

Notice of decision

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant infrastructure
Application number and project name	SSI 10048 Sydney International Speedway
Applicant	Sydney Metro
Consent Authority	Minister for Planning and Public Spaces

Decision

The Minister for Planning and Public Spaces has, under s5.19 of the *Environmental Planning and Assessment Act 1979 (the Act)* approved the infrastructure application subject to the recommended conditions.

A copy of the infrastructure approval and conditions is available [here](#).

A copy of the Planning Secretary's Assessment Report is available [here](#).

Date of decision

23 December 2020

Reasons for decision

The following matters were taken into consideration in making this decision:

- the matters listed in the statutory context section of the Planning Secretary's assessment report
- the objects of the Act
- the considerations under s 7.14(2) and 7.16(3) of the *Biodiversity Conservation Act 2016 (NSW)*;
- all information submitted to the Department during the assessment of the application
- the findings and recommendations in the Planning Secretary's Assessment Report; and
- the views of the community about the project (see **Attachment 1**).

The findings and recommendations set out in the Planning Secretary's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for approving the application are as follows:

- key benefits provided by the project include:
 - the creation of a motorplex for the NSW motorsport racing community
 - a new world class speedway to cater for local, regional, national and international racing events to grow speedway racing in NSW
 - allowing for speedway racing to relocate before removal of the current speedway facility at Clyde is resumed for Sydney Metro West construction (if approved)
 - supporting the operation of existing commercial facilities within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports.
- the project is consistent with a range of NSW Government policies and strategies, including:
 - *A Metropolis of Three Cities – the Greater Sydney Region Plan* (Greater Sydney Commission 2018)
 - *Central District Plan* (Greater Sydney Commission 2018)
 - State Environmental Planning Policy (Western Sydney Parklands); and
 - Western Sydney Parklands Plan of Management 2030
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through the Proponent's response to submissions, changes to the project and the recommended conditions of approval
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Environmental Impact Statement was publicly exhibited from 19 August 2020 to 16 September 2020 (29 days) and 37 submissions were received, of which nine were from State and local agencies, five from special interest groups and organisations, and 23 from community submitters.

The key issues raised by the community (including in submissions) and considered in the Planning Secretary's Assessment Report and by the decision maker include traffic and parking, noise, dust deposition and biodiversity impacts. Other issues are addressed in detail in the Planning Secretary's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><u>Traffic and transport</u></p> <ul style="list-style-type: none"> consideration of public transport/turn-up and go services to and from course requested. parking capacity compared to the venue capacity. parking capacity for concurrent events at the speedway and dragway. the capacity of the pit area and pit bays provided to manage the number of vehicles that would be present during an event. dedicated parking for competitors and officials should be provided. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Public transport and on-demand service provision would be investigated as part of measures to manage major events. Public transport may be implemented by the speedway operator during major concurrent events. Sufficient parking would be provided for spectators and competitors during both minor and major speedway events and for minor concurrent events. The operators of the WSPT/speedway and dragway have agreed times throughout the year, during which they would have exclusive use of all carparking provided. Parking would be designed in accordance with relevant design, engineering and safety guidelines. Pit areas have been designed to accommodate 150 competitors, with approximately 30-40 competitors using semi-trailers to transport vehicles. This is comparable with the current venue. During concurrent major events, traffic management measures and carpark sharing would be managed through a Major Events Operation Plan and could include temporary road closures, use of traffic controllers, shuttle services or public transport and other measures to ensure the orderly access and egress. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> The Proponent must not operate concurrent events until the Major Events Operation Plan has been developed.
<p><u>Noise and vibration</u></p> <p><i>Construction</i></p> <ul style="list-style-type: none"> Construction noise should cease by 10pm and an outline of construction hours was requested. <p><i>Operation</i></p> <ul style="list-style-type: none"> Requests for noise curfews during events to reduce noise impact to nearby neighbourhoods. Noise restrictions on the speedway would require events to end by 10pm and would impact upon the running of events. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Construction is proposed 24 hours a day and 7 days a week. Expected noise impacts would unlikely exceed noise management levels at residential or sensitive receivers due to the significant distance to closest receivers. Events would occur between 6 pm – 10 pm, however there may be infrequent occasions where incidents on the track or track maintenance activities result in racing extending beyond 10 pm. This is consistent with events held at the current location by the dragway at the motorsport park. Noise generated by speedway events is expected to be lower than those generated by dragway events. Acoustic treatment is proposed for affected residents to the south of Precinct 5 where target levels may be exceeded. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> Noise impacts associated with the Sydney International speedway would be mitigated through the installation of at-property noise treatment. All permanent noise treatment must be installed as soon as practicable, where it would not be affected by construction, to provide benefits during construction and operation. Active and ongoing consultation, at source and at property mitigation, and coordinating and scheduling work to provide respite must be applied to manage noise impacts. Operational noise mitigation measures are subject to review and compliance monitoring once events commence and completed within 12 months.

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<p><u>Dust deposition</u></p> <ul style="list-style-type: none"> The speedway track may increase dust deposition in the dragway braking zone and affect safe operation. Impacts of clay choice and binding agent for dust suppression on track performance and safety. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> A dust screen and tree planting would be installed between the speedway and dragway to attenuate dust and minimise deposition on the dragway. Active dust management is proposed during construction and operation, including watering of the speedway. Permanent dust monitoring stations would be installed across the project site and at the dragway to establish dust deposition trigger levels in consultation with the dragway operator and appropriate proactive and reactive measures developed to ensure safe operating conditions. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> The Proponent has committed to undertaking track material sampling and testing of clay types to determine an appropriate track surface taking into consideration safety and performance with guidance from Speedway Australia and WSPT/speedway operator. Construction and operation of the speedway must ensure the safety of dragway competitors and spectators.
<p><u>Project design</u></p> <ul style="list-style-type: none"> The design, location and setback of spectator seating and viewing areas are not optimal to speedway racing. The design does not cater for other motor-sport disciplines. The design and length of the track may cause potential issues for both spectators and drivers, such as harder corner braking. Consider an underground tunnel from the pit area to the infield. Seating capacity of the speedway does not reflect the benefits of the relocation. The grandstand should be easily accessible by a variety of abilities. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Proponent has changed the grandstand and seating by removing a large covered area and replaced it with grass adjacent to the proposed fenced children's playground. The design allows for a variety of vehicles and motorcycles to use the track. The speedway operator and the Western Sydney Parklands Trust would be responsible for determining the use of the site by other motor-sport disciplines. The design was developed in consultation with Speedway Australia and uses national and international best practice and is compliant with Speedway Australia's 5-star track standards. The design also allows alteration of the track bank desired. A tunnel access would result in drainage and vehicle access issues due to elevation differences between the pit and infield. The current design allows for safe and uninterrupted access between the pit area and the infield. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> The project would be designed to comply with the requirements of the <i>Disability Discrimination Act 1992</i>. The project must be designed and built in consultation with the Western Sydney Parklands Trust and Council. The design is required to have regards to the Western Sydney Parklands SEPP, the <i>Western Sydney Parklands Urban Design Manual (2020)</i>, <i>Better Placed</i> (NSW Government Architect, 2017) and the principles of green infrastructure and outcomes in the draft Greener Places policy (NSW Government Architect, 2020).
<p><u>Socio-economic impacts</u></p> <ul style="list-style-type: none"> Stopping speedway events when dust trigger levels are exceeded may result in events not being completed. Construction will impact racetracks in Construction Area 7. Education should be provided on speedway in conjunction with facilities connected to the sport. Speedway provides opportunities to ensure local businesses benefit from construction. Site should be used for venue hire, track hire, powered sites for caravans and motorhomes to allow the speedway operator other income sources outside of raceways. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Dust levels would be monitored during construction and trigger levels which when reached would require other reactive actions to be implemented to ensure the safety of dragway operations. Trigger levels and actions would be developed in consultation with Sydney Dragway. The project would potentially provide additional benefits to local businesses on Peter Brock Drive servicing the construction industry and speedway racing The racetracks used in Construction Area 7 were sub-let by the dragway to third parties. Sydney Dragway has now surrendered the lease to this area. Any arrangements are between the dragway operator and other parties and outside of the scope of this project. Ability to provide access for these uses are subject to the master planning work being led by the Western Sydney Parklands Trust. Construction of the speedway is expected to generate up to 150 full time jobs. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> Proactive measures such a mesh fence and planting of a vegetative screen between the speedway and the dragway would occur be constructed early and other ongoing active measures such as watering of

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	<p>the speedway track and dust monitoring would be the responsibility of the speedway operator and a requirement of the lease with Western Sydney Parklands. These measures could also include stopping speedway events until safe conditions can be assured as an option of last resort, however events occurring concurrently would be limited.</p> <ul style="list-style-type: none"> • Future use of the speedway, including for education and venue hire would be managed by the speedway operator and the Western Sydney Parklands Trust and is outside the scope of this application.
<p><u>Visual impact</u></p> <ul style="list-style-type: none"> • Negative visual impact of the stockpile in Construction Area 7 on nearby businesses. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The Proponent has revised the proposed construction methodology which has resulted in the reduction in height and scale of the stockpile in Construction Area 7. The stockpile would not be out of context with the surrounding stockpiles associated with commercial operations adjacent, including the Austral Brickworks. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> • The revised stockpile height of approximately 3-4 metres would have a negligible visual impact to nearby businesses.
<p><u>Greenhouse gas, climate change and energy</u></p> <ul style="list-style-type: none"> • Support for inclusion of solar power, smart lighting. • Absence of wind generators was noted, and storage batteries were recommended. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • Solar would be the most appropriate renewable energy source for the development and that wind generators and battery storage was not considered feasible. • Further solar capacity has been identified, with an additional 400 kW to be provided on the pit garage roofs. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> • The Department supports the proposed installation of energy efficient and renewable energy systems.
<p><u>Environmental management</u></p> <ul style="list-style-type: none"> • On-going environmental management is supported, including litter control, noise and odour monitoring and additional planting of trees. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • Ongoing operational maintenance and environmental management would be guided by an operational environmental management plan. • Noise monitoring would be undertaken to identify impacts to receivers and ensure that mitigation achieves the anticipated outcomes. • The Proponent has committed to planting approximately 1000 new trees to offset the loss of 148 canopy trees. This will also offset potential heat island effects created by additional hard surfaces. <p><i>Recommended Conditions/Responses</i></p> <ul style="list-style-type: none"> • Industry best practice measures to manage air quality, noise and waste management would be employed as outlined in the EIS and management plans developed with appropriate management measures for the issues of concern included for both construction and operation.