



# Sydney International Speedway

---

State Significant Infrastructure Assessment  
SSI 10048

December 2020



Published by the NSW Department of Planning, Industry and Environment

[dpie.nsw.gov.au](http://dpie.nsw.gov.au)

Title: Sydney International Speedway

Subtitle: State Significant Infrastructure Assessment SSI 10048

*Cover image: Sydney International Speedway Environmental Impact Statement Cover Photo (Source Sydney Metro)*

---

© State of New South Wales through Department of Planning, Industry and Environment 2020. You may copy, distribute, display, download and otherwise freely deal with this publication for any purpose, provided that you attribute the Department of Planning, Industry and Environment as the owner. However, you must obtain permission if you wish to charge others for access to the publication (other than at cost); include the publication in advertising or a product for sale; modify the publication; or republish the publication on a website. You may freely link to the publication on a departmental website.

Disclaimer: The information contained in this publication is based on knowledge and understanding at the time of writing (December 2020) and may not be accurate, current or complete. The State of New South Wales (including the NSW Department of Planning, Industry and Environment), the author and the publisher take no responsibility, and will accept no liability, for the accuracy, currency, reliability or correctness of any information included in the document (including material provided by third parties). Readers should make their own inquiries and rely on their own advice when making decisions related to material contained in this publication.

# Glossary

Abbreviation	Definition
<b>Council</b>	Blacktown City Council
<b>Crown Lands</b>	Crown Lands, DPIE
<b>Department</b>	Department of Planning, Industry and Environment
<b>DPI</b>	Department of Primary Industries, DPIE
<b>EESG</b>	Environment, Energy and Science Group, DPIE
<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	Environment Protection Authority
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EP&amp;A Regulation</b>	Environmental Planning and Assessment Regulation 2000
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
<b>ESD</b>	Ecologically Sustainable Development
<b>FIM</b>	Fédération Internationale de Motocyclisme
<b>Heritage</b>	Heritage NSW, Department of Premier and Cabinet
<b>Minister</b>	Minister for Planning and Public Spaces
<b>SEARs</b>	Planning Secretary's Environmental Assessment Requirements
<b>Planning Secretary</b>	Secretary of the Department of Planning, Industry and Environment
<b>RtS</b>	Response to Submissions
<b>SRD SEPP</b>	State Environmental Planning Policy (State and Regional Development) 2011
<b>SSI</b>	State Significant Infrastructure
<b>TfNSW</b>	Transport for NSW
<b>WSP</b>	Western Sydney Parklands
<b>WSP SEPP</b>	State Environmental Planning Policy (Western Sydney Parklands) 2009

# Executive Summary

Sydney Metro (the Proponent) is seeking approval to construct the Sydney International Speedway (the project). The project includes the construction of a new speedway car and motorcycle racing track, a racing competitor's pit area, workshops/garages for pit crews, a grandstand for 3750 spectators, terraced seating for 7000 spectators, dedicated parking for both patrons of speedway events and Sydney Dragway (the dragway) events, as the site is currently used for dragway parking. Operational support infrastructure including fencing, fire safety equipment, stormwater, drainage and communication network infrastructure would also be provided.

The project complies with the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is consistent with Government priorities and transport planning framework. It is State significant infrastructure (SSI) under section 5.12 of the EP&A Act. The Minister for Planning and Public Spaces is the approval authority.

The potential environmental impacts of construction and operation are considered acceptable, subject to implementation of appropriate mitigation and management measures, and enforcement of the Department's recommended conditions of approval.

## Engagement with the community

The Secretary's Environmental Assessment Requirements (SEARs) were prepared in consultation with regulatory agencies and the Environmental Impact Statement exhibited from 19 August 2020 to 16 September 2020 (29 days). 37 submissions were received from 37 submitters during the exhibition period. Nine were from State and local agencies, five from interest groups and 23 from community submitters. Fourteen submissions support, four objected to and 19 commented on the project.

No community information sessions were held due to COVID-19 restrictions. The Department visited the site in October 2020 to obtain an understanding of the surrounding environment, its sensitivities and issues raised in submissions. The project team met with Western Sydney Parklands Trust to understand local issues and the operational management of the speedway.

Key issues raised by the community included air quality and dust impacts on Sydney Dragway, traffic and parking impacts, noise impacts and the impacts of a curfew on the operation, and the design of spectator viewing areas and the track.

## Key assessment issues

### *Air quality*

The project would result in minor increases in air pollutants during construction, and dust on the adjoining dragway may impact its safe operation. The Proponent has committed to establishing dust monitors around the dragway and safe operating dust trigger levels in consultation with the dragway operator to ensure proactive management of dust. Additional mitigation and management measures have been committed to including regular wet-down of tracks and loose soil, vegetation planting and installation of a vertical mesh screen.

The Department supports the Proponent working to establish safe operating dust levels with the dragway operator. The Proponent must also implement the management measures listed above as

soon as practicable during construction to allow for dust deposition to be minimised across both construction and operation.

#### *Biodiversity*

A small area containing threatened ecological communities under the *Biodiversity Conservation Act 2016* (BC Act) would be affected. The project has been designed to avoid impacts to biodiversity, and reduced the total amount of clearing of threatened ecological communities from 0.6 hectares to 0.3 hectares. The vegetation on site is highly disturbed and does not support large expanses of intact native vegetation with high biodiversity value.

The Department has recommended conditions of approval which identify the ecosystem and species credits required to be retired by the Proponent and that clearing of vegetation not occur until the relevant credits have been retired.

#### *Traffic and transport*

The project would have temporary impacts on the surrounding road network and parking during construction, however these impacts can be managed through standard management measures.

During operation, concurrent minor events at the speedway and the dragway (500 to 1500 spectators at each event) would result in minor delays of five to ten seconds in the surrounding traffic network before and after events. No road upgrades are considered necessary. The increase of traffic on event days and minor concurrent events with the dragway can be managed by employing standard measures which would be outlined in an Operation Traffic Management Plan.

The Proponent identified that the Western Sydney Parklands Trust would prepare a Major Events Operation Plan to outline measures to manage the noise, dust, parking and traffic impacts of major concurrent events. Event specific traffic management plans would be prepared under the Major Events Operation Plan and would detail additional traffic management measures including temporary road closures and public transport considerations. The Department has recommended a condition that the running of major concurrent events not commence until the Major Events Operation Plan has been prepared and implemented by the Western Sydney Parklands Trust.

#### *Noise and vibration*

Construction is proposed to be undertaken for 24 hours per day, seven days per week but would have negligible noise impacts at residences and other sensitive receivers. The operation of the speedway would have noise impacts at residences and sensitive receivers.

The Department has recommended conditions that the Proponent install at property treatment to address operational noise at the earliest possible time during construction, to ensure that the noise mitigation benefits could be provided during both construction and operation.

# Contents

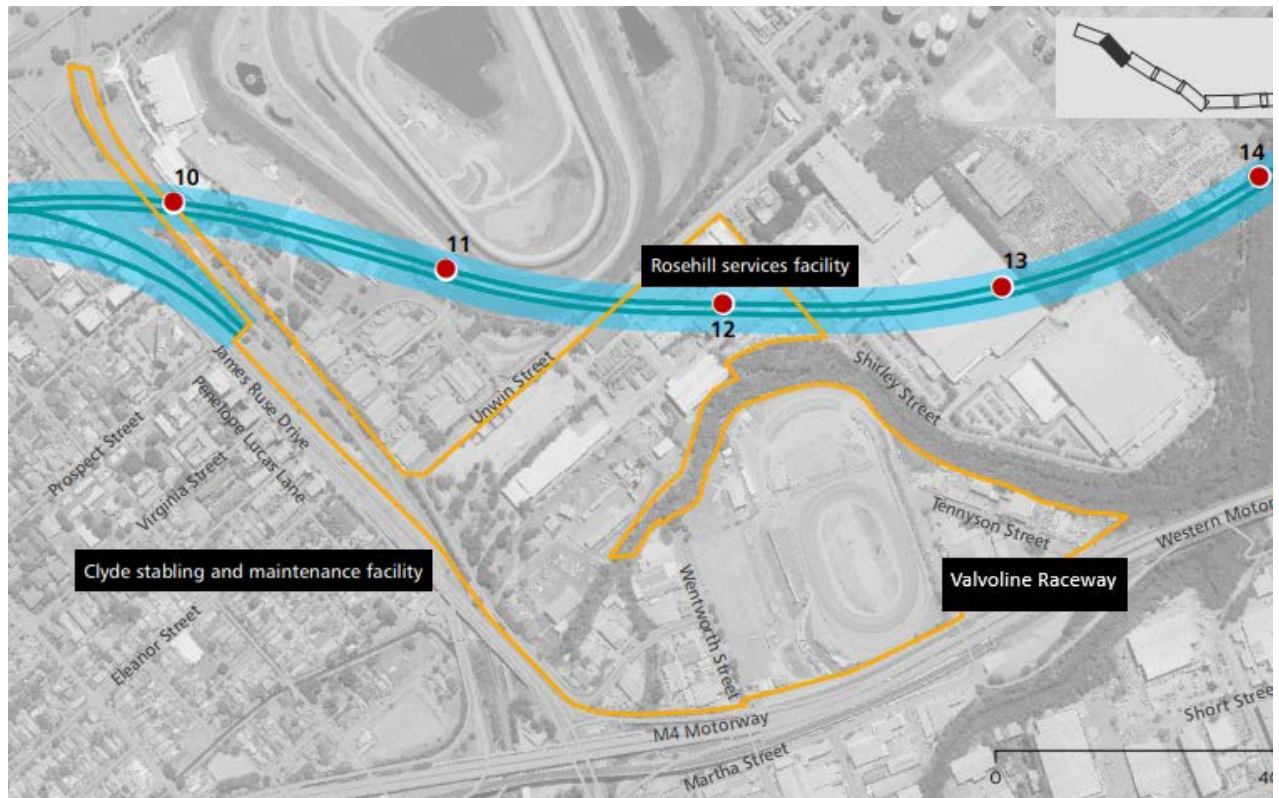
<b>1</b>	<b>Introduction .....</b>	<b>1</b>
<b>2</b>	<b>Project.....</b>	<b>3</b>
2.1	Project Overview .....	3
2.2	Physical Layout and Design.....	4
2.3	Timing.....	4
2.4	Related development.....	5
<b>3</b>	<b>Strategic context.....</b>	<b>7</b>
3.1	Project Justification.....	7
3.2	Strategic Justification.....	7
3.3	Project Alternatives.....	8
<b>4</b>	<b>Statutory Context.....</b>	<b>10</b>
4.1	State significance .....	10
4.2	Permissibility .....	10
4.3	Other approvals.....	10
4.4	Mandatory matters for consideration.....	10
4.5	Biodiversity Development Assessment Report.....	12
<b>5</b>	<b>Engagement.....</b>	<b>13</b>
5.1	Department's engagement.....	13
5.2	Summary of submissions.....	13
5.3	Key issues raised – government agencies and council.....	14
5.4	Key issues raised – community, special interest groups and organisations.....	15
5.5	Response to Submissions and Amendment Report .....	17
<b>6</b>	<b>Assessment .....</b>	<b>19</b>
6.1	Air quality .....	19
6.2	Biodiversity.....	22
6.3	Traffic, transport and parking .....	26
6.4	Noise and vibration.....	31
6.5	Other issues.....	34
<b>7</b>	<b>Evaluation.....</b>	<b>41</b>
<b>8</b>	<b>Recommendation.....</b>	<b>42</b>
<b>9</b>	<b>Determination.....</b>	<b>43</b>
	<b>Appendices .....</b>	<b>44</b>
	Appendix A – List of referenced documents .....	44
	Appendix B – Environmental Impact Statement.....	45
	Appendix C – Submissions .....	46

Appendix D – Response to Submissions.....	47
Appendix E – Amendment Report.....	48
Appendix F – Community Views for Draft Notice of Decision .....	49
Appendix H – Recommended Conditions .....	52



# 1 Introduction

Speedway racing in Sydney currently operates out of a site at Clyde (known as the Valvoline Raceway). The Sydney Metro West project (SSI 10038) proposes to construct and operate a stabling and maintenance facility on the land occupied by Valvoline Raceway (as seen in **Figure 1**).



**Figure 1 | Clyde Stabling Facility – Metro West (Source: Sydney Metro West EIS)**

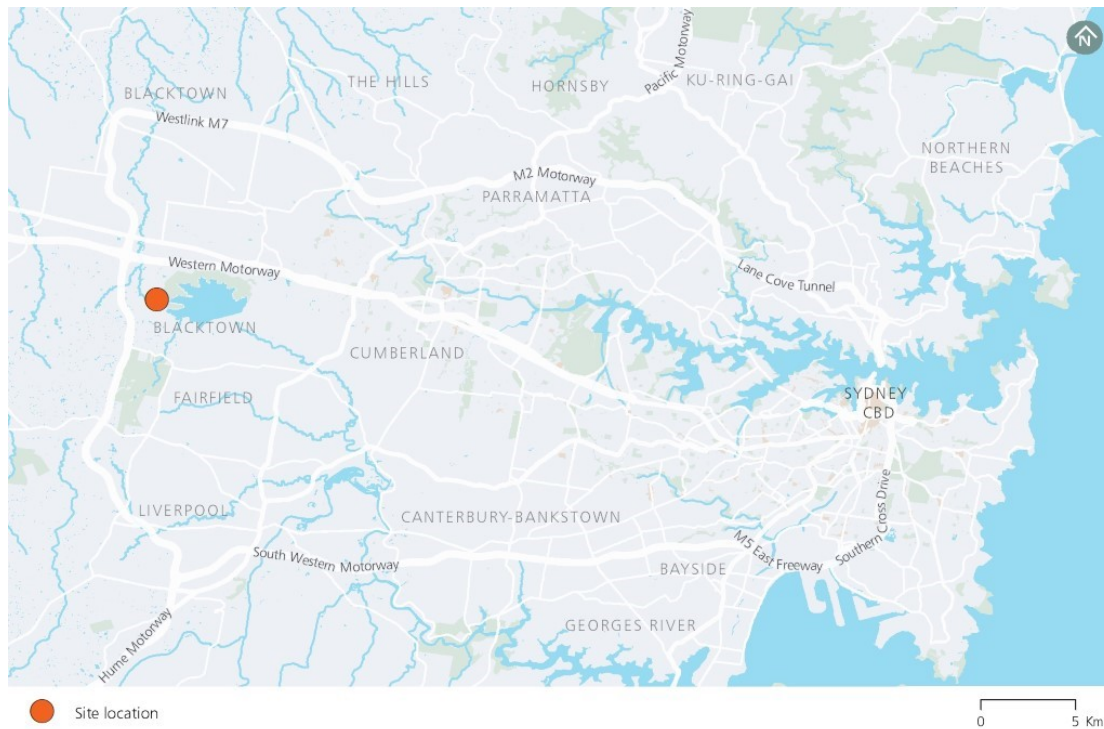
In December 2019, the NSW Government committed to relocating speedway racing to the Eastern Creek Motor Sports Precinct (Precinct 5) within the Western Sydney Parklands.

The Eastern Creek Motor Sports Precinct is located in the Blacktown City Council local government area (LGA), 13 km west of Parramatta and 32 km west of the Sydney CBD (**Figure 2** and **Figure 3**).

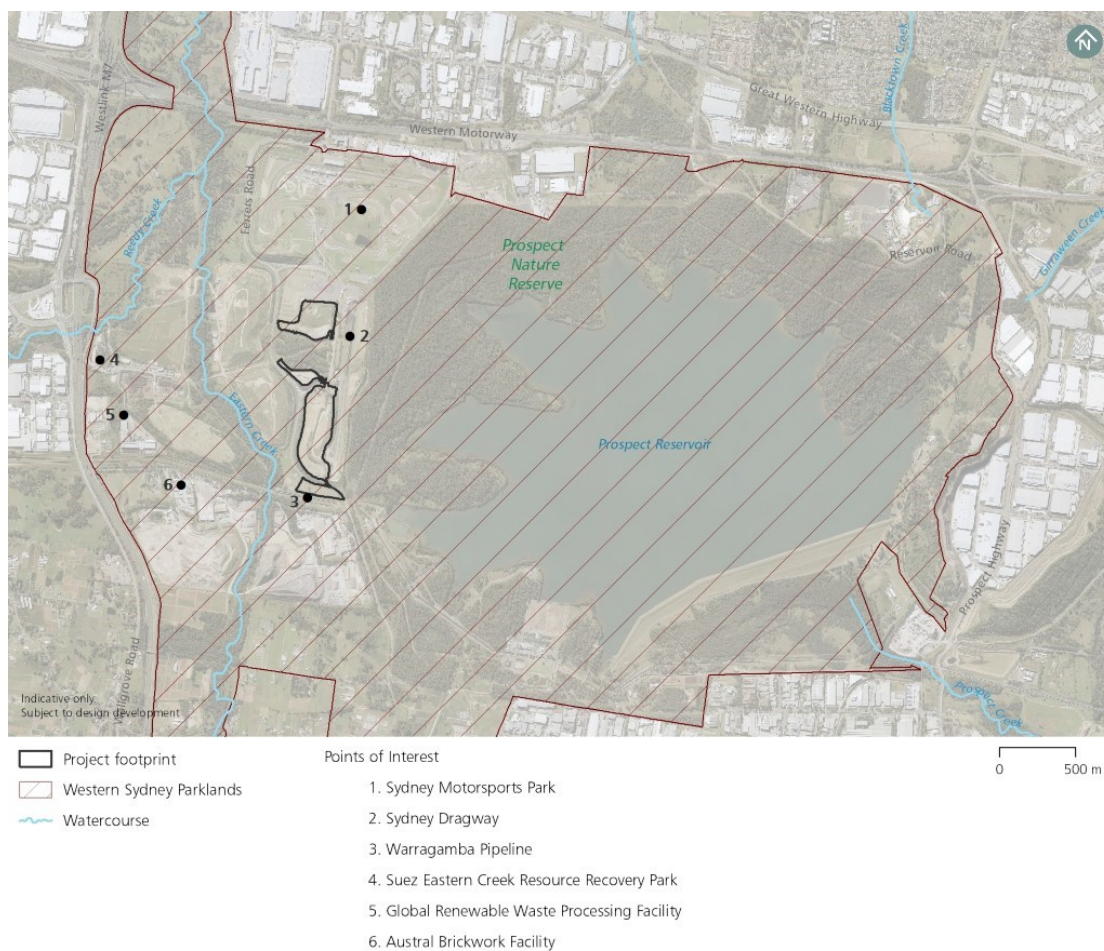
Sydney Metro (the Proponent) is seeking approval to construct the Sydney International Speedway (the project) on land in the Western Sydney Parklands to ensure the continuation of speedway racing in NSW. The site with the new facility would be handed back to the Western Sydney Parklands Trust to manage, and speedway operations would be leased to a private operator.

The project includes the construction of a clay racetrack, grandstand, ticketing structures, spectator facilities, parking for both the speedway and the dragway, vehicle access to the raceway area, a racing competitor pit area, workshops, track-side operational support areas and other operational support infrastructure.





**Figure 2 | Regional Context Map (Source: Sydney International Speedway EIS)**



**Figure 3 | Local Context Map (Source: Sydney International Speedway EIS)**

## 2 Project

### 2.1 Project Overview

The project includes the construction of a new speedway racetrack, supporter infrastructure and operational infrastructure, new car parks and ticketing infrastructure for use by the dragway. Key components of the project are described in **Table 1**.

**Table 1** | Key components of the project

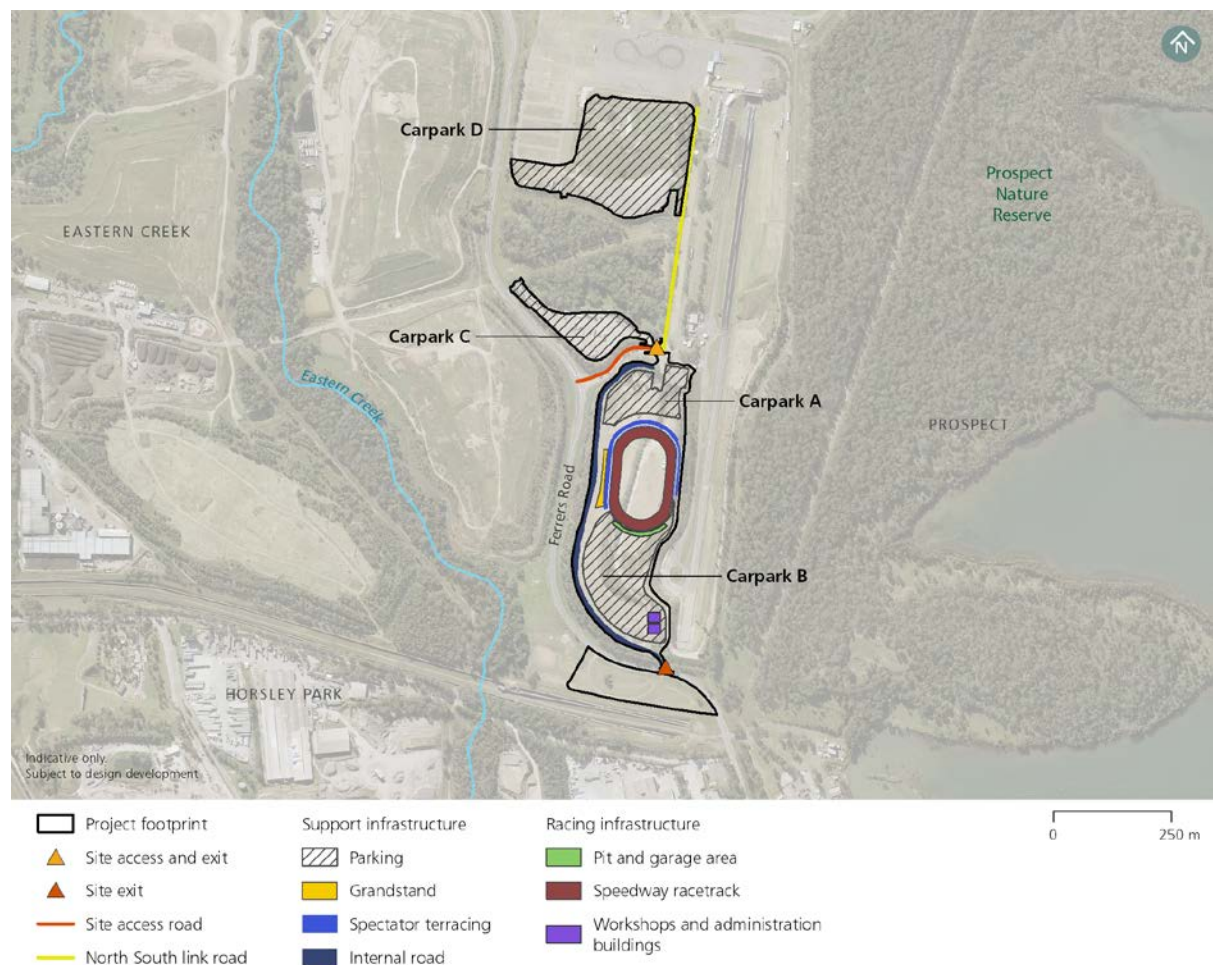
Aspect	Description
<b>Racetrack</b>	<ul style="list-style-type: none"><li>• a 460-metre-long clay-based racetrack</li><li>• a 345-metre speedway motorbike racetrack sitting within the speedway car circuit</li></ul>
<b>Ancillary racing infrastructure</b>	<ul style="list-style-type: none"><li>• vehicle access to raceway area</li><li>• competitors pit area including:<ul style="list-style-type: none"><li>◦ up to 20 enclosed pit garages</li><li>◦ hardstand competitor's area for up to 150 competitors, including transport and racing vehicles</li><li>◦ amenities block</li></ul></li><li>• an enclosed maintenance workshop shed</li><li>• an office building to control competitor pit area access</li><li>• office space in the grandstand building</li></ul>
<b>Event support infrastructure</b>	<ul style="list-style-type: none"><li>• a 3,750 capacity two-storey grandstand west of the racetrack including:<ul style="list-style-type: none"><li>◦ corporate box facilities</li><li>◦ lift access</li><li>◦ public amenities</li><li>◦ food, beverage and merchandise outlets</li></ul></li><li>• open terraced seating to the north and east of the racetrack</li><li>• turnstiles and ticketing infrastructure</li><li>• a 600-space carpark for Sydney International Speedway patrons (Carpark A)</li><li>• a 150-space competitor carpark for Sydney International Speedway users (Carpark B)</li><li>• two new car parks (with a total of 2,200 spaces) for Sydney dragway patrons (Carparks C and D)</li></ul>
<b>Operational support infrastructure</b>	<ul style="list-style-type: none"><li>• safety perimeter fencing around the racetrack</li><li>• stormwater management system, including on-site detention tanks and water sensitive urban design</li><li>• a rainwater harvesting system</li><li>• wastewater management infrastructure</li><li>• video screens</li><li>• LED floodlights for lighting the racetrack</li><li>• LED lighting of external and internal areas of the project</li><li>• communications infrastructure, including CCTV and PA systems</li><li>• dust management mesh screens and vegetation planting</li></ul>

## 2.2 Physical Layout and Design

The layout and key elements of the project described in **Table 1** are shown in **Figure 4**. The main operational area of the speedway includes the racetrack, pit areas, carparks A and B.

The dragway currently uses the proposed speedway site for parking during events. The Proponent has committed to providing sufficient parking for the dragway operator throughout construction and to provide carparks C and D for dedicated use by the dragway. A new ticket office and entry way for the dragway to the north of carpark D will also be delivered to provide more efficient and accessible pedestrian access to the dragway grandstands.

Excavated spoil would be placed in the southern area, adjacent to the Warragamba pipeline corridor.

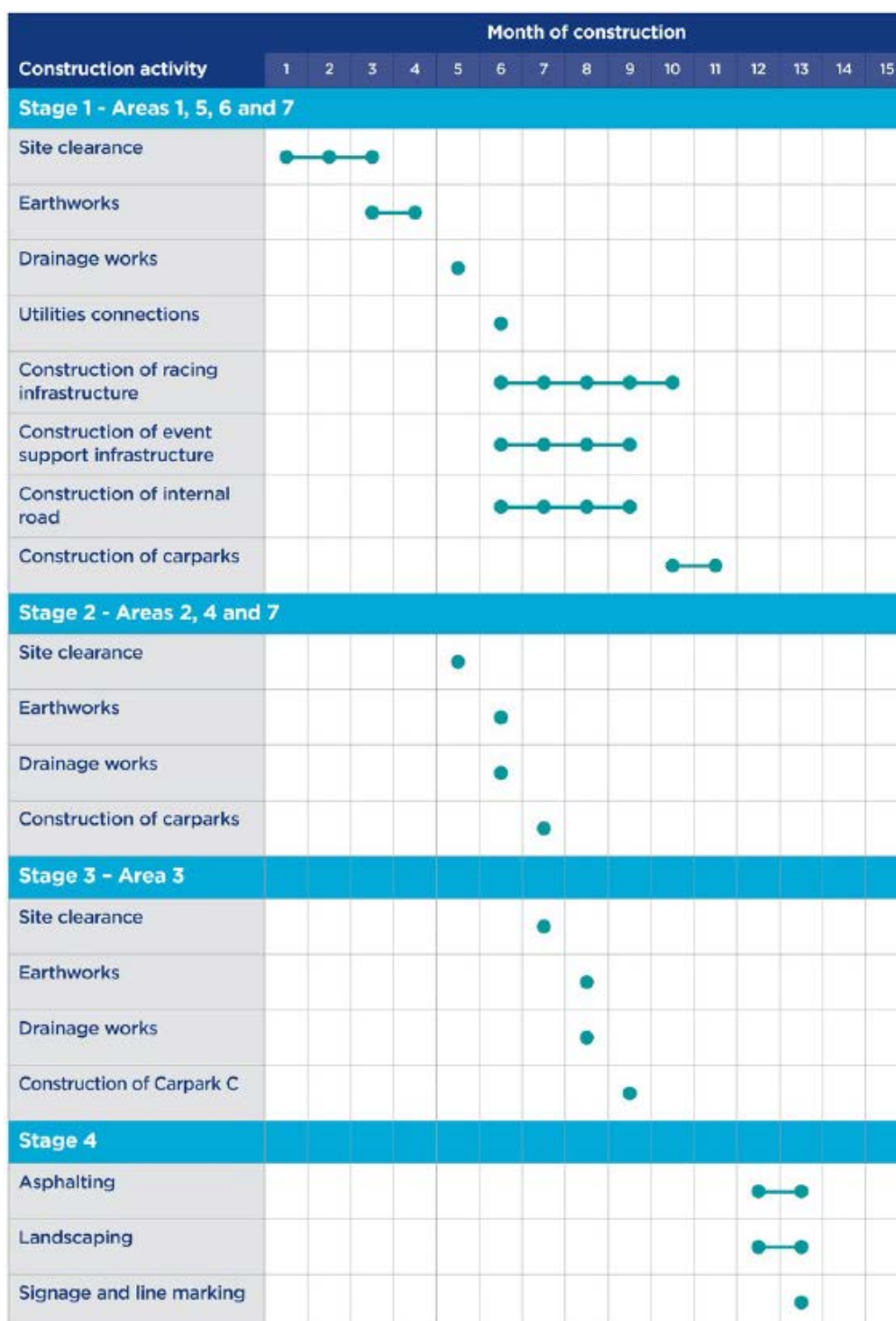


**Figure 4 | Site Layout (Source: Sydney International Speedway EIS)**

## 2.3 Timing

The NSW Government has committed to the Sydney International Speedway being operational before closure of the Clyde Speedway (Valvoline Raceway). Construction is expected to take approximately 13 months and constructed in four stages as identified in **Figure 5**. Staging would enable provision of temporary parking for Sydney Dragway throughout construction.





**Figure 5 | Construction Program and Staging** (Source: Sydney International Speedway EIS)

## 2.4 Related development

A range of development related to Sydney Metro West is currently under assessment as outlined in **Table 2**.

**Table 2 | Related Development**

Project	Description	Planning Pathway	Status
<b>The Bays road relocation works</b>	To improve the intersection of Port Access Road, Sommerville Road and Solomons Way; and potential relocation of Port Access Road to facilitate the orderly urban renewal of the Bays West area while maintaining access to the White Bay Cruise Terminal and other port operations at Glebe Island and White Bay	Part 5 REF	REF determined on 18 August 2020
<b>Pre-cast facilities at Eastern Creek</b>	To support tunnelling for Metro West. Pre-cast segments would be transferred to Clyde for storage before use	Part 5 REF	On exhibition as at 18 November 2020
<b>Sydney Metro West Concept Plan and Stage 1 (tunnelling) EIS</b>	Concept plan for metro line from Sydney CBD to Westmead via The Bays and Sydney Olympic Park. Relocation of the speedway would ensure speedway events could continue without interruption to the racing schedule	State significant infrastructure - EIS for concept and Stage 1 application	Under assessment

## 3 Strategic context

### 3.1 Project Justification

The current Sydney Speedway (Valvoline Raceway) is located in Clyde on NSW Government land that would be used for the future stabling and maintenance facility of Sydney Metro West.

The NSW Government announced the relocation of speedway racing to the Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports in December 2019. The Sydney Dragway and Eastern Creek Raceway are also located in Precinct 5.

Co-location of the speedway within the Eastern Creek Motor Sports Precinct provides opportunities for co-ordinated development planning across multiple motorsport venues, consistent with relevant strategic planning policies. Co-location also avoids introducing a new venue and consequential impacts to an urban area not currently in close proximity to similar venues and events.

The project supports the objectives of the *Greater Sydney Region Plan – A Metropolis of Three Cities* (Greater Sydney Commission, 2018) and is consistent with the *Western Sydney Parklands Plan of Management 2030*.

Speedway racing, along with other motorsports, contributes up to \$2.7 billion in direct industry annual output to the NSW economy and over 16,000 direct jobs. Events generate approximately 30 per cent of the industry's output or \$800 million and \$400 million in value add (Motorsport Australian 2014).

### 3.2 Strategic Justification

The project is consistent with a range of government priorities and strategies, including:

#### **Greater Sydney Region Plan – A Metropolis of Three Cities**

This plan recognises that participation in sporting clubs and activities is key to liveability outcomes, and the Central River City is focused on improvement in social and cultural infrastructure. The objective is to provide access to sporting facilities which responds to population growth and recognition of the role of sporting facilities to enhance and promote social connections and networks within the community.

#### *Central City District Plan*

One of the key pillars of the Central City District is to provide easier access to a wider range of jobs, housing types and activities as part of its transformation to improve its lifestyle and environmental assets. It plans to achieve this by, among other initiatives, supporting cohesive and dynamic communities with new social infrastructure such as cultural and sporting facilities. The project would support a range of directions and priorities identified in the plan.



## State Environmental Planning Policy (Western Sydney Parklands)

This policy facilitates the parklands becoming a multi-use urban parkland for Western Sydney. Relevant to the proposed speedway relocation, this would be done by:

- allowing for a diverse range of recreational, entertainment and tourist facilities;
- allowing for and facilitating the location of government infrastructure and service facilities;
- protecting and enhancing the natural systems, and cultural and historical heritage of the parkland;
- facilitating public access to and use and enjoyment of the parklands; and
- facilitating use of the parklands to meet a range of community needs and interests.

### *Western Sydney Parklands Plan of Management 2030*

The project would be located in Precinct 5 Eastern Creek Motor Sports, a 272-hectare constructed landscape which already supports two major motorsport venues – Sydney International Motorsports Park and Western Sydney International Dragway. The desired future for this precinct is to be a venue for amateur and professional motorsports and associated activities, events, exhibitions and facilities. This is supported by objectives to work with stakeholders to continue to provide quality motorsports facilities and improve the streetscape amenity and buffer/integration with the broader parklands, within the context of its motorsports character. Relocation of the speedway to this precinct is consistent with key management priorities for Precinct 5 including:

- supporting tenancies that provide high quality motorsports-related recreation and sport activities;
- increasing visitation and broaden community engagement within the precinct; and
- creating a vibrant motorsports precinct which includes events, motor related technologies and complementary uses (among others) to generate local employment and economic development in Western Sydney.

### *Western Sydney Parklands Design Manual*

The Western Sydney Parklands Design Manual (Version 2) (Western Sydney Parklands Trust, 2018) describes the approach to planning and implementation of infrastructure and outlines the standard elements and vision for the Western Sydney Parklands. The Design Manual covers standard elements (including roads, barriers, signage, lighting, planting and landscape management) and the application of these elements to the parklands as well as sustainability principles in accordance with its 'whole of life' approach to facilities planning and implementation.

## 3.3 Project Alternatives

The Environmental Impact Statement (EIS) considered the merits of the project in the context of a do-nothing scenario and the construction of the project. Consideration of site alternatives was also included.

The “do nothing” option would mean that there would be no speedway facility in metropolitan Sydney. The nearest speedways are located in Nowra, Goulburn and Cullen Bullen. Events run at the current site would need to be run from one of these sites, with additional cost, inconvenience and other implications. Tourism benefits associated with the speedway and events would be lost to other intrastate or interstate venues.

#### *Alternative locations*

Three sites were considered. This included two sites in Precinct 5: Eastern Creek Motor Sports of the Western Sydney Parklands – the preferred location and a second site on land currently operated by Sydney Dragway. A third (northern) site east of Light Horse Interchange to the south of the M4 outside of the Western Sydney Parklands was considered.

The location to the west of the dragway was selected as the preferred option, due to the ability to upgrade access and provide additional parking to service both the speedway and dragway. The preferred site encourages access from the south and away from Ferrers Road/Peter Brock Drive to reduce congestion currently experienced during peak periods. This site would also:

- allow ‘like for like’ replacement, good access to utilities with minimal work required to meet the speedway needs and provide opportunities for event management and shared infrastructure;
- require less earthworks and minimal clearing of endangered ecological communities;
- be located further away from residential and other sensitive receivers; and
- have fewer environmental constraints.

## 4 Statutory Context

### 4.1 State significance

The Sydney International Speedway is State Significant Infrastructure (SSI) pursuant to section 5.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The project was declared SSI by the Minister for Planning and Public Spaces on 14 October 2020. The Minister for Planning and Public Spaces is the approval authority.

### 4.2 Permissibility

The project is on land covered by the State Environmental Planning Policy (Western Sydney Parklands) 2009 (WSP SEPP). Clause 9 of the WSP SEPP leaves land covered by the SEPP unzoned.

Clause 11(2) permits that: *'Any development not specified in subclause (1) or (3), or permitted without consent by subclause (1A), may be carried out in the Western Parklands only with consent.'* As the development of a recreation facility (major) is not specified in clause 11, the development is permissible with consent.

### 4.3 Other approvals

In accordance with section 5.22(2) EP&A Act, the other environmental planning instruments that apply to the project are State Environmental Planning Policy (Infrastructure) 2007 (as it relates to the declaration of development that does not require consent) and State Environmental Planning Policy (State and Regional Development) 2011 as it pertains to the declaration of infrastructure as State significant infrastructure. There are no other environmental planning instruments that substantially govern the carrying out of the project.

Other legislation that applies to the project includes the *Western Sydney Parklands Act 2006* and the *Motor Vehicle Sports (Public Safety) Act 1985*. Clause 19 of the *Western Sydney Parklands Act 2006* requires consent from the Western Sydney Parklands Trust for any road closures, opening or realignments of roads within the parklands. The Proponent has sought consent for new access points to the site and the internal road.

Before any meetings for motor vehicle racing at the speedway, the operator will need to obtain a licence issued by the Office of Sport under the *Motor Vehicle Sports (Public Safety) Act 1985*.

### 4.4 Mandatory matters for consideration

#### 4.4.1 Objects of the *Environmental Planning and Assessment Act*

The determination must have regard to the objects of the EP&A Act. The Department has considered the objects of the EP&A Act including:

- ecologically sustainable development (ESD) (**Section 4.4.2 and 6**)

- social and economic welfare (see **Section 6**)
- protection of the environment, including in relation to biodiversity, traffic, noise and vibration, air quality, surface and groundwater hydrology, urban design, amenity and socioeconomic issues (see **Section 6**)
- sustainable management of built and cultural heritage, including Aboriginal cultural heritage (see **Section 6**)
- good design and amenity of the built environment (see **Section 6**)
- promote the sharing of the responsibility for environmental planning and assessment between the different levels of government (see **Section 5**)
- community participation in the assessment of the project (see **Section 5**).

#### 4.4.2 Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental consideration in decision-making processes and that ESD be achieved through the implementation of:

- a) the precautionary principle;
- b) intergenerational equity;
- c) conservation of biological diversity and ecological integrity; and
- d) improved valuation, pricing and incentive mechanisms.

Objectives which guide the delivery and operation of the project contribute to its sustainability and meeting ESD principles, such as:

- delivering a project that complements and supports the operation of existing commercial facilities within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports; and
- to minimise adverse impacts on the environment, other motorsport operations and the community during construction and operation.

In addition to the objectives, the Proponent the principles directly in the EIS and has identified a broad range of mitigation measures to manage impacts associated with these issues, including:

- not constructing on days when there are dragway events scheduled
- a collaborative approach to developing dust trigger levels, monitoring and proactive implementation of management measures to allow safe running of dragway events
- providing at property treatment to residents that experience noise from motorsport events 5 dB or more above background levels with this to be provided early in construction to address construction noise impacts also
- providing new carparks for the dragway and speedway to be shared where event scheduling allows

- relocating and constructing a new ticket gate for the dragway that is closer to dragway parking areas
- constructing carparks that do not preclude ancillary uses (managed by the dragway operator) that currently occur.

#### 4.5 Biodiversity Development Assessment Report

A Biodiversity Development Assessment Report (BDAR) was prepared in accordance with the biodiversity assessment method and the requirements of the *Biodiversity Conservation Act 2016*. The assessment considered construction and operational impacts on native vegetation, including terrestrial and aquatic threatened species and communities, and Matters of National Environmental Significance (under the *Environmental Protection and Biodiversity Conservation Act 1999*). Most of the site is located on land that has been significantly modified by clearing and development. Approximately 0.38 ha of native vegetation would be removed.

The Proponent has committed to implementing management measures during construction and operation to minimise impacts to vegetation and fauna. The Department has also recommended a condition of approval requiring that these and any other measures to manage biodiversity during construction to be consolidated in a Construction Flora and Fauna Management sub-plan for implementation throughout construction.

## 5 Engagement

### 5.1 Department's engagement

Under section 5.28(1)(c) of the EP&A Act, the Planning Secretary is required to make the EIS publicly available. The EIS was made publicly available from 19 August 2020 until 16 September 2020 (a total of 28 days) on the Department's website. The EIS was not physically exhibited due to the COVID-19 restrictions. Section 10.18 of the EP&A Act states that a requirement to make a document available for inspection at a physical location would be satisfied if the document was made available on the Department's website.

The Department advertised the public exhibition in The Sydney Morning Herald and The Daily Telegraph. The Department also notified the local Member and relevant State and local government authorities of the exhibition.

The Department visited the site in October 2020 to obtain an understanding of the surrounding environment, its sensitivities and issues raised in submissions. No community information sessions were held due to COVID-19 restrictions.

### 5.2 Summary of submissions

The Department received 37 submissions during the exhibition period. A summary of the submissions is provided in **Table 3** and **Table 4**. The majority (74 per cent) of community members that made a submission live within 5 – 100 km of the site, with nine per cent living within five kilometres and 17 per cent living more than 100 km from the site. A summary of the submissions is provided in **Table 3** and **Table 4** below, and a link to a full copy of the submissions is provided **Appendix C**.

**Table 3 | Summary of Council and government agency submissions**

Submitter	Number	Position
<b>Government agencies</b>	<b>8</b>	
Environment Protection Agency		Advice
Heritage NSW – Aboriginal Cultural Heritage		Support
Water NSW		Advice
Heritage NSW – Heritage Council of NSW		Advice
Biodiversity Conservation Division – DPIE		Advice
Western Sydney Parklands Trust		Support
Sydney Water		Advice



Submitter	Number	Position
Fire and Rescue NSW		Comment
<b>Local council</b>	<b>1</b>	
Blacktown City Council		Object

**Table 4 | Summary of community submissions**

Submitter	Number	Position
<b>Special Interest Groups</b>	<b>5</b>	
The Art of Speedway		Support
Austral Bricks		Comment
NSW Formula 500 Association Inc.		Comment
Australia Lightning Sprints Association		Comment
Motorsport Australia		Comment
<b>Community Members</b>	<b>23</b>	
< 5 km	1	Support
	1	Comment
	2	Object
5–100 km	9	Support
	6	Comment
	1	Object
> 100 km	1	Support
	2	Comment

### 5.3 Key issues raised – government agencies and council

**Environment Protection Authority (EPA)** commented on noise and vibration, air quality, contamination, surface water quality and groundwater. Issues raised included the impact of event frequency, consultation with surrounding occupants to manage air quality impacts, the suitability of the contamination assessment, contamination impacts through surface water runoff and lack of groundwater impact assessment.

**Blacktown City Council** objected to the project, noting no assessment of urban heat island effects, traffic and engineering, dust management, noise and vibration, biodiversity, stormwater management, water sensitive urban design and water conservation. Council classified its submission as an

objection, identifying a range of matters on which it sought further information, but did not specifically object on any of those matters raised.

**Fire and Rescue NSW** requested further consultation during detailed design of the fire and life safety systems that will be implemented.

**Sydney Water** requested that it be engaged throughout the project. Sydney Water also recommended that service demand for water-related infrastructure be considered, that satisfactory arrangements be made to prevent damage to drinking, wastewater and recycling water networks; and revision of the stormwater strategy with a greater emphasis on meeting environmental runoff flow metrics.

Comments were also made on non-Aboriginal heritage, wastewater management and the cumulative impacts of urbanisation at a precinct level on the South Creek catchment.

**Environment, Energy and Science Group, DPIE – EESG** commented on biodiversity and flooding. Comments were made on the content of the BDAR, including the absence of a finalised credit report, spatial data and lack of discussion about past mapping of the site, and the Biodiversity Assessment Methodology (BAM) calculations. Comments regarding flooding recommended that the flood assessment address probable maximum flood (PMF) events.

**Western Sydney Parklands Trust** supports the project and provided comments on traffic and transport, parking, noise and vibration, dust, event scheduling and impacts to the Western Sydney International Dragway.

**Heritage Council of NSW** noted satisfaction with the Non-Aboriginal Heritage Impact Statement and the proposed mitigation measures to manage heritage values.

**WaterNSW** identified impacts of surface water runoff on the Warragamba Pipeline corridor and erosion and sediment control. WaterNSW requested that the impacts of dust and other particulate settlement on Prospect Reservoir be considered in construction and operational air quality management plans. 24-hour all-weather access to the WaterNSW pipeline corridor and notification of incidents that could affect the pipeline corridor was also requested.

**Heritage NSW** supported the recommendations and approach outlined in the Aboriginal Cultural Heritage Assessment Report (ACHAR).

## **5.4 Key issues raised – community, special interest groups and organisations**

The following key issues were raised by the community, community special interest groups and private organisations and corporations. The key environmental issues raised in submissions include:

- **Project design**
  - incorporation of a secured media room with internet access into the design of the grandstand
  - location and duration of stockpiling in Area 7 (adjacent to the Warragamba Pipeline)
  - design and length of speedway and inner motorcycle track
  - design, location and setback of spectator seating and viewing areas, including:

- the provision of a grassed hill area, shaded areas and recommendations to locate a second grandstand on the north-eastern corner to act as a dust barrier
  - insufficient seating capacity for international events and the design of the grandstand to enable COVID compliant seating and walkways
  - pit and carparking areas design, including power availability, access from the pit area to the infield and use for other motorsport events
- analysis of project alternatives.
- ***Air quality***
  - effectiveness of real time dust monitoring and proposed mitigation measures
  - effects of clay choice and binding agent on dust generation
  - southern stockpile dust management.
- ***Traffic, transport and access***
  - incorrect identification of a private road as a cycle route
  - insufficient parking for spectators and heavy vehicles based on existing events
  - assumptions used for event days not consistent with event finishing times
  - on-demand bus services suggested to encourage public transport usage.
- ***Noise and vibration***
  - impacts of noise curfews on the ability of the operator to provide a complete event
  - impacts of noise on residential properties.
- ***Visual impact***
  - impact of the stockpile in Area 7 on nearby businesses.
- ***Biodiversity***
  - ongoing environmental management, including planting additional trees.
- ***Socio-economic impacts***
  - replacement of racetracks at Construction Area 7 before construction
  - use of site for venue hire, track hire, powered sites for caravans and motorhomes to allow the speedway operator other income sources outside of raceways.
- ***Waste***
  - ongoing management of rubbish generated by the project.

- **Sustainability**
  - support for use of solar power and inclusion of wind generators and storage batteries.
- **Health and hazards**
  - crash risks to drivers due to dust deposition on the Sydney Dragway
  - ongoing odour monitoring at adjoining residents.

## 5.5 Response to Submissions and Amendment Report

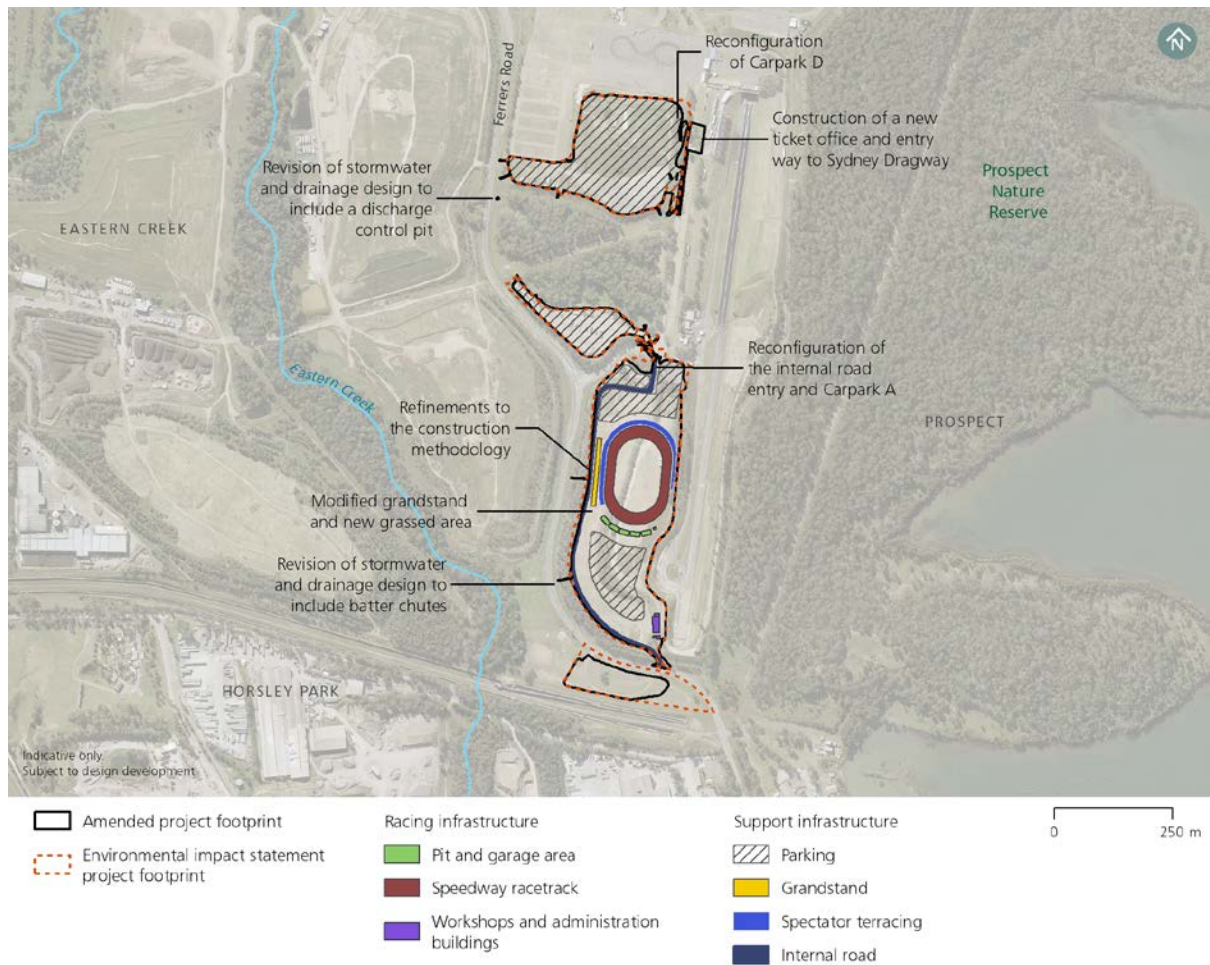
Following completion of the exhibition of the EIS, the Department provided the Proponent with the submissions received and directed the Proponent prepare a response to those submissions.

The proposed changes to the project were assessed and reported in an Amendment Report (**Appendix E**) and included:

- construction of a new ticket office and entryway to Sydney Dragway to improve accessibility from the new dragway parking areas (Carparks C and D)
- simplification of construction methodology and the need to import structural fill material
- reconfiguration of the internal road and entry to Carpark A to minimise native vegetation clearing
- reconfiguration of Carpark D with revised entry and exit design for pedestrians and vehicles to reduce native vegetation clearing
- reduction in number of onsite detention tanks required, the installation of a discharge control pit and flow bypass pipe at an existing culvert under Ferrers Road, and the installation of batter chutes to minimise excavation during construction
- removal of corporate box facilities and awnings to provide a grassed area adjacent to the proposed playground.

The Proponent's Response to Submissions Report (**Appendix D**) and Amendment Report (**Appendix E**) was forwarded to government agencies for comment and made publicly available on the Department's website on 17 November 2020. The government agencies and Council made seven comments.

The Department has considered the issues raised in submissions received from exhibition of the EIS and feedback on the amended project in its assessment as detailed in **Section 6**.



**Figure 6 | Proposed Amendments (Source: Proponent's Amendment Report)**

## 6 Assessment

### 6.1 Air quality

The project would result in a minor increase in air pollutants during construction. Dust deposition on the adjoining dragway may impact on its safe operation. The Proponent has committed to establishing dust monitors around the dragway to monitor dust generation. Data collected would be used to develop safe operating dust trigger levels, and proactive and reactive dust management practices in consultation with the dragway operator. Specific measures that have been committed to include regular wet-down of tracks and loose soil; vegetation planting; and installation of a vertical mesh screen between the speedway and dragway as primary measures to reduce the likelihood of dust deposition on the dragway braking area.

The Department supports the collaborative approach to establishing safe operating levels. The Proponent must also install the specific measures committed to as soon as practicable during construction to minimise dust impacts to the dragway across both construction and operation.

#### Issue

##### *Construction and operational dust may affect dragway operation*

The Sydney Dragway may be subject to dust migrating from the speedway during construction and operation. Dust settling on the dragstrip, particularly the braking area, is a concern for the safe operation of Dragway events, due to potential visibility and traction issues.

Dust generation from construction is expected to result in minor increases to the Total Suspended Particles (TSP) (up to 11.7  $\mu\text{g}/\text{m}^3$ ) and dust deposition levels (0.9  $\text{g}/\text{m}^2/\text{month}$ ) at the Dragway site. There are no established criteria for safe dust levels for the operation of Dragway racing events.

During operation, the primary contribution to air quality impacts is dust generation from motorsport racing, and wind erosion of the track when not in use. Exhaust emissions were not identified as a key air quality issue as fuel used by speedway vehicles typically causes lower levels of exhaust gases compared to road vehicles. The potential operation dust levels increase the:

- annual TSP concentrations by up to 15.6 ( $\mu\text{g}/\text{m}^3$ ), with no exceedance of the ambient air criterion
- deposited dust levels by up to 1.2 ( $\text{g}/\text{m}^2/\text{month}$ ), with no exceedance of the ambient air criterion.

##### *Other sensitive receivers are not impacted from construction or operation*

Construction and operation impacts will not result in unacceptable changes to local air quality for other receivers, due to distance from the site and likely dispersion. Changes range from less than 0.01  $\mu\text{g}/\text{m}^3$  to 0.1  $\mu\text{g}/\text{m}^3$  increase in all measurements ( $\text{PM}_{10}$ ,  $\text{PM}_{2.5}$ , TSP, and deposited dust). The closest sensitive receivers are a school located in Huntingwood, 3.7 km north-east of the site and two hospitals located in Blacktown and Mount Druitt 6 km to the north-east and north-west.



## Submissions

### *Public submissions*

The key air quality issues raised in public submissions included:

- safety implications of Sydney Dragway drivers from dust
- dust control and recommendation of a sprinkler system for wet down of track
- concern with the composition of the track and compounds to help mitigate dust erosion
- dust monitors being relied upon for alert of potential limit exceedance
- air quality impacts during the concurrent running of speedway and Dragway events.

### *Interest Group*

**Australian Lightning Sprints Association (ALSA)** raised concern with the need for real time dust monitoring at Dragway, and how it could affect events. ALSA also commented on the need for choosing the right clay for the racing track and strongly objected to use of dust suppression additives.

### *Government agencies and Council*

**Environment Protection Authority (EPA)** commented on the uncertainty of the modelling, and that continuous engagement and effective communication channels with surrounding land users was recommended to ensure appropriate responses and solutions can be provided if required and to reduce risks and alleviate potential amenity impacts. EPA recommended dust mitigation measures identified in the EIS be included in the proposed Air Quality Management Plan, as well as recommending that all operations and activities be carried and maintained in a manner that prevents and minimises air pollution from the premises. The EPA further recommended a Community Communication Strategy be developed to facilitate communication between the proponent and community.

**Blacktown City Council** raised a lack of detail for the proposed monitoring stations, screening and Operational Management Plan to address the dust impacts. Council also requested review of the draft management plan.

**Western Sydney Parklands Trust (WSPT)** emphasised the need for dust monitoring during construction and operation to ensure acceptable conditions are maintained for adjoining operators, spectators and the general public, noting that dust mitigation and control measures have been agreed upon with the Sydney Dragway operator. The implementation of mitigation and control measures would be devolved to the speedway operator.

## Consideration

### *Monitoring will be undertaken to develop trigger levels and maintain safe operations at Sydney Dragway*

There are no established air quality criteria to assess operational impacts of dust settlement on drag racing. Standard air quality criteria that have been designed to protect human health are not relevant to the evaluation of dust impact on dragway events. The Proponent has committed to develop project specific dust management trigger levels which will be based on dust and dispersion monitoring and modelling. The trigger levels would provide for a baseline which would ensure construction and operation at the speedway are done in a manner that allows for safe operation at the dragway. When breached, the trigger levels provide for certain actions to be implemented to allow racing to continue.

The specific actions would be developed and included in a management plan or protocol which binds the party generating the dust to take those actions, which may include ceasing construction or speedway racing, depending on whether it is a construction or operational matter. The Department supports this approach.

*Construction dust would be monitored in real time*

Dust monitors would be located at Sydney Dragway and at the speedway construction site. The results obtained would be used with dust and dispersion modelling to determine the maximum allowable ground level dust deposition rate, and trigger values when mitigation action would be required.

The monitors should be in place and recording from the start of speedway construction to enable early development of trigger levels and actions that might be required. This is particularly important given the short construction program and the planned commencement of speedway racing in September 2021.

The Department also supports the Proponent's commitment to not undertake dust generating construction work during dragway events. Once the speedway commences operation, the operator would be obligated to consult with the dragway in the lead up to events to ensure that appropriate measures are in place to avoid interruptions.

*Project-generated dust impacts are minor and manageable*

Project-specific dust contribution to background air quality, which is already elevated, is minor and can be readily managed through industry accepted dust mitigation and management measures, including regular wet-down of exposed and disturbed areas. Minor exceedances of criteria may occur.

During speedway racing season (September to May), winds originate from the southeast, northeast and southwest. The data identified the south-westerly winds as the most common annual wind direction. In this scenario, the dragway is downwind of the speedway. Notwithstanding, the Department considers that the racetrack design and layout, the vertical mesh screen at the northeast boundary and vegetation planting would be effective in obstructing dust migration. The Department considers that these design features should be constructed/installed as early in construction as practicable to address construction impacts, and standard watering measures applied to exposed soils throughout construction and operation.

The Department acknowledges comments raised in submissions regarding the addition of dust suppressants to the racetrack, and potential performance or safety issues on operations and patrons. The Proponent has committed to testing and sampling different speedway surface materials, in consultation with relevant stakeholders, to select the most appropriate for the circumstances. Dust mitigation and controls protocols have been developed in consultation with the Precinct Working Group which includes Sydney Dragway and Speedway Australia, and these would be incorporated in the venue leases.

These measures are considered an appropriate response to the issues of dust management where there is no relevant or comparable benchmark. To reinforce the performance outcome which the monitoring and active management measures set out to achieve, a condition is recommended to require that construction and operation of the speedway be undertaken to ensure the safety of the dragway competitors and viewers.

## 6.2 Biodiversity

The site is highly disturbed and does not support large expanses of intact native vegetation with high biodiversity value. The project would impact a small area supporting threatened ecological communities under the *Biodiversity Conservation Act 2016* (BC Act). The Proponent has sought to avoid or minimise impacts, reducing the amount of threatened ecological communities to be cleared from 0.6 hectares in the EIS design to 0.3 hectares.

Recommended conditions identify the ecosystem and species credits required to be retired by the Proponent, and that vegetation clearing must not occur until the relevant credits have been retired.

### Issue

#### *Impacts to native vegetation will require biodiversity offsets*

There are several areas of BC Act listed critically endangered Cumberland Plain Woodland (CPW) TEC proposed to be cleared, requiring the purchasing of ecosystem credits. Although not meeting the definition of a TEC, a 0.001-hectare area of *Phragmites australis* and *Typha orientalis* coastal freshwater wetlands of the Sydney Basin Bioregion, will require the purchase of ecosystem credits. The occurrence of Commonwealth *Environment Protection Biodiversity Conservation Act 1999* (the EPBC Act) listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest TEC does not meet the EPBC Act's size or condition threshold criteria for offsetting of impacts.

#### *Project amendments have reduced the biodiversity impact of the project*

The EIS exhibited design required clearing of 0.63 hectares of native vegetation. Refinements, including the reconfiguration of Carpark D and boundary changes to reduce vegetation clearing have reduced the overall project footprint. This has resulted in a net decrease in impacted native vegetation to 0.382 hectares but resulted in a further plant community type impacted ( **Figure 7**).

The TECs are mostly poor condition regrowth among non-native plantings and weeds. The woodland between Carpark C and Carpark D (see Figure 6) is also CPW, but is outside the project footprint and would not be impacted. A comparison between the exhibited and amended native vegetation impacts as a result of project works are listed in **Table 5**.



**Figure 7 |** Amended project footprint and impacts to native vegetation (Source: Sydney International Speedway EIS)

**Table 5 |** Proposed impacts on native vegetation

Plant community type	Equivalent TEC	Conservation status	EIS clearance amount	Amended clearance amount	Change in area of impact
<b>Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion (PCT 849)</b>	CPW in the Sydney Basin Bioregion	Critically Endangered (BC Act)	0.17	0.076	-0.094
<b>Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (PCT 850)</b>	CPW in the Sydney Basin Bioregion	Critically Endangered (BC Act)	0.46	0.305	-0.155
<b><i>Phragmites australis</i> and <i>Typha orientalis</i> coastal freshwater wetlands of the Sydney Basin Bioregion (PCT1071)</b>	N/A	-	0	0.001	+0.001
<b>Total</b>			0.63	0.382	-0.248

### *There would be limited impacts to flora and fauna*

There are no mapped aquatic groundwater dependent ecosystems within the study area. However, some areas of high potential groundwater dependent terrestrial vegetation are present including Grey Box grassy woodland; Forest Red Gum grassy woodland; and *Phragmites australis* and *Typha orientalis* coastal freshwater wetlands. These vegetation types are opportunistic and do not rely solely on groundwater to survive. The project may result in a minor local decrease to groundwater recharge, but any impact would be unlikely to affect these communities.

Of the 25 potentially present threatened flora credit plant species (18 in the EIS and an additional seven for the amended project), none were identified or are expected to occur within the footprint.

Habitat for 19 potential ecosystem credit fauna species is present, although most is of limited quality. Only five species were considered moderately likely to occur within the study area:

- Green and Golden Bell Frog (*Litoria aurea*)
- Cumberland Plain Land Snail (*Meridolum corneovirens*)
- Eastern Coastal Free-tailed Bat (*Micronomus norfolkensis*)
- Southern Myotis (*Myotis macropus*)
- Eastern Osprey (*Pandion cristatus*).

Potential for the presence of Green and Golden Bell Frog was low, based on the results of the targeted surveys, history of recorded sightings and the relatively disconnected nature of local vegetation. The Eastern Coastal Free-tailed Bat was recorded on site; however, retained vegetation is likely to provide foraging habitat only for these species and therefore no impact is expected.

Southern Myotis habitat is present nearby with a small pocket in the area to the south of Ferrers Road where the permanent stockpile would be located. Unconfirmed calls during surveys were recorded, but the habitat is not of high enough quality to require offset credits. The Cumberland Plain Land Snail is considered likely to occur in moderate quality woodland in the broader study area, but outside the project boundary and therefore not expected to be impacted.

The migratory Fork-tailed Swift and White-throated Needletail are considered moderately likely to occur in, or adjacent to, the site based on the presence of suitable habitat. While some migratory bird species are likely to visit the area, vegetation present is not classed as an 'important habitat' according to the guidance provided in the EPBC Act Policy Statement 3.21: Industry guidelines for avoiding, assessing and mitigating impacts on EPBC Act listed migratory shorebird species (Australian Government Department of the Environment and Energy, 2015).

Impacts to non-native vegetation disturbed areas and water quality and hydrology are considered minor and manageable through the implementation of standard mitigation measures to restrict access and manage surface water runoff.

### **Submissions**

**Environment, Energy and Science Group** identified a number of inconsistencies in the Biodiversity Development Assessment Report (BDAR) including the exclusion of content, inconsistencies between included and excluded species, some lack of evidence and incorrect calculations, and the need for Southern Myotis credits to be included in the calculations for species credits.

**Blacktown City Council** was concerned at how landscaping and biodiversity would be managed post construction. A number of measures were recommended to protect the retained CPW between the carparks and include habitat enhancement and monitoring for the Cumberland Plain Land Snail and Southern Myotis.

One community submission related to biodiversity, with the submitter requesting extra trees planted in the final landscaping.

## Consideration

### *Design refinements have reduced impacts to Southern Myotis habitat*

Some areas within and adjacent to the project were identified as suitable foraging habitat for the Southern Myotis. Targeted surveys for the species did not confirm its presence; however, six calls were likely to be from the Southern Myotis.

EESG and Blacktown City Council raised concerns with impacts to the Southern Myotis and CPW, which resulted in a reduced clearing footprint by reconfiguring carpark layouts. The proposed amendments reduce direct impacts to potential Southern Myotis habitat by 42 per cent to 175 square metres. No offset credits are required for the species.

### *Lighting is not likely to significantly affect fauna in Prospect Nature Reserve*

EESG raised concerns on the amended project that 24-hour construction and lighting during speedway events would affect ecological processes for nocturnal species using the nature reserve. The Department acknowledges that night-time construction would require the use of 'daymaker' lighting for practical and safety reasons. However, this is not likely to negatively alter or disrupt current ecological processes of species known to use the general area and may benefit some species by attracting insects that provide a food source.

While construction is proposed at night, it is not likely to occur for all stages of construction and would be restricted to high activity areas at select times during the relatively short construction program (nine to twelve months).

The motorsport precinct, while largely remote from urban development, is not a pristine environment. Surrounding commercial development and the M4 Motorway to the north; and Ferrers Road and Austral Brickworks to the south all provide noise and lighting sources. Approximately 250 events annually are currently held at the dragway and motorsport park, including at night. There may be additional nights during the year when speedway events occur, but it is likely that many of these would coincide with other night-time events in the precinct and therefore is not likely to significantly contribute to additional lighting that would affect nocturnal species.

It is recommended that the speedway be constructed and operated to minimise light spill to surrounding properties and effects on nocturnal species in the nature reserve. This would require lighting designed to meet standards for outdoor lighting, roads and public spaces. The Commonwealth Department of Agriculture, Water and the Environment has produced a national light pollution guideline for wildlife. The Department recommends that any lighting design should have regard to this guideline.

### *Biodiversity offset credit requirements are required*

An offset is required for impacts to plant community types and threatened (species credit) species. The biodiversity credit obligation has been calculated using the BAM Calculator. Ecosystem credit



requirements for the project are detailed in **Table 6**. A lower net number of credits would be required as a result of project refinements, but an additional ecosystem credit species would be required.

**Table 6 | Ecosystem Credits – Comparison between EIS and Amended Project**

Ecosystem credit category	Exhibited project	Amended project
Grey Box – Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 849) – Moderate	1	1
Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 850) – Poor	3	2
Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 850) – Revegetation	2	1
<i>Phragmites australis</i> and <i>Typha orientalis</i> coastal freshwater wetlands of the Sydney Basin Bioregion (1071) – Drainage line	0	1
Southern Myotis ( <i>Myotis macropus</i> )	0	0
<b>Total</b>	<b>6</b>	<b>5</b>

To offset the impact on endangered ecosystems identified in **Table 6**, the Department has recommended a condition relating to retiring five species credits in accordance with the BC Act. The retirement of credits can also be satisfied by payment to the Biodiversity Conservation Fund for an equivalent amount. The Department also recommends a condition to minimise clearing of native vegetation and reducing impacts on TECs to encourage further reducing of impacts if possible, during detailed design.

The project also includes areas of new and mass planting of around 1000 new trees to offset the loss of 148 canopy trees. The new plantings would be species endemic to the region, integrate the project into the surrounding landscape and create habitat and increase habitat connectivity for local threatened species. This is consistent with the objectives of the Western Sydney Parkland Plan of Management 2030 and the Five Million Trees for Greater Sydney initiative as well as potentially providing foraging habitat in the medium to long term for transient species to the area.

### 6.3 Traffic, transport and parking

The project would have temporary impacts on the surrounding road network and parking during construction, however these impacts can be managed through standard management measures.

During operation, concurrent minor events at the speedway and the dragway would result in minor delays in the surrounding traffic network before and after events. Traffic management during event days and minor concurrent events with Sydney Dragway (with 500 to 1500 spectators at each event) would be managed through an Operation Traffic Management Plan.

The Proponent identified that the Western Sydney Parklands Trust would prepare a Major Events Operation Plan which would manage the noise, dust, parking and traffic impacts of major concurrent events. Event specific Traffic Management Plans would be prepared under the Major Events Operation Plan and would detail additional traffic management measures including temporary road closures and public transport considerations. The Department has required that running major concurrent events must not commence until the Major Events Operation Plan has been prepared and implemented by the Western Sydney Parklands Trust.

## Issue

### *Construction vehicle movements would have a negligible impact on the road network.*

Construction traffic to and from the site would use the existing entry point off Ferrers Road identified in **Figure 4**. Heavy vehicle movements would be required to transport spoil along Ferrers Road from work areas 1-6 to work area 7 for stockpiling 24 hours per day shown on **Figure 8**. The construction methodology would require heavy vehicle movements to import structural fill material for the construction of a reinforced earth retaining wall. These movements would result in:

- 95 heavy vehicle movements per day (one way) transporting excavated material between work areas 1-6 and work area 7
- 16 heavy vehicle movements per day (one way) for the materials delivery to site
- 85 heavy vehicle movements per day (one way) for importation of structural fill
- 90 light vehicle movements per day (one way) of construction workers accessing the site.

These movements would have a negligible impact on the performance of the surrounding road network. Construction traffic to and from the site would use the existing entry point off Ferrers Road identified in **Figure 4**.

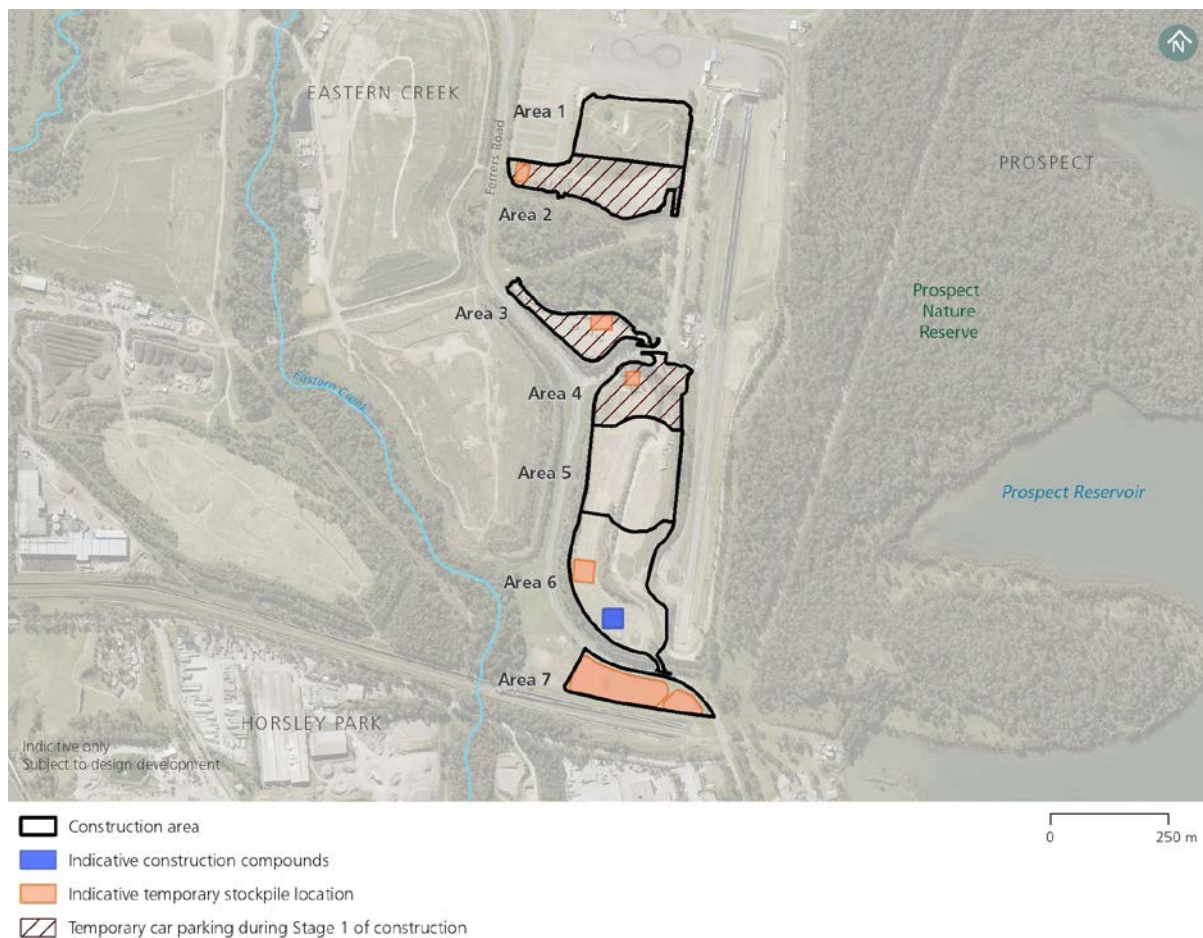
### *Dragway parking would be offset prior to construction commencing.*

During major events at the Sydney Dragway, attendees currently park on the proposed main construction site (Areas 4, 5 and 6 of **Figure 8**) with 2584 spaces available. The Proponent has committed to providing approximately 1600 temporary offset parking spaces for the Sydney Dragway within the project boundary, as identified in the hatching in **Figure 8**.

During major events at the dragway during construction, an additional 3400 spaces would be provided in the Sydney Motorsports Park (outside of the project boundary) with a shuttle service between the Motorsports Park and the dragway. The 5000 spaces provided within its boundary and in the Sydney Motorsports Park would be sufficient to offset the parking impacted during construction.

### *Parking would be shared between the dragway and speedway.*

To allow for the speedway and dragway to host major events, each operator has been provided periods of time throughout the year, during which they would have exclusive use of all carparking provided as part of this project. The other operator would not be able to hold a concurrent event, unless agreed by the operator with designated exclusive use. The speedway operator would have exclusive use of the carparks designated for dragway use (C and D) between 26 December and the 3<sup>rd</sup> Saturday of January. The dragway operator would be able to nominate up to 5 major events (a total of 7-13 days per year) during which it would have exclusive use of Carparks A, B and the speedway pit area.



**Figure 8 |** Indicative construction layout and temporary Sydney Dragway parking (Source: Proponent's EIS)

The Proponent has stated that the Western Sydney Parklands Trust would prepare a Major Events Operation Plan before major concurrent events were to occur at the speedway and dragway. For these events, the operators of the speedway and the dragway would be required to agree to additional operational measures including traffic management and car park sharing. The Plan would include specific measures to manage car parking arrangements and the use of shuttle buses.

*Minor impacts to the surrounding road network during concurrent events are expected*

Minor event attendance at the speedway would attract approximately 500 to 1500 spectators, whilst a major event would attract 4000 to 6000 spectators. Traffic generated by the speedway exclusive major and minor events on Saturday evenings would not impact the surrounding road network.

Delays at the intersection of Huntingwood Drive and Brabham Drive, and at the intersection of Brabham Drive, Ferrers Road and Peter Brock Drive, would increase by 10 seconds and 5 seconds respectively in the year of speedway opening (2022) when concurrent minor events occur at the Sydney Speedway and Sydney Dragway. After 10 years of operation, the performance of the intersection of Ferrers Road and the Horsley Drive would reduce during events, resulting in an average delay of 22 seconds, but would not result in intersection failure.

## Submissions

### *Public submissions*

Public submissions raised concerns about the classification of roads, the assessment of traffic leaving events undertaken between 9-10 pm when events are expected to finish at 10 pm, the provision of parking and heavy vehicle transporter parking, design of parking areas for use by other motorsport events and the lack of public transport.

### *Council and Government agency submissions*

**Blacktown City Council** raised concerns over the modelling of future traffic conditions, the safety of access points from the site onto Ferrers Road and the need for an increased capacity of Ferrers Road to reduce congestion during major events. Council was satisfied that the proposed parking would be adequate provided that no concurrent events were to occur. Council also noted that draft design drawings of upgraded and proposed Ferrers Road intersections were not provided in the EIS.

**Western Sydney Parklands Trust** commented on the need for ongoing traffic and transport management and ongoing monitoring to ensure acceptable conditions are maintained for adjoining operators, spectators and the public. The Trust also requested that the performance of the proposed car parking arrangements be monitored to ensure it is optimal functioning and that the parking provided would cater for the demands of all users of the precinct.

## Consideration

### *Surrounding network has sufficient capacity to support construction traffic*

Blacktown City Council sought upgrading of Ferrers Road from a single lane in each direction to two lanes in each direction to support construction and operational traffic. The amended project significantly reduced the volume of traffic that would be generated during construction by reducing earthworks and the volume of spoil that would be transferred to the permanent stockpile. Vehicle movements for this component of construction use only a short section of Ferrers Road to access the stockpile site from the speedway construction area.

Materials and equipment delivery would be unlikely to change significantly, with most accessing the site from the M4 Motorway and through the commercial area to Ferrers Road. The additional traffic attributable to deliveries is considered within the capacity of the surrounding road network, and therefore does not require road upgrades. However, conditions are recommended to ensure any dilapidation attributable to the project is rectified, and safe access for pedestrians and vehicles is provided at all times.

### *Impacts to the surrounding traffic network from the Speedway are manageable during minor concurrent events*

The impacts of the speedway on the surrounding road network are minor, with some impacts expected when the speedway and the Dragway host minor concurrent events. These impacts would cause minor delays from opening of the speedway (the first concurrent event) at the intersection of Huntingwood Drive and Brabham Drive, and at the intersection of Brabham Drive, Ferrers Road and Peter Brock Drive. Minor delays at the intersection of Ferrers Road and The Horsley Drive 10 years after operation commence are also expected.

The Department notes that public submissions queried the post-event traffic between 9 and 10 pm when events are expected to finish by 10 pm. The assessment of impacts between 9 and 10 pm

demonstrates a worst-case impact on the surrounding network and that patrons leaving after events finish at 10 pm would have less impact on the operation of the surrounding road network.

The Department is satisfied that the traffic impacts to the surrounding network would be suitably managed through the implementation of the proposed mitigation measures and the proposed Operation Traffic and Transport Management Plan.

*Additional traffic and parking management is required for major concurrent events*

There would be occasions where major concurrent speedway and dragway events would run. The frequency of these is expected to be low and the operators of the speedway and dragway would be required to implement management measures such as traffic management and carpark sharing to be outlined in a Major Events Operation Plan (MEOP).

The MEOP would coordinate major events to minimise conflicts, traffic and parking, noise and dust impacts. In relation to traffic management, mitigation measures would include consideration of car parking arrangements, public transport provision, temporary road closures, shuttle bus zones and drop off and pick up zones. The MEOP would be prepared in consultation with the relevant road authorities, NSW Police and other relevant stakeholders. The Department has recommended a condition requiring the MEOP to be prepared and implemented before major concurrent events occur.

Modelling indicated that enough parking would be available for concurrent minor events, major events at the speedway and major events at the dragway. Community submissions were concerned that insufficient overflow parking for speedway patrons is proposed during concurrent major events.

*Public transport provision to the Western Sydney Parklands*

No bus services operate along Ferrers Road and the closest train station is Doonside, approximately 7 kilometres from the site. Submissions from the community and government agencies raised the possibility of future provision of public transport to the site to reduce the traffic on event days.

The Proponent has committed to investigating opportunities to enhance public transport accessibility to the project, including bus services and bus stop infrastructure to service major event days. Investigation of improved accessibility and the use of varied public transport methods is supported, including on-demand services to provide alternatives to car-based access. The Department is satisfied that the proposed investigation would be suitable in identifying the feasibility of public transport provision for events.

*Carparks would be designed to facilitate other motorsport disciplines.*

A public submission requested that the speedway carparks be designed to allow for use by other motorsport disciplines such as drifting. The Proponent committed to designing Carparks C and D to enable other informal activities and ancillary events. Informal activities such as drifting are generally managed through sub-leasing or other arrangements with the primary lessee (e.g. Sydney Dragway) and not directly with the WSPT. The legal uses of the site and the carparks would be managed by the lessee (speedway operator) and would be identified within the Operational Environmental Management Plan.



## 6.4 Noise and vibration

Construction is proposed to be undertaken for 24 hours per day, seven days per week, but would have negligible noise impacts at residences and other sensitive receivers. Speedway events would have noise impacts at residences and sensitive receivers.

The Department has recommended conditions that the Proponent install at-property treatment and other mitigation measures at residences at the earliest possible time during construction to ensure that the noise mitigation benefits are provided during construction and operation.

### Issue

Existing land uses around the motorsport precinct are largely commercial and industrial to the immediate south and west, the M4 Motorway to the north, M7 Motorway to the west and Prospect Reservoir to the east. The nearest residential receivers are approximately 1200 metres to the south beyond the Austral brickworks. Existing background noise is dominated by road traffic noise.

The Proponent sought approval to construct 24 hours per day, seven days per week. The construction program is expected to take nine to twelve months and occur over a number of phases with relocation of existing car parking occurring early to provide an offset to Dragway users that currently park in areas where the speedway and associated car parking would be constructed.

Four months in the middle of the construction program would likely see overlapping stages, where construction occurs concurrently across all areas. This is likely to be when the highest noise levels are generated, however a range of management and mitigation measures are proposed to address this including community engagement, construction scheduling, site layout, and equipment choices.

Noise generated by speedway events would vary with the type of event and weather conditions; however, it is expected to be comparable to or lower than noise from existing dragway and motorsport events. Concurrent speedway and dragway events may occur, with Wednesdays and Fridays being common days. Receivers to the south may experience increased noise during concurrent speedway and dragway events compared to that currently generated by dragway and events held at the motorsport park, however the potential for increased noise would be dependent on the proximity of receivers to the venues.

Noise increases due to operational traffic accessing the site are expected to be less than 1 dB and would be imperceptible.

### Submissions

#### *Public*

The key noise and vibration issues raised in public submissions included:

- concern regarding the timing of operation,
- the effectiveness of noise mitigation to limit maximum noise impacts for residential areas during night-time periods.

#### *Interest Group*

**Australian Lightning Sprints Association (ASLA)** supports the project and commented on engagement with speedway customers. ALSA further commented on events concluding at 10 pm and

considered 11 pm more appropriate to account for unexpected delays, wet weather, or serious crashes.

#### *Government agencies and Council*

**EPA** recommended a limit on the number of events per year at the speedway noting that there would be around 36 events each year (1 event per week during racing season, September– May) and some more frequent midweek events during December-January holiday season. EPA agrees with the use of a Construction Noise Management Plan to manage 24/7 construction works.

**Blacktown City Council** stated that it currently receives noise complaints about the motorsport area and is concerned about noise exceedances. Council is also concerned about sleep criteria and requested more information on events continuing past 10 pm due to unforeseen circumstances.

**Western Sydney Parklands Trust** emphasised the need to monitor cumulative noise and vibration impacts from construction and operation of the speedway, alongside concurrent raceway events within the motorsports precinct, ensuring acceptable conditions are maintained.

#### **Consideration**

##### *Construction noise impacts can be managed with standard industry practice*

The nearest residential receivers are located approximately 1200 meters to the south and 3.8 kilometres to the northeast. These are separated from the site by Austral Bricks on Ferrers Road and commercial/industrial estates on Wallgrove Road respectively, as shown in **Figure 9**.

Construction scenarios modelled assumed that activities would occur 24 hours a day, 7 days a week. Noisier activities would be scheduled during the daytime where possible. The noise management levels (NMLs) for construction at the nearest residential receivers is consistent with typical suburban background noise. Daytime construction noise is generally expected to be at (or below) the relevant noise management levels (NML) due to the large separation distance to residences and intervening commercial and industrial development.

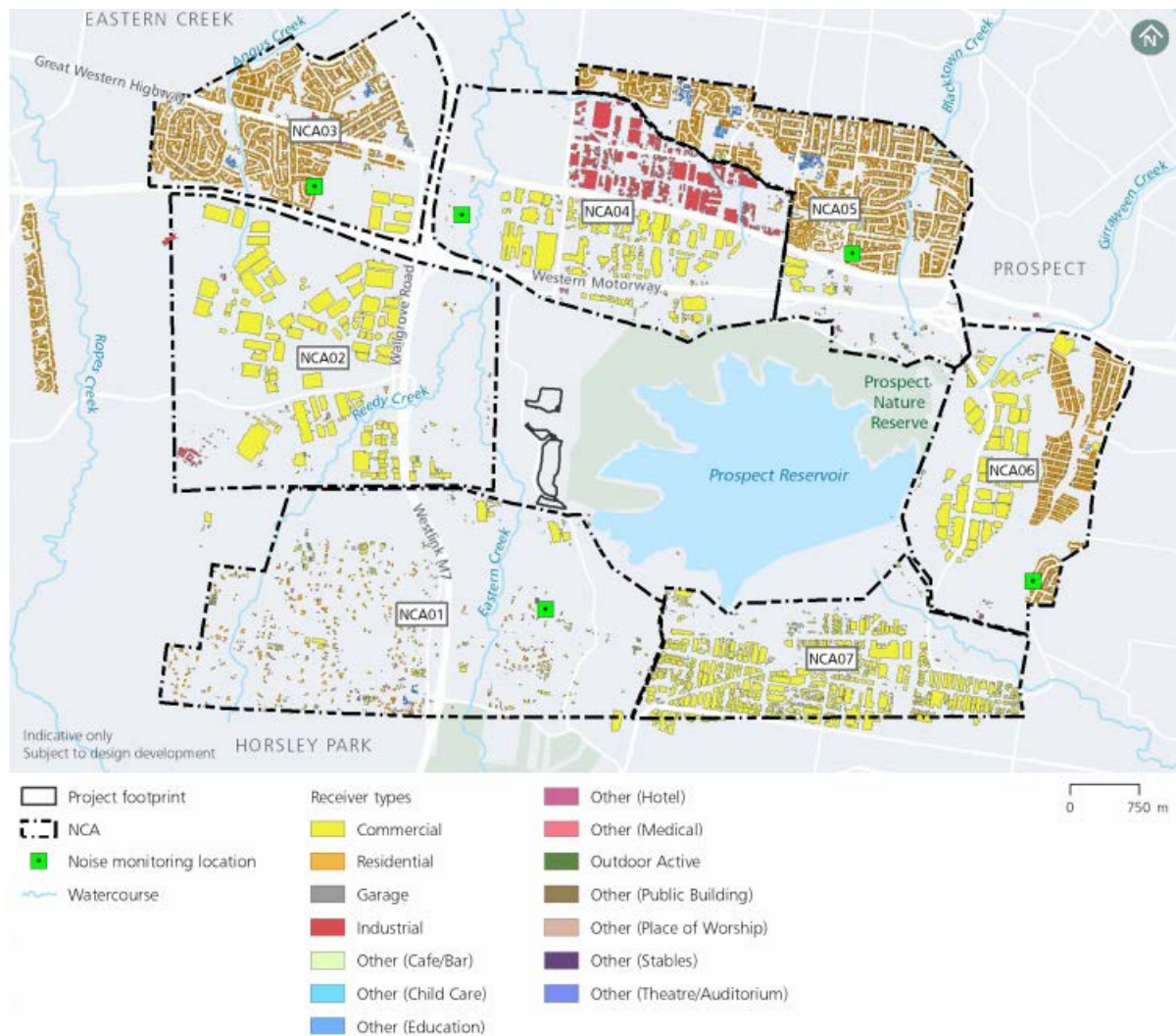
Night-time NMLs may be exceeded to the south when construction stages overlap around the middle of the none to twelve-month construction and the noisiest activities for each stage occur concurrently, however this scenario is considered unlikely. Sleep disturbance trigger levels may be exceeded by 2-3 dBA when concrete sawing for utilities connections occurs. No vibration impacts are expected in any location.

These impacts are considered acceptable and occasional exceedances of the NMLs are unlikely to be noticeable and identified mitigation measures that could be implemented if required are considered standard industry practice. These include source controls (such as construction scheduling, respite, equipment selection, worksite layouts), path control (such as barriers, mounds or other shield options) and management measures (such as community consultation, site inductions for employees and contractors on noise related matters, behaviour management and monitoring).

The Department supports the implementation of Sydney Metro's Construction Noise and Vibration Strategy, which includes site-specific mitigation measures to effectively reduce construction noise impacts. Notwithstanding, proactive and early engagement with the affected community is encouraged so that they can be informed of upcoming work and potential impacts. The Department



has recommended the preparation and implementation of a comprehensive community consultation strategy.



**Figure 9 | Noise catchment areas and sensitive receiver types (Source: Sydney International Speedway EIS)**

*Operational noise is comparable to current motorsport events, but mitigation proposed*

The speedway race season is from September to May. Noise impacts of speedway events would vary with weather and race/vehicle type with sprint cars being the noisiest. Sprint cars are also the most often held event with an assumed 17 events in a season.

There are no guidelines or policies directly relevant to the running of motorsport events. The *Noise Guide for Local Government* provides some guidance for motorsport activities on private land.

Without mitigation, exceedances of up to 12 dB (sprint cars) above existing background levels could be expected at NCA01 and up to 8 dB above background in more distant areas to the west and east during neutral weather conditions. Worst case noise from motorsport events for neutral and adverse conditions are below existing background levels at most receivers. The prevailing weather direction is away from the most affected catchment.

Overall, noise levels at NCA01 from speedway events would be comparable to or lower than those from existing motorsport events at the Sydney Motorsport Park and Sydney Dragway and existing road traffic noise, including potential sleep disturbance ( $L_{max}$ ) events.

The Proponent has committed to providing at-property treatment for those residential receivers to the south and west of the speedway where motorsport events may exceed background +5 dB noise goal for motorsport venues, approximately 15 residences. Typical treatment will include mechanical ventilation installation, and window upgrades to glazing and/or acoustic seals which can achieve noise reductions in the order of 10 dBA. As these residences are also the most affected during construction, it is recommended that any mitigation required to address operational noise impacts be installed as early as possible in the construction timeframe so that the benefits are realised for both phases of the project.

The EPA noted that the example used in the NGLG may not be applicable to all motorsports, however it agrees with the approach to mitigation which is consistent with that adopted for other transport infrastructure and industrial projects. The Department is satisfied that this would address potential impacts of speedway events as well as existing dragway operations.

Noise from concurrent events is likely to be controlled by the source closest to a receiver, but both dragway and road car events are expected to be noisier than speedway events. A commitment has been made in the EIS to prepare a Major Events Operating Plan, to establish protocols for concurrent running on major events to address issues of co-ordination of venue/event operators, traffic, parking, noise management and complaints handling. The Department supports this approach which seeks to manage the area as a single operation with common processes across the precinct, presenting a single front to the resident and motorsport communities.

## 6.5 Other issues

Issue	Findings	Recommendations
<b>Contamination</b>	<p>The site has been previously subject to agricultural and industrial uses. Surrounding land uses comprise Sydney Dragway and several current and former waste facilities. Additional investigations, detailed in the Response to Submissions, revised the level of contamination and risk across the site from moderate-high, to low-moderate.</p> <p>Potential sources of contamination include soil contamination from unknown bulk fill material and waste storage on site, groundwater and ground gas contamination from bulk fill materials and nearby waste facilities, and from a potential underground storage tank located within area 4. Asbestos was not observed in the bulk fill and a second stage of investigation did not identify any further evidence of asbestos.</p> <p>Excavation during construction could encounter potential contaminated soils, increasing the potential for contaminant mobilisation and may create additional exposure pathways to receivers (including environmental receptors), surface</p>	<p>Recommended conditions include the preparation of an Unexpected Contaminated Land and Asbestos Finds Procedure; engagement of a site auditor for the duration of construction; and the need to obtain a site audit statement before events commence to show that the site is suitable for the proposed use.</p>

Issue	Findings	Recommendations
	<p>water bodies and groundwater bodies. General risks for contamination also come from construction vehicle, plant and equipment fuel, other hydrocarbons and waste material spill.</p> <p>The EPA sought further certainty of the revised risk based on interpretation of the additional findings and recommended that an independent auditor be appointed to ensure that any work required in relation to soil, groundwater, or ground gas contamination is appropriately managed. Further, a site audit statement should be obtained before the commencement of operation that certifies that the site is suitable for the proposed use.</p> <p>The Department agrees with the EPA that the approach to managing contamination is to be robust and has recommended conditions for the engagement of a site auditor and the requirement for a site audit statement before events are held at the speedway.</p> <p>The assessment identified a low operational contamination risk. Although maintenance and refuelling of race cars would require storage and use of various chemicals, generate waste and have a risk of accidental spills, most of the operational site, competitor car park and pits would be hardstand and the operational risk of contamination is considered low. No further conditions are recommended.</p>	
<b>Aboriginal heritage</b>	<p>Aboriginal objects or archaeological deposits are unlikely to remain on the project site, as it consists of heavily modified artificial landforms. One AHIMS site is located within the project site and two AHIMS sites are located within the study area. However, no Aboriginal artefacts were identified during site inspections.</p> <p>There are also two Potential Archaeological Deposits (PADs), identified as having moderate research potential, in the areas adjacent to the construction footprint. The area of the PADs has not been excavated and therefore other components of scientific significance cannot be determined.</p> <p>PAD01 is located within 100 m of a proposed temporary construction stockpile and PAD02 is located within 50 m of proposed carpark construction works. The Proponent has committed to establishing exclusion areas around the PADs and preparing an Unexpected Finds Protocol.</p> <p>The additional site footprint proposed in the RtS does not contain any registered AHIMS sites or new areas of archaeological potential.</p>	<p>Conditions are recommended requiring the Proponent to address any unexpected heritage items found during construction.</p>

Issue	Findings	Recommendations
	<p>The Department is satisfied that there is a low probability of any remnant Aboriginal objects or sites on the project site due to its heavily modified nature. As such, the project is unlikely to cause significant impacts to any Aboriginal objects or places.</p>	
<p><b>Non-Aboriginal heritage</b></p>	<p>Although there are no heritage items within the project site, 40 m east of the project is Prospect Reservoir and its surrounding area which is significant at a state level. The project is not easily viewed from the reservoir due to intervening hills, tree cover and distance. The site would be screened by the landform and vegetation to its east and the final elevation of the structure would sit at a similar height to existing retained vegetation along the western side of the site.</p> <p>The Proponent's heritage assessment concluded that the project would have no visual impacts to Prospect Reservoir and would not alter any element of significant fabric. Although there are no mitigation measures outlined that are specific to non-Aboriginal heritage, the Department is satisfied that potential impacts have been avoided through design and that the project will have negligible impacts to the State heritage listed 'Prospect Reservoir and surrounding area'.</p>	<p>An Unexpected Heritage Finds Protocol is considered an appropriate means of managing an unforeseen heritage matters during construction.</p>
<p><b>Socio-economic</b></p>	<p>The main socio-economic impacts include reduction to amenity and potential interruption to the operations of Sydney Dragway during construction and operation of the project. The impacts include generation of dust and noise during racing events. The construction site will also impact on the informal car parking areas patrons of Sydney Dragway have been using. There will be some impact to Motorsport car clubs who occasionally use part of the site for off road driver training. Finding a replacement area for these uses will be part of the Motorsport Precinct Masterplan being led by Western Sydney Parklands Trust.</p> <p>Potential economic benefits include generation of up to 150 full time employment opportunities during construction, and indirect jobs are also likely to be generated. The operation of speedway is expected to result attracting between 500 to 6000 patrons depending on the event.</p> <p>Consultation will be ongoing with Sydney Dragway, and the Proponent will engage with local clubs regarding construction activities and management strategies. The Department considers that the dust, noise, and traffic</p>	<p>No conditions are considered necessary</p>

Issue	Findings	Recommendations
	impacts to the amenity of Western Sydney Parklands and local business can be managed adequately.	
<b>Property and land use</b>	<p>The project is located on land owned and managed by the Western Sydney Parklands Trust. Sydney Dragway and Western Sydney Parklands Trust have negotiated a partial surrender of the site to allow construction and operation of the facility. No permanent property acquisition is required. Western Sydney Parklands Trust has advised that Sydney Dragway sublets the surrendered area (south of Ferrers Road) to other motorsport organisations. Arrangements for continued operation of these organisations is a matter for Sydney Dragway within its leased area. Constructing the speedway near other motorsports facilities avoids impacts and constraints that other potential locations may have had.</p>	No conditions are considered necessary
<b>Landscape, character and visual amenity</b>	<p>The proposed site is currently used for maintenance and materials storage areas and informal parking for the Sydney Dragway. The urban design strategy is focused on increased tree planting, to integrate the site into its surrounding landscape and visually soften buildings, car parks and roads. Structures including the grandstand will be based on a pavilion style with long and low building forms with generous roof forms to offer shade and protection.</p> <p>Vegetation will be impacted with 148 canopy trees removed during construction. Much of the bushland along the transmission easements and perimeter will remain untouched, providing a screening for the majority of ground level activity. Due to the existing environment, the visual impact will be minimal and in line with the areas pre-existing landscape character: a sports racing venue incorporating the design and environmental objectives of the Western Sydney Parklands Trust. Nighttime visual impacts would be readily absorbed into the existing moderately lit setting of the Motorsports precinct.</p> <p>1000 trees will be planted to mitigate the removal of 148 canopy trees, and permeable surfaces will be integrated to reduce urban heat island effects. The Department considers the mitigation measures adequate to reduce impacts, given the minimal change to the existing landscape character and visual amenity.</p>	Conditions are recommended to ensure that the final design of the project is undertaken in consultation with the Western Sydney Parklands Trust and be consistent with the <i>Western Sydney Parklands Urban Design Manual</i> .
<b>Soils and surface water quality</b>	<p>Large areas of the site have been raised above natural levels using external fill materials, which may exhibit acid sulphate soils. Construction activities have the potential to expose the area's characteristic saline soil to surrounding waterways. Operational impacts on soils are limited, as the</p>	Conditions are recommended to further mitigate environmental impacts, including stockpile management and erosion

Issue	Findings	Recommendations
	<p>site will be sealed and landscaped. The project includes a permanent landscaped stockpile in area 7 made of excess fill from levelling the areas 1-6.</p> <p>Permanent water management infrastructure modified in the RTS includes on-site detention tanks, batter chutes, a discharge control pit and flow bypass pipe under Ferrers Road between carpark C and D. These have been designed to meet Council's guidelines and to control the speed and volume of runoff entering Eastern Creek.</p> <p>Detailed site assessment undertaken in the RtS reduced the risk of potential soil contamination. A small reduction in average annual pollutant loads for surface run off discharging to Prospect Reservoir is expected, resulting in a beneficial impact to water quality.</p> <p>Water NSW raised concerns about the impact of surface water run-off and sediment movement from the proposed permanent stockpile in area 7 entering the Warragamba Pipeline corridor, potentially impeding Water NSW access to the Warragamba to Prospect pipeline. The EPA commented on detention basin size, adequacy of the Proponent's assessment and potential contamination risks.</p> <p>The Proponent has committed to a range of environmental mitigation measures regarding erosion and sediment control, water quality monitoring, saline and acid sulphate soils management and operational water quality monitoring. The Department is satisfied the Proponent's management measures would mitigate impacts of construction and operation of the project.</p>	<p>sediment control measures, a Soil and Water CEMP sub-plan and water quality monitoring.</p>
<b>Groundwater</b>	<p>The Proponent undertook an assessment of expected changes during construction and operation to groundwater levels, flow and quality. Excavation works with a maximum depth of 6 m are not expected to intercept substantial groundwater. Any water table intercepted is expected to be intermittent and/or localised.</p> <p>Potential groundwater recharge impacts are expected to be negligible during construction but may be decreased due to the operational design. However, the estimated net reduction in regional groundwater recharge and baseflow to creeks is expected to be negligible.</p> <p>The proposed stormwater and drainage design would alter the existing site hydrology, as existing discharge to Prospect Reservoir would operationally discharge into Eastern Creek via the upgraded flow bypass pipe underneath Ferrers Road. Considering the minimal likely impact on</p>	



Issue	Findings	Recommendations
	<p>groundwater, the environmental mitigation measures proposed, and the Department's recommended Soil and Water CEMP sub-plan and Construction Monitoring Program, the impacts are considered manageable.</p>	
<b>Flooding and hydrology</b>	<p>The site is located above the probable maximum flood levels of Eastern Creek and the Hawkesbury – Nepean River for construction and operation. There is an unmanaged overland flood risk to visitors who use the existing site for parking, causing inundation of Ferrers Road. There are three access roads within the SUEZ Eastern Creek Resource Recovery Park which cross the open channels and overland flow paths which convey overland flows from the project site.</p> <p>The project would include upgraded stormwater infrastructure, including on-site detention tanks, resulting in no change to peak flows downstream of the project and no loss of flood conveyance or floodplain storage.</p> <p>Submissions from EESG, Sydney Water and Blacktown City Council raised concern with the Proponent's flood analysis, cumulative downstream impacts and consistency with local floodplain policies. The proponent demonstrated that consideration had been given to Council's relevant stormwater management policies and that downstream flood impacts would not be worse than current conditions. The Department is satisfied the Proponent's amended design and mitigation measures would appropriately manage flood risk during construction and operation.</p> <p>Permanent water management infrastructure modified in the RtS includes on-site detention tanks, batter chutes, a discharge control pit and flow bypass pipe under Ferrers Road between carpark C and D. These have been designed to meet the Permissible Site Discharge limit of 147 litres per second per hectare for 'all other Hawkesbury River sub-catchments' as stipulated in Council's engineering policies. This would control the speed and volume of runoff entering Eastern Creek so that water would not overtop Ferrers Road at this location during a one per cent AEP rainfall event, but would cause inundation up to 1.1 metres in that event in the area which would dissipate within approximately 12 minutes. The area is fenced and not accessible to the public. The Department considers this an acceptable outcome to ensure Ferrers Road is not affected.</p>	<p>The Department has recommended a performance-based flood management condition which provides a definition of maintain relevant to this project. A further condition which allows the increased inundation between the car parks to prevent overtopping of Ferrers Road.</p>
<b>Hazards</b>	<p>Low volumes of potentially hazardous materials will be stored on site, mostly used for running construction and racing vehicles (during operation). Dangerous goods</p>	<p>No conditions necessary</p>

Issue	Findings	Recommendations
	<p>deliveries would be based on consumption rates, and appropriate storage separation distances will be applied.</p> <p>The site is in a designated bush fire prone area however it is largely cleared of vegetation with appropriate setbacks to adjacent buildings.</p> <p>To reduce the potential for impact, standard mitigation measures for hazard handling and storage will be in place, including a fire safety strategy. The Department considers this appropriate to address the low risks associated with the project.</p>	
<b>Greenhouse gas, climate change and energy</b>	<p>The assessment has identified increased ambient temperatures and heatwaves, and surface flooding due to increased rainfall intensity as medium risks to the project from climate change. The assessment also identified the expected greenhouse gas emissions of the project.</p> <p>The adaption and mitigation measures incorporated into the project design (including the installation of energy efficient systems and opportunities to reduce greenhouse gas emissions) have been considered and are considered adequate to address the risks of climate change.</p>	<p>No conditions necessary</p>
<b>Waste management</b>	<p>The proponent advises that, except for contaminated spoil no offsite spoil disposal is anticipated as part of the project. All useable spoil would be reused on the project site. The approximately 100,000 m<sup>3</sup> of excess cut material anticipated as part of the EIS has reduced to approximately 16,000 m<sup>3</sup> in the Amendment Report. This will be reused to form a landscaped mound in construction area seven with vegetated slopes, forming part of the operation of the project. The Department considers this is the most appropriate way to manage excess cut material as it avoids the need for its disposal.</p> <p>The waste generated from the operation of the project is minimal and primarily associated with facility maintenance. The Department is satisfied that waste generation and management can be adequately managed by the Proponent's proposed mitigation measures, including standard waste management practices of reduce, reuse and recycle, and the Department's recommended conditions.</p>	<p>The Department has recommended conditions for handling, reuse and disposal of waste.</p>

## 7 Evaluation

The Department has reviewed the EIS and Submissions Report and assessed the key issues arising from construction and operation of the project. This has been undertaken with advice from government agencies and Blacktown City Council, and in considering key strategic government policies and plans. The Department's assessment considered all the relevant matters and objects of the EP&A Act and the principles of ecological sustainable development.

The project is consistent with government policies and strategies, including:

- *The Greater Sydney Region Plan – A Metropolis of Three Cities – the Greater Sydney Region Plan* (Greater Sydney Commission 2018)
- *Central City District Plan* (Greater Sydney Commission 2018)
- State Environmental Planning Policy (Western Sydney Parklands)
- Western Sydney Parklands Plan of Management 2030
- Western Sydney Parklands Design Manual.

Key issues associated with the project are:

- air quality
- traffic, transport and access
- noise and vibration
- biodiversity impacts.

The Proponent identified a range of environmental mitigation measures which it has committed to implementing to address the identified environmental impacts.

The Department is satisfied that the issues raised in submissions have been appropriately considered and responded to by the Proponent and Department. Residual impacts can be mitigated, managed or offset through the implementation of the Proponent's commitments and recommended conditions to reinforce these commitments and address outstanding or residual impacts such that there is no long term and irreversible impact.

The project would provide for a dedicated location and world class facility for speedway racing in Sydney, benefit the timely delivery of Sydney Metro West and consolidate Eastern Creek as a motorsport precinct for the motorsport racing community. For the reasons outlined, it is considered that the project is in the public interest and should be approved subject to conditions.

## 8 Recommendation

It is recommended that the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant approval to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants approval** for the application in respect of SSI 10048 as amended, subject to the conditions in the attached project approval
- **signs** the attached project approval and recommended conditions of approval (see attachment).

**Recommended by:**



**Jonathan Kerr**  
Planning Officer  
Transport Assessments

**Recommended by:**



**Glenn Snow**  
Director  
Transport Assessments

## 9 Determination

The recommendation is **Adopted** / ~~Not adopted~~ by:

A handwritten signature in blue ink, appearing to read 'Rob Stokes', is positioned above the printed name.

**The Hon. Rob Stokes MP**

Minister for Planning and Public Spaces

# Appendices

## Appendix A – List of referenced documents

The Greater Sydney Region Plan – A Metropolis of Three Cities (Greater Sydney Commission, 2018)

Western Sydney Parklands Plan of Management 2030 (NSW Government, 2018)

Sydney International Speedway – Environmental Impact Statement Volume 1 & 2 (Sydney Metro, August 2020)

Sydney International Speedway – Submissions Report (Sydney Metro, November 2020)

Sydney International Speedway – Amendment Report (Sydney Metro, November 2020)



## **Appendix B – Environmental Impact Statement**

<https://www.planningportal.nsw.gov.au/major-projects/project/30111>

## Appendix C – Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/30111>

## **Appendix D – Response to Submissions**

<https://www.planningportal.nsw.gov.au/major-projects/project/30111>

## **Appendix E – Amendment Report**

<https://www.planningportal.nsw.gov.au/major-projects/project/30111>

## Appendix F – Community Views for Draft Notice of Decision

Issue	Consideration
<p><u>Traffic and transport</u></p> <ul style="list-style-type: none"> <li>consideration of public transport/turn-up and go services to and from course requested.</li> <li>parking capacity compared to the venue capacity.</li> <li>parking capacity for concurrent events at the speedway and dragway.</li> <li>the capacity of the pit area and pit bays provided to manage the number of vehicles that would be present during an event.</li> <li>dedicated parking for competitors and officials should be provided.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Parking would be designed in accordance with relevant design, engineering and safety guidelines.</li> <li>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.</li> <li>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.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>The Proponent must not operate concurrent events until the Major Events Operation Plan has been developed.</li> </ul>
<p><u>Noise and vibration</u></p> <p><i>Construction</i></p> <ul style="list-style-type: none"> <li>Construction noise should cease by 10pm and an outline of construction hours was requested.</li> </ul> <p><i>Operation</i></p> <ul style="list-style-type: none"> <li>Requests for noise curfews during events to reduce noise impact to nearby neighbourhoods.</li> <li>Noise restrictions on the speedway would require events to end by 10pm and would impact upon the running of events.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Acoustic treatment is proposed for affected residents to the south of Precinct 5 where target levels may be exceeded.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Operational noise mitigation measures are subject to review and compliance monitoring once events commence and completed within 12 months.</li> </ul>

<i>Issue</i>	<i>Consideration</i>
<u>Dust deposition</u> <ul style="list-style-type: none"> <li>The speedway track may increase dust deposition in the dragway braking zone and affect safe operation.</li> <li>Impacts of clay choice and binding agent for dust suppression on track performance and safety.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>A dust screen and tree planting would be installed between the speedway and dragway to attenuate dust and minimise deposition on the dragway.</li> <li>Active dust management is proposed during construction and operation, including watering of the speedway.</li> <li>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.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>Construction and operation of the speedway must ensure the safety of dragway competitors and spectators.</li> </ul>
<u>Project design</u> <ul style="list-style-type: none"> <li>The design, location and setback of spectator seating and viewing areas are not optimal to speedway racing.</li> <li>The design does not cater for other motor-sport disciplines.</li> <li>The design and length of the track may cause potential issues for both spectators and drivers, such as harder corner braking.</li> <li>Consider an underground tunnel from the pit area to the infield.</li> <li>Seating capacity of the speedway does not reflect the benefits of the relocation.</li> <li>The grandstand should be easily accessible by a variety of abilities.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>The project would be designed to comply with the requirements of the <i>Disability Discrimination Act 1992</i>.</li> <li>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).</li> </ul>
<u>Socio-economic impacts</u> <ul style="list-style-type: none"> <li>Stopping speedway events when dust trigger levels are exceeded may result in events not being completed.</li> <li>Construction will impact racetracks in Construction Area 7.</li> <li>Education should be provided on speedway in conjunction with facilities connected to the sport.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>Trigger levels and actions would be developed in consultation with Sydney Dragway.</li> <li>The project would potentially provide additional benefits to local businesses on Peter Brock Drive servicing the construction industry and speedway racing</li> <li>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</li> </ul>



<i>Issue</i>	<i>Consideration</i>
<ul style="list-style-type: none"> <li>Speedway provides opportunities to ensure local businesses benefit from construction.</li> <li>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.</li> </ul>	<p>for these uses are subject to the master planning work being led by the Western Sydney Parklands Trust.</p> <ul style="list-style-type: none"> <li>Construction of the speedway is expected to generate up to 150 full time jobs.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>Proactive measures such as 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 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.</li> <li>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.</li> </ul>
<p><u>Visual impact</u></p> <ul style="list-style-type: none"> <li>Negative visual impact of the stockpile in Construction Area 7 on nearby businesses.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>The revised stockpile height of approximately 3-4 metres would have a negligible visual impact to nearby businesses.</li> </ul>
<p><u>Greenhouse gas, climate change and energy</u></p> <ul style="list-style-type: none"> <li>Support for inclusion of solar power, smart lighting.</li> <li>Absence of wind generators was noted, and storage batteries were recommended.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>Solar would be the most appropriate renewable energy source for the development and that wind generators and battery storage was not considered feasible.</li> <li>Further solar capacity has been identified, with an additional 400 kW to be provided on the pit garage roofs.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>The Department supports the proposed installation of energy efficient and renewable energy systems.</li> </ul>
<p><u>Environmental management</u></p> <ul style="list-style-type: none"> <li>On-going environmental management is supported, including litter control, noise and odour monitoring and additional planting of trees.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>Ongoing operational maintenance and environmental management would be guided by an operational environmental management plan.</li> <li>Noise monitoring would be undertaken to identify impacts to receivers and ensure that mitigation achieves the anticipated outcomes.</li> <li>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.</li> </ul> <p><i>Recommended Conditions/Responses</i></p> <ul style="list-style-type: none"> <li>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.</li> </ul>

## Appendix H – Recommended Conditions

<https://www.planningportal.nsw.gov.au/major-projects/project/30111>