

Attachment F: Summary of Submissions

Recreation Facility – Outdoor – BlackRock Motor Park - DA/1556/2017

The following tables provide an overview of the issues raised in response to the notification periods. Issues have been summarised into the main issues and grouped into the tables. To provide further detail common themes have been listed within each grouping.

Submissions Against

Issue	Comment
Noise Impacts on nearby residents Impacts on outdoor lifestyle Background noise modelling should be taken at times of minimal background noise in locality Constant impacts from long hours of operation every day of the year Has correct criteria been utilised to measure intrusiveness between 6pm-8pm Noise assessments undertaken are flawed and do not give accurate representation of impacts. Speeds of 130km/h in noise modelling are inadequate Noise impacts on the nearby suburb of Teralba appear to have been ignored Additional impacts from go karts, skid pan and 4WD training Additional impacts from other noise associated with track such as tuning cars,	<p>The Noise Impact Assessments (RAPT Consulting, July 2018 and October 2018), report on assessment of potential acoustic impacts from the use of the development track circuit.</p> <p>The report demonstrates noise generated from activities on the track are able to achieve compliance with the Noise Policy for Industry (2017) (operational noise criteria) on the basis a cumulative sound power level of the track operating at one time stays within acceptable limits. The Noise Policy for Industry now supersedes the NSW Industrial Noise Policy.</p> <p>Noise measurements were carried out in accordance with the procedures set out in the Noise Policy for Industry for determining existing background noise levels and subsequent operational noise criteria.</p> <p>The primary purpose of the skid pan is for driver training activities during the day under the supervision of an instructor. The go karts are electric and the 4WD track is restricted to one activity per month, with limited vehicles at low speed and in dry conditions in accordance with recommended condition of consent.</p> <p>A Noise Management Plan is required as a condition of consent to be prepared for the development to include operational measures for noise management to comply with criteria, including measures such as sound testing procedures for vehicles prior to participating in activities on the track; a noise monitoring network and program, and record keeping of vehicle tests.</p> <p>Hours of operation of the track are restricted to 8:00am to 5:00pm (winter) and 8:00am and 6:00pm (summer), which includes <u>all</u> noise generating activities associated with the track.</p>

warm down activities and revving engines.	
Noise Impacts on learning for children at Wakefield School (special needs) Impacts on fauna Impacts on domestic and rural animals. Impacts from other activities on site (non-track) An effective acoustic barrier should be provided along the western side of the track	<p>The Department of Education (Newcastle) has been notified twice regarding the application and a representative contacted the assessing officer to discuss detail of proposal. No formal submission has been submitted.</p> <p>The Wakefield School is located further to the west of the receivers utilised for the noise assessment and no adverse impact is anticipated to the school community.</p> <p>A Peer Review has been submitted in regards to potential noise impacts on fauna, which has concluded fauna would not be unacceptably impacted should activities be restricted to daytime hours (reflected in amended hours of operation).</p> <p>Night-time functions will be held within the ground level function area of the Visitor's Centre, where accommodation rooms are located above at first floor level. Given the distance to residential properties, the accommodation on site would be the nearest sensitive receptor and proportion of function guest likely to be staying on site with staggered times of leaving the function centre area, unacceptable impacts to nearby residents are unlikely.</p> <p>A condition of consent is recommended that the Noise management Plan provide specifications for the use of amplified music from the function centre and that all amplified music comply with relevant standards and regulations for noise control.</p> <p>A 1m high barrier will be constructed along sections of the track as illustrated on the Whole Site Masterplan. This barrier is not designed primarily as a noise attenuation barrier (safety function), with noise mitigation and minimisation measures provided through operational means as identified in the noise impact report and to be detailed in the Noise Management Plan.</p>
Traffic Capability of local roads to accommodate additional traffic Impact on intersection of Rhondda and Wakefield Roads	<p>A Traffic Impact Assessment prepared by SECA Solution, dated August 2017 has been submitted with the application. The report concludes existing intersections and the local road network in proximity of the site have the capacity to absorb additional traffic generated by the development.</p>

<p>Traffic Impact Assessment has not been carried out for Miller Road</p> <p>Road safety concerns from increased traffic and access to site</p> <p>Impacts to road users (other than vehicles), particularly the Great North Walk</p>	<p>Direct access is not provided to the development off Miller Road. Miller Road feeds into Wakefield Road from the south.</p> <p>Any traffic generated along Miller Road is included in the modal split of traffic generation assumptions in the report of 60% traffic generation of an origin/destination to the south along Wakefield Road (including vehicles from Cessnock, West Lake Macquarie, the Central Coast and Sydney).</p> <p>The busiest scenario for the operation of the development is in the order of 300 trips per day (150 inbound and 150 outbound), with additional impacts in regard to traffic, safety and traffic noise expected to be minimal.</p>
<p>Flora and Fauna</p> <p>Impacts on threatened species from noise and habitat destruction</p> <p>The site forms part of a green corridor in which fauna can shelter between the freeway and built up areas of the city</p> <p>The property should be subject to an E2 Environmental Conservation zoning to preserve threatened flora and fauna species as indicated by environmental surveys</p>	<p>An Ecological Assessment was submitted for the original assessment, with additional reporting submitted throughout the assessment process as the proposal has been amended to address concerns regarding the extent of clearing of native vegetation.</p> <p>The report includes an ecological impact assessment and seven-part test to ascertain whether the development would constitute a significant impact on known threatened species, populations and ecological communities on site and the wider locality.</p> <p>A supplementary ecological review was also undertaken by Forest Fauna Surveys Pty Ltd, which includes a literature review on impact of acoustic noise on wildlife.</p> <p>The reports identify that the proposal is unlikely to have significant impact on the threatened species assessed, with track activities restricted to daylight hours.</p> <p>Clearing of the site has been reduced under the amended proposal to retain acceptable widths of mapped native vegetation corridors.</p> <p>Areas of the site are zoned E2 Environmental Conservation, with limited development restricted to already cleared areas within this zoning proposed as detailed in the assessment report. An offset area (Squirrel Glider habitat) will be provided in the north-western portion of the site, conditions of consent apply in this regard.</p>
<p>Construction</p> <p>Impacts of noise, vibration and dust during</p>	<p>Conditions of consent are recommended regarding noise, vibration and dust suppression</p>

construction phase	during construction.
Bushfire Risk Additional people in locality to evacuate in the event of bushfire	<p>A Bushfire Risk Assessment, prepared by MJD Environmental, (2017) was submitted and has assessed the bushfire hazards and potential threats relevant to the proposal.</p> <p>The application has been referred to NSW Rural Fire Service (RFS) as special fire protection development. NSW RFS have provided general terms of approval for the development, which include requirements for the preparation of an emergency evacuation plan in accordance with <i>Planning for Bushfire Protection (2006)</i>, is included as a condition.</p>
Safety and Security Intoxicated persons ejected from the facility present security risk for residents and safety risk for roads Potential for serious accident on site that could result in serious injury or death of a user or staff member of the facility or resulting in a fire Remoteness of emergency services in the locality. Mine subsidence concerns.	<p>The facility will obtain and operate in accordance with a liquor licence under the Liquor Act 2007.</p> <p>An Emergency Centre will be constructed as part of the development as identified on the plans. The facility will be required to operate in accordance with requirements.</p> <p>The facility is required to be constructed and operated in accordance with all relevant legislation and best practice safety requirements. A condition of consent recommended.</p> <p>Consultation has been carried out with Subsidence Advisory NSW throughout the assessment process, with General Terms of Approval issued 18 September 2018 and included as a recommended condition of consent.</p> <p>Geotechnical and slope stability assessments have been carried out for the development.</p>
Contamination Air quality concerns in locality. Potential for air, water and soil contamination from the development, beyond the site boundaries. Contamination and potential failure of on-site sewerage system. Such a large facility	<p>Council's Sustainability Department has reviewed the proposal, having regard to the <i>National Environment Protection (Ambient Air Quality) Measure, Protection of the Environment Operations Act</i> (and regulations), and Council's <i>Development Control Plan</i>. The main pollutants of concern for car tracks is deposited dust (from unsealed roads and car wear and tear); and particulate and gaseous exhaust emissions, which would be limited to residential sensitive receptors, given the particular development and site conditions. This is discussed in more detail under the assessment report.</p>

<p>should be connected to Hunter Water for water supply and sewer.</p>	<p>A requirement for recording of complaints received in regards to emissions, pollution or air quality, is recommended to be included in the Operational Management Plan required as a condition of consent for the facility.</p> <p>A Sewage pumping station is illustrated on the plans to be installed on site, with sewerage to be pumped into the Hunter Water reticulated system (connection point on Wakefield Rd) under the amended proposal.</p> <p>Hunter Water reticulated water will be made available to the development (supply connection point in Barnsley).</p>
<p>Other Issues</p> <p>Expansion and intensification of track and activities in the future would lead to increase in noise impacts.</p> <p>Long term financial viability of the project may lead to significant departures from the current DA in regard to intensification or change of operations for the development.</p> <p>Facilities should be available for local residents, who are impacted but provided no benefit.</p> <p>Facilities and activities proposed are already existing elsewhere in the region.</p> <p>Increase in accommodation on site under amended proposal and BlackRock Village looks like it is intended as residential multi-dwelling housing.</p> <p>Non-compliant with zonings and zone objectives.</p> <p>Impact on property values in the area.</p>	<p>The development will be required to operate in accordance with any development consent (and associated conditions) issued by the determining authority. Any intensification of the site use or additions to the facilities on site will be subject to a further application to Council for appropriate assessment and determination. This application cannot be refused solely based on potential for an expansion or the intensification of the facility.</p> <p>Public track days will be available as a scheduled activity and the go-karts, playground and café will be able to be utilised by the public.</p> <p>The development as a whole is unique and will be the first of this type of recreation facility in Australia.</p> <p>The accommodation provided in various forms over the site has been assessed as being ancillary to the dominant use proposed of the Recreation Facility (Outdoor) as discussed in the report. A condition of consent is recommended the accommodation on site be used only in conjunction with activities on the site.</p> <p>The BlackRock Village provides “loft” level accommodation above garaging to provide for members to stay for short periods of time. The double garage at ground level provides for storage of one track vehicle and one private vehicle.</p> <p>A condition of consent is recommended to stipulate the village structures shall only be utilised for short stay accommodation and not permanent residency or any other business or commercial use.</p> <p>Permissibility for the development is provided either through the various zones over the site</p>

	<p>and the clause 5.10 (10) Conservation Incentives of LEP 2014, as discussed in detail in the assessment report.</p> <p>Property values are not a required consideration under s4.15 of the Environmental Planning and Assessment Act 1979.</p>
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Submissions in Support

Issue	Comment
Economic benefits and flow on effects to other businesses	<p>An Economic Impact Assessment (EIA) has been provided for the development. The construction and operation of the development is likely to create positive impacts on both total output and employment for Lake Macquarie and the region.</p> <p>With construction costs of approximately \$30 million over two years, there will be direct and indirect benefits to local business.</p> <p>Upon completion, the development is anticipated to employ 44 full time equivalent jobs in areas of management, driver training, maintenance, security and hospitality, estimated to be worth \$5.2m in wages. The EIA conservatively estimates that 50% of employees will be residents living in Lake Macquarie, which will have positive flow on effects to local businesses.</p>
The development will be beneficial for tourism	The development is expected to attract 25,000 visitors annually, largely from outside the LGA. Additional visitation to Lake Macquarie is expected to generate flow on spending, with subsequent multiplier effects.
The development will promote Lake Macquarie as a vibrant and prosperous regional economy	The proposed development provides for adaptive reuse of a highly constrained, former mining site, which was a significant employment generator for the local and regional economy. The reuse of the site with a unique facility, not likely to be replicated regionally or broader a field, will assist in providing opportunities that do not exist in other areas which can lead to a more vibrant and prosperous local and regional economy.
Development provides a safe environment to drive fast	The development will provide a safe and regulated environment for motor enthusiasts to engage in a motoring experience.