



**NOISE MANAGEMENT PLAN**

**FOR THE**

**ALBANY MOTORSPORT VENUE INCORPORATED**  
**(AMV INC.)**

FEBRUARY 2025

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**ALBANY MOTORSPORT PARK**  
**NOISE MANAGEMENT PLAN**

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**ALBANY MOTORSPORT VENUE INC.  
NOISE MANAGEMENT PLAN**

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**APPROVAL**

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

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

**Date**

Signed on behalf of the City of Albany

**Name**

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

**Witness**

**Approval Date**

XX / XX / 2025

**Date of Expiry**

XX / XX / 2035

## CONTENTS

1.	INTRODUCTION	1
2.	VENUE DETAILS	1
3.	BACKGROUND	2
4.	CRITERIA	2
4.1	Part 2 Division 3 Motor Sport Venues	2
5.	TYPES OF RACING ACTIVITIES AND CLASSES OF VEHICLES	3
5.1	Racing Activities	3
5.2	Classes of Vehicles	4
6.	LIMITATIONS ON RACING ACTIVITIES	4
6.1	Scheduled Race Meetings and Sessions	4
6.2	Ancillary Conditions	5
6.3	Special Events	5
7.	NOISE LEVELS	6
7.1	Noise Sensitive Premises – HIGHLY SENSITIVE purpose	6
7.2	Modelling	7
8.	RESULTS	7
9.	MEASURES TO CONTROL NOISE EMISSIONS	8
9.1	Access To venue	8
9.2	Public Address System Noise	9
9.3	Scrutiny Of Individual Vehicles	9
10.	NOTICE OF RACING ACTIVITIES	9
11.	COMPLAINT RESPONSE PROCEDURE	10
12.	RESPONSIBILITIES	10

## APPENDICES

A	Location Plan
B	Vehicle Noise Management Test Procedures
C	Glossary

## 1. INTRODUCTION

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

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

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

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

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

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

As the AMP is a new facility, the Development Approval conditions included the requirement for noise monitoring to be undertaken on at least two occasions per 12-month period, to measure levels of noise associated with the loudest motorsport events at the motorsport park. The noise monitoring is to be undertaken at the surrounding noise sensitive premises, within 15m of any building on that premises associated with a highly sensitive use. The purpose of noise monitoring is to validate noise models included in the noise management plan, and to verify the noise impacts on nearest sensitive receivers. A report on noise monitoring is to be provided to the City of Albany on an annual basis.

## 2. VENUE DETAILS

**TABLE 2.1 – VENUE DETAILS**

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

### 3. BACKGROUND

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

The current AMP development consists of:

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

At full development, the AMP will also include:

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

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

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

### 4. CRITERIA

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

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

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

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

## 5. TYPES OF RACING ACTIVITIES AND CLASSES OF VEHICLES

### 5.1 RACING ACTIVITIES

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

Club events, major events including state, national, and international events, practice sessions, vehicle test and tune, driver and rider training/coaching, exhibitions, demonstrations and special events.

- **COMMUNITY EVENTS**

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

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

- Held on a Saturday or Sunday.

- **Open Practice**

- An open track event for both local and other Clubs

- Generally held on a Saturday.

- **Ride Park Day**

- An event open to riders to be able to trial and train on the track without membership or prior experience.

- Generally held on a Saturday.

- **TRAINING SESSIONS**

Track open for practice or training purposes

Held up to three times a week (Monday – Friday)

- **COACHING SESSIONS**

Sessions for Riders to complete the set number of coaching hours required before they can enter a race event.

Held up to two times a week (Monday – Sunday)

- **MAJOR EVENTS**

- **Open Event**

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

- Club apply to host –up to 3 per year.

- **State Round**

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

- The AMP may be invited to host up to 1-2 per year.

– **National Event**

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

**OTHER EVENTS**

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

5.2 CLASSES OF VEHICLES

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

Motocross Precinct

- Various classes of motocross bikes including (but not limited to) junior, senior, 50 cc, 65 cc, 85 cc, 125 cc, 250 cc and 450 cc.
- Various other vehicles of smaller engine capacity, including road registered vehicles.

6. LIMITATIONS ON RACING ACTIVITIES

6.1 SCHEDULED RACE MEETINGS AND SESSIONS

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

**TABLE 6 – MOTOCROSS PRECINCT ACTIVITIES**

Activity	Frequency	Time	Max. Duration	Day of Week
Community Event	2 weekends per month	Saturday 8:00 am to 6:00 pm Sunday 9.00am to 6.00pm	10 hours	Saturday and /or Sunday
Training Sessions	Up to 3 days per week	Between 9.00am to 6:00pm	4 hours	Monday to Friday
Coaching	Up to 2 days per week	Between 9.00am to 6:00pm	6 hours	Monday - Sunday
Major Event	3 per year (would replace a 'Community Event')	Between 7.30am to 6.00pm	10 hours	Saturday and Sunday Weekend extension to Friday or Monday possible



Notes:

- Maximum event duration does not indicate non-stop noise activity. This allowable duration may include scrutineering, sound testing, breaks and pack up activities where noise limits are not exceeded.
- Maximum activity limits and all events listed may not occur each week, month or year.
- The Motocross Precinct will be operational all year however the main event calendar generally operates between March and November each year.

## 6.2 ANCILLARY CONDITIONS

In addition to the limitations above the following ancillary conditions are applicable:

1. Noise monitoring to be undertaken on at least two occasions per 12-month period, to measure levels of noise associated with the loudest motorsport events at the motorsport park.
2. A report on noise monitoring is to be provided to the City of Albany on an annual basis.
3. Details of the racing program are to be published on the Venue website (<https://albanymotorsportpark.com.au/index.html>) at least 1 week prior to the first event, showing proposed dates of racing activities (where known) for the coming season and details for noise complaints
4. Changes to the racing program are to be published on the Venue website at least 1 week before the changed event is to occur.
5. In case of a noise complaint the Venue Manager will as far as practicable provide advice to the complainant within 5 business days as to the outcomes of the investigation and where appropriate, any proposed modifications to operations.

## 6.3 SPECIAL EVENTS

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

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

In addition to the above:

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

## 7. NOISE LEVELS

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

### 7.1 NOISE SENSITIVE PREMISES – HIGHLY SENSITIVE PURPOSE

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

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

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

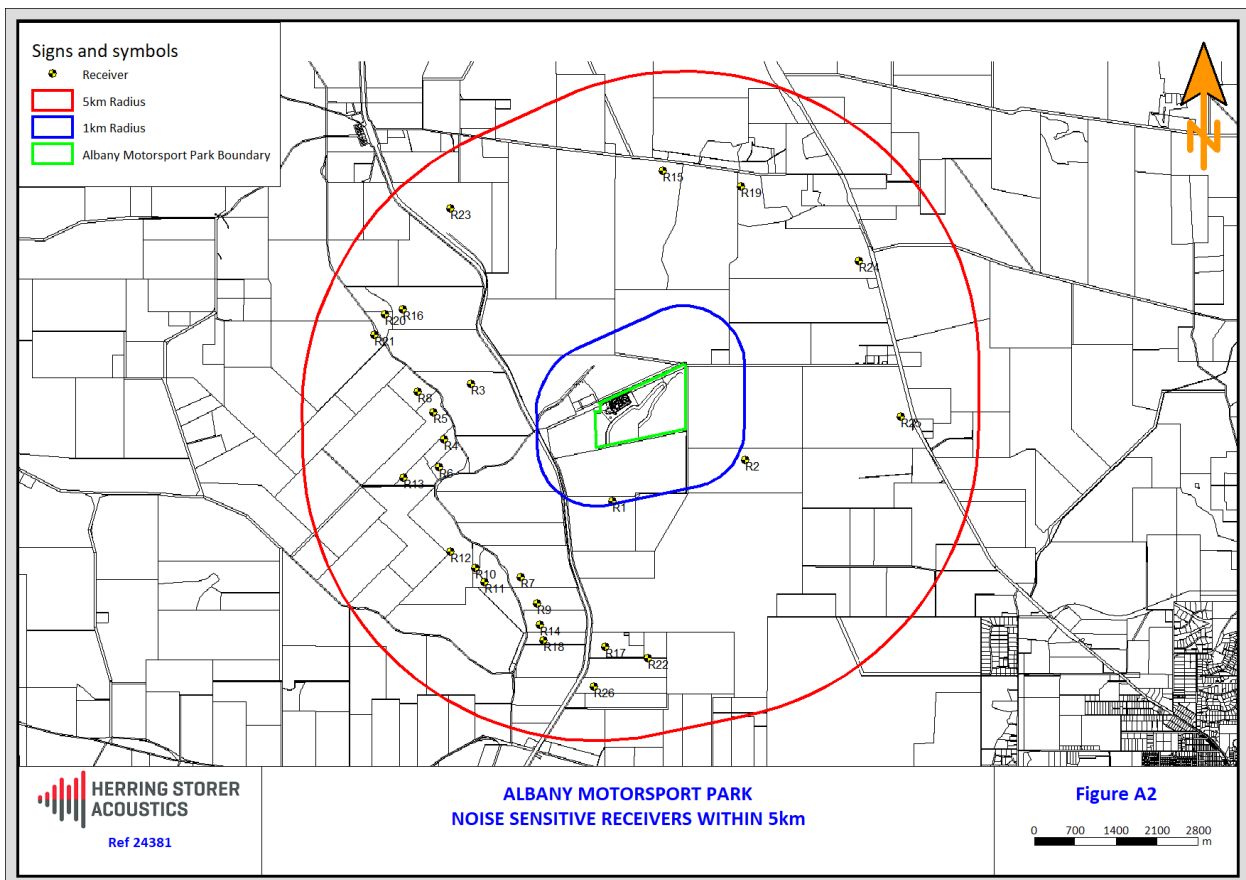


FIGURE 7.1 – HIGHLY NOISE SENSITIVE RECEIVERS

## 7.2 MODELLING

Noise immissions at the nearest neighbouring residential premises, due to noise associated with the various activities at the AMP were modelled with the computer programme SoundPlan using the Concawe algorithms.

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

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

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

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

The following input data was used in the calculations:

- Provided area plots – City online mapping system.
- Sound Power Levels listed in Table 7.2.
- Ground contours and receiver point provided by CoA (Appendix A).

Weather conditions for modelling were as stipulated in the Environmental Protection Authority’s “Draft Guidelines on Environmental Noise for Prescribed Premises” and for the day period.

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

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

The following scenarios were carried out:

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

## 8. RESULTS

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

**TABLE 8.1 – RECEIVER REFERENCE AND DISTANCE**

Noise Sensitive Premise - Reference	Scenario 1 – Motocross Race 450cc Motorbike	Scenario 2 – Motocross Race 250cc Motorbike	Scenario 3 - Motocross Race < 250cc Motorbike
R1	57	55	52
R2	52	50	47
R3	41	39	36
R4	45	43	40
R5	41	39	36
R6	46	44	41
R7	46	44	41
R8	38	36	33
R9	45	43	40
R10	44	42	39
R11	44	42	39
R12	43	41	38
R13	44	42	39
R14	43	41	38
R15	29	27	24
R16	31	29	26
R17	43	41	38
R18	42	40	37
R19	28	26	23
R20	30	28	25
R21	30	28	25
R22	42	40	37
R23	27	25	22
R24	26	24	21
R25	34	32	29
R26	39	37	34

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

It is noted that the individual noise levels for Scenario 8 – PA System have not been included in the above as they are below 10 dB(A) at the nearest noise sensitive premise, hence would likely be inaudible.

## 9. MEASURES TO CONTROL NOISE EMISSIONS

### 9.1 ACCESS TO VENUE

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

- In preparation for and during race event/activities and practice sessions approved by the Venue Manager.
- In preparation for and during Special Events.
- During committee, board or staff meetings of AMV approved organisations
- During maintenance, inspections or improvement activities.

## 9.2 PUBLIC ADDRESS SYSTEM NOISE

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

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

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

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

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

## 9.3 SCRUTINY OF INDIVIDUAL VEHICLES

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

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

Motorcycle testing to be in accordance with current motorsport body manuals. Testing procedures are outlined in Appendix B.

## 10. NOTICE OF RACING ACTIVITIES

The times and dates on which it is proposed to hold racing activities at the Venue will be made publicly available via the Venue website and through social media channels before the start of each season. Should this program be changed for any reason during the season, the details of the changes will be made publicly available via the Venue website and social media channels before the changes occur. Notice of the proposed program of racing activities for a season is to be published and distributed to members of the public as follows:

1. The notice is to be published on the Venue website (<https://albanymotorsportpark.com.au/index.html>) at least 1 week prior to the first event, showing proposed dates of racing activities (where known) for the coming season and details for noise complaints.
2. A change to the racing program is to be published on the Venue website at least 1 week before the changed event is to occur.
3. Notice of a Special Event approved by the Local Government CEO is to be given in accordance with the conditions of the approval.

## 11. COMPLAINT RESPONSE PROCEDURE

1. Contact details and complaint form are available at the Albany Motorsport Park webpage for the receipt of noise complaints.
2. A noise complaint shall be recorded on the noise complaint form including the source of the complaint (excessive vehicle noise, PA system, crowd noise, etc.)
3. All complaints will be treated with due consideration and investigated and responded to as appropriate by the AMV.
4. The Venue Manager will as far as practicable provide advice to the complainant within 5 business days as to the outcomes of the investigation and where appropriate, any proposed modifications to operations.
5. The results of complaint investigations, details of measures taken or considered to reduce noise emissions under Sections 8, 9, 10, 11 and 12 and an outline of the responses given to the complainant shall be recorded on the noise complaint form.
6. Completed noise complaint forms will be retained at the Venue for the period of the approval and made available to the CEO of CoA on request.
7. Any noise measurements made relating to a complaint will be retained at the Venue for the period of the approval and made available to the CEO of CoA on request.

## 12. RESPONSIBILITIES

### Occupier / Venue Manager

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

### Club Committees

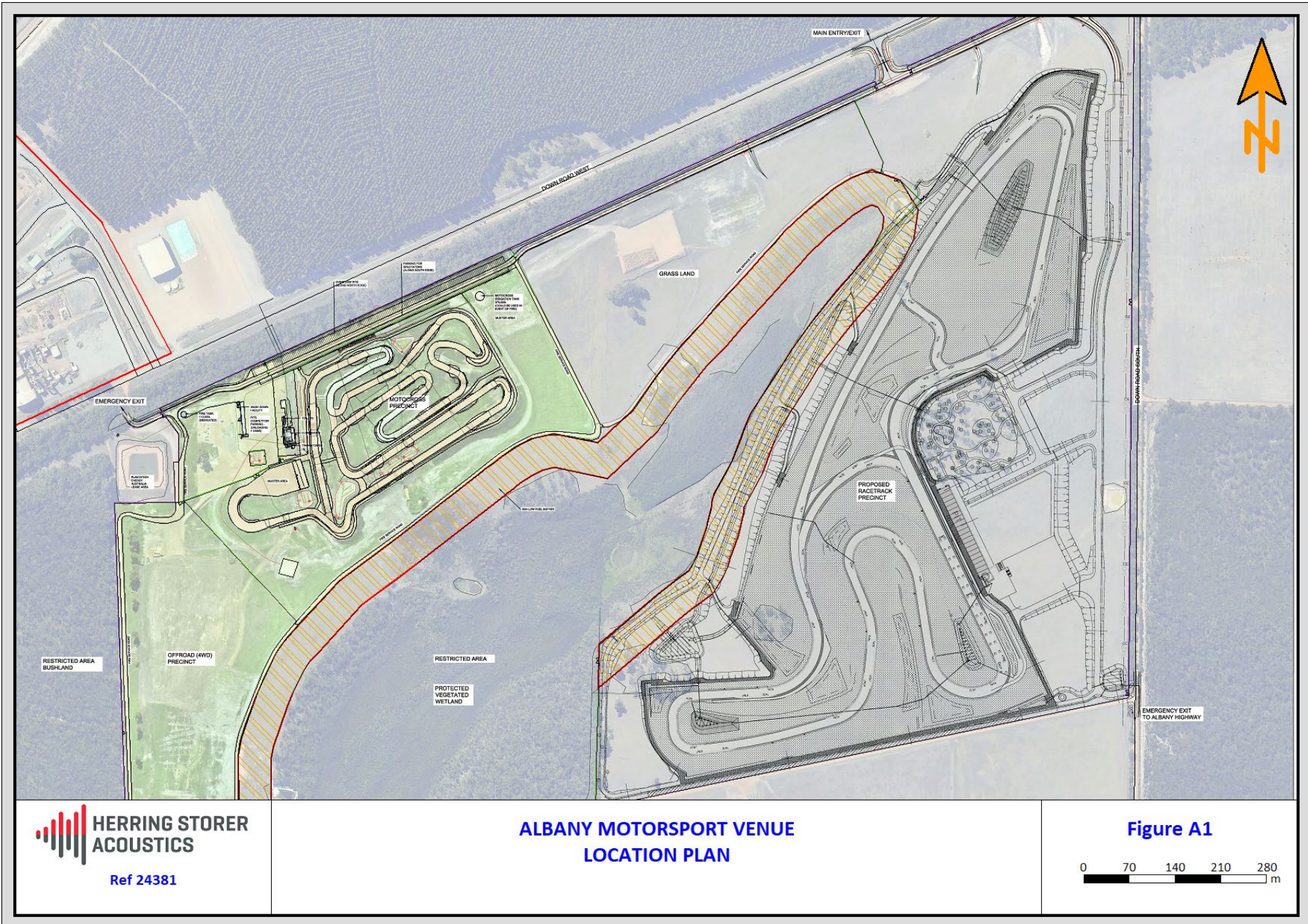
- Appointment of accredited Event Scrutineer
- Development of program for scheduled race events/activities
- Appointment of an experienced Sound Control Officer
- Designation of Accredited event marshals and stewards

### Event Scrutineer / Sound Control Officer

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

# **APPENDIX A**

## LOCATION PLAN





## **APPENDIX B**

### Vehicle Noise Management Test Procedures

## 1. MEASURING INDIVIDUAL RACING VEHICLES

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

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

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

## 2. RECORDED TEST DETAILS

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

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

## 3. MEASUREMENTS TAKEN AT ANOTHER FACILITY

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

## 4. INSTRUMENTS AND INSPECTORS

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

## APPENDIX C

### GLOSSARY

#### Glossary for the Albany Motorsport Venue Noise Management Plan

- **Albany Motorsport Venue Inc (AMV):** Organisation managing the Albany Motorsport Park (AMP) 'Operator'..
- **Albany Motorsport Park (AMP):** Motorsport facility located at Lot 5780 Down Road South, Albany, encompassing motocross, off-road, and race track precincts.
- **Assigned Noise Levels:** Maximum allowable noise levels under the Noise Regulations.
- **CoA (City of Albany):** Local governing authority for the Albany region.
- **dB(A):** A-weighted decibels, measuring sound levels based on human hearing.
- **Environmental Protection (Noise) Regulations 1997:** Governs allowable noise emissions in Western Australia, with provisions for motorsport venues.
- **Great Southern Motorplex Group:** Project developer for the AMP
- **Herring Storer Acoustics (HSA):** Acoustic consultants for the AMP Noise Management Plan.
- **Motocross Precinct:** AMP section for motocross activities, including racing, practice, training and events.
- **Noise Management Plan (NMP):** Document outlining strategies to manage and mitigate noise emissions from AMP activities.
- **Noise Monitoring:** Process of measuring noise levels to ensure compliance, conducted biannually.
- **Noise Sensitive Premises:** premises defined under Schedule 1 Part C of the Noise Regulations. Includes locations like residences and schools that are highly impacted by noise.
- **Offroad Precinct:** Planned AMP area for off-road activities involving 4WDs, motorbike Trials activities and all-terrain vehicles (ATVs).
- **Public Address (PA) System:** Amplification system used for event announcements, subject to noise monitoring.
- **Racetrack Precinct:** Planned multi-use track area for various motorsport activities.
- **Regulation 16AA-16AE:** Division 3 provisions in the Noise Regulations for motorsport venues exceeding standard noise levels under specific conditions.
- **Regulation 18:** Noise Regulations provision allowing approval of special events exceeding the assigned levels. May be required for additional events not covered by this Noise Management Plan.
- **Scrutineering:** Inspection of racing vehicles for safety and compliance with noise limits.
- **Sensitive Use Premises:** Properties near the AMP considered in noise impact assessments.
- **Special Event:** Approved event requiring higher noise limits under Regulation 18
- **Stage 1 Development:** Initial AMP construction phase, including motocross and off-road precincts.
- **Stage 2 Development:** Planned future expansion of the AMP to develop the Race Track Precinct, featuring a sealed race circuit and associated facilities.