



Recreation Facility (Outdoor)
(Motorcycle Training School)
84 Granite Hill Road, Burrumbuttock

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Contents

1. Introduction	5
1.1. Overview.....	5
1.2. Supporting Plans and Documentation.....	5
2. Site Analysis	6
2.1. Site Location and Context	6
2.2. Site Description	6
2.3. Surrounding Context	7
3. Description of Proposal	8
3.1. Overview.....	8
3.2. Recreation Facility (Outdoor) (Motorcycle Training School)	8
3.3. Operational Summary	11
4. Planning Assessment	13
4.1. Applicable Environmental Planning Policies, Instruments and Controls.....	13
4.2. Environmental Planning and Assessment Act 1979	13
4.3. State Environmental Planning Policy (Resilience & Hazards) 2021	14
4.4. State Environmental Planning Policy (Transport & Infrastructure) 2021	15
4.5. Greater Hume Local Environmental Plan 2012.....	16
4.6. Greater Hume Development Control Plan 2012	20
5. Assessment of Environmental Impacts	21
5.1. Context and Setting.....	21
5.2. Access, Traffic & Parking	21
5.3. Natural Hazards	22
5.4. Biodiversity	22
5.5. Landscaping	23
5.6. Visual Impact.....	23
5.7. Noise	24
5.8. Infrastructure	26
5.9. Heritage	27
5.10. Cultural Heritage	27
5.11. Soils & Erosion	27
5.12. Social & Economic Impacts.....	27
5.13. Suitability of the Site for Development	27
5.14. The Public Interest	28
6. Conclusion	29

List of Appendices

Appendix A | Proposed Site Plan
Appendix B | Environmental Noise Assessment

List of Figures

Figure 1 Site Context Map (Open Street Map 2026).....	6
Figure 2 Site Aerial (Google Maps 2026).....	7
Figure 3 Surrounding Context Image (Google Maps 2026)	7
Figure 4 Proposed Site Plan	9
Figure 5 Image of Track 1 (lower track)	9
Figure 6 Image of Track 1 (lower track)	10
Figure 7 Image of Track 1 (lower track)	10
Figure 8 Land Zoning Map	17
Figure 9 Extract of the Terrestrial Biodiversity Map	18
Figure 10 Extract of Bushfire Prone Land Map	22
Figure 11 Visual Amenity (Google Maps 2026).....	23
Figure 12 Sensitive Receptors Map (Harwood Acoustics, 2026)	24

List of Tables

Table 1 Operational requirements.....	11
Table 2 Matters for Consideration	15
Table 3 Minimum assumed RBL's and project intrusiveness noise levels	25
Table 4 Leq Sound Power Levels – 50 to 250 cc Motorbike	25
Table 5 Predicted Leq Noise Levels – Motorbike Training School.....	26

1. Introduction

1.1. Overview

This Statement of Environmental Effects (SEE) has been prepared by Habitat Planning on behalf of Therese Fuller and Jordan Moore and is submitted to Greater Hume Council in support of a Development Application (DA) for a Recreation Facility (Outdoor)(Motorcycle Training School) at land described as Lot 163, DP753342 and addressed as 84 Granite Hill Road, Burrumbuttock.

The DA and this report have been prepared in accordance with the *Environmental Planning and Assessment Act 1979* (“EP&A Act”) and the *Environmental Planning and Assessment Regulation 2021* (“EP&A Regs”).

The Report addresses the relevant heads of consideration listed under Section 4.15(1) of the EP&A Act and provides an assessment of the proposed development against the relevant Environmental Planning Instruments (EPIs) and other planning controls applicable to the site and to the proposal. It provides a detailed description of the site and its environs, and an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

This Report has assessed the potential impacts arising from the proposal on surrounding properties namely in relation to traffic, access, noise and visual amenity and is accompanied and supported by relevant technical reports as required. It concludes that the site is appropriate for the proposed development given the site’s rural zoning, generally isolated location and proposed operational measures.

The proposal is compliant with applicable provisions of the relevant EPIs and given the absence of any significant adverse environmental impacts, the DA is considered to be in the public interest.

1.2. Supporting Plans and Documentation

This application is accompanied by:

- Proposed Site Plan, prepared by Habitat Planning
- Environmental Noise Assessment, prepared by Harwood Acoustics

2. Site Analysis

2.1. Site Location and Context

The subject lands to which this application relates to is described as Lot 163, DP753342 and addressed as 84 Granite Hill Road, Burrumbuttock.

The site, identified in the Site Context and Site Aerial below and is located midway (7.5km) between the rural townships of Jindera to the south east and Burrumbuttock to the north west.

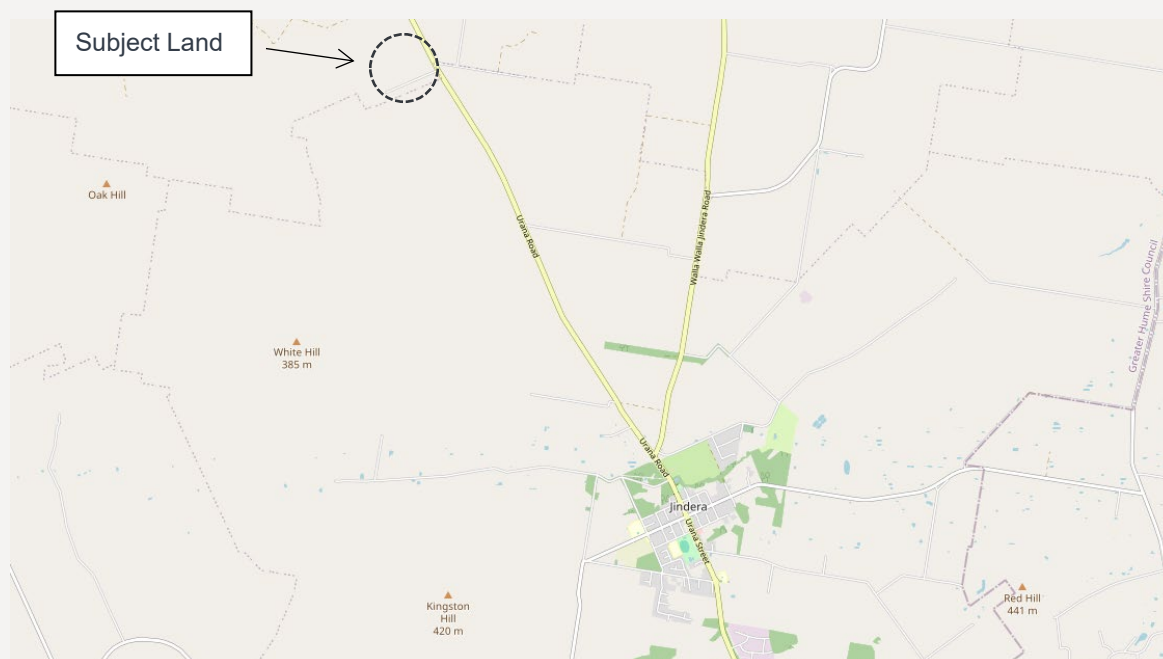


Figure 1 | Site Context Map (Open Street Map 2026)

2.2. Site Description

The site is located on the northern part of Granite Hill Road at the intersection with Urana Road, and west of the intersection of Urana Road and Nation Road.

The land forms a rectangular parcel with a frontage to Urana Road of 146 metres, depth of approximately 1.2 kilometres, and a total area of 16.2 hectares. The subject land is rural zoned and has historically been used for agricultural purposes consistent with adjoining rural properties.

The land is currently improved with a rural and water tank located on the western part of the shed, with rural style fencing around the perimeter of the site. Greater Hume Council has also recently approved Development Application No. 10.2024.74.1 for a proposed new dwelling including an attached garage. Three associated motorcycle riding tracks have been established at the rear of the site.

The topography of the site is undulating with a ridge running through the middle of the property where the existing shed and approved dwelling are located. The topography of the land from this ridgeline slopes downwards to the west (rear) and downwards to the east (Urana Road).

Vegetation on site comprise grassland type vegetation, and planted trees scattered across the entire site with two (2) dams on the east and western part of the site adjacent to the southern boundary.

Vehicular access to the land is presently from Granite Hill Road, via the existing crossover and informal driveway leading to the existing shed on the subject land.

An aerial image of the existing condition of the site is provided in the figure below.



Figure 2 | Site Aerial (Google Maps 2026)

2.3. Surrounding Context

The surrounding context is predominantly characterised by land zoned and developed for primary production and rural purposes north of the Jindera township.

Land directly adjacent to the north, south, east, and west comprise paddocks of similar size as the subject land and used for a variety of agricultural purposes. A majority of the adjoining parcels are largely improved with outbuildings, with a few improved with dwellings.

An aerial image of the surrounding context is provided in the figure below.



Figure 3 | Surrounding Context Image (Google Maps 2026)

3. Description of Proposal

3.1. Overview

The purpose of the application is to seek approval for a Recreation Facility (Outdoor), which will be used for the purposes of a motorcycle training school. The facility will utilise two of the existing motorcycle tracks located in the south western portion of the site at the rear of the property.

Further details are outlined below.

3.2. Recreation Facility (Outdoor) (Motorcycle Training School)

As outlined above, the purpose of the application is to seek approval for a Recreation Facility (Outdoor), which will be used for the purposes of a motorcycle training school, which will be operated by the landowners' son ('trainer').

The facility will be used to primarily teach younger children (less than 10 years old), as well as to a lesser extent, teenagers and older riders the basics of motorcycle riding and how to ride safely.

All riding activities will be undertaken via supervision from the trainer and the facility will operate with small class sizes of between 3-5 riders at a time during designated days and times during the week. It is confirmed that the facility will not hold events or allow any paid unsupervised riding and training occurs via appointment only.

It is noted that outside of these times, the landowner will utilise the track, however this does not require planning approval as it is for personal use, rather than commercial purposes.

Motorcycles associated with the facility will have a capacity limited to between 50cc and 250cc, with the majority of bikes expected to be between 85cc and 110cc. Of these, the majority of bikes are 4 stroke, which are comparably much quieter than 2 stroke bikes. Furthermore, there is a growing number of electric bikes that are being used by students, which are quieter again than traditional motorcycles.

The facility comprises two (2) tracks as summarised below:

- Track 1 (lower track) – located at the western boundary of the site.
- Track 2 (junior track) – centrally located between Track 1 and 2 and limited to beginner riders.

Please note that the existing Track 3 (upper track) – located between the junior track and the existing shed and approved dwelling is not included as part of this application. This track will only be used for occasional private use and does not comprise part of the motorcycle training school.

All tracks consist of compacted and graded dirt and are generally 3 metres in width and form a circuit that can be reconfigured where required. Earthworks associated with the track are generally less than 600mm in height, but do contain several jumps of approximately 1.5 metres in height for more advanced riders.

These tracks are maintained by the landowner and where necessary, during dry and dusty conditions they are sprayed down with water so as to reduce potential dust impacts.

A site plan showing the general layout of the tracks, as well as photographs are provided below for information purposes.

Similarly, a table outlining the operational details of the business are outlined in Table 2 below.



Figure 4 | Proposed Site Plan



Figure 5 | Image of Track 1 (lower track)



Figure 6 | Image of Track 1 (lower track)



Figure 7 | Image of Track 1 (lower track)

3.3. Operational Summary

The following table outlines the proposed operational summary for the motorcycle training school.

Table 1 | Operational requirements

Operational Matters	
Days & hours of operation	April to September: 3pm to 5pm weekdays (3 days per week maximum); 10am to 12:30pm and 2:00pm to 4:30pm weekends. October to March: 8am to 10am weekdays and weekends.
Staff	1 staff member/trainer
Patrons/Riders	5 per session (maximum)
Events	None
Motorcycles	Between 50cc and 250cc, with the majority of bikes expected to be between 85cc and 110cc. Of these, the majority of bikes are 4 stroke, which are comparably much quieter than 2 stroke bikes. Furthermore, there is a growing number of electric bikes that are being used by students, which are quieter again than traditional motorcycles.
Traffic and Parking	Access via the existing Granite Hill Road. Vehicles typically consist of utility vehicles (utes) with parks loaded into tray beds or via small motorcycle trailer. Car parking for up to 6 spaces located adjacent to the Junior track. Traffic volumes limited to parents/patrons entering and exiting the property. Due to the remote location of the property, parents of younger riders remain on-site during training sessions, thereby limiting vehicle movements.
Waste management	On-site portable toilet, which is pumped out as required. Waste generated by the business (food scraps, general waste) to be collected and disposed on-site via existing waste arrangements on-site.
Tree Removal	None.

Operational Matters	
Landscaping	New native perimeter landscaping proposed along the northern and southern boundaries as per the enclosed site plan.
Deliveries/Loading	None
Signage	None.
Storage	None.
Retail sales (food and drink or merchandise)	None.
Air Quality	Track and access way will be sprayed down with water during hot, dry and windy periods.
Noise	Facility to only be operated during designated periods as per the recommendations of the enclosed Acoustic Assessment. No external speakers or music.
Chemical storage	None.

4. Planning Assessment

Under Section 4.15(1) of the EP&A Act when considering an application for development, the consent authority must take into consideration the relevant environmental planning instruments. This section details and responds to the relevant planning framework applicable to the proposal.

4.1. Applicable Environmental Planning Policies, Instruments and Controls

- Environmental Planning and Assessment Act 1979
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- Greater Hume Local Environmental Plan 2012
- Greater Hume Development Control Plan 2012

Compliance with the applicable legislation and policies is discussed below.

4.2. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (“the EP&A Act”) is the principal piece of legislation governing the use and development of land in NSW. The objects of the Act are:

- (a) *to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,*
- (b) *to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) *to promote the orderly and economic use and development of land,*
- (d) *to promote the delivery and maintenance of affordable housing,*
- (e) *to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) *to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) *to promote good design and amenity of the built environment,*
- (h) *to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) *to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) *to provide increased opportunity for community participation in environmental planning and assessment.*

The objects of the EP&A Act are intended to guide land planning and management. Section 4.15 (discussed below) of the Act lists matters for consideration when assessing and determining a development application.

Section 4.15 of the EP&A Act sets out the statutory matters for consideration against which the proposed development is to be evaluated. The matters for consideration under Section 4.15 are as follows:

(1) Matters for consideration—general

“In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

(v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,

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

(c) the suitability of the site for the development,

(d) any submissions made in accordance with this Act or the regulations,

(e) the public interest.”

The matters for consideration identified in Section 4.15(1) of the EP&A Act are addressed in the following section. Subsections (b) to (e) of Section 4.15(1) of the EP&A Act are addressed in Section 5 of this SEE.

The proposal is not identified as “Designated Development”, pursuant to section 4.10 of the EP&A Act. Similarly, the works are not classified as “Integrated Development”, pursuant to section 4.46 of the EP&A Act.

4.3. State Environmental Planning Policy (Resilience & Hazards) 2021

4.3.1. Chapter 4 – Remediation of Land

Chapter 4 of *State Environmental Planning Policy (Resilience & Hazards) 2021* sets out considerations relating to land contamination across the state. The intention of the SEPP is to establish ‘best practice’ guidelines for managing land contamination through the planning and development control process.

In the context of this application, clause 4.6 of Chapter 4 generally requires that consideration be given to whether or not land proposed for development is contaminated and fit for use for its intended purpose. The SEPP requires the consent authority to consider whether the subject land is contaminated when determining a development application. If the land is contaminated, the consent authority must be

satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.

The subject land has been highly modified through the grazing, the construction of the existing shed boundary fencing, and agricultural activities on the land. The land is not known to have accommodated any potentially contaminating activities, nor is it expected to be at risk of contamination given its historical use and surrounding context.

Consequently, the land is considered fit for use for its intended purposes and therefore the relevant considerations of this SEPP are satisfied by the current proposal.

4.4. State Environmental Planning Policy (Transport & Infrastructure) 2021

4.4.1. Chapter 2 – Infrastructure

Chapter 2 of *State Environmental Planning Policy (Transport & Infrastructure) 2021* provides a consistent and flexible planning system to facilitate the delivery of infrastructure and services. The policy identifies environmental assessment categories for types of infrastructure, matters to consider when assessing development adjacent to infrastructure and provides for consultation with relevant public authorities.

The Chapter 2 contains provisions relating to approval processes and assessment requirements for infrastructure proposals according to the type or sector of infrastructure. It outlines land-use zones where types of infrastructure are permissible with or without consent and identifies certain works as exempt and complying development.

There are several Clauses under the SEPP that trigger referral and concurrence matters. These are addressed in the table below for consideration.

Table 2 | Matters for Consideration

Matter for consideration	Response
Clause 2.48 – Determination of development applications – other development	This clause applies to a development application (or an application for modification of a consent) for development comprising or involving any of the following— (a) <i>the penetration of ground within 2m of an underground electricity power line or an electricity distribution pole or within 10m of any part of an electricity tower,</i> (b) <i>development carried out—</i> (i) <i>within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists), or</i> (ii) <i>immediately adjacent to an electricity substation, or</i> (iii) <i>within 5m of an exposed overhead electricity power line,</i> (c) <i>installation of a swimming pool any part of which is—</i> (i) <i>within 30m of a structure supporting an overhead electricity transmission line, measured horizontally from the top of the pool to the bottom of the structure at ground level, or</i> (ii) <i>within 5m of an overhead electricity power line, measured vertically upwards from the top of the pool,</i>

Matter for consideration	Response
	<i>(d) development involving or requiring the placement of power lines underground, unless an agreement with respect to the placement underground of power lines is in force between the electricity supply authority and the council for the land concerned.</i> Comment: The works do not require referral to Essential Energy.
Clause 2.121 – Traffic generating development	The proposed development is not classified as traffic generating and does not require referral and consideration by Transport for NSW (TfNSW) under Schedule 3.

4.5. Greater Hume Local Environmental Plan 2012

The *Greater Hume Local Environmental Plan 2012* (“the LEP”) is the principal planning instrument that guides development within the LGA. The below provides an overview of consistency and compliance of the proposal against the relevant provisions.

- Clause 2.3 – Zone objectives and Land Use Table
- Clause 5.10 – Heritage Conservation
- Clause 6.2 – Terrestrial biodiversity
- Clause 6.7 – Essential services

The below provides an overview of consistency and compliance of the proposal against the relevant provisions.

4.5.1. Clause 2.3 – Zone Objectives and Land Use Table

The subject land is zoned RU1 Primary Production (“RU1 zone”) under the LEP, and as shown in **Figure 8** below.

The objectives of this zone are outlined below:

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To encourage diversity in primary industry enterprises and systems appropriate for the area.*
- *To minimise the fragmentation and alienation of resource lands.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To maintain the rural landscape character of the land.*



Figure 8 | Land Zoning Map

Whilst the application seeks approval to establish a motorcycle training school on land zoned for primary production purposes, the development is still generally consistent with the objectives of the RU1 zone for the following reasons:

- The subject land is not considered to be high quality agricultural land, as the property is not currently used for any highly productive agricultural purpose. Therefore, the development will not alter the natural resource base.
- The proposal will not fragment or alienate any resource lands.
- The development is not expected to create land use conflicts with surrounding rural properties with respect to:
 - Visual amenity – the proposed development will be screened via perimeter landscape plantings.
 - Traffic – the development will generate only very modest additional traffic (5 private vehicles) at a time. These vehicles will utilise existing established public roads, will enter and exit the site in a forward direction and will all be parked on-site.
 - Noise – a noise impact assessment has been prepared, which has confirmed that the proposed motorcycle training school achieves the relevant noise requirements of the NSW Environment Protection Authority's (EPA) Noise Guide for Local Government (2023) and NSW Noise Policy for Industry (2017).
- The development will maintain the rural character of the area as the proposed training school is located at the rear of the property and will be screened from the adjoining Urana Road by a ridgeline. Similarly, the facility will be screened from view of surrounding neighbours via existing and proposed perimeter landscaping.

The proposed use is classified as a recreation facility (outdoor) and is defined as follows:

recreation facility (outdoor) means a building or place (other than a recreation area) used predominantly for outdoor recreation, whether or not operated for the purposes of gain, including a golf course, golf driving range, mini-golf centre, tennis court, paint-ball centre, lawn bowling green, outdoor swimming pool, equestrian centre, skate board ramp, go-kart track, rifle range, water-ski centre or any other building or place of a like character used for outdoor recreation (including any ancillary buildings), but does not include an entertainment facility or a recreation facility (major).

Development for the purposes of a recreation facility (outdoor) is permitted with consent in the RU1 zone.

4.5.2. Clause 5.10 – Heritage Conservation

Clause 5.10 of the LEP relates to heritage conservation and seeks to conserve the environmental heritage of Greater Hume, the heritage significance of heritage items and heritage conservation areas, archaeological sites and Aboriginal objects and places of heritage significance.

The subject land is not identified as a heritage item nor is it located within a heritage conservation area following a review of Schedule 5 and the Heritage Map of the LEP.

Similarly, matters regarding Aboriginal Cultural Heritage have also been investigated and a review of the Aboriginal Heritage Information Management System (AHIMS) database has been undertaken. There are no recorded items of Aboriginal cultural significance within 200 metres of the subject site.

Further details regarding environmental impacts are discussed in Section 5 of this report.

4.5.3. Clause 6.2 – Terrestrial biodiversity

Clause 6.2 of the LEP relates to biodiversity and seeks to protect native fauna and flora, protect the ecological processes necessary for their continued existence, and encouraging the conservation and recovery of native fauna and flora and their habitats.

The vegetation strip within the road reserve and on the western boundary of the subject land has been identified as “biodiversity” on the “Terrestrial Biodiversity Map” of the LEP (**Figure 9**)



Figure 9 | Extract of the Terrestrial Biodiversity Map

The objectives of land designated for the protection of terrestrial biodiversity are as follows:

- (a) *protecting native fauna and flora, and*
- (b) *protecting the ecological processes necessary for their continued existence, and*
- (c) *encouraging the conservation and recovery of native fauna and flora and their habitats.*

Before determining an application for development on land to which is affected by the Terrestrial Biodiversity layer, the consent authority must consider the following:

- (a) *whether the development is likely to have—*
 - (i) *any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and*
 - (ii) *any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and*
 - (iii) *any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and*
 - (iv) *any adverse impact on the habitat elements providing connectivity on the land, and*
- (b) *any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The proposed motorcycle training school is located outside of the mapped terrestrial biodiversity area. Furthermore, the proposed use does not require the removal of any trees. Consequently, the proposed use is not expected to adversely affect terrestrial biodiversity.

Before granting development consent on land to which is affected by the Terrestrial Biodiversity layer, the consent authority must also be satisfied of the following:

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

As above, Council can be satisfied that there will be no impacts upon biodiversity.

4.5.4. Clause 6.7 – Essential services

Clause 6.7 of the LEP requires that development consent must not be granted unless the consent authority is satisfied that services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required.

Given the rural location and nature of the proposal, the development will not have any implications on services.

It is acknowledged that a portable toilet will be located on site for use by participants. Where required, this facility will be pumped out on an as needs basis.

4.6. Greater Hume Development Control Plan 2012

The *Greater Hume Development Control Plan 2012* (“the DCP”) provides specific requirements for development within the LGA, including the subject site.

The following chapters of the DCP are applicable to the proposed works:

- Chapter 4 – Commercial Development
- Chapter 10 – Notification Policy

These matters are addressed in the following sections below.

4.6.1. Variations to Development Controls

There are no variations to the controls of the Greater Hume DCP required as part of the proposed boundary adjustment.

4.6.2. Chapter 4 – Commercial Development

The provisions of Chapter 4 apply to all forms of commercial development within the Shire for which a development application is required.

As the development involves a commercial use (recreation facility (outdoor)) the provisions of this control apply. Notwithstanding, as the development does not involve any construction works or the erection of buildings within a commercial centre, there are no specific controls within the DCP that apply to the land.

4.6.3. Chapter 10 – Notification Policy

Chapter 10 of the DCP refers to Council's Notification Policy. It is expected that the application will be notified in accordance with the requirements of this chapter.

5. Assessment of Environmental Impacts

This section of the SEE identifies potential impacts which may occur as a result of the proposed development and are relevant matters for the consideration of the DA under Section 4.15(1)(b) to (e) of the EP&A Act.

These impacts and mitigating measures have been identified following comprehensive analysis of the site and the proposed plans.

The analysis and impact identification under this section is informed by:

- Site analysis and visual inspection of the subject land and surrounding properties.
- Analysis of the proposed plans for development (provided attached for reference)
- Desktop review of applicable Environmental Planning Instruments
- Consideration of the Councils Development Plans and Policies including the DCP
- Assessment of relevant strategic planning documents.
- Consultation with Council and other authorities

5.1. Context and Setting

The subject land is located within an established rural area and is surrounded by primary production land that is used for broadacre agriculture (grazing and/or cropping), as well as a number of associated rural dwellings, sheds and other farm buildings.

The application seeks approval for a motorcycle training school, which will be located at the rear of the property. The location of this facility has been chosen as it is located at the rear of the site and will be screened by an existing ridgeline that traverses the central portions of the site. Similarly, approval is only sought for the western most motorcycle track and adjacent small junior track and does not propose to use the eastern most track located further up the hill.

Whilst the proposal does not involve an agricultural activity, the proposed use of the land and its relative isolation from other surrounding activities is not expected to adversely affect adjoining broadacre agricultural activities, as well as adjoining and nearby rural dwellings.

This is further supported by the fact that there are no works or physical changes that are sought or envisaged by the proposal.

The front portion of the site will continue to be used for small scale broadacre agriculture and the general context and setting of the area will remain unchanged. See below for further details regarding social and environmental impacts.

5.2. Access, Traffic & Parking

Access to the property is currently via the all weather Granite Hill Road, which connects with the adjoining sealed Urana Road. Access to the proposed training school will be via this access way and is considered capable of accommodating the very moderate traffic volumes envisaged by the proposal, which will be a maximum of up to 5 vehicles.

These vehicles will typically consist of utility vehicles (utes) with parks loaded into tray beds or via small motorcycle trailer. It is noted that Granite Hill Road currently accommodates semi trailers associated with the adjoining agricultural activity, so use of this roadway by domestic vehicles can be adequately accommodated.

Traffic volumes associated with the activity will be limited to parents/patrons entering and exiting the property. Due to the remote location of the property, parents of younger riders remain on-site during training sessions, thereby limiting vehicle movements.

Formalised car parking for up to 6 spaces located adjacent to the Junior track. Where necessary, although considered unlikely, additional informal car parking can be provided on-site given the large size of the property.

Consequently, the development is considered appropriate from a traffic, access and parking perspective.

5.3. Natural Hazards

The subject land is not flood prone or contaminated, however the site is identified as bushfire prone (Vegetation Category 1 and Vegetation Category 3) on the Greater Hume Bushfire Prone Land Map.

Notwithstanding, this is considered appropriate in this instance as no buildings or works are proposed and the use is not classified as a Special Fire Protection Purpose. Consequently, no further assessment is required under the NSW Rural Fire Service Guideline titled Planning for Bushfire Protection Guidelines, 2019.



Figure 10 | Extract of Bushfire Prone Land Map

5.4. Biodiversity

The subject land is within an area identified on the terrestrial biodiversity map of the LEP and contains a sparse selection of planted and scattered native vegetation, namely along fence lines. As outlined above, the proposed activity is located outside of the area mapped as Terrestrial Biodiversity and the site is also not mapped on the NSW Biodiversity Values Map.

5.5. Landscaping

To protect the visual amenity of the surrounding area and to a lesser extent to provide an acoustic buffer, the development will undertake new native perimeter landscaping along the northern and southern boundaries as per the enclosed site plan.

This landscaping will be in addition to the existing well-established landscaping around the perimeter of the site.

5.6. Visual Impact

As outlined above, the proposed motorcycle training facility has been located at the rear of the site and will be generally screened from view by the existing ridgeline, which limits potential views of the facility to only the immediate north and south.

At present, the facility is largely screened to the rear (west) and southern (side) boundaries, however there is limited landscaping located to the north (side), which do currently provide views to and from the facility (denoted by yellow arrows).

To help ensure visual amenity, the applicant proposes to undertake new perimeter landscaping around the edges of the property, as well as to 'fill in the gaps' and provide a visual screen.

These plantings will consist of native species of both trees and medium sized shrubs, which when established will provide a visual screen.

Please note that even though approval is not sought to utilise the eastern most track, the owner still proposes to undertake perimeter landscaping adjacent to this track.

A plan showing this is provided below.

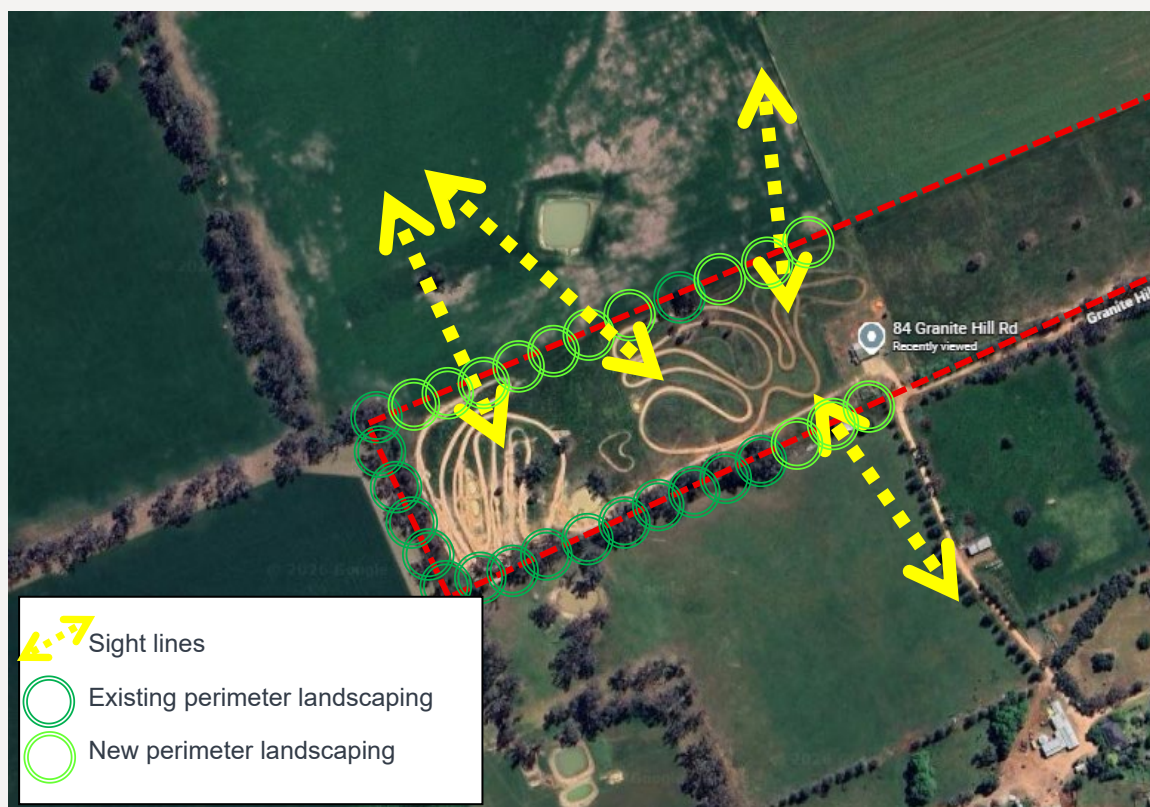


Figure 11 | Visual Amenity (Google Maps 2026)

5.7. Noise

There will be no noise associated with the establishment of the facility (i.e. construction works) as the tracks already exist and no changes are proposed to these tracks.

Matters regarding noise impacts associated with the operation of the facility are one of the key factors that need to be considered as part of this application. In response, an Environmental Noise Assessment (Noise Report) has been prepared by a qualified acoustic engineer (Harwood Acoustics).

A copy of this assessment is included in Appendix B and is summarised below.

The assessment considers the potential environmental noise impacts associated with the proposal on nearby residential receivers and assesses compliance with the relevant NSW noise assessment criteria.

Project-specific noise design goals have been derived with reference to the NSW Environment Protection Authority's (EPA) *Noise Guide for Local Government* (2023) using the intrusive noise assessment methodology and corrections for modifying factors attributed to annoying characteristics in accordance with the *Noise Policy for Industry* (2017).

The nearest residences to the Site are shown in the figure below and their addresses are as follows:-

- R1 – 83 Granite Hill Road
- R2 – 1917 Urana Road
- R3 – Nation Road
- R4 – 2033 Urana Road

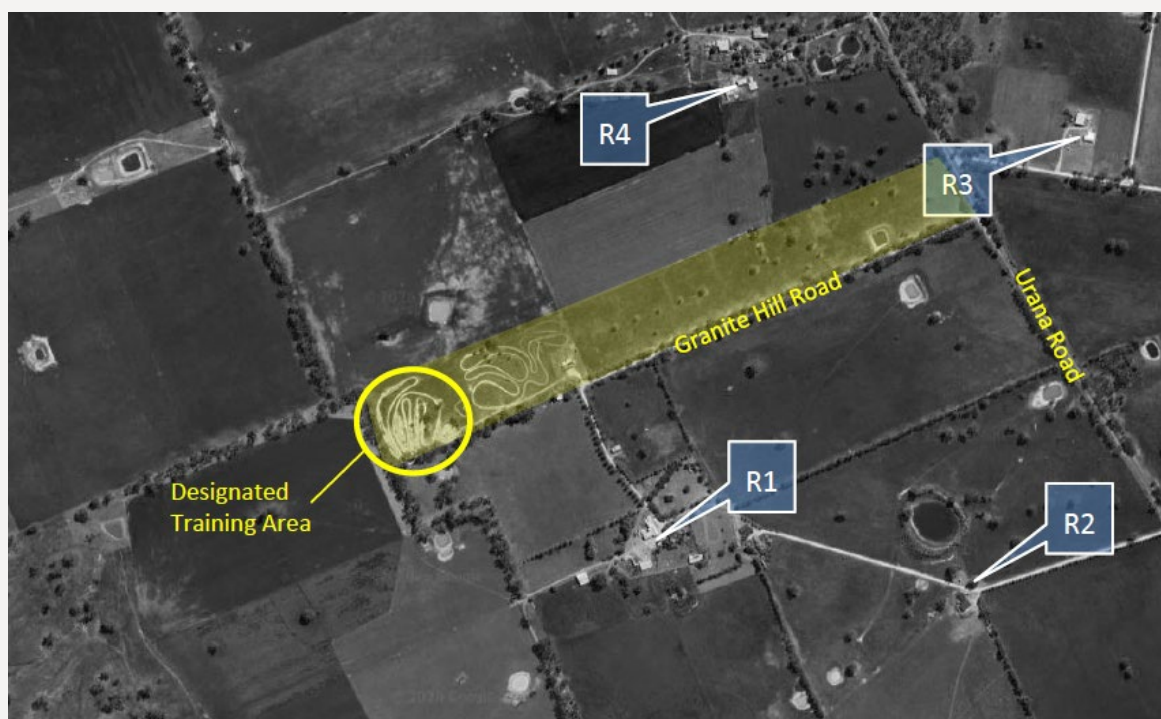


Figure 12 | Sensitive Receptors Map (Harwood Acoustics, 2026)

The above properties identified are representative of the closest residential receptors. Reference to these properties should not be interpreted as implying that consideration has not been given to other nearby residences. Compliance with the noise goals at the receptors identified will ensure compliance at all residences in proximity of the Site.

The Environment Protection Authority (EPA) published the *Noise Guide for Local Government* in June 2023 (the Guide).

It is generally accepted that a noise source is considered to be intrusive if the noise from the source when measured over a 15-minute period (Leq, 15 minute), exceeds the background noise (L90, 15 minute) by more than 5 dB.

The noise from the source is measured or assessed at the most affected point within the residential property boundary, or if that is more than 30 metres from the residence, at the most affected point within 30 metres of the residence.

In order to establish typical noise goals, it is necessary to determine the background noise levels in the vicinity of all potentially affected residential receptors.

The background noise level is defined by the EPA as ‘the underlying level of noise present in ambient noise, generally excluding the noise source under investigation when extraneous noise is removed’.

The criteria and methodology provided in the guideline is derived from the NSW EPA’s *Noise Policy for Industry* 2017. The policy provides minimum rating background noise levels (RBLs) for each period of the day, evening and night. The minimum assumed RBLs result in minimum intrusiveness noise levels. These are shown in Table 2.1 in the Policy and are replicated below.

Table 3 | Minimum assumed RBL’s and project intrusiveness noise levels

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

Noise from dirt bikes is considered to potentially produce tonal characteristics at distant receptor locations in this instance and a + 5 dB penalty is applied to the predicted noise levels.

When all the above factors are considered, the most stringent project specific noise goals are as follows:-

- (35 + 5 =) **40 dBA** Leq, 15 minute during the day time period at all receptor locations.

Harwood Acoustics has prepared a number of noise assessments for and noise surveys at motorsport facilities, including particularly, motocross tracks, enduro events and community clubs throughout NSW.

Previously measured noise levels were used to establish the overall A frequency weighted and octave band sound power levels shown in Table below for the type of bikes to be used at the proposed training school.

Table 4 | Leq Sound Power Levels – 50 to 250 cc Motorbike

Description	Overall dBA	Leq 15 minute Sound Power Levels (dB) at Octave Band Centre Frequencies (Hz)							
		63	125	250	500	1k	2k	4k	8k
Motorbike 250 cc	107	103	107	108	100	97	102	99	93

Computer noise modelling takes the topography of the terrain into account, and all modelling was prepared using *SoundPLAN Noise* Version 9.

The predicted noise levels at each receptor are shown in the table below.

Table 5 | Predicted Leq Noise Levels – Motorbike Training School

Time Period / Description	Predicted Noise Level $L_{eq, 15 \text{ minute}}$ (dBA) at Receptor Locations			
	R1	R2	R3	R4
Noise Goal Night Time	40	40	40	40
Four motorbikes simultaneously	32 – 34	<25	<25	<30
Plus 5 dB penalty for tonality	37 – 39	<30	<30	<35
Complies	Yes	Yes	Yes	Yes

As can be seen above, the development complies with all relevant noise criteria.

Notwithstanding, the enclosed Noise Report still recommends a number of mitigation measures including:

- There should be no bikes greater than 250 cc operated at the training school,
- There should be no more than four (4) bikes operating simultaneously on the track at any one time,
- Students / participants should be advised not to rev engines excessively and to switch off their engines when waiting for their turn,
- There is to be no noise producing at the training school prior to 7 am Monday to Saturday or prior to 8 am on Sundays or after 6 pm on any day.
- Communication with the neighbours is recommended either directly or via social media or website informing of upcoming class times (for example a week or fortnight in advance), advising when they will commence and when they will cease, this provides residents with predictability and providing a phone number to handle queries and complaints, should they arise,
- A complaints register should be maintained, including details of any complaints such as date and time, nature of the complaint and the complainants' details,
- If required, a post approval noise compliance assessment may be carried to ensure the predicted noise levels are achieved, within, for example, 6 or 12 months of commencement of classes.

Consequently, noise modelling and calculations demonstrate that the proposal will readily comply with the adopted project-specific noise criteria at all surrounding residential receivers.

5.8. Infrastructure

The subject land is already serviced with rural infrastructure.

The proposed new use does not require connection to existing services. An on-site portable toilet is proposed to service the use, which will be pumped out as required.

5.9. Heritage

The subject land is neither heritage listed nor fall within a heritage conservation area.

5.10. Cultural Heritage

The subject land is a modified site as discussed above, and the area for development has very little likelihood of any items of containing cultural heritage.

In the unlikely event that the applicant does identify or uncover archaeological items during works, the items will be left in place and appropriate protocols for dealing with such instances will be observed ('unexpected finds protocol').

5.11. Soils & Erosion

No additional earthworks are proposed as part of the application as the motorcycle tracks already exist. These tracks have been constructed, formed and appropriately graded to avoid erosion and where necessary are reformed or altered where required.

5.12. Social & Economic Impacts

As demonstrated throughout this report, the proposed motorcycle training school is not expected to adversely affect the surrounding residential properties or agricultural landholdings. More specifically, the development has addressed the following:

- Visual amenity – the proposed development will be screened via perimeter landscape plantings.
- Traffic – the development will generate only very modest additional traffic (5 private vehicles) at a time. These vehicles will utilise existing established public roads, will enter and exit the site in a forward direction and will all be parked on-site.
- Noise – a noise impact assessment has been prepared, which has confirmed that the proposed motorcycle training school achieves the relevant noise requirements of the NSW Environment Protection Authority's (EPA) Noise Guide for Local Government (2023) and NSW Noise Policy for Industry (2017).

Similarly, the proposed works will have a generally positive economic impact as the development will support local employment and will also support other local and associated businesses through expenditure and patronage.

5.13. Suitability of the Site for Development

The subject land is considered an appropriate location for the proposed motorcycle training school as it is largely isolated from other nearby sensitive receptors. The subject land is not currently used for any high quality productive agricultural activity and its partial use for a recreation facility outdoor will not remove productive agricultural land from the natural resource base.

Similarly, the proposed use of the land as proposed is not expected to adversely affect any adjoining properties in terms of social or environmental impacts as demonstrated above.

Therefore, the subject land is considered suitable for the proposed activity and the development generally represents an orderly and appropriate planning outcome.

5.14. The Public Interest

The public interest is a broad consideration relating to many issues and is not limited to any one particular issue. Taking into account the full range of matters for consideration under Section 4.15C of the EP&A Act (as discussed within this report), it is considered that approval of the application is consistent with the public interest.

The development of land in an orderly and economic way is in the public interest.

6. Conclusion

The Development Application seeks consent for a Recreation Facility (Outdoor)(Motorcycle Training School) at land described as Lot 163, DP753342 and addressed as 84 Granite Hill Road, Burrumbuttock.

The application seeks development consent under Part 4 of the EP&A Act and has been assessed against the provisions of Section 4.15(1) of the EP&A Act.

As demonstrated by the detailed assessment above, the proposal satisfies the intent of the provisions of the applicable EPIs and will result in a positive development outcome in terms of social, environmental, and economic impacts.

Having regard for the content of this report, the proposal deserves the support of Council because:

- it is generally consistent with the relevant environmental planning instruments and development control plan;
- it is consistent with the relevant standards of the Greater Hume Development Control Plan;
- it represents orderly development of land and seeks to formalise an existing activity;
- it will have no environmental impacts as it does not propose to remove any trees and will not be located on sensitive biodiversity land;
- it is not expected to have any adverse social impacts, specifically in regards to traffic, visual amenity and noise following the completion of a noise assessment, which confirms that the works comply with the relevant noise requirements; and
- it does not result in any changes to the provision of availability of infrastructure or services.

In light of the above considerations, it is our opinion that the proposal is appropriate from a planning point of view and is in the public interest. The proposed development warrants support by Council.

Appendix A: Proposed Site Plan

Appendix B: Environmental Noise Assessment
