



DOING IT SIDEWAYS IN THE DIRT

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Broome Speedway Club Inc
Noise Management Plan

March 2017

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1. Introduction

1.1 Background

LandCorp propose to develop a residential area approximately three kilometres to the north of Broome Airport, known as Broome North LDP2. The development is bordered by Broome Road to the east, Fairway Drive to the north and Magabala Road to the west.

GHD has previously undertaken noise assessments for Broome Speedway and/or Broome Motocross, presented to LandCorp in November 2012 and May 2013.

At LandCorp's requested, GHD completed a review of previous noise assessments (November 2013) to develop conditions required which would allow development of Broome North LDP2, subject to Broome Motocross being relocated and Broome Speedway remaining operational under an approved Noise Management Plan (NMP).

LandCorp has requested that GHD, in consultation with LandCorp and Broome Speedway Club Inc. develop an NMP for approval and endorsement by Shire of Broome for Broome Speedway.

Once approved and endorsed by Shire of Broome, the NMP will allow Broome Speedway to exceed the assigned noise levels in the *Environmental Protection (Noise) Regulations 1997*, provided motor racing activities are carried out in accordance with the NMP.

1.2 Scope

This report presents:

- Background to the requirement to develop a NMP for Broome Speedway.
- A NMP for Broome Speedway, for approval and endorsement by Shire of Broome.

1.3 Limitations

This report has been prepared by GHD for LandCorp and may only be used and relied on by LandCorp for the purpose agreed between GHD and LandCorp set out in Section 1.2.

GHD otherwise disclaims responsibility to any person other than LandCorp arising in connection with this report. GHD also excludes implied warranties and conditions to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

GHD has prepared this report on the basis of information provided LandCorp and others, which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information including errors and omissions in the report, which were caused by errors or omissions in that information.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility of obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

2. Broome Speedway Noise Management Plan (NMP)

BROOME SPEEDWAY CLUB INC.

NOISE MANAGEMENT PLAN – BROOME SPEEDWAY

This noise management plan ('the NMP') has been approved by the Chief Executive Officer (CEO) of the Shire of Broome ('the CEO') for the purposes of Division 3 of the *Environmental Protection (Noise) Regulations 1997*.

1. VENUE DETAILS

Name of venue	Broome Speedway ('the speedway')
Location of venue	Corner Wattle Drive and Broome Highway BROOME WA
Occupier of venue	Broome Speedway Club Inc. ('the occupier')
Affiliations	Speedway Australia ¹ Western Australian Speedway Commission Inc.
Venue maps	Attachment 1 – Map of venue showing facilities

2. APPLICATION

The NMP applies:

1. While the occupier is the leaseholder of the speedway.
2. To racing activities at the speedway organised by the occupier.
3. To the emission of noise during a racing activity at the speedway.
4. From the date of approval by the CEO until the expiration of the approval.

Regulation 7 of the *Environmental Protection (Noise) Regulations 1997* does not apply to noise emitted from the speedway during a racing activity if the activity is conducted in accordance with the NMP.

The occupier must ensure that the conditions and ancillary measures designated as such in the CEO's approval notice are implemented.

¹ Previously known as National Association of Speedway Racing (NASR)

3. TYPES OF RACING ACTIVITIES AND CLASSES OF VEHICLES

3.1 Types of racing activities covered by the NMP

- Club race meetings
- State Title race meetings
- Practice sessions
- Vehicle tests
- Exhibitions / Blue Ribbon Events
- Special events

3.2 Classes of vehicles

- Late model sedans (left-hand drive racing vehicle with a sedan style body and a V8 engine)
- Sprint cars (racing vehicles having four open wheels, a V8 engine with a capacity of greater than 300 cubic inches and wings to provide down force assistance)
- Super sedans (racing vehicles with a sedan style body and a V8 engine)
- Special exhibition vehicles
- Various other vehicles of smaller engine capacity

4. LIMITATIONS ON RACING ACTIVITIES

4.1 Scheduled race meetings and practice sessions

The following limits apply to scheduled race meetings and practice sessions at the speedway:

1. The Speedway is to submit all race and practice dates to the Shire of Broome 1 month prior to the first scheduled meet.
2. A race meeting or practice session can only take place between 1 March and 30 November ('season').
3. Racing can only take place at a race meeting or practice session.
4. Racing vehicles are not to be operated at the speedway at any time other than a race meeting or practice session.
5. No more than 14 race meetings are to be held during a season.
6. Race meetings are to be held only on Friday or Saturday, except that a race meeting may be held on a Sunday preceding a public holiday.
7. In addition to the 14 race meetings per season, a preliminary meeting may be held to conduct tests on racing vehicles to establish their compliance with this Noise Management Plan.
8. A race meeting can only be held on two consecutive days a maximum of twice per season, that being either a Friday race meeting followed by a Saturday race meeting or a Saturday race meeting followed by a Sunday race meeting.
9. A race meeting can only be held on three consecutive days once per season, for the purpose of the 'State Titles' race meeting held over a long weekend during the season.
10. Races at a race meeting can only take place within a six-hour period on any one day.

11. The six-hour period must be between 12.00 pm (midday) and 10 pm on any one day.
12. A practice session may be held in the six-hour period immediately preceding the start of a race meeting, but is not to commence before 10.00 am.
13. In addition, a practice session may be held on Thursday once per season, for the purpose of the 'State Titles' race meeting held over a long weekend during the season.

4.2 Special events

Where a special event that is to be open to the public is proposed to be held at the venue, but the event cannot be conducted within the limits for scheduled race meetings and practice sessions, the occupier is to apply to the CEO for approval of the event under Regulation 18.

5. MEASURES TO CONTROL NOISE EMISSIONS

5.1 Access to race track

In order to prevent noise emissions due to unauthorised use of the race track by racing vehicles, the gates to the race track are to remain locked at all times other than:

1. In preparation for and during race meetings, practice sessions and special events approved by the CEO.
2. During maintenance or improvement of speedway facilities.

5.2 Certification of racing vehicles

Each late model sedan, sprint car or super sedan that is to race at a race meeting at the speedway must have a current certificate indicating that its noise level does not exceed a noise limit of 95 dBA ('noise limit') when tested in accordance with the noise test procedure.

For all other class of vehicle that is to race at a race meeting at the speedway must have a current certificate indicating that its noise level does not exceed a noise limit of 90 dBA ('noise limit') when tested in accordance with the noise test procedure.

- All racing car certificates are to be submitted to the Shire of Broome prior to the car performing on the race track

5.3 Noise test procedure

5.3.1 Measuring individual racing vehicles

The level of noise emitted by a racing vehicle (the tested vehicle) is to be measured while the tested vehicle completes three consecutive laps of Broome Speedway within a period that is not greater than four times the average race-winning lap time for finals (i.e. other than for heats) recorded at the speedway over the previous season, for the class of racing vehicle to which the tested vehicle belongs.

1. The measurements are to be made at a point that is:
 - Inside the inner boundary of the speedway track
 - No more than 31 meters, and no less than 29 metres from the inner boundary of the speedway track
 - On, or as close as practicable to, the shorter axis of the speedway track
2. With the measuring microphone not less than 1.2 metres or more than 1.4 metres above the ground plane.

5.3.2 Calculation of average noise level

The level of noise emitted by a racing vehicle is taken to be the level obtained by:

1. Adding together the maximum level of noise measured for the vehicle on each of the laps referred to in Section 5.3.1.
2. Dividing the total resulting from that addition by three

5.3.3 Instruments

An instrument used to measure levels of noise emissions for the purposes set out in this test procedure must be calibrated in accordance with, and otherwise comply with, Schedule 4 to the *Environmental Protection (Noise) Regulations 1997*. Details of the instrument used and A copy of the calibration certificate is to be provided to the CEO no later than 14 days after testing.

5.3.4 Qualifications of Testing Officer

The Club must nominate a dedicated Testing Officer, who must demonstrate their competency at correctly using the sound level monitoring instrument to the satisfaction of the CEO.

5.4 Record of tests

The operator is to record all results from tests carried and retain those results in a form that shows (for each test):

1. Details of the racing vehicle tested
2. The racing vehicle's owner
3. The date and location of the test
4. The calculated lap time
5. The actual time for the 3 laps of the test
6. The point of measurement
7. The measured noise levels
8. The signature of the noise test operator

These details are to be provided to the CEO no later than 7 days after testing.

5.5 When racing vehicles are to be tested

The noise level for a racing vehicle is to be obtained at or before the first meeting of the season at which that racing vehicle is entered to race.

A racing vehicle tested at another speedway, that has gained a certificate, need not be subject to a further initial test.

Visiting racing vehicles attending 2 night meeting such as Shinju or a State title events will be required to as part of nomination to confirm their car conforms to the clubs NMP.

Despite assessing the noise level for a racing vehicle at the start of the season or having a certificate, if the engine or exhaust system of that vehicle is substantially modified or replaced during the season, the level of noise emitted by that racing vehicle must be reassessed before it races again.

5.6 Scrutiny of racing vehicles

1. A Chief Steward shall be designated for the duration of a race meeting and practice session to verify noise certificates and to evaluate noise emissions from race vehicles.
2. The Chief Steward may reject a certificate and require a new test if not satisfied with the noise test on which the certificate is based or if he considers that a racing vehicle has been modified to the extent that the certificate is no longer representative of noise emission from the vehicle.
3. If a racing vehicle at the speedway emits a level of noise that is conspicuously louder than that of the other racing vehicles in the same class at the meeting, the Chief Steward may require that vehicle to immediately cease racing and may prevent that vehicle from further racing at the speedway until that vehicle's noise level has been shown to comply with the noise limit.

5.7 Public address system noise

The public address (PA) system consists of loudspeaker towers placed around the track, facing towards the track and angled down towards the track. A layout of the PA system is provided at **Attachment 2**.

The loudspeakers are not to be moved or adjusted by any person without the approval of the Chief Steward.

Noise emissions from the public address system at the speedway are to be under the control of the Chief Steward, who is to designate persons who are authorised to use the system.

The public address system controls are to be set to provide a suitable audience sound level during the preliminary meeting each year, with the assistance of such persons as the Chief Steward requires, ensuring the minimum practicable 'spill' of sound into nearby noise sensitive areas.

The public address cabinet is to be locked for access only by the Chief Steward and his authorised assistants at all other times.

The public address system will only be used during race meetings; it is not to be used during practice sessions or at any other time except in the case of an emergency.

5.8 Review of racing activities in response to noise complaint

If complaints are made during a racing activity the occupier will review racing activities to reduce noise where practicable for the remainder of that event.

5.9 Written instruction to members

The club management committee shall provide all club members with a written instruction explaining the noise issues and the members' responsibility to maintain the noise limitation requirements.

6. NOTICE OF RACING ACTIVITIES

Notice of the program for racing activities for a season is to be published and distributed to members of the public as follows:

1. The notice is to be published in the Broome Advertiser, showing proposed dates of racing activities for the coming season and the telephone number for noise complaints.
2. In addition to (1), the notice is to be delivered to the address of each noise sensitive premises at locations within 1 km of the venue.

3. The notice of the program outlining the racing activities for the season is to be published and distributed at least 1 month prior to the first scheduled racing activity.
4. A change to the racing program is to be published in the Broome Advertiser and a notice provided in accordance with (2) above within four weeks before the changed meeting is to occur.
5. Notice of a special event approved by the CEO is to be given in accordance with the conditions of the approval.

7. COMPLAINT PROCEDURE

1. A designated telephone line will be manned during racing activities for the receipt of noise complaints.
2. A complaint received will be recorded on the noise complaint form (**Attachment 3**).
3. All complaints will be treated with due consideration and investigated and responded to as appropriate.
4. The occupier will as far as practicable provide advice to the complainant within 48 hours as to the outcomes of the investigation and where appropriate, any proposed modifications to operations.
5. The results of complaint investigations, details of measures taken or considered to reduce noise emissions under Measure 5.5 and an outline of the responses given to the complainant shall be recorded on the noise complaint form.
6. Completed noise complaint forms will be retained at the speedway for the period of the approval..
7. Completed noise complaint forms are to be provided to the CEO on the next business day following receipt of the complaint.

8. RECORDS

8.1 Record of vehicle tests

Records of vehicles tested and records of loud racing vehicles are to be maintained for the length of the approved NMP

8.2 Record of loud racing vehicles

The occupier is to make a record of all racing vehicles that have been required to cease racing by the steward under Measure 5.4 (Item 3) and retain that record for the length of the approved NMP in a form that shows:

1. Details of the racing vehicle required to cease racing.
2. The racing vehicle's owner.
3. The date and time at which the request to cease racing occurred.
4. The action taken by the driver of the racing vehicle following the request.
5. The action taken by the owner of the racing vehicle to remedy the excessive noise emissions.

8.3 Records to be forwarded on request

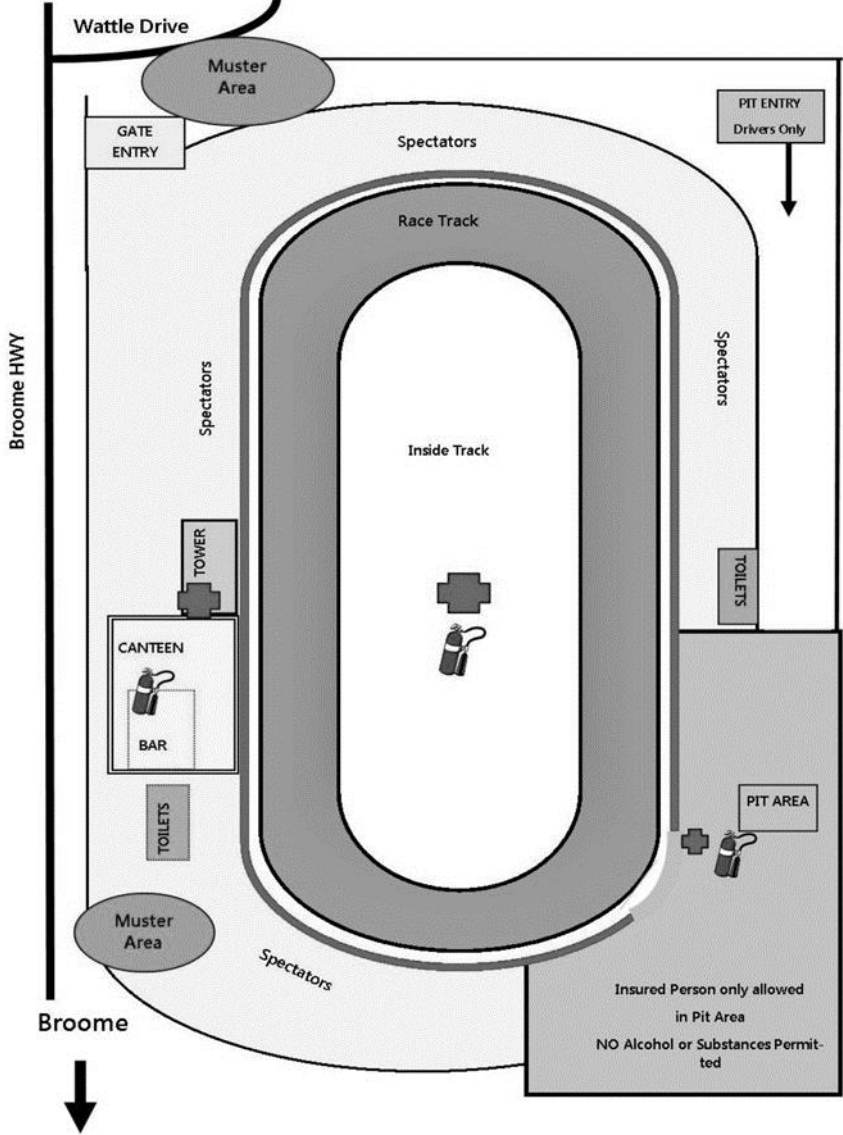
If requested to do so in writing by the CEO, the occupier is to forward a copy of all or any of the records made under Measure 8.2 within 7 days of the request.

9. RESPONSIBILITIES

The Speedway is to provide the names and numbers for relevant persons outlined every season, for Shire of Broome contact purposes.

Club Committee:	Appointment of Chief Steward
	Development of program for scheduled race meetings
Chief Steward:	Implementation of this Noise Management Plan
	Designation and training of stewards
	Control of public address system
Head Scrutineer:	Scrutiny of racing vehicles

Attachment 1 - Map of venue showing facilities



ATTACHMENT 2 - Layout of public address (PA) system



ATTACHMENT 3 - Noise complaint form

BROOME SPEEDWAY INC. NOISE COMPLAINT FORM
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To be completed by Speedway Manager or delegate

Date:		File no.:	
Event type (race meeting, practice session, other event):			

Complainant details

Name:			
Address:			
Phone (Home):		Phone (Work):	
Phone (Mobile):		Facsimile:	
Email:			

Nature of complaint:

Type of noise, description of noise heard by complainant	
Time of complaint:	

Duration of noise:	
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Response (actions taken during race meeting or practice session)

Excessively noisy vehicle removed from track, PA system volume adjusted, complaint filed with no immediate action

Follow up (actions taken following race meeting)

Vehicle noise tested and mitigation prior to allowing to resume racing

Resolution

Noise complaint resolved:	YES / NO		
IF NO, outstanding actions to be taken			
Date:		Time:	
Speedway Manager:			

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