



NOISE MANAGEMENT PLAN

FOR THE

ALBANY MOTORSPORT VENUE INCORPORATED
(AMV INC.)

JULY 2025

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ALBANY MOTORSPORT PARK

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FOR

ALBANY MOTORSPORT VENUE INCORPORATED

DOCUMENT INFORMATION

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DOCUMENT REVISION HISTORY

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| 1 | 10-Feb-25 | Paul Daly | Tim Reynolds | _ Initial issue of document. _ Issued for Consultation - 10 February 2025 |
| 2 | 23-May-25 | Paul Daly | Peter Horgan Stuart Jamieson | Amended. _ Changes were applied following the community consultation, the meetings/negotiations with the club, and amendments to align with the Local Planning Scheme. _ Prepared for review by AMV. |
| 3 | 28 May 2025 | Jack Fuller | Stuart Jamieson | Amended. _ Changes applied by AMV. _ Prepared for technical review by DWER. (Refer to "Version Comparison" for details of changes made) |
| 4 | 2 July 2025 | Jack Fuller | DWER Peter Horgan Stuart Jamieson | Incorporation of DWER recommendations from the Technical (Review) Report. |
| 4.1 | 29 July 2025 | Stuart Jamieson | Stuart Jamieson | Minor administrative amendments, i.e, paragraph referencing, update of the table of contents, etc. |

APPROVAL

This Noise Management Plan for the Albany Motorsport Venue Incorporated – Albany Motorsport Park is prepared under the provisions of the *Environmental Protection Act 1986* and *Part 2, Division 3 of the Environmental Protection (Noise) Regulations 1997*.

It is certified that this Noise Management Plan was approved by resolution of the CEO of the City of Albany on:

Date: 29 / 7 / 2025

SUBJECT TO THE FOLLOWING CONDITIONS:

With the following measures designated as ancillary for the purposes of Regulation 16AB of the *Environmental Protection (Noise) Regulations 1997*:

- (1) Noise monitoring to be undertaken on at least two occasions per 12-month period, to measure levels of noise associated with the loudest motorsport events at the motorsport park.
- (2) A report on noise monitoring is to be provided to the City of Albany on an annual basis.
- (3) Notification of racing activities and changes to racing activities are to be provided in accordance with clause 11.
- (4) The AMV will acknowledge all complaints within 48 hours and will provide advice to the complainant within 10 business days as to the outcomes of the investigation and, where appropriate, any proposed modifications to operations

Signed on behalf of the City of Albany

Name: Andrew Sharpe

Signature:



the CEO of the City of Albany, duly authorised by the delegation No.112 of the *Environmental Protection Act 1986*, for that purpose, in the presence of:

Witness:

Name: Stuart Jamieson

Signature:



Approval Date: 29 / 7 / 2025

Date of Expiry: 29 / 7 / 2033

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1. INTRODUCTION

The Albany Motorsport Venue Inc (AMV) in conjunction with the City of Albany and Herring Storer Acoustics (HSA) have prepared a Noise Management Plan (NMP) for noise emissions associated with the Albany Motorsport Park (AMP) operations.

The AMP development was approved by the State Joint Development Assessment Panel on 1st February 2022. This development application included a NMP for the completed facility, (*GHD Pty Ltd Albany Motorsport Park – Development Application Noise Management Plan 27 July 2021*) at the project design phase. A new NMP has been developed that considers the operations of the constructed precincts, and staged development requirements.

Noise from motorsport venues is widely recognised as having a significant impact over large areas, often making compliance with regulations challenging. At the same time, motorsport venues are valued as important community assets. To balance the environmental impact with the community benefits, *the Environmental Protection (Noise) Regulations 1997* allows a pathway for motorsport venues to be exempt from assigned noise limits.

Where a motor sport venue cannot practicably comply with the assigned noise levels, Division 3 of the Regulations allows the venue occupier to apply for a special approval. Under this approval the noise emissions from the venue are permitted to exceed the assigned levels in the Regulations provided the venue operates in accordance with an approved noise management plan.

This NMP considers the impact of the use of the Albany Motorsport Park on the surrounding area and presents appropriate management methods that are required to be adopted. It also details the actions required to be implemented by the AMV prior to and during use of the facility to minimise the noise impact on the surrounding area.

This NMP shall be approved by the CEO of the City of Albany for the purposes of *Division 3 of the Environmental Protection (Noise) Regulations 1997*.

As the AMP is a new facility, the Development Approval conditions included the requirement for noise monitoring to be undertaken on at least two occasions per 12-month period, to measure levels of noise associated with the loudest motorsport events at the motorsport park. The noise monitoring is to be undertaken at the surrounding noise sensitive premises, within 15m of any building on that premises associated with a highly sensitive use. Alternatively, when access to noise sensitive premises is not possible, measurements are to be taken at a representative location to allow assessment of impacts at noise sensitive receivers. Local meteorological conditions, including wind speed and direction, are to be noted and recording during the noise measurement period. The purpose of noise monitoring is to validate noise models included in the noise management plan, and to verify the noise impacts on nearest sensitive receivers. A report on noise monitoring is to be provided to the City of Albany on an annual basis.

2. VENUE DETAILS

TABLE 2.1 – VENUE DETAILS

| Name of venue | Albany Motorsport Park (AMP) |
|-----------------------------------|---|
| Location of venue | Lot 5780 Down Road South, Drome |
| Occupier and Manager of the venue | Albany Motorsport Venue Inc. (AMV Inc.) |
| Affiliations | Motorsport Australia and Motorcycling Australia, Motorcycling WA, WA4wdA, AASA |
| Venue maps | Appendix A – Map of venue showing facilities |

3. **BACKGROUND**

Lot 5780 Down Road South, Drome is located approximately 20 km to the north of the Albany CBD and is 192 ha in area. The AMP comprises around 142 ha within Lot 5780.

The current AMP development consists of:

- Motocross Precinct - A motocross circuit and associated buildings and infrastructure for rider racing and training activity and event area.
- Offroad Precinct - An off-road driver training area for use by Australian Design Rules (ADR) compliant 4WD vehicles.

At full development, the AMP will also include:

- Racetrack Precinct - A sealed, multi-use track (3.5 km long × 12 m wide) and associated buildings and infrastructure for motor car and motorcycle racing, driver/rider training, practice, test and tune, drifting and demonstration, event and activity area. The Racetrack Precinct will be a staged development with the first stage being the Northern Circuit - a 1km long sealed multi-use track.

The scope of this NMP is limited to the Motocross Precinct only. The NMP will be revised to include future developments when these elements are progressed.

A site plan, outlining the various aspects of the AMP, has been prepared by the developer, the Great Southern Motorplex Group. The plan has been included in **Appendix A** for informational purposes.

Note that the site plan included in **Appendix A** includes the motocross precinct, which is the subject of this noise management plan, and also includes the later stages of the Albany Motorsport Park development, which are not included within this noise management plan.

4. **CRITERIA**

The *Environmental Protection (Noise) Regulations 1997* prescribe maximum permissible noise levels at surrounding locales.

However, noise from racing activities undertaken at the Albany Motorsport Park is exempt from maximum levels if the racing activities are conducted in accordance with an approved noise management plan.

4.1 **PART 2 DIVISION 3 MOTOR SPORT VENUES**

Regulations 16 AA to AE stipulate the requirements for the motor sport venue to undertake to ensure that the noise exemption for racing activities remains valid. Refer to the *Environmental Protection (Noise) Regulations 1997*.

5. TYPES OF RACING ACTIVITIES AND CLASSES OF VEHICLES

5.1 RACING ACTIVITIES

The activities covered by this NMP for the Motocross Precinct include:

- **COMMUNITY EVENTS**

- **Interclub Day / Special Interclub Day (invited)**

An event with attendance from Clubs throughout the Southwest or Great Southern. A series event of typically 8 to 12 rounds, with potentially up to two events (rounds) per year held at the AMP.

- **Open Practice**

An open track event for local and other Clubs. Up to 2 open practice sessions will occur per month during the season.

- **Ride Park Day**

An event open to riders to be able to trial and train on the track without membership or prior experience. Up to 2 Ride Park Days will occur per month during the season.

Ride Park and Open Practice days will be collectively limited to two per month.

- **TRAINING SESSIONS**

Training sessions means the racing of motocross bikes for practice or training purposes. Training sessions will only be attended by club members who have a racing licence. There will be up to 2 training sessions per week. Over the course of a motocross season, training sessions will occur on the same day of each week, during the same four-hour time allotment, as advertised on the AMV website and event calendar. Training days and times may not be changed during the 12-month period following publication.

- **COACHING SESSIONS**

Coaching sessions means the racing of motocross bikes for coaching purposes, that count towards the set number of coaching hours required before riders can enter a race event. There will be up to 4 days of coaching clinics per month.

Training and coaching will be collectively limited to 3 per week.

- **MAJOR EVENTS**

- **Open Event**

An open invitation event held outside of the championship race calendar within the motocross season. Does not count toward points for the Championship race calendar. Would include a practice session(s) for those attending from out of town prior to the race event (1-2 days).

- **State Round**

A Championship event for juniors and/or seniors. State events are conducted under the control of the relevant state body and will be classified as Major events. Would include a practice session(s) for those attending from out of town prior to the race event (1-2 days).

- **National Event**

An open invitation event spread over 1 - 4 days. National events are conducted under the control of the relevant national body and will be classified as Major events. Would include a practice session(s) for those attending from out of town prior to the race event (1-2 days).

OTHER EVENTS

Other events and activities that do not involve the racing of motor vehicles (such as cycling, camping, presentations, vehicle demonstrations) may occur at the AMP Venue with approval from the Venue Operator. These types of events are not included within this Noise Management Plan (NMP), and any noise from these types of events are subject to maximum permissible noise levels prescribed by the regulations.

5.2 CLASSES OF VEHICLES

The following classes of vehicles, which may compete in events at this venue as a part of the activities, may include:

Motocross Precinct

1. Various classes of motocross bikes, including junior, senior, 50 cc, 65 cc, 85 cc, 125 cc, 250 cc and 450 cc. No motocross bikes are to be of engine capacity greater than 500cc.
2. Various other vehicles of smaller engine capacity, including road-registered vehicles.

6. LIMITATIONS ON RACING ACTIVITIES

6.1 SCHEDULED RACE MEETINGS AND SESSIONS

The following limits apply to scheduled race meetings and training sessions at the Motocross Precinct (refer to Table 6)

TABLE 6 – MOTOCROSS PRECINCT ACTIVITIES

| Activity | Maximum Frequency | Collective Frequency for different activities | Time | Max. Duration * per day | Day of Week |
|--------------------------------------|---|---|---|--|--|
| Community Event Interclub Day | 2 events / year | 2 / month | Saturday 8:00 am to 6:00 pm Sunday 9:00am to 6.00pm | 10 hours (Saturday) 9 Hours (Sunday) | Saturday and /or Sunday |
| Community Event Open Practice | 2 events / month | | Saturday 8:00 am to 6:00 pm Or Sunday 9:00am to 6.00pm | 8 Hours | 1 day Saturday or Sunday |
| Community Event Ride Park Day | 2 events / month | | Saturday 8:00 am to 6:00 pm Or Sunday 9:00am to 6.00pm | 8 Hours | 1 day Saturday or Sunday |
| Training Sessions | 2 days of training / week | 3 days per week | Between 9.00am to 6:00pm | 4 hours | Monday to Friday Occurring on the same two days of the week and at the same time of day all year - as published in the venue race program. *See section 11 notification requirements |
| Coaching | 4 days of coaching / month | | Between 9.00am to 5:00pm | 6 hours | Monday – Sunday *See section 11 notification requirements |
| Major Event | 3 per year (would replace a 'Community Event') | NA | Saturday 8:00am to 6.00pm Sunday 9:00am to 6:00pm | 10 hours (Saturday) 9:00 Hours (Sunday) | Saturday and Sunday |

Notes to Table 6 – Motocross precinct activities:

1. Notification of racing activities as per Section 10 below.
2. Week means Monday to Sunday.
3. There will be a maximum of 10 Sundays per year during which the motocross track will be used for motocross activities that generate noise.
4. There will be a collective maximum of 3 days of coaching and/or training sessions per week.
5. Maximum event duration does not indicate non-stop noise activity. This allowable duration may include scrutineering, sound testing, breaks, and pack-up activities where noise limits are not exceeded.
6. The Motocross Precinct will be operational all year; however, the main event calendar generally operates between March and November each year.
7. No major events will occur between 30th November and 28th of February.

6.2 SPECIAL EVENTS

Where a Special Event is proposed to be held at the Venue and it cannot meet the assigned noise levels as per Regulation 7 & 8, and the event cannot be conducted within the limits for scheduled race events and practice sessions (the approved NMP), the Venue Manager is to apply to the local government CEO for approval of the event under Regulation 18 of the *Environmental Protection (Noise) Regulations 1997*.

Those living within 5km or as required by the conditions of the approval will be directly notified.

In addition to the above:

All events must have a Motorsport Australia, Motorcycling Australia or Motorcycling Western Australia, or AMV approved governing body permit and hence comply with the relevant sound emissions specification.

7. NOISE LEVELS

To establish the noise impact from the activities associated with the AMP, predictive noise levels at the nearest neighbouring premises was used.

7.1 NOISE SENSITIVE PREMISES – HIGHLY SENSITIVE AREA

To identify neighbouring noise sensitive premises with highly sensitive areas the City of Albany online mapping was utilised. Noise sensitive premises with highly sensitive areas were identified if they were within a 5-kilometre radius of the AMP.

The process identified 26 noise sensitive premises with highly sensitive areas within 5km of the AMP venue. These have been used within the predictive noise model to establish the potential noise impact from the AMP activities.

For information, the location of these receivers are shown in Figure 7.1, with the reference and distance from the AMP detailed in Table 7.1.

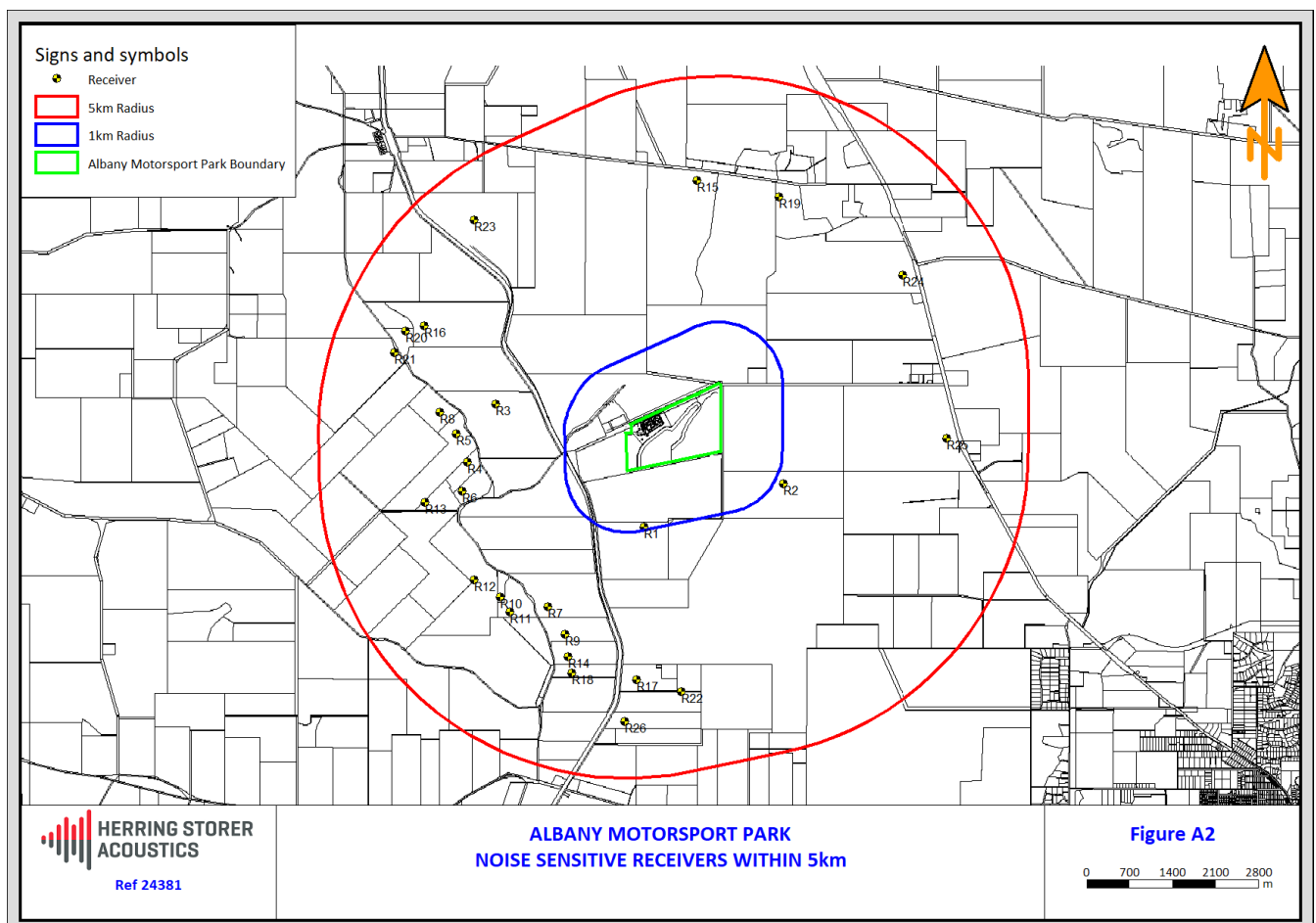


FIGURE 7.1 – HIGHLY NOISE SENSITIVE RECEIVERS

7.2 MODELLING

Potential noise levels received at neighbouring residential premises, due to noise associated with the various activities at the AMP were modelled with the computer programme SoundPlan using the Concave algorithms.

Sound power levels used for the calculations are based on measured sound pressure levels of similar equipment proposed for use on site.

The modelling of noise levels has been based on noise sources and sound power levels shown in Table 7.2.

TABLE 7.2 – SOUND POWER LEVEL - NOISE SOURCES dB(A)

| Noise Emitting Activity | Source Name | Quantity Modelled | SWL dB(A) |
|-------------------------|-------------------|-------------------|-----------|
| Motocross Race | 450cc Motorbike | 48 | 120 |
| | 250cc Motorbike | 48 | 118 |
| | < 250cc Motorbike | 25 | 115 |
| PA System | Speaker | 8 | 95 |

The following input data was used in the calculations:

1. Provided area plots – City online mapping system.
2. Sound Power Levels listed in Table 7.2.
3. Ground contours and receiver point provided by CoA.

Weather conditions for modelling were as stipulated in the Environmental Protection Authority's "Draft Guidelines on Environmental Noise for Prescribed Premises" and for the day period were as listed in Table 7.3.

Table 7.3 – Weather Conditions

| Condition | Day |
|--------------------------|--------|
| Temperature | 20°C |
| Relative humidity | 50% |
| Pasquill Stability Class | E |
| Wind speed | 4 m/s* |

* From sources, towards receivers.

The above weather conditions would be considered as the "worst-case", noise propagating conditions from the source to the receiver.

To achieve the resultant maximum noise contour, a single noise source, representing each individual vehicle was located at locations around the individual tracks and the model run for each race and vehicle type.

The following scenarios were carried out:

1. Scenario 1 – Motocross Race 450cc Motorbike.
2. Scenario 2 – Motocross Race 250cc Motorbike.
3. Scenario 3 - Motocross Race < 250cc Motorbike.
4. Scenario 4 – PA System Only.

8. RESULTS

Results of the calculated noise levels are summarised in Table 8.1. The summarised noise levels in the table are the highest noise level for each event / activity.

Noise contour plots for the scenarios considered are contained in **Appendix B**.

TABLE 8.1 – RECEIVER REFERENCE AND DISTANCE

| Noise Sensitive Premise - Reference | Distance (Metres) From Albany Motorsport Park | Scenario 1 – Motocross Race 450cc Motorbike | Scenario 2 – Motocross Race 250cc Motorbike | Scenario 3 - Motocross Race < 250cc Motorbike |
|-------------------------------------|---|---|---|---|
| R1 | 1487 | 57 | 55 | 52 |
| R2 | 2207 | 52 | 50 | 47 |
| R3 | 2433 | 41 | 39 | 36 |
| R4 | 2924 | 45 | 43 | 40 |
| R5 | 3057 | 41 | 39 | 36 |
| R6 | 3130 | 46 | 44 | 41 |
| R7 | 3213 | 46 | 44 | 41 |
| R8 | 3320 | 38 | 36 | 33 |
| R9 | 3499 | 45 | 43 | 40 |
| R10 | 3544 | 44 | 42 | 39 |
| R11 | 3622 | 44 | 42 | 39 |
| R12 | 3654 | 43 | 41 | 38 |
| R13 | 3765 | 44 | 42 | 39 |
| R14 | 3814 | 43 | 41 | 38 |
| R15 | 3872 | 29 | 27 | 24 |
| R16 | 3904 | 31 | 29 | 26 |
| R17 | 3980 | 43 | 41 | 38 |
| R18 | 4054 | 42 | 40 | 37 |
| R19 | 4063 | 28 | 26 | 23 |
| R20 | 4146 | 30 | 28 | 25 |
| R21 | 4209 | 30 | 28 | 25 |
| R22 | 4213 | 42 | 40 | 37 |
| R23 | 4288 | 27 | 25 | 22 |
| R24 | 4580 | 26 | 24 | 21 |
| R25 | 4636 | 34 | 32 | 29 |
| R26 | 4669 | 39 | 37 | 34 |

The above noise levels have been assessed as being tonal in characteristic and therefore a +5 dB(A) penalty would be required.

It is noted that the individual noise levels for Scenario 8 – PA System have not been included in the above as they are below 10 dB(A) at the nearest noise sensitive premise, hence would likely be inaudible. However, a noise contour plot has been produced, and is included in **Appendix B** for reference.

9. MEASURES TO CONTROL NOISE EMISSIONS

9.1 ACCESS TO VENUE

In order to prevent noise emissions due to unauthorised use of the AMP, the gates to these precincts are to remain locked at all times other than:

1. In preparation for and during race event/activities and practice sessions approved by the Venue Manager.
2. In preparation for and during Special Events.
3. During maintenance or improvement activities.

9.2 PUBLIC ADDRESS SYSTEM NOISE

A PA system consisting of loudspeaker towers placed around the track, facing towards the track and angled down towards the track, competitor and public areas may be installed as required.

The loudspeakers are not to be moved or adjusted by any person without the approval of the Venue Manager.

Sound emissions from the public address system at the Venue are to be under the control of the Venue Manager, who is to designate persons who are authorised to use the system.

The public address system controls are to be set to provide a suitable audience sound level, with the assistance of such persons as the Venue Manager requires, ensuring the minimum practicable 'spill' of sound into nearby noise sensitive areas.

The public address system will only be used during race events; it is not to be used during practice sessions or at any other time except in the event of an emergency.

9.3 SCRUTINY OF INDIVIDUAL VEHICLES AND MAXIMUM PERMISSIBLE SOUND LEVELS

An Accredited Scrutineer or Sound Control Officer shall be designated for the duration of a race event to evaluate noise emissions from vehicles.

Motorcycle testing is to be in accordance with current Motorcycling Australia Manual of Motorcycle Sport. Testing procedures attached in **Appendix C** detail the requirements current in 2025 and are subject to change in future iterations of the Motorcycling Australia Manual of Motorcycle Sport.

No person may compete in any event on a motorcycle whose sound emissions exceed the sound emissions limit prescribed by the current version of the Motorcycling Australia Manual of Motorcycle Sport. Sound emission limits attached in **Appendix D** detail the requirements current in 2025 and are subject to change in future iterations of the Motorcycling Australia Manual of Motorcycle Sport.

If a racing vehicle at the event emits a level of noise that is conspicuously louder than that of the other racing vehicles in the same class at the event, the Accredited Scrutineer or Sound Control Officer may require that vehicle to immediately cease racing and may prevent that vehicle from further racing at the Venue until that vehicle's noise level has been shown to comply with the noise limit.

10. TRACK DENSITY

The number of motorcycles on the motocross track at any one time must not exceed the limits set out in the General Competition Rules detailed in the current Motorcycling Australia Manual Motorcycle Sport.

11. NOTICE OF RACING ACTIVITIES

The times and dates on which it is proposed to hold racing activities at the Venue will be made publicly available via the Venue website and through social media channels before the start of each season.

11.1 NOTICE OF PROPOSED PROGRAM

Notice of the proposed program of racing activities for a season is to be published and distributed to members of the public as follows:

1. The AMV will provide an ongoing means for residents to register for email receipt of motocross activity notifications.
2. All racing events for the season will be published on the Venue website on or before 15th February each year. (For 2025, all racing events for the season will be published on the venue website 3 weeks prior to the first racing event).
3. All training sessions for the year will be published on the venue website on or before 15th February each year. All training sessions will occur on the same two days of the week, and over the same four-hour time allotment. Training days and times will not be changed over the course of a season. (For 2025, all training sessions for the year will be published on the venue website 3 weeks prior to the first training session).
4. All proposed coaching clinics will be advertised on the venue website at least 4 weeks prior to the coaching clinic.
5. Community notification of coaching clinics will be provided via email to all residents who have registered for notifications with the AMV.

11.2 NOTICE OF CHANGES

Should any changes to the timing of events be required during the season, the details of the changes will be made publicly available via the Venue website and social media channels. Community notification of changes to the racing event dates will be provided via email to all residents who have registered for notifications with the AMV.

6. Notification of a change to the racing program for a major event will be published and provided at least 4 weeks before the new major event date is to occur.
7. Notification of a change to the racing program for a community event will be published and provided at least 2 weeks prior to the new community event date.
8. A change to the racing program for a coaching clinic will be published and provided at least 4 weeks prior to the new coaching clinic date.
9. Notice of a Special Event approved by the Local Government CEO is to be given in accordance with the conditions of the approval.

12. COMPLAINT RESPONSE PROCEDURE

1. Contact details and a complaint form are to be available at the Albany Motorsport Park webpage for the receipt of noise complaints.
2. A noise complaint shall be recorded on the noise complaint form including the source of the complaint (excessive vehicle noise, PA system, crowd noise, etc).
3. All complaints will be treated with due consideration and investigated and responded to by the AMV.
4. The AMV will acknowledge all complaints within 48 hours and will provide advice to the complainant within 10 business days as to the outcomes of the investigation and, where appropriate, any proposed modifications to operations.
5. The results of complaint investigations, details of measures taken or considered to reduce noise emissions and an outline of the responses given to the complainant shall be recorded on the noise complaint form.
6. Any complaint submitted on the Albany Motorsport Park website will be jointly received by the City of Albany.
7. Any noise measurements made relating to a complaint will be retained at the Venue for the period of the approval and made available to the CEO of CoA on request.

13. RESPONSIBILITIES

13.1 OCCUPIER / VENUE MANAGER

- Implementation of this Albany Motorsport Park - Noise Management Plan.
- Implementation of Albany Motorsport Park - Code of Conduct.
- Implementation of Albany Motorsport Park - Safety and Emergency Procedures.
- Control of public address system.
- Development of program and notifications for scheduled use of the Venue.

13.2 CLUB COMMITTEES

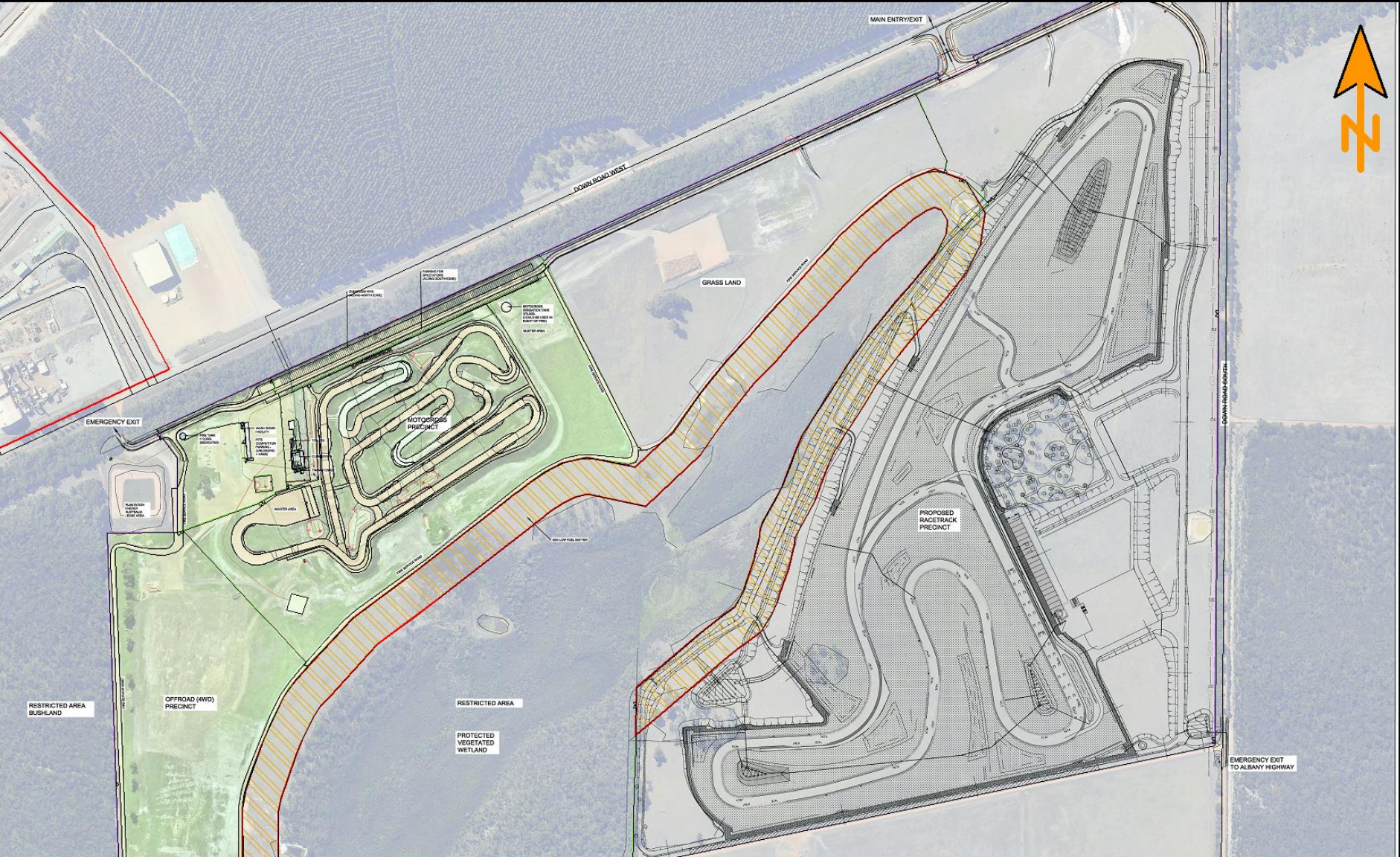
- Appointment of accredited Event Scrutineer.
- Development of a program for scheduled race events/activities.
- Appointment of an experienced Sound Control Officer.
- Designation of Accredited event marshals and stewards.

13.3 EVENT SCRUTINEER / SOUND CONTROL OFFICER

- Scrutiny of racing vehicles in accordance with the relevant governing agency.
- Management of sound emission from racing vehicles.

APPENDIX A

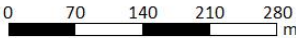
LOCATION PLAN



 **HERRING STORER
ACOUSTICS**
Ref 24381

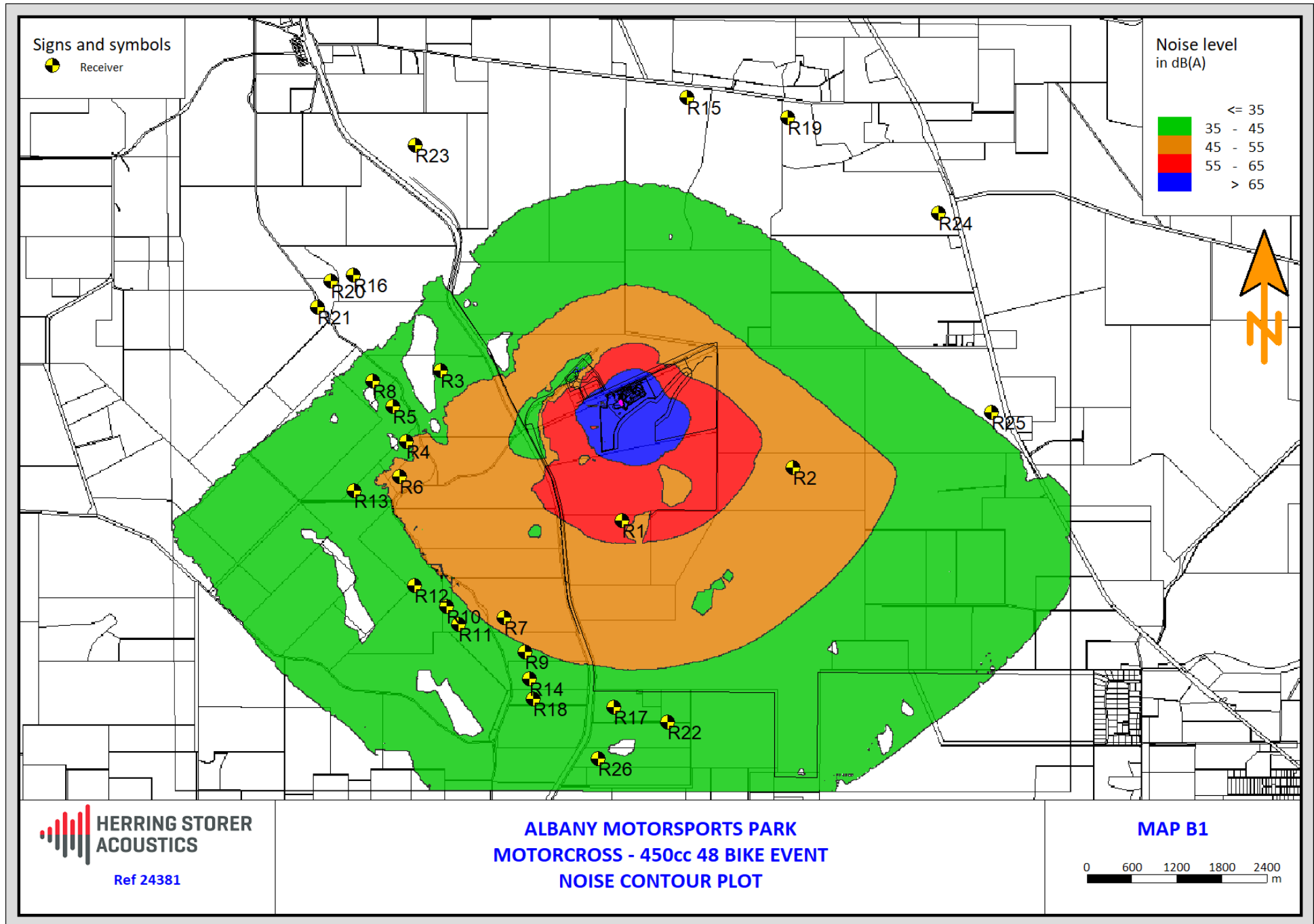
**ALBANY MOTORSPORT VENUE
LOCATION PLAN**

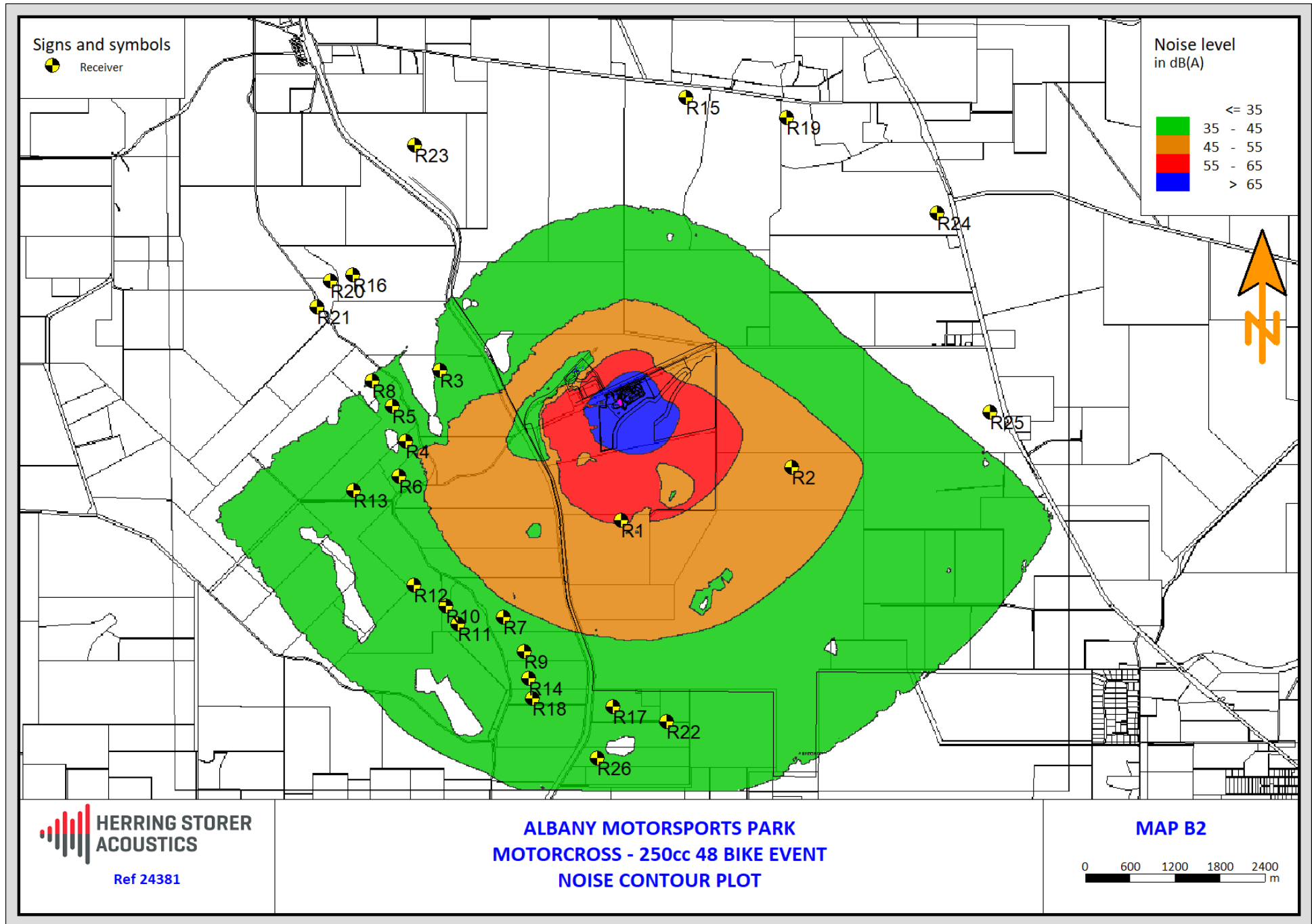
Figure A1

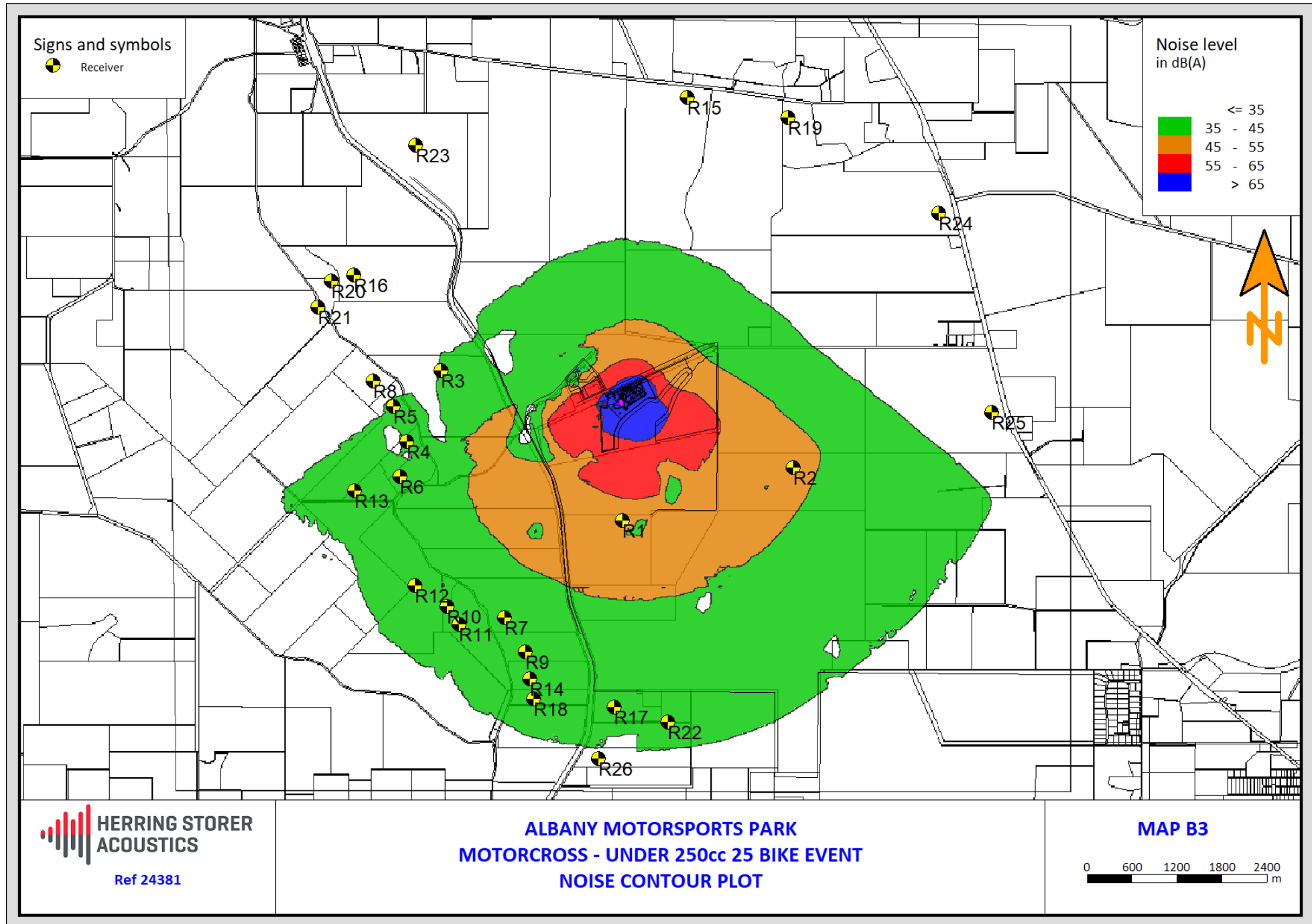


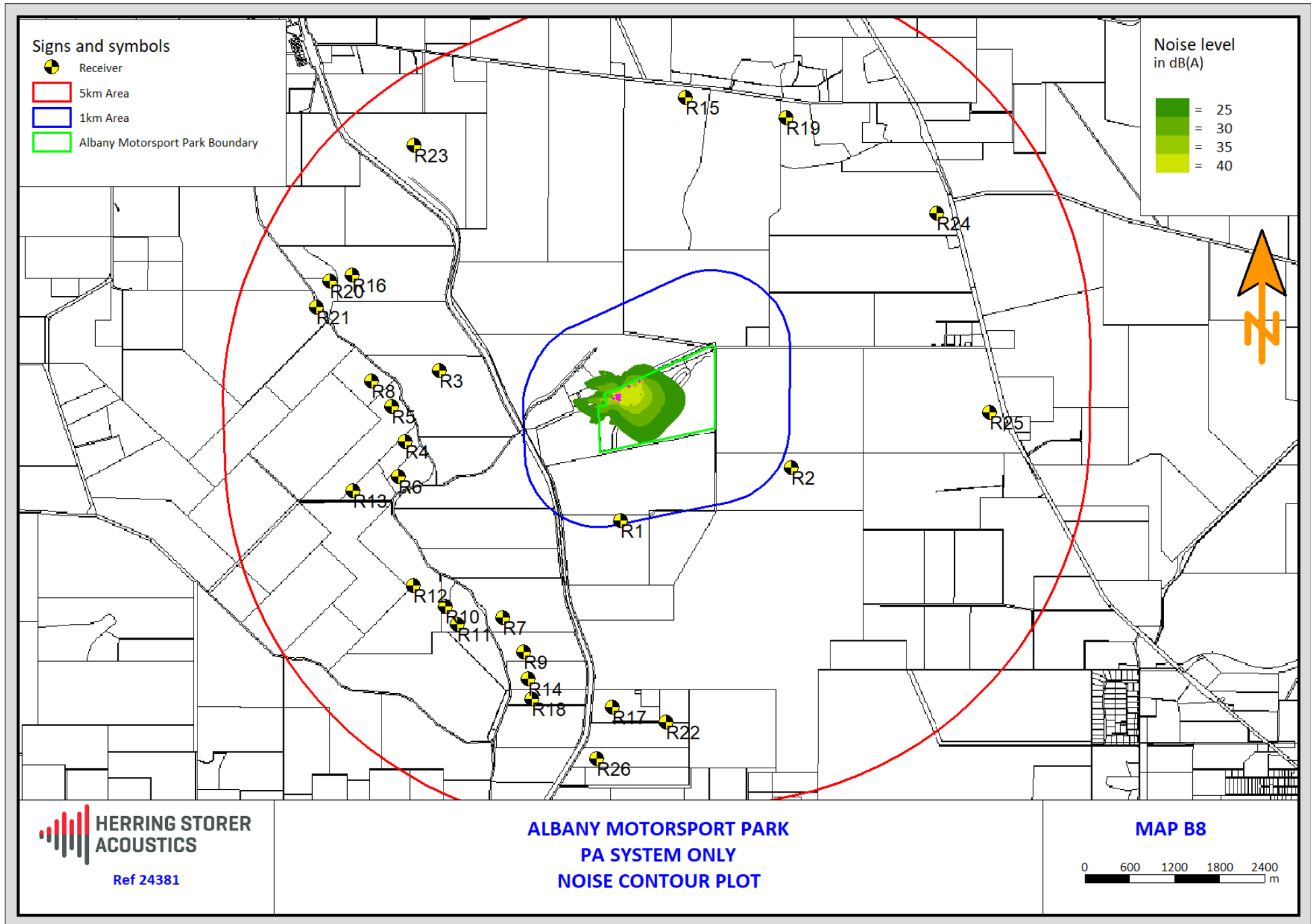
APPENDIX B

Noise Contour Plot









APPENDIX C

Vehicle Noise Management Test Procedures

1. MEASURING INDIVIDUAL RACING VEHICLES

Tests will be carried out as requested by the Sound Control Officer if required and can be repeated at random.

Testing will be carried out as per the current controlling body regulations of the event at the time.

Motorcycle testing to be in accordance with current motorsport body manuals. Refer **Appendix C: Sound Emission and Fuel** of the Motorcycling Australia Manual of Motorcycle Sport.

2. RECORDED TEST DETAILS

Information shall be recorded as part of normal vehicle scrutineering and shall include:

- (a) Details of the racing vehicle tested including make, model, and exhaust type.
- (b) The racing vehicle's owner.
- (c) The date and location of testing.
- (d) Make, model, serial number and copies of calibration certificate of the sound level meter used for measurement.
- (e) Name and signature of the Sound Control Officer measuring noise levels Measured sound pressure (noise) level.
- (f) Records of tests are to be provided to the Venue Manager who will provide them to the Local Government CEO on request.

3. MEASUREMENTS TAKEN AT ANOTHER FACILITY

- (a) The noise emission measurements described in item 1 may be taken at another race facility, by a person approved by the Director, in order to establish noise emissions from a racing vehicle that is to race at the AMP.
- (b) Where the approved person is satisfied that the levels of noise emissions from a racing vehicle (as tested previously) do not exceed those set out in item 7 (as the case may be), the person may give a signed certificate setting out the details required under item 2 to the owner of the racing vehicle, indicating compliance with the appropriate item.
- (c) The operator is taken to comply with this order if it relies upon a recent certificate relating to a racing vehicle, instead of further testing the racing vehicle under this order.

4. INSTRUMENTS AND INSPECTORS

- (a) An instrument used to measure levels of noise emissions for the purposes of this order must be calibrated in accordance with the Environmental Protection (Noise) Regulations 1997.
- (b) Be operated by a Scrutineer or Sound Control Officer who is approved by the AMV.
- (c) Set to fast response, weighted and high 80-130 dB range.
- (d) Copies of the calibration certificates must be provided to the local government CEO on request.

APPENDIX D

Maximum Permissible Motorcycle Sound Levels

Excerpt from Motorcycling Australia 2025 Manual of Motorcycle Sport

| Year | Parameter | Motocross Bike |
|------|-----------------------------------|----------------|
| 2025 | Sound Emissions Limit dB(A) | 112 |
| | Sound Emissions Allowance dB(A) | 2 |
| | Sound Emission Method for Testing | B |
| 2026 | Sound Emissions Limit dB(A) | 110 |
| | Sound Emissions Allowance dB(A) | 2 |
| | Sound Emission Method for Testing | B |

Method for testing – 2 Metre Max Method Refer **Appendix C**: Sound Emission and Fuel of the Motorcycling Australia Manual of Motorcycle Sport.

APPENDIX E

GLOSSARY

Glossary for the Albany Motorsport Venue Noise Management Plan

- **Albany Motorsport Venue Inc (AMV):** Organisation managing the Albany Motorsport Park (AMP) 'Operator'.
- **Albany Motorsport Park (AMP):** Motorsport facility located at Lot 5780 Down Road South, Albany, encompassing motocross, off-road, and racetrack precincts.
- **Assigned Noise Levels:** Maximum allowable noise levels under the Noise Regulations.
- **CoA (City of Albany):** Local governing authority for the Albany region.
- **dB(A):** A-weighted decibels, measuring sound levels based on human hearing.
- **Environmental Protection (Noise) Regulations 1997:** Governs allowable noise emissions in Western Australia, with provisions for motorsport venues.
- **Great Southern Motorplex Group:** Project developer for the AMP
- **Herring Storer Acoustics (HSA):** Acoustic consultants for the AMP Noise Management Plan.
- **Motocross Precinct:** AMP section for motocross activities, including racing, practice, training and events.
- **Noise Management Plan (NMP):** Document outlining strategies to manage and mitigate noise emissions from AMP activities.
- **Noise Monitoring:** Process of measuring noise levels to ensure compliance, conducted biannually.
- **Noise Sensitive Premises:** premises defined under Schedule 1, Part C of the Noise Regulations. Includes locations like residences and schools that are highly impacted by noise.
- **Offroad Precinct:** Planned AMP area for off-road activities involving 4WDs, motorbike Trials activities and all-terrain vehicles (ATVs).
- **Public Address (PA) System:** Amplification system used for event announcements, subject to noise monitoring.
- **Racetrack Precinct:** Planned multi-use track area for various motorsport activities.
- **Regulation 16AA-16AE:** Division 3 provisions in the Noise Regulations for motorsport venues exceeding standard noise levels under specific conditions.
- **Regulation 18:** Noise Regulations provision allowing approval of special events exceeding the assigned levels. May be required for additional events not covered by this Noise Management Plan.
- **Scrutineering:** Inspection of racing vehicles for safety and compliance with noise limits.
- **Sensitive Use Premises:** Properties near the AMP considered in noise impact assessments.
- **Special Event:** Approved event, which is unable to operate within the limits described within this noise management plan (NMP), requiring a regulation 18 permit.