



# **Ordinary Meeting of Council**

**14 June 2023**

**UNDER SEPARATE COVER  
ATTACHMENTS**

**ITEM 9.2**

**QUEANBEYAN-PALERANG REGIONAL COUNCIL  
ORDINARY MEETING OF COUNCIL**

**ATTACHMENTS – 14 June 2023 Page i**

Item 9.2	DA.2022.1503 - 2461 Currawang Road, Currawang NSW - Recreation Facility (Outdoor) (Amcross Motorbike Event)	
Attachment 1	Section 4.15 - Assessment Report - DA.2022.1503 - 2461 Currawang Rd.....	2
Attachment 2	Site Plan - DA.2022.1503 - 2461 Currawang Rd.....	39
Attachment 3	Event Management Plan - DA.2022.1503 - 2461 Currawang Rd.....	41
Attachment 4	Statement of Environmental Effects - DA.2022.1503 - 2461 Currawang Rd.....	52
Attachment 5	Acoustic Report - DA.2022.1503 - 2461 Currawang Rd.....	91
Attachment 6	Biodiversity Assessment Report - DA.2022.1503 - 2461 Currawang Rd.....	110
Attachment 7	Traffic Assessment Report - DA.2022.1503 - 2461 Currawang Rd.....	127
Attachment 8	Draft Conditions of Consent - DA.2022.1503 - 2461 Currawang Rd.....	143
Attachment 9	Redacted submissions - DA.2022.1503 - 2461 Currawang Rd.....	150

# QUEANBEYAN-PALERANG REGIONAL COUNCIL

## Council Meeting Attachment

14 JUNE 2023

ITEM 9.2      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
MOTORBIKE EVENT)

ATTACHMENT 1      SECTION 4.15 - ASSESSMENT REPORT - DA.2022.1503 - 2461  
CURRAWANG RD



## DELEGATED REPORT - DA.2022.1503

### SUMMARY

<b>Proposal:</b>	Use of land as a recreation facility (outdoor) for an annual two-day Amcross (motorbike) event between April and October over a five-year period
<b>Address:</b>	2461 Currawang Road CURRAWANG NSW 2580 (also known as No. 2575 Currawang Road CURRAWANG).
<b>Property description:</b>	Lot 71 DP 750013 Lot 2 DP 775837
<b>Applicant:</b>	Premise Australia
<b>Owner:</b>	Lake View Regenag Pty Limited
<b>Date of lodgement:</b>	05/10/2022
<b>Notification period:</b>	12/12/2022 to 17/01/2023
<b>Submissions received:</b>	2
<b>Assessment officer:</b>	Mary Kunang
<b>Estimated cost of works:</b>	\$10000.00
<b>Zoning:</b>	RU1 – Primary Production under the Palerang LEP 2014
<b>Heritage:</b>	In the vicinity of heritage items at No. 2508, 2535 and 2667 Currawang Rd
<b>Flood affected:</b>	No
<b>Bushfire prone:</b>	Yes
<b>Canberra Airport OLS:</b>	No
<b>Recommendation of officer:</b>	<b>Approval</b>

### EXECUTIVE SUMMARY

The application seeks Council approval for the use of land as a recreation facility (outdoor) for an annual two-day Amcross natural terrain motocross racing event between April and October over a five-year period.

The proposal was required to be notified in accordance with QPRC's Community Engagement & Participation Plan and two submissions were received.

Issues raised by submitters were relate to the development permissibility and site suitability, bushfire, biodiversity, noise, dust and traffic impacts, event management and rehabilitation of disturbed area. It is considered that No m



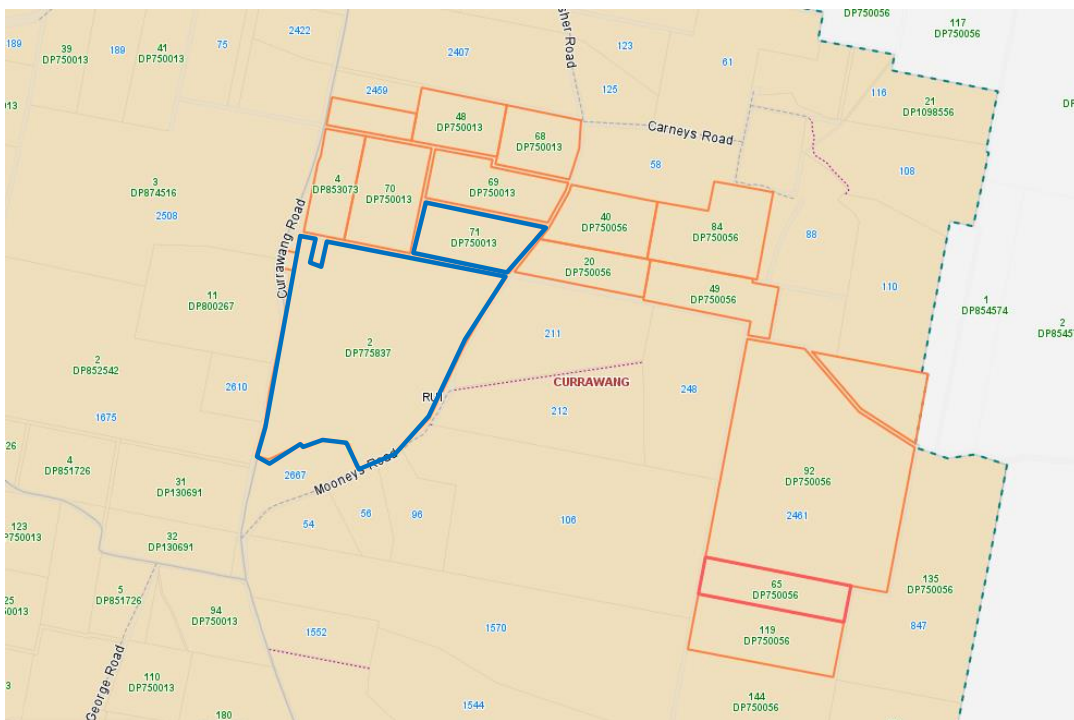
The proposed development is considered to be consistent with the relevant planning legislation. As such, the application is recommended for approval.

## BACKGROUND

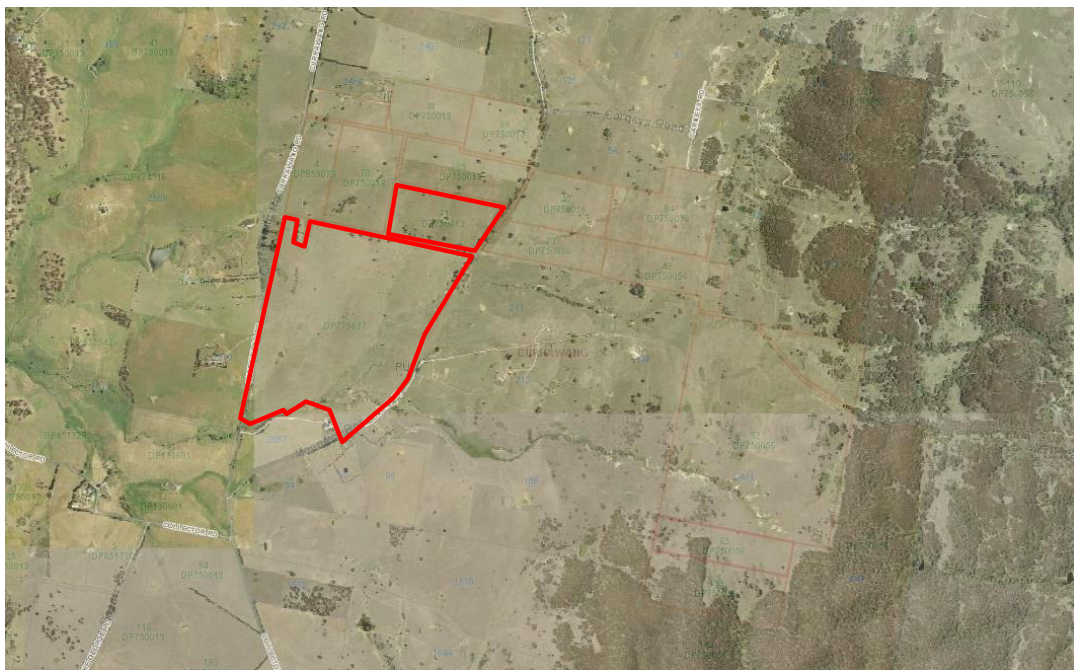
The site is currently vacant. Council holds no record of any previous approvals on the site.

## DESCRIPTION OF THE SITE AND LOCALITY

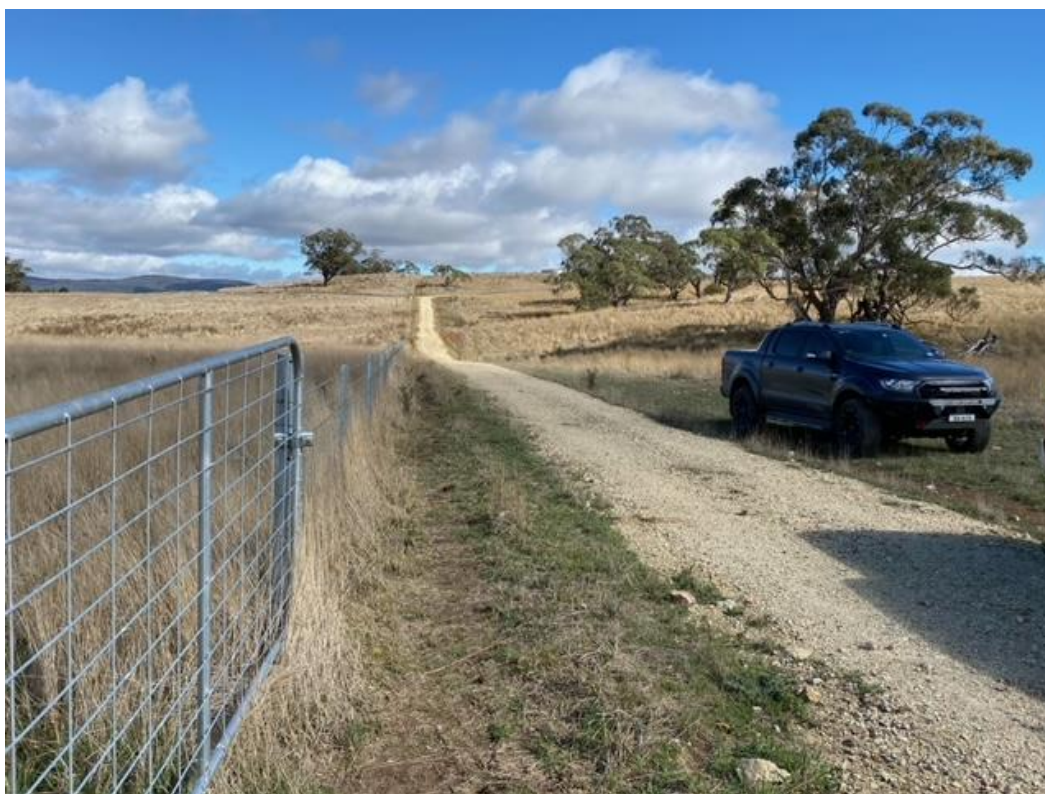
Test	Assessment
<b>Legal Description</b>	Lot 71 DP 750013 Lot 2 DP 775837
<b>Address</b>	2461 Currawang Road CURRAWANG NSW 2580 (also known as No. 2575 Currawang Road CURRAWANG).
<b>Location in Relation to Street</b>	Both lots are located on the eastern side of Currawang Road.
<b>Area</b>	Lot 71 DP 750013 – 17.13ha Lot 2 DP 775837 – 103ha
<b>SeSite Slope</b>	Slopes downwards east to west
<b>Vegetation</b>	Vegetation on the site consists primarily of modified grassland with a few scattered trees/shrubs.
<b>Access</b>	Vehicular access is provided to the site via an existing driveway from Currawang Road.
<b>Existing Development on the Site</b>	The subject site is vacant agricultural land.
<b>Existing Development Within the Locality</b>	Existing development within the locality consists of a range of rural residential lots, sheds, farmland, church etc.



**Figure 1: Locality plan – Subject sites highlighted in blue.**



**Figure 2: Subject sites highlighted in red**



Existing access off Currawang Rd



Proposed car parking and spectators area





Proposed track area

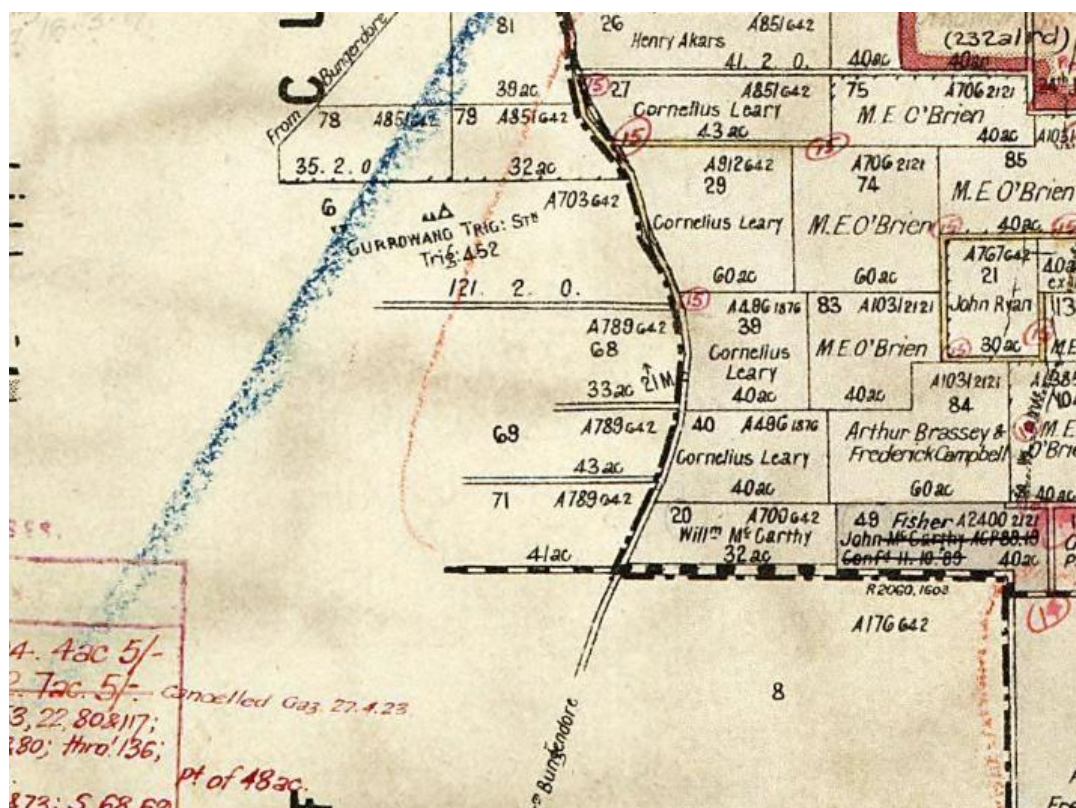


Existing gate to provide access for participants to enter the track area

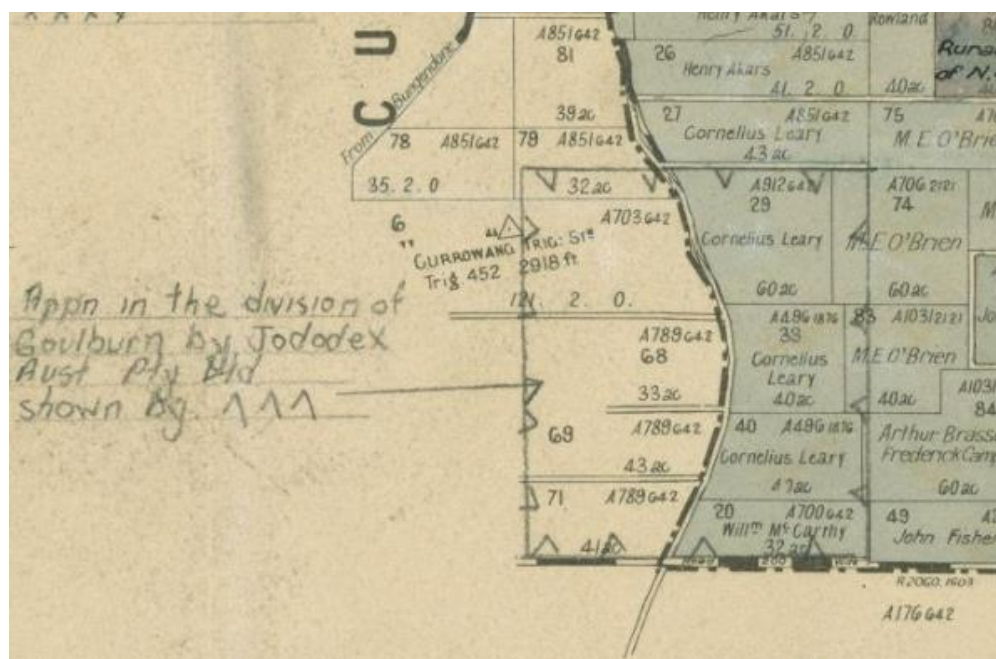
**Figure 3: Site photos**

## PROPERTY BURDENS AND CONSTRAINTS

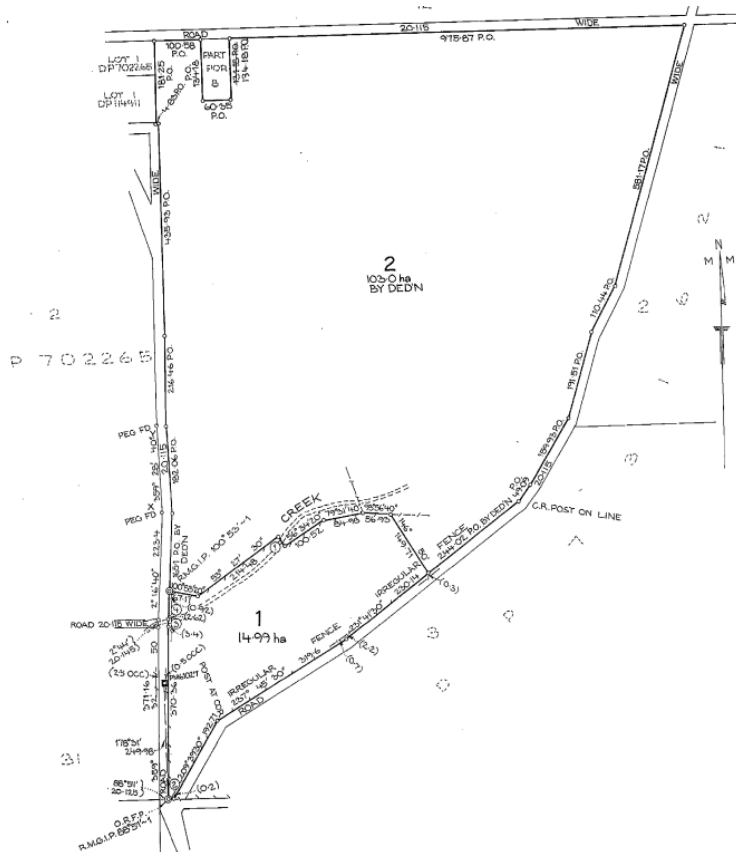
There are no easements or burdens on the land which could affect, or be affected by, the proposed development.



Date of map: 29/8/1917 – Lot 71 DP 750013



Date of map: 25/3/1963 - Lot 71 DP 750013



Lot 2 DP 775837 – Subdivision No. 927 registered on 21/6/1988 (Council file No. 24/1/530)

#### DESCRIPTION OF THE PROPOSED DEVELOPMENT

The application seeks Council approval for the use of land as a recreation facility (outdoor) for an annual two-day Amcross (motorbike) event, between April and October over a five-year period on Lot 2 DP 775837 and Lot 71 DP 750013.

As per submitted Statement of Environmental Effects (SEE):

*Goulburn Motorcycle Club is affiliated with Motorcycling NSW and the Amcross Event is authorised by NSW Sport and Recreation. The course is a natural terrain motocross event. The two-day motorcycling event caters for both junior and senior, with the junior's racing Saturday, with the inclusion of a parent's class and on the Sunday, there are a range of classes to suit every rider including under 19's to the over 55's.*

The specific elements of the proposal are:

- Attendance to each day at the event is expected to be 150 riders with a maximum of 40 riders for any one race held at the venue with up to 100 spectators. A maximum total of 250 persons (participant and spectators) are anticipated. Numbers may be reduced dependant on participant registrations.
- Based on the SEE, the proposed hours of the event are:
  - Saturday and Sunday from 7am to 4pm, annual two-day event, between April and October over a five-year period.
  - Arrivals each day are expected to occur between the hours of 7.00am – 8.30am with on-site registrations for racing closing at 8.00am each day.



- Practice starts at 9.00am with racing each day commencing at 10.00am and concluding at 4.00pm.
- In accordance with the submitted Environmental Noise Assessment (Acoustic Report) prepared by Harwood Acoustics dated 30 August 2022 (Ref: 2206004E-R), closest residential receptors to the proposed track are located to the south east in Mooney's Road and to the north west on Currawang Road, the closest of which is at approximately 600 metres. The report concluded that the noise modelling, calculations and predictions show that the level of noise emission from the operation of the AMCROSS event will meet the EPA's standard noise design goals for industrial premises. The Acoustic Report recommended the following Operational Noise Management Plan:
  - *there should be no events (practice, warm up etc) held outside daytime hours (7am to 6pm on the Saturday and 8am to 6pm on the Sunday.*
  - *All motorcycles should be factory standard vehicles without noise enhancing modifications.*
  - *The operators of the facility should appoint a community liaison officer to engage with the local residents in the vicinity of the site,*
    - *An overview of the event should be provided to local residents prior to commencement,*
    - *The information should contain the time and duration of the event, then nature of the event, when the noise will stop each day and a contact number for queries prior and on the days of the event,*
    - *This may be done via direct contact and / or letter box drop*
  - *The owners should keep an accurate record of complaints if they occur on the day, including nature of the complaint and what action was taken in response to the complaint,*
  - *If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.*
- Racing track, 10 portable toilets, temporary parking area, waste bins, spectators area, first aid and marshal points and firefighting equipment point will be provided on site prior to the event taking place and will be removed after the event is concluded. The club will set out the track and install start gates a week before the scheduled events. Areas nominated for parking will be roped off to avoid pedestrian and vehicle movement near hazards.
- The provision of waste bins will be strategically located at the Marshall tent and designated spectator area. A designated committee member will be responsible for monitoring of the bins during the event and removal of the bins at the completion of the event and disposal at a licensed waste management facility.
- Temporary fencing will be provided along the track (where required) to ensure motorcycle movements are restricted to the defined track to minimise impacts on existing native trees and soil disturbance either by vehicles or pedestrian/spectators.
- No permanent structures or infrastructures will be constructed as part of this proposal. Temporary shelters (quick shade) are proposed to be erected on Friday afternoon and be taken down by the end of the day on the Sunday. Shelters will be provided by participants for personal use.
- As per Event Management Plan, temporary event signs such as advisory signs will be installed on Currawang Road in both directions of traffic including a 1km notification sign of site entry, 500m notification sign of site entry and additional signage at the site entry with direction arrows advising motorists how to access the site. These signs are considered as exempt development under the SEPP (Exempt and Complying Development Codes) 2008.
- All vehicles / equipment for racing would be directed to the area north of the proposed course with controlled entry / exit to the race course managed by on-site officials and club representatives.
- All entries would be provided with an information package providing key details of the event. The information package would include a map of the available routes of travel to and from the site.
- Water carts will be on standby at the site to monitor and carry out dust suppression when required.
- The event organisers will only allow for Council registered Mobile Food Vendors. Details of the Mobile Food Vendors will be submitted to Council one month prior to the scheduled event. Participants and spectators allow to bring their own food but alcohol beverages are not allowed.

- The PA system will be utilised during the events. In accordance with submitted supporting document, the PA system will not be utilised prior to 8am and only used for a short period to inform riders that scrutineering has commenced. It will then be used again at 8.30am to provide a rider briefing and then sporadically until 4.00pm to call for marshal changes. No music will be played during the day.

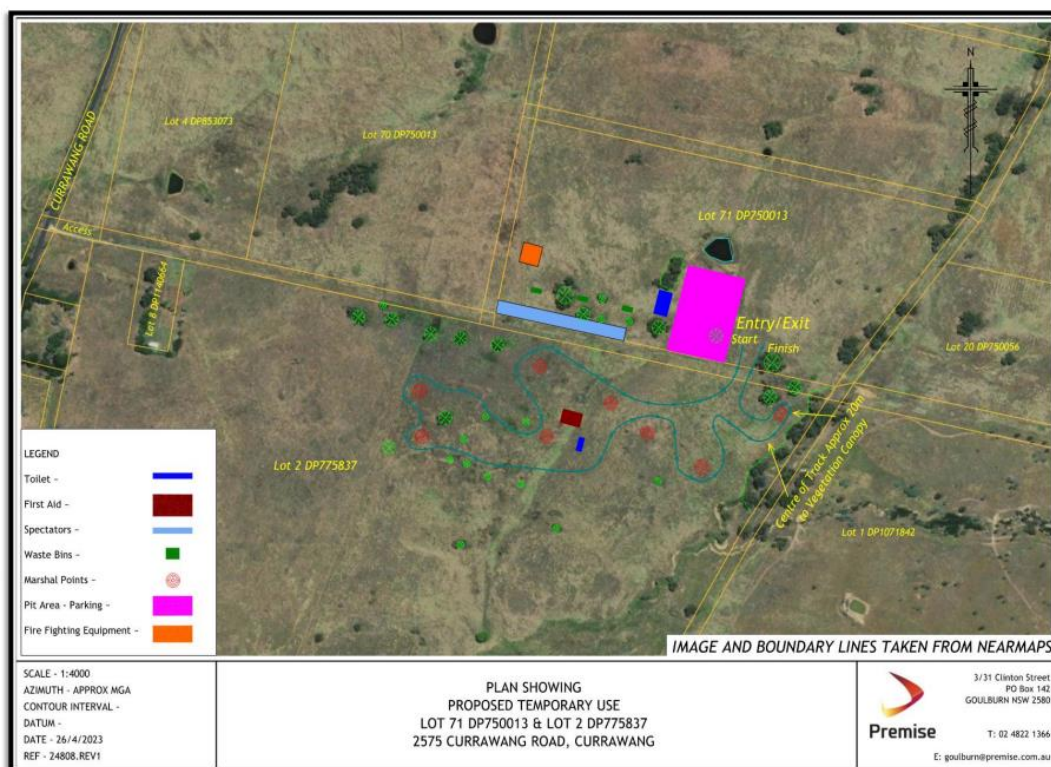


Figure 4: Proposed site plan showing the track and facilities

## CONSENT AUTHORITY

In accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) the proposal is considered to be local development and Council is the Consent Authority.

## SECTION 4.10 DESIGNATED DEVELOPMENT – EP&A Act, 1979

The proposal is not designated development.

## SECTION 4.47 INTEGRATED DEVELOPMENT – EP&A Act, 1979

The proposal is not integrated development and the following approvals are not required:

Fisheries Management Act 1994	No	Heritage Act 1977	No
Mine Subsidence Compensation Act 1961	No	National Parks & Wildlife Act 1974	No
Protection of the Environment Operations Act 1997	No	Roads Act 1993	No
Rural Fires Act 1997	No	Water Management Act 2000	No

## REFERRALS



## INTERNAL REFERRALS

### Engineering Comments

Council's Development Engineer has commented on the proposal as follows:

Sewer Available: No                      Driveway: Rural  
Water Available: No                    Kerb and Gutter: No  
Flood Category: N/A                   Footway Width: N/A  
Natural Water Course: N/A           Footway Grade: N/A  
Drainage Easements: ☐ existing easement over adjoining land  
☐ easement required over property or adjoining land  
Hydraulics: ☐ attached           ☐ unavailable at time of assessment           ☐ irrelevant  
Is Construction Certificate – Subdivision required: ☐ Yes           ☐ No

#### Proposal:

The development proposal includes the use of existing land on Lot 2 DP 775837 and Lot 71 DP 750013 as a recreational facility (outdoor) for an annual two-day Amcross Event over a five-year period. The two-day motorcycling event caters for both junior and senior riders. Attendance to each day at the event is expected to be 150 riders, with a maximum of 40 riders for any race held at the venue, with up to 100 spectators.

#### Water:

No Council water services are in the area and is irrelevant to the proposed event.

#### Sewer:

There are no Council sewer services in the area, and it is irrelevant to the proposed event.

#### Stormwater:

Referring to the Statement of Environmental Effects prepared by Goulburn Motor Cycle Club, the proposed event has been located to maintain a minimum 20-30m setback from the defined watercourse. Due to the short and temporary nature of the proposal, the impact on any watercourse or stormwater is perceived to be minimal.

#### Access and Event Parking:

The proposed access for the event will be through Currawang Road. The Currawang Road is a sealed road with a low volume of traffic. Referring to Traffic Event Management Plan prepared by Positive Traffic Engineering, the event may generate 75 vehicles inbound in the AM period and 75 vehicles outbound in the afternoon. Watch for Entering Traffic (W5-26) is proposed to be installed for northbound traffic, which is the primary direction of travel for the event.

The parking area is proposed to be on open grassland within the venue, 1.5km from the existing Currawang Road. Given the event's proximity and parking area from the access road, the impact on Currawang Road is unlikely except for the additional traffic during the morning and afternoon.

#### Section 64:

N/A

#### 7.11 Roads:

N/A

#### Flooding:

N/A



Image 1 Existing Access



Image 2 Internal Access Road

Council's Development Engineer offered no objections to the proposal, subject to the imposition of recommended conditions of consent.

#### **Health Comments**

Council's Health Officer has commented on the proposal as follows:

*Acoustic report suggests compliance, track has been amended to move away from the riparian zone, Conditions have been set to prevent contamination of waterways and soil. Contamination created onsite is to be lawfully addressed and Council to be notified for significant spills/leaks.*

Council's Health Officer offered no objections to the proposal, subject to the imposition of recommended conditions of consent.

#### **Heritage Advisor's Comment**

The application was referred to Council's Heritage Advisor for comment. To date no comment has been received.

## EXTERNAL REFERRALS

### Department of Planning and Environment – Water

The application was referred to DPE-Water to determine as to whether the application is considered as an integrated development and requires General Terms of Approval under Water Management Act 2000. Email was received from the DPE-Water on 5/12/2022 as follows:

*DPE-water would not consider this proposal to be integrated development as there are no physical works proposed on waterfront land which would be considered to be controlled activities eg temporary fencing.*

*I do note However that the motocross track is partially located on waterfront land adjacent a 3<sup>rd</sup> order watercourse as illustrated below:*



*Ideally, this section of the track could be reconfigured so as no part of the track is within at least 15 metres of the watercourse in accordance with our guidelines.*

*The property is large enough to relocate without encroaching near the watercourse.*

*I don't imagine that there would be too much rehabilitation done after an event like this and so would rely on natural regeneration of ground cover. Alternatively, Council should condition that all disturbed areas are suitably rehabilitated within 14 days of the event.*

It was determined that the proposal is not integrated development and no approval is required under the Water Management Act 2000. DPE-Water has raised no objection to the proposal.

## SECTION 1.7 – APPLICATION OF PART 7 OF BIODIVERSITY CONSERVATION ACT 2016 AND PART 7A OF FISHERIES MANAGEMENT ACT 1994 – EP&A ACT 1979

### Section 7.2

Section 1.7 of the EP&A Act requires consideration of Part 7 of the Biodiversity Conservation Act 2016 (BC Act). Part 7 of the BC Act relates to an obligation to determine whether a proposal is likely to significantly affect threatened species. A development is not considered to result in a significant impact in the following assessed circumstances:

## Section 7.2 of the Biodiversity Conservation Act 2016

Test	Assessment										
(a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or	The proposed development is unlikely to significantly affect threatened species or ecological communities, or their habitats.										
<p>(b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or</p> <table border="1"> <thead> <tr> <th>Minimum lot size associated with the property</th><th>Threshold for clearing, above which the BAM and offsets scheme apply</th></tr> </thead> <tbody> <tr> <td>Less than 1 ha</td><td>0.25 ha or more</td></tr> <tr> <td>1 ha to less than 40 ha</td><td>0.5 ha or more</td></tr> <tr> <td>40 ha to less than 1000 ha</td><td>1 ha or more</td></tr> <tr> <td>1,000 ha or more</td><td>2 ha or more</td></tr> </tbody> </table>	Minimum lot size associated with the property	Threshold for clearing, above which the BAM and offsets scheme apply	Less than 1 ha	0.25 ha or more	1 ha to less than 40 ha	0.5 ha or more	40 ha to less than 1000 ha	1 ha or more	1,000 ha or more	2 ha or more	<p>As the minimum lot size applying to the site is 40 hectares, the relevant clearing threshold for the clearing of native vegetation is 1 hectares.</p> <p>The proposal does not involve tree removal, and therefore the biodiversity offset scheme does not apply.</p>
Minimum lot size associated with the property	Threshold for clearing, above which the BAM and offsets scheme apply										
Less than 1 ha	0.25 ha or more										
1 ha to less than 40 ha	0.5 ha or more										
40 ha to less than 1000 ha	1 ha or more										
1,000 ha or more	2 ha or more										
(c) it is carried out in a declared area of outstanding biodiversity value	The site is not a declared area of outstanding biodiversity value.										

The subject site is located within rural and rural residential area which has been modified and disturbed over time throughout the agricultural uses of the land.

On the basis of the above, the development is not considered likely to significantly affect threatened species and therefore a Biodiversity Development Assessment Report is not required to accompany the application for development consent.

The submitted Biodiversity Inspection Report prepared by Red-Gum Environmental Consulting dated 12/7/2022 stated that the proposal is unlikely to have an adverse effect on the foraging ability or the life cycle of threatened species that may be opportunistically using the site or surrounding areas and it is highly unlikely to displace any rare or threatened species. The report also stated that the road is a formed track with little to no work required to make it passable for the anticipated short-term increase in traffic, therefore no native vegetation losses are anticipated in that zone. The car park area is dominated by exotic grasses, with many species commonly regarded as 'highly invasive' in more natural woodland settings. The report concluded that proposed development will not have a significant effect on any threatened species and ecological communities and/or their conservation. The Report recommended the following measures to be undertaken during track clearing/preparation which will form part of conditions of consent (if granted):

- The track alignment and exclusion zones clearly identified prior to site establishment;*
- Vehicle movements around the site will be restricted to the defined footprint and away from any existing native trees and flagging exclusion fencing to be installed.*
- Soil disturbance by vehicle and pedestrian access is to be kept to a minimum outside the proposal footprint.*
- Any weeds removed (particularly those bearing seeds) are to be disposed of appropriately at the nearest waste management facility.*

## Section 7.3

A five-part test was not required to be undertaken as the proposed development will not significantly affect any threatened species, population, or ecological community, or their habitat.

#### **SECTION 4.14 CONSULTATION AND DEVELOPMENT CONSENT – CERTAIN BUSHFIRE PRONE LAND – EP&A ACT, 1979**

Section 4.14 of the EP&A Act requires an assessment to be made of the proposal against the requirements of the Rural Fire Service document 'Planning for Bushfire Protection 2019'.

The subject site is identified as being a bush fire prone land. Given the proposed use for temporary outdoor events involving a large number of people in isolated location, the requirement under Clause 8.3.8 of the Planning for Bushfire Protection 2019 is required to be considered as crowd control and operational access at the venue during bushfire events can provide to be challenging.

The application is supported by a Traffic Management Plan and Event Management Plan which addressed the relevant requirements under Clause 8.3.8 of the PBP 2019 as follows:

- a) The provision of fire protection equipment including fire extinguishers be strategically located throughout the venue for initial attack of the fire and designated volunteers are trained and inducted in the use of the equipment. Water carts will also be available to contribute to fire suppression if required.
- b) Cancel event or postpone event temporarily during bushfire event.
- c) Contact and report fire with local RFS.
- d) Loudspeaker advising participants and spectators of the marshalling point for evacuation
- e) Controlled access and egress routes for emergency services and patrons in the event that evacuation is required is provided and managed by on-site officials and club representatives.
- f) A pre-event briefing will be undertaken with all volunteers and given an induction prior to the commencement of the event. A bushfire emergency management and evacuation plan including crowd management and security will be developed which would include a suitable assembly area capable of accommodating all participants and staff and evacuation timeframe and all volunteers will be inducted in their respective roles.

#### **SECTION 4.15 CONSIDERATIONS – EP&A Act, 1979**

In determining a development application, the consent authority is to take into consideration the following matters of consideration contained within section 4.15 of the Environmental Planning and Assessment Act, 1979 as relevant to the development application:

##### **4.15(1)(a) the provisions of:**

##### **(i) any environmental planning instrument**

<b>State Environmental Planning Policy</b>	<b>Relevant?</b>	<b>Comment</b>
SEPP (Biodiversity & Conservation) 2021	Yes	<p>The site is a highly modified grazing paddock with some native grasses present. The application does not involve any native trees clearing. It is not considered that the proposal will have a significant effect on any threatened species and ecological communities and/or their conservation in the locality.</p> <p>The proposal will not adversely impact koala habitat. No mature Eucalypts trees are proposed to be removed.</p> <p>The subject site is not located within a drinking water catchment.</p>

SEPP (Building Sustainability Index) 2004	N/A	The application does not propose the construction of a new dwelling, residential alterations and additions valued over \$50,000 or a swimming pool with a volume greater than 40,000L.
SEPP (Housing) 2021	N/A	The application does not propose any housing defined under the SEPP.
SEPP (Resilience and Hazards) 2021	Yes	<p>The subject site is not located within a coastal management area.</p> <p>Council holds no record of the site having previously been used for potentially contaminating activities. The site inspection did not reveal evidence of potential contamination on the site and no records have been found to indicate potential for contamination. The site is considered suitable for the proposed development.</p>
SEPP (Resources and Energy) 2021	N/A	The application does not propose an industry.
SEPP (Transport and Infrastructure) 2021	Yes	<p>The proposed development will not adversely impact any existing infrastructure or the provision of any infrastructure.</p> <p>The site is not located in or adjacent to road corridor nor does it have a frontage to a classified road. The site is not located within or immediately adjacent to an easement for electricity purposes or immediately adjacent to an electricity substation. No ground penetrating work is proposed within 2m of any underground electricity services and the proposed development is not located within 5m of an overhead powerline, therefore the proposal was not required to be referred to Essential Energy or TfNSW for comment.</p>
SEPP (Industry and Employment) 2021	N/A	The proposal is not located within the Western Sydney Employment Area.

		The application does not propose any signage.
SEPP (Exempt and Complying Development Codes) 2008	Yes	<p><b>Division 2 Advertising and Signage Exempt Development Code</b></p> <p><b>Subdivision 11 – Temporary event signs</b></p> <p>The submitted SEE stated that advisory signage with a surface area of less than 6m<sup>2</sup> will be placed on Currawang Road of site entry, located wholly within the site boundaries (as required by the Traffic Event Management Plan). The proposed temporary advisory sign is not higher than 5m above ground level (existing), not illuminated or displayed earlier than 14 days before the event and will be removed within 2 days after the event. The proposed advisory signage meets the exempt provisions under the SEPP.</p>

## PALERANG LOCAL ENVIRONMENTAL PLAN (PLEP) 2014

### PART 1 - PRELIMINARY

An assessment of the proposal against the general aims of PLEP 2014 is included below:

Cl. 1.2(2)	Aims	Complies
(aa)	to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,	N/A
(a)	to protect and improve the economic, environmental, social and cultural resources and prospects of the Palerang community,	Yes
(b)	to encourage development that supports the long-term economic sustainability of the local community, by ensuring that development does not unreasonably increase the demand for public services or public facilities,	Yes
(c)	to retain, protect and encourage sustainable primary industry and commerce,	N/A
(d)	to ensure the orderly, innovative and appropriate use of resources in Palerang through the effective application of the principles of ecologically sustainable development,	Yes
(e)	to retain and protect wetlands, watercourses and water quality and enhance biodiversity and habitat corridors by encouraging the linking of fragmented core habitat areas within Palerang,	Yes
(f)	to identify, protect and provide areas used for community health and recreational activities,	Yes
(g)	to ensure that innovative environmental design is encouraged in residential development.	N/A



**Comments:** The proposed development is considered to be generally consistent with the relevant aims of the PLEP 2014, specifically, as the proposed development will provide areas used for recreational activities without unreasonably increase the demand for public services or public facilities. It is not considered that the proposal will have a significant effect on any nearby watercourse, biodiversity and habitat corridor in the locality.

#### Clause 1.9A - Suspension of Covenants, Agreements and Instruments

Under Clause 1.9A, no covenants, agreements and instruments restricting the development have been identified.

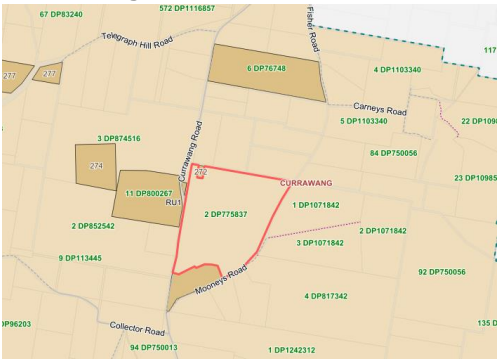
PART 2—PERMITTED OR PROHIBITED DEVELOPMENT		
Clause	Relevant	Comment
<b>2.1 Land use Zones</b> <ul style="list-style-type: none"> <li>The PLEP 2014 designates land by zone. Zones then have specific development outcomes and development types permitted with consent, or prohibited.</li> </ul>	Yes	The proposed development is on land zoned RU1 – Primary Production.
<b>2.3 Zone objective and Land use Table:</b> <ul style="list-style-type: none"> <li>The assessment must have regard for the objectives of the zones. The land use tables specify development assessment streams including with consent or prohibited.</li> </ul> <b>Zone RU1 – Primary Production Objectives of zone</b> <ul style="list-style-type: none"> <li>To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.</li> <li>To encourage diversity in primary industry enterprises and systems appropriate for the area.</li> <li>To minimise the fragmentation and alienation of resource lands.</li> <li>To minimise conflict between land uses within this zone and land uses within adjoining zones.</li> <li>To minimise the impact of any development on the natural environment.</li> <li>To ensure that development does not unreasonably increase the demand for public services or facilities.</li> </ul>	Yes	<p>Development for the purposes of a <b>recreation facility (outdoor)</b> such as is proposed is permitted with consent within the RU1 – Primary Production zone.</p> <p>It is considered that the proposed development generally satisfies the objectives of the zone. The proposed development is considered to be sited and designed in recognition of the environmental constraints present upon the site. Given the temporary nature of the proposal and with the imposition of a condition restricting the track footprint to within the project area upon Lot 71 DP 750013 and Lot 2 DP 775837 identified on site plan, the proposed development is considered to be compatible with surrounding land uses.</p>
<b>2.5 Additional permitted uses for particular land</b>	No	There are no additional permitted uses for the subject site and the proposed



<ul style="list-style-type: none"> <li>The LEP includes some unique provisions which override the Land Use Table.</li> </ul>		development is permissible in the subject zone with consent.
<b>2.7 Demolition requires development consent</b>	No	The proposal does not involve demolition of existing structures on site.
<b>2.8 Temporary use of land</b>	No	<p>Clause 2.8 affords opportunity for uses that would otherwise be prohibited in the zone to be considered on a temporary basis.</p> <p>The proposal does not seek development consent under this clause as it is permissible with consent in the zone.</p>


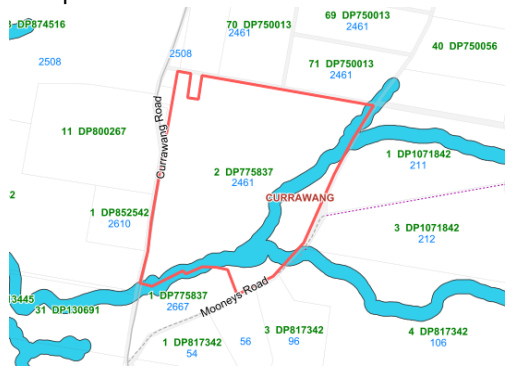
PART 4—PRINCIPAL DEVELOPMENT STANDARDS		
Clause	Relevant?	Comment
<b>4.1 Minimum lot size for subdivision:</b> <ul style="list-style-type: none"> <li>The assessment must ensure the proposed development meets the relevant Objectives.</li> </ul>	No	The application does not propose subdivision.
<b>4.2A Erection of dwelling houses on land in certain rural, residential and environmental protection zones</b>	No	The application does not propose a new dwelling or any permanent structures.
<b>4.3 Height of Buildings:</b> <ul style="list-style-type: none"> <li>PLEP 2014 designates the height of a building that the consent authority can approve.</li> </ul>	No	The maximum building height of 10m is permitted on site in accordance with the PLEP 2014. No permanent structures are proposed with the proposal.
<b>4.4 Floor space ratio</b> <ul style="list-style-type: none"> <li>PLEP 2014 designates the maximum building area to site area (floor space ratio) that the consent authority can approve on some land.</li> <li>Floor space ratio is defined and excludes some areas of a building.</li> </ul>	No	The subject site is not captured in the PLEP 2014 FSR map.
<b>4.5 Calculation of floor space ratio and site area</b>	No	The subject site is not captured in the PLEP 2014 FSR map.
<b>4.6 Exceptions to development standards:</b> <ul style="list-style-type: none"> <li>Council can consider varying a development standard in Part 4 of the PLEP 2014 at the written request of the applicant.</li> </ul>	No	The application does not propose a clause 4.6 variation.

<ul style="list-style-type: none"> <li>Applicant to demonstrate that compliance is unreasonable, unnecessary and there are sufficient environmental planning grounds to justify the contravention.</li> </ul>		
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PART 5—MISCELLANEOUS PROVISIONS		
Clause	Relevant?	Comment
<b>5.3 Development near zone boundaries:</b> <ul style="list-style-type: none"> <li>This Clause allows Council to use the objectives of an adjoining zone and permitted uses from the land use table of that adjoining zone to permit a use on the subject site that is currently prohibited. Adjoining zone being relied upon must be within 20m of the subject site.</li> </ul>	No	The application does not seek development consent for a land use that is permissible in an adjoining land use zone. The proposed development is permissible in the subject zone with consent.
<b>5.4 Controls relating to miscellaneous permissible uses:</b> <ul style="list-style-type: none"> <li>Specific additional controls for some uses. These are statutory controls that cannot be varied and must be complied with or the use is prohibited.</li> </ul>	No	The application does not seek development consent for a miscellaneous permissible use.
<b>5.5 Controls relating to secondary dwellings on land in a rural zone:</b> <ul style="list-style-type: none"> <li>Clause limits the internal floor area of a secondary dwelling. If exceeded, the proposed development cannot be approved.</li> </ul>	No	The application does not seek development consent for a secondary dwelling.
<b>5.10 Heritage conservation:</b> 	Yes	The subject site does not contain a heritage item and is not located in a heritage conservation area. However the site is located adjacent to heritage item at No. 2508, 2535 and 2667 Currawang Rd. Given the size of the site, location of the track and that no permanent structures are proposed as part of this application, it is not considered that the proposal will have significant impact in relation to heritage.
<b>5.11 Bush fire hazard reduction:</b> <ul style="list-style-type: none"> <li>Bush fire hazard reduction work authorised by the Rural Fires Act 1997 may be carried out on any land without development consent.</li> </ul>	No	The application does not propose bushfire hazard reduction works.
<b>5.13 Eco-tourist facilities:</b>	No	The application does not propose an eco-tourist facility.

<ul style="list-style-type: none"> <li>Clause applies to development for an eco-tourist facility. Facility must have a demonstrated connection with the ecological, environmental, and cultural values of the area which will be enhanced by the proposal.</li> </ul>		
<b>5.16 Subdivision of, or dwellings on, land in certain rural, residential or conservation zones:</b> <ul style="list-style-type: none"> <li>Clause seeks to minimise potential land use conflicts.</li> <li>Clause requires consideration of adjoining land uses or existing or approved uses of land in the vicinity of the development.</li> <li>Clause applies to residential subdivision or for a dwelling.</li> </ul>	No	The application does not seek development consent for subdivision or a dwelling.
<b>5.18 Intensive livestock agriculture:</b>	No	The application does not seek development consent for intensive livestock agriculture.
<b>5.19 Pond-based, tank-based and oyster aquaculture:</b>	No	The application does not seek development consent for pond-based, tank-based, or oyster aquaculture.
<b>5.21 Flood planning:</b>	No	The subject site is not identified as being flood prone land, as such, no further assessment is required.

PART 6—ADDITIONAL LOCAL PROVISIONS		
Clause	Relevant?	Comment
<b>6.1 Earthworks:</b> <ul style="list-style-type: none"> <li>Clause applies to earthworks that is not exempt.</li> <li>Earthworks assessable for a heritage item or in a heritage conservation area except wholly in the back yard).</li> </ul>	No	No earthworks are proposed with this application to construct the track as the event will utilise the natural terrain of the site. The existing rural fencing will remain and utilise for the event. No permanent structures will be constructed on site. The portable toilets, temporary parking area, waste bins, spectators area, first aid and marshal points and firefighting equipment point will be provided on cleared and levelled site without requiring any earthworks.
<b>6.3 Terrestrial biodiversity:</b> <ul style="list-style-type: none"> <li>This clause primarily seeks to protect native flora and fauna.</li> </ul>	Yes	Part of the subject site is mapped as being located within terrestrial biodiversity land. The proposed development is located outside the mapped area. No native tree clearing is proposed as part of this application other than minimal ground disturbance to the grass

		<p>area to prepare the track (mowing). It is unlikely that the proposed development will result in any impact on native flora, fauna, their ecosystem or habitats or corridors.</p> <p>Additionally, the subject site does not intersect any areas mapped as possessing Biodiversity Values.</p>
<p><b>6.4 Drinking water catchments:</b></p> <ul style="list-style-type: none"> <li>This clause primarily seeks to protect drinking water supplies by maintaining water quality.</li> </ul>	No	<p>The subject site is not located within a drinking water catchment.</p>
<p><b>6.5 Riparian land and watercourses:</b></p> <ul style="list-style-type: none"> <li>This clause primarily seeks to protect and maintain water quality in waterways, the stability of beds &amp; banks and aquatic &amp; riparian habitats.</li> </ul> 	Yes	<p>The subject site is located within riparian and watercourses land. The application was referred to DPE-Water to determine as to whether the application is considered as an integrated development and requires General Terms of Approval under Water Management Act 2000. DPE-Water advised that the proposal is not considered as integrated development as there are no physical works proposed on waterfront land which would be considered to be controlled activities eg temporary fencing. DPE-Water recommended that the track reconfigured so as no part of the track is within at least 15 metres of the watercourse in accordance with the guidelines and that all disturbed areas are suitably rehabilitated within 14 days of the event.</p> <p>The site plan has been amended to relocate the track at least 20m of the watercourse. Condition will be imposed (if granted) to ensure the disturbed area is suitably rehabilitated within 30 days of the event.</p> <p>It is not considered that the proposal would have adverse impacts on the water quality,</p>

		flows, aquatic and riparian species, habitat and ecosystem, stability of the bed and banks of the watercourse or free passage of fish and other aquatic organisms within or along the watercourse.
<b>6.6 Salinity:</b> <ul style="list-style-type: none"> <li>This clause seeks to ensure land that is impacted by salinity or where the site is prone to erosion is managed.</li> </ul>	No	The subject site does not contain salinity.
<b>6.7 Highly erodible soils:</b> <ul style="list-style-type: none"> <li>This clause seeks to protect highly erodible soils.</li> </ul>	No	The subject site does not contain highly erodible soils.
<b>6.7A Slopes over 18 degrees:</b> <ul style="list-style-type: none"> <li>This clause seeks to manage the impact of development on steep slopes.</li> </ul>	No	The subject site does not contain slopes over 18 degrees.
<b>6.8 Airspace operations:</b> <ul style="list-style-type: none"> <li>This clause seeks to manage the potential impact of development that penetrates the Airport Obstacle Limitation Surface.</li> <li>The clause may be triggered by the existing height of the land or the height of the land plus the height of the building.</li> </ul>	No	The subject site is not captured in the Canberra Airport OLS Map, and the proposed development will not penetrate the OLS. No permanent structures are proposed as part of this application.
<b>6.9 Development in areas subject to aircraft noise:</b> <ul style="list-style-type: none"> <li>The clause seeks to prevent the impact of noise from the airport or under flight paths.</li> </ul>	No	The subject site is not located in an area subject to aircraft noise and no residential or temporary accommodation is proposed with the application.
<b>6.10 Development in areas adjoining national parks and nature reserves:</b> <ul style="list-style-type: none"> <li>This clause seeks to protect values of national parks and nature reserves.</li> <li>It applies to land adjoining a national park or nature reserve.</li> </ul>	No	The subject site does not adjoin a national park or nature reserve.
<b>6.11 Essential services:</b> <ul style="list-style-type: none"> <li>This clause seeks to ensure all relevant essential services are available to the development.</li> </ul>	Yes	Council's Development Engineer has assessed the proposed development and confirmed that the site <b>does</b> have suitable vehicle access and adequate services are available.
<b>6.13 Location of sex services premises:</b> <ul style="list-style-type: none"> <li>This clause seeks to minimise potential land use conflicts associated with sex services premises.</li> </ul>	No	The application does not propose a sex services premises.
<b>6.14 Subdivision and erection of dwelling houses – certain land in Sutton</b>	No	The subject site is not located at 202 Goolabri Dr Sutton and no subdivision or erection of a dwelling is proposed.

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**4.15(1)(a)(ii) any draft environmental planning instruments**

There are no applicable draft planning instruments that are or have been placed on public exhibition, to consider as part of this assessment.

**4.15(1)(a)(iii) any development control plan**

PALERANG DCP 2015 COMMENTS		
Section	Controls	Complies
PART B – GENERAL PROVISIONS		
<b>B1</b>	<b>Site Analysis</b> The lodgement was accompanied by a site plan. Detail shown on the plan included the proposed development, access and distances from site boundaries/ nearby watercourse.	Complies
<b>B2.1</b>	<b>Access</b> An existing access off Currawang Rd will be utilised to provide access to the event. The Currawang Road is a sealed road with a low volume of traffic. Access has been assessed by Development Engineer who has raised no objection to the proposal.	Complies
<b>B3</b>	<b>Flora, fauna, soil and watercourses</b>  <b>Flora &amp; Fauna</b> Please see Biodiversity Conservation Act 2016 assessment.  <b>Soil</b> It is not considered that the proposal will have an adverse impact on soil stability. No earthworks are proposed with this application to construct the track as the event will utilise the natural terrain of the site.  <b>Watercourses</b> The site is located within 40 metres from nearby watercourse. The application was referred to DPE-Water to determine as to whether the application is considered as an integrated development and requires General Terms of Approval under Water Management Act 2000. DPE-Water advised that the proposal is not considered as integrated development as there are no physical works proposed on waterfront land which would be considered to be controlled activities eg temporary fencing. DPE-Water recommended that the track reconfigured so as no part of the track is within at least 15 metres of the watercourse in accordance with the guidelines and that all disturbed areas are suitably rehabilitated within 14 days of the event.  The site plan has been amended to relocated the track at least 20m of the watercourse. Condition will be imposed (if granted) to ensure the disturbed area is suitably rehabilitated within 30 days of the event.  <b>Habitat corridors</b> The proposed development is located on a cleared site with minimal vegetation. The development area that does not contain significant biodiversity values and no part of the subject land supports habitat for any threatened flora, fauna, or ecological community.  There is not further native vegetation removal included within this application and it is therefore considered that the proposed development is unlikely to have any adverse impacts on threatened species, population, ecological communities or their habitat.	Complies

	<b>Tree and Vegetation Management</b> There is not further native vegetation removal included within this application.	
<b>B4</b>	<b>Bushfire Prone Land</b> The lot is identified as being bushfire prone land. It is considered that with the implementation of conditions related to the bushfire emergency management and evacuation plan including crowd management and security, the development is considered acceptable.	Complies with conditions
<b>B5</b>	<b>Crime prevention through environmental design</b> The proposed development generally satisfies the relevant provisions of this clause. Entry and exit points to the site are clear and legible. The existing boundary fence and gate will remain to ensure safer environment. In accordance with the submitted Event Management Plan, designated GMCC committee members will be designated to monitor behaviour within the event and compliance to event requirements.	Complies
<b>B7</b>	<b>Engineering requirements</b> The existing internal driveway and parking arrangement were assessed by Development Engineer who has raised no objection to the proposal subject to the conditions of consent.	Complies with conditions
<b>B8</b>	<b>Erosion and Sediment control</b> The consent will contain a condition for erosion and sediment control to ensure that adequate measures are in place during the minimal ground disturbance to prepare the track (mowing).	Complies
<b>B10.2</b>	<b>Aboriginal Heritage</b> An AHIMS search was carried out and did not indicate any heritage sites within the vicinity of the proposed development, as such it is considered that the proposed development is unlikely to result in the disturbance of any items of aboriginal indigenous cultural heritage. A condition however will be contained within the consent that the development is to proceed with caution and if any Aboriginal objects are found works should stop and DECCW are to be notified.	Complies
<b>B12</b>	<b>Landscaping</b> No landscape plan is required to be submitted with this application. The existing matured trees on site will be retained. No permanent structures are proposed on site. It is considered that the proposed development will not have any significant impacts on the existing streetscape.	Complies
<b>B13</b>	<b>On-site System of Sewage Management (OSSM)</b> The subject site is identified as unsewered site. The proposal does not involve the installation of a new/permanent on-site system of sewage management (OSSM). Portable toilets will be provided during the events and waste collection will be arranged by the event organiser. The proposal was reviewed by Council's Health Officer who has raised no objection the proposal.	Complies
<b>B14</b>	<b>Potentially Contaminated Land</b> Council's records do not detail any potentially contaminating activities on the subject site.	Complies
<b>B15</b>	<b>Waste Management</b> The imposition of standard conditions will manage the disposal of waste generated during the preparation of the site for the event and actual 2 days events. Based on the submitted plan/document, waste bins and portable toilets will be provided on site and waste collection will be arranged by the event organiser. A designated committee member will be responsible for monitoring of the bins during the event and removal of the bins at the completion of the event and disposal at a licensed waste management facility.	Complies with conditions

PALERANG DCP 2015 COMMENTS		
Section	Controls	Comment
<b>PART C19 – DIRECTIONAL SIGNAGE</b>		
	The submitted SEE stated that advisory signage with a surface area of less than 6m <sup>2</sup> will be placed on Currawang Road of site entry, located wholly within the site boundaries (as required by the Traffic Event Management Plan). The proposed temporary advisory sign is not higher than 5m above ground level (existing), not illuminated or displayed earlier than 14 days before the event and will be removed within 2 days after the event. The proposed advisory signage meets the exempt provisions under the SEPP (Exempt and Complying Development Codes) 2008. Therefore no further assessment is required under this clause.	N/A
<b>C20 - EVENTS</b>		
	The lodgement was accompanied by a site plan, SEE, Event Management Plan, Traffic Event Management Plan, acoustic report and Biodiversity Inspection Report to address the potential impacts of the proposed development on the natural environment and adjoining properties. Given the temporary nature of the event, it is considered that the proposal is suitable for its context and setting and will have a minimal impact on both the natural and built environments, and social and economic impacts in the locality subject to the imposition of conditions of consent.	Complies
<b>C29 Gates and Fencing</b>		
<b>C29.1</b>	<b>RU1 Primary Production, C3 Environmental Management and C4 Environmental Living land use zones</b> Existing boundary fence and gate will remain.	Complies

#### **4.15(1)(a)(iia) any planning agreement or draft planning agreement**

No planning agreement has been entered into under section 7.4 of the *Environmental Planning and Assessment Act 1979*.

#### **4.15(1)(a)(iv) matters prescribed by the regulations**

Clause 92 of the *Environmental Planning and Assessment (EP&A) Regulation 2000* requires Council to take into consideration Australian Standard AS2601–1991: *The Demolition of Structures*, in the determination of a development application.

Having regard to this prescribed matters, the proposed development does not involve the demolition of a building for the purposes of AS 2601 – 1991: *The Demolition of Structures*.

Should this application be approved, appropriate conditions of consent are included within the recommended to ensure compliance with any relevant regulations.

#### **4.15(1)(a)(v) any coastal zone management plan**

Council is not subject to a coastal zone management plan.

#### **4.15(1)(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality**

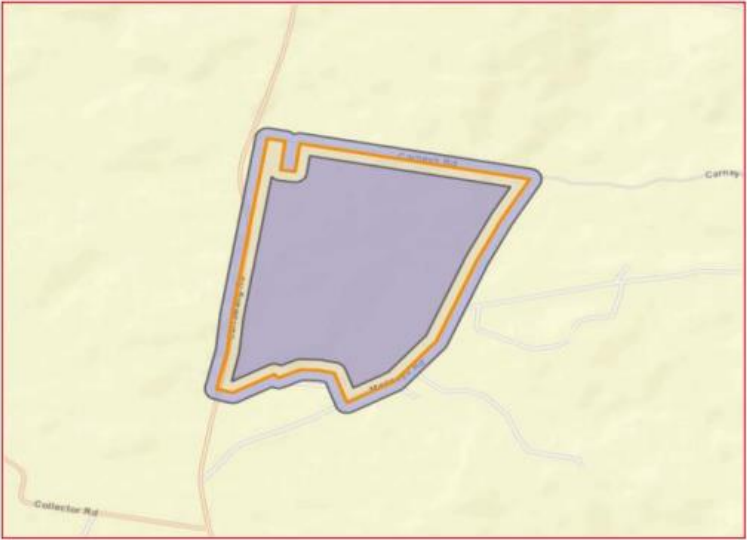
##### ***The Likely Impacts of the Development***



Context and setting	<p>The proposal is located in a large rural property in RU1 zone with the nearest neighbouring dwelling located approximately 600m to the east of the site. The development will have a minimal impact on the scenic qualities and features of the landscape including views and vistas and is compatible with the predominantly rural character of the locality. No permanent structures are proposed on site. The event will utilise the natural terrain of the site. The temporary structures/facilities such as portable toilets, temporary parking area, waste bins, spectators area, first aid and marshal points and firefighting equipment point will be provided on cleared and levelled site. The topography and existing scattered vegetation would assist in minimising the visual impacts of the temporary structures. The proposed temporary structures are considered appropriate within the locality acknowledging their temporary nature, provided that strict controls are implemented regarding the length of time in which structures are permitted to remain erected. As such, Council is satisfied that the proposal is suitable for its context and setting.</p>
Access, Transport and Traffic	<p>The proposed development's impact in relation to access, transport and traffic is considered to be acceptable. The proposed access for the event will be through Currawang Road. The Currawang Road is a sealed road with a low volume of traffic. Car parking is provided on the site within the cleared area approximately 1.5km from the existing Currawang Road.</p> <p>The submitted traffic event management report prepared by Positive Traffic dated 11 August 2022 stated that the traffic generated by this annual event would not have a significant impact on existing traffic conditions within Currawang Road. Given the event's proximity and parking area from the access road, the impact on Currawong Road is minimal except for the additional traffic during the morning and afternoon during the events which would only be temporary for 2 days per year for a five-year period. It is considered that the existing road network can cater for this increase in vehicle movements.</p> <p>Council Development Engineer has reviewed the proposal and traffic event management report and has raised no objection to the proposal in relation to the traffic impacts (subject to recommended conditions of consent) due to its temporary nature and any additional traffic placed upon the road network would not be continuous or permanent.</p>
Public Domain	<p>The proposed development will not adversely impact on public recreational opportunities, pedestrian links or access to public space.</p>
Utilities	<p>The site is not serviced with water, sewer, electricity and telecommunication services. Based on the submitted Event Management Plan, bottled water will be made available for participants and spectators on demand. Portable toilets will be provided on site during the event.</p>
Heritage	<p>The proposed development will have no impact in relation to heritage. The site is not heritage listed, and is not located within a Heritage Conservation Area. The Aboriginal Cultural Heritage Due Diligence process was followed as part of the assessment. A basic AHIMS search was carried out and no recorded or declared Aboriginal sites were found in or within 50m of the subject sites. There are not any other sources of information of which a person is already aware and the landscape does not contain features which are likely to indicate the presence of Aboriginal objects. A condition of consent has been included requiring that the development proceed with caution and that if any Aboriginal objects are found then work/event should stop and the appropriate authority be notified of the find.</p>

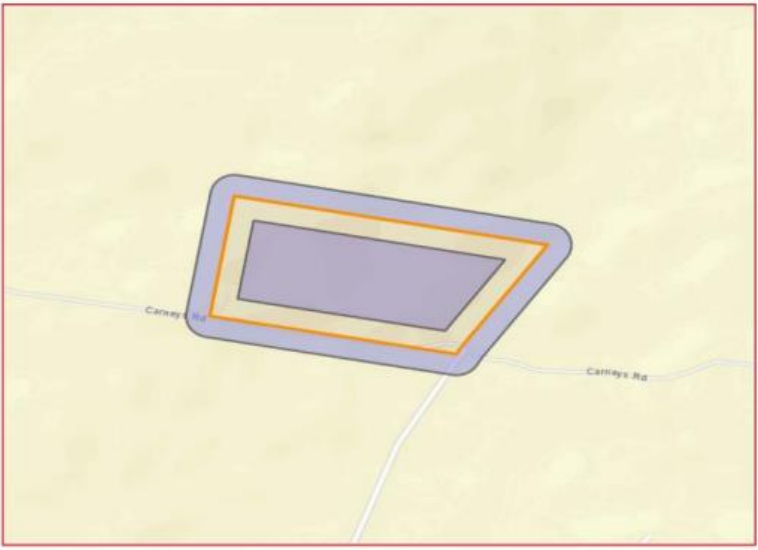
AHIMS Web Service search for the following area at Lot : 2, DP:DP775837, Section : - with a Buffer of 50 meters, conducted by Tina Dodson on 01 August 2022.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

	<p><u>AHIMS Web Service search for the following area at Lot : 71, DP:DP750013, Section : - with a Buffer of 50 meters, conducted by Tina Dodson on 01 August 2022.</u></p> <p>The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.</p>  <p>A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:</p> <table border="1"> <tr> <td>0</td> <td>Aboriginal sites are recorded in or near the above location.</td> </tr> <tr> <td>0</td> <td>Aboriginal places have been declared in or near the above location.*</td> </tr> </table>	0	Aboriginal sites are recorded in or near the above location.	0	Aboriginal places have been declared in or near the above location.*
0	Aboriginal sites are recorded in or near the above location.				
0	Aboriginal places have been declared in or near the above location.*				
Other land resources	The proposed development will not affect the future use or conservation of valuable land resources such as: productive agricultural land; mineral and extractive resources; and water supply catchments.				
Water	The proposed development will have minimal impact on the conservation of water resources or nearby watercourse. Based on the submitted Event Management Plan, bottled water will be made available for participants and spectators on demand.				
Soils	The proposed development will have minimal adverse impact on soil conservation. The soils are suitable for the development. No earthworks are proposed with this application to construct the track as the event will utilise the natural terrain of the site.				
Air and microclimate	The proposed development will have minimal impact on air quality and microclimatic conditions and will be conditions to prevent air pollution such as dust where required. Based on the submitted Event Management Plan, water carts will be on standby at the site to monitor and carry out dust suppression when required.				
Flora and Fauna	(8 point test from Threatened Species Act to be completed where relevant)  The proposed development will have a minimal impact in relation to the maintenance of biodiversity in the area. There are no known listings of critical habitat, threatened or endangered species, populations, ecological communities or their habitats on or in close proximity to the site.				
Waste	The imposition of standard conditions will manage the disposal of waste generated during the preparation of the site for the event and actual 2 days events. Based on the submitted plan/document, waste bins and portable				

	toilets will be provided on site and waste collection will be arranged by the event organiser. A designated committee member will be responsible for monitoring of the bins during the event and removal of the bins at the completion of the event and disposal at a licensed waste management facility.
Energy	A BASIX certificate was not required to be submitted as the application does not propose a new dwelling, dwelling alterations valued over \$50,000, or a swimming pool with a volume of 40,000L.
Noise and Vibration	<p>The imposition of conditions of consent related to hours of operation and noise management in accordance with the recommendation within the acoustic report below will mitigate any noise and vibration during the event and site preparation prior to the event. Committee members will be responsible for the monitoring of noise levels and ensuring that the mitigation measures outlined in the Acoustic report prepared by Harwood Acoustics dated 30 August 2022 (Ref: 2206004E-R) are implemented and maintained during the event.</p> <p>The Acoustic Report recommended the following Operational Noise Management Plan:</p> <ul style="list-style-type: none"> <li>➤ <i>there should be no events (practice, warm up etc) held outside daytime hours (7am to 6pm on the Saturday and 8am to 6pm on the Sunday.</i></li> <li>➤ <i>All motorcycles should be factory standard vehicles without noise enhancing modifications.</i></li> <li>➤ <i>The operators of the facility should appoint a community liaison officer to engage with the local residents in the vicinity of the site,</i> <ul style="list-style-type: none"> <li>○ <i>An overview of the event should be provided to local residents prior to commencement,</i></li> <li>○ <i>The information should contain the time and duration of the event, then nature of the event, when the noise will stop each day and a contact number for queries prior and on the days of the event,</i></li> <li>○ <i>This may be done via direct contact and / or letter box drop</i></li> </ul> </li> <li>➤ <i>The owners should keep an accurate record of complaints if they occur on the day, including nature of the complaint and what action was taken in response to the complaint,</i></li> <li>➤ <i>If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.</i></li> </ul> <p>The acoustic report was reviewed by Council's Health Officer who has raised no objection to the proposal subject to the recommended conditions of consent.</p> <p>As mentioned above, any consent granted would be limited to the specified hours of operation and location. This would give Council an opportunity to assess impacts from the venue, and determine with some knowledge if an operational consent would in fact result in adverse impacts.</p>

	Should the DA be approved, a condition could be included in a development consent requiring the adjoining properties to be notified prior to an event.
Natural Hazards	The subject site is identified as bush fire prone land. Any approval will be conditioned to ensure the applicant prepare a Bushfire Emergency Evacuation Management Plan in accordance with the RFS Guidelines prior to functions commencing. Such a plan would be required to address issues such as; contacts in the event of an emergency, evacuation points and procedures for guests and staff, and location of emergency water sources. A site-specific emergency management plan also required to be prepared for each event and include event specific information such as forecasted fire danger of the day, number of occupants on the site including protocols for accounting for occupants on the site during the events and staff emergency role.
Technological Hazards	There are no known technological hazards affecting the site.
Safety, Security and Crime Prevention	The proposed development generally satisfies the relevant section of the PDCCP 2015 on crime prevention through environmental design. The existing boundary fence and gate will remain to ensure safer environment.
Social Impact in the Locality	The social impacts of the proposal are anticipated to be minimal subject to recommended conditions of consent (if granted). Based on the submitted Event Management Plan, designated Goulburn Motor Cycle Club (GMCC) committee members will be designated to monitor behaviour within the event and compliance to event requirements.
Economic Impact in the Locality	Minimal economic impacts from the development are anticipated. The proposal would be a small business which would attract tourists and help promote the QPRC region as a recreation facility (outdoor).
Site Design and Internal Design	The site design of the development has been assessed under the PDCCP 2015. The proposed design is considered to be satisfactory. The proposal is not highly visible from public road given the location and topography of the site. Further, as the proposal is temporary in nature, there would be no permanent 'burden' on the surrounding locality from a visual perspective.
Construction	<p>No construction of any permanent structures is proposed. The proposal involves a minimal ground disturbance to the grass area to prepare the track (mowing). No earthworks are proposed with this application to construct the track as the event will utilise the natural terrain of the site. The existing rural fencing will remain and utilise for the event. The portable toilets, temporary parking area, waste bins, spectators area, first aid and marshal points and firefighting equipment point will be provided on cleared and levelled site without requiring any earthworks.</p> <p>Any potential impact on adjoining properties and the environment from the track preparation (mowing) and installation of temporary site facilities mentioned above would be temporary and for a short period of time. Any approval will be conditioned to ensure activities ancillary to the proposal do not unreasonably impact on the adjoining properties and their occupants and the environment by way of noise, erosion and the like. These conditions are standard Council conditions of development consent.</p>
Cumulative Impacts	Cumulative impacts relate to the small impacts of developments in an area that when considered in unison can result in detrimental impact on the natural or built environment. It is considered that the proposal will not give rise to any adverse cumulative impacts.

#### **4.15(1)(c) the suitability of the site for the development**

The subject site is relatively unconstrained and is considered to be suitable in its current state for the purposes of the proposed development.

#### **4.15(1)(d) any submissions made in accordance with this Act or the regulations**

The application was notified in accordance with QPRC Engagement and Participation Plan 2019 from **12/12/2022 to 17/01/2023**, with **two** submissions received, raising the following concerns:

1. *The DA failed to address Clause 2.8(b) and (c) of the PLEP 2014, is not allowable under RU1 land use, does not address the issues requested to be addressed by the QPRC DC, and shifts the risk of fire, dust and noise onto adjoining property.*

Assessing officer's comments: Clause 2.8 affords opportunity for uses that would otherwise be prohibited in the zone to be considered on a temporary basis. The proposal does not seek development consent under Clause 2.8 – *Temporary Use of Land* of the PLEP 2014 as the proposed recreation facility (outdoor) is permissible with consent in the zone. Therefore no further assessment is required under Clause 2.8. Conditions will be imposed (if granted) to mitigate the bushfire, dust and noise impacts.

2. *Applicant failed to address dust management. Event will lead to high dust conditions both during and after the event, with little to no opportunity for regrowth and dust mitigation in the event of a hot dry summer. The prevailing wind at the locality is from the west with an average wind speed in November of approximately 10km/h. This will carry any dust during the event and any dust arising after the event from degradation of the land.*

Assessing officer's comments: In accordance with the submitted Event Management Plan, water carts will be on standby at the site to monitor and carry out dust suppression when required. Additionally, the events to be held within (April – October) where dust and fire concerns will be significantly reduced.

3. *Noise impact – Applicant failed to fully address noise concerns in line with the guidelines on motor racing facilities. Residents chose to live in Currawang because it is exceptionally quiet. Maintaining that peace and quiet was a key reason local residents chose to oppose the rifle range in the Burns case.*

Assessing officer's comments: Given the temporary nature of the proposal, it is not considered that the proposed Amcross event is similar to the previous application for shooting range. Environmental Noise Assessment (Acoustic Report) prepared by Harwood Acoustics dated 30 August 2022 (Ref: 2206004E-R) was submitted with the application. The report concluded that the noise modelling, calculations and predictions show that the level of noise emission from the operation of the AMCROSS event will meet the NSW Environment Protection Authority's (EPA's) standard noise design goals. The Acoustic Report recommended the following Operational Noise Management Plan:

- *there should be no events (practice, warm up etc) held outside daytime hours (7am to 6pm on the Saturday and 8am to 6pm on the Sunday.*
- *All motorcycles should be factory standard vehicles without noise enhancing modifications.*
- *The operators of the facility should appoint a community liaison officer to engage with the local residents in the vicinity of the site,*
  - *An overview of the event should be provided to local residents prior to commencement,*
  - *The information should contain the time and duration of the event, then nature of the event, when the noise will stop each day and a contact number for queries prior and on the days of the event,*

- *This may be done via direct contact and / or letter box drop*
- *The owners should keep an accurate record of complaints if they occur on the day, including nature of the complaint and what action was taken in response to the complaint,*
- *If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.*

Committee members will be responsible for the monitoring of noise levels and ensuring that the mitigation measures outlined in the Acoustic report.

The imposition of conditions of consent related to hours of operation and noise management in accordance with the recommendation within the acoustic report above will mitigate any noise and vibration during the event and site preparation prior to the event.

The acoustic report was reviewed by Council's Health Officer who has raised no objection to the proposal subject to the recommended conditions of consent.

Should the DA be approved, a condition could be included in a development consent requiring the adjoining properties to be notified prior to an event.

4. *Acoustic report – Submitter stated that no noise testing has been carried out to determine the noise impact. Monitoring at the residential receivers for the loudest event day to prove an agreed maximum noise level is not exceeded should be carried out. Also the submitter stated that the statement in the acoustic report incorrectly identifies the location as being central to the property as follows:*

*"The AMCROSS track will be established centrally on the western portion of the overall Site on Lot 2 in DP 775837 and Lot 71 in DP 750013." The proposed AMCROSS track is sited directly adjacent to the west of adjoining property and is not situated centrally on the western portion of the overall site.*

Assessing officer's comments: Environmental Noise Assessment (Acoustic Report) prepared by Harwood Acoustics dated 30 August 2022 (Ref: 2206004E-R) was submitted with the application. The report concluded that the noise modelling, calculations and predictions show that the level of noise emission from the operation of the AMCROSS event will meet the NSW Environment Protection Authority's (EPA's) standard noise design goals. Committee members will be responsible for the monitoring of noise levels and ensuring that the mitigation measures outlined in the Acoustic report. The acoustic report was reviewed by Council's Health Officer who has raised no objection to the proposal subject to the recommended conditions of consent.

5. *Applicant failed to address fire management concerns. Fire management is insufficient to protect adjoining property. With an average wind speed in November of approximately 10km/h, and an uphill slope doubling fire spread with every 10 degrees increase in incline, a fire will travel rapidly through the grassland on the property if not contained prior to reaching the boundary. The AMCROSS event is proposed to be held in November, during bushfire season. A fire management plan recognizing the impact of high risk fire days and total fire ban days must also align with the terms and conditions in the responsible legal entity's public liability insurance to offer adequate protection to adjoining properties. The Application does not state if this is the case.*

Assessing officer's comments: The Amcross event will be held between April and October. In accordance with the submitted Event Management Plan, the event will be cancelled or postponed temporarily during bushfire event. The provision of fire protection equipment including fire extinguishers be strategically located throughout the venue for initial attack of the fire and designated volunteers are trained and inducted in the use of the equipment. Water carts will also be available to contribute to fire suppression if required. Mitigation measures will be undertaken such as:

- The event organiser will contact and report any fire with local RFS.
- Loudspeaker advising participants and spectators of the marshalling point for evacuation.

- Controlled access and egress routes for emergency services and patrons in the event that evacuation is required is provided and managed by on-site officials and club representatives.
- A pre-event briefing will be undertaken with all volunteers and given an induction prior to the commencement of the event. All volunteers will be inducted in their respective roles.

Any approval will be conditioned to ensure the applicant prepare a Bushfire Emergency Evacuation Management Plan including crowd management and security in accordance with the RFS Guidelines prior to functions commencing. Such a plan would be required to address issues such as; contacts in the event of an emergency, evacuation points/ suitable assembly area capable of accommodating all participants and staff, appropriate maps of routes of travel within the site and emergency evacuation routes and procedures for guests and staff, evacuation timeframe and location of emergency water sources. A site-specific emergency management plan also required to be prepared for each event and include event specific information such as forecasted fire danger of the day, number of occupants on the site including protocols for accounting for occupants on the site during the events and staff emergency role.

6. *Biodiversity impact - The land between the eastern edge of the proposed racetrack and my boundary is tree lined and meets a gully that is quite deep in places with high vegetation loads. This gully is a wildlife corridor with a colony of wombats, echidnas and a number of different native bird and plant species.*

Assessing officer's comments: Part of the subject site is mapped as being located within terrestrial biodiversity land. The proposed development is located outside the mapped area with no significant vegetation. No native tree clearing is proposed as part of this application other than minimal ground disturbance to the grass area to prepare the track (mowing). The submitted Biodiversity Inspection Report prepared by Red-Gum Environmental Consulting dated 12/7/2022 stated that the proposal is unlikely to have an adverse effect on the foraging ability or the life cycle of threatened species that may be opportunistically using the site or surrounding areas and it is highly unlikely to displace any rare or threatened species. The report also stated that the road is a formed track with little to no work required to make it passable for the anticipated short-term increase in traffic, therefore no native vegetation losses are anticipated in that zone. The car park area is dominated by exotic grasses, with many species commonly regarded as 'highly invasive' in more natural woodland settings. The report concluded that proposed development will not have a significant effect on any threatened species and ecological communities and/or their conservation. The Report recommended the following measures to be undertaken during track clearing/preparation which will form part of conditions of consent (if granted):

- a. The track alignment and exclusion zones clearly identified prior to site establishment;
- b. Vehicle movements around the site will be restricted to the defined footprint and away from any existing native trees and flagging exclusion fencing to be installed.
- c. Soil disturbance by vehicle and pedestrian access is to be kept to a minimum outside the proposal footprint.
- d. Any weeds removed (particularly those bearing seeds) are to be disposed of appropriately at the nearest waste management facility.

7. *Remediation plan of the land after event.*

Assessing officer's comments: Condition will be imposed (if granted) to ensure the disturbed area is suitably rehabilitated within 30 days of the event. In accordance with the submitted supporting document, the site will be levelled out straight after the event each day. Following the conclusions of the event the disturbed land will be levelled using a levelling bar. If conditions are right for seeding, the area will be reseeded using a direct seed drill.

8. *The submitter raised concern regarding traffic impact and management in the locality including emergency vehicle access may be impacted by the event.*

Assessing officer's comments: The proposed development's impact in relation to access, transport and traffic is considered to be acceptable. The proposed access for the event will be through Currawang Road. The Currawang Road is a sealed road with a low volume of traffic. Car parking is provided on the site within the cleared area approximately 1.5km from the existing Currawang Road.



The submitted traffic event management report prepared by Positive Traffic dated 11 August 2022 stated that the traffic generated by this annual event would not have a significant impact on existing traffic conditions within Currawang Road. Given the event's proximity and parking area from the access road, the impact on Currawang Road is minimal except for the additional traffic during the morning and afternoon during the events which would only be temporary for 2 days per year for a five-year period. It is considered that the existing road network can cater for this increase in vehicle movements.

Council Development Engineer has reviewed the proposal and traffic event management report and has raised no objection to the proposal in relation to the traffic impacts (subject to recommended conditions of consent) due to its temporary nature and any additional traffic placed upon the road network would not be continuous or permanent.

9. *Consideration of the impact on adjoining properties has not been made when choosing the site for the event. Given that the property is large, it is reasonable to expect that the location of the event does not need to be on an adjoining property boundary.*

Assessing officer's comments: The location was selected by the property owner as it was the only paddock currently within the property holding that has very little rock as to not endanger the participants. The location was also selected to avoid the part of the subject site mapped as being terrestrial biodiversity land and riparian corridor.

10. *The responsible legal entity is not clearly identified. The public liability insurance details have been redacted, there is no clear statement in the Application to assess whether the responsible entity's insurance provides for insurance or compensation over our adjoining property in the event of a fire, or for any other damage or impact caused as a result of the proposed event.*

Assessing officer's comments: A copy of the Public and Products Liability Insurance Certificate containing the legal entity has been submitted to Council. It is unsure if the public liability insurance would provide for insurance or compensation over adjoining properties.

11. *A simple protocol should be established in the event of a temperature inversion. Given this would most likely occur in daytime during foggy conditions, then it is reasonable for safety reasons to enact a delay or cessation of activity during a temperature inversion event.*

Assessing officer's comments: The event organiser will be responsible to monitor the temperature, track condition and the safety of participants, staff and spectators.

12. *The submitter argued that this proposal has a similar impact as per the development application for shooting range that was refused by Council and Land Environment Court recently - Burns v Queanbeyan-Palerang Regional Council [2021] NSWLEC 1544 <https://www.caselaw.nsw.gov.au/decision/17bf21980fca2e8d62964b11>*

Assessing officer's comments: Any development application submitted to Council must be assessed on its own merit having regard to the particulars of each application. The previous development application for shooting range has been considered. The subject application has been assessed in accordance with the relevant Section 4.15 of the Environmental Planning and Assessment Act. The development generally satisfies the requirements and achieves the objectives of the planning instruments. The proposed development is considered suitable for the site, is compatible with the neighbourhood and can be conditioned to mitigate any potential impacts.

13. *An explanation as to why the event is considered to be so small relative to the pre-pandemic levels of event attendance for the Goulburn AMCROSS. The Goulburn Post reported in 2018 that the Goulburn Amcross had "over 500 competitors attending, most of these have two to three people with them, as well as locals heading out to watch". This puts attendance numbers well over 1000 people per day. The Applicant has not identified why attendee numbers over the proposed five year period are expected to be significantly lower than pre-Covid levels given that pandemic restrictions no longer exist.*

Assessing officer's comments: Attendance to each day at the event is expected to be 150 riders with a maximum of 40 riders for any one race held at the venue with up to 100 spectators. In accordance with the supporting document, a maximum total of 250 persons (participant and spectators) are anticipated. Numbers may be reduced dependant on participant registrations.

14. *The applicant has failed to identify if a PA or loudspeaker system will be used during the event or if events will start with starter guns, horns or by some other method.*

Assessing officer's comments: As per submitted supporting document, PA will be utilised during the events. The speakers will be pointed away from the sensitive receivers to minimise potential noise impacts. The PA system will not be utilised prior to 8am and only used for a short period to inform riders that scrutineering has commenced. It will then be used again at 8.30am to provide a rider briefing and then sporadically until 4.00pm to call for marshal changes. No music will be played during the day.

15. *The Applicant has also failed to identify the total number of set up and take down days.*

Assessing officer's comments: The temporary shelters (quick shades) and other facilities are proposed to be erected on Friday afternoon (a day before the event) and be taken down by the end of the event day on the Sunday. The club will set out the track and install start gates a week before the scheduled events.

#### **4.15(1)(e) the public interest**

The public interest is served through the detailed assessment of this development application under the relevant local planning controls and legislation and consideration of any submissions received relating to it by Council. The proposed development is not considered to be contrary to the public interest.

### **SECTION 64 CONTRIBUTIONS**

Section 64 of the Local Government Act 1993 allows contributions to be levied towards the provision of water, sewerage and stormwater infrastructure.

Section 64 Contributions are not applicable to the proposed development.

### **SECTION 7.11 CONTRIBUTIONS**

Section 7.11 of the *Environmental Planning & Assessment Act 1979* permits councils to require as a condition of development consent, the reasonable dedication of land or the payment of monies, or both, for development that is likely to require the provision of, or increase the demand for public amenities and public services within the area.

Section 7.11 Contributions are not applicable to the proposed development.

### **CONCLUSION**

The application has been assessed having regard to Section 4.15 of the Environmental Planning and Assessment Act 1979, and is considered to be satisfactory for approval, subject to the recommended conditions of consent.



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# QUEANBEYAN-PALERANG REGIONAL COUNCIL

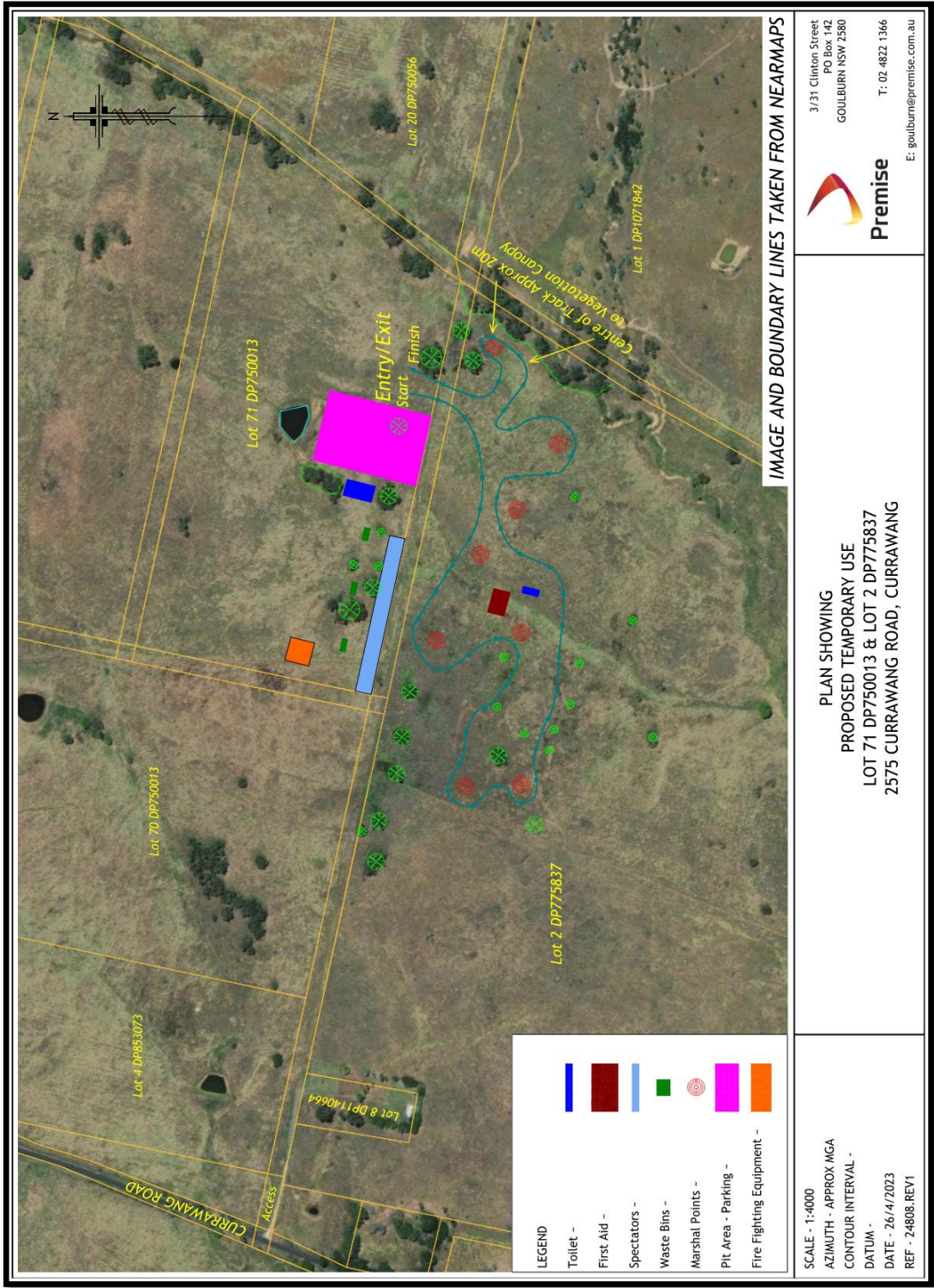
## Council Meeting Attachment

14 JUNE 2023

ITEM 9.2                      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
   NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
   MOTORBIKE EVENT)

ATTACHMENT 2    SITE PLAN - DA.2022.1503 - 2461 CURRAWANG RD

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



# QUEANBEYAN-PALERANG REGIONAL COUNCIL

## Council Meeting Attachment

14 JUNE 2023

ITEM 9.2            DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
                         NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
                         MOTORBIKE EVENT)

ATTACHMENT 3    EVENT MANAGEMENT PLAN - DA.2022.1503 - 2461  
                         CURRAWANG RD



# EVENT MANAGEMENT PLAN

Event Name: Goulburn Motor Cycle Club – Amcross Event

Event Date: (April – October) 2023 - 2027

Contact: GMCC Vice President - Andrew Rowlands

Contact Number: 0409 736 000

### EVENT DETAILS

<b>Event</b>	Goulburn Motor Cycle Club – Amcross Event A two-day moto cycling event – day one is junior riders and parents, day two is for riders above 16 years of age. The course is a natural terrain motocross
<b>Event Type</b>	Outdoor
<b>Event Address</b>	2575 Currawang Road, Currawang
<b>Event Details</b>	Registered Amcross Motorcycle Event – Approved Sport and Recreation Event
<b>Date / Time</b>	(April – October) 2023 - 2027 – 9.00am to 4.00pm
<b>Estimated Attendance</b>	150 riders – 100 spectators
<b>Estimated No Volunteers</b>	10-12

### EVENT MANAGEMENT DETAILS

<b>Event Coordinator</b>	Goulburn Motor Cycle Club
<b>Organisation</b>	Goulburn Motor Cycle Club – Affiliated with Motorcycling NSW
<b>Address</b>	137 Speedway Road, GOULBURN NSW 2580
<b>Phone</b>	0437 562 538
<b>Email</b>	goulburnmcc@gmail.com

### INSURANCE

<b>Company Name</b>	MA Insurance – Underwriter Lloyds of London
<b>Address</b>	Brokers – McDougall Kelly and Martinis Suite 5 400 High Street KEW VIC 3101
<b>Policy No and Expiry Date</b>	MAIL/PL/2021
<b>Public Liability Value</b>	\$27 Million

## HAZARD IDENTIFICATION AND RISK ASSESSMENT

### EVENT MANAGEMENT PLAN TEMPLATE

When thinking about hazards and risks, consider the impacts these could have on the following categories:

- Operational - impact on services
- Human - people including staff and participants
- Financial and property - impact on budget, property damage
- Legal/Regulatory - breach of regulations and legal requirements
- Environmental - impact on the environment
- Stakeholder - negative publicity, public reactions

CONSEQUENCE	
Consequence	Description
Minimal Impact	<ul style="list-style-type: none"> <li>• No or minor degradation of services, scheduled interruptions or unscheduled interruptions for less than 2 hours</li> <li>• No injury to persons or minor injuries requiring first aid treatment.</li> <li>• No or minimal adverse public/staff reaction and/or no negative publicity</li> <li>• Low financial loss &lt;2% to 8% of budget for the area/project and/or minimal damage to property</li> <li>• No or minimal environmental impact</li> <li>• No or minimal regulatory breach</li> </ul>
Low Impact	<ul style="list-style-type: none"> <li>• Minor degradation of services and operations</li> <li>• Minor injuries. Medical attention and several days off work</li> <li>• Minor adverse public/staff reaction and/or minor negative publicity</li> <li>• Minor financial loss from 8% to 15% of budget for the area/project and/or minimal damage to property</li> <li>• Minimal environmental impact handled internally</li> <li>• Minor regulatory breach</li> </ul>
Moderate Impact	<ul style="list-style-type: none"> <li>• Significant degradation of services and operations</li> <li>• Extensive injuries requiring major medical treatment and/or long term illness.</li> <li>• Significant adverse public/staff reaction and/or significant negative publicity</li> <li>• Major financial loss from 15% to 20% of budget for the area/project and/or extensive repairs to property required</li> <li>• Significant contained environmental impact EPA intervention</li> <li>• Significant regulatory breach/s including court proceedings</li> <li>• Widespread total degradation of operations and services</li> </ul>
High Impact	<ul style="list-style-type: none"> <li>• Loss of life, permanent disability or ill health.</li> <li>• Extreme adverse public/staff reaction and/or major widespread negative publicity</li> <li>• Significant/material financial loss greater than 20% of budget for the area/project and/or total destruction of property</li> <li>• Significant widespread environmental impact, EPA intervention including significant fines</li> <li>• Significant regulatory breach/s including court proceedings</li> </ul>

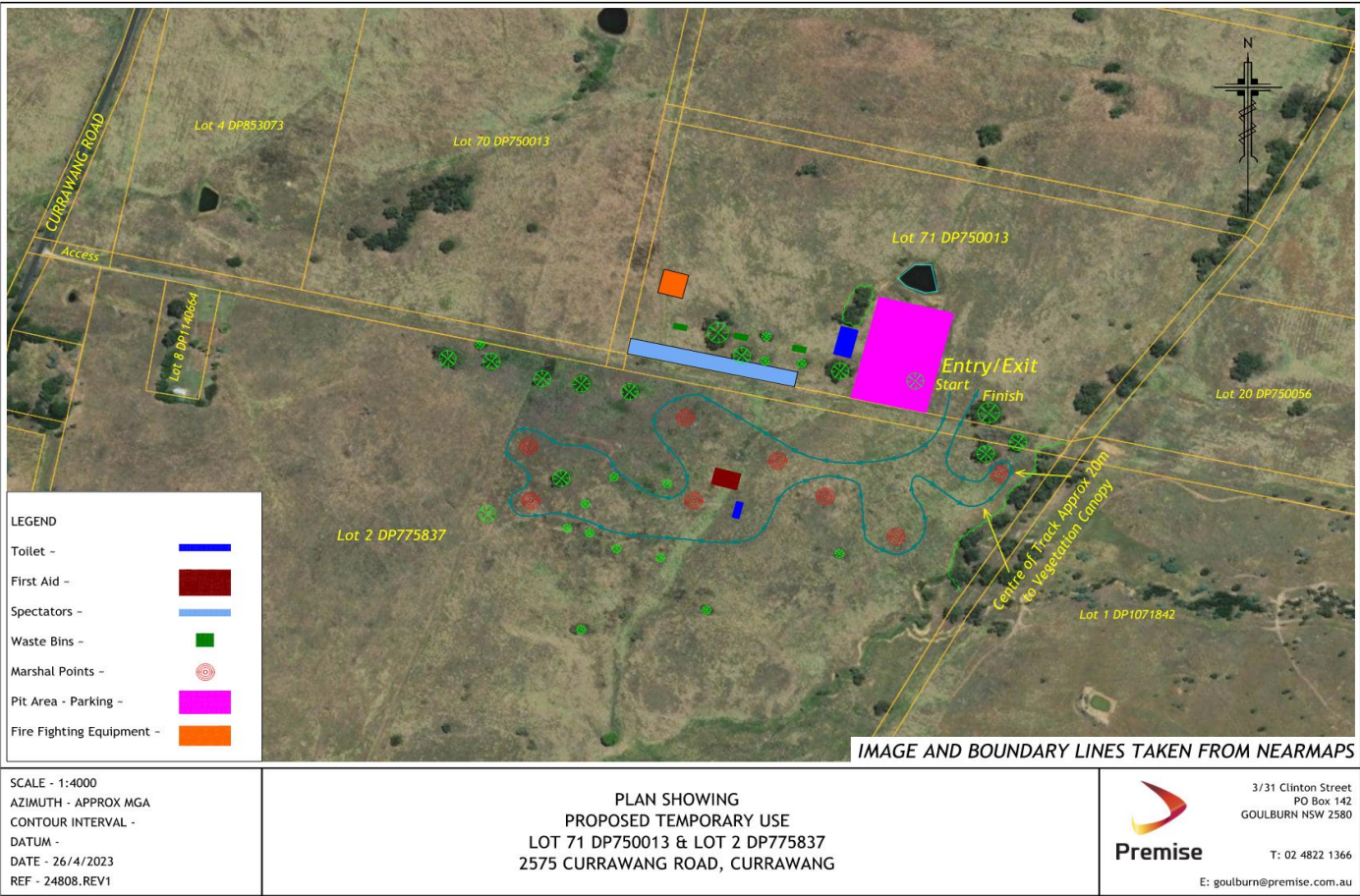
LIKELIHOOD		
Likelihood	Description	Quantification
Very Unlikely	May only occur in exceptional circumstances. No past event history. Could happen, but probably never will.	Once every 50 years or more.
Unlikely	The event could occur in some circumstances. No past event history. Could happen, but rarely.	Once every 25 years.
Likely	The event should occur sometimes. Some past warning signs or previous event history. Could happen at some time.	Once every 5-10 years.
Very Likely	The event will probably occur in most circumstances. Some recurring past event history. Could happen at any time.	Once a month or more frequently.

<b>Consequence</b>	High Impact	1	1	2	3
	Moderate Impact	1	2	3	4
	Low Impact	2	3	4	5
	Minimal Impact	3	4	5	6
		Very Likely	Likely	Unlikely	Very Unlikely
		<b>Likelihood</b>			

Key	
<b>STOP</b>	Task cannot commence until risk is eliminated, or reduced using control and treatment plan.
<b>CHECK</b>	Assess suitability of control measures and implement improved measures if possible. If measures cannot be improved, be alert and proceed with caution!
<b>GO</b>	Considered an insignificant risk. Task may commence using normal procedures.

Hazard Description	Likelihood	Consequences	Risk Rating	Controls that will be evident to reduce risk as far as practicable	Likelihood	Consequence	Risk Rating	Who is Responsible	Initial and Date
Injury	Likely	Moderate	2	Protective gear, first aid	Likely	Low impact	3	Course Clerk	
Fire	Unlikely	High	2	Water truck, fire extinguishers, time of year	Very unlikely	Moderate	4	Course Clerk	
Wet Weather	Likely	Low	3	Safe track layout, change course	Likely	Low	3	Course Clerk	
Storm	Unlikely	Moderate	3	Postpone racing	Unlikely	Low	4	Course Clerk	
Hot Weather	Likely	Low	3	Provide water, participants shelter	Likely	Low	3	Participants	
Dust / Visibility	Likely	Moderate	3	Water trucks will be used during the day to minimise dust	Likely	Low	2	Course Clerk	

SITE PLAN





## CONTINGENCY CONTROLS

### Weather Event

- Cancel event or postpone event temporarily.

### Bushfire

- Contact and report fire with local RFS
- Loudspeaker advising participants and spectators of the marshalling point for evacuation
- Appropriate committee members to action the onsite bush fire equipment
- Cancel event

### Accident requiring emergency services

- Contact emergency services
- Initiate First Aid
- Cancel event

## TRAFFIC, PARKING AND PEDESTRIAN MANAGEMENT

A Traffic Event Management Plan has been prepared by Positive Traffic Engineering. The following traffic management recommendations were proposed:

- All vehicles / equipment for racing would be directed to the area north of the proposed course with controlled entry / exit to the race course managed by on-site officials and club representatives.
- All entries would be provided with an information package providing key details of the event. The information package would include a map of the available routes of travel to and from the site.
- Advisory signage to be placed on Currawang Road in both directions of traffic including a 1km notification sign of site entry, 500m notification sign of site entry and additional signage at the site entry with direction arrows advising motorists how to access the site.

**ADJOINING PROPERTIES AND AFFECTED PARTIES**

Notification of adjoining and adjacent property owners will be provided with details of the event and contact details if any concerns arise by door knocking and face to face interaction. This will be undertaken approximately 30 days prior to the scheduled event.

**OTHER HAZARDS**

Areas nominated for parking will be roped off to avoid pedestrian and vehicle movement near hazards.

**INCIDENT MANAGEMENT**

- A pre-event briefing will be undertaken with all volunteers and given an induction prior to the commencement of the event.
- An emergency response plan has been developed and all volunteers have been inducted in their respective roles.
- Appropriate portable bushfire protection equipment has been strategically placed onsite and designated volunteers are trained and inducted in the use of the equipment.
- In the event of any incident that results in an injury or property damage needs to be recorded by the designated officer.
- Officials are trained / experienced personal who are licenced by Motorcycling NSW.

Position	Name	Contact
First Aid Officer	TBA	TBA
Event Coordinator	Clerk of the Course	TBA
Police	Collector Local Area Command	4824 9240
Ambulance	Amcross use a qualified team of paramedics for all rounds.	000
Rural Fire Service	Collector RFS	000
Authorised Emergency Spokesperson	Clerk of Course	TBA
Community Liaison Officer	TBA	TBA

## **FIREFIGHTING EQUIPMENT**

The provision of fire protection equipment be strategically located throughout the venue for initial attack of the fire by the safety officers. Water carts will also be available to contribute to fire suppression if required.

## **SANITARY FACILITIES**

A total of 10 portaloos will be provided to service participants and spectators.

## **WATER**

Bottled water will be made available for participants and spectators on demand.

## **SHELTER**

Shelters will be provided by participants for personal use (quick shades).

## **WASTE MANAGEMENT**

The provision of waste bins will be strategically located at the Marshall tent and designated spectator area. A designated committee member will be responsible for monitoring of the bins during the event and removal of the bins at the completion of the event and disposal at a licensed waste management facility.

## **OPERATIONAL NOISE MANAGEMENT PLAN**

- There should be no events (practice, warm up, etc) held outside day time hours (7am to 6pm on the Saturday and 8am to 6pm on the Sunday).
- All motorcycles should be factory standard vehicles without noise enhancing modifications.
- The operators of the facility should appoint a community liaison officer to engage with the residents in the vicinity of the site:
  - An overview of the event should be provided to residents prior to commencement.
  - The information should contain the time and duration of the event, the nature of the event, when the noise will stop each day and a contact number for queries prior and on the days of the event.

- This may be done via direct contact and / or letter box drop.
- The owners should keep an accurate record of complaints if they occur on the day, including nature of the complaint and what action was taken in response to the complaint.
- If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.

Committee members will be responsible for the monitoring of noise levels and ensuring that the mitigation measures outlined in the Acoustic report are implemented and maintained during the event.

### **DUST MANAGEMENT**

Water carts will be on standby at the site to monitor and carry out dust suppression when required.

### **SIGNAGE**

Proposed signage to allow for easy identification of the following will be provided:

- Entrances, Exits and Parking
- Toilets
- Water
- First Aid

### **MONITORING**

Designated GMCC committee members will be designated to monitor behaviour within the event and compliance to event requirements.

# **QUEANBEYAN-PALERANG REGIONAL COUNCIL**

## **Council Meeting Attachment**

**14 JUNE 2023**

ITEM 9.2      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
MOTORBIKE EVENT)

ATTACHMENT 4      STATEMENT OF ENVIRONMENTAL EFFECTS - DA.2022.1503 -  
2461 CURRAWANG RD



**Premise**

GOULBURN MOTOR CYCLE CLUB

## **Statement of Environmental Effects**

IN SUPPORT OF A DEVELOPMENT APPLICATION

Report No: 24808/SEE

Rev: 001B

26 April 2023



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



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DOCUMENT AUTHORISATION					
Revision	Revision Date	Report Details			
FINAL	30/08/22	Lodgement to QPRC			
REVISION: 001B	26/04/23	QPRC request for additional information			
Prepared By		Reviewed By		Authorised By	
Tina Dodson				Tina Dodson	

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## CONTENTS

<b>1. INTRODUCTION .....</b>	<b>4</b>
<b>2. THE SITE &amp; ITS LOCALITY .....</b>	<b>4</b>
2.1 THE SITE .....	4
2.2 THE LOCALITY .....	4
<b>3. THE DEVELOPMENT .....</b>	<b>7</b>
3.1 DEVELOPMENT DESCRIPTION .....	7
<b>4. STATUTORY PLANNING FRAMEWORK .....</b>	<b>7</b>
4.1 OBJECT OF THE EP&A ACT .....	7
4.2 SECTION 1.7 .....	8
4.3 SUBORDINATE LEGISLATION .....	8
4.4 INTEGRATED DEVELOPMENT .....	9
4.5 PLANNING INSTRUMENTS .....	9
<b>5. IMPACTS, SITE SUITABILITY &amp; THE PUBLIC INTEREST .....</b>	<b>17</b>
5.1 4.15(1)(A)(I) THE PROVISION OF ANY ENVIRONMENTAL PLANNING INSTRUMENT .....	17
5.2 4.15(1)(A)(II) THE PROVISIONS OF ANY PROPOSED INSTRUMENT THAT IS OR HAS BEEN THE SUBJECT OF PUBLIC CONSULTATION UNDER THE ACT .....	17
5.3 4.15(1)(A)(III) THE PROVISIONS OF ANY DEVELOPMENT CONTROL PLAN .....	17
5.4 4.15(1)(A)(IIIA) THE PROVISIONS OF ANY PLANNING AGREEMENT OR DRAFT PLANNING AGREEMENT UNDER SECTION 7.4 .....	17
5.5 4.15(A)(IV) THE PROVISIONS OF THE REGULATIONS .....	17
5.6 4.15(1)(B) THE LIKELY IMPACTS OF THE DEVELOPMENT .....	17
5.7 4.15(1)(C) THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT .....	19
5.8 4.15(1)(D) ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE ACT OR THE REGULATIONS .....	19
5.9 4.15(1)(E) THE PUBLIC INTEREST .....	19
<b>6. CONCLUSION .....</b>	<b>20</b>

## APPENDICES

APPENDIX A PROJECT DRAWINGS  
APPENDIX B DCP COMPLIANCE TABLE  
APPENDIX C AHIMS SEARCH  
APPENDIX D DCR MEETING MINUTES  
APPENDIX E PUBLIC LIABILITY INSURANCE

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## 1. INTRODUCTION

Premise has been commissioned by Goulburn Motor Cycle Club to prepare a Statement of Environmental Effects (SEE) to accompany a Development Application (DA) for the use of the land as a recreation facility (outdoor) for an annual two-day Amcross Event on Lot 2 DP 775837 and Lot 71 DP 750013 – 2575 Currawang Road, Currawang (between April and October) over a five-year period.

This SEE has been prepared pursuant to the Environmental Planning and Assessment Regulation 2021 and is provided in the following format.

**Section 2** of this report provides a description of the subject site and its locality.

**Section 3** outlines the proposed development.

**Section 4** details the planning framework applicable to the subject site and proposed development.

**Section 5** identifies the impacts of the proposed development.

**Section 6** provides a conclusion to the SEE.

## 2. THE SITE & ITS LOCALITY

### 2.1 The Site

The site is located approximately 25kms south-west of Goulburn along the Currawang Road. The site is vacant agricultural land.

The subject site is depicted in

Figure 1.

### 2.2 The Locality

The site is surrounded by area of mixed rural and rural residential development with access to existing sealed road (Currawang Road). Viewing from the aerial photograph the surrounding land contains cleared and rural residential lots with sporadic dwelling houses.

The subject site is depicted in Figure 2.

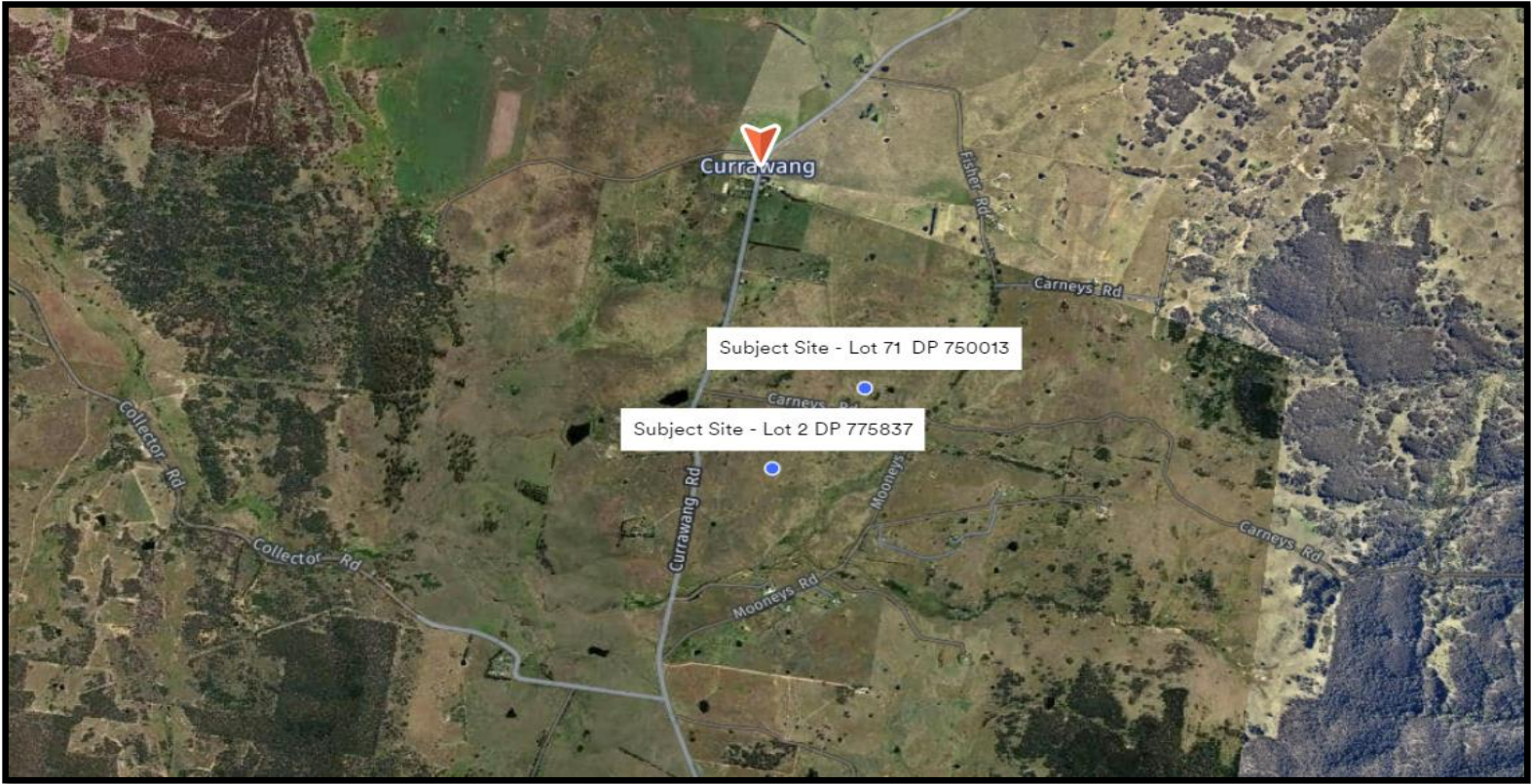
GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



Figure 1 – The Subject Site  
Map Source: Nearmap



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STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



**Figure 2 – The Site Locality**  
Map Source: Nearmap

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



### 3. THE DEVELOPMENT

#### 3.1 Development Description

The development proposal involves:

1. Use of Land as a recreational facility (outdoor) for an annual two-day Amcross Event on Lot 2 DP 775837 and Lot 71 DP 750013 – 2575 Currawang Road, Currawang (between April and October) over a five-year period.

Goulburn Motor Cycle Club is affiliated with Motorcycling NSW and the Amcross Event is authorised by NSW Sport and Recreation. The course is a natural terrain motocross event. The two-day motorcycling event caters for both junior and senior, with the junior's racing Saturday, with the inclusion of a parent's class and on the Sunday, there are a range of classes to suit every rider including under 19's to the over 55's.

Attendance to each day at the event is expected to be 150 riders with a maximum of 40 riders for any one race held at the venue, with up to 100 spectators.

Arrivals each day are expected to occur between the hours of 7.00am – 8.30am with on-site registrations for racing closing at 8.00am each day.

Practice starts at 9.00am with racing each day commencing at 10.00am and concluding at 4.00pm.

2. The carrying out of works as required by Council on the issue of development consent.

### 4. STATUTORY PLANNING FRAMEWORK

#### 4.1 Object of the EP&A Act

In New South Wales (NSW), the relevant planning legislation is the *Environmental Planning and Assessment Act 1979* (EP&A Act). The EP&A Act instituted a system of environmental planning and assessment in NSW and is administered by the Department of Planning, Industry & Environment (DPIE). In 2017, the Act was amended to provide a range of updated objects. The objects of the EP&A Act are:

- (a) To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,
- (b) To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,
- (c) To promote the orderly and economic use and development of land,
- (d) To promote the delivery and maintenance of affordable housing,
- (e) To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,
- (f) To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



- (g) To promote good design and amenity of the built environment,
- (h) To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,
- (i) To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
- (j) To provide increased opportunity for community participation in environmental planning and assessment.

The proposed development is conducive to the above objects.

## 4.2 Section 1.7

Section 1.7 of the EP&A Act requires consideration of Part 7 of the *Biodiversity Conservation Act 2016* (BC Act). Part 7 of the BC Act relates to an obligation to determine whether a proposal is likely to significantly affect threatened species. A development is considered to result in a significant impact in the following assessed circumstances.

Table 1 – Section 1.7

Test	Assessment
1. it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or	No
2. the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or	No
3. it is carried out in a declared area of outstanding biodiversity value.	No

Source: Environmental Planning and Assessment Act 1979

## 4.3 Subordinate Legislation

The EP&A Act facilitates the preparation of subordinate legislation, consisting of:

- Environmental Planning Instruments (EPIs) (including State Environmental Planning Policies (SEPP), Local Environmental Plans (LEP), and deemed EPIs; and
- Development Control Plans (DCP).

In relation to the proposed development, the relevant subordinate legislation includes:

- Palerang Local Environmental Plan 2014
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Exempt and Complying Codes) 2008
- Palerang Development Control Plan 2015

The requirements of these are discussed in **section 4.5** of this Statement.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## 4.4 Integrated Development

Section 4.46 of the EP&A Act states that development requiring consent and another activity approval is defined as Integrated Development. The proposed development is not classified as Integrated Development.

## 4.5 Planning Instruments

### 4.5.1 LOCAL ENVIRONMENTAL PLAN

#### 4.5.1.1 Introduction

The *Palerang Local Environmental Plan 2014 (LEP)* is the applicable local planning instrument applying to the land. The aims of the LEP are:

- (1) This Plan aims to make local environmental planning provisions for land in that part of Queanbeyan-Palerang Regional local government area to which this Plan applies (in this Plan referred to as **Palerang**) in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act.
- (2) The particular aims of this Plan are as follows—
  - (aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,
  - (a) to protect and improve the economic, environmental, social and cultural resources and prospects of the Palerang community,
  - (b) to encourage development that supports the long-term economic sustainability of the local community, by ensuring that development does not unreasonably increase the demand for public services or public facilities,
  - (c) to retain, protect and encourage sustainable primary industry and commerce,
  - (d) to ensure the orderly, innovative and appropriate use of resources in Palerang through the effective application of the principles of ecologically sustainable development,
  - (e) to retain and protect wetlands, watercourses and water quality and enhance biodiversity and habitat corridors by encouraging the linking of fragmented core habitat areas within Palerang,
  - (f) to identify, protect and provide areas used for community health and recreational activities,
  - (g) to ensure that innovative environmental design is encouraged in residential development.

The proposed development is not antipathetic to the aims of the plan.

#### 4.5.1.2 Mapping

A review mapping via the NSW Planning Portal identifies the following applicable mapped constraints:

Table 2 – NSW Planning Portal – Property Report

Constraint	Applicability	Section addressed
Land Zoning Map	Applicable	4.5.1.3
Lot Size Map	Not Applicable	
Floor Space Ratio Map	Not Applicable	

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION

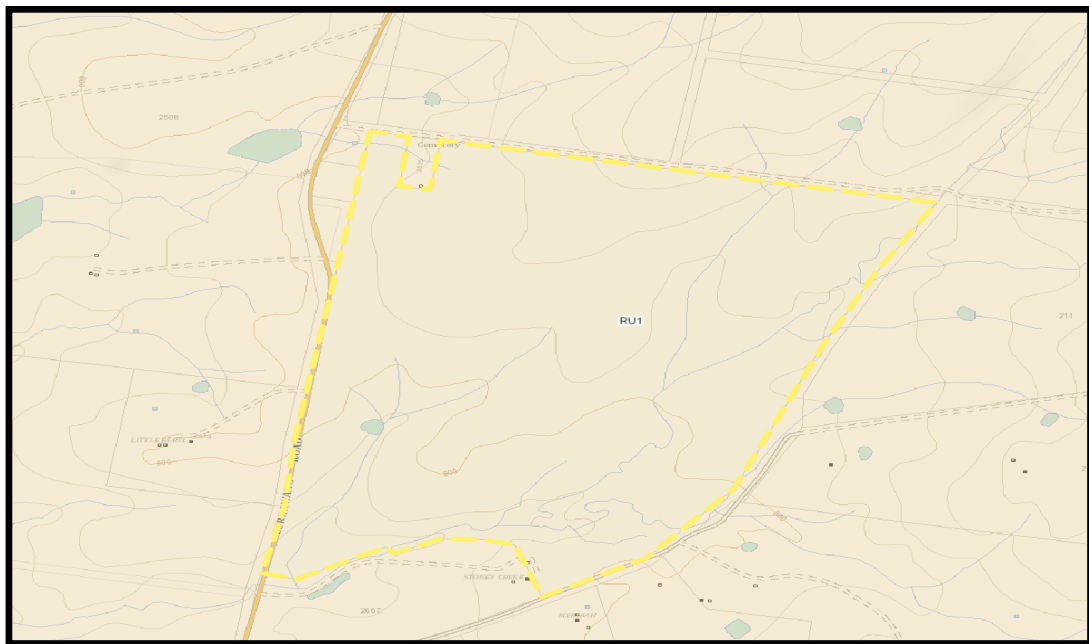


Constraint	Applicability	Section addressed
Height of Buildings Map	Not Applicable	
Land Reservation Acquisition Map	Not Applicable	
Heritage Map	Not Applicable	
Land Reservation Acquisition Map	Not Applicable	
Foreshore Building Line	Not Applicable	
Drinking Water Catchment	Not Applicable	
Terrestrial Biodiversity	Applicable	4.5.1.4
Local Provisions	Not Applicable	

The above matters, together with other relevant LEP clauses, are discussed in the following sections.

#### 4.5.1.3 Land Use Zoning

The site is within the Queanbeyan-Palerang Regional Council Local Government Area ('LGA') and the Palerang Local Environmental Plan 2014. The site is within the RU1 Primary Production zone under the Palerang Local Environmental Plan 2014. The proposed development (recreation facility (outdoor)) is permissible development under the zone subject to compliance with various clauses detailed in this Statement.



Source: NSW Planning Portal

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## 1 Objectives of zone

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To minimise the impact of any development on the natural environment.
- To ensure that development does not unreasonably increase the demand for public services or facilities.

## 2 Permitted without consent

Extensive agriculture; Home businesses; Home occupations

## 3 Permitted with consent

Airstrips; Animal boarding or training establishments; Aquaculture; Backpackers' accommodation; Bed and breakfast accommodation; Biosolids treatment facilities; Building identification signs; Business identification signs; Caravan parks; Cellar door premises; Cemeteries; Community facilities; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Environmental facilities; Environmental protection works; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Function centres; Garden centres; Helipads; Home-based child care; Home industries; Hotel or motel accommodation; Industrial training facilities; Information and education facilities; Intensive livestock agriculture; Intensive plant agriculture; Neighbourhood shops, Open cut mining; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (outdoor); Restaurants or cafes; Roads; Roadside stalls; Rural industries; Rural workers' dwellings; Secondary dwellings; Service stations; Sewage treatment plants; Truck depots; Veterinary hospitals; Water recycling facilities; Water supply systems

## 4 Prohibited

Any development not specified in item 2 or 3

The proposed development (recreation facility (outdoor)) is permissible with consent.

The proposal falls within the RU1 Primary Production Zone with objectives each of which is detailed and considered below:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.

**Response:** The development will have a minimal impact on primary industry production and provides for the protection of natural resources.

- To encourage diversity in primary industry enterprises and systems appropriate for the area.

**Response:** The development provides for diversity in primary industry enterprises.

- To minimise the fragmentation and alienation of resource lands.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



**Response:** The development minimises the fragmentation of resource lands and is compatible with personal land uses in the area and will not affect extensive agriculture.

- To minimise conflict between land uses within this zone and land uses within adjoining zones.

**Response:** The development is of a temporary nature and mitigation measures are to be implemented to reduce any potential land use conflict with adjoining zones.

- To minimise the impact of any development on the natural environment

**Response:** The development has been designed to mitigate any potential impact on the natural environment.

- To ensure that development does not unreasonably increase the demand for public services or facilities.

**Response:** The development will not unreasonably increase the demand for public services or facilities due to its temporary nature.

#### 4.5.1.4 Biodiversity

The site is identified on the Biodiversity on the Terrestrial Biodiversity Map under *Palerang Local Environmental Plan 2014*.

- (1) The objective of this clause is to maintain terrestrial and aquatic biodiversity including—
  - (a) protecting native fauna and flora, and
  - (b) protecting the ecological processes necessary for their continued existence, and
  - (c) encouraging the recovery of native fauna and flora, and their habitats.
- (2) This clause applies to land identified as “Biodiversity” on the Terrestrial Biodiversity Map.
- (3) In deciding whether to grant development consent for development on land to which this clause applies, the consent authority must consider—
  - (a) whether the development is likely to have—
    - (i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and
    - (ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and
    - (iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and
    - (iv) any adverse impact on the habitat elements providing connectivity on the land, and
  - (b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.
- (4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



- (a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or
- (b) if that impact cannot be reasonably avoided by adopting feasible alternatives—the development is designed, sited and will be managed to minimise that impact, or
- (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

**Response:** A Biodiversity Assessment has been prepared by Red-Gum Environmental Consulting and is separately attached.

The recommendations from the Red-Gum Environmental Consulting are as follows:

- The track alignment and exclusion zones clearly identified prior to site establishment.
- Vehicle movement around the site will be restricted to the defined footprint and away from any existing native trees and flagging exclusion fencing is installed.
- Soil disturbance by vehicle and pedestrian access is to be kept to a minimum outside the proposal footprint; and
- Any weeds removed (particularly those bearing seeds) are to be disposed of appropriately at the nearest waste management facility.

#### 4.5.1.5 Riparian land and watercourses

The site is identified on the Riparian Lands and Watercourses Map under *Palerang Local Environmental Plan 2014*.

- 1) The objective of this clause is to protect and maintain the following—
  - (a) water quality within watercourses,
  - (b) the stability of the bed and banks of watercourses,
  - (c) aquatic and riparian habitats,
  - (d) ecological processes within watercourses and riparian areas.
- (2) This clause applies to all of the following—
  - (a) land identified as “Riparian land” on the Riparian Lands and Watercourses Map,
  - (b) land identified as “Watercourse” on that map,
  - (c) all land that is within 40 metres of the top of the bank of each watercourse on land identified as “Watercourse” on that map.
- (3) In deciding whether to grant development consent for development on land to which this clause applies, the consent authority must consider—
  - (a) whether or not the development is likely to have any adverse impact on the following—
    - (i) the water quality and flows within the watercourse,
    - (ii) aquatic and riparian species, habitats and ecosystems of the watercourse,
    - (iii) the stability of the bed and banks of the watercourse,
    - (iv) the free passage of fish and other aquatic organisms within or along the watercourse,
    - (v) any future rehabilitation of the watercourse and riparian areas, and
  - (b) whether or not the development is likely to increase water extraction from the watercourse, and
  - (c) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.
- (4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—
  - (a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



- (b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or
- (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

**Response:** The proposed development has been sited to maintain a minimum 20 – 30m setback from the defined watercourse (See Appendix A). Due to the short and temporary nature of the proposal minimal impact is perceived.

#### 4.5.2 STATE ENVIRONMENTAL PLANNING POLICY

##### 4.5.2.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

###### Chapter 2 – Vegetation in non-rural areas

###### 2.6 Clearing that requires permit or approval

- (1) A person must not clear vegetation in a non-rural area of the State to which Part 3 applies without the authority conferred by a permit granted by the council under that Part.
- (2) A person must not clear native vegetation in a non-rural area of the State that exceeds the biodiversity offsets scheme threshold without the authority conferred by an approval granted by the Native Vegetation Panel under Part 2.4.
- (3) Subsection (2) does not apply to clearing on biodiversity certified land under the Biodiversity Conservation Act 2016, Part 8.
- (4) Clearing of vegetation is not authorised under this section unless the conditions to which the authorisation is subject are complied with.
- (5) Subsection (4) extends to a condition that imposes an obligation on the person who clears the vegetation that must be complied with before or after the clearing is carried out.
- (6) For the purposes of the Act, section 4.3, clearing vegetation that requires a permit or approval under this Chapter is prohibited if the clearing is not carried out in accordance with the permit or approval.

**Response:** A Biodiversity Assessment has been prepared by Red-Gum Environmental Consulting and is separately attached.

The recommendations from the Red-Gum Environmental Consulting are as follows:

- The track alignment and exclusion zones clearly identified prior to site establishment.
- Vehicle movement around the site will be restricted to the defined footprint and away from any existing native trees and flagging exclusion fencing is installed.
- Soil disturbance by vehicle and pedestrian access is to be kept to a minimum outside the proposal footprint; and
- Any weeds removed (particularly those bearing seeds) are to be disposed of appropriately at the nearest waste management facility.

##### 4.5.2.2 State Environmental Planning Policy (Resilience and Hazards) 2021

The provisions within the repealed SEPP 55 have been transferred to Chapter 4 (Remediation of Land in the Resilience and Hazards SEPP. The SEPP consolidation does not change the legal effect of the repealed SEPPs



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



with Section 30 of the *Interpretation Act 1987* applying to the transferred provisions. The SEPP consolidation is administrative; the intent and provisions remain largely unchanged.

Clause 4.6(1) (Contamination and remediation to be considered in determining a development application) relevantly states that a consent authority must not consent to the carrying out of any development on land unless:

- a) It has considered whether the land is contaminated, and
- b) If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

**Response:**

A site inspection was carried out in July 2022. No obvious contamination on the land within the development was identified.

There are no known potentially contaminating activities that would have related to the prior use of the site. There is no information that the land has been subject to any notices concerning the need for remediation of the site. There is no information to indicate that the land has been subject to voluntary remediation by any prior landowner.

From this assessment there appears to be no contamination or potential contamination of the land which is the subject of the proposed development. Based on this preliminary assessment it is considered that the site is presently suitable for the proposed development.

4.5.2.3 State Environmental Planning Policy (Exempt and Complying Development Codes)  
2008

Division 2 Advertising and Signage Exempt Development Code

Subdivision 11 Temporary Event Signs

**Specified Development**

The construction or installation of a sign or banner that advertises a commercial, community or retail event or a private function (including sponsorship of the event or function) is development specified for the purpose of this code.

**Development Standards**

The standards specified for that development are that the development must -

- a) not result in more than one banner and one other type of temporary sign facing any road frontage, and

**Response:** Advisory signage will be placed on Currawang Road of site entry (as required in the Traffic Event Management Plan).

- b) not have a surface area of more than 6m<sup>2</sup>, and

**Response:** Site entry signage will not have a surface area of more than 6m<sup>2</sup>.

- c) be wholly within the boundaries of the property or, if attached to a building, fence or wall, not project more than 100mm from the building, fence or wall, and

**Response:** Internally located advisory signage (toilets, parking etc) will be placed wholly within the identified boundaries of Lot 2 DP 775837 and Lot 71 DP 750013.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



d) not be higher than 5m above ground level (existing), and

**Response:** No proposed signage will be higher than 5m above existing ground level.

e) not be permanently fixed to a building, fence or wall, and

**Response:** No proposed signage will be permanently fixed.

f) if advertising a commercial or retail event – not be constructed or installed in a residential zone, and

**Response:** No proposed signage is to be installed in a residential zone.

g) not be illuminated, and

**Response:** No proposed signage is illuminated.

h) not be displayed earlier than 14 days before the event, and

**Response:** No proposed signage will be erected earlier than 14 days before the event.

i) be removed within 2 days after the event.

**Response:** All proposed temporary signage will be removed within 2 days of the event.

#### 4.5.3 DEEMED ENVIRONMENTAL PLANNING INSTRUMENTS

Not Applicable.

#### 4.5.4 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

Not Applicable.

#### 4.5.5 DEVELOPMENT CONTROL PLANS

##### 4.5.5.1 Palerang Development Control Plan 2015

The Palerang Development Control Plan 2015 (DCP) applies to the site. **Table 3** provides a summary of relevant matters raised via the DCP together with an assessment of project specific compliance.

As outlined at **Table 3**, the development is generally compliant with all relevant provisions of the Development Control Plan.

#### 4.5.6 DEVELOPMENT CONTRIBUTIONS PLANS

The proposal is considered exempt from the provisions of the applicable contributions plan.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## **5. IMPACTS, SITE SUITABILITY & THE PUBLIC INTEREST**

Pursuant to Division 1 of the EP&A Regulation, this section of the report provides an evaluation of the proposed development against the provisions of sec 4.15 of the EP&A Act.

### **5.1 4.15(1)(a)(i) The provision of any environmental planning instrument**

The development proposal has been assessed against the relevant provisions of the following environmental planning instruments:

- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Exempt and Complying Codes) 2008
- Palerang Local Environmental Plan 2014

The development is consistent with the provisions of these environmental planning instruments, refer to the detailed discussion in Section 4 of this SEE.

### **5.2 4.15(1)(a)(ii) The provisions of any proposed instrument that is or has been the subject of public consultation under the Act**

The proposed development has been assessed against the provisions of the relevant draft instruments that have been the subject of public consultation under the Act.

### **5.3 4.15(1)(a)(iii) The provisions of any development control plan**

The proposed development has been assessed against the provisions of the Palerang Development Control Plan 2015. See Table 3 for further comments.

### **5.4 4.15(1)(a)(iiia) The provisions of any planning agreement or draft planning agreement under section 7.4**

There are no executed or draft planning agreements applicable to the site.

### **5.5 4.15(a)(iv) The provisions of the regulations**

This Development Application has been made in accordance with the Environmental Planning and Assessment Regulations 2021.

### **5.6 4.15(1)(b) The likely impacts of the development**

The development seeks approval for a recreation facility (outdoor) use of land for an annual two-day Amcross Event. The proposal provides for economic and social stimulus to the area. Minor impact to the amenity and environment is mitigated and is also limited in nature.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



### Noise

There are no specific noise criteria against which noise emission from motorsport facilities of this nature are to be assessed. The NSW Environment Protection Authority's (EPA) Noise Policy for Industry 2017 lists motorsport facilities as one of the noise sources specifically not covered by the guidelines.

The separately attached Environmental Noise Assessment was prepared with respect to determining noise impacts and how those noise impacts might be managed, consideration is given to the NSW Environment Protection Authority's (EPA) *Noise Guide for Local Government* 2013 (NGLG). Based upon the two day racing event the Operational Noise Management Plan recommends the following:

- There should be no events (practice, warm up, etc) held outside day time hours (7am to 6pm on the Saturday and 8am to 6pm on the Sunday).
- All motorcycles should be factory standard vehicles without noise enhancing modifications.
- The operators of the facility should appoint a community liaison officer to engage with the local residents in the vicinity of the site:
  - An overview of the event should be provided to local residents prior to commencement.
  - The information should contain the time and duration of the event, nature of the event and when the noise will stop each day and a contact number for queries prior and on the days of the event.
  - This may be done via direct contact and / or letter box drop.
- The owners should keep an accurate record of complaints if they occur on the day, including nature of the complaint and what action was taken in response to the complaint.
- If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.

### Views and Vistas

The proposed development will not obstruct any significant view corridors from any nearby residence or from the public domain.

### Safety, Security and Crime Prevention

The proposal contributes towards a physical environment that encourages a feeling of safety through increased activity on the property. The proposal provides a design and layout that addresses community concerns with regards to community safety and crime on the basis. The proposal reduces the opportunity for criminal activity on and around the site through increased human activity on the site, strong territorial reinforcement through clear private/public areas and increased passive and active surveillance.

### Social and Economic Impact in the Locality

The proposed development has been designed to optimise the achievement of potential social benefits including those related to access and community interaction. Overall, the proposal will have a positive short and longer term economic and social benefits on the locality.

### Cumulative Impacts

It is not anticipated that the development would result in any cumulative impacts as the event will occur over a two day period once a year for the next five years.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



#### 4.15(1)(c) The suitability of the site for the development

The development has been shown to have been designed in accordance with the LEP allowances and Council guidelines contained within the Development Control Plan and having full regard to the present nature of the site and controls dictated by best environmental management of existing site constraints. The development proposal as designed is considered suitable for the site and compatible within the locality.

#### 5.7 4.15(1)(d) Any submissions made in accordance with the Act or the regulations

Public submissions regarding the development proposal have not been made at this stage but would be considered following public notification in accordance with Council policy.

#### 5.8 4.15(1)(e) The public interest

There are no other known issues of public interest that should preclude the consent of this development application.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## 6. CONCLUSION

The SEE has considered the development against the relevant considerations of the *Environmental Planning and Assessment Act 1979*, relevant State and local environmental planning instruments and the controls in the applicable development control plan. The development is permissible with consent and satisfies the provisions of the relevant legislation and policies.

Potential environmental impacts from the development have been considered by this SEE. The assessment of relevant environmental considerations has found that the development will not have unacceptable impacts and the approval of the development is in the public interest.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION

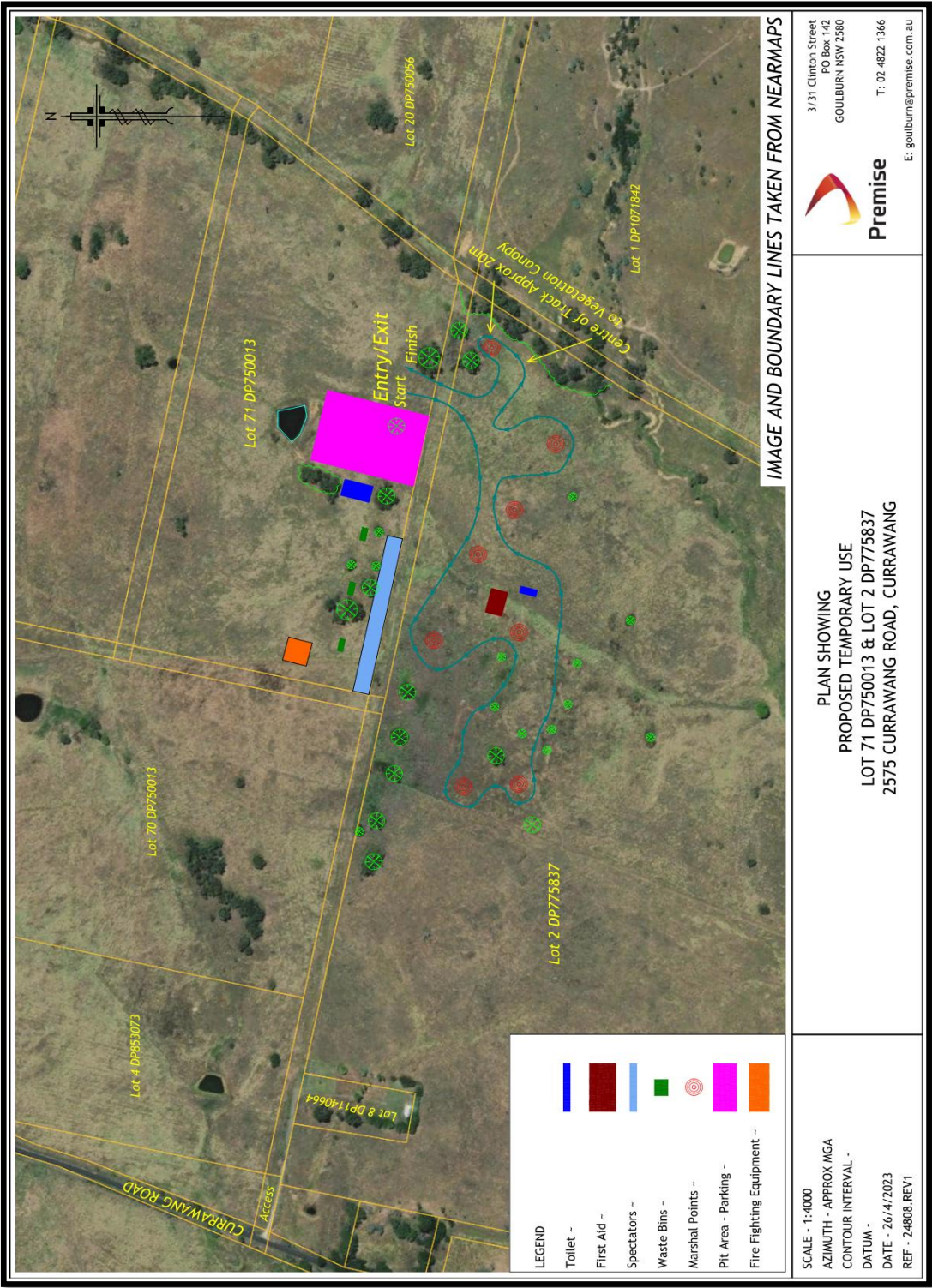


# APPENDIX A

## PROJECT DRAWINGS



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



# APPENDIX B

## DCP COMPLIANCE TABLE



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



Table 3 – Development Control Plan Matters and Assessment

Objective/requirement	Assessment	Compliance
C20 <b>Events</b>	<p>The proposal seeks consent for the use of the land as a recreation facility (outdoor) for an annual two-day Amcross Event on Lot 2 DP 775837 and Lot 71 DP 750013 – 2575 Currawang Road, Currawang (between April and October over a five-year period).</p> <p>Goulburn Motor Cycle Club is affiliated with Motorcycling NSW and the Amcross Event is authorised by NSW Sport and Recreation. The course is a natural terrain motocross event. The two-day motorcycling event caters for both junior and senior, with the junior's racing Saturday, with the inclusion of a parent's class and on the Sunday, there are a range of classes to suit every rider including under 19's to the over 55's.</p> <p>Attendance to each day at the event is expected to be 150 riders with a maximum of 40 riders for any one race held at the venue, with up to 100 spectators.</p> <p>Arrivals each day are expected to occur between the hours of 7.00am – 8.30am with on-site registrations for racing closing at 8.00am each day.</p> <p>Practice starts at 9.00am with racing each day commencing at 10.00am and concluding at 4.00pm.</p>	YES
C20 <b>Site Plan Indicating natural features and the layout</b>	The attached site plan (Appendix A) indicates the location of the proposed track, parking, spectator areas, sanitary facilities, firefighting and dust suppression infrastructure.	YES
C20 <b>Event Location, dates and times</b>	<p>2575 Currawang Road, Currawang (Lot 2 DP 775837 and Lot 71 DP 750013)</p> <p>(April – October) 2023-2028</p> <p>9.00am to 4.00pm (Saturday and Sunday)</p> <p>A meeting is held in December of each year to decide the date of the proposed event.</p>	YES
C20 <b>Name of the event organisers</b>	Goulburn Motor Cycle Club	YES
C20 <b>Number of people and vehicles expected to attend</b>	<p>A maximum total of 250 persons (participant and spectators) are anticipated. Numbers may be reduced dependant on participant registrations.</p> <p>An Event Traffic Management Plan has been prepared by Positive Traffic Engineering and is separately attached. The report includes the following recommendations:</p>	YES

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



Objective/requirement	Assessment	Compliance
	<ul style="list-style-type: none"> <li>All vehicles / equipment for racing would be directed to the area north of the proposed course with controlled entry / exit to the race course managed by on-site officials and club representatives.</li> <li>All entries would be provided with an information package providing key details of the event. The information package would include a map of the available routes of travel to and from the site.</li> <li>Advisory signage to be placed on Currawang Road in both directions of traffic including a 1km notification sign of site entry, 500m notification sign of site entry and additional signage at the site entry with direction arrows advising motorists how to access the site.</li> </ul>	
C20 <b>Food or alcohol allowed or provided</b>	The event organisers will only allow for Council registered Mobile Food Vendors. Details of the Mobile Food Vendors will be submitted to Council one month prior to the scheduled event. Alcohol is not allowed.	YES
C20 <b>Management of waste including human waste</b>	The provision of 10 portaloos will be provided onsite (as indicated on the site plan). At the conclusion of the event these facilities will be removed by a licensed contractor. Waste bins will be located throughout the spectator area. At the conclusion of the event a Goulburn Motor Cycle Club member will remove the waste bins and they will be transported to a licensed waste facility for disposal.	YES
C20 <b>Acoustic report</b>	An acoustic report has been prepared by Hardwood Acoustics and is separately attached. The report includes the following recommendations: <ul style="list-style-type: none"> <li>There should be no events (practice, warm up, etc) held outside day time hours (7am to 6pm on the Saturday and 8am to 6pm Sunday),</li> <li>All motorcycles should be factory standard vehicles without noise enhancing modifications,</li> <li>The operators of the facility should appoint a community liaison officer to engage with the local residents in the vicinity of the site, <ul style="list-style-type: none"> <li>An overview of the event should be provided to local residents prior to commencement,</li> </ul> </li> </ul>	YES

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



Objective/requirement	Assessment	Compliance
	<ul style="list-style-type: none"> <li>○ The information should contain the time and duration of the event, the nature of the event, when the noise will stop each day and a contact number for queries prior and on the days of the event,</li> <li>○ This may be done via direct contact and or letter box drop,</li> <li>• The owners should keep an accurate record of complaints if they occur on the day, including the nature of the complaint and what action was taken in response to the complaint,</li> <li>• If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.</li> </ul>	
C20 <b>Emergency procedures</b>	A copy of the Emergency procedures prepared by Goulburn Motor Cycle Club are addressed in the separately attached Event Management Plan.	YES
C20 <b>Public liability</b>	Goulburn Motor Cycle Club holds a Public Liability Insurance Certificate to the value of \$27 Million. A copy is provided in Appendix E.	YES

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION




# APPENDIX C

## AHIMS SEARCH



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION





**AHIMS Web Services (AWS)**  
**Search Result**

Your Ref/PO Number : 24808  
Client Service ID : 704724  
Date: 01 August 2022

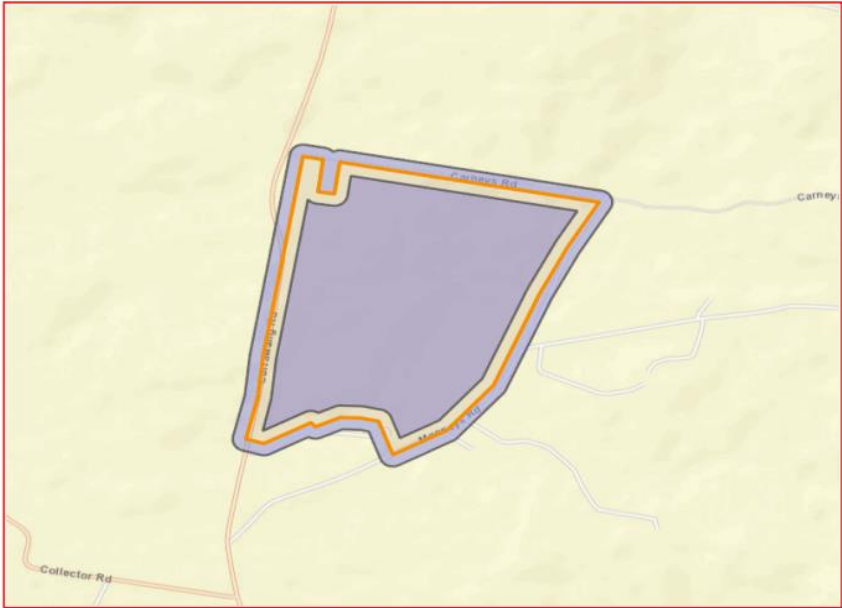
---

Tina Dodson  
3/31 Clinton Street  
Goulburn New South Wales 2580  
Attention: Tina Dodson  
Email: tina@scsurveyors.com.au

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lot : 2, DP:DP775837, Section : - with a Buffer of 50 meters, conducted by Tina Dodson on 01 August 2022.**

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 24808

Client Service ID : 704726

Tina Dodson

Date: 01 August 2022

3/31 Clinton Street

Goulburn New South Wales 2580

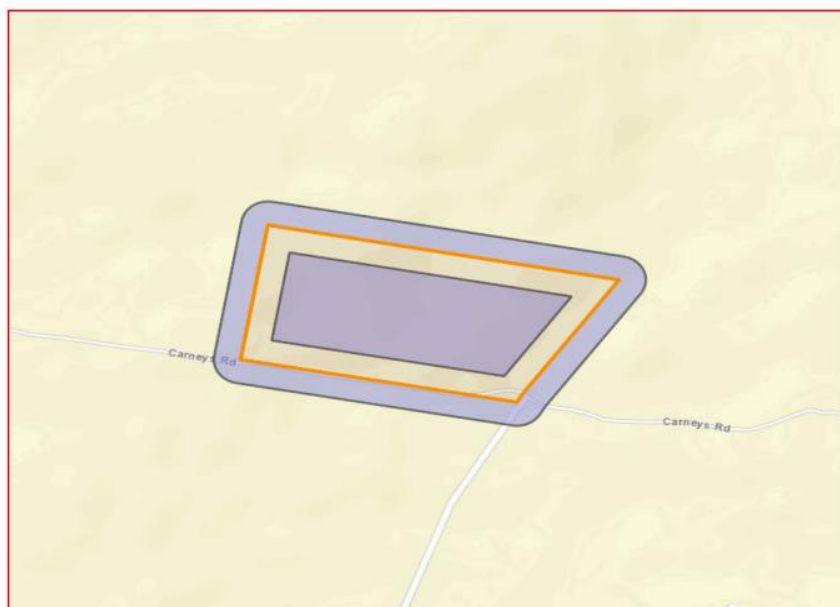
Attention: Tina Dodson

Email: tina@sccsurveyors.com.au

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lot : 71. DP:DP750013. Section : - with a Buffer of 50 meters. conducted by Tina Dodson on 01 August 2022.**

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



# APPENDIX D

## DCR MEETING MINUTES



GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



## MINUTES Development Co-ordination and Review (DCR) Panel Meeting

28/05/2020 at 3:30 PM  
Conference Room – 256 Crawford Street Queanbeyan

### Attendance

**Present:** Graeme Harlor – Service Manager Development (Chair)  
Michael Thompson – Portfolio General Manager – Natural & Built Character  
Alex Glouftsis – Town Planner  
Andrew Palmer – Development Engineer  
Jessica Perkins – Program Coordinator – Environmental Health  
Andrew Rolands – Applicant  
Richard Toparis – Club President

### Property details:

**Address:** 2461 Currawang Road CURRAWANG NSW 2580  
**Lot and DP:** Lot 2 DP 775837

### Description of proposed development:

Amcross Event

### Advice provided by the Panel:

#### PLANNING ADVICE

##### a) Key issues

- Permissibility of the proposed land use:
  - o Justification that the development is a permissible land use in the RU1 zone is required to be provided with the application.
  - o The Statement of Environmental Effects should include details of the number of people attending the event, including participants, spectators and employees.
- Noise
- Biodiversity
- Bushfire
- Remediation of land
- Dust management
- Traffic Management

##### b) Relevant Local Environmental Plan requirements

###### *Palerang Local Environmental Plan 2014*

- The subject land is bushfire prone,
- The subject site is zoned RU1 - Primary Production
  - o Recreation Facilities (Outdoor) are permissible within the RU1 Zone
  - o Recreation Facilities (Major) are not.

**OFFICES**  
144 Wallace St, Braidwood  
10 Mojara St, Bungendore  
256 Crawford St, Queanbeyan

**POSTAL**  
PO Box 348, Bungendore NSW 2621  
PO Box 90, Queanbeyan NSW 2620

**PHONE/FAX**  
Bungendore/Braidwood  
P: 02 6238 8111  
Queanbeyan  
P: 02 6285 6000 F: 02 6285 6666

**EMAIL/WEB**  
W: [www.qprc.nsw.gov.au](http://www.qprc.nsw.gov.au)  
E: [council@qprc.nsw.gov.au](mailto:council@qprc.nsw.gov.au)  
ABN 95 933 070 982

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



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QPRC Development Co-ordination and Review Meeting Minutes

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The following definitions are to be considered:

- *Recreation facility (major) means a building or place used for large-scale sporting or recreation activities that are attended by large numbers of people whether regularly or periodically, and includes theme parks, sports stadiums, showgrounds, racecourses and motor racing tracks.*
- *Recreation facility (outdoor) means a building or place (other than a recreation area) used predominantly for outdoor recreation, whether or not operated for the purposes of gain, including a golf course, golf driving range, mini-golf centre, tennis court, paint-ball centre, lawn bowling green, outdoor swimming pool, equestrian centre, skate board ramp, go-kart track, rifle range, water-ski centre or any other building or place of a like character used for outdoor recreation (including any ancillary buildings), but does not include an entertainment facility or a recreation facility (major).*

Justification that the development is permissible in the zone is required to be provided with the application. Details of the number of people attending the event, including participants, spectators and employees should be detailed. Consideration of what constitutes a large-scale recreation activity and large numbers of people should be addressed and consider the context of the rural locality if the argument is put forth that the development is not a 'major' recreation facility.

If the development is not deemed permissible. The proposal may potentially utilise clause 2.8 'temporary use of land' for permissibility:

**Clause 2.8 of the PLEP 2014:**

**2.8 Temporary use of land**

- (1) The objective of this clause is to provide for the temporary use of land if the use does not compromise future development of the land, or have detrimental economic, social, amenity or environmental effects on the land.
- (2) Despite any other provision of this Plan, development consent may be granted for development on land in any zone for a temporary use for a maximum period of 52 days (whether or not consecutive days) in any period of 12 months.
- (3) Development consent must not be granted unless the consent authority is satisfied that-
  - (a) the temporary use will not prejudice the subsequent carrying out of development on the land in accordance with this Plan and any other applicable environmental planning instrument, and
  - (b) the temporary use will not adversely impact on any adjoining land or the amenity of the neighbourhood, and
  - (c) the temporary use and location of any structures related to the use will not adversely impact on environmental attributes or features of the land, or increase the risk of natural hazards that may affect the land, and
  - (d) at the end of the temporary use period the land will, as far as is practicable, be restored to the condition in which it was before the commencement of the use.

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



QPRC Development Co-ordination and Review Meeting Minutes

(4) Despite subclause (2), the temporary use of a dwelling as a sales office for a new release area or a new housing estate may exceed the maximum number of days specified in that subclause.

(5) Subclause (3) (d) does not apply to the temporary use of a dwelling as a sales office mentioned in subclause (4).

c) Relevant State Environmental Planning Policy requirements

*State Environmental Planning Policy - SEPP No.55 - Remediation of Land*

- The proposed development is to comply with the requirements of SEPP No.55.

*State Environmental Planning Policy No. 64 Advertising & Signage*

- Any proposed advertising or business identification signage is to be included in the application and assessed against the requirements of SEPP No.64, unless exempt under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

d) Relevant Development Control Plan requirements

*Palerang Development Control Plan 2015*

- o The proposed development is to comply with any relevant controls contained within the PDCP 2015.

e) Section 7.11 Plan - Development Contributions

Not Applicable.

DEVELOPMENT ENGINEERING ADVICE

a) Event Traffic Management

Prior to undertaking any works or activity within a public road reserve or affecting the road reserve, a traffic management plan is to be submitted to and approved by Queanbeyan-Palerang Regional Council under Section 138 of the *Roads Act 1993*. Fees payable for traffic management approval are in accordance with the 2019-20 Fees and Charges.

b) Road and Parking  
N/A

c) Water Servicing  
N/A

d) Sewer  
N/A

e) Stormwater  
N/A

f) Section 64 Development Contributions  
N/A

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



QPRC Development Co-ordination and Review Meeting Minutes

- g) Section 7.11 Development Contributions  
N/A

**BUILDING ADVICE**

No Comment

**ENVIRONMENTAL HEALTH ADVICE**

- Controls to be put in place to minimise noise and neighbours are to be notified of the event.
- A review of the approval is suggested after the first 12 months giving Council the opportunity to request a noise assessment if required.

**Process for the Development Application**

<i>Key Points</i>	<i>Details</i>
Consent Authority	Council
Integrated application	No
Notification of the application	Newspaper Adjoining owners and occupiers
Other referrals	To be determined at lodgement
Determination	Under delegation May go to a Council Meeting depending on compliance and submissions received.
Post determination processes	N/A
Likely fees and charges	Application Fees Development

**Further action required prior to lodging the Development Application**

1. Key issues:
  - Address matters raised above
3. Information required with the application
  - Traffic Management Plan
  - Plans drawn to scale with acceptable quality
  - Flora and Fauna Report
  - Noise Report
  - Plan of Management (addressing noise, dust management, bushfire, remediation of land, and any other relevant requirements)

**Contact Officer**

Please contact Alex Glouftsis to make an appointment to check application documents prior to lodging the development application

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



# APPENDIX E

## PUBLIC LIABILITY INSURANCE CERTIFICATE





GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



#### Certificate of Currency

In our capacity as Insurance Brokers to Motorcycling Australia Limited and its State/Territory Bodies, we hereby certify that the under mentioned insurance policy is current. This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy detailed below, or assume continuity of the policy.

<b>Policy Type:</b>	Public & Products Liability Insurance								
<b>Policy Number:</b>	MAIL/PL/2021								
<b>Insured:</b>	<p>Motorcycling Australia Limited and its State/Territory Bodies: Motorcycling NSW Limited, Motorcycling Victoria, Motorcycling Queensland, Motorcycling South Australia Inc., Motorcycling Western Australia Inc., Motorcycling Tasmania Inc., Motorcycling Australia Northern Territory Inc.</p> <p>Any subsidiary company (including subsidiaries thereof) of the Named Insured and any affiliated club or other organisation under the control of the Named Insured and over which it is exercising active management;</p>								
<b>Nature of Business:</b>	Principally but not limited to the administration, organising, preparation and conducting of motorcycle and quad bike race events, practice and training sessions, educational programmes and any other activity incidental thereto including nonmotor sport activity, property owners, lessors, lessees and any other club related activity.								
<b>Period of Insurance:</b>	From: 4.00 pm on 31 <sup>st</sup> October 2021	Local Standard Time							
	To: 4.00 pm on 31 <sup>st</sup> October 2022	Local Standard Time							
<b>Limit of Liability:</b>	<p>Combined limit of AUD\$27 million any one occurrence (including primary layer for \$2.5million any one occurrence and \$5million in the aggregate via MA Insurance Limited) and \$24.5million any one occurrence during any one period of insurance based on various layers of coverage arranged</p> <table><tr><td><b>Primary Layer</b></td><td>\$2,500,000 Insurer - MA Insurance Limited.</td></tr><tr><td><b>First Excess layer</b></td><td>\$7,500,000 over \$2,500,000 Primary layer. Insurers – certain Underwriters at Lloyds of London</td></tr><tr><td><b>Second Excess layer</b></td><td>\$17,000,000 over \$10,000,000 Primary and Excess Layers Insurers – certain Underwriters at Lloyds of London</td></tr></table>			<b>Primary Layer</b>	\$2,500,000 Insurer - MA Insurance Limited.	<b>First Excess layer</b>	\$7,500,000 over \$2,500,000 Primary layer. Insurers – certain Underwriters at Lloyds of London	<b>Second Excess layer</b>	\$17,000,000 over \$10,000,000 Primary and Excess Layers Insurers – certain Underwriters at Lloyds of London
<b>Primary Layer</b>	\$2,500,000 Insurer - MA Insurance Limited.								
<b>First Excess layer</b>	\$7,500,000 over \$2,500,000 Primary layer. Insurers – certain Underwriters at Lloyds of London								
<b>Second Excess layer</b>	\$17,000,000 over \$10,000,000 Primary and Excess Layers Insurers – certain Underwriters at Lloyds of London								
<b>Interest Insured:</b>	Subject to the terms and conditions of the Policy, the Insurer shall indemnify the Insured against the legal liability of the Insured to pay damages or compensation in respect of a) Death/Injury to any person; b) Damage to property; c) Advertising injury; occurring within the Geographical Limits during the Period of Insurance as a result of an Occurrence happening in connection with the Insured's Business.								

Consult Insurance Solutions Pty Ltd (ABN 86 136 911 638 AFSL 339045) t/a McDougall Kelly & Martinis  
Suite 5, 400 High Street Kew Vic 3101

GOULBURN MOTOR CYCLE CLUB  
STATEMENT OF ENVIRONMENTAL EFFECTS  
IN SUPPORT OF A DEVELOPMENT APPLICATION



**Deductibles:** \$10,000 each and every occurrence, other than for clubs that are exclusively affiliated with the Named Insured and its State Controlling Bodies, where the Deductible is Nil.

**Geographical Limits:** Anywhere in the World except the United States of America and Canada where this Policy will only apply in respect of products exported into those countries and/or travelling directors or Employees who are non resident in such countries.

Subject to the Terms and Conditions of this Policy.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Julia Wintle'.

Julia Wintle  
Account Manager

---

Consult Insurance Solutions Pty Ltd (ABN 86 136 911 638 AFSL 339045) t/a McDougall Kelly & Martinis  
Suite 5, 400 High Street Kew Vic 3101



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[premise.com.au](https://premise.com.au)

# **QUEANBEYAN-PALERANG REGIONAL COUNCIL**

## **Council Meeting Attachment**

**14 JUNE 2023**

ITEM 9.2      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
MOTORBIKE EVENT)

ATTACHMENT 5      ACOUSTIC REPORT - DA.2022.1503 - 2461 CURRAWANG RD



Suite 627, 59 Junction St, Nowra, NSW 2541 & Suite 673, 87 Bayliss St, Wagga Wagga, NSW 2650

P: 4421 4583  
M: 0414 315 775

matthew@harwoodacoustics.com.au  
www.harwoodacoustics.com.au

ABN: 71634 997 937

---

## Environmental Noise Assessment Temporary Event - Amcross

At:-

2575 Currawang Road  
Currawang, NSW 2580

Prepared for: -

Mr Andrew Rowlands  
C/- Southern Cross Consulting Surveyors Pty. Ltd.  
3/31 Clinton Street  
Goulburn NSW 2580

Attention: Ms Tina Dodson

Reference: 2206004E-R

Prepared by: -

Matthew Harwood MAAS

30<sup>th</sup> August, 2022



Environmental  
Acoustics

Occupational  
Acoustics

Architectural  
Acoustics

Transportation  
Acoustics



## Document Control Page

Revision	Author	Released By	Date
Draft	MH	MH	29/08/2022
Final	MH	MH	30/08/2022

Southern Cross Consulting Surveyors Pty. Ltd. on behalf of Mr Andrew Rowlands commissioned Harwood Acoustics Pty. Ltd. to carry out an Environmental Noise Assessment for a proposed temporary AMCROSS event to be held at 2575 Currawang Road, Currawang, NSW.

Dirt action AMCROSS is a natural terrain motocross, club level racing series held across a weekend program of two days.

Accordingly, Harwood Acoustics Pty. Ltd. has prepared this report for the exclusive use of the Client identified on the title page. The report is prepared in accordance with the brief and scope of works agreed between the Client and Harwood Acoustics Pty. Ltd. and may not be suitable for use beyond that scope.

Harwood Acoustics Pty. Ltd. undertakes no duty nor accepts any responsibility to any third party who may rely upon this report.

The concepts and information within this report are the property of Harwood Acoustics Pty. Ltd. and the content herein should not be copied or reproduced, in whole or in part, without prior written consent.

Advice and recommendations provided in this report are in relation to acoustical issues only. No claims of expertise are made, and no liability is accepted, in relation to issues falling outside the field of acoustical consulting. These may include, but are not limited to, structural and waterproofing considerations, fire rating or thermal rating. Relevant authorities and / or experts should be consulted regarding areas other than acoustics.

## TABLE OF CONTENTS

1. INTRODUCTION AND SUMMARY.....	4
2. SITE AND DEVELOPMENT DESCRIPTION.....	5
2.1 Site Description.....	5
2.2 Development Description.....	6
3. NOISE CRITERIA .....	7
3.1 NSW EPA's Noise Guide for Local Government 2013 .....	7
3.1.1 Rating Background Noise Levels .....	7
3.1.2 Event Multiplication Ratio .....	8
4. AMCROSS EVENT NOISE EMISSION .....	8
4.1 Motorbike Noise Levels .....	8
4.2 Noise Level Predictions.....	9
4.2.1 Noise Modelling Details and Parameters .....	9
4.2.2 Predicted Noise Levels .....	10
5. NOISE CONTROL RECOMMENDATIONS .....	11
5.1 Operational Noise Management Plan .....	11
6. CONCLUSION .....	12



## 1. INTRODUCTION AND SUMMARY

Southern Cross Consulting Surveyors Pty. Ltd. on behalf of Mr Andrew Rowlands commissioned Harwood Acoustics Pty. Ltd. to carry out an Environmental Noise Assessment for a proposed temporary AMCROSS event to be held at 2575 Currawang Road, Currawang, NSW (the Site).

Dirt action AMCROSS is a natural terrain motocross racing series held across a weekend program of two days. Day one is for the juniors and day two is for the seniors with approximately 250 registrants and 130 riders on each of the days. There are 40 riders eligible to start each race operating 125 to 450 cc capacity motorbikes.

The Site is a large rural property approximately 1000 acres in size located between the small villages of Collector and Tarago approximately 30 kilometres south west of the town of Goulburn. The AMCROSS track will be established centrally on the western portion of the overall Site on Lot 2 in DP 775837 and Lot 71 in DP 750013. A Site plan is shown in Figure 2.

The closest residential receptors to the proposed track are located to the south east in Mooney's Road and to the north west on Currawang Road, the closest of which is at approximately 600 metres. A location plan is shown in Figure 1.

It is a requirement of Queanbeyan Palerang Council that an Environmental Noise Assessment is to be prepared to consider the potential for noise emission arising from the event to impact neighbouring properties.

In preparing this assessment with respect to determining noise impacts and how those noise impacts might be managed, consideration is given to the NSW Environment Protection Authority's (EPA) *Noise Guide for Local Government* 2013 (NGLG). The NGLG provides a case study in Section 3.6 under the heading *Case Study 2: Noise from a motor sport facility*. The case study concerns a new motor sport development proposed to be established and provides methodology around preparing a noise assessment along with examples of possible noise mitigation measures. Among these is the preparation of an operational noise management plan and event schedule that seeks to balance noise level against noise exposure.

This approach seeks to achieve a balance between how loud racing events are likely to be and how often they may occur. An event ratio system is employed where the approved or allowable number of events at a particular noise level is reduced according to how loud any given event may be in relation to existing background noise level. Using this approach Council has some control over the amount of noise nearby residents are exposed to.

The minimum applicable rating background noise level at all receptors in proximity of the site is 35 dBA ( $L_{90, 15 \text{ minute}}$ ) in accordance with the NSW EPA's minimum rating background noise levels. The case study allows for a permissible number of 50 events at a noise level of background noise + 5 dB, in this instance therefore, 50 events per year would be permissible if each event did not exceed 40 dBA ( $L_{eq, 15 \text{ minute}}$ ).

A noise model has been developed using *SoundPLAN Essential* computer modelling software to predict noise levels at each receptor location. The inputs are derived from noise measurements undertaken by the author and Harwood Acoustics Pty. Ltd. staff of various motocross events, including extensive noise surveys undertaken at the Nowra and Districts Motorcycle Club of 125, 250 and 450 cc motocross bikes during racing events.

Consideration has also been given to meteorological conditions are detailed in Section 4 and Appendix A of this report.

The highest level of noise emission during a racing event is predicted to be **57 dBA** ( $L_{eq, 15 \text{ minute}}$ ) at the closest receptor. This predicted noise level is 22 dB above the rating background noise level of 35 dBA ( $L_{90, 15 \text{ minute}}$ ). Using the *graph for determining event multiplication ratio from noise level* in the NGLG, this would result in an annual events ratio of 8. This ratio would result in a permitted number of 6 events per calendar year (from  $50 / 8 = 6.25$ ).

The proposed AMCROSS event will be held over one weekend with racing on the two days which is considered to be two 'noise events' per calendar year only, which is acceptable in accordance with the NGLG and well below the potential permissible equivalent 8 events.

Notwithstanding this, an operational noise management plan will be prepared and include provision and methodology for:-

- Local community liaison prior to the event,
- Noise monitoring during the event (to inform future events) and validate the noise model predictions and ensure that vehicles meet the racing association noise limits,
- Using periods of respite during the events.

## **2. SITE AND DEVELOPMENT DESCRIPTION**

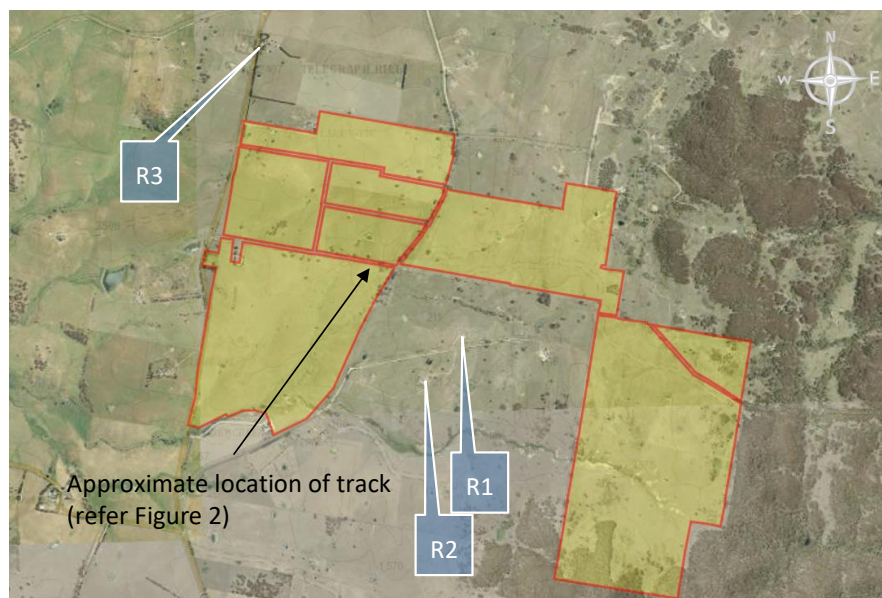
### **2.1 Site Description**

The Site is a large rural property approximately 1000 acres in size located between the small villages of Collector and Tarago approximately 30 kilometres south west of the town of Goulburn.

The nearest receptors to the Site are shown in Figure 1 and addresses are as follows:-

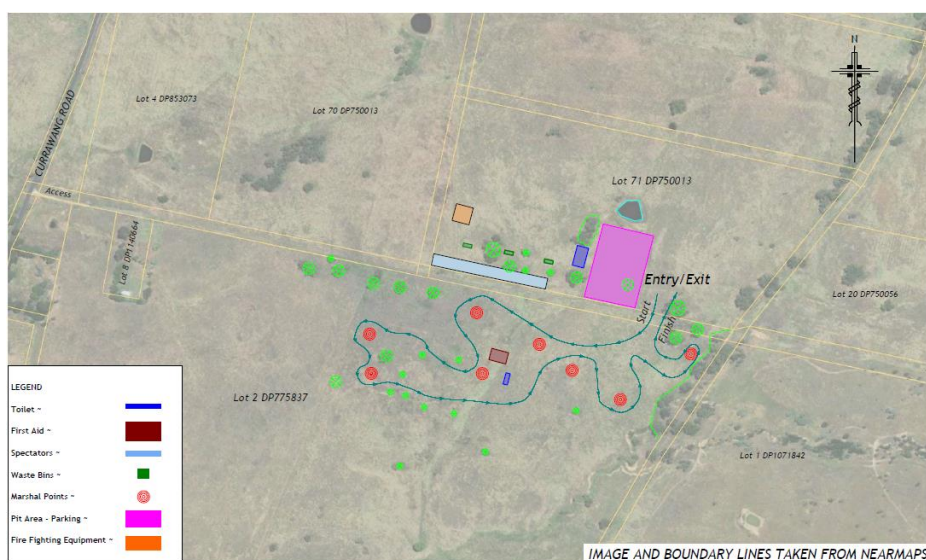
- R1 – 211 Mooneys Road (Circa 600 metres)
- R2 – 212 Mooneys Road (Circa 700 metres)
- R3 – 2459 Currawang Road (circa 1500 metres)

The AMCROSS track will be established centrally on the western portion of the overall Site on Lot 2 in DP 775837 and Lot 71 in DP 750013. A Site plan is shown in Figure 2.



**Figure 1. Location Plan – 2575 Currawang Road, Currawang, NSW**

(source: NSW Government Spatial Information Exchange ©)



**Figure 2. Site Plan and Track Layout**

(source: Southern Cross Consulting Surevyors Pty. Ltd.)

## 2.2 Development Description

Dirt action AMCROSS is a natural terrain motocross racing series held across a weekend program of two days. Day one is for the juniors and day two is for the seniors with approximately 250 registrants and 130 riders on each of the days. There are 40 riders eligible to start each race operating 125 to 450 cc capacity motorbikes.

### 3. NOISE CRITERIA

There are no specific noise criteria against which noise emission from motorsport facilities of this nature are to be assessed. The NSW Environment Protection Authority's (EPA) *Noise Policy for Industry* 2017 lists motorsport facilities as one of the noise sources specifically not covered by the guideline.

In preparing this assessment with respect to determining noise impacts and how those noise impacts might be managed, consideration is given to the NSW Environment Protection Authority's (EPA) *Noise Guide for Local Government* 2013 (NGLG). The NGLG provides a case study in Section 3.6 under the heading *Case Study 2: Noise from a motor sport facility*.

#### 3.1 NSW EPA's Noise Guide for Local Government 2013

Section 3.6 of the NSW EPA's NGLG *Case Study 2: Noise from a motor sport facility* concerns a new motor sport development proposed to be established and provides methodology around preparing a noise assessment along with examples of possible noise mitigation measures. Among these is the preparation of an operational noise management plan and event schedule that seeks to balance noise level against noise exposure.

This approach seeks to achieve a balance between how loud racing events are likely to be and how often they may occur. An event ratio system is employed where the approved or allowable number of events at a particular noise level is reduced according to how loud any given event may be in relation to existing background noise level. Using this approach Council has some control over the amount of noise nearby residents are exposed to.

The entire case study is provided in Appendix A of this Report and starts from the premise that Council is willing to permit fifty (50) events per year that do not exceed an energy average noise level of background noise level + 5 dB when assessed over a 15 minute period ( $L_{eq, 15 \text{ minute}}$ ). Background noise is required to be assessed in accordance with the NSW EPA's *Noise Policy for Industry* 2017 (NPfI) (formerly the *Industrial Noise Policy* 2000 as referred to in the NGLG at the time of publication).

##### 3.1.1 Rating Background Noise Levels

The background noise level is defined by the EPA as 'the underlying level of noise present in ambient noise when all unusual extraneous noise is removed' and is considered to be represented by the  $L_{A90, 15 \text{ minute}}$  descriptor. This is a statistical measure of the sound pressure level that is exceeded for 90 % of the time. The Rating Background Level is the single-figure background noise level derived from monitoring  $L_{A90, 15 \text{ minutes}}$  over a representative period of time. The Rating Background Level is established for the day, evening and night time periods and is used for assessment purposes.

The EPA provides minimum rating background noise levels in Table 2.1 of the NPfI and these are replicated in Table 1 below.

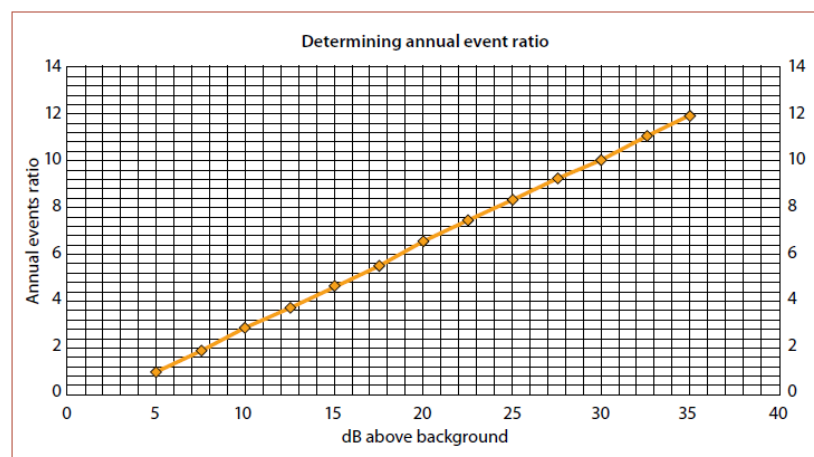
**Table 1 Minimum Assumed RBLs and Project Intrusiveness Noise Levels**  
(Derived from EPA Table 2.1)

Time of Day	Minimum Assumed Rating Background Level dBA	Minimum Project Intrusive Noise Level (L <sub>eq</sub> , 15 minute, dBA)
Day (7 am to 6 pm)	35	40
Evening (6 pm to 10 pm)	30	35
Night (10 pm to 7 am)	30	35

### 3.1.2 Event Multiplication Ratio

Figure 3 below shows the graph for determining event multiplication ratio from Case Study 2 in Section 3.6 of the NGLG.

Figure 3.4: Graph for determining event multiplication ratio from noise level



**Figure 3. Event Multiplication Ratio Graph**

(source: NSW EPA NGLG, Section 3.6 Case Study 2.)

## 4. AMCROSS EVENT NOISE EMISSION

### 4.1 Motorbike Noise Levels

There will be approximately 130 riders on each of the two days operating bikes ranging between 125 to 450 cc capacity. The starting gate for each race will accommodate a maximum of 40 riders.

The author has carried out a number of assessments of trail bikes and motocross bikes over the past 20 years including several assessments at the Nowra and Districts Motorcycle Club. Typical sound power levels for off road trail / motocross bikes are shown in Table 2 below.

**Table 2 Typical Sound Power Levels – Off Road Motorcycles**

Typical Off Road Motor Bike	Sound Power Levels dBA
250 cc two stroke	<b>112</b>
450 cc four stroke	<b>107</b>

All motorbikes at the event are required to comply with the ADR 83/00 moving noise limit of 80 dBA at 7.5 metres and the National Stationary Exhaust Noise Test Procedure for In-Service Motor Vehicles (NSENTP) 'signature noise' level, applicable to road registered bikes.

From our experience and as indicated in research conducted by Thompson<sup>1</sup>, the ride-by noise levels of motocross and enduro bikes used in competition are often higher than the noise level that would be expected from compliance with the NSENTP test. This is considered in noise modelling in this assessment as a worst-case scenario.

## 4.2 Noise Level Predictions

### 4.2.1 Noise Modelling Details and Parameters

A noise model was prepared using *SoundPLAN Essential* noise prediction software *Version 5.1* as well as Harwood Acoustics Pty. Ltd. own computer software.

Table 3 below provides details on the specific parameters used to develop the noise model.

**Table 3 Computer Noise Model Parameters**

Parameter	Details
Site and topography	The topography of the site and surrounding area including ground contours is imported into the model.
Algorithm & Meteorological conditions	<p>Noise sources were modelled in accordance with the International Standard ISO 9613-2 (1996(E)) '<i>Acoustic – Attenuation of sound during propagation outdoors Part 2 General method of calculation</i>'.</p> <p>The method described in the Standard is general in the sense that it may be applied to a wide variety of noise sources, and covers the major mechanism of attenuation.</p> <ul style="list-style-type: none"> <li>The method allows for downwind propagation conditions namely:-</li> <li>wind direction within an angle of <math>\pm 45^\circ</math> of the direction connecting the centre of the dominant sound source and the centre of the specified receiver region with the wind blowing from source to receiver, and</li> </ul>

<sup>1</sup> Thompson, D. August 2010 *Trail Bike Exhaust Noise: Are road-legal trail bikes louder than competition bikes?* International Congress on Acoustics

	<ul style="list-style-type: none"> <li>wind speed between approximately 1 m/s and 5 m/s measured at a height of 3 m to 11 m above the ground*,</li> </ul> <p>The equations for calculating downwind sound pressure level, including the equations for attenuation, are the average for meteorological conditions within these limits.</p> <p>These equations also hold, equivalently, for average propagation under well-developed moderate ground-based temperature inversion, such as commonly occurs on clear, calm nights.</p>
--	--

\* This algorithm considers noise-enhancing meteorological affects with respect to wind speed and direction in accordance with the NSW EPA's *Noise Policy for Industry* 2017, refer Appendix A.

#### 4.2.2 Predicted Noise Levels

Table 3 below shows the highest predicted noise levels at each of the receptor locations. A graphical representation of the noise levels is provided in Appendix B.

**Table 3 Predicted  $L_{eq}$  Noise Levels – During Noisiest Likely Race Event**

Description	Predicted Noise Level $L_{eq, 15 \text{ minute}}$ (dBA) at Receptor Location		
	R1	R2	R3
<b><math>L_{90, 15 \text{ minute}}</math> Background Noise Level – Day Time</b>	<b>35</b>	<b>35</b>	<b>35</b>
Predicted Racing Event Noise Level	58	57	47
Emergence above background noise level	23	22	12
<b>Applicable event ratio <sup>2</sup></b>	<b>8</b>	<b>7.8</b>	<b>3.8</b>
Number of proposed actual events	2	2	2
Equivalent number of annual events <sup>3</sup>	16	15.6	7.6
Permissible number of annual events <sup>4</sup>	50	50	50
Acceptable	Yes	Yes	Yes

Notes:-

1. Applicable event ratio is derived from Figure 3.4 of the NGLG (refer Figure 3 in this Report),
2. Equivalent number of annual events is derived from the proposed number of events (2 in this case) multiplied by the applicable event ratio,
3. Permissible number of events is the assumed number of events permitted at a noise level of background plus 5 dB (35 + 5 = 40 dBA in this instance) in accordance with the case study (refer Appendix A).



## 5. NOISE CONTROL RECOMMENDATIONS

Using the NGLG Case Study 2 as a benchmark for assessing noise impacts from the proposed temporary event, it can be seen that the predicted noise levels easily allow for the 2 day racing event to be permitted without the need for noise controls. Another way to look at this is to take the highest the predicted noise level of 58 dBA  $L_{eq, 15 \text{ minute}}$  at the most affected receptor and calculate the maximum allowable number of annual events that would be permitted from a starting point of 50 events at background plus 5 dB. (This becomes 6 equivalent events from  $50 / 8 = 6.25$ ). Therefore, under the NGLG Case Study equivalent event approach, there could be 6 days of racing (e.g. 3 x weekends) in a year at the predicted noise level of 58 dBA. As there are only 2 days (one weekend) per year proposed, this could be considered to be well below the allowable level of noise impact.

Notwithstanding this, a noise management plan should be established as follows:

### 5.1 Operational Noise Management Plan

- There should be no events (practice, warm up, etc) held outside day time hours (7 am to 6 pm on the Saturday and 8 am to 6 pm on the Sunday),
- All motorcycles should be factory standard vehicles without noise enhancing modifications,
- The operators of the facility should appoint a community liaison officer to engage with the local residents in the vicinity of the site,
  - An overview of the event should be provided to local residents prior to commencement,
  - The information should contain the time and duration of the event, then nature of the event, when the noise will stop each day and a contact number for queries prior and on the days of the event,
  - This may be done via direct contact and / or letter box drop
- The owners should keep an accurate record of complaints if they occur on the day, including nature of the complaint and what action was taken in response to the complaint,
- If required noise monitoring may be conducted on one day of the event to validate the noise model for future years or subsequent events.

## 6. CONCLUSION

An assessment of the potential noise emission arising from a temporary AMCROSS motocross event to be held over one weekend per year at 2575 Currawang Road, Currawang Road, NSW has been undertaken.

Noise modelling, calculations and predictions show that the level of noise emission from the operation of the AMCROSS event will meet the EPA's standard noise design goals for industrial premises.

The NSW EPA's *Road Noise Policy* 2011 will also be met for this proposal from buses accessing the site during day time or night time hours.



**Matthew Harwood**, MAAS

Director & Principal Consultant

Harwood Acoustics Pty. Ltd.

Attachments: -

Important note

Appendix A – Meteorological assessment

Appendix B – *SoundPLAN* noise model noise contour map for noisiest potential event

Appendix C – NSW Environment Protection Authority's Noise Guide for Local Government 2013  
Case Study 2

### **Important Note**

*All products and materials suggested by Harwood Acoustics Pty. Ltd. are selected for their acoustical properties only.*

*Recommendations made in this report are intended to resolve acoustical problems only, therefore all other properties such as aesthetics, air flows, chemical, corrosion, combustion, construction details, decomposition, expansion, fire rating, fumes, grout or tile cracking, loading, shrinkage, smoke, ventilation etc. are outside Harwood Acoustic's fields of expertise and **must** be checked with the supplier or suitably qualified specialist before purchase.*

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Meteorological Assessment	Appendix A
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It is a requirement of the NSW EPA's *Noise Policy for Industry* 2017 (NPfI) that an assessment of the potential for noise enhancing meteorological conditions is to be undertaken.

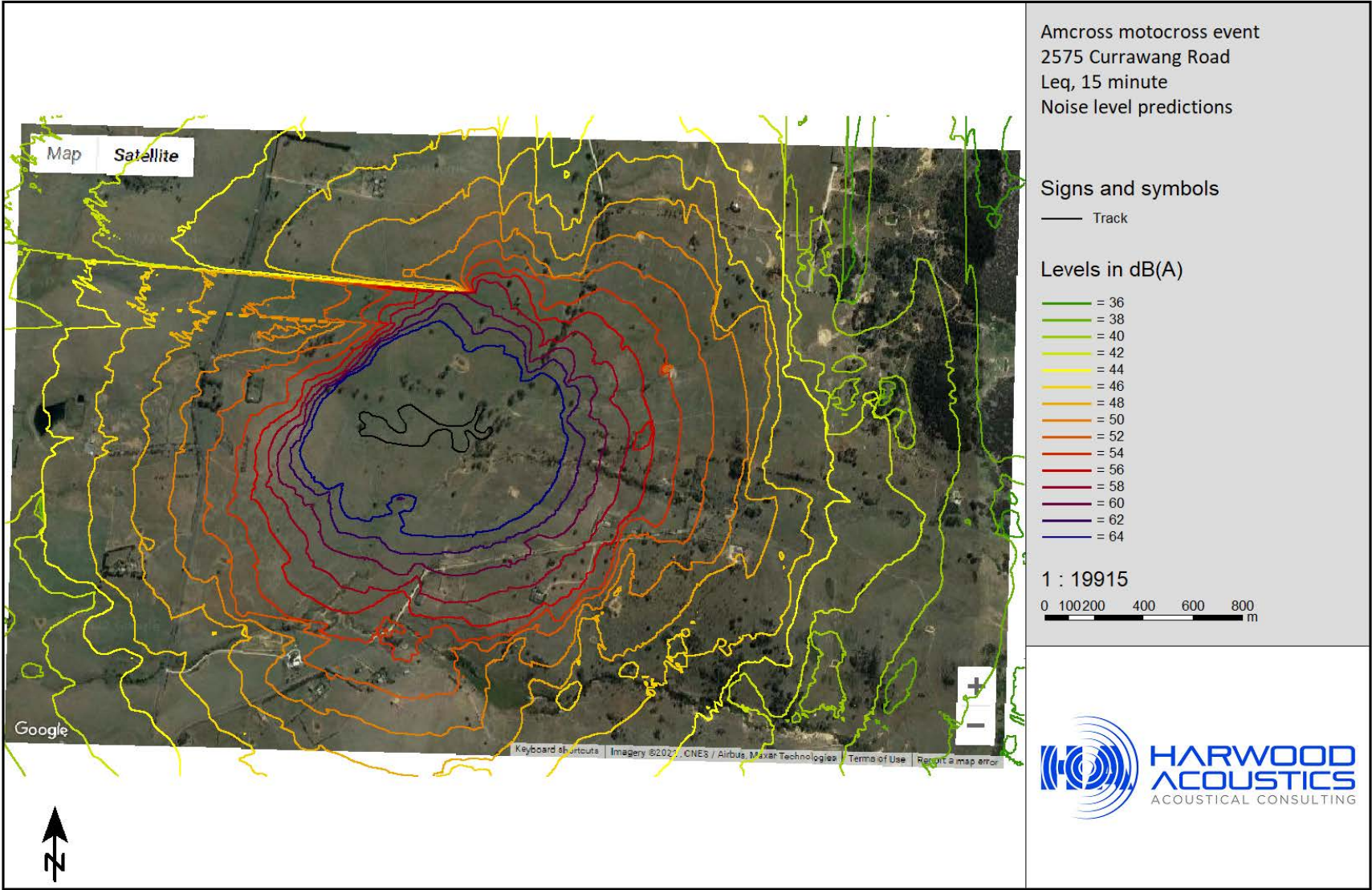
Fact Sheet D of the NPfI states:-

*Two options are available to a proponent to consider meteorological effects:*

- 1. Adopt the noise-enhancing meteorological conditions for all assessment periods for noise impact assessment purposes without an assessment of how often these conditions occur – a conservative approach that considers source-to-receiver wind vectors for all receivers and F class temperature inversions with wind speeds up to 2 m/s at night.*
- 2. Determine the significance of noise-enhancing conditions. This involves assessing the significance of temperature inversions (F and G class stability categories) for the night-time period and the significance of light winds up to and including 3 m/s for all assessment periods during stability categories other than E, F or G. Significance is based on a threshold of occurrence of 30% determined in accordance with the provisions in this policy. Where noise-enhancing meteorological conditions occur for less than 30% of the time, standard meteorological conditions may be adopted for the assessment.*

In preparing this assessment it has not been practicable to obtain current wind speed and direction data from the Bureau of Meteorology due to a delay in processing times. Noise modelling in this assessment therefore considers noise-enhancing conditions with respect to wind blowing from source to receiver of between 1 and 5 m/s as detailed in Table 3 in Section 4.2.1 of this report.

Given the AMCROSS event will only occur during day time hours no consideration needs to be given to temperature inversions.



- the commencement and finishing times
- the number of similar events held per year.

These can all be juggled and need to be considered collectively when establishing the noise limit. Therefore, the length of the event and commencement and finishing times etc that were originally proposed may need to be revisited.

The impact on residents needs to be weighed up against the cultural, social and economic needs/expectations of the broader community to determine if the venue is suitable and if the event should proceed.

### Case study 2: Noise from a motor sport facility

Council received inquiries about a proposal to establish a motor racing facility, which would involve drag racing and circuit racing. Council advised that any proposal for such a facility would require a noise assessment predicting noise impact from the proposed development. Council further advised that the noise assessment should be undertaken in two stages. The first stage would focus on site planning, thereby providing input into the facility location, siting and orientation. The second stage would address operational noise impacts.

In this scenario the noise assessment should assess:

- the sound power level of the different types of racing vehicle
- the number and type of events planned for the facility (e.g. drag racing, motocross, circuit racing, speedway or go-karts)
- the number and location of racing cars on the circuit and in any pit or warm-up areas
- potential meteorological effects on noise propagation and impacts in the surrounding area (the *NSW Industrial Noise Policy* (EPA 2000) provides guidance on this aspect).

The noise assessment should also identify the vehicle numbers on the track and their configuration with the potential to cause maximum noise impact. Noise modelling that is applied to each proposal should be compared with actual measurements that would serve to validate the model for this use.

Council also asked that the noise assessment provide noise mitigation strategies for the facility as well as predicted noise level reductions. Council expected that such an assessment would discuss the feasibility of the following noise mitigation and management options.

#### On-site noise mitigation

- Orient the track to use existing topography to reduce noise at noise-sensitive receivers.
- Locate very noisy racing track types (e.g. drag racing) furthest from noise-sensitive receivers and orient them to minimise noise.
- Use earth mounds and barriers.

#### Noise source controls

- Use effective mufflers on racing vehicles and require all vehicles to meet Confederation of Australian Motor Sport noise specifications.
- Implement a program for testing the noise of racing vehicles to ensure they meet racing association noise limits.

#### Operational noise controls

- Restrict times for practice and race days.
- Use respite periods during the racing schedule of an event.
- Limit of the number and type of events.

#### Receiver noise controls

In extreme situations and as a last resort, council could consider attaching development consent conditions requiring the proponent to implement noise controls at receiver locations such as:

- noise insulation for nearby houses
- where noise impacts are totally unacceptable, and the facility continues to operate, the proponent offering to acquire nearby property.

Legal advice should be sought if these types of condition are proposed.

#### Operational noise management plan

In addition to implementing many of the noise mitigation strategies mentioned above, council decided to ask the motor racing organisation to develop an ongoing noise management plan for events at the proposed facility. This noise management plan was included as a development consent condition, providing clear requirements for noise from the site and enabling council to regulate the operation of the facility. The noise management plan identified the number of events that would be allowed to occur at the facility, the noise monitoring program and the operator's complaint management system.

The event schedule (Table 3.1) for the motor racing facility was based on achieving a balance between how loud different racing events were likely to be and how often they occur. In this way council felt there was some control over the amount of noise nearby residents would be exposed to.

Using this approach, council decided that the maximum number of events that would be permitted in any 12-month period would be 50 with noise of background plus 5 dB. Where some events were likely to be noisier than this, then the number of events would reduce according to a ratio shown in Figure 3.4. The graph allows for an event multiplication factor to be assigned where noise from the event exceeds background plus 5 dB(A). For example, an event that exceeded the background by 8 dB(A) would count as two events, as the multiplication factor from Figure 3.4 is 2. The determination of an equivalent number of events from the graph was a way of capping the total amount of noise that adjacent residents would be exposed to over a year.

#### Differences between impacts from new versus existing facilities

The community is generally more sensitive to a new source of noise (e.g. from a new sporting facility at a greenfield site) than from existing facilities at the same noise level. This means that the same noise impact on the community from a new facility compared with an existing facility would occur only if the activity levels at the new facility were lower. In this case the proposal is for a new development. Therefore the number of events allowed for this new facility may be less than council might have approved for an existing facility of comparable size and proximity to residences.

The noise assessment report provided details of the expected noise levels from each type of racing event and how much the background noise level was likely to be exceeded. The noise impacts of drag racing in particular appeared to contribute a disproportionate amount to the 50 equivalent events allowed. Council suggested that the event schedule for the coming year be amended to include one drag racing event each year instead of the two proposed. This meant that the whole event schedule would not exceed the maximum of 50 equivalent events over the year. The type and number of events were included in the noise management plan.

The assessment noted that most racing events were held between 9 am and 5 pm, and up to ten late-night events up to 10 pm would be held each year. These operating times were also included in the proponent's noise management plan.



Council decided that a condition of development consent would be:

*that the type, timing and number of events would be as specified in the facility's operational noise management plan approved as part of the application, and that these could be varied only following agreement by council.*

This condition provided certainty to the operator and the local community while allowing some flexibility.

For existing motor sport facilities, where council is the ARA, council could regulate the activity under the POEO Act using a Noise Control Notice or a Prevention Notice to limit times of operation, noise levels and the way the activity is carried out.

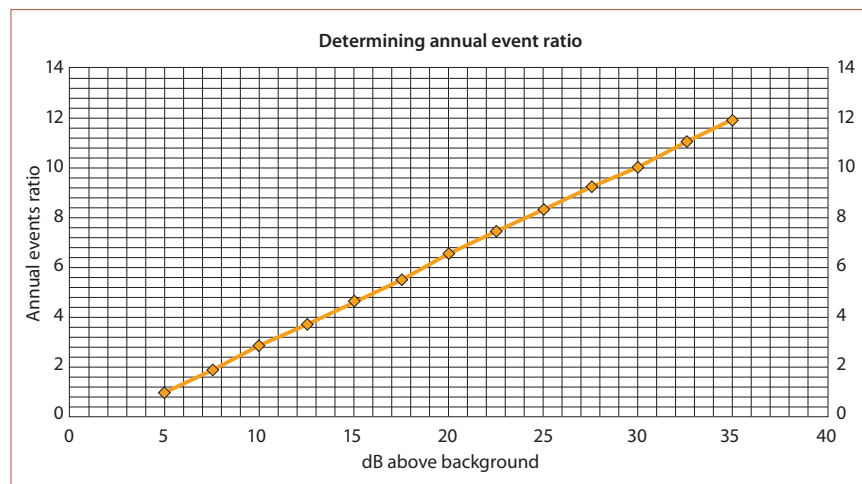
A similar approach, balancing noise level against noise exposure, can be taken for other event-based activities such as target shooting ranges and lawful sporting events at specific sites.

**Table 3.1: Motor sport event schedule**

Event description	Exceeds background by up to	Proposed no. of events x event multiplication ratio (from graph)	Equivalent no. of events	Amended equivalent events	Permitted no. of events
Super tourers	20 dB	3 x 6	18	18	3
Drag racing	30 dB	2 x 10	20	10	1
Vintage series	10 dB	3 x 3	9	9	3
250/500 cc motorcycles	18 dB	2 x 6	12	12	2
Proposed number of events				49	9
<b>Total equivalent events allowed</b>				<b>50</b>	

**Note:** The background noise level in this example is assessed in accordance with the *NSW Industrial Noise Policy* and the emergence above background noise should be assessed using an  $L_{Aeq}(15min)$ .

**Figure 3.4: Graph for determining event multiplication ratio from noise level**



# QUEANBEYAN-PALERANG REGIONAL COUNCIL

## Council Meeting Attachment

14 JUNE 2023

ITEM 9.2      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
MOTORBIKE EVENT)

ATTACHMENT 6      BIODIVERSITY ASSESSMENT REPORT - DA.2022.1503 - 2461  
CURRAWANG RD

Mr Andrew Rowlands  
Vice President  
Goulburn Motor Cycle Club  
Po Box 360,  
Goulburn, NSW 2580



By email on 12/7/2022 to [arowlands@vacvator.com.au](mailto:arowlands@vacvator.com.au)

**Re: Biodiversity inspection report for Annual Amcross event at "Lake Ivan", Lot 2, DP775837 in the Parish of Currawang**

Dear Andrew,

Thank-you for the opportunity to assist with the project. Please be advised that in this engagement, I am assuming the role of your Ecological Consultant and Biodiversity Assessment Method (BAM) Accredited Assessor. I confirm that I am listed on the Biodiversity Assessment Method (BAM) Accredited Person database<sup>1</sup>.

Red-Gum understands that the likely impacts of the proposal on the receiving environment is the delineation of a 10m wide track on a cleared and previously pasture improved paddock to facilitate a 2-day motor-cross event. Minimal ground disturbance is required to prepare the track (mowing), however the use of the track over the two day period will obviously result in the direct loss of groundcovers. It is noted that the track design may change, however the paddock where the event will be held is set and shown in **Attachment 1**. Red-Gum also understands that ancillary facilities including siting for a temporary car park / spectator area, entry and egress from the start and finish line, access to water, two routes of egress in case of fire, the medical team, canteen and amenities, will also be established on site and within the assessment area.

This assessment herein is a desk-top assessment of the likely environs at site and also documents the condition of the site at the time of inspection (21/5/2022).

**Desk-top review**

Database searches concluded that the likely Plant Community Types (PCT) on the site is likely *Goulburn Tableland Box-Gum Grassy Forest* (PCT ID 3373) as presented on the *Trees Near Me* app developed and administered by the NSW Department of Planning and Environment (NSW DPE). PCT 3373 is a mid to tall dry sclerophyll grassy open woodland in the southern tablelands, occurring from Canberra and Queanbeyan north to Pejar and east to Durran Durra and Canyonleigh, with a northern outlier at Golspie.

It is found in landscape positions with moderately deep soil profiles, particularly footslopes of gently undulating low hills, on a wide range of substrates including sedimentary (sandstone, arenite, greywacke, shale), acid volcanic (ignimbrite, rhyolite) and granitic rocks with elevations of 600-850 metres ASL with mean annual rainfall of 650-800 mm.

NSW DPE notes that this PCT has a long history of disturbance and the tree canopy may be sparse to very sparse, commonly including *Eucalyptus melliodora* (Yellow Box) and occasionally with *E. macrorhyncha* (Red Stringy-bark), *E. blakelyi* (Hill or Blakelys Red gum) or *E. dives* (Broad-leaf Peppermint). Shrub layer is generally very sparse and the ground layer is predominantly grassy and commonly includes *Themeda triandra* (Kangaroo Grass), *Microlaena stipoides* (Weeping Grass), *Poa sieberiana* (Grey Tussock-grass or sometimes called Snow Grass), *Elymus scaber* (Common Wheat Grass) and *Aristida ramosa* (Purple Wiregrass) with occasional high cover of *Rytidosperma laeve* (Wallaby Grass).

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<sup>1</sup> As of 12/7/2022 I am within my 'Grace Period' for re-accreditation under the BAM. I have successfully completed the competency check for the NSW Biodiversity Offsets Scheme Assessors Renewal eLearning, Issued: 10 June 2022.

In lower landscape positions subject to cold air drainage this community may be replaced by PCT 3338, while on stony dry hills it commonly grades into PCT 3747. Aerial photography confirmed that as at 11/7/22 the entire site is likely cleared of native shrubs with only scattered trees persisting on the north boundary.

#### **Biodiversity Values Map and Threshold Tool**

The Biodiversity Offsets Scheme Threshold (BOSET) is a test used to determine when is necessary to engage an accredited assessor to apply the Biodiversity Assessment Method (the BAM) to assess the impacts of a proposal. A search conducted on 11/7/22 revealed that the project site does not intersect any areas mapped as possessing 'Biodiversity Values' (**Attachment 4**).

*The Minimum Lot Size for the site is 40 Ha, meaning that the Area Clearing Threshold to be applied to the proposal is 1 Ha.*

#### **EPBC Protected Matters Online Search Tool**

Consultation with the EPBC Protected Matters Online Search Tool searched a 5km radius of the site area for **Threatened Flora & Fauna** plus **Listed Threatened Ecological Communities**. The search returned two (2) listed threatened ecological communities - *Natural Temperate Grassland of the South Eastern Highlands & White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland* – whose 'Type of Presence' was listed as 'Community likely to occur within area' and thirty-nine (39) listed Threatened Flora & Fauna species whose habitat may occur within that same specified geographic range.

Of the Threatened Species list (considering the nature and anticipated impacts of the proposal), *Aprasia parapulchella* (Pink-tailed Worm-lizard) and *Delma impar* (Striped Legless Lizard) are considered worthy of close consideration from the *Fauna* list.

The slightly more robust 'Pea' and 'Hop Bush' like species like *Swainsona recta* (Small Purple-pea) and *Dodonaea procumbens* (Trailing Hop-bush) from the *Flora* list are perhaps the most likely to have at least a chance of still being present on site in areas that haven't been pasture improved or in rocky outcrops or steep slopes.

#### **NSW BioNet (The Atlas of NSW Wildlife)**

Consultation with NSW BioNet (The Atlas of NSW Wildlife) for Flora & Fauna considered threatened in NSW, returned zero (0) threatened species recorded within 10km by 10km radius of the site<sup>2</sup>. Consultation with the same online database for threatened **Fauna** in the same geographic range also returned zero (0) threatened species records.

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<sup>2</sup> Search criteria: Public Report of all Valid Records of Endangered Populations in selected area [North: -34.94 West: 149.47 East: 149.57 South: -35.04] returned 0 records for 0 species. Report generated on 12/07/2022 2:58 PM.

### Koala Assessment

In 2018, the then Office of Environment & Heritage (now DPIE) produced 'A review of koala tree use across New South Wales' which assessed evidence of koala tree use, for whatever purpose, across New South Wales. The study was intended as a platform to inform the predictive modelling of koala tree species and to contribute to a koala habitat suitability information base and importantly, the data collected for the seven (7) Koala Management Regions (KMRs) (after Phillips 2000 & DECC 2008) 'allows for a bottom-up consideration of a fundamental driver of koala habitat selection – local tree use patterns and tree associations' (OEH, 2018).

The assessment site at Currawang is in the Central and Southern Tablelands KMR which has 'relatively low-density koala populations which appear to be utilising a limited number of preferred tree species, particularly eucalypts, but they are also using *Callitris* species in some locations, presumably mostly for shelter but possibly as supplementary food sources'<sup>3</sup>.

The 2018 report concluded that two (2) main species (Brittle gum & Scribbly gum) were regional high use species, based upon the sourced tree use evidence, in as much as they were high use species in more than two reported studies undertaken in the KMR. Ribbon gum (*E. viminalis*), Broad-leaved peppermint (*E. dives*) and Red stringybark (*E. macrorhyncha*) were also identified as commonly used species, but used to a far lesser degree.

*As the development as it is currently proposed, will not see the loss of any mature Eucalypts, impact on Koalas is very highly unlikely.*

### Desk-top Assessment Summary

- Impacts to the receiving environment are considered 'Temporary & Short Term' and not indifferent to those impacts sustained by agricultural land in the same precinct, region and location.
- Database searches concluded that the likely Plant Community Types (PCT) on the site is likely Goulburn Tableland Box-Gum Grassy Forest (PCT ID 3373).
- NSW DPE notes that this PCT has a long history of disturbance and the tree canopy may be sparse to very sparse with a ground layer that is predominantly grassy.
- A search conducted on 11/7/22 revealed that the project site does not intersect any areas mapped as possessing 'Biodiversity Values' (Attachment 4).
- The Minimum Lot Size for the site is 40 Ha, meaning that the Area Clearing Threshold to be applied to the proposal is 1 Ha.
- Consultation with the EPBC Protected Matters Online Search Tool returned two (2) listed threatened ecological communities and thirty-nine (39) listed Threatened Flora & Fauna species whose habitat may occur within that same specified geographic range.
- Of the Threatened Species list, 2 reptiles (Pink-tailed Worm-lizard & Striped Legless Lizard) are considered worthy of close consideration from the Fauna list and 2 plant species (Small Purple-pea & Trailing Hop-bush) are perhaps the most likely to have at least a chance of still being present on site in areas that haven't been pasture improved or in rocky outcrops or steep slopes.
- A NSW BioNet (The Atlas of NSW Wildlife) search for listed threatened Flora & Fauna returned zero (0) threatened species recorded within 10km by 10km radius of the site.
- The site is in the Central and Southern Tablelands KMR and as the development as it is currently proposed, will not see the loss of any mature Eucalypts, impact on Koalas is very highly unlikely.

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<sup>3</sup> A review of koala tree use across New South Wales. © 2018 State of NSW and Office of Environment and Heritage

### Site inspection

Site inspection on 21/05/2022 was conducted late-morning, conditions were clear and 13°C. The designated 'Track & Amenities' area was thoroughly inspected in accordance with *Guide 1: Pre-clearing process of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA 2011)*. I confirm that the proposed area for development will not see the loss of >1 ha of native grass or any dead or alive remnant trees. The following observations were made at the time of inspection:

1. The site is a highly modified grazing paddock with some native grasses present and an obvious history of pastoralism and or cultivation.
2. The site PCT best fits a degraded form of Goulburn Tableland Box-Gum Grassy Forest (PCT ID 3373).
3. There are several *Vegetation Condition Zones* present on site ranging from Very Low (<10% native / m<sup>2</sup>) to Very High (>70% native / m<sup>2</sup>). See **Attachment 2**. These categories were determined using the matrix in **Attachment 3**.
4. No threatened flora, including the Small Purple-pea & Trailing Hop-bush were detected.
5. No threatened reptiles are likely to be affected by the proposal as the one area of rocky outcrop on site is being completely avoided and the tussock grass in the proposal site is regularly mowed for pasture management, meaning that these areas are not viable habitat.
6. Neither *Natural Temperate Grassland of the South Eastern Highlands* nor *White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland* is considered 'present' on site. A *Matters of National Environmental Significance - Significant Impact Guidelines 1.1* assessment has been prepared and appears as **Attachment 5**.
7. Disturbance of the 'Medium' value (or higher) native grass zone will likely be classified as *native vegetation losses* and require the need for further assessment under the Biodiversity Conservation Act 2016 should the clearing threshold be exceeded for the 'Minimum Lot Size', which is currently 1 Ha. **That is, any loss of >1 ha of native vegetation will trigger the need for some form of a Biodiversity Assessment Report (BAR) and possibly entry into the Biodiversity Offset Scheme (BOS) to account for the losses.**
8. No threatened species, scats or other evidence of the use of this zone or the development site were recorded during the survey effort.
9. No Koalas, scats or other evidence of use of this zone or the development site were recorded during the survey effort.

### Summary of Findings

Red-Gum contends that the majority of the site is dominated by exotic pasture grass which has little to no value to threatened fauna and threatened flora are not present in these previously pasture improved areas. If the proposal must extend beyond the *Very Low* and *Low* value native grass zones, then impacts to the Medium (and above) value zones **should be kept below the allowable clearing thresholds OR the Biodiversity Conservation Act 2016 provisions will come into play and further assessment will likely be required. To this end, I have provided an 'Alternate Route' which aims to avoid the best of the native values (Attachment 4).**

If all trees are retained, then the proposed activities are unlikely to have an adverse effect on the foraging ability or the life cycle of threatened species that may be opportunistically using the site or surrounding areas and it is highly unlikely to displace any rare or threatened species. The assessment extended to the access track entering the property and to the site. The road is a formed track with little to no work required to make it passable for the anticipated short-term increase in traffic, therefore no native vegetation losses are

anticipated in this zone. The car park area is dominated by exotic grasses, with many species commonly regarded as 'highly invasive' in more natural woodland settings (i.e. *Phalaris*).

The typical home ranges of Koalas are from 2 ha of connected vegetation to hundreds of hectares. Koala feed almost exclusively on a few preferred tree species which are of primary and secondary importance. The occurrence of both primary and secondary tree species varies widely on a regional, local and even a seasonal basis, meaning that koalas are unevenly distributed across their range.

In the study area, primary food tree species are Blakely's red gum (*E. blakelyi*) that skirt the waterway on the eastern boundary and north up slope of the proposal site. No viable food sources are likely to be impacted in the development area and importantly, there are numerous core vegetation areas surrounding the site which represent areas of viable Koala habitat – all-be-they a long way from the assessment site. The site is highly unlikely to be traversed or used by the species who are much more likely to stay within the connected canopy of these core areas.

*I am of the opinion that the activities as proposed will not have a significant effect on any threatened species and ecological communities and/or their conservation as noted within this assessment if <1 ha of the areas identified as 'Medium value' or above in **Attachment 3** are avoided.*

#### **Recommendations**

By way of a clearing process that minimizes the risk to threatened species that may be opportunistically using the site, I recommend:

- I. The track alignment and exclusion zones clearly identified prior to site establishment;
- II. Vehicle movements around the site will be restricted to the defined footprint and away from any existing native trees and flagging exclusion fencing to be installed.
- III. Soil disturbance by vehicle and pedestrian access is to be kept to a minimum outside the proposal footprint.
- IV. Any weeds removed (particularly those bearing seeds) are to be disposed of appropriately at the nearest waste management facility.

Regards



Mr Damian Wall  
**Managing Director**  
BAppSc, MEnvMgt, GradCert CHM, MAACAI

12/7/22

Attachment 1: BOSET Report Results



Legend

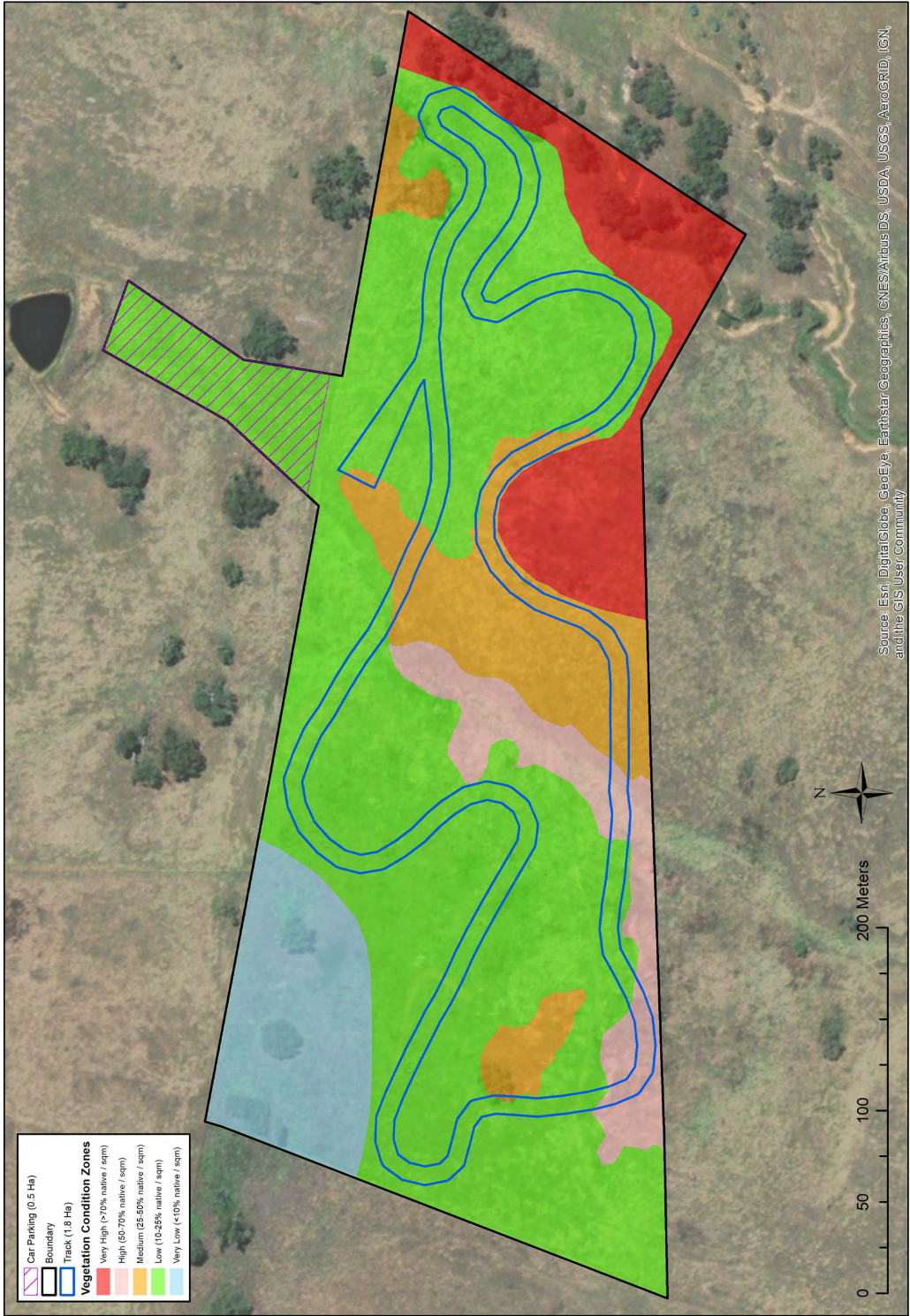
- Biodiversity Values that have been mapped for more than 90 days
- Biodiversity Values added within last 90 days

Notes

© NSW Department of Planning and Environment

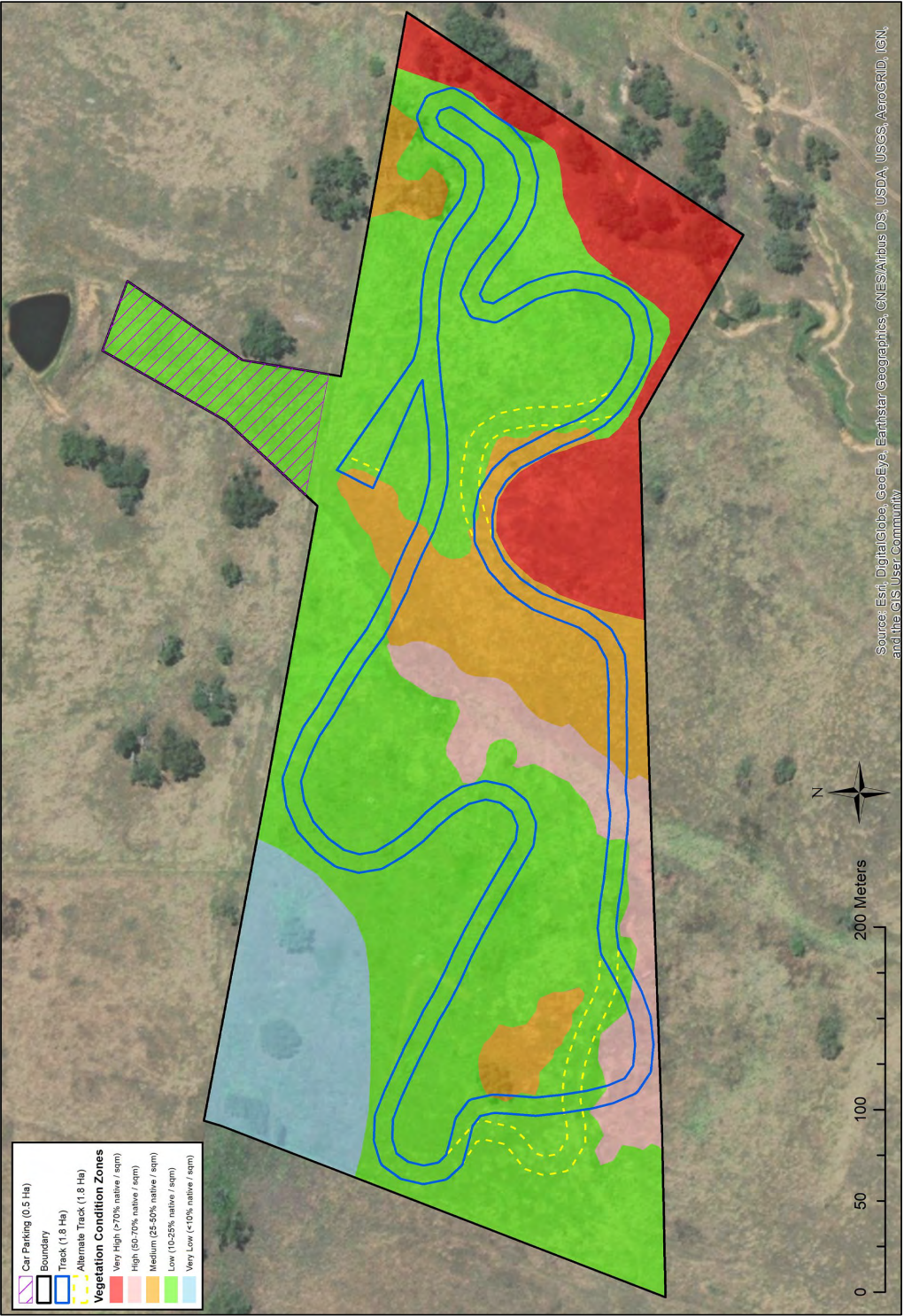


Attachment 2: Vegetation Condition Zones – 21/5/22





Attachment 3: Option 2 – Avoiding ‘Medium Values’ and above



#### **Attachment 4: Terrestrial Habitat (Native Grassland) Assessment Categories**

Terrestrial Habitat assessment was undertaken to develop an understanding of the extent and conditions of habitats within the study area. The results of which are to assist in the analysis of the likelihood of occurrence of threatened and migratory species as well as documenting habitat condition. This will include the identification of important habitat features such as movement corridors and important microhabitat features in grassland communities. The habitat assessment enabled fauna habitat condition mapping where the study area was assigned ranking relative to one another (Very High, High, Medium, Low & Very Low) and their approximate extent mapped. The following rankings were assigned relative to each other (not an overall stand-alone general condition) with consideration (but not necessarily all) of the following attributes:

##### **Very High & High Quality Grassland Habitat (Photos 1 & 2)**

- Patch size large.
- Habitat is well connected to other areas of habitat.
- Native grass, forb and herb density is high.
- Few invasive weed species present.
- Good quantities of rock and microhabitats present.
- Contains levels of habitat that are likely to support grassland dependent threatened species that are known to, or are likely to occur in the study area.
- Threatened species have been observed or are known to occur there from this survey, previous records or author's knowledge.

##### **Medium Quality Grassland Habitat (Photos 3 & 4)**

- Patch size moderately sized and/or native grass cover is sparse.
- Moderate native grass, forb and herb density.
- Grass or grass like invasive species present.
- Some rock and other microhabitats present.
- Habitat has some connectivity to surrounding habitat.
- Contains limited areas of habitat that are likely to support grassland dependent threatened species that are known to, or are likely to occur in the study area.

##### **Very Low & Low Quality Grassland Habitat (Photos 5 & 6)**

- Patch size small and/or native grass cover is negligible.
- No native grasses, forbs and/or herbs visually present.
- Homogenous landscape with no other microhabitats.
- Site has little to no connectivity to surrounding areas.
- High invasive weed or exotic annual grass load.
- Unlikely to support threatened species on a permanent basis.



### Photos of Vegetation Condition Zones & Assessment Quadrats

#### [Very High & High Quality Grassland Habitat](#)



Photo 1: Very High quality native grassland along the edge of the creek on the east boundary.



Photo 2: Very High quality Themeda based native grass under Blakelys Gum creekline woodland. East edge of site.



Medium Quality Grassland Habitat



Photo 3: Medium Quality zone, Quadrat showing (25-50% Native / m<sup>2</sup>)



Photo 4: Break between Medium and High quality zone, mid site, south orientation.



Very Low & Low Quality Grassland Habitat



Photo 5: Low quality zone dominated by Veldt grass, Annual bastard cabbage and Cape weed.



Photo 6: Very low quality zone above the access track, dominated by Nightshade.

#### Attachment 5: Matters of National Environmental Significance - Significant Impact Guidelines 1.1

The purpose of these guidelines is to assist any person who proposes to take an action to decide whether or not they should submit a referral to the Australian Government Department of the Environment, Water, Heritage and the Arts (the department) for a decision by the Australian Government Environment Minister (the minister) on whether assessment and approval is required under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

Under the EPBC Act an action will require approval from the minister if the action has, will have, or is likely to have, a significant impact on a matter of national environmental significance. The Significant Impact Guidelines 1.1 are a 'self-assessment' process, including detailed criteria, to assist persons in deciding whether or not referral may be required.

In this instance, the criterion below have been used to assess the likely impact on Natural Temperate Grassland of the South Eastern Highlands which has the potential to exist within both the 'Study Area' and the 'Study Site'. In considering the Significant impact criteria, an 'action' (in this case the construction of the proposed Annual Amcross event at "Lake Ivan", Lot 2, DP775837 in the Parish of Currawang) is likely to have a significant impact on the *Natural Temperate Grassland of the South Eastern Highlands* community if there is a real chance or possibility that it will:

1. Reduce the extent of an ecological community?

**Response:** No. The proposed impacts on 'Medium value native grassland' as determined during the site inspection is approximately 0.26 Ha (if the preferred Option shown in Attachment 3 is adopted) and most impacts are anticipated in Low quality grassland that has previously been pasture improved to an extent.

2. Fragment or increase fragmentation of an ecological community, for example by clearing vegetation for roads or transmission lines?

**Response:** No. The primary access-way is already formed.

3. Adversely affect habitat critical to the survival of an ecological community?

**Response:** No. The area is already under a set-stocking regime as part of a working farm. The area is not 'critical habitat' nor is it unique to the bioregion.

4. Modify or destroy abiotic (non-living) factors (such as water, nutrients, or soil) necessary for an ecological community's survival, including reduction of groundwater levels, or substantial alteration of surface water drainage patterns?

**Response:** No. The impacts are very short-term and temporary.

5. Cause a substantial change in the species composition of an occurrence of an ecological community, including causing a decline or loss of functionally important species, for example through regular burning or flora or fauna harvesting?

**Response:** No. The impacts are very short-term and temporary.

6. Cause a substantial reduction in the quality or integrity of an occurrence of an ecological community, including, but not limited to:

- a. Assisting invasive species, that are harmful to the listed ecological community, to become established, or

**Response:** No. The Study site is already weed affected.

- b. Causing regular mobilisation of fertilisers, herbicides or other chemicals or pollutants into the ecological community which kill or inhibit the growth of species in the ecological community.

**Response:** No.

7. Interfere with the recovery of an ecological community.

**Response:** No.

In summary, considering the above criterion, the works and the existing site conditions, it is unlikely that the lost areas of 0.26 ha of Medium value native grass, is unlikely to harm enough individual plants to fragment the extent of the species distribution on site such that the population is permanently compromised.

Therefore, the project is unlikely to have a 'significant impact' on a matter of national environmental significance – in this case *Natural Temperate Grassland of the South Eastern Highlands* community and a EPBC referral is not warranted on this occasion.



**Attachment 6: Photos from the Site Inspection – 21/05/22**



**Photo 7. Main access road, from carpark area looking west. Mown Phalaris based pasture.**



**Photo 8: Car park area dominated by Veldt, Cocksfoot, Phalaris, Paspalum and Brommus Spp. North orientation**





Photo 3. Scattered old large trees over Phalaris dominated pasture in the north east corner of the site. To be avoided.



Photo 4: High quality zone dominated by *Poa sieberiana* (Grey Tussock-grass) and *Elymus scaber* (Common Wheat Grass).

# QUEANBEYAN-PALERANG REGIONAL COUNCIL

## Council Meeting Attachment

14 JUNE 2023

ITEM 9.2      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
MOTORBIKE EVENT)

ATTACHMENT 7    TRAFFIC ASSESSMENT REPORT - DA.2022.1503 - 2461  
CURRAWANG RD



Our Reference: **PT22051**

Goulburn Motor Cycle Club  
C/O Southern Cross Consulting Surveyors

11 August 2022

Via Email: [tina@sccsurveyors.com.au](mailto:tina@sccsurveyors.com.au)

**Goulburn Motorcycle Club AMCROSS Event - 2461 Currawang Road, Currawang  
Fee Proposal for Traffic Event Management Plan**

As requested, we have reviewed the potential traffic impacts, access needs and parking requirements of the proposed annual Goulburn Motorcycle Club at the site known as 2461 Currawang Road, Currawang. The findings of our assessment are provided below.

Site inspection photographs are provided in **Appendix A**.

**Background**

The AMCROSS motocross is a six-round grass track series run in a number of rural locations in NSW. Every round is a two-day event that caters for both juniors and seniors, the juniors race Saturday with the inclusion of a Parent's class. The Parent's class allows families to just spend one day at the track. On the Sunday, there are a range of classes to suit every rider including under-19s competitors, to the over-55's.

**Proposed Site Location**

The new site for the annual event is proposed at No.2461 Currawang Road, Currawang which includes the historic Saint Matthias Church and rural land holdings. The location of the proposed event in relation to Currawang Road is shown below in **Figure 1**.

Positive Traffic Pty Ltd ATF Positive Traffic Trust  
PO Box 3457, Rouse Hill NSW 2155  
E: [dean@positivetraffic.com.au](mailto:dean@positivetraffic.com.au)



Project: No.2461 Currawang Road, Currawang

**Figure 1 – AMCROSS Event Location**



The existing access arrangements to the site (which also provides vehicular access to Saint Matthias Church) is shown below in [Photo 1](#) and [Photo 2](#).

**Photo 1 - Existing Vehicle Entrance in Currawang Rd**



Project: No.2461 Currawang Road, Currawang

Photo 2 - Existing Vehicle Entrance in Currawang Rd



#### Classification Criteria

It is usual to classify roads according to a road hierarchy in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy. Roads are classified according to the role they fulfil and the volume of traffic they should appropriately carry. The RTA has set down the following guidelines for the functional classification of roads.

- Arterial Road – typically a main road carrying over 15,000 vehicles per day and fulfilling a role as a major inter-regional link (over 1,500 vehicles per hour)
- Sub-arterial Road – defined as secondary inter-regional links, typically carrying volumes between 5,000 and 20,000 vehicles per day (500 to 2,000 vehicles per hour)
- Collector Road – provides a link between local roads and regional roads, typically carrying between 2,000 and 10,000 vehicles per day (250 to 1,000 vehicles per hour). At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.
- Local Road – provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (250 vehicles per hour).

Project: No.2461 Currawang Road, Currawang

### Existing Road Network

Currawang Road – is a local collector road through the area linking Braidwood Road in the north with Bungendore Road in the south. Whilst it could be argued the road is a local road in nature, the limited route choice in the area lends itself to functioning as a collector road. In the vicinity of the site access the road includes a 7.0m wide carriageway accommodating one through lane of traffic in each direction and unformed shoulders. The road serves a large quarry to the site of the subject site. Currawang Road includes a posted speed limit of 100km/hr.

### Proposal

The proposal includes a relocation of the annual AMCROSS motorcycle event at the site known as No.2461 Currawang Road to be held over a single weekend.

As with previous iterations of the event, the Saturday of the event would include racing for juniors and less experienced motocross racers. However, the Sunday event would be set aside for the more professional motocross competitors.

Attendance to each day of the event is expected to be 150 riders with a maximum of 40 riders for any one race held at the venue.

Arrivals each day are expected to occur between the hours of 7:00am – 8:30am with on-site registrations for racing closing at 8:00am at each day.

Practice / warm up starts at 9:00am with racing commencing each day at 10:00am and concluding at 4:00pm.

The site plan for the proposed event is provided in [Appendix B](#) of this report.

All vehicles / equipment for racing would be directed to the area north of the proposed course with controlled entry / exit to the racecourse managed by on-site officials and club representatives.

On the matter of access arrangements and notification, *all* entries would be provided within an information package providing key details of the event. This information package would also include a map of the available routes of travel to / from the site.

Advisory signage would be placed in Currawang Road for both directions of traffic including a 1.0km notification sign of site entry, 500m notification sign of site entry and additional signage at the site entry with directional arrows advising motorists how to access the site.



Project: No.2461 Currawang Road, Currawang

### **Assessment of Proposal**

#### **Traffic Impacts**

Given that the proposal includes a single annual event, formal intersection and mid block counts were not considered appropriate. As evident from the information presented above, the historical location of the event required access via a major highway and relied upon a priority controlled intersection within an 110km/hr speed zone environment.

In comparison, the access road to the site, Currawang Road is a much lower order road carrying (by observation during site inspection/s) very low volumes of traffic.

Further, the nature of the event is such that the majority of competitors would travel to / from the site as families and / or sharing trailer vehicles for the transporting of motorcycles. Competitors rely on support person to assist in preparing for each race.

Assuming a conservative average vehicle occupancy of 2 persons per vehicle, it could be expected that the event each day may generate in the order of 75 vehicles inbound in the AM period and 75 vehicles outbound some six (6) hours later in the PM period.

It is note expected that the traffic generated by this annual event would have a significant impact on existing traffic conditions within Currawang Road.

#### **Access**

As confirmed above, distance to entry signs at 500m and 1km for both directions of traffic are proposed for the event. This would be placed and managed by the event.

The available sight distance to each direction of traffic from the proposed event access road linking to Currawang Road was recorded through photographs at drivers height of 1.15m. These are presented below in [Photo 3](#) and [Photo 4](#).

Project: No.2461 Currawang Road, Currawang

Photo 3 – Driver’s Height Sight Distance to the North



Photo 4 – Drivers Height Sight Distance to the South



Project: No.2461 Currawang Road, Currawang

The sight distance to the north was noted to be some 300m+ whereas the sight distance to the south was noted to be around 100m.

Whilst it is expected that the majority of traffic generated by the annual event would travel to / from the site via the north, recorded sight distance to the south for the posted speed limit of 100km/hr would be less than that which is recommended by Austroads.

Therefore, it is recommended that additional forewarning signage is placed within Currawang Road to ensuring all approaching traffic from the south is aware of the event site access.

Therefore, having regard to the requirements of the Traffic Control at Worksites Manual of Transport for NSW, 'Watch for Entering Traffic' signage should be installed in the locations below for northbound traffic.

Figure 2 – Additional Recommended Forewarning Signage



Overall, the proposed access arrangements, on the basis that the signage arrangements described above are put in place, are considered a workable access arrangement for the event.

#### Event Management Plan Recommended Elements

The following provides a guide for the items which should be considered in the information package issued to all registered riders and their support persons.

Project: No.2461 Currawang Road, Currawang

- Check in times should be clearly identified in all correspondence with patrons advised of check in closure times.
- Whilst the course and parking area of the event is located some 1.5km from Currawang Road, repeater directional signage with distance to the venue should be considered along the access road guiding persons to the venue.
- Consideration should be given to arranging volunteer observer/s of internal traffic conditions to limit any potential for queuing from the venue onto Currawang Road.
- Further, volunteers who are providing directions to parking area/s should periodically confirm verbally with drivers as to whether any experienced any large queuing occurring in the vicinity of Currawang Road on entry each day so on-site event managers to be forewarned to take any action necessary to avoid queuing onto Currawang Road.
- Appropriate signage will be erected throughout the site in prominent areas displaying the following information:
  - The location of fire assembly areas;
  - The phone numbers of:
    - NSW Emergency Services - 000
    - NSW Rural Fire Service (Collector)
  - Collector Local Area Command (Police)
  - NSW State Emergency Services (SES) – 132500
  - The following websites:
    - Rural Fire Service: <http://www.rfs.nsw.gov.au/fire-information/fires-near-me>
    - Bureau of Meteorology: <http://www.bom.gov.au/nsw/warnings/>
  - The following emergency radio stations:
    - Digital – ABC News Radio
    - Analog – Stations AM702 and AM630
  - All able-bodied persons who volunteer must act as an Emergency Assistance Volunteer.
- Emergency Assistance Volunteers are to be provided with a copy any event management plan and are to be perfectly acquainted with any Emergency Response Plan and Evacuation Strategy. Emergency Assistance Volunteers will be responsible for ensuring that elderly, disabled people and children are assisted during the event of an evacuation. They will also be responsible for relaying any specific instructions issued by Emergency Services Personnel.
- Appropriate maps of routes of travel within the site and emergency evacuation routes should be made available to all arrivals.
- Any internal intersection / decision points for entering / existing motorists should be appropriately signposted with directional signage.

Project: No.2461 Currawang Road, Currawang

Please do not hesitate to contact myself on 0414 462247 should you require any additional information.

Yours sincerely



**DEAN BRODIE**

*Managing Director*

B.Eng (Civil) MIEAust NER

RMS Accredited Level 3 (Lead) Road Safety Auditor

RPEQ 27423

Expert Traffic Engineering & Road Safety Witness at NSW Land & Environment & NSW Supreme Court



Project: No.2461 Currawang Road, Currawang

Appendix A – Site Inspection Photographs





Project: No.2461 Currawang Road, Currawang





Project: No.2461 Currawang Road, Currawang





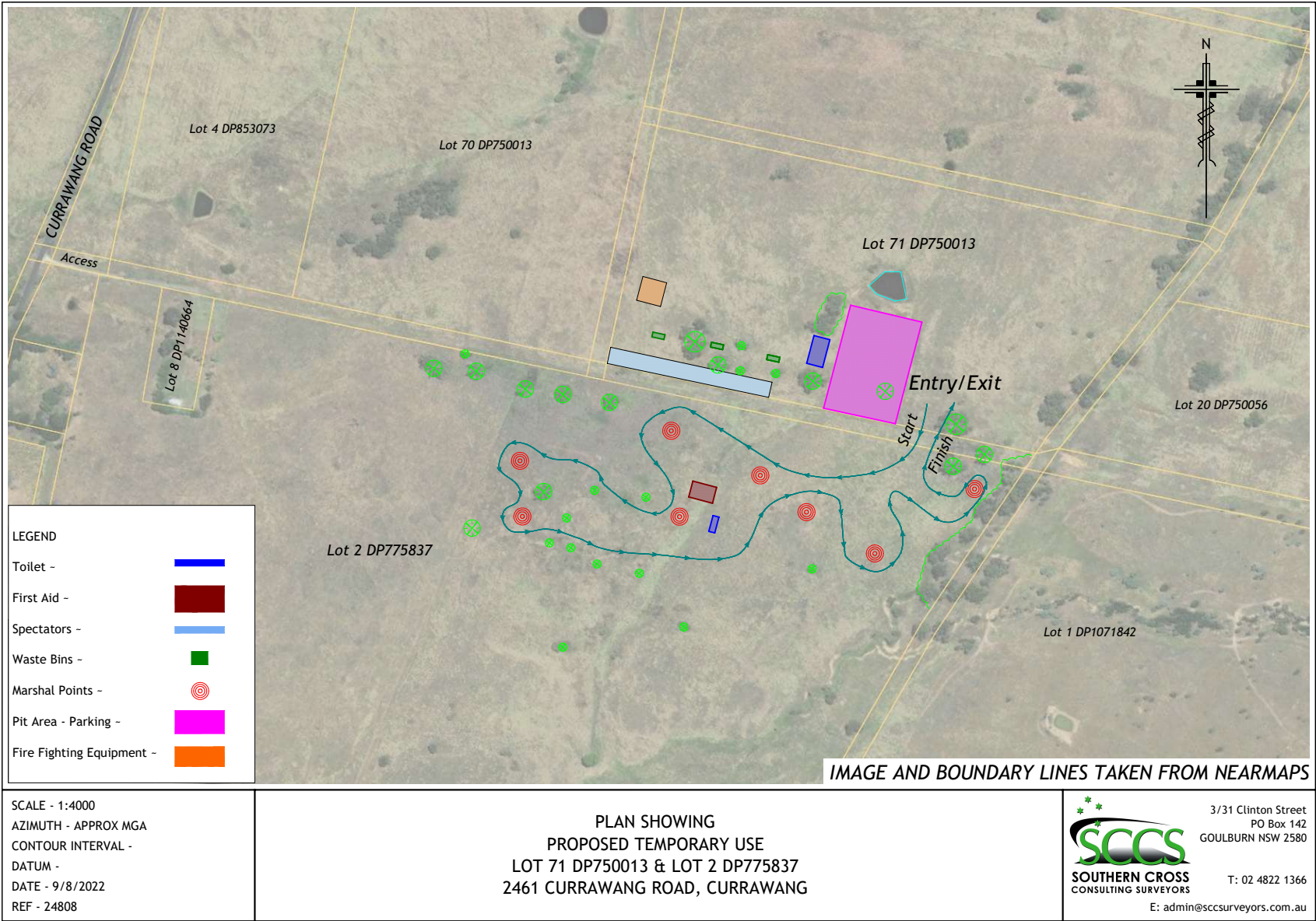
Project: No.2461 Currawang Road, Currawang



Project: No.2461 Currawang Road, Currawang

## APPENDIX B – EVENT SITE PLAN





# **QUEANBEYAN-PALERANG REGIONAL COUNCIL**

## **Council Meeting Attachment**

**14 JUNE 2023**

ITEM 9.2      DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
MOTORBIKE EVENT)

ATTACHMENT 8      DRAFT CONDITIONS OF CONSENT - DA.2022.1503 - 2461  
CURRAWANG RD



**DRAFT CONDITIONS OF CONSENT**  
**DA.2022.1503**



**APPROVED DEVELOPMENT AND PLANS**

**1. Approved Plans and Documents**

The development referred to in the application is to be carried out in accordance with the approved plans and documents including the following:

Title / Description	Prepared by	Issue/Revision & Date	Date received by Council
Site Plan	Premise	Ref: 24808.Rev 1 / Date: 26/4/2023	01/05/2023
Event Management Plan	Unknown	Rev: 001B	01/05/2023
Environmental Noise Assessment (Acoustic Report)	Harwood Acoustics	Ref: 2206004E-R / Date: 30/8/2022	30/8/2022
Biodiversity Inspection Report	Red-Gum Environmental Consulting	12/7/2022	30/8/2022

except as modified by any of the following conditions of consent.

*Reason: Development is undertaken in accordance with this consent & is used for the approved purpose only.*

**SPECIAL CONDITIONS**

**2. Restriction on Use and Hours of Operation**

The use of land for the recreation facility (outdoor) (Amcross Motorbike Event) shall be limited to the following:

- No more than two days event (motorbike racing) per year between April and October over a five-year period, from the date of this consent.
- Events shall operate between the hours of 7am to 4pm on event days. No loud PA system or music will be utilised/ played before or after these hours.
- Track and start gates to be prepared/installed within seven days before the scheduled events.
- Two days for set up and pack down any temporary shades and other ancillary facilities before and after the event.
- No camping overnight and no open fires permitted on the site.
- No storage of any fuels permitted on the site.

*Reason: To ensure that the amenity of the surrounding area is not compromised as a result of the operation of the event.*

**OFFICES**  
144 Wallace St, Braidwood  
10 Majara St, Bungendore  
256 Crawford St, Queanbeyan

**POSTAL**  
PO Box 90, Queanbeyan NSW 2620

**PHONE**  
P: 1300 735 025

**EMAIL/WEB**  
W: [www.qprc.nsw.gov.au](http://www.qprc.nsw.gov.au)  
E: [council@qprc.nsw.gov.au](mailto:council@qprc.nsw.gov.au)

ABN 95 933 070 982

### **3. Maximum number of participant and spectators**

A maximum total of 250 persons (participants, riders and spectators) shall attend the venue on each day of the event.

*Reason: To minimise potential impacts and to ensure the crowd and events are managed adequately.*

### **4. Event Cancellation**

If a significant weather event occurs leading to the site becoming unsafe and/or unusable, the event shall be cancelled.

If a significant incident occurs, or there is non-compliance with Council requirements, leading Council to believe that the event should not go ahead, the event shall be cancelled.

*Reason: To ensure the events are adequately managed and do not proceed in unsafe conditions.*

### **5. Rehabilitation of disturbed area**

All disturbed areas including the motorbike track must be stabilised by the application of grass seeding or other suitable surface treatment within 30 day after each annual event to ensure no erosion occurs as a direct result of the motorbike track. Do not use species that are listed under the *Noxious Weeds Act 1993*.

*Reason: To protect the local waterway and prevent degradation of the site.*

### **6. Soil contamination**

The motorbike "Pit area" as indicated on the site map must be suitably protected from oil and fuel contamination. Suitable impermeable impervious material must be used onsite where motorbikes are being worked onto prevent soil contamination.

*Reason: To protect the local waterway and prevent contamination of the site.*

### **7. All spills and leaks to be cleaned**

All areas used for the movement of vehicles must be monitored during each event for spill or leaks that may contaminate the ground. All spills and leaks must be cleaned up within a 24 hour period and significant spills must be notified to Council.

*Reason: to protect the local waterway and prevent contamination of the site.*

### **8. Dust Management**

Immediately undertake all measures as appropriate, and/or respond to any Council direction to provide dust suppression on roads leading to, adjacent to and within the site in the event that weather conditions, construction activities and associated traffic to and from the site are giving rise to abnormal generation of dust.

A fully laden water truck shall be permanently on the site for dust suppression on days of event.

*Reason: To ensure that local residents and activities are not disadvantaged by dust during hours of operation.*

### **9. Submit Bushfire Emergency Management and Evacuation plan**

A Bushfire Emergency Management and Evacuation Plan in accordance with the NSW Rural Fire Service Guidelines is required to be prepared and a copy submitted to Council prior to events commencing.

All staff including volunteers appointed to be present during events must have appropriate training in evacuating persons from the venue in the event of a fire or other emergency.

*Reason: To ensure measures are implemented in the event of a bushfire.*

#### **10. Notify Council and adjoining properties prior to the event**

Queanbeyan-Palerang Regional Council, adjoining properties and relevant emergency services shall be notified no less than 30 days before each event and provide these stakeholders with a copy of the updated Event Management Plan.

*Reason: To ensure Council and relevant stakeholders are aware of the event.*

### **GENERAL CONDITIONS**

#### **11. Copy to Owner**

A copy of this consent is to be provided to the owner.

*Reason: To ensure the owner is aware of the requirements imposed under the consent.*

#### **12. Work on Adjoining Land Is Limited**

The verge and other adjoining lands must not be used for storage of materials, vehicle parking or disturbed by activities with the exception of;

- a. Installation of a temporary, stabilised construction access across the verge,
- b. Installation of services,
- c. Construction of an approved permanent verge crossing.

*Reason: To minimise interference with the verge and its accessibility by pedestrians.*

#### **13. Waste Management**

All waste is to be managed, removed and disposed from the site appropriately in accordance with the approved Event Management Plan.

*Reason: To ensure that waste removed from the site is disposed of in an environmentally safe manner.*

### **CONDITIONS TO BE SATISFIED PRIOR TO COMMENCEMENT OF WORKS/ SITE PREPARATION**

#### **14. Traffic Management and Section 138 Consent**

Prior to undertaking any works within a public road reserve or affecting the road reserve, a traffic management plan is to be submitted to and approved by Queanbeyan-Palerang Regional Council under Section 138 of the *Roads Act 1993*. Where occupancy of the road reserve is required, a Section 138 application shall accompany the Traffic Management Plan for Local Roads or an approved Road Occupancy Licence (ROL) from the Transport for NSW (TfNSW) for State Roads.

*Reason: To ensure that works carried out comply with the Roads Act.*

#### **15. Sediment and Erosion Control**

A Sediment and Erosion Control Plan (S&ECP) for all site works, including road works and access, is to be approved by the principal certifying authority or Council prior to work commencing. The plan is to cover all measures to control erosion and sediment transport in accordance with the

NSW Landcom publication *Managing Urban Stormwater - Soils and Construction (4th Edition 2004 - "Blue Book")*.

Erosion and sediment controls are to be in place before the disturbance of any soils on the site, and are to be maintained during the works and for as long as necessary after the completion to prevent sediment and dirty water leaving the site and/or entering the surface water system outside of the site as follows:

- (a) divert uncontaminated run-off around cleared or disturbed areas,
- (b) erect a silt fence to prevent debris escaping into drainage systems or waterways,
- (c) prevent tracking of sediment by vehicles on roads, and
- (d) stockpile topsoil, excavated material, construction and landscaping supplies and debris within the site.

*Reason: To minimise environmental impact associated with any works & to prevent soil erosion/water pollution.*

#### **CONDITIONS TO BE SATISFIED DURING INSTALLATION/ SITE PREPARATION WORKS**

##### **16. Hours of Operation for Works**

All works associated with the construction, demolition and/or site preparation of this development must be carried out between the following hours unless Queanbeyan-Palerang Regional Council agrees in writing. A written application shall be made to Queanbeyan-Palerang Regional Council if a variation of hours is required.

Weekdays:	7.00am to 6.00pm
Saturdays:	8.00am to 4.00pm
Sundays and Public Holidays:	NIL

*Reason: To reduce the chance of offensive noise being created and to minimise the impacts of the development in its locality.*

##### **17. Track clearing / preparation**

All recommendations in regards to track clearing or site preparation for the event detailed in the Biodiversity Inspection Report prepared by Red-Gum Environmental Consulting dated 12/7/2022 must be implemented and adhered to.

*Reason: To minimise impact on biodiversity/any threatened species on site and in the locality.*

##### **18. Unexpected Finds**

The development is to proceed with caution. If any Aboriginal objects are found, works should stop and DECCW notified. If human remains are found work is to stop, the site is to be secured and the NSW Police and NSW Office of Environment and Heritage are to be notified.

*Reason: To ensure objects discovered during construction are protected and notified in accordance with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales.*

##### **19. All Works to Be Confined to the Site**

All demolition, excavation, backfilling, construction and other activities associated with the development must:-

- a) Be carried out entirely within the allotment boundaries unless otherwise approved by Council.
- b) Comply with the requirements of AS 2601-2001 - The demolition of structures.
- c) If within one metre of the verge, the site must be protected by a hoarding which must be erected prior to the commencement of the demolition works.
- d) Be kept clear of stormwater, sewer manholes and service easements on the site.
- e) Any gates must be installed so they do not open onto any footpath or adjoining land.

*Reason: To ensure that all development activity associated with the development does not pose a hazard to life or property and that the effectiveness of public services is not impaired.*

## **20. Maintenance of Erosion Control Measures**

All measures to control erosion and sediment transport are to be maintained during the works in accordance with the NSW Landcom publication *Managing Urban Stormwater - Soils and Construction* (4th Edition 2004- "Blue Book") and for as long as necessary after the completion to prevent sediment and dirty water leaving the site and/or entering the surface water system outside of the site.

*Reason: To minimise environmental impact associated with any works & to prevent soil erosion/water pollution.*

## **CONDITIONS TO BE SATISFIED DURING THE USE OF THE PREMISES/VENUE FOR EVENTS**

### **21. Implementation of Traffic Management Plan**

The approved traffic management plan and traffic control plans are to be implemented and strictly followed at all times. Conditions are to be monitored and contingency plans put in place as required, or as directed by Council.

*Reason: To ensure the events are adequately managed and minimise potential safety risks and inconvenience to non-attendees.*

### **22. Portable Toilets**

The portable toilets shall be located to provide safe access to event attendees, preferentially within site boundaries. Where located on a roadside, toilets should not be facing the road and any queuing is to be contained to within the verge or site boundaries.

*Reason: To avoid road obstructions and safety issues.*

### **23. Compliance with Acoustic Report**

All recommendations and specifications detailed in the acoustic report, 2206004E-R by Harwood Acoustics for 2575 Currawang Road Currawang NSW 2580 must be implemented and adhered to.

*Reason: To ensure noise levels generated from activities on the site are not excessive and do not impact on surrounding sensitive receptors. To ensure compliance with the recommendations of the acoustic report submitted prior to the issue of the development consent.*

### **24. Erosion and Sediment Control**

Maintain erosion and sedimentation controls for as long as necessary after completion of works to prevent soil erosion, water pollution or the discharge of loose sediment on surrounding land. The

controls are to remain in place until all disturbed ground surfaces are rehabilitated/revegetated and stabilised to prevent erosion or sediment loss.

*Reason: To minimise environmental impact associated with any works & to prevent soil erosion/water pollution.*

***Please Note:***

***Dial Before You Dig***

*Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at [www.1100.com.au](http://www.1100.com.au) or telephone on 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.*

***Telecommunications Act 1997 (Commonwealth)***

*Telstra (and its authorized contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800810443.*



# QUEANBEYAN-PALERANG REGIONAL COUNCIL

## Council Meeting Attachment

14 JUNE 2023

ITEM 9.2            DA.2022.1503 - 2461 CURRAWANG ROAD, CURRAWANG  
                         NSW - RECREATION FACILITY (OUTDOOR) (AMCROSS  
                         MOTORBIKE EVENT)

ATTACHMENT 9   REDACTED SUBMISSIONS - DA.2022.1503 - 2461  
                         CURRAWANG RD

Submission (Objection) to QPRC Council re DA2022.1503

**Submission (Objection) in relation to Development Application DA.2022.1503 –  
Temporary use of land for Amcross (motorbike) event**

I object to the Development Application DA2022.1503 (the Application) for a temporary AMCROSS (motorbike) event on Lot 71 DP750013 and Lot 2 DP775837, immediately adjacent to Lot 1 DP1071842, the property which I own and on which I reside.

I believe that with proper controls and measures and appropriate siting away from other properties that a small, low attendance annual two day AMCROSS event is a reasonable activity for which to seek an exemption to current RU1 activities. I also believe that the Applicant's intent is honest and not intended to create harm or impact to surrounding residents and properties.

Despite this, I cannot support the Development Proposal. I therefore ask the Council to reject the Application.

**Summary of Objections**

- Council consider the precedent in *Burns v Queanbeyan-Palerang Regional Council [2021] NSWLEC 1544* ('the Burns case'), involving a proposed rifle range in the same locality, Currawang. There are parallels between the two cases. Approving DA2022.1503 may give rise to a reversal of that precedent. I ask that if Council approves this Application that it clearly demonstrate the material and objective differences between this Application and the Burns case.
- The Applicant has failed to address Clause 2.8(b) and (c) of the PLEP 2014, particularly when read relative to the guidelines around noise management and motor sport activities and the implementation of fire management procedures.
- The Applicant has failed to address specific issues raised by the QPRC Development Co-ordination and Review (DCR) Panel Meeting, notably dust management.
- Previous pre Covid Goulburn Amcross events have been significantly larger than the numbers identified in the Application with over 500 competitors and over 1000 attendees.
- Consideration of the impact on my adjoining property has not been made when choosing to site the proposed event. Given that the proposed property is large, approximately 1000 acres it is reasonable to expect that the location of the event does not need to be on an adjoining property boundary.
- The responsible legal entity is not clearly identified.

**Detail of Objections**

**Objection 1**

I ask Council to consider the findings in relation to the recent case

*Burns v Queanbeyan-Palerang Regional Council [2021] NSWLEC 1544*  
<https://www.caselaw.nsw.gov.au/decision/17bf21980fca2e8d62964b11>

Submission (Objection) to QPRC Council re DA2022.1503

in which both the Council and the Court had found the proposal for a rifle range (which unlike this Application, is allowable under RU1 land use provisions), also in Currawang, as not in the public interest.

Council held eight contentions against the proposed rifle range. Of note re this Application:

- Contention 2: No satisfactory demonstration that there will not be significant noise impacts
- Contention 3: No satisfactory demonstration that there is no unacceptable risk of harm
- Contention 4: Inconsistent with the objectives of the RU1 zone
- Contention 7: Unacceptable social impacts in the locality

The Burns proposal for a rifle range stands as a precedent for the assessment of any like proposals in the locality of Currawang. Of note regarding the Burns case and the current Application:

- Burns originally submitted a development application for a commercial shooting range in Currawang that was rejected after having been identified as a prohibited use of the land.
- Burns subsequent development application was for a rifle range allowable under RU1 land use provisions. This Application is for a motor sport event arguably not allowable under the provisions of RU1 land use.
- Both proposals involve the creation of high noise events. It is arguable that a motor sport event generates more noise than a shooting range.
- Residential receivers are affected with both this Application and the Burns case. The number of residential receivers in this Application that are in closer proximity to the proposed site is higher than in the Burns case.
- Burns provided extensive noise testing that was still deemed insufficient by the Council and the Courts. This proposal is asking for permission without noise testing. Motor Sport events are contentiously loud, arguably louder than activity at a rifle range. Even approved motor sport sites have given rise to the need for stricter controls and measures, creating additional overheads for Councils. A recent example:

<https://the-riotact.com/tensions-rise-over-wakefield-park-as-goulburn-chamber-reveals-fears-of-canberra-move/536317>

- Much of the community argument against the Burns case centred on the ad hoc use of the proposed rifle range by the NSW Police. This Application is asking for a temporary exemption from RU1 land use provisions for an ad hoc event. While this Application requests site use for 2 days per annum, temporary ad hoc exemptions are allowable up to 52 days per annum. This arguably aligns with the potential ad hoc use of the Burns proposed rifle range by NSW Police.

The Lands and Environment Court (LEC) found in favour of QPRC.

Submission (Objection) to QPRC Council re DA2022.1503

I therefore ask that :

- The Council considers the precedents set out in the Burns case prior to any decision on this Application.
- The Council considers the potential impacts on the local Currawang community, ratepayers and the Council of any further appeal or court action by the proponents in the Burns case if approving DA2022.1503 reverses the precedents in that case.
- If Council agrees to this Application that Council clearly demonstrate the material and objective differences between the Burns case and this application prior to that decision being made.

**Objection 2:**

The Applicant is seeking use of the land for a temporary motor sport event under Clause 2.8 of the PLEP 2014. Development permission may not be granted if:

- Clause 2.8 (b) The temporary use of the land will not adversely impact on any adjoining land or amenity of the neighbourhood; and
- Clause 2.8 (c) the temporary use and location of any structures related to the use will not adversely impact on environmental attributes or features of the land or increase the risk of natural hazards that may affect the land.

The QPRC Development Co-ordination and Review (DCR) Panel Meeting requested the Applicant also address the following:

- Noise
- Biodiversity
- Bushfire
- Remediation of Land
- Dust Management
- Traffic Management

I believe the requests from Council and the requirements in the PLEP are reasonable in that any exemption to permissible land uses should carry an additional level of responsibility in mitigating impact and risk to adjoining properties, habitats and communities and that events requiring exemptions should be carefully sited and planned such as to minimise or reduce the impact on adjoining properties. To do otherwise is to invite random disregard for the intent of land use provisions and give cause to Applicants with rejected proposals that were within the scope of land use provisions to contest decisions.

I have no objection to the Applicant's proposed management plans for:

- traffic management (assuming attendee numbers are correct);
- remediation of land (other than how it may relate to dust management); and

Submission (Objection) to QPRC Council re DA2022.1503

Page 4 of 22

- biodiversity as it pertains to the actual event site and the applicant property.

The proposed event is very close to our property boundary and within direct line of sight from our house. The below images from Google Maps shows the approximate size of the event area outlined in black and the approximate location of the proposed racecourse in red. Our property and house site are outlined in green. The second image is a photo of the proposed site taken from inside our house. The approximate site is outlined in black.

As can be seen from both this image and the images supplied by the Applicant the proposed site is very large and is directly adjacent to our property boundary Lot 1 DP1071842.

I ask Council to note that the statement in the Harwood Acoustic Report prepared on behalf of the Applicant incorrectly identifies the location as being central to the Applicant property. *"The AMCROSS track will be established centrally on the western portion of the overall Site on Lot 2 in DP 775837 and Lot 71 in DP 750013."* This statement is incorrect. The proposed AMCROSS track is sited directly adjacent to the west of my adjoining property and is not situated centrally on the western portion of the overall site. It is directly adjoining Lot 1 DP1071842, which I own and on which I reside and is in very close proximity to the boundary.

As also stated in the Harwood Acoustic Report, the event is being held on a very large property of approximately 1000 acres.





***Objection 2(a) The Applicant has failed to address dust management as requested by the QPRC DCR.***

The prevailing wind at the locality is from the west with an average wind speed in November of approximately 10km/h. This will carry any dust during the event and any dust arising after the event from degradation of the land directly onto our property to the east of the proposed site. Our property is on a steep rise, as per the topographical map in the Application, with wind speeds increasing as they scale the hill.



Submission (Objection) to QPRC Council re DA2022.1503

While the proposed event site may currently be grassed as a result of recent La Nina conditions, any change in weather conditions, including a currently forecast El Nino event will lead to high dust conditions both during and after the event, with little to no opportunity for regrowth and dust mitigation in the event of a hot dry summer.

I suffer from asthma and the impact of unnecessary dust will aggravate my condition. My hobby involves renovating and restoring furniture. My workshop faces to the west. I work with paints and finishes that need a dust free environment. I also do not believe it appropriate that given my medical condition I should have to deal with additional dust burdens in the house or when working outside.

I believe the siting of the event shifts the impacts of dust onto my adjoining property.

**I therefore ask that Council reject the Application on the grounds that a dust mitigation strategy has not been included and that impacts to the adjoining property have not been addressed or mitigated as per Clause 2.8(b) of the PLEP.**

***Objection 2(b) The Applicant has failed to address fire management concerns to the extent that they may impact on my adjoining property and the 'high value' (as defined in the Applicant's Biodiversity Assessment) native environment on our property.***

The Applicant's Biodiversity Assessment identifies the presence of high value grassland at the eastern end of the proposed track. This high value grassland continues onto and through my property Lot1 DP1071842.

The land between the eastern edge of the proposed racetrack and my boundary is tree lined and meets a gully that is quite deep in places with high vegetation loads. This gully is a wildlife corridor with a colony of wombats, echidnas and a number of different native bird and plant species. While an assessment of native flora and fauna on Lot 1 DP DP1071842 has never been undertaken, high value grasslands, as identified in the Applicant's Biodiversity Assessment cover the majority of our adjoining property and the areas immediately adjacent to the Applicants proposed site. The land on Lot 1 DP1071842, has a far more diverse native ecosystem compared with the surrounding farmlands as the property has never been pastured improved and we have undertaken extensive revegetation works along the gully.

The prevailing winds are from the west. My property has a steep incline. With an average wind speed in November of approximately 10km/h, and an uphill slope doubling fire spread with every 10 degrees increase in incline, a fire will travel rapidly through the grassland on the property if not contained prior to reaching the boundary.

The AMCROSS event is proposed to be held in November, during bushfire season. An El Nino event is forecast for the coming year which will result in much drier conditions than present.

Submission (Objection) to QPRC Council re DA2022.1503

I do not believe the fire management plan is sufficient to protect my adjoining property. The buffer zone as previously stated is vegetated with native grasslands and the fire-fighting equipment is identified in the Application as being located at the western end of the track, furthest from our boundary. Furthermore, and given the event will take place during fire season in November, the Applicant has not specified what action will be undertaken on high risk fire days and total fire ban days.

A fire management plan recognizing the impact of high risk fire days and total fire ban days must also align with the terms and conditions in the responsible legal entity's public liability insurance to offer adequate protection to adjoining properties. The Application does not state if this is the case.

Additionally as the public liability insurance details have been redacted, there is no clear statement in the Application to assess whether the responsible entity's insurance provides for insurance or compensation over our adjoining property in the event of a fire, or for any other damage or impact caused as a result of the proposed event.

I fully acknowledge that living in a rural environment gives rise to an increased risk of fire and we are zoned accordingly. However, a higher duty of care should exist before approving an activity that is outside permissible land use activity. Adjoining landowners should not have to bear the cost of increases to insurance policies in the event of an insurance claim arising from an increased risk attached to an activity outside the permissible land use provisions for an RU1 property.

I believe that the siting of the track, while it might seem ideal from an organiser's perspective for an Amcross event, shifts the impacts of fire risk of the event onto my property immediately to the west.

**I therefore ask that Council reject the Application unless sufficient changes to the proposal are made to properly mitigate event related fire risk to my adjoining property and ensure that appropriate insurances are in place for adjoining properties. I do not believe that impacts to my adjoining property have been addressed or mitigated as per Clause 2.8(b) and (c) of the PLEP.**

***Objection 2(c) The Applicant has failed to fully address noise concerns in line with the guidelines on motor racing facilities and to an extent expected in precedent cases.***

In the ruling on Burns the LEC determined that the

- 'monitoring had not been carried out at all residential receivers';
- 'there was no consideration of the impact of temperature inversion'; and that

Submission (Objection) to QPRC Council re DA2022.1503

- *In order to succeed, it was necessary for the applicant to establish that the acoustic impacts arising from the proposed development, particularly at night shooting, had been adequately assessed and addressed.*

In DA 2022.1503, the above items have also not been undertaken as part of the Acoustics Report.

My house is located at what appears to be a local focal point for sound. We are situated at the top of a hill and hear sound that even residents closer to the sound do not always hear as well as us. Additionally, my workshop is open to the west, facing the proposed site. Sound from the west echoes and is amplified inside the shed.

I and many others chose to live in Currawang because it is exceptionally quiet. Maintaining that peace and quiet was a key reason local residents chose to oppose the rifle range in the Burns case.

Council must also note that there are more than 20 residential receivers in closer proximity to this proposed event site than there were in the Burns case. The closest existing residential receivers in the Burns case were several kilometres of the proposed site. In this case there are multiple residential receivers within 2 kilometres of this proposed site.

All residential receivers identified on the image below range between 600m and 2.5km from the proposed event site. The proposed event site is outlined in black and the residential receivers in red circles.

The residential receivers identified as R1, R2 and R3 in the Harwood Acoustic Report are identified on the image below. R3 is located at the top centre of the image above the Tequine Equestrian marker. R1 and R2, the closest are in the lower right. This is not an exhaustive diagram as a number of residential receivers are in existence that were built after this image was taken that are also within the 2.5km range. I have not identified the Applicant property residential receiver in the diagram.

Submission (Objection) to QPRC Council re DA2022.1503

Page 9 of 22



As stated previously, I do believe the operation of one small Amcross event over two days once per annum is reasonable. I do however also believe that the Application needs to better demonstrate alignment with the *Noise Guide for Local Government* while addressing the expectations and precedents set out in Burns, including:

- An assessment of the orientation and location of the track to use existing topography to reduce noise at noise-sensitive receivers. The proposed property is large in size, approximately 1000 acres. It is reasonable to expect that an event of this nature does not need to be located on an adjoining boundary;
- Monitoring at the residential receivers for the loudest event day to prove an agreed maximum noise level is not exceeded.
- Monitoring at the property boundary. A clear statement on the level of noise at the property boundary has not been provided. The graphical representation of the acoustic report does not identify noise impacts until well past our property boundary.
- Clear statement of conditions from Council limiting the event to a two day event once per annum with no adjustments allowable without an additional approval process through Council and thorough noise testing.
- That a simple protocol be established in the event of a temperature inversion. Given this would most likely occur in daytime during foggy conditions, then it is reasonable for safety reasons to enact a delay or cessation of activity during a temperature inversion event.

Submission (Objection) to QPRC Council re DA2022.1503

- An explanation of why the event is considered to be so small relative to the pre-pandemic levels of event attendance for the Goulburn AMCROSS (refer Objection 3) and therefore .

The omissions in information are similar to the identified omissions in the Burns case, and there are more, closer residential receivers to the event site in this Application.

Furthermore, the applicant has failed to identify if a PA or loudspeaker system will be used during the event or if events will start with starter guns, horns or by some other method. The Applicant has also failed to identify the total number of set up and take down days and any associated noise impacts. As per the *Noise Guide for Local Government*, many complaints from residents in relation to ad hoc festivals and events arise from the use of loudspeakers and PA systems.

**I therefore ask Council to reject the Application unless additional information is provided by the Applicant, conditions and agreements are established around noise control and monitoring, that the Applicant identify if a loudspeaker or PA system will be used and quantify the impact of that, and that conditions are imposed that limit the activity to a two day event per annum. I do not believe that impacts to my adjoining property have been addressed or mitigated as per Clause 2.8(b) and (c) of the PLEP.**

**Objection 3**

The QPRC DCR has asked the Applicant to justify that the event is a minor or small event and not a major event.

The Applicant has responded that it expects 150 attendees per day with 40 starters per gate.

The Applicant's stated 40 starters per gate is consistent with AMCROSS events where starters per gate is limited to 40 riders.

The number of attendees and competitors is however inconsistent with the pre-pandemic numbers of the attendees to Goulburn AMCROSS events. The Goulburn Post reported in 2018 that the Goulburn Amcross had *"over 500 competitors attending, most of these have two to three people with them, as well as locals heading out to watch"*. This puts attendance numbers well over 1000 people per day.

Source: <https://www.goulburnpost.com.au/story/5629116/gmcc-2018-amcross-a-rousing-success/>

The *Dirt Action Amcross* web page 2021 states that the event has *"rider numbers in excess of 500 per round, the series travels around country NSW for six rounds throughout the year."*

Source: <https://www.dirtaction.com.au/about-amcross/>

The Goulburn Post also reported in 2019 that *"the first round of the Dirt Action 2019 Amcross series was hosted by the Goulburn Motor Cycle Club over the weekend, and club president Richard Toparis hailed it as "the biggest one we've ever had"*

Submission (Objection) to QPRC Council re DA2022.1503

Source: <https://www.goulburnpost.com.au/story/6055361/gmcc-hosts-biggestamcross-event/>

The Applicant has not identified why attendee numbers over the proposed five year period are expected to be significantly lower than pre-Covid levels given that pandemic restrictions no longer exist.

This issue will also impact traffic management as well as create an increased risk of other events such as dust, fire risk and noise impacting my property.

**I therefore ask Council to reject the Application on the grounds that it is a major event and that the Applicant has not provided evidence as to why the proposed event numbers over the next five years are expected to be significantly and materially lower than pre-Covid numbers.**

**Objection 4: The responsible legal entity is unclear due to Council redactions.**

The Council has redacted segments of the Application that allow clear identification of the responsible legal entity for the event. It is unclear if Premise Australia is the legal responsible entity, if Goulburn Motorcycle Club is the legal responsible entity or if a third party redacted from the Application is the responsible legal entity. A specific responsible legal entity is not identified in the Application.

While the *GIPA Act* allows for the redaction of personal information the form of redaction in this application is not in my opinion in alignment with the Public Interest Test.

If Premise Australia is the Applicant, are they also the responsible legal entity holding the public liability insurance, or is Goulburn Motorcycle Club, stated in the Application as holding public liability insurance the responsible legal entity? Or is a third unnamed party the responsible legal entity and holder of the public liability insurance? Premise is listed as the Applicant, but they have also prepared the report for the sole use of a redacted party, which means that Premise cannot rely on the report as the Applicant. To create additional confusion the Acoustic Report has been provided to a redacted entity at Southern Cross Consultant Surveyors and Southern Cross Consultant Surveyors indicate they are part of Premise. All of this raises questions and conflicts about who or what is the actual responsible legal entity.

Given the level of redaction that Council has chosen to undertake, it is incumbent on Council to clearly identify the responsible legal entity for the event and ascertain if that legal entity has appropriate insurances in place to protect adjoining landowners in the event of an incident.

**I therefore ask the Council to reject the Application unless Council can clearly establish lines of legal responsibility. It is unclear who or what entity is legally liable in the event of loss or damage on adjoining properties.**

**In Conclusion**



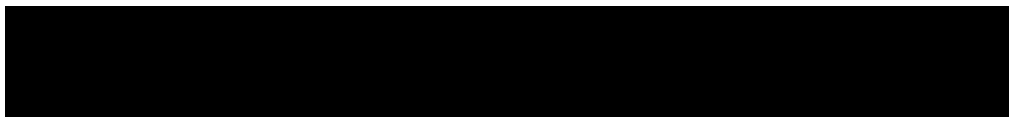
**Submission (Objection) to QPRC Council re DA2022.1503**

I fully understand that community organisations often struggle to find suitable locations to site their activities and events and that the preparation of documentation may be onerous and costly.

However I do also believe that zoning restrictions exist for reasons, that they protect landowners who choose to invest in a property by providing certainty over the types of activities and events that may occur around them and therefore that individual's simply cannot choose to do as they wish with their property in contravention of those zoning rules.

I also believe that community organisations attempting to seek exemptions to undertake activities on properties that do not have the requisite permissions need to be prepared to apply a higher standard of planning, a higher level of thought in relation to existing community concerns and precedents in similar cases, to far better communicate intent and to proactively seek to address concerns of adjoining property owners prior to submitting a Development Application.

I therefore ask the Council to reject the Application.



Submission (Objection) to QPRC Council re DA2022.1503

**Submission (Objection) in relation to Development Application DA.2022.1503 –  
Temporary use of land for Amcross (motorbike) event**

I object to the Development Application DA2022.1503 (the Application) for a temporary AMCROSS (motorbike) event on Lot 71 DP750013 and Lot 2 DP775837, immediately adjacent to Lot 1 DP1071842, the property which I own and on which I reside.

Despite this, I cannot support the Development Proposal. I therefore ask the Council to reject the Application.

The Applicant is seeking use of the land for a temporary motor sport event under Clause 2.8 of the PLEP 2014. Clause 2.8 (b) and Clause 2.8 (c) of the PLEP apply.

The QPRC Development Co-ordination and Review (DCR) Panel Meeting requested the Applicant also address the following:

- Noise
- Biodiversity
- Bushfire
- Remediation of Land
- Dust Management
- Traffic Management

I believe the requests from Council and the requirements in the PLEP are reasonable in that any exemption to permissible land uses should carry an additional level of responsibility in mitigating impact and risk to adjoining properties, habitats and communities and that events requiring exemptions should be carefully sited and planned such as to minimise or reduce the impact on adjoining properties. To do otherwise is to invite random disregard for the intent of land use provisions and give cause to Applicants with rejected proposals that were within the scope of land use provisions to contest decisions.

I have no objection to the Applicant's proposed management plans for:

- traffic management (assuming attendee numbers are correct);
- remediation of land (other than how it may relate to dust management); and
- biodiversity as it pertains to the actual event site and the applicant property.

**Summary of Objections**

- The local community has put significant effort into objecting to a rifle range in Currawang. *Burns v Queanbeyan-Palerang Regional Council [2021] NSWLEC 1544* ('the Burns case'). There are parallels between the two cases.

Submission (Objection) to QPRC Council re DA2022.1503

- The Applicant has failed to address Clause 2.8(b) and (c) of the PLEP 2014, in regards to noise management and motor sport activities and the implementation of fire management procedures.
- The Applicant has failed to address specific issues raised by the QPRC Development Co-ordination and Review (DCR) Panel Meeting, notably dust management.
- Previous pre Covid Goulburn Amcross events have been significantly larger than the numbers identified in the Application with over 500 competitors in total and over 1000 attendees. The attached video shows a previous Goulburn AMCROSS event:  
<https://www.facebook.com/watch/?v=697728184586858>
- The proposed property is large, approximately 1000 acres in size, yet the Applicant has chosen to site the event right on my western property boundary, within view of my house and in a position where prevailing winds will drive any dust, bushfire and noise directly at and onto my property, house and infrastructure.
- It is unclear who or what is the responsible legal entity for the event.

**Objection 1**

Based on my reasoning below I ask that :

- **The Council considers the precedents set out in the Burns case prior to any decision on this Application.**
- **If Council agrees to this Application that Council clearly demonstrate the material and objective differences between the Burns case and this application prior to that decision being made.**

Between 2017 and late 2022 the local community and QPRC were engaged in a series of objections and Land and Environment Court proceedings to reject a proposed rifle range in Currawang. The process caused high levels of stress and anxiety for many local residents. I ask Council to consider the findings in relation to that case (the Burns case).

*Burns v Queanbeyan-Palerang Regional Council [2021] NSWLEC 1544*

<https://www.caselaw.nsw.gov.au/decision/17bf21980fca2e8d62964b11>

In the Burns case a rifle range is allowable under RU1 land use provisions. However both the Council and the Court found the proposal for a rifle range as not in the public interest.

I ask that the Council consider the application of the Burns case to this current Application. During the proceedings, Burns always contended that the rifle range was reasonable and legal but made strong implications in verbal submissions to Council and in brochures prepared for Council that the local community simply did not like them or their form of business, hence the objections.

Submission (Objection) to QPRC Council re DA2022.1503

In regards to this Application, I ask Council to ensure that if they do approve the Application that they are able to clearly define the objective and material differences between this Application and the Burns case.

I ask Council, the Applicant and the local community to consider this Application objectively and not because the owner of the Applicant property is a long standing community member and that other residents are members of the Goulburn Motorcycle Club. Yes, these considerations are of interest, but they cannot form the sole basis of any support for a proposal and must be balanced out with more objective and material explanations of differences between the two cases and evidence that shows, that in this case where an exemption from land use provisions is requested, that a higher standard of consideration of impacts on neighbouring properties has been applied.

I note the following in relation to the Burns case when compared with this Application:

- Burns originally submitted a development application for a commercial shooting range in Currawang that was rejected after having been identified as a prohibited use of the land.
- Burns subsequent development application was for a rifle range allowable under RU1 land use provisions. This Application is for a motor sport event arguably not allowable under the provisions of RU1 land use.
- Both proposals involve the creation of high noise events. It is arguable that a motor sport event generates more noise than a shooting range.
- There are over 20 residential receivers in this Application that are within 2500 metres of the proposed site and several under 1000m. In the Burns case the closest existing residential receiver was a minimum of 3km away.
- Burns provided extensive noise testing that was still deemed insufficient by the Council and the Courts. This proposal is asking for permission without noise testing. Motor Sport events are contentiously loud, arguably louder than activity at a rifle range. Even approved motor sport sites have given rise to the need for stricter controls and measures, creating additional overheads for Councils. A recent example:  
  
<https://the-riotact.com/tensions-rise-over-wakefield-park-as-goulburn-chamber-reveals-fears-of-canberra-move/536317>
- Much of the community argument against the Burns case centred on the ad hoc use of the proposed rifle range by the NSW Police. This Application is asking for a temporary exemption from RU1 land use provisions for an ad hoc event. While this Application requests site use for 2 days per annum, temporary ad hoc exemptions are allowable up to 52 days per annum. This arguably aligns with the potential ad hoc use of the Burns proposed rifle range by NSW Police.

**Objection 2:**

Submission (Objection) to QPRC Council re DA2022.1503

**I ask the Council to reject the Application as it does not align with the PLEP Clause 2.8(b) and (c), is not allowable under RU1 land use, does not address the issues requested to be addressed by the QPRC DC, and shifts the risk of fire, dust and noise onto my adjoining property.**

The below images from Google Maps shows the approximate size of the event area outlined in black and the approximate location of the proposed racecourse in red. Our property and house site are outlined in green. The second image is a photo of the proposed site taken from inside our house. The approximate site is outlined in black.



As can be seen from both this image and the images supplied by the Applicant the proposed site is very large and is directly adjacent to our property boundary Lot 1 DP1071842.

Submission (Objection) to QPRC Council re DA2022.1503



I ask Council to note that the statement in the Harwood Acoustic Report prepared on behalf of the Applicant incorrectly identifies the location as being central to the Applicant property.

*"The AMCROSS track will be established centrally on the western portion of the overall Site on Lot 2 in DP 775837 and Lot 71 in DP 750013."*

This statement is incorrect. The proposed AMCROSS track is sited directly adjacent to the west of my adjoining property and is not situated centrally on the western portion of the overall site. It is directly adjoining Lot 1 DP1071842, which I own and on which I reside and is in very close proximity to the boundary.

As also stated in the Harwood Acoustic Report, the event is being held on a very large property of approximately 1000 acres yet the track has been sited on my boundary with the majority of any



Submission (Objection) to QPRC Council re DA2022.1503

impacts that arise from the event will automatically flow through to me given prevailing wind directions and topography.

***Objection 2(a) Dust Managment***

The prevailing wind at the locality is from the west with an average wind speed in November of approximately 10km/h. This will carry any dust during the event and any dust arising after the event from degradation of the land directly onto our property to the east of the proposed site. Our property is on a steep rise, as per the topographical map in the Application, with wind speeds increasing as they scale the hill.

While the proposed event site may currently be grassed as a result of recent La Nina conditions, any change in weather conditions, including a currently forecast El Nino event will lead to high dust conditions both during and after the event, with little to no opportunity for regrowth and dust mitigation in the event of a hot dry summer.

I believe the siting of the event shifts the impacts of dust onto my adjoining property.

***Objection 2(b) The Applicant has failed to address fire management impacts to my property***

The Applicant's Biodiversity Assessment identifies the presence of high value grassland at the eastern end of the proposed track. This high value grassland continues onto and through my property Lot1 DP1071842.

The high value grassland and accompanying trees on the eastern end of the proposed track are the only 'buffer' between the event and my property. The AMCROSS event is proposed to be held in November, during bushfire season. An El Nino event is forecast for the coming year which will result in much drier conditions than present.

On my property immediately to the east of the proposed track my property is covered with high value grasslands and a treed gully that is a wildlife corridor. I have put a significant amount of effort into building leaky dams, repairing erosion and revegetating in that corridor. My property has a far more diverse native ecosystem compared with the surrounding farmlands. The property has never been pasture improved.

The prevailing winds are from the west. My property has a steep incline. With an average wind speed in November of approximately 10km/h, and an uphill slope doubling fire spread with every 10 degrees increase in incline and quadrupling it with every 20 degree increase in incline, a fire will travel rapidly through the grassland on the property if not contained prior to reaching the boundary.

Submission (Objection) to QPRC Council re DA2022.1503

I do not believe the fire management plan is sufficient to protect my adjoining property. The buffer zone as previously stated is heavily vegetated with native grasslands and the fire-fighting equipment is identified in the Application as being located at the western end of the track, furthest from our boundary.

Additionally, given the number of attendees at previous Goulburn AMCROSS events I am concerned that if there is fire or other event requiring emergency services attendance that the movement of high numbers of attendees will impact emergency services access.

There is no clear statement in the Application as to whether the responsible entity's insurance provides for insurance or compensation over my adjoining property in the event of a fire, or for any other damage or impact caused as a result of the proposed event. I should not have to bear the cost of increases to insurance policies in the event of an insurance claim arising from an increased risk attached to an activity outside the permissible land use provisions for an RU1 property.

***Objection 2(c) The Applicant has failed to fully address noise concern impacts***

I and many others chose to live in Currawang because it is exceptionally quiet. Maintaining that peace and quiet was a key reason local residents chose to oppose the rifle range in the Burns case.

The closest existing residential receivers in the Burns case were several kilometres away from proposed site. In this case there are multiple residential receivers within 2 kilometres of this proposed site.

All residential receivers identified on the image below range between 600m and 2.5km from the proposed event site. The proposed event site is outlined in black and the residential receivers in red circles.

The residential receivers identified as R1, R2 and R3 in the Harwood Acoustic Report are identified on the image below. R3 is located at the top centre of the image above the Tequine Equestrian marker. R1 and R2, the closest are in the lower right. This is not an exhaustive diagram as a number of residential receivers are in existence that were built after this image was taken that are also within the 2.5km range. I have not identified the Applicant property residential receiver in the diagram. It is located across the road from the property marked 'Meribah'.

Submission (Objection) to QPRC Council re DA2022.1503



As stated previously, I do believe the operation of one small Amcross event over two days once per annum is reasonable. I do however also believe that the Application needs to better demonstrate alignment with the *Noise Guide for Local Government* while addressing the expectations and precedents set out in Burns, including:

- An assessment of the orientation and location of the track to use existing topography to reduce noise at noise-sensitive receivers. The proposed property is large in size, approximately 1000 acres. It is reasonable to expect that an event of this nature does not need to be located on an adjoining boundary;
- Monitoring at the residential receivers for the loudest event day to prove an agreed maximum noise level is not exceeded.
- Monitoring at the property boundary. A clear statement on the level of noise at the property boundary has not been provided. The graphical representation of the acoustic report does not identify noise impacts until well past our property boundary.
- Clear statement of conditions from Council limiting the event to a two day event once per annum with no adjustments allowable without an additional approval process through Council and thorough noise testing.
- That a simple protocol be established in the event of a temperature inversion. Given this would most likely occur in daytime during foggy conditions, which can often last into early afternoon, then it is reasonable for safety reasons to enact a delay or cessation of activity during a temperature inversion event.

Submission (Objection) to QPRC Council re DA2022.1503

- An explanation of why the event is considered to be so small relative to the pre-pandemic levels of event attendance for the Goulburn AMCROSS (refer Objection 3) and therefore .

The omissions in information are similar to the identified omissions in the Burns case, and there are more, closer residential receivers to the event site in this Application.

Furthermore, the applicant has failed to identify if a PA or loudspeaker system will be used during the event or if events will start with starter guns, horns or by some other method. The Applicant has also failed to identify the total number of set up and take down days and any associated noise impacts. As per the *Noise Guide for Local Government*, many complaints from residents in relation to ad hoc festivals and events arise from the use of loudspeakers and PA systems.

**Objection 3**

**I ask Council to reject the Application on the grounds that it is a major event and that the Applicant has not provided evidence as to why the proposed event numbers over the next five years are expected to be significantly and materially lower than pre-Covid numbers.**

The QPRC DCR has asked the Applicant to justify that the event is a minor or small event and not a major event.

The Applicant has responded that it expects 150 attendees per day with 40 starters per gate. The Applicant's stated 40 starters per gate is consistent with AMCROSS events where starters per gate is limited to 40 riders.

The number of attendees and competitors is however inconsistent with the pre-pandemic numbers of the attendees to Goulburn AMCROSS events. The Goulburn Post reported in 2018 that the Goulburn Amcross had *"over 500 competitors attending, most of these have two to three people with them, as well as locals heading out to watch"*. This puts attendance numbers well over 1000 people per day.

Source: <https://www.goulburnpost.com.au/story/5629116/gmcc-2018-amcross-a-rousing-success/>

The *Dirt Action Amcross* web page 2021 states that the event has *"rider numbers in excess of 500 per round, the series travels around country NSW for six rounds throughout the year."*

Source: <https://www.dirtaction.com.au/about-amcross/>

The Goulburn Post also reported in 2019 that *"the first round of the Dirt Action 2019 Amcross series was hosted by the Goulburn Motor Cycle Club over the weekend, and club president Richard Toparis hailed it as "the biggest one we've ever had"*

Source: <https://www.goulburnpost.com.au/story/6055361/gmcc-hosts-biggestamcross-event/>

Submission (Objection) to QPRC Council re DA2022.1503

The Applicant has not identified why attendee numbers over the proposed five year period are expected to be significantly lower than pre-Covid levels given that pandemic restrictions no longer exist.

This issue will also impact traffic management and emergency vehicle access, as well as create an increased risk of other events such as dust, fire risk and noise impacting my property.

**Objection 4:**

**I ask the Council to reject the Application unless Council can clearly establish lines of legal responsibility. It is unclear who or what entity is legally liable in the event of loss or damage on adjoining properties or if insurances are in place to cover adjoining properties.**

A specific responsible legal entity is not identified in the Application. It is incumbent on Council to ensure the Application clearly identifies the responsible legal entity for the event and ascertain if that legal entity has appropriate insurances in place to protect adjoining landowners in the event of an incident. This is not evident from the Application.

**In Conclusion**

I believe that with proper controls and measures and appropriate siting away from other properties that a small, low attendance annual two day AMCROSS event is a reasonable activity for which to seek an exemption to current RU1 activities. I also believe that the Applicant's intent is honest and not intended to create harm or impact to surrounding residents and properties.

However I believe that in this instance the Applicant's enthusiasm for the event has overshadowed considerations of impacts on adjoining properties as per Clause 2.8 (b) of the PLEP and the QPRC's DCR requests for justifications and explanations.

I therefore ask the Council to reject the Application.

