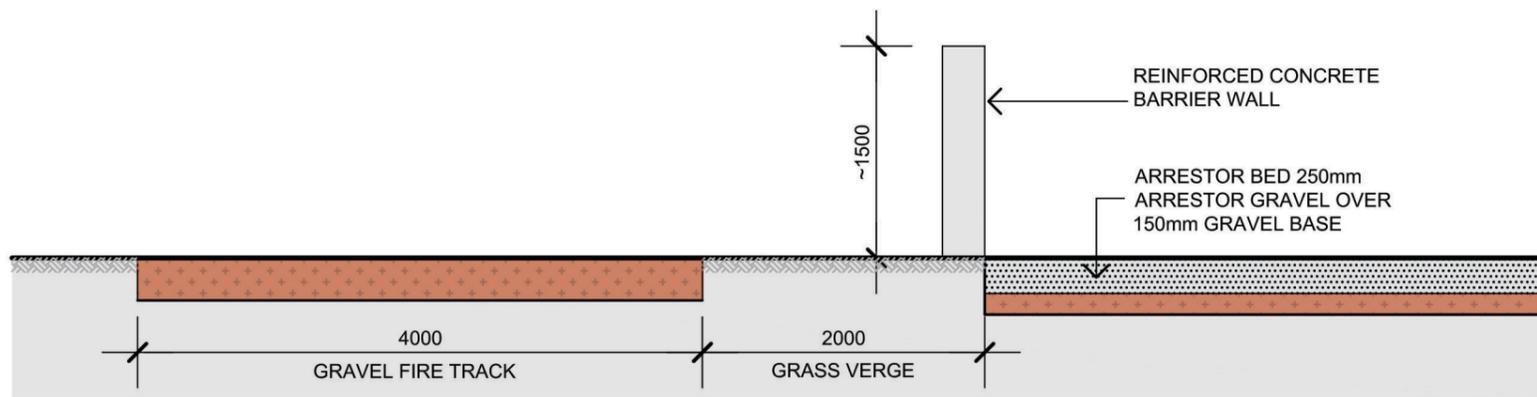
Figure 7-3 Proposed Southern Boundary treatment – concrete barrier option



CONCRETE BARRIER SECTION THRU SOUTHERN BOUNDARY (12m TREE PLANTING AT TRACK PARALLEL WITH BOUNDARY & 4WD TRAINING PRECINCT)
1:200



CONCRETE BARRIER SECTION THRU SOUTHERN BOUNDARY (6m TREE PLANTING AT ARRESTOR BED)
1:200



TYPICAL SECTION THROUGH REINFORCED CONCRETE BARRIER
1:50

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 client
 City of Albany

Section Through Southern Boundary Concrete Barrier Option		scale 1:200 @A3
cad file		date MAY 2021
drawn CB	project number 21-002	dwg no. rev. A-03 A

8. Conclusion

The proposed AMP is located within the CoA, within Lot 5780 Down Road South approximately 20 km to the north of the Albany CBD and is 192.34 ha in size. The existing visual amenity of the Site includes cleared grazing land, some remnant vegetation, and a vegetated wetland. This VIA was primarily undertaken along the southern boundary of the Site and has assessed three viewpoints, as discussed in Sections 5.1 to 5.3.

The construction and operation of the proposed AMP has the potential to impact visual amenity of the local area. The residual visual amenity impacts are expected to be permanent, however the nearest residence is 1.4 km from the Site.

Sensitive receptors of varying levels of significance were identified, including outdoor workers and road users along the southern boundary. Due to the sensitive receptors the highest rating has been assessed as moderate from the outdoor workers located within the adjacent farmland. The assessment found that visual impacts ranged up to high-moderate from VP02 and VP03. This is due to their proximity to the Proposal, and the proposed magnitude of change within the AMP master plan.

Additional views would be expected towards the Site, due to the undulating topography of the Site and surrounding topography. Therefore there may be other distant views to the proposal from higher ground, refer to Photo 5-6.

An integrated approach to landscape design and visual mitigation has been recommended within the Landscape Plan for the AMP to help mitigate some of the visual impacts as identified within section 6.

It should be noted that this report is primarily focussed on the southern boundary, is not a full LVIA, and an assessment of landscape character has not been undertaken.

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