

One Raceway – new Race Control building

Development Application – November 2024

Statement of Environmental Effects



contact

Issue		
Revision	Date	Reason for Issue
A	28.03.2024	Draft
B	13.04.2024	Owner comments and inclusions
C	15.04.2024	Lodgement issue
D	10.11.2024	Revised Location Lodgement Issue

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NTS

WATER CYCLE MANAGEMENT STUDY

One Raceway Site & Facility Upgrade Development

Prepared by SOWDES 28 August 2024

Owners consent



Introduction

This Statement of Environment Effects has been prepared by Edge Design Studio Pty. Ltd. with the consent and knowledge of the tenants, managers and owners of One Raceway.

The property 1/DP832905 at 4770, Braidwood Road, Tirranaville, NSW, 2580 is owned by Once Again Property Pty Ltd, who have consented to this development application. (refer attached)

Statement-The application is made under the Environmental Planning and Assessment Act 1079. We confirm that the relevant matters in The Development referrals Guide have been considered.

The circuit, One Raceway, formerly known as Wakefield Park Raceway, has continually operated motorsport activity on the site since 1994 and is one of only 3 permanent circuits in operation in NSW. The venue is equally known for its car and motorbike track activity.

Due to issues generally surrounding noise emissions from the site (well documented and recorded elsewhere) under the original 1993 Development Approval, the circuit was temporarily closed from September 2022 to October 2024.

The circuit has recently undergone noise abatement compliance works as part of the 1993 DA approval, by the new owners One raceway Pty Ltd.

One Raceway updated its Motorsport compliances for track use in September 2024 and held the 6th Round of the ASBK championships as its inaugural reopening event on 4-6 October 2024. The circuit has returned to contributing economic benefit to the Goulburn Mulwaree region.

The previous race control building, built c.1994 was no longer Building code compliant nor designed to suit modern Circuit management procedures or the integration of electronic surveillance and track management.

A temporary race control building currently services the track. This proposal is essentially a “like for like” construction of new Race Control facilities and functions to replace the original building.

This Application proposes a new 2 storey Race Control Building that serves the requirements of contemporary Circuit operations and is

essential to future motorsport certification and track management of the facility.

This report describes the site, its environs and the proposed development, impacts.

The application is recommended for approval given the following reasons:

- The proposed development is consistent with the aims and objectives of the Goulburn Mulwaree LEP and DCP as well as the relevant State Environmental Planning Policies, including the Sydney Drinking Water Catchment SEPP, the infrastructure SEPP and SEPP 55 Remediation of Land.
- The construction of the new Race Control building will provide high quality modern facilities that will help maintain the circuits relevance and status as the only permanent NSW racetrack outside the metropolitan Sydney.
- As one of two permanently licensed motor racing circuits in NSW, the site plays an important social role in meeting recreational and cultural needs of a broad community. It is the only circuit outside of metropolitan Sydney and essentially serves southern NSW.
- The new building does not result in any adverse environmental impacts.
- The proposed development is suitable for the site and is in the public interest.
- The DA proposal, as part of the whole site has a neutral or beneficial effect on water quality according to the water cycle management study.



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Planning - Location & Property description

Street Address:

4770 Braidwood Road, Tirranaville NSW 2580

Property Description:

Title: Lot 1 DP832905 Property ID: 450124

Lot Area: 55.21 ha

Land Zoning:

LGA: **Goulburn / Mulwaree LEP 2009**

Zoning RU1

Land Application maps:

- Land Zoning,
- Heritage,
- Biodiversity

SEPP (biodiversity and Conservation) 2021 - SEPP 2017

- Chapter 6 Water catchments
- Chapter 7 Biodiversity

SEPP (transport and Infrastructure) 2021 – SEPP 2007

- regional cities map – Goulburn: Subject Land

First Nations Countries:

Gandangara / Gundungurra / Yuin

Local Aboriginal Land Council PEJAR

Relevant Consents:

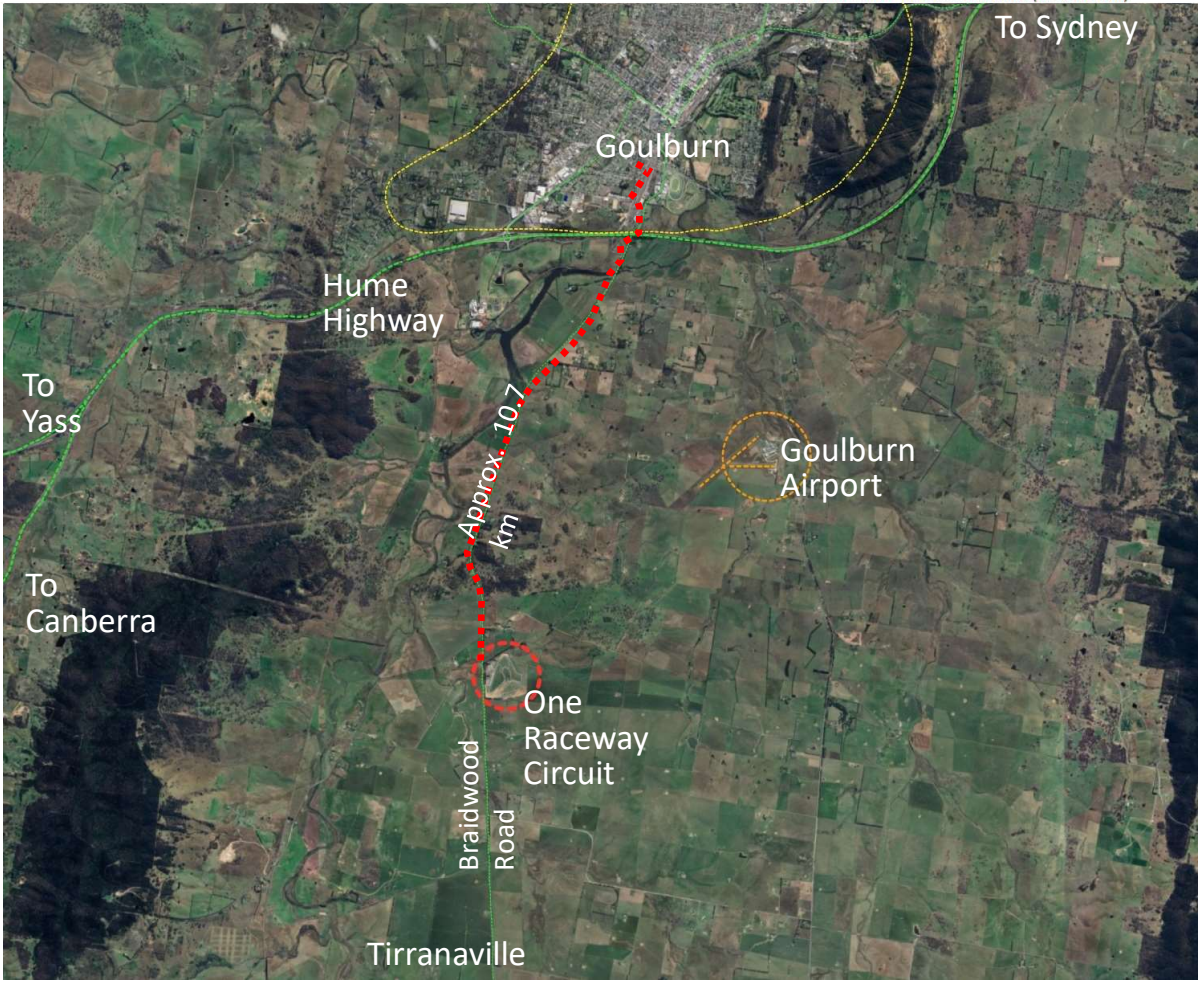
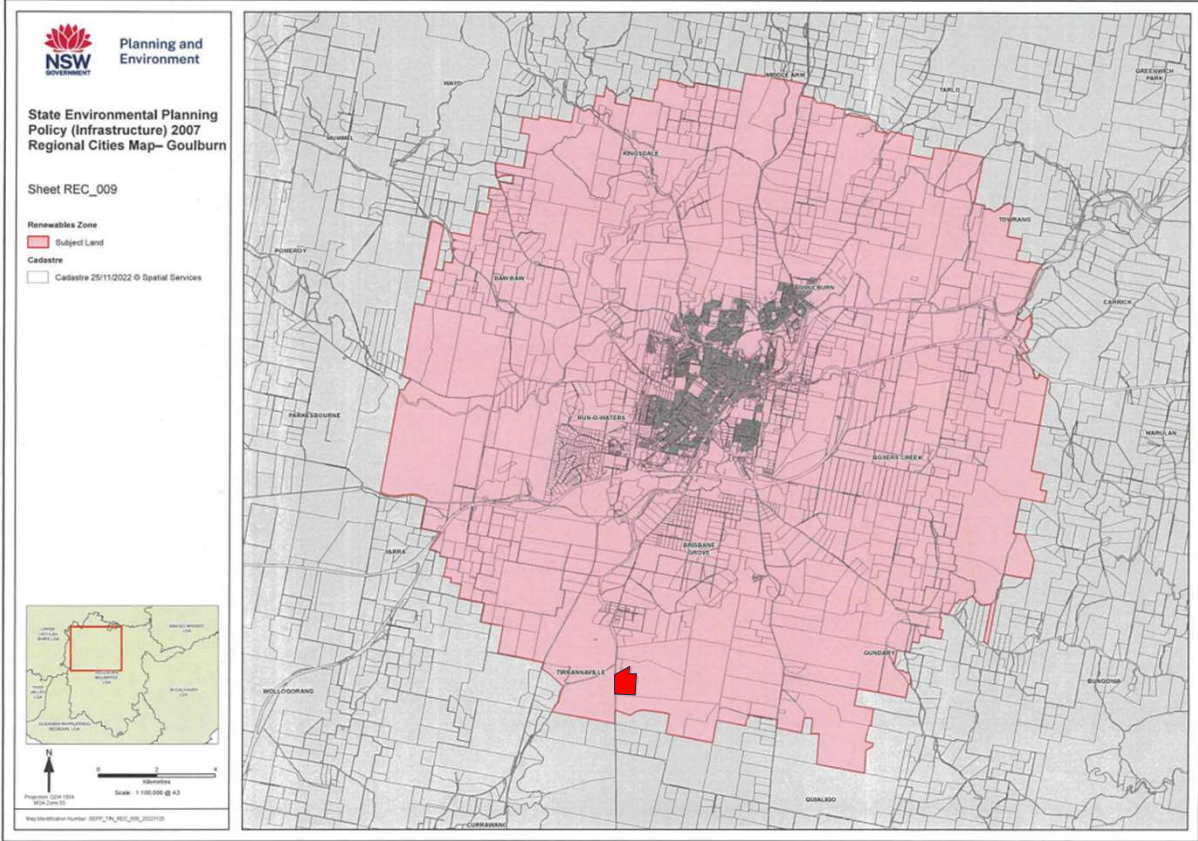
DA 145/9/4-140 – 1 June 1993. The original motor circuit and supporting infrastructure were developed in accordance with this consent for “operation of a multi-purpose motor racing circuit” including the erection of several buildings on the site, construction of the motor racing circuit, ancillary buildings and broad parameters for operation. The primary condition of consent relating to operations was the restriction of the hours of use for the circuit to between 8 am and 6 pm, or between 9 am and 6 pm for motor racing events.

The site is also the subject of several other consents relating to later buildings and land uses after the 1993 consent, including:

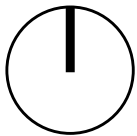
DA 14/96 – 9 February 1996 – Erection of a Spectator Hospitality Centre.

DA/0144/1011 –17 January 2011 – Consent for the construction of an additional 30 garages and a workshop building.

DA/001/260 –August 2001 – Consent for the construction of eight accommodation units, a caretaker’s cottage, and a workshop building.



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Planning – Zoning, Heritage, Biodiversity

Land Zoning:

LGA: **Goulburn / Mulwaree LEP 2009**

Zone **RU1** Primary Production

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 with adjoining zones.
- To promote the use of agricultural land for efficient and effective agricultural production.
- To avoid or minimise impacts on the natural environment and protect environmentally sensitive land.
- To allow the development of non-agricultural land uses which are compatible with the character of the zone.
- To allow the development of processing, service and value-adding industries related to agriculture and primary industry production.
- To protect and enhance the water quality of receiving watercourses and groundwater systems to reduce land degradation.
- To minimise the visual impact of development on the rural landscape.

2 Permitted without consent

Environmental facilities; Environmental protection works; Extensive agriculture; Farm buildings; Home occupations; Roads

3 Permitted with consent

Aquaculture; Cellar door premises; Dwelling houses; Extractive industries; Hardware and building supplies; Intensive livestock agriculture; Intensive plant agriculture; Kiosks; Landscaping material supplies; Light industries; Markets; Open cut mining; Plant nurseries; Roadside stalls; Rural supplies; Timber yards; **Any other development not specified in item 2 or 4**

4 Prohibited

NOT applicable to this application

The subject site is an approved Racetrack within a RU1 Zone. This application is permitted with consent; and is a building replacement within the existing permitted use.

Heritage context:

There are no identified heritage items on site and the site is not located in a heritage conservation area.

The One Raceway property abuts the historic Pelican Inn and Shearing Shed site. The Inn and Shed are heritage items of Local significance under Schedule 5 of the LEP (Item no. 343). (Lot 1599) The heritage items and race control proposal are approximately 560 m apart and visually separated by a substantial tree line and an approximate 9 metre high earth mound sound barrier at the One Raceway property boundary.

The proposed building is deep within the site and heavily screened from the public road by typical rural windbreak trees. (Refer site approach section images) the only visible portion of the proposal will be the top 5-6 metres of tower from the road.

Further to the N-W of the Raceway is the Tirranna Homestead complex which includes the Gibson family Cemetery and Veterans Allotments, which is identified as a heritage item of local significance under Schedule 5 of the LEP (item no. 340). (Lot 1595)

The heritage items and race control proposal are approximately 1500 m apart and visually separated by a substantial tree line and partial ridge line.

In terms of context the proposal maintains a suitable rural aesthetic. (refer design statement).

Biodiversity:

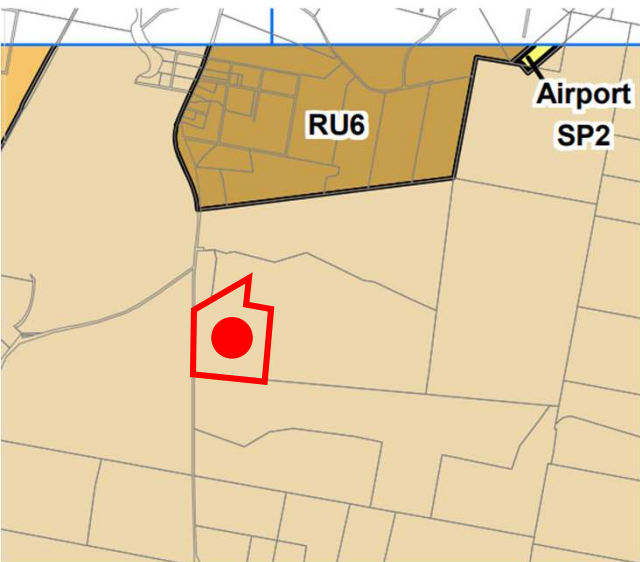
Clause 7.2 Goulburn Mulwaree LEP 2009

A small portion of the One Raceway site is identified in the Biodiversity Map.

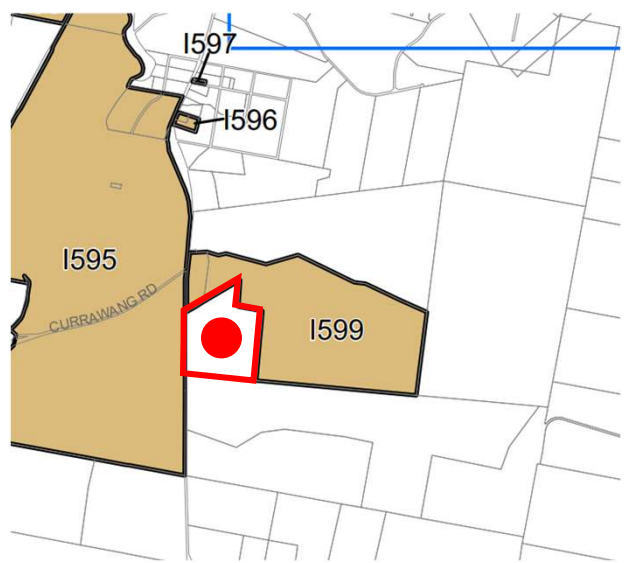
The proposed Race control building and works site is located well away from this biodiversity area which consists of property boundary planting, existing perimeter access road and existing earth mound noise wall.

There is no justification for a flora and fauna study for this application as the proposal is sited within a previously heavily disturbed location. The works are sited within existing developed and hard paved areas as appropriate to the approved circuit activities.

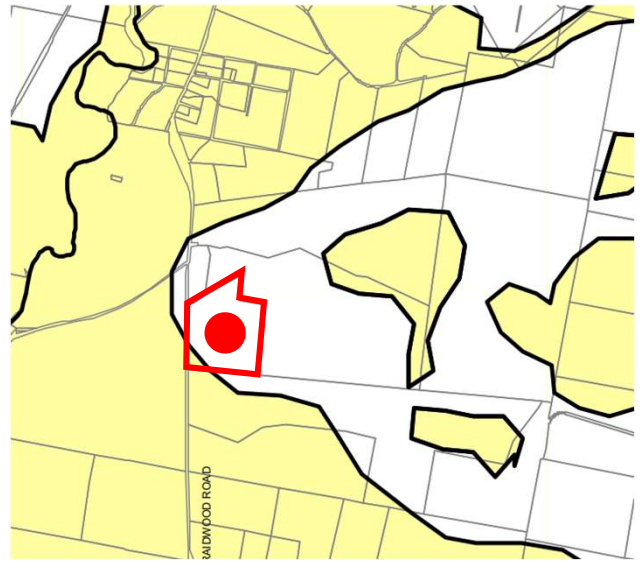
There is no proposal to landscape the immediate area around the proposed works as it would not be compatible with the track layout management and functions.



Land zoning – RU1



Heritage – adjacency



Biodiversity – adjacency

Context & Setting

Surrounding Development:

One Raceway is situated at 4770 Braidwood Road as the only Road bounding the site.

Braidwood Road is a classified road under the Roads Act 1993 and is also a permitted B-Double route. In the vicinity of the site, the road is undivided with a single lane in each direction of travel. Immediately adjacent to the site, the road has a right-hand turn lane for northbound traffic into the site, and southbound deceleration and acceleration lanes for vehicles entering and exiting the site.

Internally the site is served by sealed and unsealed service roads to the North, Centre and South to allow for participant and visitor movement control.

The Raceway site is located in a rural agricultural landscape that is predominately used for grazing, with open grass paddocks divided by fences with the occasional small clusters of boundary windbreak trees, rural structures and residential dwellings.

The Mulwaree River, is located approximately 1.5kms to the west of the site and the lowest point in the landscape.

Due to the topography of the site, there is very limited visual relationship between the site and neighbouring properties located to the east. The nearest dwelling to the east is over 3.5 kms from the site.

The bulk of the existing Paddock buildings are largely concealed from Braidwood Road by the rows of typical rural wind break trees.

All the building forms are of a shed like / rural proportion and aesthetic.

The main public views towards the site are from Braidwood Road, between the ridge near Currawang Road to the north, with views along the southern stretch of the road being obstructed by vegetation.

Public views to the site are occasionally obtained from Currawang Road to the west, and the site is visible from points within the landscape west of Braidwood Road.

The nearest residences to the site are located near Pelican Homestead to the north (approximately 300 metres from the site) and approximately 550 metres to the south.

To the west of Braidwood Road, the nearest dwellings are located approximately 1.3 kms to the north-west and approximately 2.1 kms to the west.

The site is located approximately 4 kilometres south-east of the Goulburn Airport.



Approach from Pelican along Braidwood Road



Entry Lane from North along Braidwood Road



Approach from South along Braidwood Road



Context - previous race control



Paddock entry from Braidwood Road



Context looking Northeast above Braidwood Road



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Context & Setting

Adjoining Sites:

There are no buildings close to the proposed development, on adjoining sites.



Context & Setting

Site Landscape:

The context character is "flat plains, rolling hills and farmland with distant bushland ranges."

- The nature of the topography provides a site that is half "flat" and generally rising up and away from the Paddock area.
- The site is grassed with sporadic native trees and shrubs.
- The North, West and South boundaries have significant windbreak tree groupings

Built Form:

- The occasional built forms of the area is large industrial silo structures , farm houses , farm sheds and HV Towers
- The predominant height in the precinct is 4 -10 metres varying in stories from 1-3 depending on building use (e.g., Silo's, HV Towers, Sheds, Homesteads)
- The existing old Wakefield buildings are Rural/Industrial in nature and detail.

Views:

- Glimpses of the circuit are possible from Braidwood Road, however externally there is little vision into the site, apart from a significant distance to the West.
- Internally views include the entire circuit as a unique, easy viewing experience.
- Externally there are significant view of the ranges, bushland , neighbouring rolling hills, and dam glimpses

Contours:

- The site varies in height from approximately RL649.00 to RL682.00
- The new race control building will be sited at a ground level, RL650.50 to match the existing refurbished shed structure. This level is determined by the existing working/ pit lane .



Detail of proposed development

Works site - Race Control:

This application includes only the works area indicated.

Access and Egress from One Raceway circuit is directly off Braidwood road, via a slip road from the North or a turning lane from the South.

Access to and from the works site is directly along the entrance road from the main Gate to the circuit.

The previous Wakefield Raceway Race Control building has been demolished (non compliant) to allow pit lane upgrades.

A current temporary Race control building allows continuity of operations.

This proposed new Race control building will be erected as indicated along Pit lane. The total works area is currently sealed hardstand with a mixture of existing asphalt and concrete. On completion the surrounding surfaces will be effectively the same.



Description of the Site

The Site:

One Raceway, formerly known as Wakefield Park Raceway, is a permanent, sealed surface, Motor Racing circuit that serves the Goulburn / Mulwaree region, greater Sydney, greater Canberra and southern New South Wales.

The site is located approximately 10.7 km from Goulburn, along Braidwood Road, and is surrounded by farmland, farm homesteads and farm structures.

Access to the site is from Braidwood Road and the site is traversed by a transmission line and associated easement.

The Land is gently sloping with a rise from the NW, Braidwood Road corner rising approximately 30 m to the SW corner.

The land has been used as a Motor racing circuit since 1994. Prior to the initial development the land was developed for animal grazing and was devoid of trees. Water catchment and sediment control dams have existed from this time.

The site improvements include motor racing associated structures such as pit garages, race control, medical centre, administration rooms, stewards meeting rooms, café, workshops, storage, carports, scrutineering shed, club rooms, fuel station, pump house, dam improvements, hard stand areas, amenities blocks and accommodation cabins that were designed generally with a historic motor racing circuit and rural farm structure theme.

Recent improvements to enable reopening of the circuit have included sound attenuation mounds at the north and south ends of the main straight, associated track realignment and resurfacing, installation of drainage, detention dams, paddock resurfacing, maintenance and building refurbishments.

One Raceway continues to operate the same circuit activities as previously permitted.



Detail of proposed development

Description of the Proposal:

The proposal is an integral element in the operation of the existing approved Motor racing circuit at 4770 Braidwood Road.

The proposed “Race Control “ building is a new replacement structure that accommodates the general functions of the previous and existing temporary Race Control buildings.

The new location is required to provide a working lane setback to the pit lane for functional reasons of course car access and race management. This area is functional hard surface , servicing the functions of the track, pits and paddock.

This new location also has greater visibility over the circuit, paddock and the layout changes

The race control building is immediately adjacent to an existing building that accommodates Medical centre, ambulance bay, Race administration offices and briefing rooms .

No other changes to the site are part of this application.

The hours of operation remain as existing.

Any special events requiring extended hours will be subject to separate application for permission or exemption , from Council.

Existing vehicular approaches will be used for all circuit access and the delivery of goods, services or the removal of refuse and recyclables.

It is proposed to construct a new NCC compliant, 2 level, Type B structure to accommodate the same functions as previously with a more flexible layout and equitable access.

The new building is intended to maintain the existing functions of the previously approved race control building.

The creation of combined spaces, rather than small individual rooms, allows greater adaptability for different sized events and procedural changes to motorsport operations.

The design intent is to provide accommodation for the same motor sport functions, and any slight variations are for 2024 appropriate motorsport management planning , not a densification or increase of site activity.

The location of the new building is over an existing hardstand area, immediately adjacent to Pit Lane.

This location improves the motorsport management relationship to the existing pit lane garages and allows for possible future redevelopment of the hardstand pit areas.

The new location is at the end of the main access drive from Braidwood road and serves as a locator and marker point for the centre of site activities.

At Ground level there are stairs, lift shaft, service cupboards and an undercroft that is behind the track edge.

The open undercroft provide a covered area for cars, service vehicles, emergency response vehicles, coarse cars, display vehicles and the like that previously were associated with the race control building activities.

At First floor level there are escape stairs at either end of the building and a lift for access, at the South end.

The primary Race Control accommodation is spaces that serve varying and multiple functions depending on event size and capacity requirements.

The remainder of the floor plate is amenities, landings, walkways and track observation balcony.

Floor Space:

Race Control / Timing office (max 7 pax)	65m2
Multipurpose, Stewards / Briefing and Admin Room (max 50pax)	102m2
Amenities	18m2
Lift, Walkways, Balconies	119m2
Undercroft	270m2
Gross floor area including balconies	300m2

Building Heights:

With Ground floor level aligned with the Pit lane at RL 650.50

First floor is at +4.50m.

The roof Ridge is at + 8.60m

The lift shaft is capped with a service equipment structure up to + 13.70m.



Detail of proposed development

Estimated Cost of works:

The proposals estimate of cost is \$ 1,711,360.00
Refer to attached cost estimate prepared by Edge design studio p/l.

Waste Management:

A Waste Management Plan is currently in operation for the site.
The Race control Building will not increase the number of permanent workers on site. Considering the size of the overall site, the proposal will not substantially increase the amount of refuse being generated. Nor will the proposal significantly increase the number of temporary visitors to the site. For special events across the whole site, a separate application will be made to Council.

Landscape:

The existing building was located adjacent to the Pit lane and surrounded by the asphalt hardstand of the Dummy grid and service parking , access lanes etc.

The new facility is located approximately 50 m to the southwest of the existing race control and within the existing sealed area. (Refer to the existing aerial image)

The functions of a Circuit exclude landscaping in this proximity.
For this application there is no clearing of vegetation, or new landscape .

Signage:

There is a One Raceway identification sign to each face of the lift shaft.
These will remain non illuminated internally and replace the various existing Wakefield park raceway signage on the old race control building.

Amenities:

The Raceway has significant existing toilet amenities across the site.
The intent of this proposal is to replace the convenience of the previous Race control amenities , provided as equitable Disabled and ambulant facilities on the first floor, for greater flexibility.

As context for amenities distribution, the greater proportion of participants, competitors and spectators at any event will be active at track (ground) level. As the use of this upper-level race control is often for short term visitation the balance of the required amenities is

reasonably supplemented by the existing amenities in the Paddock area as previous.
Conveniently 2 no. existing amenities blocks are located at 39m (block2 – south) and 42m (block 1 – north) distance from each new stairs.

Location	Pans	Urinals	Basins	Disabled	Accessible
Race Control					
Disabled	2		2	2 inc	
Existing amenities adjacent					
Block 1 - North	approx 42 metres				
Male	3	9	4		
Female	4		4		1 inc
Block 2 - South	approx 39 metres				
Male	4	3	3		
Female	3		3		
Unisex	2				2 inc



Context – previous building

Previous Race Control building:

Ground Floor	159m2
First Floor	79m2
Second Floor	10m2
Total Floor area	248m2

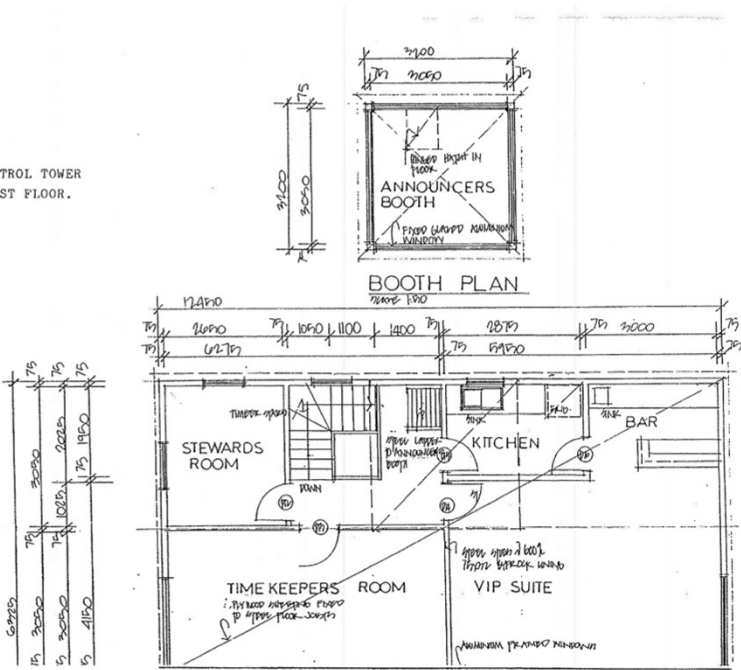
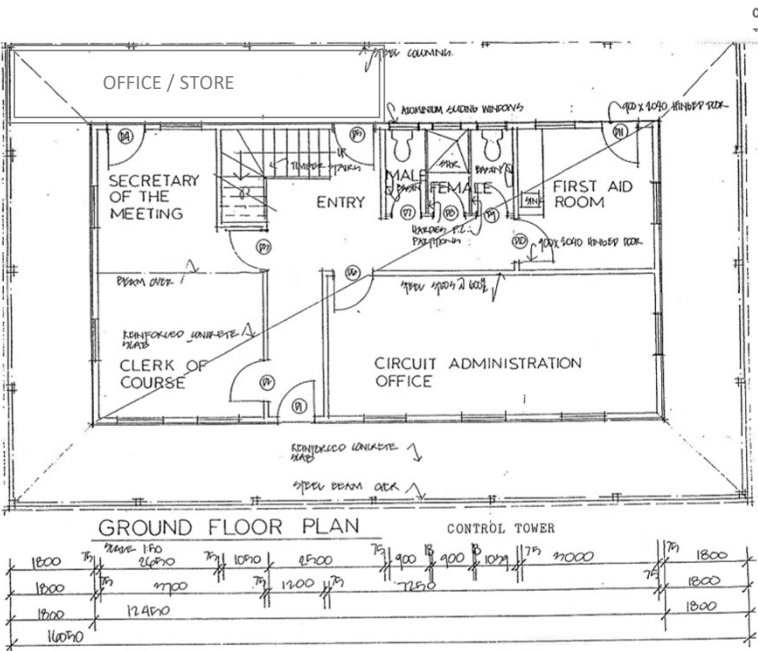
The building structure cannot be made NCC 2023 compliant.
The building was demolished in 2023 .
Note: Drawings are historical and representative only.

Previous Race Control building:

The previous Wakefield Park Race control building was a 3-level lightweight timber frames structure.
The building was NCC non-compliant in terms of structure, egress, accessibility etc.

Collectively the uses of the building included combining race control, Time keeping, Administration, Reception / sign in, medical services rooms and announcer’s booth.

The lack of layout flexibility for circuit and race management made it extremely compromised for conducting varying sized motorsport events and activities. The building was no longer fit for purpose and was uneconomical to bring into compliance due to the type of structure and rise in stories.



Planning – Water Quality

Water Quality:

SEPP (biodiversity and Conservation) 2021 - SEPP 2017

Chapter 6 Water catchments

One Raceway at 4770 Braidwood Road is within the Sydney Water catchment area.

All proposed developments in this catchment are required to have a neutral or beneficial effect on water quality (NorBE).

A NorBE is satisfied if the development:

- has no identifiable potential impact on water quality, or
- will contain any water quality impact on the development site and prevent it from reaching any watercourse, waterbody or drainage depression on the site, or
- will transfer any water quality impact outside the site where it is treated and disposed of to standards approved by the consent authority.

SOWDES was commissioned by the operators of One Raceway motorsport facility to assess the ‘neutral or beneficial effect’ of existing and proposed site and facility upgrades on water quality as required by State Environmental Planning Policy (Biodiversity and Conservation) 2011 – Part 6.5 - Sydney Drinking Water Catchment.

Refer to the attached report and drawings:

**Water Cycle Management Study – Site & Facility Upgrade Development
Lot 1 DP832905**

4770 Braidwood Road. Tirranaville, NSW,2580

Ref 0041224

Prepared by Paul Johnson

Sowdes

P.O. Box 619

Goulburn, NSW, 2580

0428 863 401

Stormwater effects:

The new building is a roofed structure that displaces existing surface hardstand

The collected rainwater will be of a higher quality than the current ground surface (road/ hardstand impacted) water in the works area. All the site stormwater will be discharged into the existing storage dam system on site. This water is treated prior to discharge from the site or recycled on the property.

The new Race Control building will be connected to the existing site storm water system via the existing 450mm diam storm water pipe that charges the existing north dam. (refer site diagram.)

Drainage:

Wastewater will be removed from the new building by connecting to the existing sewer network that currently serves the existing amenities buildings, café building and various site buildings. and the demolished Race control building. Capacities are within the system limits.

the site is served by a 5000L daily capacity Aerated Wastewater Treatment system with equalization tank for management of dynamic flows. The system disposes of treated water through the existing onsite transpiration field.

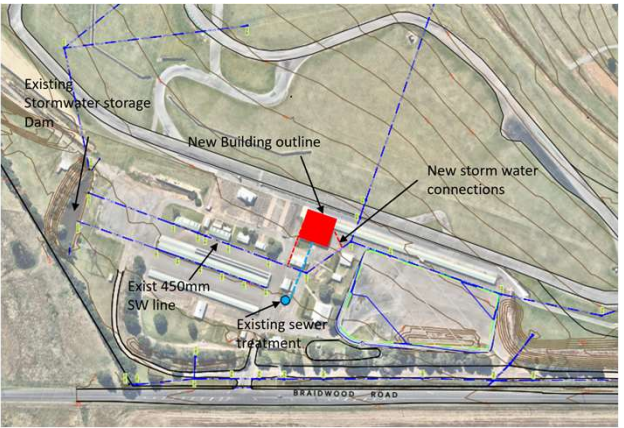
Conclusion: (refer page 3 Introduction – SOWDES)

“it is considered that the existing and proposed site and facility upgrades will be able to satisfy the requirements of the Neutral or Beneficial Effect on water quality as required under the ‘State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Part 6.5, Sydney Drinking Water Catchment’.”

The proposal has no detrimental effects on the Sydney water catchment quality or quantity.



Sydney water catchment map



Existing Stormwater and Sewer connections

Planning - Bushfire

EP&A Act 1979 and Rural Fires Act 1997

NSW Rural Fire Service

Bush fire prone land

Planning for Bushfire protection PBP 2019 and AS 3959

The property is located in a Bushfire Risk(RFS) Category 3 zone.
Under the Southern Tablelands 1 , Bush Fire Risk Management Plan
Appendix 2- Asset Register, the site is identified as Unlikely, Low
consequence; Low Risk and N/A priority with treatment number 49.

The proposed building is within the One Raceway paddock . There are
existing Bushfire management and evacuation plans in operation. (refer
attached)

The building will be compliant with the NCC, PBP 2019 and AS 3959 –
2018.

Safe access to/from the public road (Braidwood Road) is via a straight,
sealed 8m wide internal roadway approximately 156m in length,
available for for firefighters and property evacuation.

Hydrants and Hose Reels:

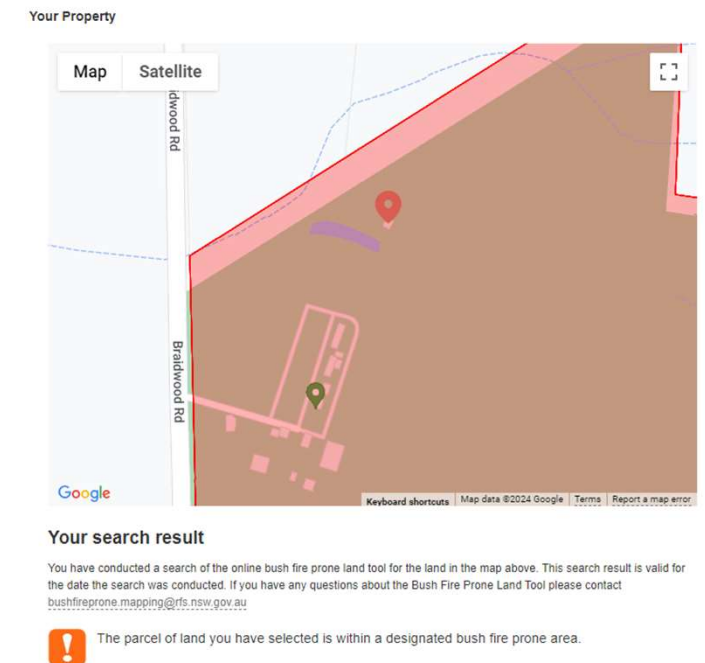
As per the requirements of the NCC;
the Building will be provided with hydrants complying to AS 2419.1:
2021 Fire hydrant installations – System design, installation and
commissioning.

The Building will be provided with hose reels compliant with AS 2441
The fire services will be supported from a reticulated water supply
system feed from the interconnected dam storage on site.

Proposal effects:

The proposed building is well isolated from fire source features (burning
vegetation and ember attack). The proposed building and immediate
attached buildings are surrounded by concrete and asphalt pavements
that provide substantial clearances from buildings to fire sources.

E.g. clearance to inside track grassland – 23m; clearance to isolated
trees (adjacent amenities block - 16m; general clearance to substantial
tree line at property boundary – 65 to 120m.



NSW RFS – Bushfire prone land map search



NSW RFS – Bushfire prone land map search



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Design Statement

Design Statement:

The design of the building is inspired by the existing buildings on site and the industrial farm structures in the area.

In particular the tall silos immediately to the west of One raceway create a design language that enables the site to continue a central orientation marker as part of the site orientation. This element is proposed as the lift shaft with roof cap.

Due to the nature of the track layout it is desirable to have elevation for viewing circuit action

The building will have a contemporary industrial feel that draws from existing on site and local rural building proportions and massing.

The ground floor will be constructed as cast concrete panels and the upper floor will be clad in aluminum panel sheet and metal standing seam cladding.
Principally the glazing will face East to overlook the track to the North, East and South, with minimal glazing toward the west.

An open stair to the South is adjacent to an elongated lift core that also marks the “centre of activity” on the site.
An addition escape stair is provided on the North elevation.

The building will mostly be visible from outside the property via the entry drive from Braidwood Road.
Occasional glimpse of the Lift core peak may be visible through the trees lining the property boundary.

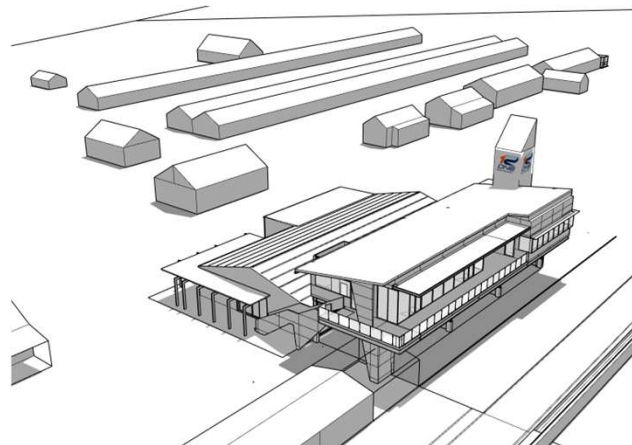
The Proposed Race control building is more than 140m from the nearest boundary line. As such, shadow diagrams are not applicable as no shadow approaches the site boundary at any time of the year. Shadows do not obstruct management of the track activities

Materials and Finishes:

Existing site buildings are constructed from profiled metal sheeting, steel columns, girt and truss framing.

The combination of proposed materials - exposed and painted concrete panels, composite panel, profiled and perforated metal cladding and the use of highlight colours will create a memorable, contemporary, durable and low maintenance new building that elevates the quality of architecture and construction on site.

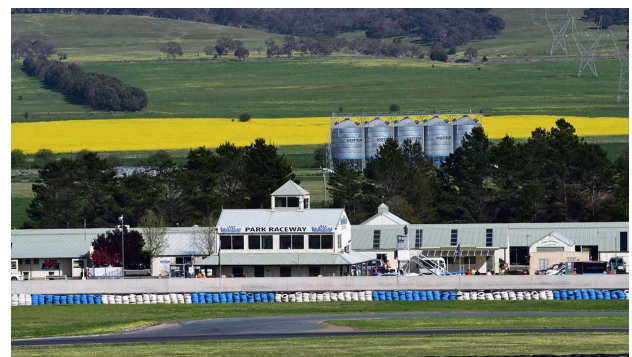
(refer - Design Inspiration and Design Materials documents following)



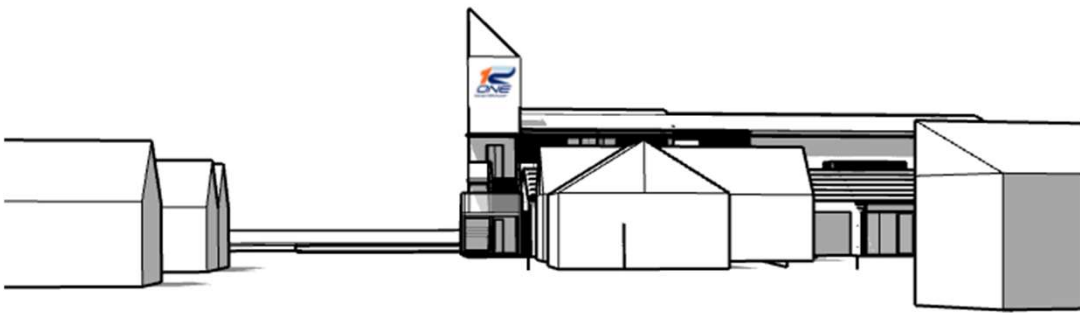
Context - New Race Control



New Race Control

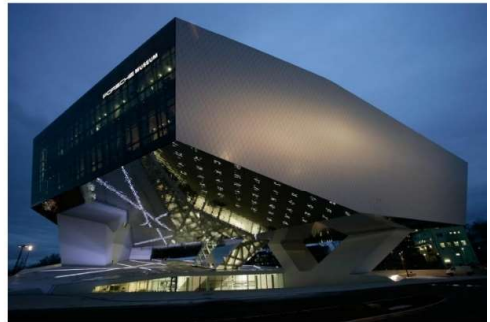


Context - previous Race Control



View from Road

Design Inspiration



Inspiration

timber, metal, stone
charcoal, blue, orange



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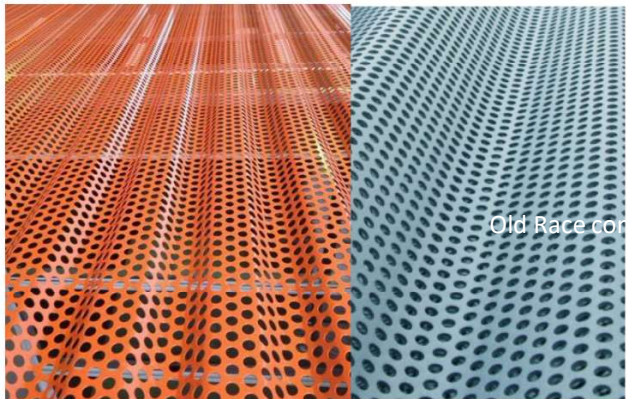
Design Materials

Standing
seam
Panel



Glass balustrade

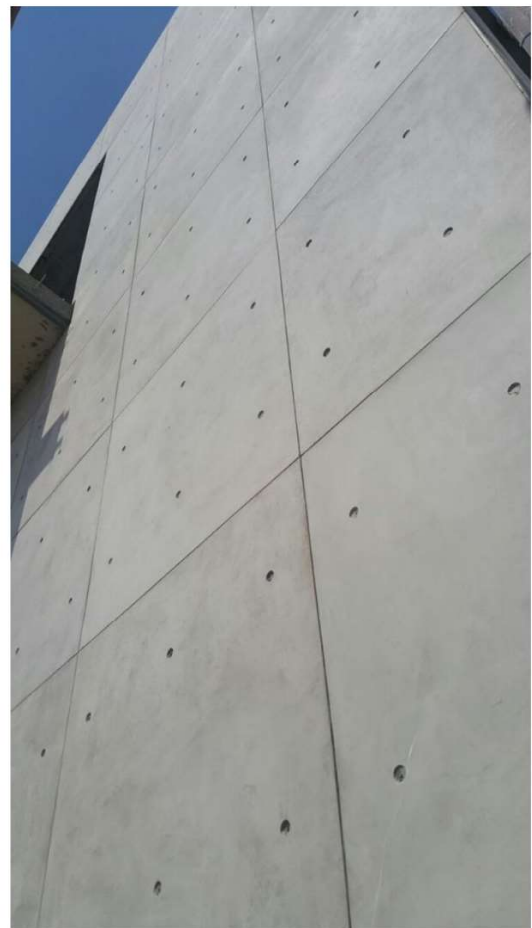
Metal balustrade



Roller doors



Aluminum panel cladding

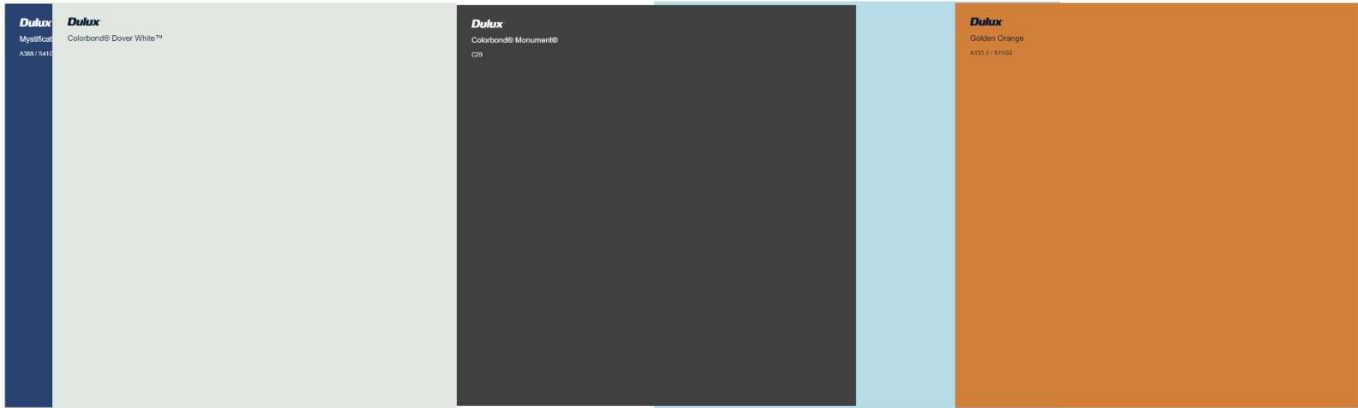


Concrete precast



Concrete precast

Paint colours



Materials

Concrete, metal, glass

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