

Bunbury International Motorsports Complex

Perth International Motorsports Management

**Report and recommendations
of the Environmental Protection Authority**

**Environmental Protection Authority
Perth, Western Australia
Bulletin 1129
March 2004**

Environmental Impact Assessment Process Timelines

Date	Progress stages	Time (weeks)
24/12/03	Draft referral document received by EPA	-
20/1/04	Updated referral document received by EPA	4
21/1/04	Advice requested by EPA from DMAs	4
2/2/04	Intention to set level of assessment at ARI advertised	6
5/3/04	Final advice received by EPA from DMAs	10
11/3/04	Further information requested by EPA from proponent	11
23/3/04	Final information received by EPA	13
25/3/04	EPA Report and Recommendations to the Minister	13

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1. Introduction and background

This report provides the advice and recommendations of the Environmental Protection Authority (EPA) to the Minister for the Environment on the environmental factors relevant to the proposal by Perth International Motorsports Management (PIMM) to construct an international standard motorsports complex in Picton (Figure 1). The EPA's intention to assess the proposal at the level of Assessment on Referral Information (ARI) was advertised in the *West Australian* newspaper on 2 February 2004.

The proponent has submitted a referral document setting out the details of the proposal, potential environmental impacts and appropriate commitments to manage those impacts.

The EPA has determined under Section 40(1) of the *Environmental Protection Act 1986* that the level of assessment for the proposal is ARI, and this report provides the EPA advice and recommendations in accordance with Section 44(1).

2. The proposal

The proposal is to construct an international standard motorsports complex in Picton, near Bunbury. This comprises a racing circuit, pit area, rally and off-road testing facility, grandstand, control centre, and associated roads and car parks. It is intended that accommodation and a racing technology park will be constructed at a later date. However, these will be subject to separate assessment, as will the use of the complex for other purposes, such as concerts.

The proposed site for the facility is between the South Western Highway/Boyanup-Picton Road and the Preston River (Figure 1). It is located approximately 7 km south-east of the Bunbury town centre, and approximately 4 km south-west of the Eaton town centre (Koltasz Smith, 2003).

It is proposed that the facility would be used for day races only, with a maximum of two Formula Nippon races, or races of a similar class or style of racing, per year. Formula Nippon is the loudest race type proposed for this site, governed by the Confederation of Australian Motor Sport (CAMS) to a maximum noise level of 110dB(A) at 30 metres (m). Other proposed activities include national and international races, state championship races and club activities. The vehicles proposed to use the complex fall into three categories: Formula Nippon class vehicles, GT Series (governed by CAMS to 95dB(A) at 30m) and street cars. All races will have a maximum duration of 90 minutes. Table 1 shows the maximum total number of hours per year proposed for each type of activity. It is noted that the noise impacts from additional practice and qualifying sessions will be less than those from races, as fewer cars will be using the track.

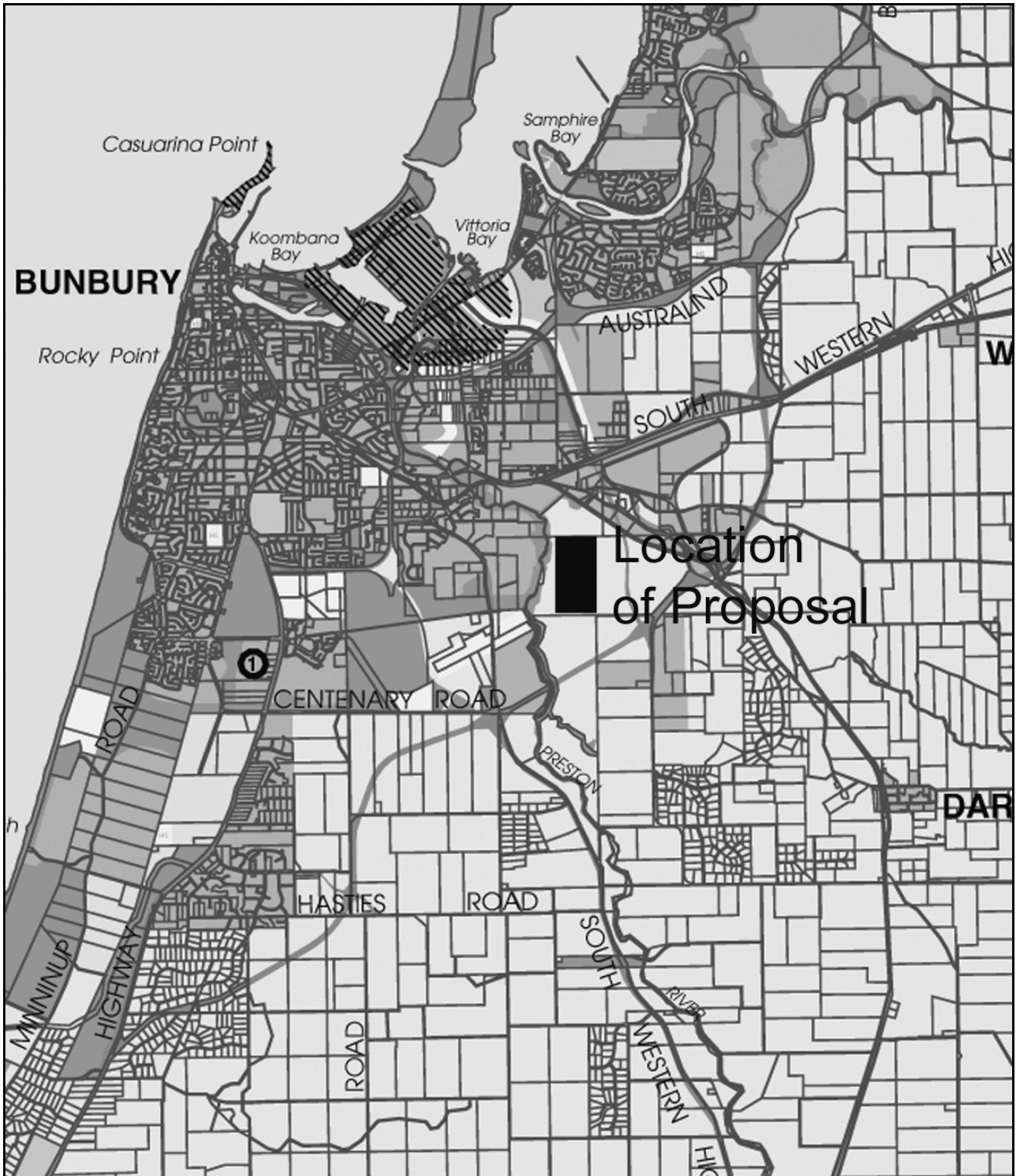
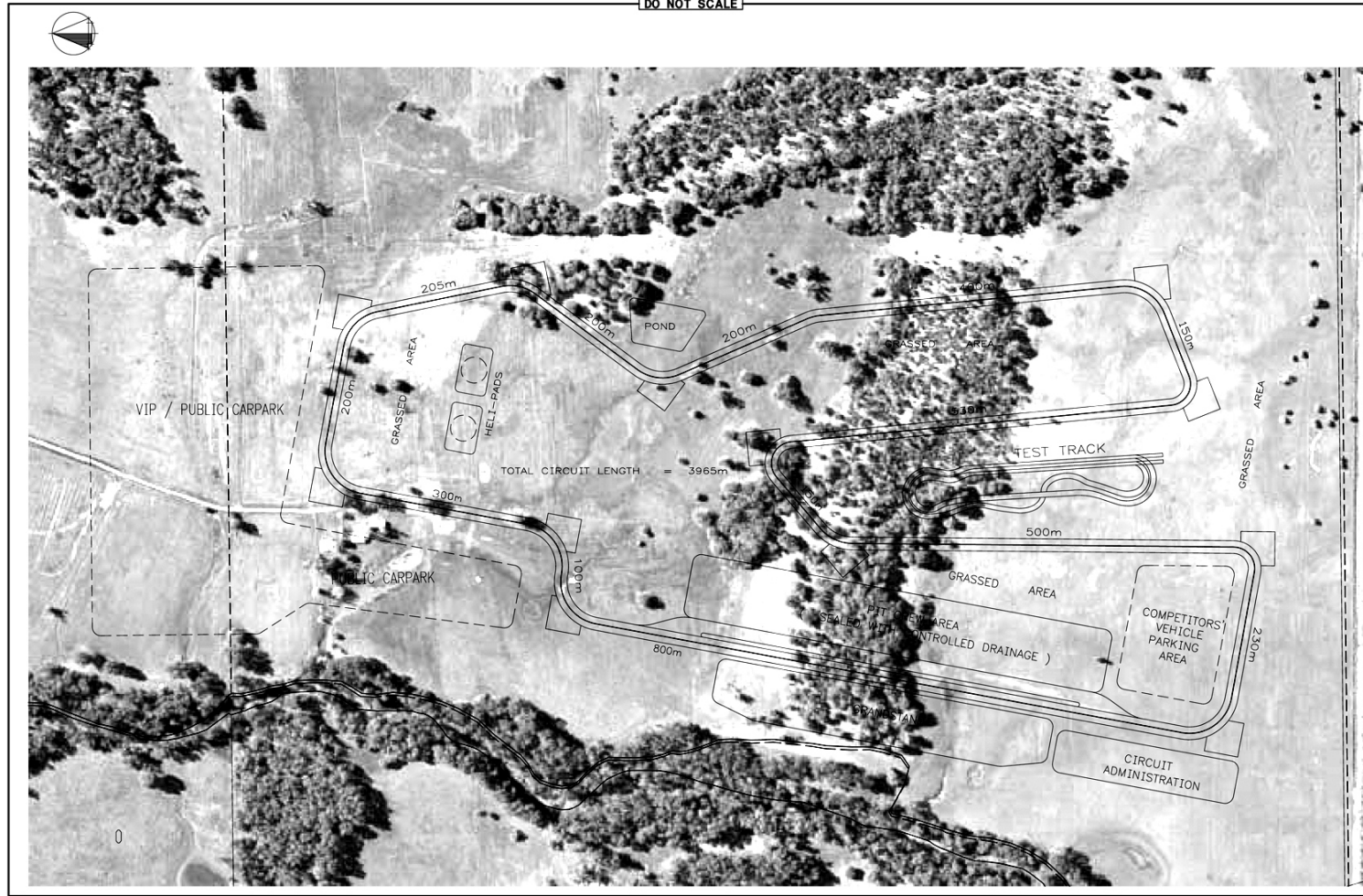


Figure 1: Location map

DO NOT SCALE



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<p>REFERENCES:</p> <p>B ISSUED FOR REVIEW AT NEW SITE 24/10/09</p> <p>A ISSUED FOR REVIEW M.G. 28.07.09</p> <p>Revisions: Revisions on GHD do not amend by hand. Checked/ Approved/ Date/ M/Flu</p>		<p>NOTE: INDICATES SIGNATURES ON ORIGINAL ISSUE OF DRAWING OR LAST REVISION OF DRAWING</p>		<p>Drawn: G. HARRISON Checked: M.G. Date: 28.07.09</p>			
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Figure 2: Aerial view of proposed site layout

Table 1: Summary of maximum activity from race events (hours per year)

Day	Formula Nippon (CAMS 110dB(A))	GT Series (CAMS 95dB(A))	Street Cars (ADR 28)
Thursday (Practice and Qualifying)	6	27	80
Friday (Practice and Qualifying)	6	27	80
Saturday (Practice)	6	27	80
Sunday (Race)	6	27	80

The main characteristics of the proposal are summarised in Table 2.

Table 2: Summary of key proposal characteristics

Element	Description
Location	Portion of Lot 5 South Western Highway/Boyanup-Picton Road, Picton
Nature of operation	Motorsport
Total area of site	110 ha
Area to be cleared	14 ha for entire development, including car parks
Racetrack length	4km
Racetrack layout	As shown in Figure 2
Race Types (this includes the race, practice sessions, shakedown sessions, warm-up and qualifying sessions)	Formula Nippon (CAMS 110dB(A)) – maximum of two per year; Major national and international events – maximum of 4 per year; State championship events – maximum of 5 per year; General motor sports (club activities) – Maximum of 15 per year.
Competitors facility	Pit area for preparation of race vehicles, sealed with pollution control measures
Fuel storage	Less than 15,000L of fuel will be stored in the concrete bunded area, in accordance with Australian Standard 1940, during race events. Each team will be issued with less than 500L, with pollution interceptors in this area designed to hold 1900L. Less than 500L of fuel will be stored on-site for machinery.
Viewing areas	Constructed grandstand
Public parking	Grass public car park for 20,000 vehicles Sealed VIP car park
Waste disposal	Sewerage: connected to existing sewerage system. Construction: off-site disposal to approved landfills.
Other infrastructure	Pit housing and control centre. Access roads.

Element	Description
Water management	Approximately 670ML of runoff water generated per year. Water will be managed by the construction of several lined, landscaped dams which retain water for irrigation use on-site. The drainage infrastructure will be limited to the surface sands as far as possible, in order to minimise the potential for disturbance of acid sulphate soils. The pit area will have constructed drainage, with water flow to prefabricated sediment and oil interceptors.

Symbols

dB(A) decibels (A weighted)

km kilometres

ha hectares

ML mega litres

L litres

The potential impacts of the proposal are discussed by the proponent in the referral document (GHD, 2004).

3. Consultation

The proponent has advised that consultation has occurred with key stakeholders including the local community. Prior to the preparation of the environmental referral document, the EPA advised PIMM that it intended to set the level of assessment at ARI provided that all necessary information, including details of up-front consultation with all stakeholders, was presented.

Key components of the proponent's community consultation included:

- mail out of 2000 letters to nearby landowners and occupiers, with the information leaflet shown in Appendix E of the referral document (GHD, 2004). This included landowners within Dardanup West, areas of College Grove and properties within the 65 dB(A) predicted noise contour in the City of Bunbury;
- mail out of details of the proposal to 34 relevant service authorities;
- notification of the proposal and advertising in local print media (the Bunbury Mail and the South Western Times newspapers) as required under relevant Town Planning Schemes. These are reproduced in Appendix F of the proponent's referral document (GHD, 2004);
- notification in libraries and at the customer service desks of local authorities; and
- signage at the corner of Wallrodt Road and Moore Road, and two signs within the City of Bunbury.

PIMM also established an office in the Bunbury CBD and maintained a website (www.pimm.org) in order to provide information on the proposal and its progress.

Following advertisement of the proposed Development Guide Plan (Koltasz Smith, 2003), the City of Bunbury received 268 submissions, of which 209 were in support of the proposal, while the Shire of Dardanup received 42 submissions, of which 14 were in support of the proposal. A complete list of community concerns and how the proponent plans to address these concerns is presented in Section 7.2 of the referral document (GHD, 2004). In summary, key issues of concern raised were:

- noise;
- traffic;
- property values;
- pollution; and
- vegetation.

In order to manage noise, PIMM has committed to implementing the Noise Management Plan attached to the referral document (GHD, 2004). This includes: event management; control, measurement and monitoring of noise levels; complaint management procedures, and periodic review of the Plan. Traffic is best managed by local government. Any effect on property values is not an environmental factor. The proponent has provided a Stored Chemicals and Fuels commitment in order to minimise the potential for pollution resulting from chemical storage and handling (Commitment 7). Impacts on vegetation will be mitigated by implementation of the Vegetation Management System (Commitment 3).

4. Relevant environmental factors

Section 44 of the *Environmental Protection Act 1986* requires the EPA to report to the Minister for the Environment on the environmental factors relevant to the proposal and the conditions and procedures, if any, to which the proposal should be subject. In addition, the EPA may make recommendations as it sees fit.

It is the EPA's opinion that the following environmental factors relevant to the proposal require evaluation in this report:

- (a) noise;
- (b) water management; and
- (c) vegetation.

Details on the relevant environmental factors and their assessment are contained in Sections 4.1 - 4.3. The description of each factor shows why it is relevant to the proposal and how it will be affected by the proposal. The assessment of each factor is where the EPA decides whether or not a proposal meets the environmental objective set for that factor.

4.1 Noise

Description

The proposed motorsports complex site is located within the proposed Preston Industrial Estate. The site is approximately 2km east of the nearest noise sensitive

premises (GHD, 2004). The loudest event proposed for this site is Formula Nippon races with 22 cars, which will take place for 90 minutes on a maximum of two Sundays per year. Associated practice, “shakedown” and “warm-up” sessions and qualifying events will typically have no more than three cars on the track at any one time. The EPA notes that all races will occur during the day, with all racing to be completed by 5pm.

Preliminary noise contours represents the worst-case scenario as terrain and the grandstand are likely to attenuate noise, but have not been taken into account in the modelling. The modelling shows that easterly winds will result in residences in portions of Glen Iris, Carey Park, Harris Road/Golding Crescent receiving noise in the $L_A 10$ range of 70-75dB(A) during Formula Nippon races with 22 cars. When wind is from the south-west, the other prevailing wind direction, areas of College Grove may experience noise in the range of 60-65dB(A), Glen Iris in the range 60-75dB(A), and the Harris Road/Golding Crescent area in the range of 70-80dB(A). Noise contours for Formula Nippon and GT Series races are shown in Figures 3 and 4.

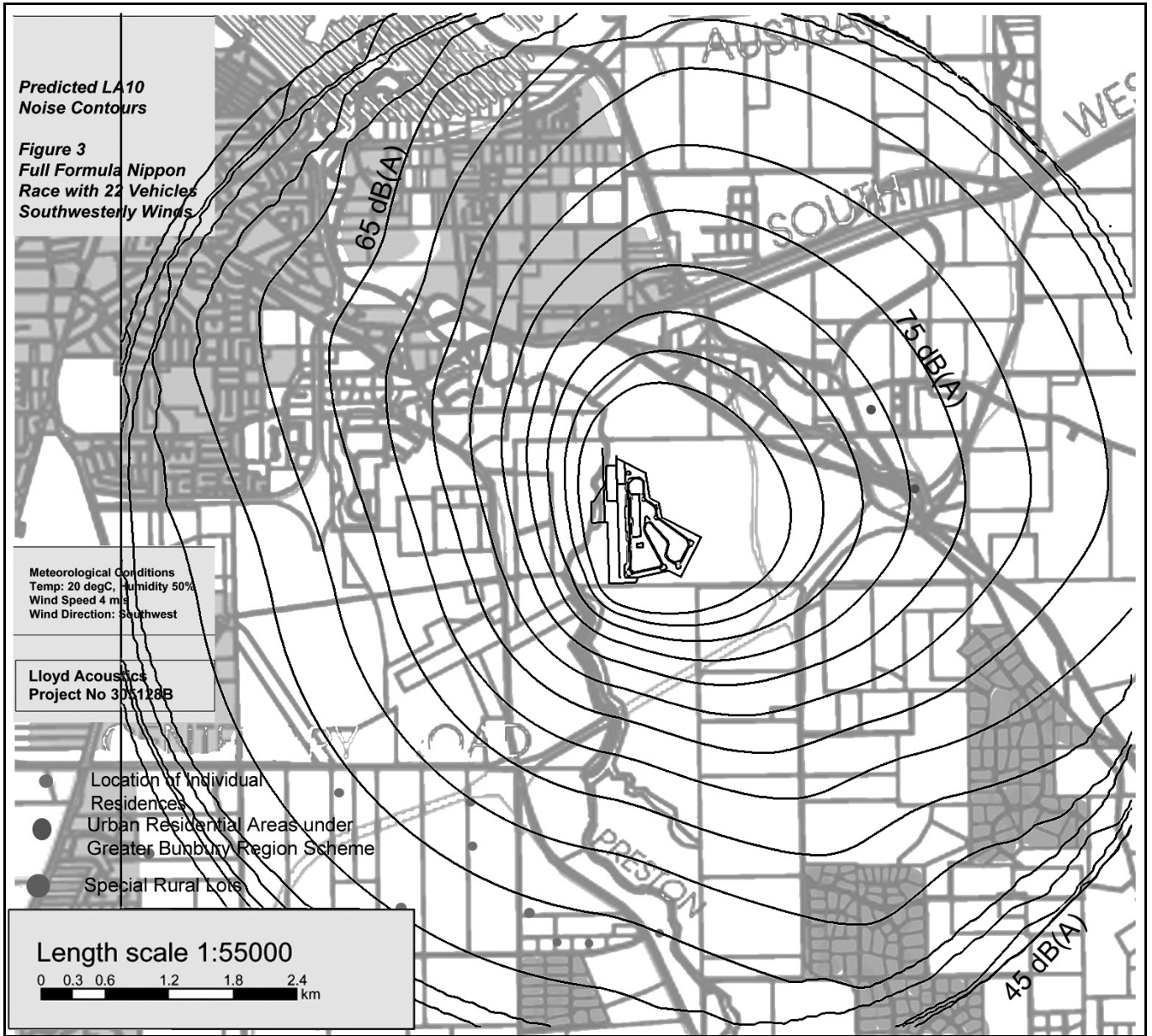


Figure 3: Noise contours for full Formula Nippon race, 22 vehicles, south-westerly wind

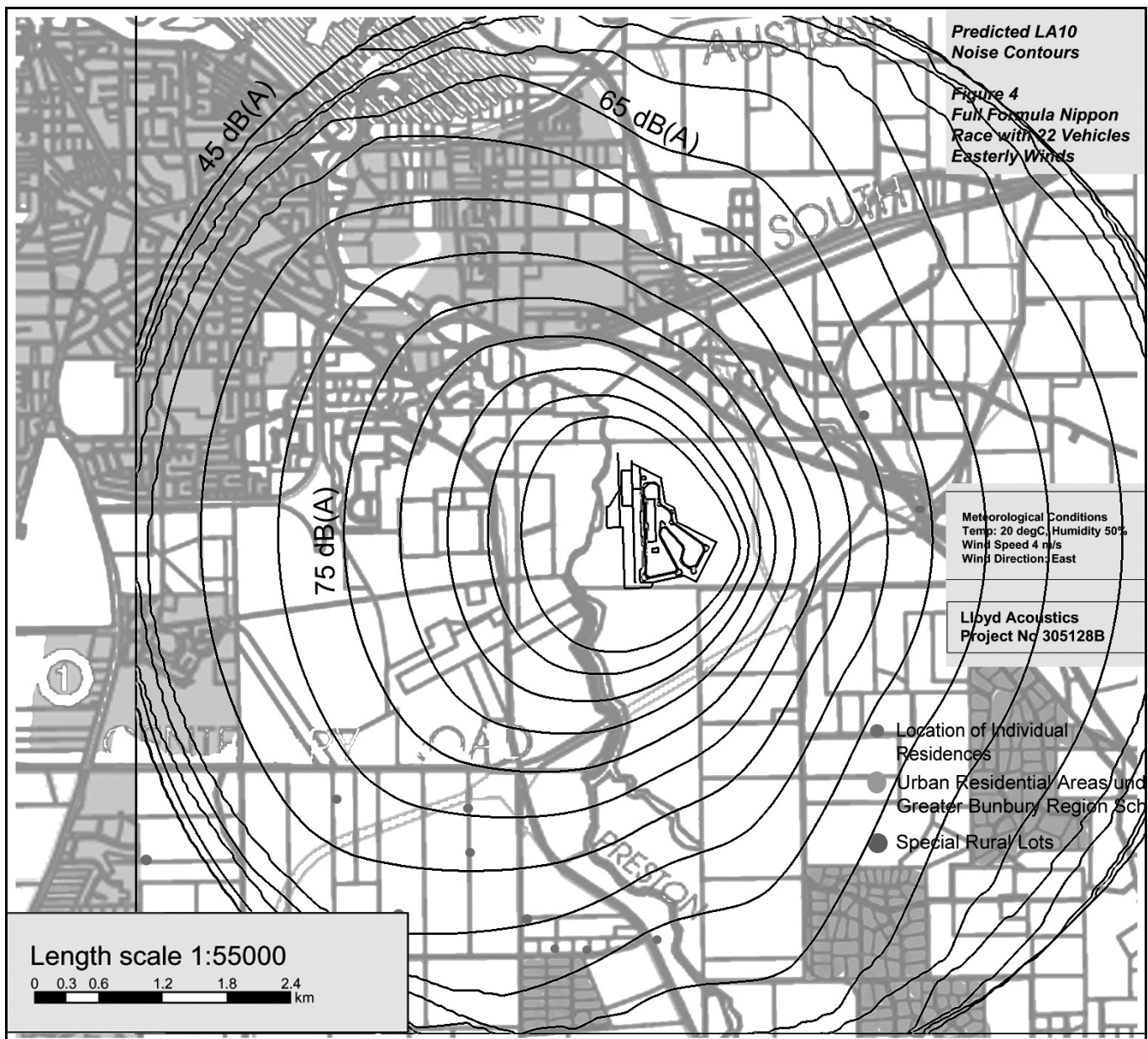


Figure 4: Noise contours for full Formula Nippon race, 22 vehicles, easterly wind

Assessment

The EPA's objective for this factor is to protect the amenity of nearby residents from noise impacts by ensuring that noise levels meet statutory requirements and acceptable standards. The Department of Environment (DoE) does not have regulations specific to motorsports facilities; these are currently being developed and are expected to be adopted in late 2004. At present the relevant requirements are the *Environmental Protection (Noise) Regulations 1997*.

According to the *Environmental Protection (Noise) Regulations 1997*, for the majority of noise sensitive premises around the proposed site, an L10 level of 45dB L_A is specified for weekdays and Saturdays, and 40dB L_A is specified for Sundays and public holidays. The L10 levels are levels that can be exceeded for not more than 10% of the time, with this percentage normally assessed over periods of less than 4 hours. Noise from the proposed facility will exceed these levels when Formula Nippon and GT Series races take place.

The EPA notes that the noise levels specified in Regulations 7, 8 and 9 of the *Environmental Protection (Noise) Regulations 1997* are designed to ensure that emissions from continuous sources, such as industrial plants, do not create unacceptable noise environments for nearby residents. If a noise is present for only short periods of time (<1% of the year), subject to some controls, higher noise levels may be experienced without substantial loss of amenity. Additionally, few, if any, motorsports events in reasonable proximity to residential areas are able to comply with the *Environmental Protection (Noise) Regulations 1997*. As a consequence, it becomes a judgement for Government as to whether the benefits to the community of approving motorsports venues and events outweigh the impacts, particularly noise.

If Government decides that the proposal is to proceed, the EPA recommends Conditions 6 and 7 to ensure that impacts on the amenity of nearby residents are limited. Operations Condition 6-1 restricts Formula Nippon and GT Series events to a total of 50 hours in any calendar year (5.7%), including races, practice sessions, "shakedown" sessions, "warm-up" sessions and qualifying events, all of which shall take place between 9am and 5pm. On the Thursday, Friday and Saturday prior to major events, the practice sessions, "shakedown" sessions and qualifying events will all take place within a 180 minute window, typically with no more than three cars on the track at any one time. All other activities on site must comply with the *Environmental Protection (Noise) Regulations 1997*.

The proponent has committed to implementing the Noise Management Plan attached to the environmental referral document (GHD, 2004). This plan was developed by the proponent in consultation with the DoE, City of Bunbury and Shire of Dardanup. The Plan includes:

- event management with respect to race duration and timing;
- measurement and monitoring of noise levels;
- complaint management procedures; and
- periodic review of the Plan.

The EPA recommends Noise Management (Operations) Condition 7-1 be applied to require the Noise Management Plan to be updated with regard to noise modelling and

monitoring. This Plan should also address the temporary relocation of residents from areas where noise is likely to exceed 75dB(A), and should provide a mechanism to inform residents within a three kilometre radius at least two weeks prior to Formula Nippon or GT Series events taking place.

As noted above, the DoE is currently developing regulations specific to motorsports facilities. These regulations will provide for the management of noise from motorsports activities by local government. When the regulations are adopted, the EPA recommends that the Noise Management (Operations) Condition be removed through a Section 46 process, provided that the proponent has a suitable Noise Management Plan in place.

Summary

The proposed motorsports complex will be unable to meet the *Environmental Protection (Noise) Regulations 1997* when Formula Nippon and GT Series events take place. The EPA therefore concludes that the proposal, if implemented, has the potential to impact on the environmental amenity of nearby residents. However, the EPA is mindful that motorsports in reasonable proximity to residential areas generally have difficulty meeting the current noise regulations.

If government is to approve the proposal and allow it to exceed the *Environmental Protection (Noise) Regulations 1997* for some part of its operations, a balance between the loss of amenity to nearby residents, and benefits of the project to the region should be sought. The EPA recommends Conditions 6 (Operations) and 7 (Noise Management (Operations)) to limit the loss of amenity for nearby residents. The EPA expects that when the *Environmental Protection (Noise) Regulations 1997* are amended to allow noise from motorsports events to be managed by local government, the management of noise as a result of this proposal should be vested with local government.

4.2 Water Management

Description

The proposed Motorsports Complex site is characterised by Bassendean sand underlain by indurated clays of the Guildford formation. Drainage from the site runs east-west towards the Preston River. Construction of the proposed Motorsports Complex would result in a large area of impervious surfaces, and therefore a substantial amount of surface water runoff. Average annual rainfall results in a conservative predicted runoff volume of approximately 670 megalitres (ML) (GHD, 2004). Additionally, there is the potential for spills of oil or fuel to cause ground or surface water contamination.

Assessment

It is proposed that water will be managed by the construction of several lined, landscaped dams. These dams will retain drainage water for irrigation use on-site. The drainage infrastructure will be limited to the surface sands as far as possible, in order to minimise the potential for disturbance of acid sulphate soils. Only the pit area will have constructed drainage, with water flow to prefabricated sediment and oil

interceptors. There will be no on-site storage of fuel. On race days fuel will be contained at a centrally located and bunded storage site. Each race team will be issued with less than 500L of fuel, which will then be transferred to the pit area. Pollution interceptors in the pit area are designed to contain 1900L each. It is expected that all vehicles will be configured to run on standard road fuel before opening, however some vehicles may initially run on BP 100, a leaded fuel containing tetraethyl lead. The EPA notes that the proponent does not intend to use fuels containing methyl tertiary-butyl ether (MTBE) as an additive (GHD, 2004).

The EPA considers, on the advice of Water and Rivers Commission, that the conceptual drainage plan provided in the environmental referral document (GHD, 2004) is acceptable. In the absence of design details for the track, it was not possible for the proponent to submit a detailed drainage management plan for assessment. The EPA therefore recommends Condition 8-1 be applied to ensure that the detailed drainage management system meets the requirements of the Water and Rivers Commission before commencement of construction of the track. This system should be based on Water and Rivers Commission Interim Position Statement “Urban Stormwater Management in WA” (Water and Rivers Commission, 2003).

The EPA also recommends adoption of Condition 8-2 to ensure the suitable management of fertiliser application on grassed areas of the proposed site. This requires the proponent to formulate a Nutrient Management System to the satisfaction of the Water and Rivers Commission based on the Water and Rivers Commission Water Quality Protection Note “Nutrient and Irrigation Management Plans” (Water and Rivers Commission, 1998).

In order to ensure that the amenity of the Preston River is not reduced by the proposed development, the EPA recommends the application of Conditions 8-1 and 8-2 to require that any water discharged from the site should comply with the “Australian and New Zealand Guidelines for Fresh and Marine Water Quality” (ANZECC, 2000). These guidelines set levels for nutrients and pollutants, including oils and petroleum products. The Drainage and Nutrient Management Systems are required to demonstrate how the proposal will be designed and managed to ensure compliance with the Guideline levels for aquatic ecosystems.

Summary

Having particular regard to the:

- measures which will be imposed to ensure that the amenity of the Preston River and local groundwater are not diminished

it is the EPA’s opinion that the proposal can be managed to meet the EPA’s environmental objective for this factor.

4.3 Vegetation

Description

Vegetation on the proposed Motorsports Complex site ranges from degraded cleared woodland used for livestock grazing to patches of remnant vegetation in good condition (GHD, 2004). The largest contiguous patch of remnant vegetation on the

site is recognised as belonging to the Southern River Vegetation Complex (GHD, 2004).

Assessment

The proposal will result in the clearing of 14ha of vegetation, the majority of which is recognised as belonging to the Southern River Vegetation Complex (GHD, 2004). A total of 3320 ha of Southern River Vegetation Complex currently remains on the Swan Coastal Plan in the Greater Bunbury area, corresponding to 20.7% of the original area (EPA, 2003). The EPA notes that the proposal will be subject to the requirements of the *Soil and Land Conservation Act 1945*.

In EPA Position Statement 2 “Environmental Protection of Native Vegetation in Western Australia” (EPA, 2000), a target of retaining 30% of the original vegetation in each complex was set. This is considered a threshold value below which species loss appears to accelerate exponentially at an ecosystem level (EPA, 2000). However, in the Greater Bunbury Region Scheme (Western Australian Planning Commission, 1999) constrained areas are identified, including consolidated area urban, urban deferred and industrial zoned. For constrained areas there is a target of retaining 10% the original vegetation in the complex. As the proposed site falls within a constrained area, and the clearing of 14ha will not reduce the remaining percentage of Southern River complex below the target of 10%, this constraint does not preclude clearing of the vegetation on this site.

Additionally, the conservation value of the vegetation on the proposed site is diminished as a result of past disturbances, grazing and invasion, and fauna usage of the corridor is low. It is noted in the referral document (GHD, 2004) that the linkage value of this vegetation is limited as there is little understorey, providing protection primarily for birds, and there are two sections of open ground in the linkage, both measuring some 40m across. Fauna investigations on four separate occasions did not find any indication of the presence of possums (GHD, 2004).

In light of these considerations, clearing of this vegetation is not expected to constitute an unacceptable impact on regional biodiversity. The EPA notes that the proponent has committed to preparing and implementing a Vegetation Management Plan (Commitment 3) which includes revegetation along the northern and southern site boundaries using understorey, mid-canopy and overstorey local provenance species. This planting should be of reasonable width, to compensate for any loss of corridor function from the existing natural vegetation, and as far as possible should form a connection with bushland to the east and the river to the west.

The vegetation along the Preston River provides the most valuable fauna habitat on the proposed site. This is identified in the Greater Bunbury Regional Scheme as Regional Open Space (Western Australian Planning Commission, 1999), however it is not expected that the proposal would diminish this habitat. The EPA also notes that the proponent committed to preparing and implementing a Foreshore Management Plan, which the EPA recommends should be made a condition (Condition 9). This requires rehabilitation planting along the foreshore using locally endemic species present along the Preston River, management of human access by fencing, and maintenance of bank stability. The EPA recommends that the proponent make every

effort to provide as wide a setback as possible between the proposed grandstand and the Preston River.

Summary

Having particular regard to the:

- disturbed nature of the Southern River Complex vegetation on the proposed site, and
- the proponents commitment to revegetation (Commitment 3) and the EPA's recommended conditions

it is the EPA's opinion that the proposal can be managed to meet the EPA's environmental objective for this factor.

5. Conditions and Commitments

Section 44 of the *Environmental Protection Act 1986* requires the EPA to report to the Minister for the Environment on the environmental factors relevant to the proposal and on the conditions and procedures to which the proposal should be subject, if implemented. In addition, the EPA may make recommendations as it sees fit.

In developing recommended conditions for each project, the EPA's preferred course of action is to have the proponent provide an array of commitments to ameliorate the impacts of the proposal on the environment. The commitments are considered by the EPA as part of its assessment of the proposal and, following discussion with the proponent, the EPA may seek additional commitments.

The EPA recognises that not all of the commitments are written in a form which makes them readily enforceable, but they do provide a clear statement of the action to be taken as part of the proponent's responsibility for, and commitment to, continuous improvement in environmental performance. The commitments, modified if necessary to ensure enforceability, then form part of the conditions to which the proposal should be subject, if it is to be implemented.

5.1 Proponent's commitments

The proponent's commitments as set out in the Referral document and subsequently modified, as shown in Appendix 2, should be made enforceable.

6. Conclusions

The EPA has considered the proposal by Perth International Motorsports Management to construct an international standard motorsports complex in Picton. The EPA has considered the key environmental factors of noise, water management and vegetation.

The EPA has concluded that the proposal could be managed to meet the EPA's objectives with the exception of noise, where it is apparent that the international level motorsports events proposed on this site would not meet the *Environmental Protection (Noise) Regulations 1997*.

However, the EPA is mindful that:

- motorsports in reasonable proximity to residential areas will usually have difficulty meeting current noise regulations;
- there are factors other than environment which government is likely to consider with respect to this project;
- if government is to approve the proposal and allow it to exceed the *Environmental Protection (Noise) Regulations 1997* for some part of its operations then there needs to be a reasonable compromise between the loss of environmental amenity for nearby residents and the benefits to the region of the project and appropriate controls imposed; and
- in the event that the proposal receives such an approval, the proponent should fund the necessary independent professional noise monitoring and analysis, and that local government be vested with managing noise issues associated with the proposal.

The EPA has concluded that should approval for the proposal be granted, the recommended conditions and proponent's commitments set out in Section 5 should be imposed on the proponent.

7. Recommendations

The EPA submits the following recommendations to the Minister for the Environment:

1. That the Minister notes that the proposal being assessed is for the construction and operation of an international standard motorsports complex in Picton;
2. That the Minister considers the report on the relevant environmental factors as set out in Section 4;
3. That the Minister notes that the EPA has concluded that the proposal has the potential to impact on the amenity of nearby residents;
4. That the Minister imposes the conditions and procedures recommended in Appendix 2 of this report should the proposal be implemented.

Appendix 1

References

Australian and New Zealand Environment and Conservation Council (2000). Australian and New Zealand Guidelines for Fresh and Marine Water Quality.

EPA (2000). Environmental Protection of Native Vegetation in Western Australia, Clearing of Native Vegetation, with Particular Reference to the Agricultural Area, Position Statement No. 2.

EPA (2003). Greater Bunbury Region Scheme, Western Australian Planning Commission, Bulletin 1108.

GHD (2004). Perth International Motorsports Management, Bunbury International Complex, Environmental Referral Document. Perth, W.A.

Koltasz Smith (2003). Proposed development guide plan, Ptn of Lot 5 South Western Highway/ Boyanup-Picton Road, Picton. Perth, W.A.

Water and Rivers Commission (1998). Water Quality Protection Note “Nutrient and Irrigation Management Plans”.

Water and Rivers Commission (2003). Interim Position Statement “Urban Stormwater Management in WA.

Western Australian Planning Commission (1999). Greater Bunbury Region Scheme – Scheme Report. Perth, W.A.

Appendix 2

Recommended Environmental Conditions and Proponent's Consolidated Commitments

RECOMMENDED CONDITIONS AND PROCEDURES

**STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED
(PURSUANT TO THE PROVISIONS OF THE
ENVIRONMENTAL PROTECTION ACT 1986)**

BUNBURY INTERNATIONAL MOTORSPORTS COMPLEX, PICTON

Proposal: The construction, operation and maintenance of an international standard motorsports complex in Picton, as documented in schedule 1 of this statement.

Proponent: Perth International Motorsports Management

Proponent Address: Level 1
140 Hay Street
Subiaco
Western Australia 6008

Assessment Number: 1519

Report of the Environmental Protection Authority: Bulletin 1129

The proposal referred to above may be implemented by the proponent subject to the following conditions and procedures:

1 Implementation

1-1 The proponent shall implement the proposal as documented in schedule 1 of this statement subject to the conditions of this statement.

2 Proponent Commitments

2-1 The proponent shall implement the environmental management commitments documented in schedule 2 of this statement.

3 Proponent Nomination and Contact Details

3-1 The proponent for the time being nominated by the Minister for the Environment under section 38(6) or (7) of the *Environmental Protection Act 1986* is responsible for the implementation of the proposal until such time as the Minister for the Environment has exercised the Minister's power under section 38(7) of the Act to revoke the nomination of that proponent and nominate another person as the proponent for the proposal.

3-2 If the proponent wishes to relinquish the nomination, the proponent shall apply for the transfer of proponent and provide a letter with a copy of this statement endorsed by the

proposed replacement proponent that the proposal will be carried out in accordance with this statement. Contact details and appropriate documentation on the capability of the proposed replacement proponent to carry out the proposal shall also be provided.

- 3-3 The nominated proponent shall notify the Department of Environmental Protection of any change of contact name and address within 60 days of such change.

4 Commencement and Time Limit of Approval

- 4-1 The proponent shall substantially commence the proposal within five years of the date of this statement or the approval granted in this statement shall lapse and be void.

Note: The Minister for the Environment will determine any dispute as to whether the proposal has been substantially commenced.

- 4-2 The proponent shall make application for any extension of approval for the substantial commencement of the proposal beyond five years from the date of this statement to the Minister for the Environment, prior to the expiration of the five-year period referred to in condition 4-1.

The application shall demonstrate that:

1. the environmental factors of the proposal have not changed significantly;
2. new, significant, environmental issues have not arisen; and
3. all relevant government authorities have been consulted.

Note: The Minister for the Environment may consider the grant of an extension of the time limit of approval not exceeding five years for the substantial commencement of the proposal.

5 Compliance Audit and Performance Review

- 5-1 The proponent shall prepare an audit program and submit compliance reports to the Department of Environmental Protection which address:

1. the status of implementation of the proposal as defined in schedule 1 of this statement;
2. evidence of compliance with the conditions and commitments; and
3. the performance of the environmental management plans and programs.

Note: Under sections 48(1) and 47(2) of the *Environmental Protection Act 1986*, the Chief Executive Officer of the Department of Environmental Protection is empowered to audit the compliance of the proponent with the statement and should directly receive the compliance documentation, including environmental management plans, related to the conditions, procedures and commitments contained in this statement.

5-2 The proponent shall submit a performance review report every five years after the start of operations, to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority, which addresses:

1. the major environmental issues associated with the project; the targets for those issues; the methodologies used to achieve these; and the key indicators of environmental performance measured against those targets;
2. the level of progress in the achievement of sound environmental performance, including industry benchmarking, and the use of best available technology where practicable;
3. significant improvements gained in environmental management, including the use of external peer reviews;
4. stakeholder and community consultation about environmental performance and the outcomes of that consultation, including a report of any on-going concerns being expressed; and
5. the proposed environmental targets over the next five years, including improvements in technology and management processes.

5-3 The proponent may submit a report prepared by an auditor approved by the Department of Environmental Protection under the “Compliance Auditor Accreditation Scheme” to the Chief Executive Office of the Department of Environmental Protection on each condition/commitment of this statement which requires the preparation of a management plan, programme, strategy or system, stating that the requirements of each condition/commitment have been fulfilled within the timeframe stated within each condition/commitment.

6 Operations

6-1 In any calendar year the proponent shall hold no more than a total of 50 hours of Formula Nippon and GT Series events, including races, practice sessions, “shakedown” sessions, “warm-up” sessions and qualifying events, all of which shall take place between 9am and 5pm.

Notes (1) Operations is defined here to include races, practice sessions, “shakedown” sessions, “warm-up” sessions and qualifying events, and does not include miscellaneous activities such as vehicle refuelling, site development and site maintenance.

(2) On days when Formula Nippon or GT Series events take place, the amount of time contributing to the 50 hour allowance will be measured from the start of the first Formula Nippon or GT Series event of the day, whichever is earlier, until the completion of the last Formula Nippon or GT Series event of the day, whichever is later.

7 Noise Management (Operations)

7-1 Prior to operation, the proponent shall prepare a Noise Management (Operations) Plan to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority. This plan has the following objective:

- to minimise the loss of amenity to nearby residents due to noise;

and shall:

1. provide for representative acoustic modelling based on site topographic and design information;
2. provide details of the reference positions and procedures for the measurement and monitoring of noise levels;
3. provide a program for noise monitoring to be carried out by an independent recognised acoustic consultant during Formula Nippon and GT Series events (including races, practice sessions, “shakedown” sessions, “warm-up” sessions and qualifying events);
4. provide a mechanism to inform residents within a three kilometre radius at least two weeks prior to Formula Nippon and/or GT Series events taking place;
5. allow for the temporary relocation of residents from areas where noise is likely to exceed 75dB(A) measured in accordance with Part 3 of the *Environmental Protection (Noise) Regulations 1997* as an $L_{A\text{ slow}}$ value, on days when Formula Nippon and/or GT Series events (including races, practice sessions, “shakedown” sessions, “warm-up” sessions and qualifying events) are held;
6. set up a noise complaints response procedure to include the following:
 - a. recording of individual complaints;
 - b. review and continual improvement of noise management;
 - c. adaptive noise management; and
 - d. consultation with the City of Bunbury, Shire of Dardanup and interested local stakeholder groups.
7. include a review of the Noise Management (Operations) Plan within 30 days of occurrence following the first Formula Nippon or GT Series event, whichever is earlier, and annually thereafter. Preparation and refinement of the Plan to be in consultation with the Shire of Dardanup and the City of Bunbury.
8. report all complaints logged and outcomes to the Shire of Dardanup and the City of Bunbury within 14 days of events being completed.

Notes (1) All other activities on site must comply with the *Environmental Protection (Noise) Regulations 1997*.

(2) See Commitment 1 regarding Construction Noise.

7-2 The proponent shall implement the Noise Management (Operations) Plan required by condition 7-1 to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority.

7-3 The proponent shall make the Noise Management (Operations) Plan required by condition 7-1 publicly available, to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority.

8 Water Management

8-1 Prior to construction of the track, the proponent shall have in place a Drainage Management System to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority and the Water and Rivers Commission.

This System shall:

1. provide details of the layout of controlled drainage areas, location and design of irrigation ponds, and the design of infiltration swales;
2. be based on the Water and Rivers Commission Interim Position Statement “Urban Stormwater Management in WA”; and
3. demonstrate that off-site discharge of water will meet the guidelines specified in “Australian and New Zealand Guidelines for Fresh and Marine Water Quality” (Australian and New Zealand Environment Council, 2000).

8-2 The proponent shall have in place a Nutrient Management System to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority and the Water and Rivers Commission.

This System shall:

1. provide details of nutrient application rates, irrigation rates, soil amendments and surface drainage;
2. be based on the Water and Rivers Commission Interim Water Quality Protection Note “Nutrient and Irrigation Management Plans”; and
3. demonstrate that off-site discharge of water will meet the guidelines specified in “Australian and New Zealand Guidelines for Fresh and Marine Water Quality” (Australian and New Zealand Environment Council, 2000).

9 Foreshore Management

9-1 Prior to operation, the proponent shall prepare a Foreshore Management Plan to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority, Department of Environmental Protection and the Department of Conservation and Land Management.

This Plan shall address:

1. foreshore revegetation using locally endemic species along the Preston River to pre-development densities;
2. management of human access by fencing; and

3. maintenance of bank stability.
- 9-2 The proponent shall implement the Foreshore Management Plan required by condition 9-1 to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority.
- 9-3 The proponent shall make the Foreshore Management Plan required by condition 9-1 publicly available, to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority.

10 Decommissioning Plan

- 10-1 At least six months prior to the anticipated date of decommissioning, or at a time agreed with the Environmental Protection Authority, the proponent shall prepare a Decommissioning Plan designed to ensure that the site is left in an environmentally acceptable condition to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority.

This Plan shall address:

1. removal or, if appropriate, retention of the facility and infrastructure in consultation with relevant stakeholders;
 2. long-term management of ground and surface water systems affected by the facility;
 3. rehabilitation of all disturbed areas to a standard suitable for the agreed new land use(s); and
 4. identification of contaminated areas, including provision of evidence of notification and proposed management measures to relevant statutory authorities.
- 10-2 The proponent shall implement the Decommissioning Plan required by condition 10-2 until such time as the Minister for the Environment determines, on advice of the Environmental Protection Authority, that the proponent's decommissioning/closure responsibilities have been fulfilled.
 - 10-3 The proponent shall make the Decommissioning Plan required by condition 10-2 publicly available, to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority.

Procedures

1. Where a condition states "to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority", the Environmental Protection Authority will provide that advice to the Department of Environmental Protection for the preparation of written notice to the proponent.

2. The Environmental Protection Authority may seek advice from other agencies or organisations, as required, in order to provide its advice to the Department of Environmental Protection.
3. Where a condition lists advisory bodies, it is expected that the proponent will obtain the advice of those listed as part of its compliance reporting to the Department of Environmental Protection.

Notes

- 1 In the event that the *Environmental Protection (Noise) Regulations 1997* are amended to provide for the management of noise from motorsports facilities by local government, then the Noise Management Condition may be removed through a Section 46 process, provided that the proponent has a suitable Noise Management Plan in place.
- 2 The Minister for the Environment will determine any dispute between the proponent and the Environmental Protection Authority or the Department of Environmental Protection over the fulfilment of the requirements of the conditions.
- 3 Within this statement, to “have in place” means to “prepare, implement and maintain for the duration of the proposal”.

Schedule 1

The Proposal (Assessment No. 1519)

The proponent will construct, operate and maintain an international standard motorsports complex in Picton (location shown in Figures 1 and 2).

Table 1 – Key Proposal Characteristics

Element	Description
Location	Portion of Lot 5 South Western Highway/Boyanup-Picton Road, Picton
Nature of operation	Motorsport
Total area of site	110 ha
Area to be cleared	14 ha for entire development, including car parks
Racetrack length	4km
Racetrack layout	As shown in Figure 2
Race types (this includes the race, practice sessions, shakedown sessions, warm-up and qualifying sessions)	Formula Nippon (CAMS 110dB(A)) – maximum of two per year; Major national and international events – maximum of 4 per year; State championship events – maximum of 5 per year; General motor sports (club activities) – Maximum of 15 per year.
Competitors facility	Pit area for preparation of race vehicles, sealed with pollution control measures
Fuel storage	Less than 15,000L of fuel will be stored in the concrete bunded area, in accordance with Australian Standard 1940, during race events. Each team will be issued with less than 500L, with pollution interceptors in this area designed to hold 1900L. Less than 500L of fuel will be stored on-site for machinery.
Viewing areas	Constructed grandstand
Public parking	Grass public car park for 20,000 vehicles Sealed VIP car park
Waste disposal	Sewerage: connected to existing sewerage system. Construction: off-site disposal to approved landfills.
Other infrastructure	Pit housing and control centre. Access roads.
Water management	Approximately 670ML of runoff water generated per year. Water will be managed by the construction of several lined, landscaped dams which retain water for irrigation use on-site. The drainage infrastructure will be limited to the surface sands as far as possible, in order to minimise the potential for disturbance of acid sulphate soils. The pit area will have constructed drainage, with water flow to prefabricated sediment and oil interceptors.

Symbols:

ha hectares

Figures:

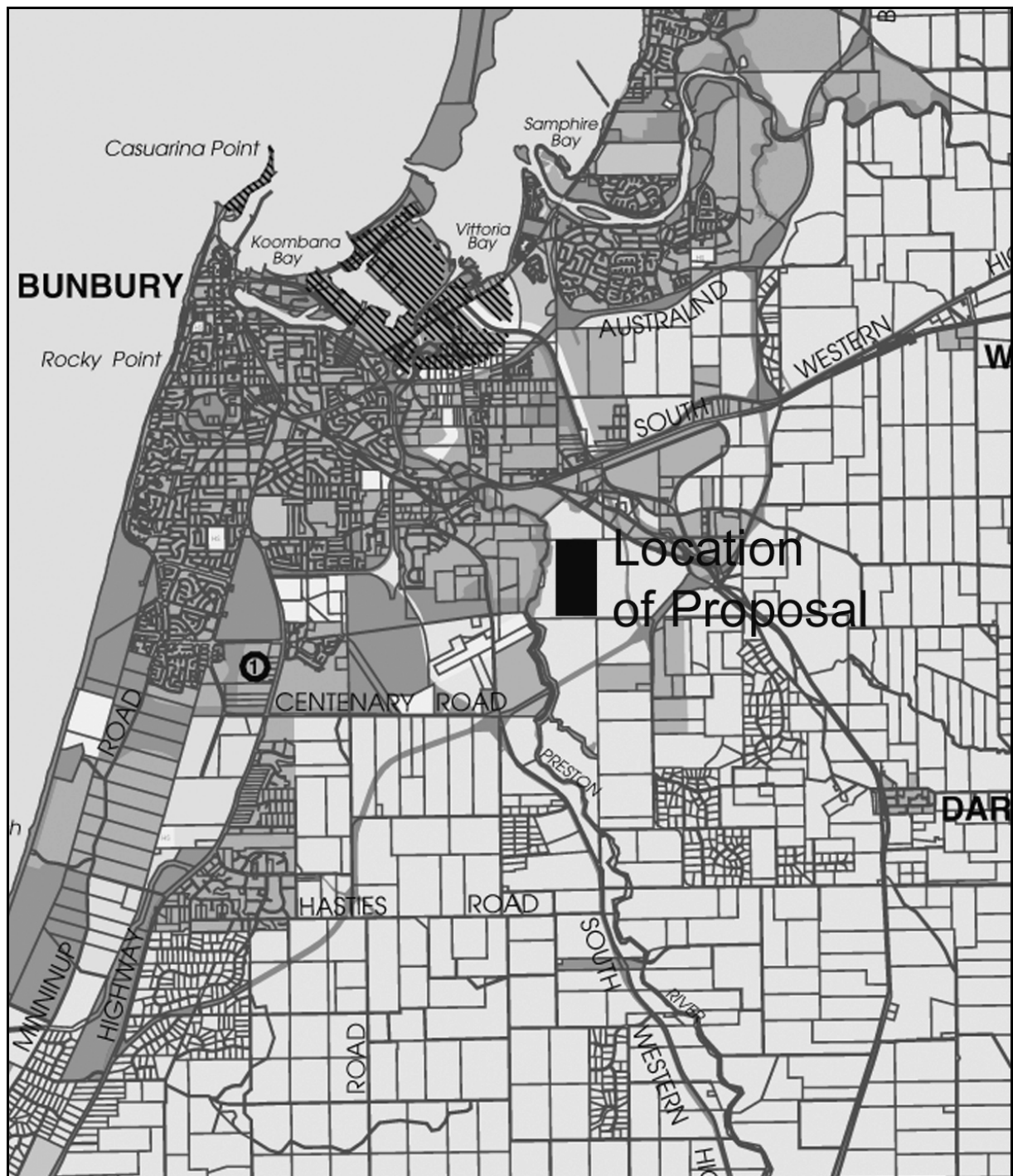


Figure 1: Location map

DO NOT SCALE



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<p>Revision - Review and CAD do not exceed by hand</p> <table border="1"> <tr> <th>Rev</th> <th>Checked</th> <th>Approved</th> <th>Date</th> <th>M/Title</th> </tr> <tr> <td>1</td> <td></td> <td></td> <td>29.07.03</td> <td></td> </tr> </table>		Rev	Checked	Approved	Date	M/Title	1			29.07.03		<p>NOTE - INDICATES SIGNATURES ON ORIGINAL SIDE OF DRAWING OR LAST REVISION OF DRAWING</p>		<p>6753699-Bunbury-Report - October 2003/FIGURE 2.DWG 23 October 2003 - 12:48 0726</p>	
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1			29.07.03												

Figure 2: Aerial view of proposed site layout

Schedule 2

Proponent's Environmental Management Commitments

March 2004

BUNBURY INTERNATIONAL MOTORSPORTS COMPLEX, PICTON

(Assessment No. 1519)

PERTH INTERNATIONAL MOTORSPORTS MANAGEMENT

Proponent's Environmental Management Commitments – March 2004

BUNBURY INTERNATIONAL MOTORSPORTS COMPLEX (Assessment No. 1519)

Note: The term “commitment” as used in this schedule includes the entire row of the table and its six separate parts as follows:

- a commitment number;
- a commitment topic;
- the objective of the commitment;
- the ‘action’ to be undertaken by the proponent;
- the timing requirements of the commitment; and
- the body/agency to provide technical advice to the Department of Environmental Protection.

Proponent Environmental Commitments

No.	Topic	Objective	Action	Timing	Advice
1	Noise (Construction)	Minimise construction noise impacts on local residences and prevent noise emissions exceeding regulatory standards.	Have in place a Noise (Construction) Management System addressing: <ul style="list-style-type: none"> • measures to reduce noise from construction activities. • location of equipment facilities in relation to noise sensitive receptors. • location of noise monitoring equipment to monitor compliance with the Environmental Protection (Noise) Regulations 1997. • reporting of noise monitoring results against <i>Environmental Protection (Noise) Regulations 1997</i> to the DEP. 	Prior to commencement of construction	Shire of Dardanup, City of Bunbury, DEP (Noise)
2	Soil Management	Prevent soil degradation and the impact of acid soils on the environment	Have in place a Soil Management System addressing: <ul style="list-style-type: none"> • prevention of erosion • testing for acid sulphate soils and management in accordance with DEP Acid Sulphate Soils Guidance Series 	Prior to construction	
3	Vegetation	Mitigate impacts of vegetation clearing by	Revegetate along the northern and southern site borders using understorey, mid-canopy and overstorey local	Within a year of construction	

No.	Topic	Objective	Action	Timing	Advice
		revegetation on the northern and southern site borders	provenance species to pre-clearing densities. Revegetation areas will be permanently fenced off, with on-going management and weed removal.		
4	Aboriginal Heritage (Construction)	Protect sites of significance uncovered during the construction phase of the proposal.	Undertake heritage and ethnographic surveys in compliance with the Aboriginal Heritage Act (1972).	Prior to commencement of construction	DIA
5	Traffic Management (Construction)	Prevent loss of amenity in residential areas from construction vehicle movements	Have in place a Traffic Management System, addressing: <ul style="list-style-type: none"> • routes for light and heavy construction vehicles • advance notification of construction activities, particularly to nearby residents and local government 	Prior to and during construction	Shire of Dardanup, City of Bunbury
6	Waste Management	Dispose of wastes in an environmentally acceptable and safe manner	Dispose of waste in accordance with "Guidelines for acceptance of solid waste to landfill" (Department of Environmental Protection, 2002).	During operation	
7	Stored Chemicals and Fuels	Prevent pollution resulting from chemical storage and handling	Design and construct bunding in accordance with Australian Standard 1940 and comply with the <i>Explosive and Dangerous Goods Act 1961</i> .	During construction and operation	DOIR
8	Stored Chemicals and Fuels	Prevent pollution resulting from chemical storage and handling	Fuel will only be stored on-site on race days.	During construction and operation	DOIR
9	Visual Impact	To minimise visual impacts for residents and passers-by	Minimise the visual impact of the proposal by planting trees around the perimeter of the site with local provenance species.	During operation	Shire of Dardanup, City of Bunbury
10	Public consultation	Continue to liaise with the public on progress of the proposal	Provide regular updates to the public by internet, press releases and letters on the progress of the proposal, and advice of up-coming events and likely disturbances.	Before and during construction and during operation	Shire of Dardanup, City of Bunbury

CALM Department of Conservation and Land Management

DEP Department of Environmental Protection

DIA Department of Indigenous Affairs

DOIR Department of Industry and Resources

WRC Water and Rivers Commission