

6<sup>th</sup> May 2020

Attention: Mr Michael Stretton  
Chief Executive Officer  
Launceston City Council

**Re: Development Application No DA0849/2020 329 George Town Road (177935/2, Rocherlea. With access over 4 Australis Drive (177935/1 Motor Racing Facility – Construction of motor racing track (retrospective)**

Good afternoon Michael

Please find attached:

1. The response to the Development Application above
2. The Signatories to this response.

Thank you.

Rhonda Burling (acting on behalf of concerned residents)

FILE No.	DA0849/2020				
EO	✓	OD		Box	✓
RCV'D 07 MAY 2021 COL					
Doc ID.					
Action Officer		Noted	Replied		

*ECOPY: 1. MORE*

# PLANNING APPLICATION ID DA0849/2020

We wish to address additional concerns and possible non compliance issues regarding the Planning Application (retrospective) for a development described as a Motor Racing Facility, with a location address of 329 Georgetown Road.

Firstly, thank you for the extension of submissions until the 07/05/2021. The site of the preemptively constructed facility will have a significant impact on residents, land owners and occupants within close proximity and may also compromise State infrastructure, so the opportunity to have additional time to address this is appreciated.

We have noted that Planning signage has been affixed in Australis Drive and the East Tamar Highway, however no signs have been affixed to the public frontage boundary of 40 Vermeer Avenue and no notification has been addressed to the adjacent residents and occupiers who may have previously lodged complaints or are adversely affected by the development.

Detailed below are sequential queries, complaints and rebuttals with reference to the Planning Application.

- 1.1 Application Summary**
- 2.1. Location**
- 2.4. Existing Service Infrastructure**
- 2.5 Access**
- 26.2 Use Table**
- 26.3 Use Standards**
- 3.3 Bushfire Prone Areas**
- E 4.5.1 Existing Road Accesses and Junctions**
- E 4.6.1 Development adjacent to road or railway**
- E 6.5.1 Car parking numbers**
- Annexure 3. Environmental Noise Assessment**



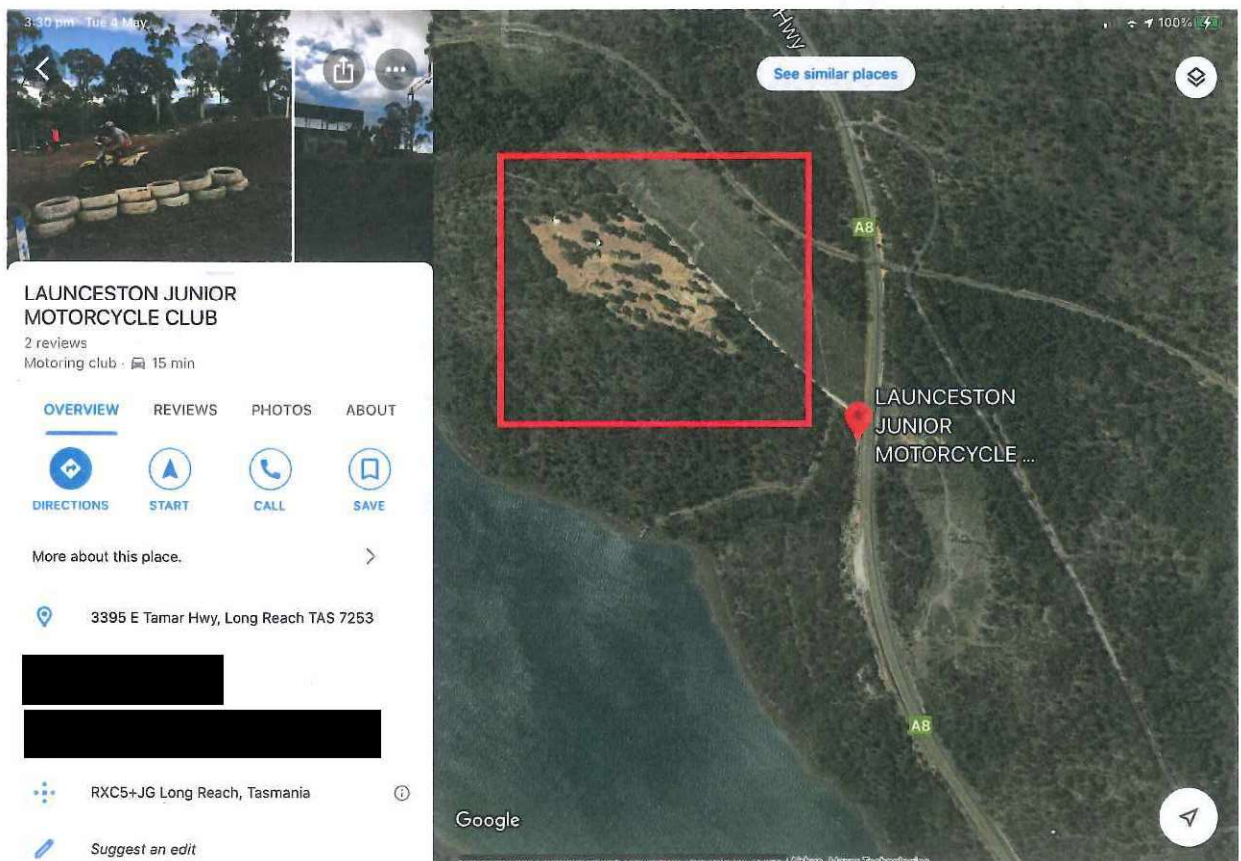
# ADDITIONAL CONCERNS / QUERIES NOT ADDRESSED

1. Waste Management / Rodent prevention
2. Launceston Interim Planning Scheme 2015 6.3  
Vegetation, clearing and modification
3. Toilet Facilities
4. Site Security / Trespassing / Insurance
5. Proximity to Residences

## 1.1 Application Summary

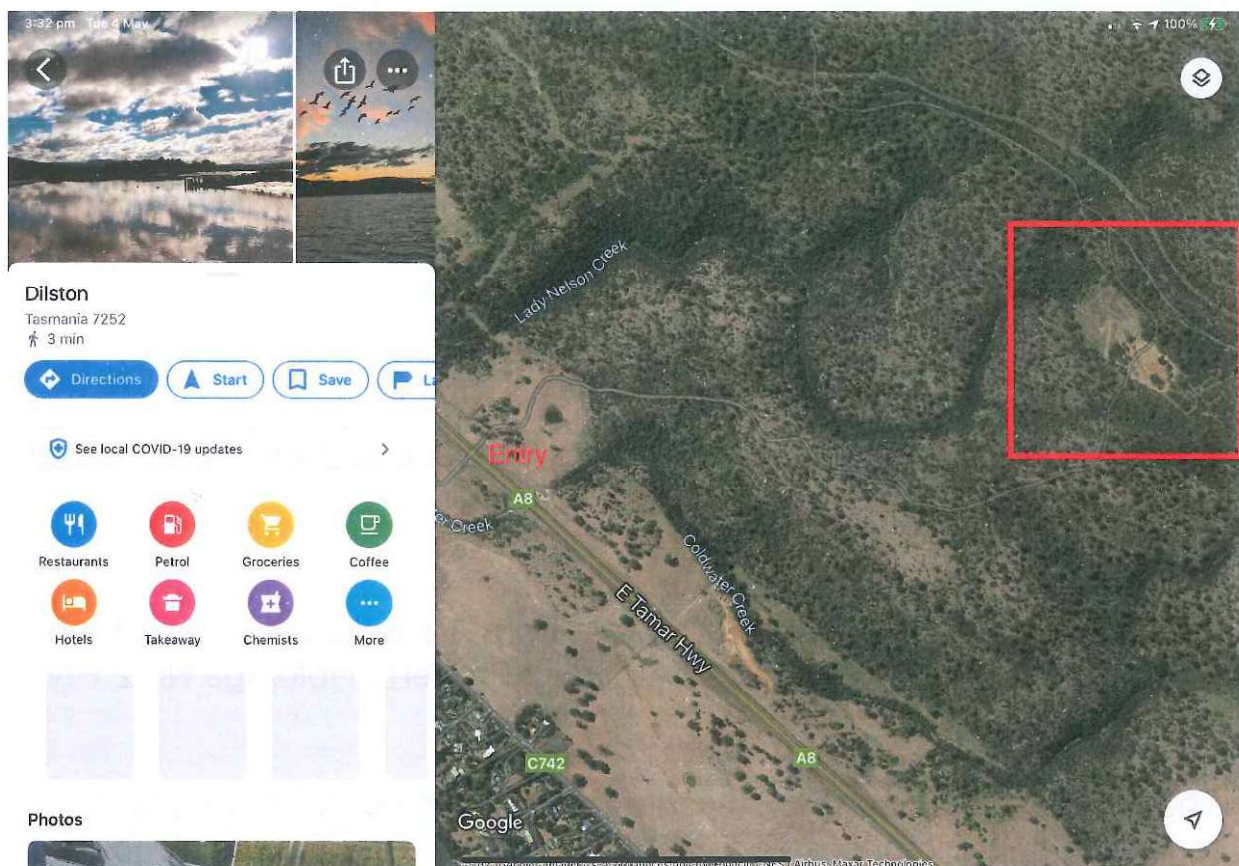
The respondents do not have an objection per se to a practice track, in fact they encourage the concept of motor bike tracks as they assist in increasing the riding skills of motor bike users in a controlled environment and considering the recent statistics for rider fatalities this can only be beneficial.

There are already two motor bike venues in close proximity. A private practice track located on land owned by Frank Archer at Dilston, this track was designed and built under the guidance of a top level American Motor X competitor and has proven to be a valuable resource for local, national and international trail bike riders. The track is ideally located as there is no disruption to any residents, there are no problems with spectators or parking, it doesn't impinge on the East Tamar Highway in any way and the infrastructure is suitable for purpose.





There is also the Launceston Junior Motorcycle Track located at 3395 East Tamar Highway, which provides a motor-cross club for ages 4 - 18. They are a very pro active club (last meeting had 126 bikes), with a 9 meeting championship, practice days and safety coaching clinics. The Club had the foresight to locate in an area where there is no disruption to land owners or occupiers, no concerns with access or egress, no problems with spectator/visitor parking, the club has all the required infrastructure and is extremely well governed with regard to safety.



## 2.1 Location

The concern is with the site location, not only for adjacent residents, land owners and occupants but also for the impact on State Infrastructure.

The address is 329 George Town Road which has a common boundary with the East Tamar Highway (A8) a Category 1 major arterial road.

[https://www.transport.tas.gov.au/data/assets/pdf\\_file/0005/108509/State\\_road\\_hierarchy\\_December\\_1.pdf](https://www.transport.tas.gov.au/data/assets/pdf_file/0005/108509/State_road_hierarchy_December_1.pdf)



The stipulation is for a setback of 50 metres from a Category 1 Road however the earthworks for the track are located within a 10 metre (approximate) setback. The response does not provide an acceptable solution, it appears to ignore and dismiss the Standard and quantifies that the performance criteria has been satisfied.

However it doesn't comply with Launceston Interim Planning Scheme 2015 Development Standards E 4.6.1 [https://stors.tas.gov.au/au-7-0092-00564\\$stream](https://stors.tas.gov.au/au-7-0092-00564$stream) that allows for future road and rail widening, alignment and upgrading. The Standards also limit other road and earthworks to a 50 metre setback.

Our concern is that our complaints and queries will also be dismissed, ignored and quantified as well.

#### **2.4 Existing Service Infrastructure**

Response: The site is not **services to** Reticulated water, sewerage, or stormwater system.

We presume that this should read:

Response : The site is not (~~services to~~) serviced by Reticulated water, sewerage, or stormwater system.

#### **2.5 Access**

The subject site has crossover access from Australis Drive via a Right of Way - Folio No 177935 RDO Australia Property Holdings No 2 Pty Ltd.

The adjacent land owners, residents and occupiers have concerns regarding suitable public access by Tasmanian Fire Service, Ambulance and Emergency Personnel.

Refer Launceston Interim Planning Scheme 2015 E1.6.2.2 Approved Access - Table 3 Standards for Roads, Private Access and Fire Trails in bushfire prone areas. Page 350

A Modified 4C Access Road is an all-weather road which complies with the Australian Road research Board "Unsealed Roads manual – Guidelines to Good Practice", 3rd Edition as specified in the Building Code of Australia. - 3.5.5 Road Hierachy Table 3.9

Motor-cross is a high intensity sport in which riders use off-road courses that can combine natural terrain with man-made obstacles, and may result in significant injury to participants.

Paediatric competitors may have less racing experience than adult riders and undertake riskier behaviour, consequently the risk of injury is higher.

During incidents, rapid response times from the Ambulance Service could be crucial, so purely from an altruistic point of view, there are concerns regarding any delays that may impact on the welfare of any injured participants.

There is a Fire Station located at 226 George Town Road, which should have a reasonably quick response time, if of course they are not otherwise engaged and also if there is a prompt notification of an incident.

The site area is susceptible to predominantly Northerly / North Westerly winds, should a motor-cross rider inadvertently cause a fire through carbon emission or fuel spill while refuelling, then combined with wind borne debris and ember penetration, it would take very little time for a brush fire to reach the adjacent currently vacant land and residential areas.

The site is not connected to reticulated water and the closest available Fire Hydrant is located near Tas Network 1-9 Australis Drive, so Tankers would be required and suitable access (land developed to provide entry for fire brigade vehicles from a road to a point within tactical fire fighting range) would be an urgent priority.

## **26.2 Use Table**

*It appears the 'best-fit' land use class for the proposal is 'Motor Racing Facility' however the track is for leisure use only with no 'racing' component. Relevant requirements under the Use Table are derived as follows:*

*It is noted that the proposed use is for occasional private use, and 'Sport and Recreation' use class could also be considered appropriate given the nature of the use. Both uses though are **dictionary** use under the scheme*



We have presumed that this should read:

'Both uses though are **discretionary** use under the scheme'.

Refer: Launceston Interim Planning Scheme 2015 - 8.18 Discretionary Use or Development

Please Note: This site does not comply under the classification of Motor Racing Facilities, as a minimum track length of 800m is required. Refer to Motor Cycling Australia Track\_Guidelines\_1st\_Edition\_v3 [http://northwestma.com.au/wp-content/uploads/2012/07/Track\\_Guidelines\\_1st\\_Edition\\_v3\\_2012.pdf](http://northwestma.com.au/wp-content/uploads/2012/07/Track_Guidelines_1st_Edition_v3_2012.pdf)

It also appears that the site does not comply with the classification of Motor Racing Facility or Sport and Recreation. The Launceston Interim Planning Scheme 2015 Development details the following:

**MOTOR RACING FACILITY:** use of land (other than public roads) to race, rally, scramble or test vehicles, including go- karts, motor boats, and motorcycles, and includes other competitive motor sports.

**SPORT AND RECREATION:** use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, race course and sports ground.

### **26.3 Use Standards**

*The proposal is for occasional private use and is located in the lower section of the site. The site is currently vacant. The site is bounded by East Tamar Highway to the west. Any potential impact on the remainder of the site and surrounding area would be negligible.*

We do not support the developer's assertion that they have provided an acceptable solution, it appears the response once again ignores and dismisses the potential impact on the surrounding neighbourhood and stating that this would be negligible. Stating does not make it so.

*In the RFI letter issued by Council, to provide a better understanding of the occasional use of the site, the following questions have been raised and the owner's responses have been provided.*

a) *The type of vehicle which will utilise the track*  
50cc & 85cc children bike, there is no mention of the engine capacity of the trainers bike.

b) *The number of bikes that will **utilise the track** at any **one time***

The original outline stipulated 'only be used by the owners children for leisure activities occasionally'. This has now evolved to: owners children, adult trainer and at least two additional children (tag partners) and will be used not only for leisure purposes but for training. This is a response to the request for clarification of the number of bikes on track, however this doesn't address an increase in spectators (family/friends) and their additional parking requirements. Also transport will be needed for the additional bike numbers, so there will be an exponential increase for on site parking with the resultant environmental impact on the entire facility.

c) *What are the proposed times within which the facility may be used on any particular day.*

Have noted that this complies with the Prohibited Hours of Use which has been established by the Launceston City Council to help protect the community from noise nuisance.

d) *What is the proposed maximum duration of time that the facility will be used on any particular day within the time proposed.*

This equates to 4 hours on the weekend and during the week 3 hours at any **one time**, it could be misconstrued that the facility could be used for 3 hours in the morning and an additional 3 hours in the afternoon on weekdays.

g) *How will potential dust emissions from unsealed surfaces be controlled to the extent necessary to prevent nuisance beyond the boundary of the land.*

Mention is made of material used for top dressing the track, it is quite common to use sawdust, light bark or sand to dress tracks, can you advise what has been used and if a soil test has been completed to check for contaminants. The response also states that there will be a water cart on site, (until the installation of automatic watering), of course the water cart usage will be a discretionary usage by the site owner, will there be mechanisms to ensure this is done when needed?



### 3.3 Bushfire Prone Areas

The site has been identified as within a bushfire prone area, which identifies the level of bushfire risk is significant.

The proposal does not appear to have adequately addressed the multifaceted approach of Prevention, Preparedness, Response and Recovery recommended by the Tasmanian Fire Service. <https://www.launceston.tas.gov.au/files/assets/public/sf6786-bushfire-advertised-plans.pdf> Planning Report 1.2 Background.

Everyone has a responsibility to prevent fire spreading from inside their boundaries onto their neighbours land.

There is no mention of maintenance of the grass areas, which by regular mowing to a recommended height of 10cm (especially during summer) could reduce the site to a minimum fuel state. Nor has a fire safety plan been advised, including confirmation that all bikes will be fitted with spark arrestors and that there will be fire extinguishers (dry chemical) available that are suitable for accidental fires from fuel leaks and spills and spark initiated combustion.

Refer: Tasmanian Fire Service. - Portable Fire Extinguishers Page 18 <http://www.fire.tas.gov.au/publications/fireExtinguisherGuide.pdf>

Refer: Tasmanian Fire Service - Alert Lists Map and Fire Bans and Permits <http://www.fire.tas.gov.au>

Refer: Tasmanian Fire Service - Community Bushfire Protection Plan - Rocherlea Area [http://www.fire.tas.gov.au/userfiles/tym/file/NEW\\_CPP\\_PAGES/201510\\_N\\_Protection\\_Rocherlea.pdf](http://www.fire.tas.gov.au/userfiles/tym/file/NEW_CPP_PAGES/201510_N_Protection_Rocherlea.pdf)

Refer: Bushfire Planning Group - Vegetation - Page 10 [https://www.fire.tas.gov.au/publications/Bush\\_Guide.pdf](https://www.fire.tas.gov.au/publications/Bush_Guide.pdf)

#### **E 4.5.1 Existing Road Accesses and Junctions**

*Response: The proposal is for private use only. Therefore, it is estimated that the use will generate **not** less than 40 vehicle movements per day.*

We presume that this should read:

Response: The proposal is for private use only. Therefore, it is

estimated that the use will generate ~~not~~ less than 40 vehicle movements per day.

#### **E 4.6.1 Development adjacent to road or railway**

*Response : As the **racing** track is for private leisure purposes, the proposal will **no** have safety or unreasonable impact on the Highway and surrounding sensitive uses.*

We presume that this should read:

Response : As the ~~racing~~ track is for private leisure purposes, the proposal will ~~no~~ (not) have safety or unreasonable impact on the Highway and surrounding sensitive uses.

#### **E 6.5.1 Car parking numbers**

*Response: The parking requirements for **racing** track is **deigned** as:*

We presume that this should read:

*Response: The parking requirements for **racing** track is **deigned** designed as:  
not applicable as no accessible parking is proposed. Refer to 26.3  
b) Use Standards additional participants and bikes on site.*

### **Annexure 3. Environmental Noise Assessment**

We appreciate the inclusion of the Noise Assessment provided by Tarkarri Engineering, as the initial complaints were instigated due to the noise disruption, the impact on the quiet enjoyment of adjacent land owners, residents and occupants, the possible reduced amenity and resultant depreciation in property values.

The residents were advised that Laura Small - Launceston City Council would notify when a planning application was submitted and provide the results of the noise monitoring testing. This was not actioned. Subsequently the site was closed down. We would appreciate the belated provision of the noise monitoring results.

There are concerns regarding the effects of noise on those within the adjacent neighbourhood, who have ill health, have heightened sensitivity to noise, and of course those who are sleep deprived due to



working non traditional hours and are suffering from Shift work sleep disorder (SWSD).

With reference to the Tarkarri report, noise emanating from the East Tamar Highway is affected in some areas by topographical features such as the intermittent earthen barriers and banking that can reflect, distort, absorb or screen sound, this can lead to increases and decreases in sound pressure level at a particular listening position so a true determination of the background noise level and control may not be possible.

The environment testing on site for motorcycles did not include variables, would suggest referring to the recommendations from The 2005 Congress and Exposition on Noise Control Sound Engineering this included the Federation International de Motorcyclism emission testing method but also additional multiple variations and scenarios to provide an accurate assessment.

[https://www.peutz.nl/sites/peutz.nl/files/publicaties/Peutz\\_Publicatie\\_JG\\_Internoise\\_2005.pdf](https://www.peutz.nl/sites/peutz.nl/files/publicaties/Peutz_Publicatie_JG_Internoise_2005.pdf)

[https://www.fim-moto.com/fileadmin/user\\_upload/2021\\_0\\_MOTOCROSS\\_TECHNICAL\\_RULES.pdf](https://www.fim-moto.com/fileadmin/user_upload/2021_0_MOTOCROSS_TECHNICAL_RULES.pdf)

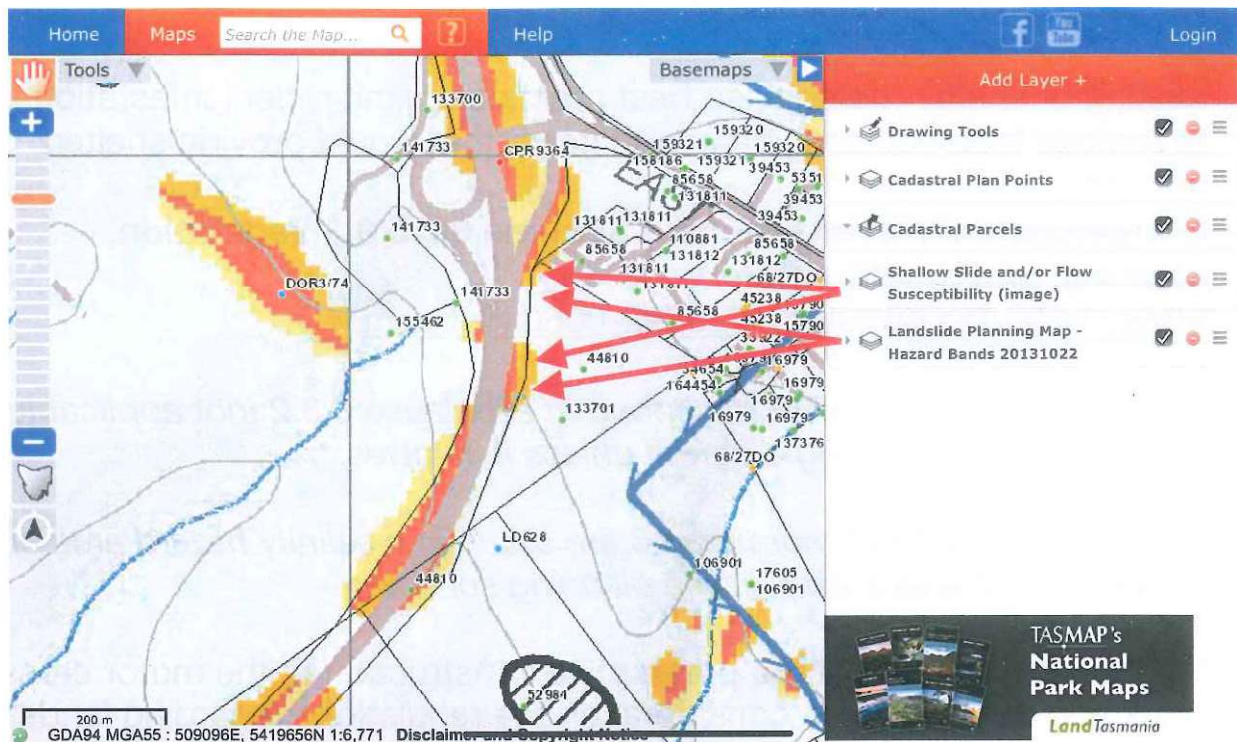
Regulations included in the The Environment Management and Pollution Control (Miscellaneous Noise) 2008 - Noise Measurement Procedures Manual 2008 which are of special interest:

<https://epa.tas.gov.au/policy/acts-regulations/empca/noise-regulations#legislation>

[https://epa.tas.gov.au/Documents/Noise\\_Measurement\\_Procedures\\_Manual\\_2008.pdf](https://epa.tas.gov.au/Documents/Noise_Measurement_Procedures_Manual_2008.pdf)

- 1.5 Complete provision of measured values for Large Data Sets,
- 3.5 Noise Attenuation with distance from source
- 10 Local Meteorological Conditions
- 18.2 Roads - Site Selection
- 18.12 Calculation of Road Traffic Noise
- 21 Motor vehicles (Stationary)
- 22 Motor Vehicles (Driven)





The occupants and land owners would appreciate consultation with regard to the installation of noise barriers on the site. They would need to be as close as possible to the source of the noise, a wall, acoustic fence, tree or earth barrier which will physically deflect the noise.

A wall, fence, tree or earthen barrier will also provide line of sight privacy and dust barriers for adjacent residents, land owners and occupants. This could also serve the additional purpose of deterring trespassers.

## **ADDITIONAL CONCERNS / QUERIES NOT ADDRESSED**

### **1. Waste Management / Rodent prevention**

No mention has been made of waste management on the site, it is best practice to not leave any containers, tyres etc as apart from being unsightly they will be used as shelters for rodents. Also mowing of the grass areas will restrict the availability of vermin harbourage (nesting). Considering the possible duration of track usage for up to 4 hours, there will obviously be food and drink consumed and the resultant packaging which will need to be disposed offsite.

There are 5 native and 3 introduced rat/mouse species in Tasmania and they breed prolifically, so any measures to control, and restrict infestation which would adversely affect neighbouring residents, land owners and occupiers would be welcome. Rodents are always a problem, especially during winter when they are looking for suitable

nesting or shelter material, so best practice to limit rodent infestation is to remove food sources, water and items that would provide shelter.

## **2. Launceston Interim Planning Scheme 2015 6.3 Vegetation, clearing, and modification**

[https://stors.tas.gov.au/au-7-0092-00564\\$stream](https://stors.tas.gov.au/au-7-0092-00564$stream)

*6.3.1 Use or development described in subclause 6.3.2 (not applicable) is exempt from requiring a permit unless it involves:*

*e) Excavation or fill of more than 0.5m depth in a salinity hazard area or landfill hazard area shown in the planning scheme;*

We have concerns that the preemptive construction of the motor cross track had not taken into consideration the regulations regarding landslip hazard areas, the positions of hazard bands relative to properties are shown above as overlays on the Planning map sourced from The List, and also available from Mineral Resources Tasmania.

The quantitative excavation listed retrospectively in the Planning Supporting Report from Woolcott Surveys appears to exceed the parameters described in Launceston Interim Planning Scheme 2015 6.3.1. (e) excavation or fill of more than 0.5m depth in salinity hazard area or landslip hazard area shown in the planning scheme. Has a geotechnical risk management report been completed to determine the risk of landslide to the community.

## **3. Toilet Facilities**

There is no sewerage connected or toilet facilities on the site, the closest public toilet facilities are located at 395 - 397 Invermay Road, Mowbray as indicated on the National Public Toilet Map App, which is an Australia Government Continence initiative. <https://toiletmap.gov.au>.

As there may be at any one time 5 riders and obviously supporting family/friends as well and on site permanent toilets are not available, rather than relying on access to public toilets, from a health perspective a portable toilet unit should be provided. Portable units should be located in a secure place with safe access. They should be installed so they do not fall over or become unstable and should be serviced or replaced regularly to keep them clean.

Also should the trainer be an employee, the employer **must** provide 'adequate facilities' for employees. In workplaces with both male and female employees where the total number of people is 10, one unisex toilet may be provided. A unisex toilet comprises one closet pan, one washbasin and the means for the disposal of sanitary items.

Appropriate toilet facilities are required under Managing the work environment and facilities OH&S Code of Practice 3.3 Toilets Page 21  
[https://worksafe.tas.gov.au/\\_data/assets/pdf\\_file/0006/537117/Code-of-Practice-Managing-the-work-environment-and-facilities....pdf](https://worksafe.tas.gov.au/_data/assets/pdf_file/0006/537117/Code-of-Practice-Managing-the-work-environment-and-facilities....pdf)

#### **4. Site Security / Trespassing / Insurance**

There obviously will not be 24/7 use of the track area and at times there will not be authorised personnel at the track, it will be difficult to monitor and restrict people who use the track without permission, fence lines in the area are frequently broken to enable illegal access. Will there be trespassing signage, security camera coverage or Security patrols as a deterrent to unauthorised access?

Considering the possibilities of damage of an indeterminate nature to adjacent properties as a result of illegal activity or from the designated site use, will there be comprehensive liability coverage for compensation resulting from damage? The current Supreme Court trial regarding the bush fires at Dunalley highlights the property damage and monetary impact that can occur from a fire.

#### **5. Proximity To Residences**

Refer: Tarkarri Engineering Noise Assessment Report 2 - Site Description. The closest residences are to the North across the Highway and the south approx. 500m across the pastureland.

There appears to be a discrepancy with the measurements provided, a measurement was not provided for the property located at 781 East Tamar Highway, or for 208 Alanvale Road, these properties appear to be considerably less than 500 metres from the motor-cross track. We would appreciate if this omission can be rectified and also confirmation of the exact measurements of nearest residences.

Refer: Environmental Management and Pollution Control (Noise) Regulations 2016. - 8. Motor Vehicles and motor vessels operating near residential buildings for purposes of sport or recreation

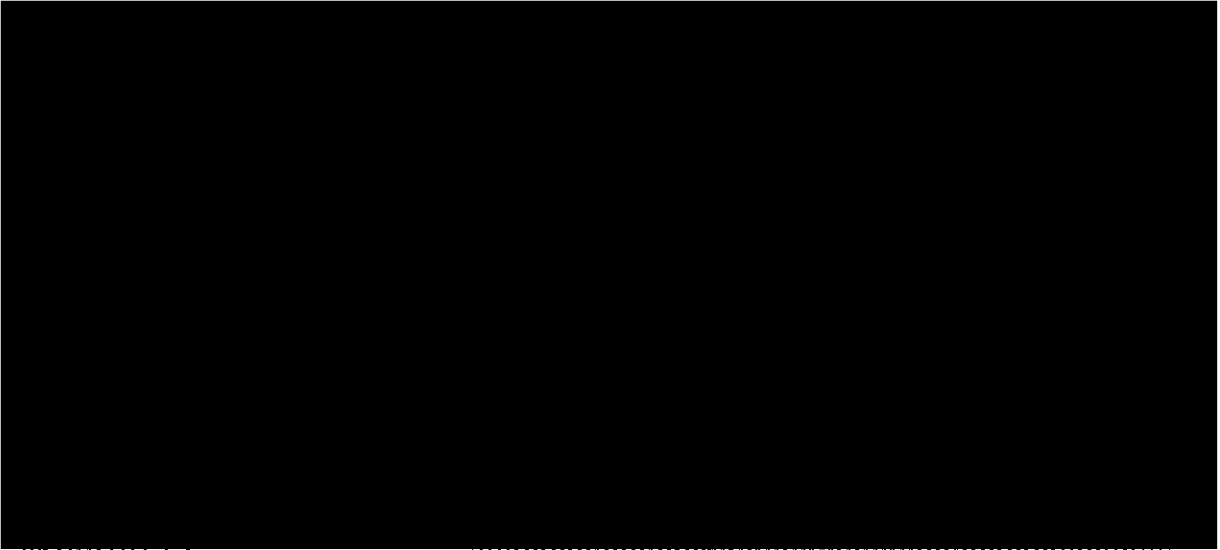


<https://www.legislation.tas.gov.au/view/html/inforce/current/sr-2016-057>

We urge the Council to reject what appears to be this non-compliant development application due to the significant adverse impacts on the surrounding community.

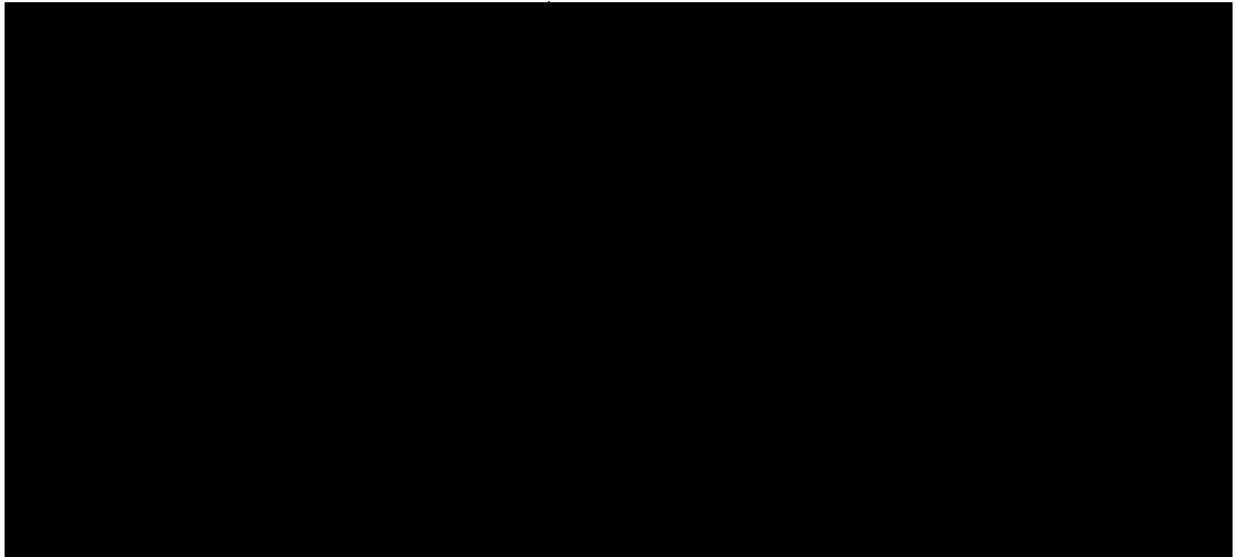
We would be grateful for your consideration in this matter please.

Name/s..... RHONDA BURLING .....



Signature/s .....

Name/s..... Diana Mitheney .....

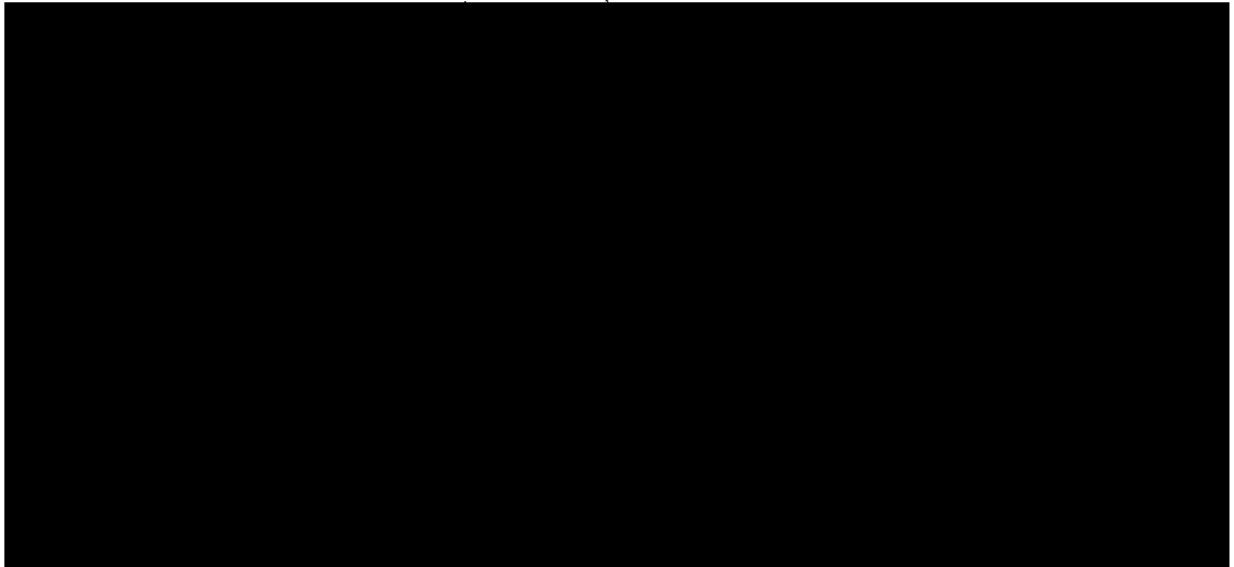


Signature/s .....

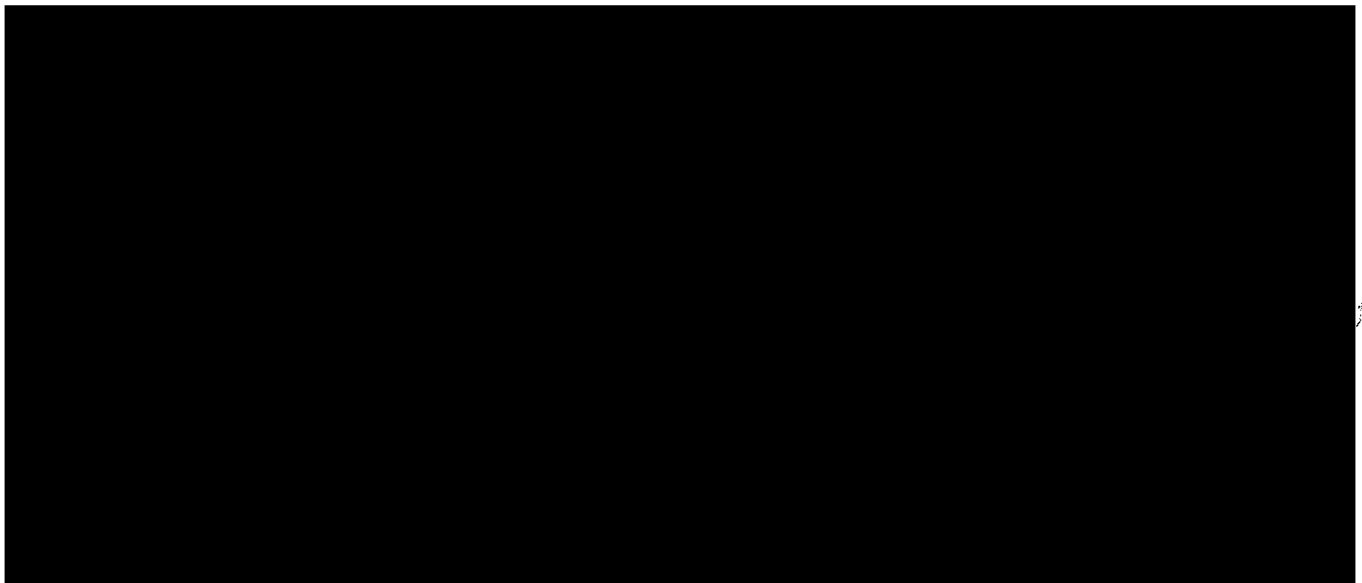
Name/s..... Clay & ~~Rosanna~~ Mace .....



Name/s..... Rosanna Mace .....



Name/s.....Christine Keene & Roelene Tabor.....



Name/s.....

Residential Address .....

.....

Home Phone number.....

Mobile Phone Number/s.....

Email Address.....

Preferred contact

Home Phone { } Mobile phone { } Email { }

Signature/s .....



**From:** toby cruickshank  
**Sent:** Fri, 7 May 2021 21:43:02 +1000  
**To:** Contact Us  
**Subject:** Application# DA0849/2020

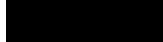
Chief Executive Officer,

I am writing to express my concerns in regards to the permit application for the operation of the motorbike facility at 329 Georgetown road.

The noise produced by the motorbikes whilst in operation following construction was of an excessive nature even at a distance of 650 metres. I found the noise to be highly disruptive especially for a residential area.

Please feel free to contact me for any further information

Regards,  
Toby Cruickshank



**From:** Marion Dalco  
**Sent:** Fri, 23 Apr 2021 17:17:36 +1000  
**To:** Contact Us  
**Subject:** Application for motorbike track Georgetown Road, Rocherlea

I would like to lodge an objection to the above application on the following grounds:

Too close to residential areas (noise)

Inappropriate area for that application

Marion Dalco



**From:** Murat Djakic  
**Sent:** Fri, 7 May 2021 19:49:16 +1000  
**To:** Contact Us  
**Subject:** DA Representation - DA0849/2020  
**Attachments:** To Whom it may concern.pdf

To the General Manager,  
Launceston City Council

Please find attached letter re the above DA application  
Regards  
Murat Djakic

To Whom it may concern,

I am writing in relation to the proposed application

DA0849/2020 - Motor Racing Facility - Construction of motor racing track (retrospective) on land located at;

329 George Town Road ROCHERLEA TAS 7248.

The objection to this is on several ground listed below.

1. Noise levels: Several occasions the level of noise emanating from the area has made being on our property 210 Alanvale road more than a little unbearable. The constant sound of motor bike engines can be heard through out the house. Especially when there is more than predicted 2 low powered bikes using the facility. This is also exaggerated when the wind direction is from the north, which carries the sound over the paddock towards the house.
2. Dust Plume: During the site use, dust rising from the sight can be seen from our property. Although no testing has been as to how much this is, when there is a northerly wind it is blowing in a direct path to our property.
3. Distress caused to animals: The noise vibrations have caused distress to both pets and farm animals. Pets have taken to hiding under furniture and horses charge around the paddock, appearing to be attempting to escape their paddock. This behaviour was unusual prior to the motor bike noises.

We are most distressed by this proposal, in the fact that it is retrospective and doesn't take in to account any further residential development that may occur in the area. As noted in a meeting with the council earlier in April where residential extension in the area is planned within the vicinity.

I hope that this objection will be taken seriously and would like the opportunity to present at the council meeting when this is discussed.

  
Murat and Annette Djakic









We the undersigned are responding to the Development application proposal DA0849/2020 Motor Racing track (retrospective) as advertised 17/4/2021.

Listed below are our detailed concerns regarding the proposed :

***The applicant states in section 1.1 of the application summary that***

***\* current use vacant pasture***

***\* proposed use motor racing facility***

As concerned residents we wish to address the following concerns according to the planning support report prepared for Meika Frost.

We question the 1.1 application summary as follows

***\*initially contacted Launceston City Council 6/7/2020 regarding noise emission from motocross bikes using track***

***\* track already built therefore not vacant pasture as referred to in application***

***\* site visit by Council Officer 15/7/2020 and owner required to lodge development application for proposed motocross racing track***

***In the section regarding proposed development of motor racing track and associated earthworks***

***\* it was noted that the track will only be used by the owner's children for leisure purpose occasionally***

***\* the owner agrees to the following time for the children to play***

***Monday - Friday 10am - 6pm***

***Saturday 9am - 5pm***

***Sunday 11am - 5pm***

We question times of usage - everyday or set days and times and will we be given prior warning on days and times!



In addressing the proposed development motor racing track and associated earthworks we request clarification as stated in the proposal to be used by owner's children for leisure purpose is questionable as seen in attached Ridemoreaus instagram site photographs.

Quotations from the attached photographs illustrates track being used by more than owners children

"test day on the new track with some of the fastest boys in the state"

"from bare paddock to the ultimate junior training ground"

"Jack the Ripper - 6 hours on the 65 in the last 2 days couldn't be more stoked"

At this stage we question the terms "occasionally" and "play" and "used only for the owner's children for "leisure purpose".

We the stated residence have tabulated a calendar of awareness of motocross bikes in action on the track as requested by a Launceston Council representative

6/7/20 notified Council of noise emission and requested information as to when application for track was lodged.

reply indicated awareness of earthworks and Council contacted the owner

18/7/20 at least 6 bikes from 10am to 4pm

22/7/2020 - 3.30pm . . monotonous excessive noise travels across rural land to Goya Road residences accelerated by wind direction

25/7/20 - 3pm approx 1 hour . . noise emission

27/7/20 - 1.45pm bikes again! - contacted Launceston City Council ( was informed owners need an application for track)

7/8/20 visible construction on driveway into property therefore owner as a developer should have been aware of need for planning application

9/8/20 - 1pm there was 1 van and 1 vehicle on site and bikes riding until 5.30pm

25/8/20 2 cars and at least 2 bikes

29/8/20 commercial mower along fence line - 6 bikes on track

30/8/20 2 vehicles and 3 bikes

1/9/20 2 vehicle and tractor clearing site

13/9/20 white van bike revving up and track use

16/9/20 2 vehicles and bike on track

3/10/20 tractor working on property - white van and bike 3.30 - 5.30

10/10/20 no peace in the garden! 2 vehicles and bikes

13/10/20 aware of vehicle and bikes

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Council replied owner seeking legal advise

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20/10/20 visible 2 vehicles and bikes audible

22/10/20 at least 3 cars and trailers and bikes on track

28/10/20 tractor and slasher

29/10/20 white van on site and bike(s)

3/11/20 a meeting was conducted with Council and owner was made aware of terms for Development Application needing to be addressed

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24/11/20 white van and bike(s)

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3/12/20 - 3 vehicles and at least 3 bikes

4/12/20 vehicle bike accelerating uphill - excessive noise emission

5/12/20 vehicle and bike . . . 4 days this week!

Again we reiterated that the structural design of the current race track has been constructed purposefully for trainer use and as a junior motocross training ground but does not appear to meet the criteria as stated in the Development Application for child play/leisure and occasional use.

***As stated in the Planning Supporting report Zone purpose 26.1.1.2 the owner speaks of the track usage as occasional private use. In 26.2 we are told track use is leisure only with no racing component.***

As we address the Planning assessment criteria hours being mentioned as occasional use in Zone purpose 26.1.1.2 we need clarification with regard the times and days the owner has applied for.

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We request reference to "Ridemoreaus" photographs for clarification of motocross bike capacities that have already utilized the track since July 2020

Again we express concern over the cc capacity (unknown) of trainer's cycle and relevant sound emissions that will impinge on the [REDACTED]



***Future use of the track was addressed in the Supporting report and recorded that once our children outgrow the track and bikes exceed 85cc the owners would make a commitment to reinstate the area back to its natural terrain.***

We the undersigned request clarification and ongoing monitoring of the statement made by owner re commitment to reinstate area back to natural terrain upon completion of use of track. What has been done to the track if it is not natural terrain now. Has added soil and possible contaminants been used in the construction of the track?

Will the Launceston City Council monitor that all conditions are adhered to by the applicant?

The signatory on the report maintains the number of bikes that will utilize the track at any one time will be limited to a majority of 1 or 2 and maybe a limit of 4 for training purpose.

With reference to the number of bikes that will utilize the track at any one time. We are aware that previous bike numbers have been exceeded on occasions therefore what ramifications and monitoring of track usage would be put into practice to support any Council approval? What will the Council do to monitor the situation?

***Proposed maximum duration of facility usage is stated as 4 hours at maximum on weekend and could limit to 3 hours through week at any one time.***

With the proposed maximum duration of the facility used:

How do we perceive this hourly usage would be monitored by the stakeholders and other parties. Clarification needs to be addressed - is it 4 hours per session and how many sessions per day?



***The developer stated that no services would be required - no reticulated water, sewer or stormwater.***

How can a motocross track operate without services requiring reticulated water, sewer or stormwater?

Stated that no Services required at the site perhaps the lack of toilet facilities would be a health and safety issue!

How is it proposed to "dampen down" dust on the track? It is stated on page 10 item g in the Support plan the developer is proposing a water cart on site until such time as a fully automated system is installed but how does this happen without water on the site?

***The noise assessment for the motocross track was undertaken by Tarkarri Engineering and an unattended logging sound level meter captured relevant 10 minute noise statistics for a period of approximately 6 days (12 -17 February)***

***\* modelling results only***

***\*prediction only***

***\* noise impact from motocross bike operation at track highly unlikely to be excessive and for the majority of times inaudible.***

***NB predicted noise emission levels well below ambient noise levels duration and frequency of operation limits under a permit are considered unnecessary from impact perspective . . . .***

The residence of [REDACTED] wish to refer to the noise assessment for the said motocross track....

As stated by the owner the noise assessment was undertaken by Tarkarri Engineering. We request clarification of the track usage during 10 minute periods of noise statistics (12 - 17 February 2021) For example the number of bikes and whether 50cc or up to 85cc vehicles on the track during the unattended logging sound level meter sessions and duration of time the bikes were on the track should surely have been evident in noise emission levels.



Was the trainer included in the noise testing? This was a one off test we request there be an independent person to do noise level survey over several months to give an average reading when bikes are on the track - to be paid by the owner and reports released to house residents!

Noise needs to be monitored for full duration when bikes using track! Just doing 10 minutes they can easily adjust bike sizes and speeds to give reading suitable to themselves and 10 minute reading does not give proper overall indication of noise levels!

As closest residences South approximately [REDACTED] across the pastureland we were previously assured by the Council we would be informed when noise metering was to occur! The noise emission from the motocross bikes impact on the quality of our home environments and in the future possible loss of income in the event of Real Estate sale.

In conclusion can the Launceston City Council please clarify if there was a penalty for construction of the development before any approval was requested?

What ramifications if the track is now passed through Council as past history of the site indicated no permit sought and construction completed and operational without relevant and associated paperwork. Appears no respect to authority on behalf of owner so what is to say he will follow future rules!

Who will monitor the track usage?

Impact on future development of [REDACTED] - will sound barriers assistance be enough to reduce amplification of noise to an acceptable level for future homeowners?

We believe a motocross bike track within the City boundaries will set a precedent for this developer or others to build other racing facilities within Launceston City limits.

Concern has been raised regarding the fire hazard of pasture which is in close proximity to Goya Road and East Tamar Highway. What precautions will be taken with the like hood of sparks from motocross exhausts or fuel spillage.

We ask that this proposal for the Motor Racing Facility within the Launceston City boundary at 329 Georgetown Road be viewed constructively with due consideration to our concerns as residence of [REDACTED]

Shirlene Donati

[REDACTED]

Paul Donati

[REDACTED]

Helen Cumming

[REDACTED]

Mark Robinson

[REDACTED]

Daniel Coope

[REDACTED]

FILE No.	DA0849/2020				
EO	✓	OD		Box	✓
RCV'D 07 MAY 2021 COL					
Doc ID.					
Action Officer	Noted		Replied		
[REDACTED]					

E-COPY I. MORE





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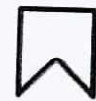
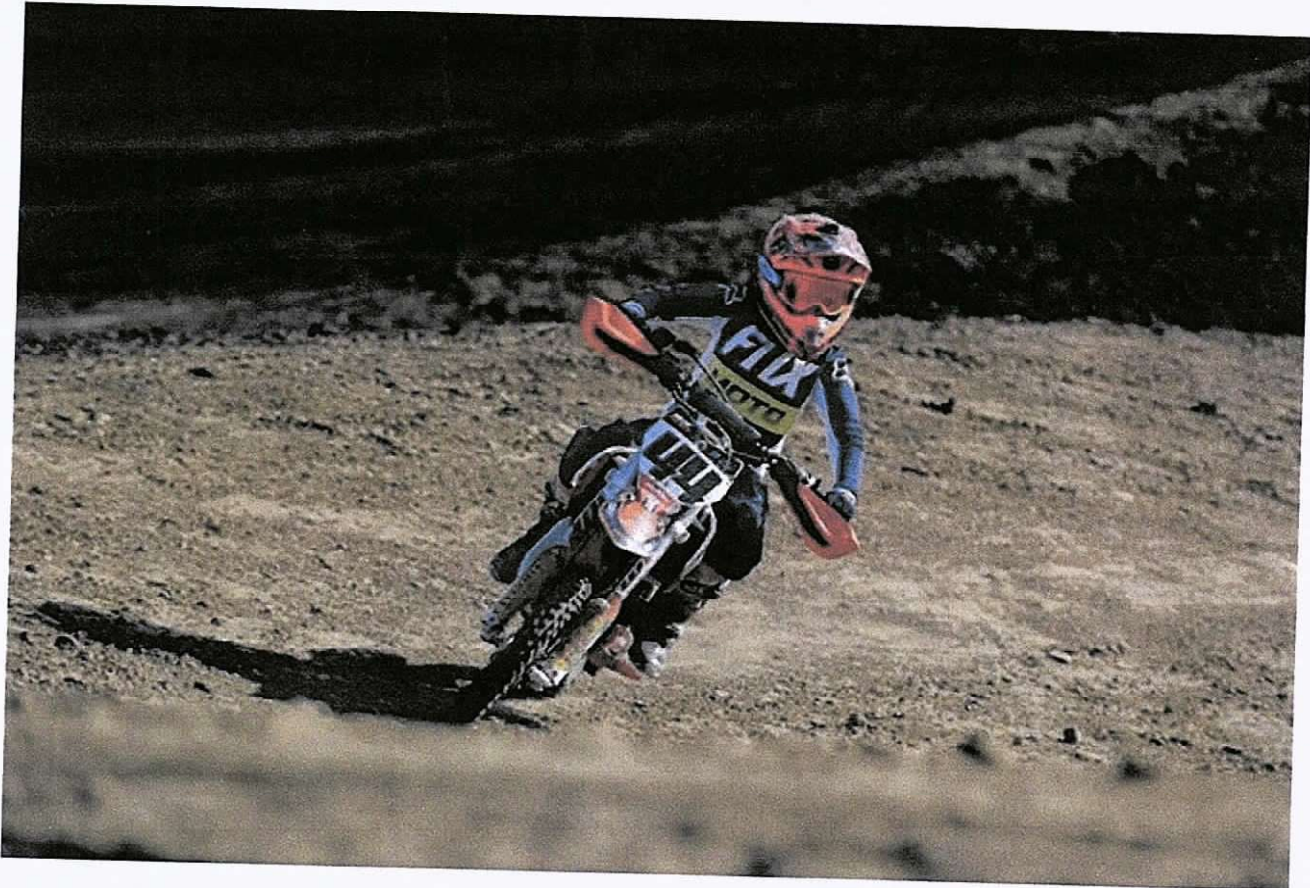


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this little mans arms must be  
very sore 💪 6 hours on the 65  
in the last 2 days. Couldn't be

more stoked with <sup>10</sup>his new-track.

**From:** Donati, Shirlene E  
**Sent:** Fri, 7 May 2021 13:17:45 +1000  
**To:** Contact Us  
**Subject:** Objection to DA0849/2020 - Motor Racing Facility - 329 George Town Road  
**Attachments:** SCommunity 21050711030.pdf

Hi,

I submitted to your Customer Service Centre a hardcopy of the above objection this morning. If I may I wish to add the following which I omitted from the objection correspondence.

Three residents of [REDACTED] sent Michael Streeton detailed correspondence about the ongoing problem with Mr Robert Frost and the illegal building of a motor-cross track with out submitting a DA to the Launceston City Council. They were sent at the end of August 2020 and they should form part of the history of this ongoing situation. The Planning Officers involved with this DA if they don't already have these documents should be made aware of these letters. They were from Kim Burling , Helen Cummings and myself.

Thank you for your help with this matter.

**Shirlene Donati**

[REDACTED]  
[REDACTED]

---

CONFIDENTIALITY NOTICE AND DISCLAIMER

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We the undersigned are responding to the Development application proposal DA0849/2020 Motor Racing track (retrospective) as advertised 17/4/2021.

Listed below are our detailed concerns regarding the proposed :

***The applicant states in section 1.1 of the application summary that***

***\* current use vacant pasture***

***\* proposed use motor racing facility***

As concerned residents we wish to address the following concerns according to the planning support report prepared for Meika Frost.

We question the 1.1 application summary as follows

***\*initially contacted Launceston City Council 6/7/2020 regarding noise emission from motocross bikes using track***

***\* track already built therefore not vacant pasture as referred to in application***

***\* site visit by Council Officer 15/7/2020 and owner required to lodge development application for proposed motocross racing track***

***In the section regarding proposed development of motor racing track and associated earthworks***

***\* it was noted that the track will only be used by the owner's children for leisure purpose occasionally***

***\* the owner agrees to the following time for the children to play***

***Monday - Friday 10am - 6pm***

***Saturday 9am - 5pm***

***Sunday 11am - 5pm***

We question times of usage - everyday or set days and times and will we be given prior warning on days and times!

In addressing the proposed development motor racing track and associated earthworks we request clarification as stated in the proposal to be used by owner's children for leisure purpose is questionable as seen in attached Ridemoreaus instagram site photographs.

Quotations from the attached photographs illustrates track being used by more than owners children

"test day on the new track with some of the fastest boys in the state"

"from bare paddock to the ultimate junior training ground"

"Jack the Ripper - 6 hours on the 65 in the last 2 days couldn't be more stoked"

At this stage we question the terms "occasionally" and "play" and "used only for the owner's children for "leisure purpose".

We the stated residence have tabulated a calendar of awareness of motocross bikes in action on the track as requested by a Launceston Council representative

6/7/20 notified Council of noise emission and requested information as to when application for track was lodged.

reply indicated awareness of earthworks and Council contacted the owner

18/7/20 at least 6 bikes from 10am to 4pm

22/7/2020 - 3.30pm . . monotonous excessive noise travels across rural land to Goya Road residences accelerated by wind direction

25/7/20 - 3pm approx 1 hour . . noise emission

27/7/20 - 1.45pm bikes again! - contacted Launceston City Council ( was informed owners need an application for track)

7/8/20 visible construction on driveway into property therefore owner as a developer should have been aware of need for planning application

9/8/20 - 1pm there was 1 van and 1 vehicle on site and bikes riding until 5.30pm

25/8/20 2 cars and at least 2 bikes

29/8/20 commercial mower along fence line - 6 bikes on track

30/8/20 2 vehicles and 3 bikes

1/9/20 2 vehicle and tractor clearing site

13/9/20 white van bike revving up and track use

16/9/20 2 vehicles and bike on track

3/10/20 tractor working on property - white van and bike 3.30 - 5.30

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Again we reiterated that the structural design of the current race track has been constructed purposefully for trainer use and as a junior motocross training ground but does not appear to meet the criteria as stated in the Development Application for child play/leisure and occasional use.

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We request reference to "Ridemoreaus" photographs for clarification of motocross bike capacities that have already utilized the track since July 2020

Again we express concern over the cc capacity (unknown) of trainer's cycle and relevant sound emissions that will impinge on the [REDACTED]

***Future use of the track was addressed in the Supporting report and recorded that once our children outgrow the track and bikes exceed 85cc the owners would make a commitment to reinstate the area back to its natural terrain.***

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***NB predicted noise emission levels well below ambient noise levels duration and frequency of operation limits under a permit are considered unnecessary from impact perspective . . . .***

The residence of Goya Road wish to refer to the noise assessment for the said motocross track....

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Impact on future development of 40 Vermeer Avenue - will sound barriers assistance be enough to reduce amplification of noise to an acceptable level for future homeowners?

We believe a motocross bike track within the City boundaries will set a precedent for this developer or others to build other racing facilities within Launceston City limits.

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[REDACTED]

Paul Donati

[REDACTED]

Helen Cumming

[REDACTED]

Mark Robinson

[REDACTED]

Daniel Coope

[REDACTED]

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**ridemoreaus** Jack the Ripper, this little mans arms must be very sore 💪 6 hours on the 65 in the last 2 days. Couldn't be

more stoked with his new track.

**From:** Helen Jenkins  
**Sent:** Fri, 7 May 2021 20:11:25 +1000  
**To:** Contact Us  
**Subject:** OBJECTION TO APPLICATION NO: DA0849/2020

APPLICATION NO:DA0849/2020

APPLICANT: Woolcott Surveys Pty Ltd LOCATION: 329 George Town Road (177935/2), Rocherlea With access over 4 Australis Drive (177935/1)

PROPOSAL: Motor Racing Facility - Construction of motor racing track (retrospective)

Dear Sir/Madam

In relation to the proposal of this motor bike track use on the said property at 329 George Town Road, Rocherlea.

We would like to inform you that we have been disturbed by the sound emitted as we live nearby at [REDACTED] and can hear it when we are in our garden or have particular windows open. We are two people living here and working from home. We think that a proposal for more regular use is not a good idea and we believe that it's when the wind is blowing in this direction that the noise is particularly loud.

Kind regards

Helen Jenkins  
[REDACTED]

**From:** Barb McBride  
**Sent:** Mon, 26 Apr 2021 17:31:51 +1000  
**To:** contactus@launceston.tas.gov.au.  
**Subject:** DA0849/2020  
**Importance:** High

<b>Application ID</b>	<a href="#">DA0849/2020</a>
<b>Application Description</b>	Motor Racing Facility - Construction of motor racing track (retrospective)
<b>Property Address</b>	329 George Town Road ROCHERLEA TAS 7248
<b>Closing Date</b>	03/05/2021

Attention: Mr Michael Stretton Chief Executive Officer

Barbara Joan McBride and Judith Mary Mainwaring represent our mother Heather May Archer as her joint Power of Attorneys. Heather Archer is the owner of the land at [REDACTED] [REDACTED] to [REDACTED], TAS 7248. We write to lodge an appeal against the above Development Application on the following grounds.

For several years, we have been in consultation and had numerous meetings with members and employees of the Launceston City Council in relation to the prospect of rezoning 40 Vermeer Avenue from Rural Resources to Residential. This is a work in progress. There is currently a ground water monitoring programme and environmental study being undertaken to assess the state of the contamination which was caused by the ACL company at Rocherlea. The outcome of this study will divulge if any remediation work needs to be completed in order to meet standards for the land to be rezoned to residential. Information we have received thus far is very promising and we are hopeful of a positive outcome in the near future. At these meetings with Council employees, we have been informed that [REDACTED] would form part of the greater Northern Planning Scheme for future residential use.

As such we are opposed to the construction of a Motor Racing Facility on the grounds that it would affect future use of our mother's land due to excess noise.

We understand that the original application was for a training area and there was no indication that they were constructing a motor bike racing facility. The track was designed and built by professional motorcycle track builders which did bring the size and scope of the area to our attention. We do also note that a gravel top dressing has been applied and in the application it states no materials will be brought in.

We note that this is a retrospective application and as the land is currently zoned Rural/Resources the transformation of the land into a motor bike track has made it unsuitable for this zoning.



If further information is required please contact us on the numbers listed below:

Barbara McBride – [REDACTED]

Judith Mainwaring – [REDACTED]

**From:** SHARON PARRY  
**Sent:** Fri, 7 May 2021 15:25:08 +1000 (AEST)  
**To:** Contact Us  
**Subject:** Reponse to DA0849/2020 as piublished on the Council website  
**Attachments:** Reponse to DA0849 - John Parry.pdf

Please find attached a reponse to DA0849/2020 as published on the Council website.

My contact details are:

[REDACTED]

Regards,  
John Parry

7<sup>th</sup> May 2021

Mr Michael Stretton  
General Manager  
Launceston City Council

***Re: Development Application DA0849/2020***

The following information constitutes a representation objection to DA0849/2020 as per Section 57 (5) of the Land Use and Planning Act (1993) LUPA

**Summary**

Council may wish to consider this objection as part of its planning process as it appears, from the information available on Council's website, the DA does not adequately address numerous key elements of the Interim Planning Scheme 2015. It is difficult to understand how an objective assessment and approval of the application can be made without addressing these elements. Grounds for objection involve:

1. The strategic impact of a motor racing facility within the city boundary and bordering an identified residential growth corridor as per the City of Launceston's Residential Strategy – S3.3 Interim Planning Scheme 2015.
2. Precedence of Approval and the future application of S9.6 of the Interim Planning Scheme 2015.
3. Apparent non-alignment between the requested Use Classification as per the City of Launceston's Interim Planning Scheme 2015 (Motor Racing Facility) and the responses to the performance criteria (family leisure facility) – S8.2 Interim Planning Scheme 2015.
4. An incomplete noise level assessment report, with omission of modelling parameters, modelled scenarios, minimal clarification of modelling vs onsite testing, lack of physical site testing (noting the facility is already built), and lack of information, or explanation of the impact of local meteorological and topology conditions – Environmental Management and Pollution Control (Noise) Regulations 2016
5. Omission from the report of modelling for more than 2 motocross bikes performing at  $L_{Amax}$  levels, when the DA explicitly states there may be a higher number of bikes in operation.

**Strategic Implication**

**1. Non-alignment to City of Launceston's Residential Strategy**

The City of Launceston suburban boundary for Rocherlea and Newnham can be viewed from the Council website at: <https://profile.id.com.au/launceston/about?WebID=160>

These maps indicate the proposed facility is located within suburban boundaries and therefore DA0849/2020 is seeking approval for the establishment of a "Motor Racing Facility" directly within the City of Launceston.

The definition of a "Motor Racing Facility" as per the City of Launceston's Interim Planning Scheme 2015 states: "use of land (other than public roads) to race, rally, scramble or

test vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports.”

The development of such facility inside the City boundary appears in contradiction to the City of Launceston’s Residential Strategy for residential development in growth corridors, the establishment of liveable spaces for residents and an ambient lifecycle to attract existing and future residents.

<https://www.launceston.tas.gov.au/Council/Strategies-and-Reports#section-4>

The strategy indicates an additional 3870 residential houses would be required by 2024 to accommodate growth. The topology of Launceston, proximity to existing services, and transport access, are primary considerations in identification of residential growth corridors and Newnham/Rocherlea/Dilston are suburbs that satisfy those criteria.

Additionally, the Residential Strategy states that *“The Land Use Planning and Approvals Act 1993 states that a planning scheme for a local government area must, as far as practicable, be consistent with and coordinated with the planning schemes applying to adjacent areas and must have regard for the use and development of the region as a whole in environmental, economic and social terms.”*

The development of a Motor Racing Facility as defined within the Interim Planning Scheme 2015 appears inconsistent with the planning applicable to adjacent areas, given the residential nature of Newnham, Dilston, and parts of Rocherlea.

## **2. Precedence following approval of Use Classification**

The establishment of a Motor Racing Facility as per the DA request creates precedence for further development of the facility and extension of the use arrangements as per Section 9 of the Launceston Interim Planning Scheme 2015. In particular Section 9.6 may provide for further future development without due regard for the immediate surrounds and indeed the other developments within adjacent areas.

## **Operational Implication**

### **1. Incomplete Noise Assessment Report**

The noise assessment report relating to DA0849/2020 has, as indicated in the report, been prepared utilising data collected from onsite ambient noise monitoring (6 day period) and subsequently that data uploaded into the SoundPLAN Noise modelling software (<https://www.soundplan.eu/en/>) together with noise levels collected from a number of motocross bikes. Modelling of noise levels is then produced leveraging the CONCAWE noise product prediction algorithm.



The report is silent, and therefore incomplete, on elements that assist with understanding the extent of modelling, parameter and scenario configurations, and impacts of local meteorological and topology conditions on noise levels. Elements of concern are:

- a) The omission of  $L_{Amax}$  readings more than 2 motocross bikes (4 as describes in DA – Response 26.3.1 (a) and (b)) results in incomplete information in the results table, which could provide more context on the overall noise levels at the proposed facility, particularly in light of the impulsive noise nature of motocross bikes as they accelerate through jumps and accelerate at open throttle on straight track sections, either uphill or flat.
- b) Whilst noise prediction modelling is a recognised industry practice, it is unclear why a physical site noise testing was not undertaken, given a track has been built, utilised, and referenced on social media. Physical monitoring and assessment at receiver points R1, R2, and R3 would better inform the local community, Council, and the Developer, on actual noise levels, accounting for all localised elements. The report states “Prediction was made utilising the CONCAWE prediction algorithm under neutral weather conditions”. Physical onsite testing would address local meteorological idiosyncrasies. Given the definition of Motor Racing Facility, reference to the appropriate EPA guidelines and monitoring practice at: <https://epa.tas.gov.au/policy/acts-regulations/empca/noise-regulations> would appear most relevant in this context, together with any industry/sport applicable regulations.

It is unclear as to whether Council has considered adopting principles for noise management of Motor Racing Facilities such as those adopted by the Western Australian Government:

[https://www.der.wa.gov.au/images/documents/your-environment/noise/Guide to management of noise from motor sport venues.pdf](https://www.der.wa.gov.au/images/documents/your-environment/noise/Guide%20to%20management%20of%20noise%20from%20motor%20sport%20venues.pdf)

It is also unclear how Council views the DA against Environmental Management and Pollution Control (Noise) Regulations 2016 - S 8, as according to

<https://maps.thelist.tas.gov.au/listmap/app/list/map>

numerous buildings, potentially classified as residences sit within 500M of the proposed development, a considerable number of residences sit within 500 to 550M, and one of Launceston’s major aged care facilities is located at a distance of approximately 1km.

- c) The report does not provide insight into the parameters and scenarios modelled via SoundPLAN. Parameters such as wind speed, humidity, cloud cover, and temperature. Additionally, the report is silent on the number of scenarios tested, i.e. change in parameters and rerun of tests to discover differences or confirm uniformity in test results.
- d) It is also important to note industry conjecture over limitations of noise modelling and external noise level predictions (such as the CONCAWE algorithm) in Australia as

referenced at the following Acoustic Conference Presentation: [https://www.acoustics.asn.au/conference\\_proceedings/AAS2012/papers/p43.pdf](https://www.acoustics.asn.au/conference_proceedings/AAS2012/papers/p43.pdf) (Bullen, 2012) The most commonly-used algorithms for external noise level prediction in Australia are the ISO 9613 and CONCAWE algorithms, neither of which allows detailed investigation of propagation under adverse meteorological conditions. Another study which highlights variability between noise modelling algorithms can be found at: <https://jcaa.caa-aca.ca/index.php/jcaa/article/view/1515/1260>

## 2. Use Classification and Performance Criteria responses

DA0849/2020 articulates numerous constraints for the operation of the proposed Facility, including cc limits on motorcycles and the number of concurrent track users. It is unclear from the documentation presented, how these constraints will be governed, monitored, and enforced. This lack of clarity makes it difficult for local residents to understand and therefore comment on the operation of the facility. Consequently, local residents can assume DA0849/2020 is seeking approval for establishment of an as defined “Motor Racing Facility”, and therefore a facility that could potentially operate as a future commercial venture.

With this assumption in mind, the facility should be subject to all commercial operations, including operating hours, occupational health and work safety requirements and noise pollution regulations. The DA is silent on these matters and the documentation available on the Council’s website does not address these matters. As such the relationship between the Use Classification and performance criteria response is not compatible.

John Parry

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