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Planning & Heritage Services

Statement of Environmental Effects

13510 Newell Highway West Wyalong

Use of West Wyalong Aerodrome for a Recreation Facility (Outdoor)

20 June 2025



CAMILLA ROCKS
Town Planner

This Statement of Environmental Effects has been prepared by Camilla Rocks, on behalf of the proponents for the development of West Wyalong Aerodrome, 13510 Newell Highway, West Wyalong.

Material is provided for the assessment of a Development Application only. If material is required for any other use, the user is to contact Camilla Rocks for permission.

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1	Draft to BSC for review	7.11.23
2	Draft to BSC for review – change to Part 5 application then reverted to DA	31.10.24
3	Draft to BSC for review – revised BDAR and TIS addressed	20.6.25

1 CONTENTS

2 INTRODUCTION

2.1 OVERVIEW OF THE PROPOSAL

This Statement of Environmental Effects (SEE) has been prepared by Camilla Rocks on behalf of Bland Shire Council (the proponent) to accompany a Development Application (DA) for the sites located at West Wyalong Aerodrome, 13510 Newell Highway, West Wyalong (the subject site). The DA has been prepared under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) for submission to Bland Shire Council (Council).

The purpose of this SEE is to

- describe the site to which the DA relates;
- describe the surrounding locality, and adjoining and adjacent development;
- describe the proposed development;
- define the statutory planning framework within which the DA is to be assessed and determined;
- assess the proposed development against the relevant heads of consideration under Section 4.15(1) of the Environmental Planning and Assessment Act 1979.

The activity proposed is the construction and use of a recreation facility (outdoor), which will be a 1/8mile (201.168m) straight line drag strip and associated facilities. The intent is to provide a motorsport facility capable of staging local, regional and state significant motorsport events, with potential for future development.

2.2 PROPERTY DESCRIPTION AND SITE ANALYSIS

The site is formally identified as Lots 10 and 11 DP 1141509. It is located on the southern side of the Newell Highway, approximately 1.5km south-west of West Wyalong. The site is located in the south-eastern curve of the highway, with Boltes Lane to the east and south.

It is in the locality of West Wyalong and within the boundaries of Bland Shire Council, as identified in Figures 1, 2 and 3 below. The land is zoned SP2 Infrastructure (Air Transport Facility) and is known as the West Wyalong Aerodrome.

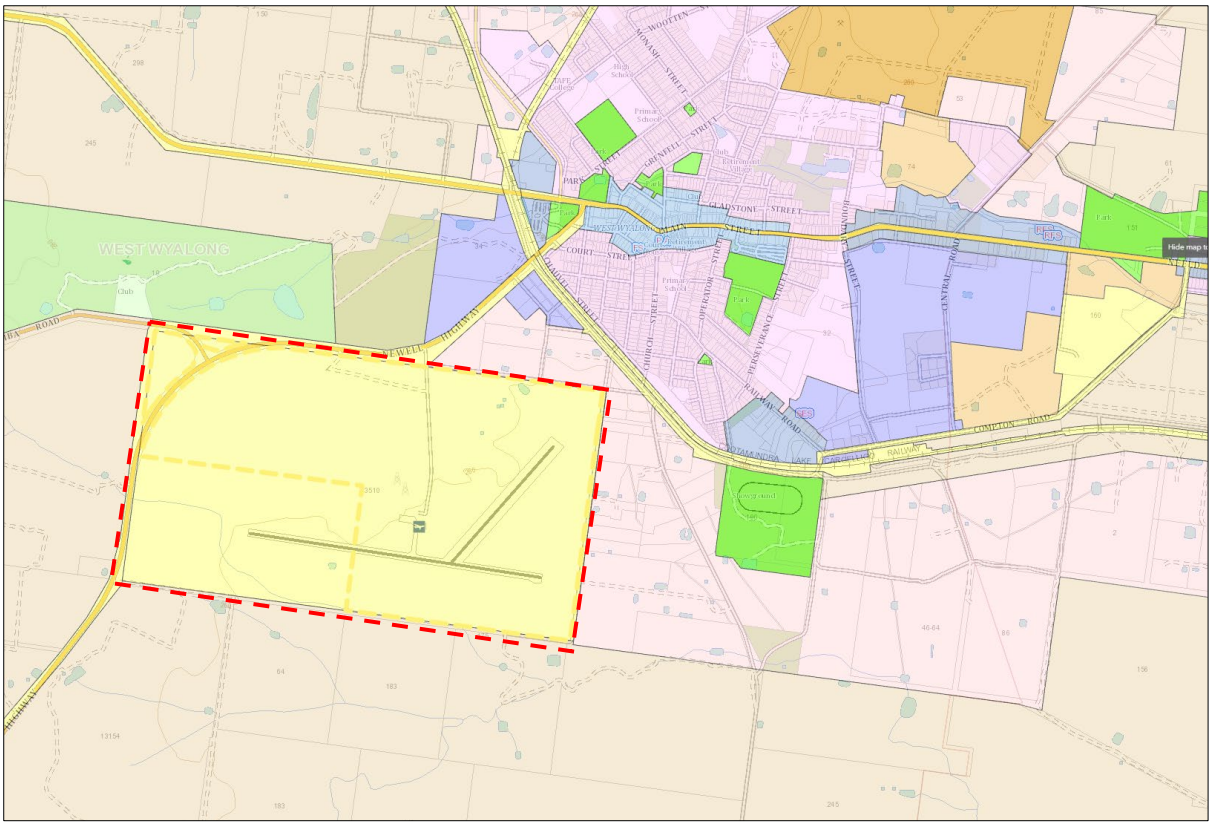


Figure 1 Identification of the site

The existing site is approximately 327 hectares in size, with a frontage of approximately 2.5km to the Newell Highway. Access to the site is from Airport Road, a sealed road that intersects with the Newell Highway.

The site hosts an air strip and associated buildings, with a large portion of the site remaining vacant, with rural fencing around the boundary. There is scattered vegetation across the site, with heavy vegetation in areas, particularly on the northern side of the site.

Land in the vicinity of the site is used for a variety of purposes. There is large lot residential land to the east and north-east of the site. To the north-west, there is recreational land, the West Wyalong Golf Club. Land to the west and south is rural and used for agricultural purposes.

Figure 2Aerial view of subject site (Source: Google Maps)

3 THE PROPOSAL

This application seeks to enable the construction and use of a recreation facility (outdoor), which will be a 1/8mile (201.168m) straight line drag strip and associated facilities. The intent is to provide a motorsport facility capable of staging local, regional and state significant motorsport events, with potential for future development.

The development will include a pit area, staging area, timed distance track (201.168m), braking area (304m) and emergency braking sand pad (91m). There will also be a spectator mound and car parking. Existing buildings on the site will be utilised as administration areas, amenities, storage and first aid.

Events are primarily straight line sprint races by vehicles, primarily modified performance vehicles, hot rods and race cars. Heats, races and display events are held over 1-2 days. Ancillary activities involve food and drink retailers, children's rides and other entertainment. Food and drink would be supplied by independent retailers in food truck and the like and these participants will arrange their own approvals as required.

Generally, the race is held between 2 vehicles that take approximately 15 seconds to travel the 1/8 mile track. There are up to 3 races in a 15 minute period, with a few minutes of marshalling, warm up and vehicle movement to the track before and after each race.

The drag strip will be operated by Western Wheelers. It is anticipated there will be approximately 4 events per year. The strip may also be used for driver training and practice.

The drag strip will be operated in accordance with the rules and regulations set out by the Australian National Drag Racing Association (ANDRA). ANDRA issue an annual book of rules and regulations for

drag racing and the Western Wheelers abide by those rules at all times, in accordance with its membership of the Association.

Figure 3 Proposed site plan

3.1 Proposed Infrastructure

All utilities, including electricity, telecommunications, and mains water supply, are connected to the site. No additional services are required.

Parking for at least 77 vehicles will be provided in a new sealed carpark as shown on plans.

3.2 Proposed Access

The site is accessed via Airport Road and no new access is required.

3.3 Construction Method

3.3.1 Construction Activities

Stage 1 - securing the site

- Install the stabilised access
- Install a site office (if required).

- Install sediment and barrier fences in the location shown on plans – earth bund and straw bales.
- Install clean water diversion drains. Note these may be constructed to later act as the formal roadside drainage (subject to the engineering plans).
- Delineate parking and stockpile locations.

Stage 2 - Construction / Installation

- Strip and stockpile topsoil from the road corridor. Stockpiles are to be located as shown on plans and are to be constructed in accordance with plans (sheet 35).
- Conduct earthworks and road construction activities and construct the long-term road drainage.
    - Earthworks Cut to fill 21200m³, Cut to spoil 200 m³
    - Pipe Drainage Single cell 450mm Dia. RRJ CL4 RCP 68.32 m
    - Concrete Headwalls 450mm RCP each 11
    - Rock Riprap (d50 = 200mm, min. depth = 300mm) 8m³
- Construct sub-base course (150mm and base course (150mm) for pit area, drag strip, return roads and car parking
- Two coat 14/7mm spray seal:
    - Drag Strip 10,666m²
    - Return Roads 2,206m²
    - Pit Area 6,665m²
    - Parking Area 3,684m²
- Construct sand stopping bed 91m x 18.5m x 0.3m (505m³)
- Construct guardrail and fencing for spectator protection
- Undertake ongoing monitoring and maintenance of erosion and sediment control works as detailed.

Stage 3 - Site Rehabilitation

- As works are completed, progressively stabilise exposed soils
- Remove temporary erosion and sediment control measures only after permanent vegetative stabilisation is complete.
- Undertake ongoing monitoring and maintenance of revegetation and stabilisation works as detailed below.

3.4 SUPPORTING DOCUMENTATION

- Civil Plan, prepared by Regional Engineering Services
- Preliminary Site Investigation, prepared by ngh environmental
- Environmental Noise Assessment, prepared by Harwood Acoustics
- Biodiversity Development Assessment Report, prepared by Area Environmental & Heritage Consultants
- Survey Plan, prepared by Arndell
- Traffic Impact Assessment Report, prepared by Greys
- Statement of Environmental Effects, prepared by Camilla Rocks

4 ASSESSMENT OF THE DEVELOPMENT

This section provides our assessment of the proposed development against the relevant matters for consideration under section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The following plans are applicable to the proposed development:

- Bland Local Environmental Plan (BLEP) 2011
- Bland Development Control Plan (BDCP) 2012

however other legislation and policy is referenced here for clarity.

4.1 NSW ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

The NSW Environmental Planning and Assessment Act 1979 (EP&A Act) provides the legislative framework for the preparation of State Environmental Planning Policies (SEPPs), Regional Environmental Plans (REPs), and Local Environmental Plans (LEPs).

This Act has effect subject to the provisions of Part 7 of the Biodiversity Conservation Act 2016 and Part 7A of the Fisheries Management Act 1994 that relate to the operation of this Act in connection with the terrestrial and aquatic environment. Those Acts contain additional requirements with respect to assessments, consents and approvals under this Act.

The application is not Integrated Development, as outlined in the table below.

Act	Provision	Approval	Required for this application
Coal Mine Subsidence Compensation Act 2017	s 22	approval to alter or erect improvements, or to subdivide land, within a mine subsidence district	NO
Fisheries Management Act 1994	s 144	aquaculture permit	NO
	s 201	permit to carry out dredging or reclamation work	NO
	s 205	permit to cut, remove, damage or destroy marine vegetation on public water land or an aquaculture lease, or on the foreshore of any such land or lease	NO
	s 219	permit to— (a) set a net, netting or other material, or (b) construct or alter a dam, floodgate, causeway or weir, or (c) otherwise create an obstruction,	NO

Act	Provision	Approval	Required for this application
		across or within a bay, inlet, river or creek, or across or around a flat	
Heritage Act 1977	s 58	approval in respect of the doing or carrying out of an act, matter or thing referred to in s 57(1)	NO
Mining Act 1992	ss 63, 64	grant of mining lease	NO
National Parks and Wildlife Act 1974	s 90	grant of Aboriginal heritage impact permit	NO
Petroleum (Onshore) Act 1991	s 16	grant of production lease	NO
Protection of the Environment Operations Act 1997	ss 43(a), 47 and 55	Environment protection licence to authorise carrying out of scheduled development work at any premises.	NO
	ss 43(b), 48 and 55	Environment protection licence to authorise carrying out of scheduled activities at any premises (excluding any activity described as a "waste activity" but including any activity described as a "waste facility").	NO
	ss 43(d), 55 and 122	Environment protection licences to control carrying out of non-scheduled activities for the purposes of regulating water pollution resulting from the activity.	NO
Roads Act 1993	s 138	consent to— (a) erect a structure or carry out a work in, on or over a public road, or (b) dig up or disturb the surface of a public road, or	NO

Act	Provision	Approval	Required for this application
		(c) remove or interfere with a structure, work or tree on a public road, or (d) pump water into a public road from any land adjoining the road, or (e) connect a road (whether public or private) to a classified road	
Rural Fires Act 1997	s 100B	authorisation under section 100B in respect of bush fire safety of subdivision of land that could lawfully be used for residential or rural residential purposes or development of land for special fire protection purposes	NO
Water Management Act 2000	ss 89, 90, 91	water use approval, water management work approval or activity approval under Part 3 of Chapter 3	NO

4.2 NSW Local Government Act, 1993

Connection of new sewer and stormwater to mains infrastructure requires approval under Section 68 of this Act. However, there is no work required that will trigger the need for an application under this Act.

4.3 Biodiversity Conservation Act 2016

Part 7 of this Act states*: For the purposes of this Part, development or an activity is likely to significantly affect threatened species if—*

a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or
b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or
c) it is carried out in a declared area of outstanding biodiversity value.

Section 7.3 Test for determining whether proposed development or activity likely to significantly affect threatened species or ecological communities, or their habitats

The following is to be taken into account for the purposes of determining whether a proposed development or activity is likely to significantly affect threatened species or ecological communities, or their habitats—

(a) in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,

(b) in the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity—

> *(i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or*
>
> *(ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,*

(c) in relation to the habitat of a threatened species or ecological community—

> *(i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and*
>
> *(ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and*
>
> *(iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,*

(d) whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),

(e) whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.

The subject site is identified as an area of outstanding biodiversity value on the biodiversity values map. Native vegetation is proposed to be removed in order to construct the dragstrip and the area to be cleared exceeds the threshold. A BDAR is required to support the development. Based on the above, we consider that the development will trigger the Biodiversity Offset Scheme.

The BDAR notes that the subject land has been selected to be adjacent to the West Wyalong airport. The subject land and wildlife within it are therefore already subject to noise and vehicle movements, and other edge effects.

Native vegetation in the subject land may have been historically cleared noting the generally young age of trees, very low tree hollow presence, and areas of prolific White Cypress Pine regrowth.

Two plant community types were identified in the subject land:

- PCT70 – White Cypress Pine woodland on sandy loams in central NSW wheatbelt
- PCT176 – Green Mallee - White Cypress Pine very tall mallee woodland on gravel rises mainly in the Cobar Peneplain Bioregion

PCT70 occurs in two condition states – good, where tree cover is reasonably high and Moderate, where tree cover is lower and shrubby regrowth dominates.

This proposal would result in the removal of 7.95 hectares native vegetation within the subject land. The area to be cleared is illustrated in Figure 3.

No threatened ecological communities (TECs) listed under the NSW Biodiversity Conservation Act 2016 or ecological communities (ECs) listed under the Commonwealth Environment Protection Biodiversity Conservation Act 1999 (EPBC Act) were recorded in the subject land.

No threatened species were recorded in the subject land during the assessment for this proposal. However, Major Mitchell's Cockatoo was noted in the adjacent land. This species is a species credit species where breeding habitat exists. No suitable breeding hollows were recorded on the subject land, and therefore this species was excluded and does not require offset as a result of this proposal.

Seven species were identified as requiring offset; however, all of these species are assumed to be present. Additional field survey may confirm these species are not present in the subject land and in this case, offsetting of those species would not be required.

No candidate serious and irreversible impacts (SAII) were identified by this assessment. Offsets were calculated as outlined below and a biodiversity credit report is included in Part 11 of the BDAR:

Table E1 Impacts that require an offset – ecosystem credits

Vegetation zone	PCT	TEC/EC	Impact area (ha)	Number of ecosystem credits required
1	70 - White Cypress Pine woodland on sandy loams in central NSW wheatbelt	Nil	2.98	73
2	70 - White Cypress Pine woodland on sandy loams in central NSW wheatbelt	Nil	1.85	31
3	176 - Green Mallee - White Cypress Pine very tall mallee woodland on gravel rises mainly in the Cobar Peneplain Bioregion	Nil	3.12	63

Table E2 Impacts that require an offset – species credits

Common name	Scientific name	Loss of habitat (ha) or individuals	Number of species credits required
A Spear-grass	*Austrostipa metatoris*	7.95	201
A Spear-grass	*Austrostipa wakoolica*	7.95	201
Eastern Pygmy-possum	*Cercartetus nanus*	3.12	84
Pine Donkey Orchid	*Diuris tricolor*	7.95	150
Square-tailed Kite	*Lophoictinia isura*	4.35	81
Silky Swainson-pea	*Swainsona sericea*	7.95	201
Tylophora linearis	*Tylophora linearis*	7.95	201

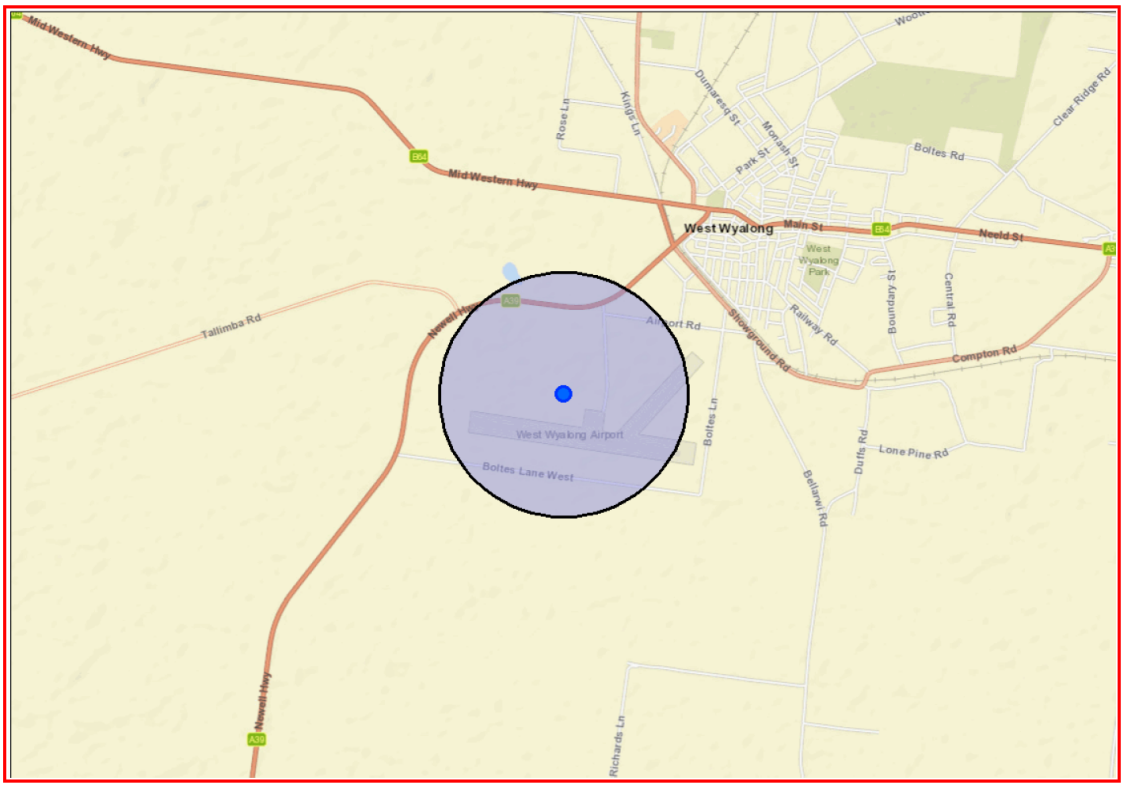
Safeguards and management measures

- Stockpiling of materials and equipment and parking vehicles within the dripline (extent of foliage cover) of any trees must be avoided

- Construction machinery will be cleaned prior to entering and exiting the work site to prevent the spread of weed propagules
- All disturbed areas will be rehabilitated following completion of construction
- If injured fauna is found during construction WIRES or another relevant group will be contacted. Ensure staff awareness of this strategy.
- Reduce likelihood of vehicle/wildlife interaction by ensuring appropriate speeds are signposted for vehicles entering the site and that the track is checked and clear of wildlife prior to an event
- The trees to be retained shall be protected prior and during construction from activities that may result in an adverse effect on their health or structural condition.
- The installation of underground services shall be located outside of the TPZ. Where this is not possible, they shall be installed using either hydrovac or hand excavation methods with the services installed around/below roots (>25mm¢, or as determined by the Project Arborist).
- Excavations within the TPZ shall be undertaken by hand or using hydro vacuum excavation methods (or similar approved device) to protect tree roots. If there is any delay between excavation works and backfilling, exposed roots shall be protected from direct sunlight, drying out and extremes of temperature by covering with a 10mm thick jute mat. The mat shall be kept in a damp condition at all times.
- Where deemed necessary by the Project Arborist, machinery movements shall be restricted to areas of existing pavement or from areas of temporary ground protection such as ground mats or steel road plates.

4.4 National Parks and Wildlife Act 1974

The National Parks and Wildlife Act 1974 (NPW Act) provides the basis for legal protection and management of National Parks estate and Aboriginal sites and objects in NSW. Section 86 lists offences relating to harming or desecrating Aboriginal objects. An Aboriginal heritage impact permit (AHIP) is required under Section 90 of the NPW Act to harm an Aboriginal heritage object. The activity is unlikely to impact Aboriginal heritage. An AHIP is not required.



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

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

Figure 4 Results of AHIMS search

4.5 Rural Fires Act, 1997

Pursuant to Section 100B of the Rural Fires Act 1997 (RF Act) and Section 4.46 of Environmental Planning and Assessment Act 1979 (EP&A Act), the Development Application (DA), and proposed development, comprising a recreation facility (outdoor), is not development for a Special Fire Protection Purpose. Under these provisions, the development is not Integrated Development.

Considerations for outdoor events on BFPL are outlined below:

- holding events outside the gazetted bush fire danger period for the area;
- a Bush Fire Emergency Management and Evacuation Plan must be prepared that is acceptable to relevant stakeholders, including crowd management and security. It should be consistent with the NSW RFS document: A guide to developing a bush fire emergency management and evacuation plan;

- access and egress routes for emergency services and patrons in the event that evacuation is required;
- a refuge building of suitable capacity to contain all participants and staff that complies with the NSW RFS Neighbourhood Safer Place Guidelines (see www.rfs.nsw.gov.au);
- an open air bush fire emergency assembly area capable of accommodating all participants and staff that complies with the NSW RFS Neighbourhood Safer Place Guidelines (see www.rfs.nsw.gov.au);
- a suitable method of staging evacuation, ensuring that evacuation flow is directed through different stages/areas of the site, moving from areas of higher risk to lower risk;
- expected evacuation timeframes;
- on severe or higher fire danger rating days the event will not proceed;
- advance warning to patrons identifying that the event is located on BFPL and giving advice on any fire restrictions;
- ability to cease and override P.A. and audio systems throughout the site to announce emergency warnings, alerts or safety information, which can be clearly heard from all areas of the site; and
- a prescribed ratio of trained fire wardens to participants.

A suitable package of other protection measures should be proposed based on individual event characteristics which considers the following:

- bulk water supplies on site that are specifically allocated to firefighting purposes;
- unobstructed APZs of suitable width surrounding the site along the boundaries adjacent to the bush fire threat. Slashing of grassed areas needs to occur in the lead-up to the event and maintained throughout its duration;
- emergency management planning during the event organisation stage to be undertaken in consultation with the NSW RFS and all other relevant stakeholders; and
- fires for cooking and heating in approved fire places only and addressed by a Fire Management Plan.

4.6 State Environmental Planning Policy (Resilience and Hazards) 2021

The information publicly available about former uses of the site indicates that the land has been in use as an airport since the 1950s. Airports are a potentially contaminating land use, in particular from aviation fuels and metals.

An assessment of soils and contaminated land has been carried out for the proposal. The investigation identified 2 potential AECs within the site and recommended further sampling. A Construction Environmental Management Plan will be prepared to identify safeguards and mitigation measures to be followed during construction of the proposal. An Unexpected Finds Procedure will be developed prior to construction works commencing. A specific remediation action plan is not required for any site in the proposal area.

No further assessment of potential land contaminating activities is considered warranted. It is considered that Council can be satisfied that the site is suitable in its current state for the proposed use.

4.7 State Environmental Planning Policy (Transport & Infrastructure) 2021

The development is not traffic generating development as defined under the State Environmental Planning Policy (Transport and Infrastructure) 2021, as it will not result in:

Table 1 Assessment against T&I SEPP provisions for traffic generating development

Purpose of Development	Size or capacity—site with access to a road (generally)	Size or capacity—site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)	Comment
Any other purpose	200 or more motor vehicles per hour	50 or more motor vehicles per hour	Not applicable. Estimated traffic volume is less than 200 vehicles per hour and site is over 800m from a classified road

4.8 Riverina Murray Regional Plan 2041

The proposed activity is generally consistent with the objectives for protection and enhancement of biodiversity in the region. Impacts on biodiversity are addressed in the BDAR accompanying this report.

In particular, the activity aligns with strategic directions for supporting the visitor economy.

4.9 Bland Local Environmental Plan 2011

4.9.1 Part 1 Preliminary

This section confirms that the subject site falls under the provisions of this plan and provides administrative information for the application of the WLEP.

4.9.2 Part 2 Permitted or Prohibited Development

4.9.2.1 Land Use Zone and Permissibility

The sites are zoned SP2 Infrastructure (Air Transport Facility). The objectives of the zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

The proposed development is consistent with these objectives. Although not an application for infrastructure, the proposed recreation facility can utilise the existing site without detracting from the operations of the airport.

The LEP prohibits any use other than that listed in the description. Bland Shire Council therefore submitted a Planning Proposal to the NSW Department of Planning & Environment (DPE). The planning proposal sought to amend Schedule 1 of the Bland LEP 2011 to include an additional permitted use (APU) for recreation facility (outdoor) on Lots 10 & 11 DP 1141509, also referred to as West Wyalong Aerodrome located at 13510 Newell Highway, West Wyalong. The PP was considered favourably by DPE and the gateway determination report was received in early November 2023. Whilst not a specific identified action from the Bland LSPS and CSP, the Department is satisfied the proposed amendment is consistent with the strategies as its purpose is to provide a unique recreational facility to attract and enhance local tourism. It will likely also provide positive economic flow on effects to the wider region and state, with the nearest facility being in Victoria. Bland Shire Council has been granted local plan-making authority functions in relation to the PP and the amendment to Schedule 1 was gazetted on 10 January 2025, as follows:

3 Use of certain land at Newell Highway, West Wyalong

(1) This plan applies to part of Lot 10 and part of Lot 11, DP 1141509, 13510 Newell Highway, West Wyalong, identified as "3" on the *Additional Permitted Uses Map*.

(2) Development for the purposes of recreation facilities (outdoor) is permitted with development consent.

The proposed use and development is classified as a ***recreation facility (outdoor).*** This means a building or place (other than a recreation area) used predominantly for outdoor recreation, whether or not operated for the purposes of gain, including a golf course, golf driving range, mini-golf centre, tennis court, paint-ball centre, lawn bowling green, outdoor swimming pool, equestrian centre, skate board ramp, go-kart track, rifle range, water-ski centre or any other building or place of a like character used for outdoor recreation (including any ancillary buildings), but does not include an entertainment facility or a recreation facility (major). The development would not be defined as an entertainment facility or recreation facility (major) therefore this classification as recreation facility (outdoor) is considered the most appropriate. Under the provisions of Schedule 1, the development is permitted with consent.

4.9.3 Part 3 Exempt and Complying development

The proposed development is not exempt or complying development under these provisions.

4.9.4 Part 4 Principal Development Standards

There are no provisions relevant to the proposed development in this section.

4.9.5 Part 5 Miscellaneous Provisions

There are no provisions relevant to the proposed development in this section.

4.9.6 Part 6 Additional Local Provisions

4.9.6.1 6.1 Essential services

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required—

(a) the supply of water,
(b) the supply of electricity,
(c) the disposal and management of sewage,
(d) stormwater drainage or on-site conservation,
(e) suitable road access.

Essential services such as electricity, water, sewer and telephone services are located in close proximity to the site (i.e. within Central Road and Shamrock St). However, it is noted that upgrades and extension of existing infrastructure will not be needed to service the development as it is a drag strip and does not require servicing.

4.10 BLAND DEVELOPMENT CONTROL PLAN 2012

The provisions of the BDCP 2012 are addressed as follows:

BDCP 2012 Chapter	**Relevance to this proposed development**
1 Administration	Relevant sections of the chapter are discussed below
2 Subdivision	This chapter is not relevant to this proposal
3 Dwellings	This chapter is not relevant to this proposal
4 Multi Dwelling Residential Development	This chapter is not relevant to this proposal
5 Commercial, Business & Retail Development	This chapter is not relevant to this proposal
6 Enterprise Corridor (B6) Additional Provisions	This chapter is not relevant to this proposal
7 Industrial Development	This chapter is not relevant to this proposal
8 Village Development	This chapter is not relevant to this proposal
9 Primary Production	This chapter is not relevant to this proposal
10 Heritage Conservation	This chapter is not relevant to this proposal
11 Car parking and Vehicle Access	Relevant sections of the chapter are discussed below
12 Tree Removal or Lopping	Relevant sections of the chapter are discussed below
13 Footpath Display or Use	This chapter is not relevant to this proposal
14 Use of Shipping Containers	This chapter is not relevant to this proposal
15 Restricted Premises & Sex Services Premises	This chapter is not relevant to this proposal
16 Bed & Breakfast & Farm Stay Accommodation	This chapter is not relevant to this proposal
17 Animal Boarding, Breeding or Training Establishment	This chapter is not relevant to this proposal
18 Advertising Signs	This chapter is not relevant to this proposal
19 On-site Effluent Disposal in Non-sewered Areas	This chapter is not relevant to this proposal

4.10.1 Administration

The proposal is consistent with the Guiding Principles outlined in this section.

4.10.2 Car parking and Vehicle Access

Refer to the Greys Traffic Impact Assessment Report for a detailed analysis of the access and parking proposed for the site. The report is summarised in Section 5.1 of this Statement of Environmental Effects.

4.10.3 Tree Removal or Lopping

A Biodiversity Development Assessment Report (BDAR) was obtained for the development. This report is summarised in Section 5.9 of this Statement of Environmental Effects.

The remainder of the policy does not address the proposed development. Environmental assessment will be undertaken in Part 5 of this report, noting there are no controls with which to comply.

4.11 Draft Environmental Planning Instruments

There are no draft EPIs that would be relevant to this proposal.

5 Assessment of Environmental Impacts

The following impacts have been identified through the evaluation of the site, its history and identification and consideration of how the proposed development will affect its environment. The evaluation was guided by the aims and objectives of the BLEP, BDCP, publicly available GIS resources and anecdotal evidence from the proponent.

5.1 Transport, Access and Parking

Bland Shire Council engaged Greys to provide a Traffic Impact Assessment for the proposed development and this is summarised below. The full report is attached to this Application.

5.1.1 Traffic Generation and Distribution

- activity concentrated on weekends and during organised events
- not intended to operate as a daily commercial attraction and will primarily be used by club members and authorised participants.
- Anticipated traffic volumes will vary depending on the nature of the event, with peak volumes expected during scheduled racing events and community open days.
- There are no prescribed traffic generation rates for motorsport parks or club-based racing facilities within the Transport for NSW (TfNSW) Guide to Traffic Impact Assessment (2024), the RMS Guide to Traffic Generating Developments (2002), or the Bland Shire Council DCP
- Other comparable drag strips at Gunnedah, Wagga, Wodonga, Queanbeyan and Ararat have been used to establish peak trip generation range for the Western Wheelers Motorsport Park. The 60–100 vehicle range adopted in this assessment is considered reasonable and conservative

- AM peak hour adopted as 8am-9am event days, PM peak hour adopted as 4pm-5pm with 100 vehicles estimated as the maximum number. 60% estimated to arrive and depart during peak hour therefore 60 trips adopted for modelling (conservative worst-case scenario)
- Minimal daily movements expected outside scheduled events (below threshold requiring impact assessment)
- Given location immediately south of Newell Highway, majority of development traffic is expected to approach from and return to highway corridor, with 60% from the north, 40% from the south. All access via Airport Road, noting no left-turn auxiliary treatment for southbound traffic

5.1.2 SIDRA modelling and Intersection Performance

- The operational performance of the Newell Highway / Airport Road intersection was assessed under 3 network scenarios using SIDRA Intersection 10.0:
    - Base Case: existing background traffic conditions with no development traffic
    - Project Case: Base Case with traffic generated by the proposed motorsport development
    - Project Case with Mitigation: Project Case with consideration of auxiliary turn treatments on Newell Highway
- models included 30% heavy vehicle proportions for development-generated movements to account for trailers and support vehicles associated with the motorsport park

5.1.2.1 Base Case modelling

- AM Peak (Base Case) Level of Service (LoS): A across all approaches
- PM Peak (Base Case) Level of Service (LoS): A across all approaches
- intersection operates with significant spare capacity and minimal queuing under existing traffic conditions.

5.1.2.2 Project Case modelling

- marginal increase in overall traffic demand at the intersection.
- additional volume was distributed with 60 per cent assigned to/from the north and 40 per cent to/from the south, consistent with expected regional travel patterns.
- AM Peak (Project Case Level of Service remained at LoS A for all movements.
- PM Peak (Project Case) All movements retained Level of Service A.
- intersection has adequate capacity to accommodate the proposed development without requiring any changes to the existing priority control or intersection geometry.

5.1.2.3 Project Case with mitigation

SIDRA modelling was extended to include a scenario with an auxiliary left-turn lane (AUL) added to the Newell Highway southbound approach. This configuration was tested to determine whether enhanced geometry would improve intersection performance.

- AM Peak All movements operated at Level of Service A.
- PM Peak Level of Service remained at A for all vehicle movements.
- Comparison with Project Case (No Mitigation) Compared with the standard project case:
    - The AUL treatment slightly reduced delays and queues on the Airport Road approach.
    - The left-turn movement benefits from reduced interaction with through traffic on Newell Highway.

- Although marginal, the operational improvements enhance safety by separating decelerating vehicles from high-speed through traffic.

5.1.2.4 Modelling Interpretation and Conclusion

- Intersection operates well within capacity in all scenarios
- Base Case – intersection operates at a high level of service
- Project Case – intersection operates at satisfactory level of service
- Project Case – intersection operates at Level of Service A
- Upgrade offers minor operational benefit and modest improvement to safety therefore not operationally required

The report concludes that the intersection can accommodate traffic from the development without any upgrade. Council may consider implementing the mitigation works for safety enhancement rather than operational necessity.

5.1.3 Access and Internal Layout Assessment

- Access to development is via sealed driveway from Airport Road, approximately 150m from Newell Highway intersection
- Allows for efficient movement of inbound vehicles
- Proposed driveway and circulation layout can accommodate 12.5m Heavy Rigid Vehicles and emergency vehicles
- Turning templates compliant with Austroads guidelines
- No internal conflict expected
- Internal road network follows loop configuration, connects directly to parking bays ans staging zone, with intuitive one way flow
- Spectator and service vehicles are separated
- Stormwater flows managed and site can operate under wet conditions
- Pedestrian pathways are clear of vehicle access lanes
- Dedicated pedestrian pathways not proposed however movement corridors are wide enough to support flows – temporary barriers or marshalled crossings may be appropriate during high demand events
- No cycling infrastructure proposed due to remote, event-based nature of development and lack of connection to active transport networks
- Access and internal layout compliant with relevant Australian Standards

5.1.4 Parking Assessment

- Demand estimated based on projected attendance (200 people onsite during busiest hour of peak event)
- 120 vehicles estimated – 20-25 towing trailers/light truck/utes, remainder passenger vehicles
- Allow for 80-90 parking spaces as not all vehicles on site at one time
- Design provides for approx. 80 spaces and allows for all vehicles
- Design allows direct pedestrian access t spectator mound with spatial separation from track and driveway
- Sightlines and vehicle manoeuvring sufficient for cars and trailers
- 2 accessible parking spaces meet Australian Standards
- Overflow parking available on grass and unsealed shoulders for 30-40 vehicles
- May be appropriate to have event marshals/temporary signage to guide overflow parking

- Service and waste collection vehicles accommodated in design

The report concludes that the parking supply meets expected demands, accommodates expected vehicles, meets relevant Standards and is expandable with overflow areas therefore is considered to be sufficient and appropriate for the development.

5.1.5 Safety Considerations

- Access drive to Airport Road provides sufficient sight distance in both directions
- Potential for traffic conflicts is low
- Temporary traffic management on event days may assist peak arrival and departure flow
- No significant pedestrian traffic on external road network is anticipated
- Site allows for emergency vehicle access without obstruction
- A Traffic Management Plan may be required for larger events

5.1.6 Mitigation Measures and Recommendations

Based on the findings of this assessment, the following mitigation measures are recommended to ensure safe and efficient operation of the development:

- *The existing CHR(S) treatment on Newell Highway for northbound right-turn movements into Airport Road is considered adequate for the assessed development traffic. No immediate upgrade to a full CHR is required under current volumes.*
- *Consideration may be given to providing an auxiliary left-turn lane (AUL) on the southbound approach of Newell Highway, particularly if traffic volumes increase, or larger events are planned. This would provide improved deceleration and safety benefits.*
- *Clear advance signage should be installed on Newell Highway to indicate the turn-off to the Motorsport Park, particularly during events.*
- *Internal directional signage should be used to manage parking and service vehicle movements on event days.*
- *Accessible parking spaces should be designated and signposted in accordance with AS 2890.6.*
- *Temporary traffic marshals are recommended during peak periods to assist with traffic flow, parking coordination, and pedestrian safety.*
- *A site-specific Traffic Management Plan should be developed for major events, including risk mitigation measures, staging details, and coordination with emergency services.*

5.2 NOISE

An acoustic assessment was commissioned by council and it states that there are no specific noise criteria against which noise emission from motorsport facilities of this nature are to be assessed. The NSW Environment Protection Authority's (EPA) Noise Policy for Industry 2017 lists motorsport facilities as one of the noise sources specifically not covered by the Policy.

The vehicles utilising the track will emit sound at levels ranging from 95dBA to 129dBA. The noise assessment predicted the noise generation for the most impactful development on the receptors that were identified in the area. The predicted noise level was deemed acceptable at each receptor (see extract from draft report below)

Table 4 Predicted L_{eq} Noise Levels – During Noisiest Drag Event

Description	Predicted Noise Level $L_{eq,\ 15\ minute}$ (dBA) at Receptor Location					
	R1	R2	R3	R4	R5	R6
$L_{90,\ 15\ minute}$ Background Noise Level – Day Time	**35**	**35**	**35**	**35**	**35**	**35**
Highest predicted Noise Leve	60	51	49	49	54	47
Emergence above background noise level (dB)	25	16	14	14	19	12
Applicable event ratio [1]	**8.4**	**5**	**4.4**	**4.4**	**3.6**	**6.4**
Allowable number of annual events at noise level [2]	43	73	83	83	101	57
Proposed number of events at this noise level	4 to 6	4 to 6	4 to 6	4 to 6	4 to 6	4 to 6
Acceptable	Yes	Yes	Yes	Yes	Yes	Yes

Figure 5 Draft acoustic report analysis of noise on receptors

The site is within a rural area, with one dwelling in close proximity (within 1km) to the site and other receptors noted in the acoustic assessment report. During the proposed works, there would be the potential for localised intrusive noise and vibration due to:

- Base construction activities
- Sealing activities
- Vehicle movements

Safeguards and management measures

- Residents within a reasonable radius of the installation site will be notified of proposed work
- Work will only be undertaken during standard working hours ie 7am-6pm Monday – Friday, 8am – 1pm Saturday
- Respite periods should be considered
- No swearing or unnecessary shouting or loud radios on site
- No dropping of material from height where practicable
- All plant and equipment will be appropriately maintained to ensure optimum running conditions

The proposal is for a drag racing track and will generate noise on race days. The operator will prepare a noise management plan addressing the following issues:

- a map (current at the time of the application) showing the motor sport venue, including the area where motor vehicles or motor vessels are raced or prepared for racing and car parks used by competitors in races at and visitors to the venue
- a description of the types of racing activities that can reasonably be expected to be conducted at the venue and classes of vehicles or vessels that can reasonably be expected to race at the venue. An accurate record of events held, including start and finishing times.
- sets out limitations on the racing activities to be conducted and the times during which racing activities may be conducted, in particular, no events including practice or warm up outside daytime hours

- details of reasonable and practicable measures to be implemented to control noise emissions from the venue during the conduct of a racing activity at the venue
- the facility operator should engage a media/community liaison person to engage with local residents and provide details of when and the manner in which notice of racing activities at the venue is to be published or distributed to members of the public
- specifies the persons (or their positions) who will be responsible for implementing the approved noise management plan and sets out each person's responsibilities
- a complaint response procedure, including live contact during events.

The acoustic assessment concluded that the level of noise emission from the operation of the facility can be managed in accordance with the NSW Environment Protection Authority guideline, *Noise Guide for Local Government 2023 and 2013.* A recommendation was made for the establishment of a Noise Management Plan and adherence to its parameters.

5.3 WASTE

A Waste Management Plan (WMP) is to be prepared prior to the commencement of works and should be progressively updated throughout to provide an accurate record of estimated and actual waste volumes, as well as locations for disposal or recycling of material. A Construction Contract must also be prepared prior to the commencement of works and should specify the responsibilities of the Principal Contractor in respect to the handling of materials, removal of construction materials and associated waste, remediation measures should any soil contaminants be encountered and waste and contaminant disposal measures. Accordingly, any waste generated as part of the proposed works is capable of being suitably managed on site, disposed off-site or recycled on-site. Council or appointed contractors will develop a construction management plan to address the disposal of spoil and other matter during construction of the track.

Potential impacts

The following wastes would be generated by the proposal:

- Excavated material
- Packaging waste – plastic, cardboard
- Surplus paint.

All excavated spoil would be utilised on the site to fill depressions and level the site.

Safeguards and management measures

- Resource management hierarchy principles are to be followed:
    - Avoid unnecessary resource consumption as a priority
    - Avoidance is followed by resource recovery (including reuse of materials reprocessing, recycling and energy recovery)
    - Disposal is undertaken as a last resort
- Waste will not be burnt on site
- Waste material will not be left on site once the works have been completed
- Working areas will be maintained, kept free of rubbish and cleaned up at the end of each working shift

- Asbestos waste must be disposed of by a licensed asbestos waste removalist
- Maintain a record of truck movements in order to enable the waste to be tracked to the receiving location. The receiving location shall issue disposal dockets and these shall be reconciled against the truck movement records to ensure accountability for all materials transported from the site.
- Handle all refuse in a manner to confine the material completely and prevent dust emission;
- Dispose of solid contaminants to approved locations;
- Suitably remediate any clean soil contaminated by the works; and
- Dispose of solid, liquid and gaseous contaminants in accordance with all statutory and contractual requirements
- All workers and contractors must be provided with the necessary tools, supervision and instruction to manage identified risks.
- A Work, Health and Safety (WHS) Management Plan is to be prepared for the construction phase.
- The contractor must provide all barricades, guards, fencing, temporary roads, footpaths, warning signs, lighting, traffic flagging, removal of obstructions, protection of services and anything else necessary to:
    - Protect people, property and trees;
    - Avoid unnecessary interference with the passage of people and vehicles, and
    - Prevent nuisance and unreasonable noise and disturbance.
- The contractor must:
    - Not obstruct or damage roadways or footpaths and drains on or adjacent to the site;
    - Immediately remove and/or rectify any obstruction or damage to roadways, footpaths, drains on or adjacent to the site;
    - Immediately remove and/or rectify any obstruction or damage to roadways, footpaths, drains and watercourses and other existing services adjacent to the site.
    - Take all means necessary to minimise the impact of the Works.

It is expected that there will be an increase in waste production on race days. A waste management plan will be developed by the proponent to manage the additional waste and prevent damage to the environment from windblown rubbish. The site is accessible for waste service vehicles.

5.4 SERVICES

All services are connected to the site. The proposal involves the construction of the drag strip, which will not require servicing. Existing buildings will be utilised and all services are deemed adequate for the development.

5.5 ODOUR

The proposed recreation facility is not expected to increase odour in the vicinity. Fumes from fuel and tyres and cooking smells may be able to be detected on the race days (4 events per year) however it is unlikely that the odour will travel offsite or create adverse impacts, given the distance between the activity site and nearby dwellings.

5.6 AIR QUALITY

There is one dwelling within a 1000m radius of the site. During the proposed works there would be the potential for a localised deterioration in air quality due to:

- Dust generated during earthworks
- Emissions from machinery and vehicles
- Uncovered loads.

Exposed areas and stockpiles will be managed to minimise dust impacts to surrounding residents. As well as health effects, dust has potential to coat windows and cars causing annoyance to residents.

Exposed areas and stockpiles will be managed to minimise dust impacts to surrounding residents. As well as health effects, dust has potential to coat windows and cars causing annoyance to residents.

Drivers, spectators and officials can be exposed to high pollution levels from the racing vehicles, and this can be exacerbated in city street circuits where pollution is trapped by surrounding buildings. Motor racing also produces fine black carcinogenic dust from skidding tyres (Tranter, P. and Lowes, M. D. (2005) The place of motorsport in public health: an Australian perspective, *Health and Place*). The location adjacent to the existing airport, is removed from built up urban areas, with only one dwelling within 1km of the site. Events are infrequent, with 4 events per year and training sessions as required. The emissions from the proposed development are likely to dissipate without significant detrimental effects on spectators. Drivers and officials can access breathing apparatus if required.

Safeguards and management measures

- Smoky emissions will be kept within the standards and regulations under the Protection of the Environment Operations Act 1997 that no vehicle shall have continuous smoky emissions for more than 10 seconds
- Measures (including watering or covering exposed areas) will be used to minimise or prevent air pollution and dust
- Stockpiles will be covered
- Ground disturbance will not be undertaken when wind leads to visible dust emissions.

5.7 SOCIAL IMPACT

Negative social impacts may include decreased amenity during construction programs and operation of the facility.

Positive social impacts may include:

- improved livelihoods from increased jobs and business opportunities
- social development or a stronger sense of place and community cohesion through community investment
- positive economic impact from visitors to the area

- recreational opportunities

Use of the facility would not be limited to motor sport events. It could be used for a range of tourism related activities such as business events, and other sporting and cultural events. The precinct could also be used for agricultural and trade shows, community events, including musical events or cultural events.

The facility could provide opportunities for vocational training, in fields such as driver education including for secondary school students, adult driver training and truck licencing.

5.8 Physical and Chemical Impacts

The activity is not likely to affect any waterbody, watercourse, wetland or natural drainage system, provided construction is managed in accordance with guidelines.

The use, storage, or transport of hazardous substances or the use or generation of chemicals, is regulated by NSW EPA and all activities will be compliant with current policies and directions. It is considered unlikely that the recreation facility would cause any substances used on site to build up residues in the environment.

5.8.1 Soil and Water

There is potential for sediment loss from the site. Sediment controls including diversion of water around excavations and stockpiles would be used to minimise the potential for this to occur. Excavating and progressively backfilling to minimise the amount of exposed soil at any one time would be considered by the contractor.

Safeguards and management measures

- Site works will be limited in extent and nature to those identified on the site plans
- Vehicular access to the site will be restricted to those vehicles that are essential for efficient construction
- Limit disturbance to that essential for works being undertaken at any given time
- Stop work and advice sought from the Bland Shire Council environmental representative if odours, unusual discolouration or previously unidentified construction and demolition waste are encountered in site soils.
- The EPA or relevant authority (*as defined in the POEO Act*) will be notified of any incidents resulting in environmental harm as per Part 5.7 of the Protection of the Environment Operations Act 1997
- Any material transported onto pavement surfaces will be swept and removed at the end of each working day

Sediment and erosion impacts are considered to be minimal given that only minor disturbance of the topsoil and ground surfaces are proposed. Nevertheless, impacts to water and soil can be managed during the construction phase in accordance with a sediment and erosion control plan to be prepared by the principal contractor as part of the site management plan.

Cumulatively, the proposal is anticipated to have minimal impact on the environment. This has been achieved through locating the proposed works on previously disturbed areas, with the proposal providing for the refurbishment or re-use of existing facilities and maintenance works.

5.9 BIOLOGICAL IMPACTS

The proposal will require the clearing of vegetation which exceeds the area threshold as provided by section 7.2 of the Biodiversity Conservation Regulation 2017. The site is mapped as Biodiversity and there is significant vegetation on the site. A Biodiversity Development Assessment Report (BDAR) was obtained from AREA Environmental & Heritage Consultants and is attached to this Application.

Section 7.2 of the BC Act provides that development under the Environmental Planning and Assessment Act 1979 (EP&A) is likely to significantly affect threatened species if:

(a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or
(b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or
(c) it is carried out in a declared area of outstanding biodiversity value.

For an activity under Part 5 of the EP&A Act clause (b) does not apply, so an activity will only be likely to significantly affect a threatened species if:

(a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or

(b) it is carried out in a declared area of outstanding biodiversity value.

For an activity under Part 5, an assessment of an activity that is likely to significantly affect a threatened species must be accompanied by a species impact statement or, if the proponent elects to participate in the biodiversity offsets scheme, a BDAR. A BDAR assessment was required as a condition of the gateway determination and was prepared by Area Environmental and Heritage Consultants.

Section 7.3 of the BC Act Test for determining whether proposed development or activity likely to significantly affect threatened species or ecological communities, or their habitats

The following is to be taken into account for the purposes of determining whether a proposed development or activity is likely to significantly affect threatened species or ecological communities, or their habitats—

(a) in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,
(b) in the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity—
    i. is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or
    ii. is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,
(c) in relation to the habitat of a threatened species or ecological community—
    i. the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and

ii. whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and
iii. the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,

(d) whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),

(e) whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.

The BDAR notes that the subject land has been selected to be adjacent to the West Wyalong airport. The subject land and wildlife within it are therefore already subject to noise and vehicle movements, and other edge effects.

Native vegetation in the subject land may have been historically cleared noting the generally young age of trees, very low tree hollow presence, and areas of prolific White Cypress Pine regrowth.

Two plant community types were identified in the subject land:

- PCT70 – White Cypress Pine woodland on sandy loams in central NSW wheatbelt
- PCT176 – Green Mallee - White Cypress Pine very tall mallee woodland on gravel rises mainly in the Cobar Peneplain Bioregion

PCT70 occurs in two condition states – good, where tree cover is reasonably high and Moderate, where tree cover is lower and shrubby regrowth dominates.

This proposal would result in the removal of 7.95 hectares native vegetation within the subject land.

No threatened ecological communities (TECs) listed under the NSW *Biodiversity Conservation Act 2016* or ecological communities (ECs) listed under the Commonwealth *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act) were recorded in the subject land.

No threatened species were recorded in the subject land during the assessment for this proposal. However, Major Mitchell's Cockatoo was noted in the adjacent land. This species is a species credit species where breeding habitat exists. No suitable breeding hollows were recorded on the subject land, and therefore this species was excluded and does not require offset as a result of this proposal.

Seven species were identified as requiring offset; however, all of these species are assumed to be present. Additional field survey may confirm these species are not present in the subject land and in this case, offsetting of those species would not be required.

No candidate Serious And Irreversible Impacts (SAII) were identified by this assessment. Offsets were calculated as outlined below and a biodiversity credit report is included in Part 11 of the BDAR:

Table E1 Impacts that require an offset – ecosystem credits

Vegetation zone	PCT	TEC/EC	Impact area (ha)	Number of ecosystem credits required
1	70 - White Cypress Pine woodland on sandy loams in central NSW wheatbelt	Nil	2.98	73
2	70 - White Cypress Pine woodland on sandy loams in central NSW wheatbelt	Nil	1.85	31
3	176 - Green Mallee - White Cypress Pine very tall mallee woodland on gravel rises mainly in the Cobar Peneplain Bioregion	Nil	3.12	63

Table E2 Impacts that require an offset – species credits

Common name	Scientific name	Loss of habitat (ha) or individuals	Number of species credits required
A Spear-grass	*Austrostipa metatoris*	7.95	201
A Spear-grass	*Austrostipa wakoolica*	7.95	201
Eastern Pygmy-possum	*Cercartetus nanus*	3.12	84
Pine Donkey Orchid	*Diuris tricolor*	7.95	150
Square-tailed Kite	*Lophoictinia isura*	4.35	81
Silky Swainson-pea	*Swainsona sericea*	7.95	201
Tylophora linearis	*Tylophora linearis*	7.95	201

Figure 6 Extract from Area BDAR

The BDAR notes that habitat values are largely avoided by the proposed development. One tree hollow was identified on site and other hollows were identified offsite. Babbler nests were identified on and off the site in White Cypress, which is abundant outside the site and regenerating substantially. Mistletoe was identified on one plot within the site and in abundance outside the site.

A mapped unnamed watercourse and unmapped drainage lines were observed to the west and south of the existing tarmac and may require culvert and crossing infrastructure.

Vegetation integrity was scored and the report notes that the "good" condition areas are avoided by the proposal.

The report concludes that the condition states of vegetation across Lot 10 DP1141509 and Lot 11 DP1141509 varies between the following conditions:

- Land mapped on the Biodiversity Values Map – all avoided by this proposal
- Good condition – a vegetation score greater than 60 – all avoided by this proposal
- Moderate condition – a vegetation score that ranges from 35 to 60.

This confirms that the proposed development is appropriately located within the site to avoid damage to native vegetation and habitat.

Because of this, the only real prescribed impact on native vegetation would bethe increase in vehicle movements. Connectivity is not affected. No other measures were required.

Safeguards and management measures

- Stockpiling of materials and equipment and parking vehicles within the dripline (extent of foliage cover) of any trees must be avoided
- Construction machinery will be cleaned prior to entering and exiting the work site to prevent the spread of weed propagules
- All disturbed areas will be rehabilitated following completion of construction
- If injured fauna is found during construction WIRES or another relevant group will be contacted . Ensure staff awareness of this strategy.
- Reduce likelihood of vehicle/wildlife interaction by ensuring appropriate speeds are signposted for vehicles entering the site and that the track is checked and clear of wildlife prior to an event
- The trees to be retained shall be protected prior and during construction from activities that may result in an adverse effect on their health or structural condition.
- The installation of underground services shall be located outside of the TPZ. Where this is not possible, they shall be installed using either hydrovac or hand excavation methods with the services installed around/below roots (>25mm¢, or as determined by the Project Arborist).
- Excavations within the TPZ shall be undertaken by hand or using hydro vacuum excavation methods (or similar approved device) to protect tree roots. If there is any delay between excavation works and backfilling, exposed roots shall be protected from direct sunlight, drying out and extremes of temperature by covering with a 10mm thick jute mat. The mat shall be kept in a damp condition at all times.
- Where deemed necessary by the Project Arborist, machinery movements shall be restricted to areas of existing pavement or from areas of temporary ground protection such as ground mats or steel road plates.

5.10 Environmental Hazards

The subject site is not identified as being flood prone.

The subject site is identified as being bushfire prone. See assessment under Section 6 of this report.

5.11 Heritage

The subject site is not identified as having heritage significance. There are no heritage items in the vicinity that would need to be considered in the design.

5.11.1 Non-Aboriginal Heritage

The following heritage databases were searched on 29 August 2024:

- National Heritage list
- Commonwealth Heritage List
- NSW State Heritage Inventory
- Bland LEP.

There are no listed heritage items in the vicinity of the proposal. The works would be on disturbed ground and the risk of encountering items of heritage significance is low.

Safeguards and management measures

If potential heritage items are discovered then all works will stop and the Council's Environmental Officer will be contacted. If any item found on the site is thought to be significant, the Heritage Council NSW will be contacted.

5.11.2 Aboriginal heritage

An Aboriginal Heritage Information Management system (AHIMS) search was carried out on 27 August 2024 and found that there are no registered Aboriginal sites in the vicinity of the proposal. The airport was developed from the 1950s. Potential filling may have occurred during the construction of the airport. It is unlikely that the original soil profile remains. There is a low risk of encountering Aboriginal heritage.

Safeguards and management measures

If unexpected heritage items are uncovered, Bland Shire Council's Aboriginal and Historic Heritage Unexpected Finds Procedure is to be applied.

6 BUSHFIRE HAZARD ASSESSMENT

Pursuant to Section 100B of the Rural Fires Act 1997 (RF Act) and Section 4.46 of Environmental Planning and Assessment Act 1979 (EP&A Act), the Development Application (DA), and proposed development, comprising a recreation facility (outdoor), is not development for a Special Fire Protection Purpose. Under these provisions, the development is not Integrated Development.

Considerations for outdoor events on BFPL are outlined below:

- holding events outside the gazetted bush fire danger period for the area;
- a Bush Fire Emergency Management and Evacuation Plan must be prepared that is acceptable to relevant stakeholders, including crowd management and security. It should be consistent with the NSW RFS document: A guide to developing a bush fire emergency management and evacuation plan;
- access and egress routes for emergency services and patrons in the event that evacuation is required;
- a refuge building of suitable capacity to contain all participants and staff that complies with the NSW RFS Neighborhood Safer Place Guidelines (see www.rfs.nsw.gov.au);
- an open air bush fire emergency assembly area capable of accommodating all participants and staff that complies with the NSW RFS Neighborhood Safer Place Guidelines (see www.rfs.nsw.gov.au);
- a suitable method of staging evacuation, ensuring that evacuation flow is directed through different stages/areas of the site, moving from areas of higher risk to lower risk;
- expected evacuation timeframes;
- on severe or higher fire danger rating days the event will not proceed;
- advance warning to patrons identifying that the event is located on BFPL and giving advice on any fire restrictions;

- ability to cease and override P.A. and audio systems throughout the site to announce emergency warnings, alerts or safety information, which can be clearly heard from all areas of the site; and
- a prescribed ratio of trained fire wardens to participants.

A suitable package of other protection measures should be proposed based on individual event characteristics which considers the following:

- bulk water supplies on site that are specifically allocated to firefighting purposes;
- unobstructed APZs of suitable width surrounding the site along the boundaries adjacent to the bush fire threat. Slashing of grassed areas needs to occur in the lead-up to the event and maintained throughout its duration;
- emergency management planning during the event organisation stage to be undertaken in consultation with the NSW RFS and all other relevant stakeholders; and
- fires for cooking and heating in approved fire places only and addressed by a Fire Management Plan.

As mentioned, the existing access and internal road system provides safe access and egress for firefighters as well as for evacuating occupants. Water is available to the site. The carpark will provide an open area suitable as an assembly area.

6.1 CONCLUSION

As the proposal utilises existing facilities at the airport, the existing management regimen at the airport will continue. It is important for the event managers to prepare emergency management plans that stipulate the conditions under which an event should be cancelled and provide for evacuation of the site when required.

The proposal will be able to satisfy the aim and objectives of PBP for non-habitable development.

Asset Protection Zones

- Existing management of the precinct will be maintained.

Construction Standards

- Development would not require a BAL rating
- Non-combustible fencing is recommended in bush fire prone areas, to provide in part, a radiant heat barrier at the urban interface

Landscaping

- Future landscaping shall be in accordance with Table 5.3a of PBP

Access

- Existing accesses are retained and the design supports the operational use of emergency firefighting vehicles

Water Supply and Services

- Water, electricity are connected to the site and no new connections are proposed. a

7 CONCLUSION

The proposal has been considered under the provisions of Section 4.15 of the EP&A Act and is considered acceptable and worthy of approval for the following reasons:

- The proposal is in keeping with surrounding development and increase the usage of existing airport infrastructure.
- The proposed development has been designed in accordance with the provisions of the BLEP 2011 and BDCP 2012.
- The proposal will have minimal detrimental impact on surrounding amenity.
- The proposal is in the public interest.

Having considered all the relevant considerations under Section 4.15 of the EP&A Act 1979, we conclude that the proposal represents a positive outcome that would result in no negative environmental impacts. The proposed development should therefore be recommended for approval.