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Armidale Motorcycle Club

Statement of Environmental Effects

"Naralgun Downs" Enduro Motorcycle Track
1516 Torryburn Road
Torryburn NSW 2358

July 2024

SMK

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DOCUMENT CONTROL

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EXECUTIVE SUMMARY

SMK Consultants have prepared this Statement of Environmental Effects (SoEE) on behalf of the Armidale Motorcycle Club. The purpose of this document is to provide an environmental assessment of a proposal to operate a motorcycle enduro track by the Armidale Motorcycle Club. Use of the track for motorcycle racing will require development consent from the Uralla Shire Council.

The proposed enduro motorcycle track is to be used for enduro motorcycle racing. The track is to be located on privately owned farmland. The track extends over part of the "Naralgun Downs" at 1516 Torryburn Road, Torryburn. The property is owned by Tim Danieli, who has provided permission to Armidale Motorcycle Club to use the track.

The track is located approximately 33 km northwest of Uralla between Woodlands and Torryburn Roads. The track will utilise existing cattle tracks within a woodland area. The track is considered as a temporary track as no permanent features will be required. Access within the track for safety vehicles will utilise existing roads. Access to a parking and race pit area will utilise an existing farm road.

The Armidale Motorcycle Club is a motorcycle enduro-focused motorcycle club in New South Wales and is affiliated with Motorcycling NSW. The proposal involves use of a new enduro track as part of a series of enduro motorcycle racing events that are managed by the Armidale Motorcycle Club in the New England area.

Applicant:	Armidale Motorcycle Club PO Box 39 Armidale NSW 2350
Subject Land:	1516 Torryburn Road, Torryburn Lot 72 Deposited Plan 753681
Zoning:	RU1 – Primary Production
Local Government Authority:	Uralla Shire Council
Proposed Development:	Naralgun Downs - Temporary Enduro Motorbike Track
Type of Development:	Local Development under the *Uralla Local Environmental Plan 2012*
Permissibility:	The proposal is permissible with the consent of the Uralla Shire Council.

Approvals and Licences

The Naralgun Downs temporary enduro motorbike track will require an annual Track Licence and Permit issued by Motorcycling NSW, as well as a Licence from NSW Office of Sport and Recreation.

CONTENTS

1 Introduction

SMK Consultants has been engaged by the Armidale Motorcycle Club (AMCC) to prepare this Statement of Environmental Effects (SoEE). This report will accompany a Development Application (DA) to be submitted to Uralla Shire Council. The application seeks consent for a temporary off-road racing track on the property of "Naralgun Downs" located at 1516 Torryburn Road, Torryburn. The track is to be used for enduro motorcycle racing as part of the series of racing events held by the AMCC.

1.1 Proponent Details

The Armidale Motorcycle Club is a not-for-profit club formed in 1970 by motorcycle enthusiasts. Originally, the club used the Uralla Double, a speedway track, and held many race and practice events there, as well as some high-profile open events involving some of Australia's best Short Circuit and Speedway riders. The Club is based in Armidale and consists of local volunteers and community members.

The Club has since moved to several temporary tracks for race events across the New England area. The tracks are based on private land. The Club runs ten or more race and training events each year.

Table 1: Proponent Details

Proponent	**Armidale Motorcycle Club**
Contact Name	Megan Lockyer (Club Secretary)
Address	PO Box 39, Armidale NSW 2350
Contact No	0437 704 008
Email	mjcampbell212@gmail.com

1.2 Authors and Guidelines

The persons involved in the preparation of this Statement of Environmental Effects and its appendices are:

- **Peter Taylor** BSc MEIANZ CIAg LAA
- **Biyomi Palkadapela** BSc MSc

The primary Guideline used for the preparation of this report is the Uralla Local Environmental Plan 2012.

2 Proposed Development

2.1 Background

AMCC was established in the early 1970s by a group of committed motorcycle enthusiasts in Armidale. AMCC is a volunteer-run club with limited sources of funding available.

The club's current operation is principally focused on cross-country events held on privately owned land. These events include sprint races, grass track events (naturally occurring terrain motocross tracks), and Pony Express events, which are four-hour endurance races. Throughout the year, the club organizes and manages ten events, catering for riders of all ages and skill levels who wish to participate in competition.

AMCC also run a range of training events to attract new riders. This includes young riders who require training to enable them to obtain the appropriate licences issued by Motorcycling NSW to be able to compete in the race events. The training includes general motorcycle skills and safety instructions.

The racing season typically runs from March through November, with junior training events starting as early as February.

AMCC utilized two main tracks, both situated on privately owned land. One track is situated at Bannaweera, near Uralla. It ceased hosting racing events for a period of one year and is no longer utilized for racing purposes. The other is situated at Tumble Downs, near Walcha, on private land. A third track, which is used annually, is located on private property around the village of Upper Horton in the Gwydir Shire.

In an effort to expand its operations and improve access for local riders, AMCC has been actively exploring options for the acquisition of new land. To this end, they have been investigating the feasibility of securing public and private land for the establishment of additional tracks.

As a result of these efforts, AMCC has been successful in identifying a viable option for local races. Specifically, they have secured the use of Lot 72 in the Deposited Plan 753681, located at 1516 Torryburn Road, Torryburn. This privately owned land represents an opportunity for the club to expand its operations to provide an alternate venue for one or more enduro event each year.

2.2 Proposed Torryburn Race Circuit

The requirements for an offroad motorcycle racing event involve several components.

The primary area of land required is an access road into an area referred to as a race pit area. This area provides parking for the vehicles bringing motorcycles to the site, temporary facilities such

as portable shades, a controlled pit area for scrutineering of motorcycles that will race in the event, and a start/finish area.

AMCC intends to establish a race secretary office in the form of a portable shipping container as part of the facilities. This shipping container will be delivered to site and remain as a removable structure. The container will be modified to provide an office for signing on of all competitors and officials. It will contain a table and a few chairs. It will not be habitable or be used for accommodation. On the day of a race event, portable toilet facilities will be established onsite for racegoers and any spectators. These facilities will be located within an existing clear area.

As this is an enduro motorcycling event, the racetrack required will be approximately 1 metre wide once the motorcycles leave the race pit/start/finish area. The race track requires only a single width trail. The intent for this site is to utilise existing stock tracks through the woodland and open rocky areas between sections of woodland. Sections of the track may utilise existing farm roads and exposed rocky areas as part of the obstacles necessary for enduro racing.

During the racing, the AMCC will require recovery and emergency vehicle access to the track. This is generally limited to a 4WD to recover damaged motorcycles or an emergency vehicle such as an ambulance. These vehicles will utilise existing farm roads to access the race track. Other vehicles such as side by side/all-terrain buggies will provide backup for emergency access to injured riders or broken down motorcycles.

AMCC has reached an in principle agreement with the owner of Lot 72 in Deposited Plan 753681 to utilise existing cleared areas and tracks for the purpose of running a one day motorcycle enduro event. This Lot comprises approximately 800 Ha of land. The proposed racing track will occupy only a small part of this property. The land is part of a larger rural holding on the property of “Naralgun Downs”. The property address is 1516 Torryburn Road, Torryburn.

A site plan presented in Figure 2 shows the land to be utilised for temporary race circuit. Figure 3 provides an aerial image showing the proposed Race Pit area and existing farm tracks.

The track extends over several permanent internal farm roads and cleared stock tracks. The race event would utilise existing cleared land. The specific route of the track may vary from race to race which will provide some variation to the riders and utilise new cattle track that become available.

The proposed track is intended to host up to five one day racing events each year. The track may also be utilised for one day training and coaching clinics for members of the AMCC.

On race weekends, most of the competitors and spectators return to Uralla. They stay in Uralla and use the camping and service facilities available.

Figure 1: Locality Plan.

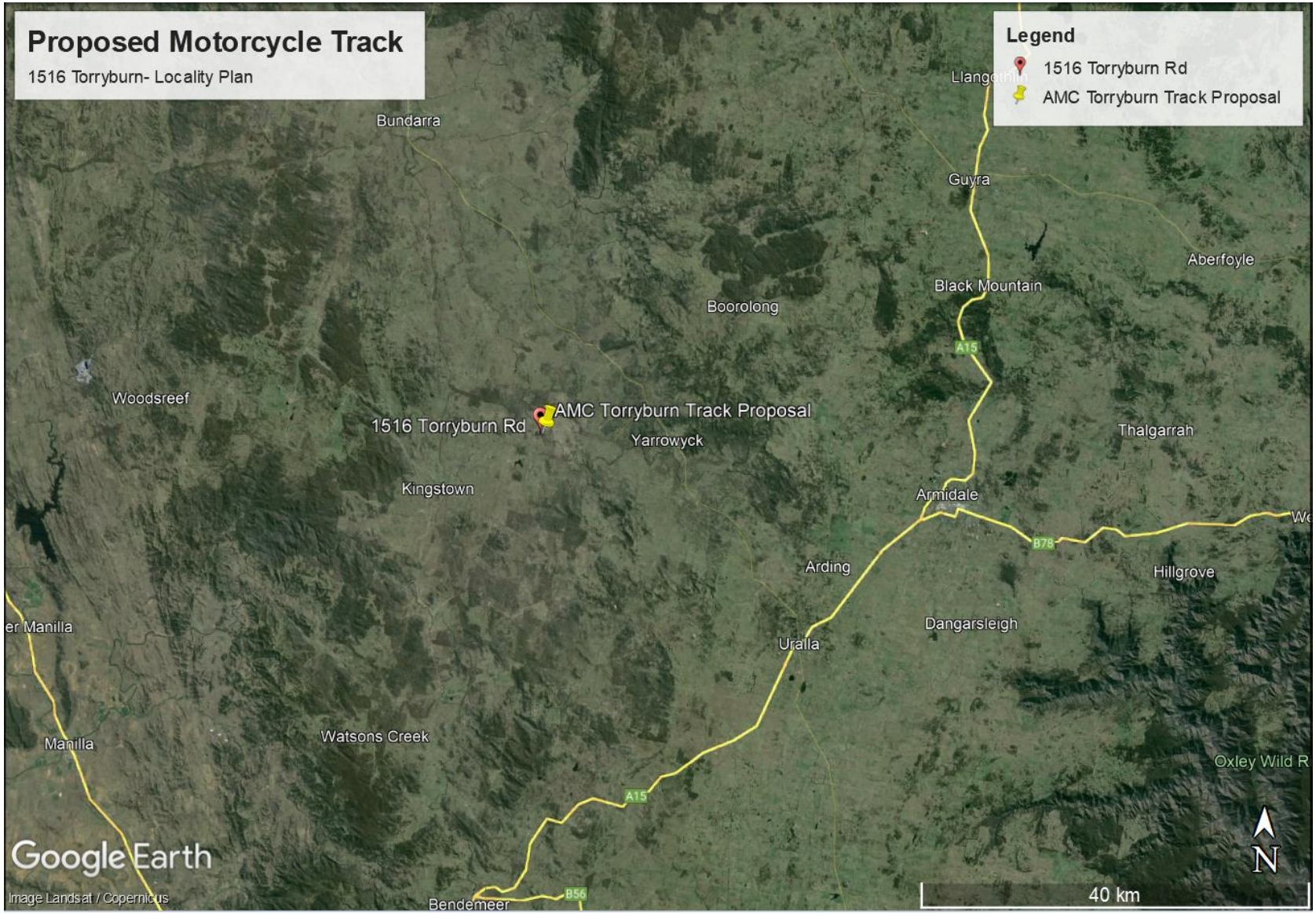


Figure 2: Extent of land to be used for the Racing Track and SoEE Project Assessment Area

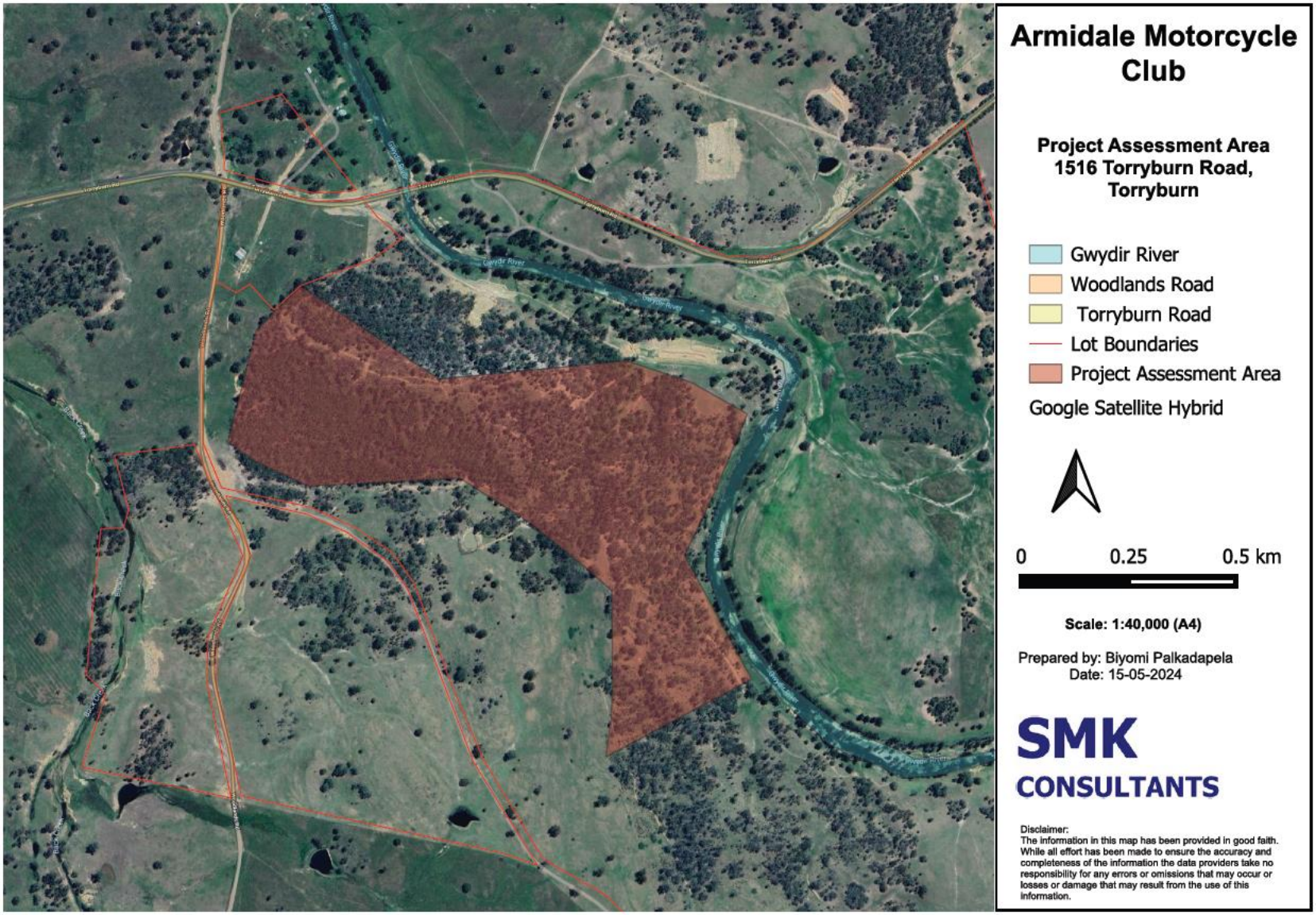


Figure 3: Aerial Image showing existing farm roads and Race Pit area

2.3 Licensing, Approvals and Race Management

The race events require several approvals.

Motorcycling NSW representatives undertake a physical inspection of the track on an annual basis. This involves mapping of the track, assessing minimum construction standards, access requirements, race pit standards and rules and safety requirements in the form of Landholders permission, Medical response management plan and an Emergency Response Management Plan. The track and race pit area must conform to the Manual of Motorcycle Sport. This is a guideline setting out the standards for a motorcycle racing track. The manual is managed by Motorcycling Australia. Prior to a race event, the track is inspected to ensure that it conforms to this standard. A track inspection report is lodged as part of the race event documentation.

A track licence is granted by Motorcycling NSW and the NSW Office of Sport and Recreation. This ensures that all possible measures are taken to comply with the sport's standards. Primarily, this permit relates to track safety and a requirement for relevant insurances and landholder agreements.

The race event also requires a Permit from Motorcycling NSW on the race day. The permit provides the details of who is allowed to ride in the race event in relation to ages, classes and specific bike details. This includes the requirement for a minimum number of race officials and support staff to be present during the racing event. The race officials control the racing and provide instructions to the riders for a range of details, including that motorcycling racing is dangerous.

The basic requirements for a race event include:

- A responsible organisation to run the event – Armidale Motorcycle Club;
- Race officials – Clerk of Course, Race Steward to administer the race event and enforce the rules of racing, Motorcycle scrutineer to ensure each motorcycle and rider equipment (helmet) meet the minimum standards, Race Secretary, and race marshals (sweep riders);
- Map of pit and racetrack to ensure appropriate safety measures meet the regulations;
- Medical Plan including the presence of appropriately qualified first aid during the race event;
- Insurance - $100 M for public and product liability, $10 M for professional indemnity;
- Each rider must have an appropriate motorcycle racing licence.

Motorcycling NSW requires each motorcycle to be scrutinised to ensure it meets required safety standards. This is undertaken by a licenced Motorcycling NSW scrutineer. The scrutineering includes ensuring that the noise emissions from the motorcycle do not exceed the specific standards set by Motorcycling Australia.

The medical requirements during the race event involve having an appropriately qualified medical team onsite with a recovery vehicle. This is normally provided by a qualified paramedic with race event experience.

The race event is controlled by the race officials, mainly the Clerk of Course and Steward. In the event that standards are not being met or a matter occurs that makes the track unsafe or causes issues, these race officials will shut down the event. Medical staff attending the event can also stop the race event. NSW Police have the authority to inspect the race and if required, shut down the racing if they are not satisfied that the event is occurring in accordance with approvals and relevant standards administered by NSW Police.

2.4 Traffic during the Racing Events

A race event at Naralgun Downs is expected to attract between 100 and 150 competitors. All motorcycles that will race at the facility will be brought to the site on a trailer or vehicle. None will be ridden to the race. On this basis, a race event will generate between 75 and 120 vehicles as most competitors will travel in pairs. This traffic will consist of light vehicles (4WD) and trailers.

Those attending a race event are advised to utilize Torryburn and Woodlands Road which are the only access roads to the property. Access to the parking area and race pit will be via Lindon Road through Naralgun Downs. All traffic will come from the north.

Temporary onsite parking facilities are to be established on a race day. This will consist of a mown area in the paddock adjoining Lindon Road. Lindon Road through Naralgun Downs carries mainly farm traffic. The access point to the parking area will be through an existing farm gate.

A race day will generally commence from about 6.30am to allow riders to arrive, unload and register for the event. The riders will arrive between 6.30am and 7.45 am with the intent of being ready for race commencement between 8am and 8.30am.

The race will normally be completed by 3pm. Riders and officials will then pack up and leave the site by 5pm.

A race day will generate two traffic peaks of light vehicles, mainly between 6.30am and 8am for the start of the day and then between 3pm and 5pm at the completion of the day. The traffic peaks will consist of between 50 and 80 vehicles per hour. Once the vehicles leave Torryburn Road, they will travel of gravel and dirt roads. This will generate minor dust and therefore vehicle speed will be reduced to ensure that the vehicles drive to the conditions.

2.5 Site Facilities

The site will be used for less than ten days each year, during which time it is utilized for both racing events and training days. Members of the Armidale Motorcycle Club and volunteers will

be present on-site to prepare the dirt bike racing track prior to the events. This preparation will involve activities such as mowing the race pit, installing temporary markers for the race track and marking out the race pit area for race start and finish areas. This will be likely to occur on the day before racing for marking out and preparation. The removal of all temporary track markers may be delayed until the following weekend.

Volunteers will undertake the task of cleaning up the race pit area and remediating the track to facilitate its recovery and return it to its original state as closely as possible. This will be undertaken by between two and five members of AMCC.

The only semi-permanent facility will be a small shipping container. This will provide storage for a few chairs and tables, as well as the temporary signage to be used on race days. This container will be used as a sign on point for riders. It will not be used for accommodation. The container will remain is a portable structure.

As there are no permanent facilities at the site, all necessary arrangements, including electricity will be established on a temporary basis using generators. There will be no permanent water supply at the facilities. Water and food will be brought to the site by each individual on the day. Communication will be via mobile phones. There is no requirement to establish permanent power, water, communication facilities, or electricity due to the temporary nature of the racing events and training sessions.

The toilet facilities will also be provided for the riders and support crew using portable facilities. These will be brought to the site for each race meeting and removed after a race event.

The landowner and their stock will use the racetrack between events.

Signposting during the event is temporary. The signposting is generally limited to safety instructions, arrows and checkpoints. This is removed at the end of the event.

3 Policy and Legislation Assessment

3.1 Permissibility

The development proposal is being applied for as Local Development under Part 4 of the *Environmental Planning and Assessment Act, 1979*. The proposal is considered permissible with development consent from the Uralla Shire Council.

The proposed racetrack is located on private land. The landholder has granted access to the proposed development. This event diversifies the activities on private land; however, it is a temporary sporting event, not an agricultural activity. After each event, land use returns to normal farming activity. For this area, land use is stock grazing.

The events are considered compatible with the objectives of the site's RU1 – Primary Production Zoning:

- It does not impact primary industry enterprises and systems appropriate for the area;
- It does not involve any fragmentation and alienation of resource lands;

3.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* provides the framework for NSW Planning Legislation. Under this Act, Local Councils prepare Local Environmental Plans (LEPs) that specify planning controls for specific parcels of land. The Act also provides for State Environmental Planning Policies (SEPPs). The applicable SEPPs are discussed in this report.

This document has been prepared in accordance with the requirements of this Act. The following sections address matters for consideration outlined under Section 4.15 of the Act to provide an assessment of how the development complies with relevant legislation and policies, and how the Motorcycle club events will be managed to protect the built and natural environment.

3.3 Environmental Planning and Assessment Regulation 2000

The NSW *Environmental Planning and Assessment Regulation 2000* requires that certain documents accompany a development application. This Statement of Environmental Effects and its attachments satisfy these requirements.

3.4 Commonwealth Legislation and Regulations

3.4.1 Environmental Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places defined in the EPBC Act as Matters of National Environmental Significance (MNES). The EPBC Act provides guidelines for an assessment process to determine whether a development needs referral to the Federal Department of Environment, Water, Heritage and the Arts (DEWHA) in Canberra.

If a development requires referral, the Commonwealth Minister for the Environment for actions on Commonwealth land will grant approval based on the potential for the development to have a significant impact on matters of national environmental significance, which include:

- World Heritage Properties;
- Ramsar Wetlands;
- Nationally threatened species and communities;
- Migratory species protected under international agreements;
- The commonwealth marine environment; and
- Nuclear actions.

This assessment has determined that the proposal under consideration does not have the potential to impact any matters of national environmental significance. This conclusion is based on the fact that no matters of national significance exist on this site, such as parks or habitat areas

within the racetrack area. No clearing is required as the race event uses existing internal farm roads and tracks. No significant wetlands are present. The race event does not involve any nuclear actions.

3.5 State Legislation, Regulations and Policies

3.5.1 Biodiversity Conservation Act 2016

The Biodiversity Conservation Act 2016 outlines requirements in relation to avoiding or minimising impacts on Threatened Species or ecological communities or their habitats. The objective of the Act is to adopt a standard approach that will result in no net loss of biodiversity in NSW.

The legislation requires an assessment of three questions:

- Is there native vegetation clearing or a prescribed biodiversity impact on land mapped on the Biodiversity Values Map?
- Does the clearing of native vegetation exceed the area threshold?
- Is it likely to significant affect Threatened Species or ecological communities or habitats accord to the Test of Significance?

Biodiversity Values Map

Some of the racetrack area is located within an area of woodland that has been identified on the Biodiversity Value Map. Appendix 2 presents the Biodiversity Values Map for the area.

Use of the racetrack will not entail clearing of vegetation. The intent is to use existing farm roads for access tracks. The race track will utilise a mixture of these existing roads and cattle tracks. The cattle tracks are approximately 1m in width. These would be consistent with a single lane race track and will conform to race guidelines.

The intent and preference for the race event is not to clear any vegetation as the purpose of the offroad enduro race is to use this vegetation and rough track as obstacles to race through.

Development of the race circuit and race pit area will not involve any clearing. The race pit area will be mown for the event. Mowing of the race pit area is considered a temporary measure and the grass will regrow. The pit area is located outside the area mapped as having high biodiversity value and therefore the mowing will not trigger a requirement for a BDAR.

No trees will need to be cleared.

A review of the Biodiversity Values Map is required as part of this assessment. This process generates a BMAT report. The BMAT report is presented in Appendix 2. As the proposed

development does not involve clearing, the requirement for a biodiversity development assessment report is not triggered.

The race track will extend through an area that is a listed high biodiversity area. However, as there is no clearing required, there will be no impact on the vegetation within this area. The impact has already occurred as a result of historical farm activity which includes construction of internal property roads, fences and clearing of tracks by cattle moving through the woodland.

As no work is required in the project assessment area related to clearing, earthworks, or grading, the provisions of the BC Act are not triggered in relation to the Biodiversity Values Map.

Biodiversity Threshold for Clearing of Native Vegetation

No native vegetation needs to be cleared for the event. The area of the race pits and parking areas will be mown. This is a temporary impact. Grass in this area will regrow between events.

The Biodiversity Offset Scheme (BOS) establishes maximum areas for clearing native vegetation for proposals subject to development applications under the EP&A Act. The BMAT report includes details of clearing thresholds. In this case the threshold is 1 hectare of land which is not mapped as having high biodiversity. No clearing is required.

Test of Significance

The test of significance is required as part of the development proposal. The test of significance provides a first stage assessment of the potential biodiversity impact of a proposal to listed threatened species, ecological communities, or their habitats.

The test of significance is included in the ecological assessment of the proposal. This is presented as appendix 3 of this report.

The test has indicated that no significant impact will occur to threatened species or ecological communities, or their habitats. This is mainly on the basis that no clearing is required and the proposed race track will utilise existing disturbed cattle tracks and roads. However, the ecological assessment presented in appendix 3 of this report includes a range of mitigation measures to avoid unacceptable disturbance of mainly fauna species during a race event. These measures are aimed at causing an initial low impact disturbance to native fauna species which may be present within the woodland habitat. The mitigation measures aim to initially cause minor disturbance to the fauna which will then move away from the track to seek refuge. Once this is achieved, the interaction between the fauna and motorcycle racing will be reduced or eliminated.

3.5.2 State Environmental Planning Policies

The following table summarises and comments on current State Environmental Planning Policies and identifies their relevance to the proposed development.

Table 2: State Environmental Planning Policies and Development Codes

State Environmental Planning Policy (SEPP) Title	Relevance
SEPP (Planning Systems) 2021	Not Relevant
SEPP (Biodiversity and Conservation) 2021	Review provided below
SEPP (Resilience and Hazards) 2021	Not relevant
SEPP (Transport and Infrastructure) 2021	Review provided below
SEPP (Industry and Employment) 2021	Not Relevant
SEPP (Resources and Energy) 2021	Not Relevant
SEPP (Primary Production) 2021	Not Relevant
SEPP (Precincts – Eastern Harbour City) 2021	Not Relevant
SEPP (Precincts – Central River City) 2021	Not Relevant
SEPP (Precincts – Western Parkland City) 2021	Not Relevant
SEPP (Precincts – Regional) 2021	Not Relevant

3.5.2.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 4 of the *SEPP (Biodiversity and Conservation) 2021* applies to land within each local government area listed in Schedule 2 of the SEPP.

Clause 4.9 of the SEPP states that an assessment of the potential impact of the development on Koalas should be carried out where the proposal has an area of more than 1 hectare and no approved Koala management plan has been prepared for the land.

Comment

The Uralla Shire is included in Schedule 2 of the State Environmental Planning Policy (SEPP). A koala search for the proposed site reveals no koala populations within the racing event footprint. However, it is worth noting that a koala population is recorded around the Torryburn area along with several isolated recordings of individuals along roadside areas. A map of the listed sighting is presented in Figure 4. This is based on NSW data bases.

The closest recorded koala sighting is located 1.3km to the west of the proposed site. On this basis, it is necessary to consider the presence of koala populations in the vicinity and the impact of a race event on this local population.

The woodland area along several unnamed creeks, Back Creek, Long Creek and the Gwydir River includes a range of koala feed trees, such as Bimble Box and White Box. These trees would provide a potential corridor for Koala movements in the local area. Although no records are available to indicate the presence of Koala around the racetrack area, there is potential that the creek system would support Koala migration as a result of the availability of feed trees.

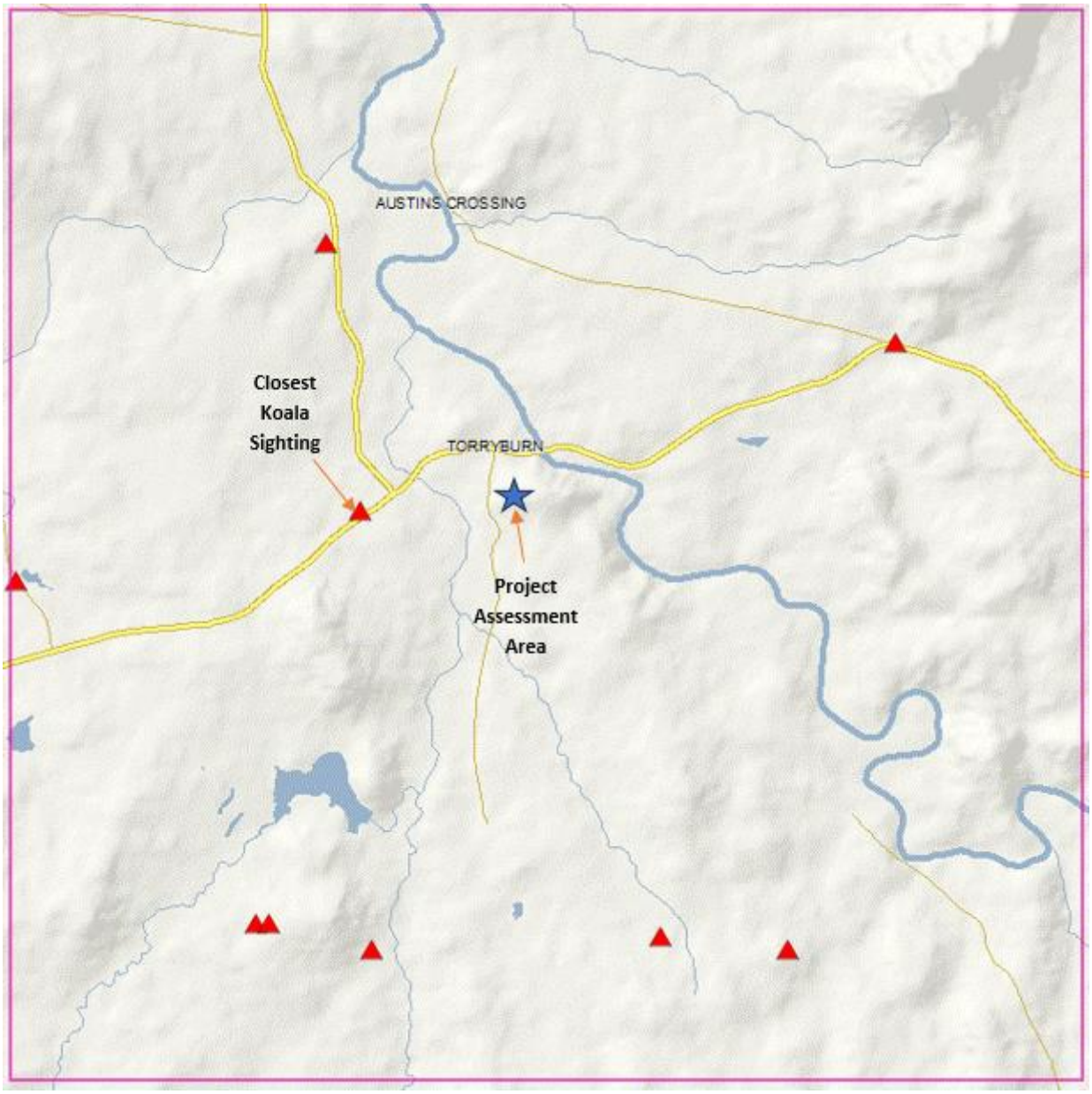
Inspections of the area have not noted the presence of Koalas. No koala colony is present.

If individuals are present, the race event would cause some initial disturbance. This would commence prior to the event when the committee prepares the track. Koalas would tend to move away from this activity during their nighttime movements. The race activity would be limited to daytime and as koala activity occurs mostly at night; only limited disturbance would occur if Koalas were present.

The proposed mitigation measures involving minor disturbance through the woodland area prior to a race event, would assist in disturbing koalas that are present and therefore cause less disturbance on a race day.

The race event does not involve clearing or removing any trees and therefore would not remove any koala habitat. The potential impact on koalas is considered minimal.

Figure 4: Koala sightings (NSW Environment and Heritage - Species Sightings Search**)**



3.5.2.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

The Transport and Infrastructure (2021) SEPP relates to development that constitutes traffic-generating development. Schedule 3 of the SEPP provides a list of developments that must be referred to Transport for NSW (TfNSW).

Race events such as motor cycle races are not mentioned in schedule 3 of the Policy. However, sites with access to a road that generates more than 200 motor vehicles per hour or 50 or more vehicles per hour where access is available to a classified road, triggers a referral to Transport for NSW.

During motorcycle events, competitors travel between Uralla and the Race area along Thunderbolts Way and Torryburn Road. Due to the proposed site's location, vehicles use many major roads, including Thunderbolts Way via Uralla, Bundarra Road via Armidale, and Gwydir River Road via Bundarra, to reach the site. This movement of vehicles takes place over two hours or more and results in less than 200 vehicles per hour along Torryburn Road.

The morning and afternoon traffic peaks during a race event do not trigger a referral to Transport for NSW as the number of vehicle movements is less than 200-vehicles per hour.

The proposed development, as per the Transport and Infrastructure (2021) SEPP, is not deemed a traffic-generating development.

3.5.2.3 State Environmental Planning Policy (Resilience and Hazards) 2021

Remediation of Land

Chapter 4 of the Resilience and Hazards SEPP 2021 covers the remediation of land and aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or other aspects of the environment.

Under this SEPP, a consent authority must not consent to the carrying out of any development on land unless:

i. It has considered whether the land is contaminated; and
ii. If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out; and
iii. If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

The Naralgun Downs property has been grazing land for the landowner since its acquisition. In view of the proposed racetrack development, existing farm roads and cattle tracks will be utilised. The remainder of the property will continue to be used for grazing.

A thorough examination of historical images reveals the absence of structures or buildings on the area to be developed for the race facilities and track. No historical landuses presents a risk of contamination on this site.

The NSW EPA Contaminated Land Record and List of NSW Contaminated Sites notified to EPA does not identify any contaminated sites on or near the site.

The site is therefore considered to be suitable for the intended use. Accordingly, no further investigation under the Resilience and Hazards SEPP is required.

3.6 Local Environment Plan

3.6.1 Land Use Zoning

The proposal falls under the *Uralla Local Environmental Plan 2012*. The development site is located in the area of land zoned RU1 – Primary Production.

Objectives of Zone RU1 – Primary Production

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base;
- To encourage diversity in primary industry enterprises and systems appropriate for the area;
- To minimise the fragmentation and alienation of resource lands;
- To minimise conflict between land uses within this zone and land uses within adjoining zones;
- To permit the development of non-agricultural land uses that are compatible with the character of the zone.

The racing events and training sessions are considered as non-agricultural land use. No racing occurs at present on this property or adjoining properties. The issue of meeting the intent of the provisions within the LEP is therefore whether the race track is compatible with adjoining agricultural development.

According to the LEP, the racetrack facility is not a prohibited activity in an RU1 zone and is not mentioned as permitted without consent. Based on the LEP, the racetrack and event would be described as any other development not specified in items 2 or 3 under the land use table for RU1 in the LEP.

As the track is a temporary facility and is returned to extensive agriculture once the events are completed, the activity can be considered as *encouraging diversity in primary industry enterprises and systems appropriate for an area*. Further assessment of the compatibility of the race event is included in section 4.4 of this report which relates to noise emissions.

3.6.2 Heritage Conservation

Part 5, Clause 5.10 of the LEP deals with heritage items and heritage conservation areas. The objectives of this clause are as follows:

a) To conserve the environmental heritage of Uralla,
b) To conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
c) To conserve archaeological sites,
d) To conserve Aboriginal objects and Aboriginal places of heritage significance.

Comment

The proposal is not in the vicinity of any heritage items listed in the Council's Local Environmental Plan or under State or Federal legislation.

3.6.3 Bushfire Hazard Reduction

Section 5.11 of the LEP relates to bushfire hazard reduction work. This work is permissible without consent. Bushfire hazard reduction work authorised by the *Rural Fires Act 1997* may be conducted on any land without development consent.

Bushfire hazard reduction work includes the following:

a) the establishment or maintenance of firebreak on land, and
b) the controlled application of appropriate fire regimes or other means for the reduction or modification of available fuels within a predetermined area to mitigate against the spread of a bushfire,

Comment

No bushfire management work would be undertaken by the AMCC other than mowing the race pit and parking area. Bushfire management work for the whole of the property would remain the responsibility of the landowner.

During a bushfire threat in the area, the race event would be cancelled. No race would occur under circumstances of high bush fire risk. This forms part of the responsibilities of the race organizer, mainly the Clerk of the Course and the Steward who manage the racing.

If a bushfire occurred and threatened the spectator area during an event, race officials would manage the crowd and either hold them within the cleared area for protection or ask them to vacate the area via a safe route along Council roads. The appropriate authorities (Fire and Rescue, RFS, Police) would be notified of such an evacuation to ensure that their services would be provided if required.

3.6.4 Earthworks

Part 6, Clause 6.1 of the LEP deals with development requiring earthworks.

The objectives of this clause are as follows:

(a) to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,

(b) to allow earthworks of a minor nature without requiring separate development consent.

Comment

No earthworks are required for this event. The purpose of locating the racetrack in a natural landscape is to utilise the natural terrain as obstacles for racing.

3.7 Development Control Plan

The Uralla Shire Council adopted a Development Control Plan in December 2011 and amended it in March 2021. The development proposal is being evaluated based on clauses 4, 6, 8, and 14 of the Plan. The following sections will consider each topic.

Topic 4- Rural Development-

- Proposals are reviewed against the provisions of the NSW Threatened Species Conservation Act 1995 and the NSW Office of Planning and Environment publication "Commonwealth Environmental Protection and Biodiversity Conservation Act 1999 Guide to implementation in NSW May 2007", by an appropriately qualified and experienced ecologist or environmental scientist, and, if necessary, appropriate additional environmental investigations are conducted:
- If the lot to be developed has an area greater than 1 hectare or, together with any adjoining land in the same ownership, an area of more than 1 hectare, then the provisions of State and Environmental Planning Policy 44 Koala Habitat Protection apply. Among other things, this means that:
  - ✓ Council must satisfy itself that the land is not potential or actual koala habitat before giving consent to a development application;
  - ✓ Council may only satisfy itself based on information obtained from a person who is qualified and experienced in koala habitat identification; and
  - ✓ If the land proves to be core koala habitat, then a formal plan of management will need to be prepared by the applicant prior to development consent being granted.
- Bushfire Management- Development of bushfire-prone land is undertaken in accordance with the requirements of Planning for Bushfire Protection 2006.

Comment

The area to be utilised for the race event is not considered core Koala habitat. This determination is based on the absence of Koala.

The proposal includes establishment of a shipping container on the site which will act as an office for the race organisation. This is not to be used or could be used as a habitable facility. The container will be located on cleared land and therefore not subject to potential bushfire damage.

Topic 6- Access and Parking

The potential of a development to create additional traffic loads on the road network needs to be assessed. Total number of on-site parking spaces provided in association with new development shall be in accordance with the recommended ratios set out in this Chapter as appropriate, subject to any qualifications or exceptions which may be applicable in the circumstances of the case. In this regard parking proposals that provide less parking than required by this Chapter shall be supported by a parking study.

Comment

The number of vehicles expected during the racing events is approximately 150 with a maximum of 200. There is adequate on-site parking available within the proposed race pit area for these vehicles.

Topic 8- Signage and Advertising

Signs in Rural Zones (RU1 and RU2)

The only permissible signs for rural zones are the following:

• A sign directing the travelling public to –

Tourist facilities or activities, or Places of scientific, historic or scenic interest

Comment

The proposed project does not encompass any permanent signage or advertising, so this particular aspect will not be incorporated. On the racing days, the track entrance and signs to the parking area will be erected, but after each racing event, the organizing committee will remove all signs.

Topic 14- Contaminated Land

Contaminated Land Management Act 1997;

• State Environmental Planning Policy No 55 – Remediation of Land; and

• Managing Land Contamination – Planning Guidelines, SEPP 55-Remediation of Land.

Comment

Based on this assessment, it has been concluded that there is no land contamination that could impact the proposed development.

3.8 Development Contribution Plan

The Development Contribution Plan for Uralla is not relevant to the proposed Development.

3.9 Draft planning instruments

No draft environmental planning instruments are known to affect the site.

3.10 Draft Asset Management Plan

The Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers.

Comment

The proposed race events will generate only light traffic. This is not considered to have any significant impact on the local road network or condition.

4 Environmental Considerations

Environmental matters considered in this report include matters set out under Section 4.15 of the *Environmental Planning and Assessment Act 1979.* A summary of the major points of consideration follows.

4.1 Land Use Conflict

The proposed enduro track may be used up to 10-times per year for racing and training. The organisers spend additional time on the track for preparation and remediation purposes.

The Armidale Motorcycle Club has been organizing events since 1970. During this time, the committee has received no complaints, and the landowners who provide access to their properties for the event have received no complaints. Thus, there is no history of complaints about the club.

The general community in Uralla advises that AMCC race events in the local district are a significant community-based event for the town. They are fully supported by the majority of Uralla residents and the surrounding farming community as it attracts a large number of people to Uralla and is, therefore, highly beneficial to the Uralla economy for the weekends where race days occur.

The Armidale Motorcycle Club proactively contacts the landowners of the two properties utilized for the annual race event to notify them of the upcoming event. The event is discussed, and to date, no objections have been raised by adjoining landowners for other rural based race tracks utilised by the Club. The same procedure will apply to the proposed development site.

No sensitive infrastructure or community facilities are located within an impact zone of the racetrack.

The closest adjoining residence other than the property owner, is located approximately 1.9 km to the east of the race pit area. The terrain between the race area and this residence includes a high hill. This would deflect any direct noise path and block any visual impact. Noise from the

racing will generally be prevented from travelling directly to all of the adjoining property residences by the natural hill terrain.

The race area and adjoining farm residences are separated by the crests of hills. These hills would deflect and therefore reduce the level of noise received.

The traffic generated from a race event will occur in two peaks. This is not expected to create any significant impact to other local road users on the basis that the race events will not be frequent.

4.2 Services

The site serves as a temporary venue for racing events, during which no services in the form of running water, electricity, or fixed telephone are required. Permanent structures are not available at the site to provide any services during the racing events. Therefore, all necessary arrangements must be made on a temporary basis. Water supply will be via water taken to the site. Telecommunication services will be available via mobile phones and two-way radio. During the racing events, two-way radio and repeater services will ensure effective communication.

Electricity is provided to the site by portable generators for operation of a lap top computer. There is no need to establish permanent power, water, communication facilities, or electricity.

There will be a shipping container used as storage and the canteen/score shed during race events. This can be removed from the site as it will remain as a portable structure.

Portable toilet facilities will be provided for the riders and support crew.

4.3 Land Contamination

An assessment of the site has been carried out by SMK Consultants and is discussed in Section 3.5.2.3, in accordance with the *Resilience and Hazards SEPP 2021*. The presence of any potential contamination is highly unlikely as land use on the site has been restricted to stock grazing. No contamination is evident.

4.4 Noise

Potential noise emissions from use of the site for an enduro race event will arise from traffic and the motorbike racing.

Minor traffic noise would be generated as vehicles arrive on the site and leave the site. These vehicles will consist of light vehicles only and will need to travel at low speeds as the access to the site is via an existing farm road which is not a smooth road. This noise would not be considered to create an issue of concern.

During the preparation on a race day, minor noise may be generated when the motorcycles are being warmed up. This generally involves idling bikes only and therefore the noise would be minimal.

The noise generated by the race event would be highly intermittent. The bikes would be travelling in various directions and therefore one directional noise would be limited. The primary source of

noise is emitted from the muffler and therefore as the bikes move around the track the noise emissions would be directed in many different directions. The bikes would not be revving all of the race. The bikes would accelerate and slow through the many bends and corners in the race track.

A large part of the race is held within a valley, which will largely contain noise. The closest residence to the event is the landowner who provides the property for the race and, therefore, has agreed to allow the event. The noise from the racing is considered acceptable to the property owner.

Racing will be commences between 8 am and 9 am. The majority of racing will be completed by 3 pm. This is consistent with daytime noise periods. The noise from the race event would not disturb nighttime or evening periods.

Using the inverse square law and the following equation, Table 3 provides predictive noise levels at the five (5) closest receptors for direct travel of noise. This is based on a maximum noise emission from a motorbike of 100 dBA.

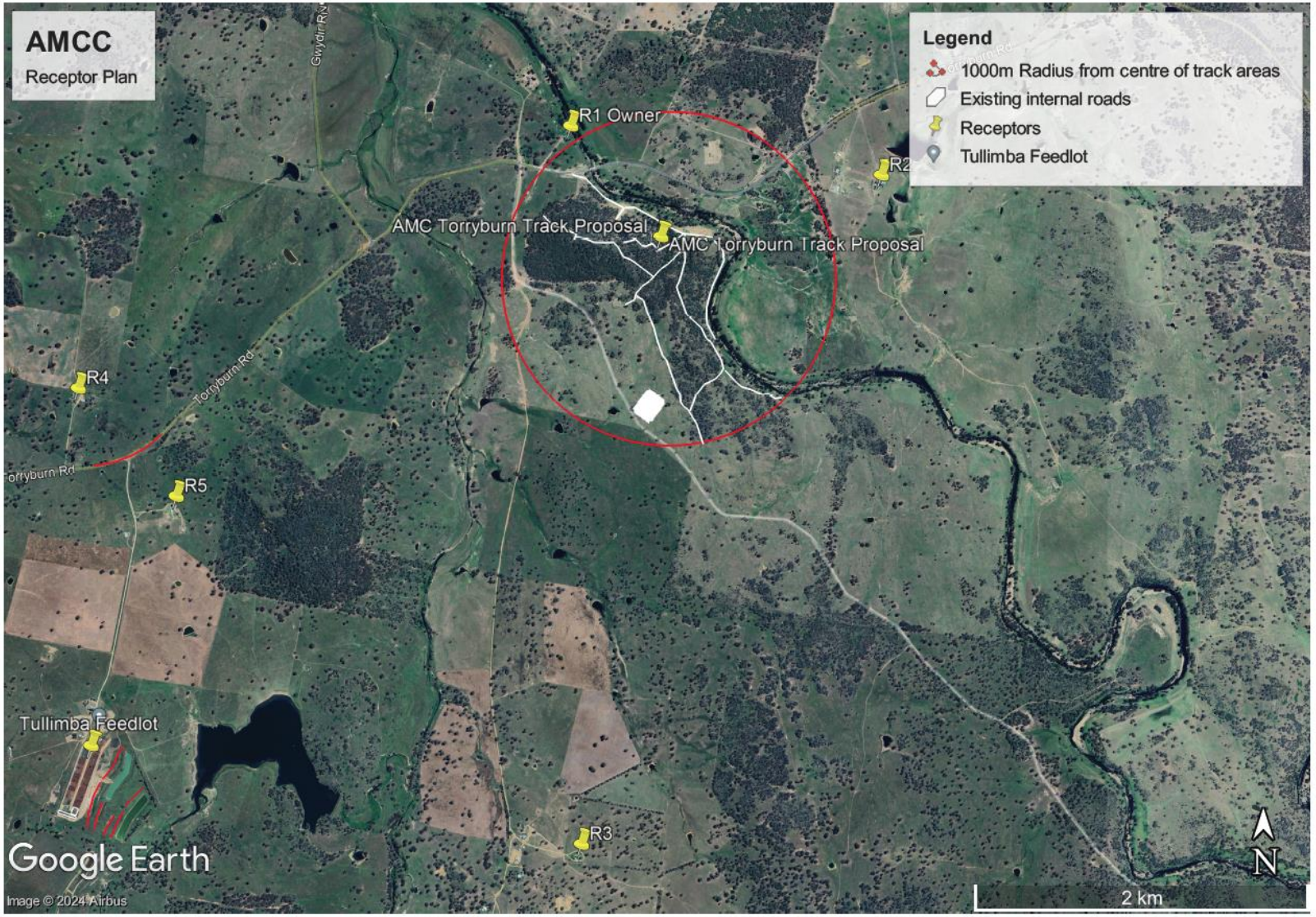
$$SPL2=SPL1-20\log(R1R2)$$

Table 3: Noise Attenuation for closest receptors.

Receptor	Distance from centre metres	Attenuation dBA	Predicted noise level dBA
R1 – Property owner	900	39	61
R2 – Camelot	1,370	43	57
R3 – Woodlands Road	3,820	52	48
R4 -	3,640	51	49
R5 – Tullimba managers residence	3,335	50	50

The following aerial image shows the general location of the track. A 1000m radius circle around the centre of the track is included on the plan. The five closest receptors are identified on the plan.

Figure 5: Aerial Image showing Receptor Location



The property owner does not have a hill that completely deflects the direct travel path of noise. This residence is located to the north-northwest of the track at a distance of approximately 900m from the closest point of the proposed development. The landscape between the site and this residence is undulating, but there is potential for direct travel of noise for short periods as the motorbikes travel along the closest point of the site.

The level of noise received at this residence would be similar to a normal conversation level between two people. It would be higher than the background noise unless tractors or vehicles were moving close to the receptor. This noise would be heard for a short period of time before the direct line of noise emission becomes blocked by hills within the race track and the natural terrain of the race circuit.

The motorbike noise would be intermittent and not continuous. The attenuation calculations presented in the above table relate to direct line of travel for noise. This will generally not occur as the undulating land around the track site will deflect much of the noise. A further reduction in noise will therefore occur where there is not direct travel of the noise. This is expected to be in the order of more than 20 dB. The noise predicted at the other four receptors is therefore below the standard of 55 dB for daytime noise impacts. This 55 dB relates to constant noise. Further discounts for this noise standard occur when the noise is intermittent.

The noise levels are not considered significant as they will be intermittent and only occur during race events which will not be frequent. The high revving (louder) bike riding will be limited to during the race event. This does not generally occur until after a sighting lap which would generally commence at 8am. The racing would commence at approximately 9am and be completed between 1pm and 2pm. The noise at the most affected neighbouring landowner would be similar to a truck passing on Torryburn Road and, therefore, could be accepted as a normal background noise in the local area.

4.5 Visual Amenity

The racing track is situated on privately owned land within an area of woodland. The woodland will block the view of motorbikes. No other features will be visible other than a sign at the turn-off from Torryburn Road into the race pit area.

Upon completion of the racing, all competitors and their equipment would leave the property. The race area would be returned to grazing and its current state of activity.

There would be no visual impact outside of the race events. During race events, the race pit area is not considered visible from any public areas or local residences.

4.6 Erosion and Sediment Control

The track's terrain is highly undulating. A severe rain event could cause erosion along the bare farm road. No structures, such as check banks, can be installed during the race event.

The race pit and spectator areas are located over a grassed area. The grass is retained between events, stabilising the soil. The issue of erosion and sediment control is considered during the racetrack's operation. Where necessary, the works may include silt barriers to assist in stabilising the soil surface; however, to date, these have not been needed.

4.7 Natural Hazards

The land is geologically stable and not subject to volcanism, earthquake or soil instability such as subsidence, slip or mass movement.

4.7.1 Bushfire Risk

According to the NSW ePlanning Spatial Viewer, the site has been identified as Bush Fire Prone Land (BFPL). The area consists of a mixture of Vegetation categories 1 and 2.

No permanent habitable buildings or structures are required for the proposal. The portable structures present are steel and, therefore, not prone to severe damage from bushfires.

Bushfire risk assessment is part of the emergency management plan which will form part of the licence requirements for a race event. Motorcycling Australia and the NSW Department of Sports and Recreation assess and review this planning when issuing approvals and licences for the event.

In general terms, the race event would not be conducted during a high bushfire risk period. If the event occurs during an elevated bushfire season, appropriate precautions would be adopted by race management. This includes checking that all motorbikes have spark arrestor mufflers systems and the race does not occur through areas of dry grass.

In the event of a bushfire, the race pit area has an extensive clear zone around it of more than 30m in the form of mown grass. This is considered adequate if competitors need to remain onsite in the event that all property roads are blocked due to bushfire. However, if there is a risk of bushfire or a fire starts during racing, event organisers would close the race and ensure the site is safely evacuated.

As a minimum, the race organisers are required to have a set number of fire extinguishers in the race pit area as a safety measure if a bike catches alight as a result of spilt fuel.

4.7.2 Flooding and Stormwater

The proposed location borders the Gwydir River on its eastern side and is situated at an elevated position. The race facilities are considered to be above flood level.

In the event of a flood or risk of a flood, the event would not start. No competitors or officials would attend under such conditions.

In the event of a storm, spectators would be able to leave the site via the local road network if racing is cancelled.

No specific stormwater works are present on the site, as there is no requirement or need to capture the water.

4.8 Cultural Heritage

4.8.1 Indigenous Heritage

The Aboriginal Heritage Information Management System (AHIMS) is a database operated by OEH and regulated under section 90Q of the *National Parks and Wildlife Act 1974*. AHIMS contains information and records related to registered Aboriginal archaeological sites (Aboriginal objects, as defined under the Act) and declared Aboriginal places (as defined under the Act) in NSW.

A search was carried out in the AHIMS system to identify any registered (known) Aboriginal sites or declared Aboriginal places within or in the vicinity of the subjected site area based on Lot 72 Deposited Plan 753681 with a 50m buffer.

No Aboriginal sites were found to be recorded within the area to be occupied by the racetrack and spectator area.

A more comprehensive search based on the Lot with a 1 km buffer was undertaken through the AHIMS database. This identified no recorded sites within 1 km of the development footprint.

The Gwydir River is a relatively permanent water source and would have historically provided a travel route for Aboriginals to move through the region. No detailed archaeological investigation has occurred along this section of river; however, it would be expected that some scars and possibly camp site may remain.

The area to be disturbed by the race event does not include the river bank area or river corridor. The race event would therefore avoid any potential disturbance of the river corridor.

Racing is restricted to the tracks. Penalties apply if race vehicles leave the track and therefore this prevents off-track damage.

It is therefore recommended that the event can be established on the basis that if items or sites of cultural heritage are identified within the area of impact of the track, work or riding should cease.

An unanticipated finds protocol should be adopted as part of the site management plans. This would involve:

If any Aboriginal object is discovered and/or harmed in, or under the land, while undertaking the proposed development activities, the proponent must:

- *Not further harm the object;*
- *Immediately cease all work at the particular location;*
- *Secure the area so as to avoid further harm to the Aboriginal object;*
- *Notify Heritage NSW as soon as possible on 02 9873 8500, providing detail of the Aboriginal object and its location;*
- *Not recommence any work at the particular location unless authorised in writing by Heritage NSW.*

4.8.2 Non-Indigenous Heritage

No non-indigenous heritage items have been found near the development site.

4.9 Flora and Fauna

The racing activities on existing farm roads and cattle tracks do not require using the entire property area. Only the competitors utilise the full length of the established road as a racing track, while their supporters are confined to the race pit. As a result, the racing event does not pose any direct impacts to native flora and fauna within the track area.

No clearing is required for the event other than mowing of the spectator area and marking out of the racetrack. Marking out is generally limited to pink ribbon on trees and directional arrows. These are temporary and are removed at the end of a race event.

Fauna inhabiting the area would be temporarily disturbed during a race event as part of proposed mitigation measures. As the whole area is not occupied and extensive areas of similar habitat adjoin the track, the fauna would be expected to seek shelter in adjoining areas of woodland and grassland if disturbed by the racing.

4.10 Waste

All waste generated during the race event will be collected and removed from site at the end of an event. Waste would include various food and drink-related materials from the spectators and competitors. Additional waste may include motorbike tyres and parts.

At the completion of the race, the race committee will undertake a site clean-up. This is concentrated on the spectator area to collect any dropped waste materials. Once cleaned, the site is handed back to the landowner under a come-clean go-clean policy adopted by the race organisers.

4.11 Traffic

For the racing events this track will use no more than five days per year and additional four training days per year. Races normally runs through March to November each year, with junior training events normally starting in February.

To date, similar race event have generated 50-80 competitor vehicles. The majority of this traffic travels from a wide region via Thunderbolt Way to the race track. Due to the proposed site's location, vehicles use many major roads, including Thunderbolts Way via Uralla, Bandarra Road via Armidale, and Gwydir River Road via Bundarra, to reach the site. This movement of vehicles takes place over several hours and results in less than 80 vehicles per hour along Torryburn Road.

The event will generate little or no external traffic during the event.

The competitor traffic attends the site between 6am and 8am. Most vehicles leave the site by 3.30pm at the closure of the race event. The majority of vehicles attending site will be light vehicles with a trailer to carry the motorbikes.

No camping occurs on the site.

Torryburn Road is a two-lane bitumen-sealed road. It is considered a safe route for light vehicles. The road width ranges between 6m and 8m, which is considered suitable for a country road.

No traffic hazard areas or road safety issues, such as narrow sections or sharp bends, are present. Council has erected appropriate road signage along this section of Torryburn Road. Between Thunderbolts Way and the racetrack, the road has a 100 km/h speed limit. The road width and alignment have a minor limitation.

The race events occur on a Sunday. Torryburn Road carries minimal traffic on a Sunday. The majority of traffic in the form of trucks would use the road from Monday to Friday. Weekend traffic is limited to locals and tourists moving through the area.

The potential for traffic conflict during a race event is considered extremely low.

4.12 Access

On days when racing events are scheduled, vehicles will be granted access to the parking area via an existing farm road leading to the race pit area. Vehicles travel along Torryburn Road and then proceed to Woodland Road to reach the pit area. The racetrack entrance will also be clearly marked to ensure ease of access.

Throughout the event, access will be monitored and controlled for safety and security measures.

4.13 Parking

Vehicle parking will be controlled as part of the race organisation. The race pit area will provide a controlled parking zone. The parking of vehicles and race camps is controlled by race organisers as part of the protocols for racing.

If spectators attend, they will need to park in a separate area from the race camps and race pit area for safety purposes.

The area available for vehicle parking is considered to be in excess of the needs for a race day.

4.14 Social and Economic Impacts

The Armidale Motorcycle Club has positively contributed to the social and economic landscape of the Uralla, Armidale and Walcha regions in New South Wales, serving as a recreational activity for both locals and spectators.

The Armidale Motorcycle Club has established itself as a highly respected entity in the Australian off-road motorcycle racing community. The club is steadfast in its commitment to maintaining its reputation and aims to continue doing so in the future with the assistance of unwavering support from its members, sponsors, and competitors.

The rural areas of New South Wales need more residents. One of the primary reasons for the lowering of population in rural areas is the lack of entertainment options.

The Armidale Motorcycle Club offers a variety of events catered towards children, presenting a valuable opportunity for those who enjoy motorcycling. The club's calendar includes numerous training sessions designed to enhance performance and knowledge for those interested in cycle racing.

Hosting motorcycle events provides an opportunity to increase recreational activities in the area and indirectly helps to improve tourism in the surrounding areas, thus attracting more people.

The development of entertainment industries such as this has a positive impact on the social well-being on surrounding areas.

The attendees spend money in local towns at businesses that provide food, beverages, services, accommodation and fuel. This is a significant input for local businesses and the Armidale Club’s race events throughout the year provide a financial benefit to local enterprises.

4.15 Site Suitability

The racing event is situated in a remote location, away from a town area. The racetrack will provide a diverse terrain and challenging nature. A large portion of the track is contained within a valley, which helps minimize the noise generated by the motorbikes, thereby reducing the impact on neighbouring rural residents.

The landowner of the property, who is offering the property to AMCC, is in complete support of the event.

The AMCC racing events have been taking place at various locations since 1970. The other race track facilities remain in good condition with little or no significant environmental impact.

4.16 Cumulative Impacts

The proposed race track area is considered isolated within a farming community. Limited other events occur in the local area. Surrounding activity is generally limited to grazing other than the Tullimba feedlot facility which is located some 4.6 km to the southwest. At this distance the emissions from the feedlot such as odour and noise would not impact the race track. Noise from the motorbike racing would have little or no impact in relation to disturbing the cattle as the noise from the racing would be less than noise from the tractors used at the feedlot.

Based on the lack of other surrounding activities that create environmental impacts, no cumulative effects relating to environmental issues, traffic, noise, or social impact are considered to be an issue if the motorbike race track is approved.

5 Conclusion and Recommendations

This Statement of Environmental Effects provides an assessment of a development proposal to establish an enduro off-road motorcycle track at 1516 Torryburn by the Armidale Motorcycle Club. The proposal will involve utilising existing cattle pads and farm roads on land which is offered to the Club by a local landowner for establishment of a new motorcycle racetrack.

Potential environmental impacts from the events to be held at the facility are considered to be minimal. Some noise emissions occur; however, based on this assessment, the noise may impact the landowner's residence. Minor noise may be heard at other surrounding residences, but this would be similar to normal background levels and consist of intermittent noise. The race events will not occur on a regular basis and therefore not generate ongoing regular noise impacts.

The race event occurs on private land. The landowner provides their permission for the event. The event can only be run with appropriate licences and approvals from two race governing bodies, mainly Motorcycling NSW and the NSW Department of Sport and Recreation. As a result, the event is run under strict regulations and controls for competitors, race safety and spectators.

Appropriate risk assessment is undertaken to satisfy race authorities and medical services, including the NSW Ambulance Service.

NSW Police have the final authority over whether the event will occur. NSW Police are provided copies of the race licences, approvals, insurance, management plans, and event details for their review prior to the event.

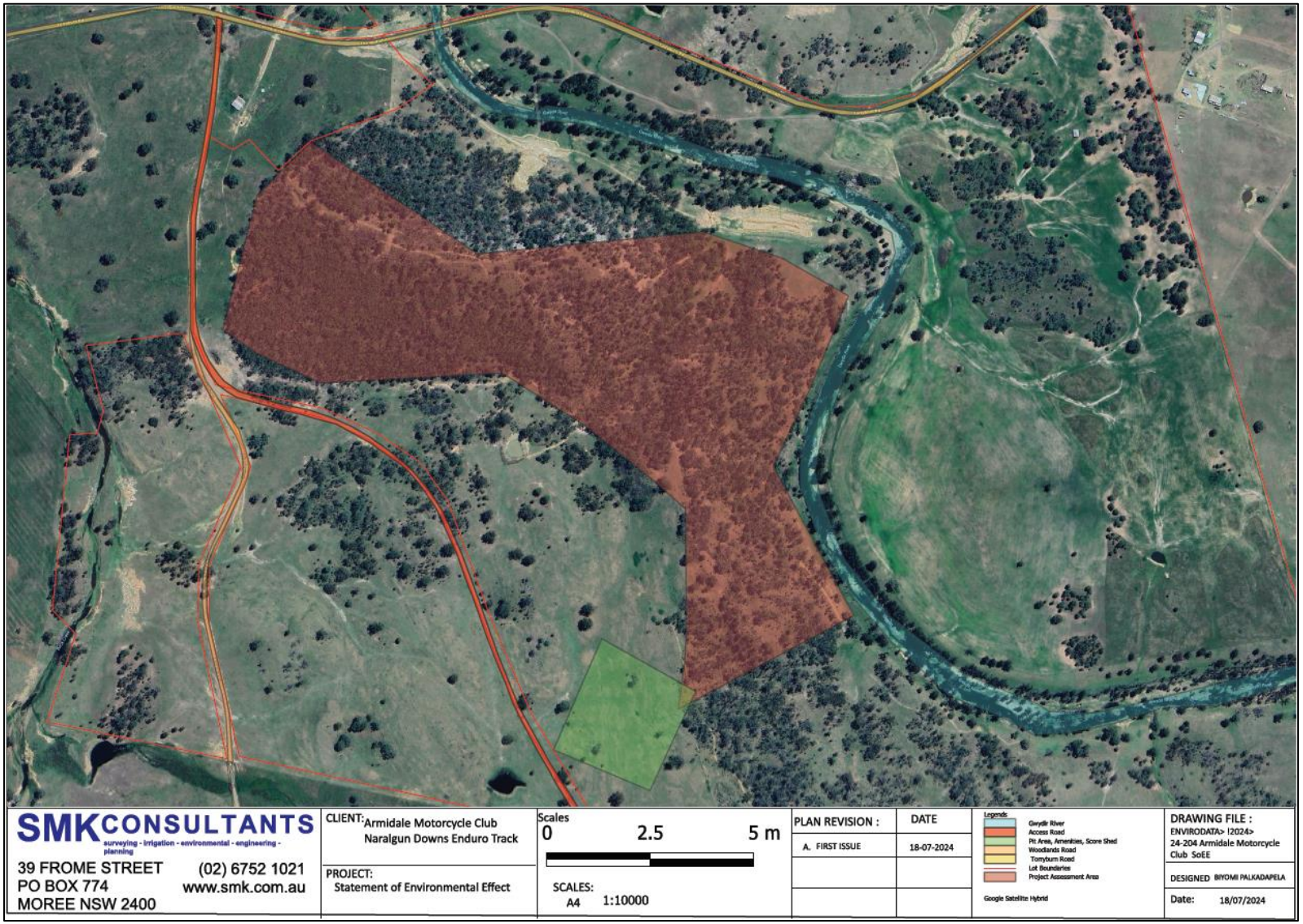
This report identifies that the development proposal is consistent with relevant environmental planning instruments and meets the planning intent for the zoning of the *Uralla Local Environmental Plan 2012*.

Additionally, as detailed within this report and the attached documentation, it is noted that the development application:

- Is consistent with the relevant regulatory provisions for motorcycle racing;
- Satisfies the relevant requirements of the State Environmental Planning Policies;
- Will be beneficial to attract people to Uralla and provides a significant social and economic benefit to the town and community;
- Can be operated as a sustainable development with minimal impact on the environment;
- The track and facilities can be established with no clearing of land as the purpose of the location is to utilise the natural terrain and existing narrow tracks created by cattle that graze in the woodland area;
- The race track and parking area are temporary only.

In view of the above, the proposed development is capable of approval, subject to reasonable and relevant conditions of development.

Appendix 1 – Site Plan



Appendix 2: BMAT report

NSW GOVERNMENT Department of Planning and Environment

Biodiversity Values Map and Threshold Report

This report is generated using the Biodiversity Values Map and Threshold (BMAT) tool. The BMAT tool is used by proponents to supply evidence to your local council to determine whether or not a Biodiversity Development Assessment Report (BDAR) is required under the Biodiversity Conservation Regulation 2017 (Cl. 7.2 & 7.3).

The report provides results for the proposed development footprint area identified by the user and displayed within the blue boundary on the map.

There are two pathways for determining whether a BDAR is required for the proposed development:

1. Is there Biodiversity Values Mapping?
2. Is the 'clearing of native vegetation area threshold' exceeded?

Biodiversity Values Map and Threshold Report

Date of Report Generation		18/06/2024 3:14 PM
1. Biodiversity Values (BV) Map - Results Summary (Biodiversity Conservation Regulation Section 7.3)		
1.1	**Does the development Footprint intersect with BV mapping?**	no
1.2	**Was ALL BV Mapping within the development footprinted added in the last 90 days?** (dark purple mapping only, no light purple mapping present)	no
1.3	**Date of expiry of dark purple 90 day mapping**	N/A
1.4	**Is the Biodiversity Values Map threshold exceeded?**	no
2. Area Clearing Threshold - Results Summary (Biodiversity Conservation Regulation Section 7.2)		
2.1	**Size of the development or clearing footprint**	509.2 sqm
2.2	**Native Vegetation Area Clearing Estimate (NVACE)** (within development/clearing footprint)	509.2 sqm
2.3	**Method for determining Minimum Lot Size**	LEP
2.4	**Minimum Lot Size** (10,000sqm = 1ha)	2,000,000 sqm
2.5	**Area Clearing Threshold** (10,000sqm = 1ha)	10,000 sqm
2.6	**Does the estimate exceed the Area Clearing Threshold?** (NVACE results are an estimate and can be reviewed using the Guidance)	no
REPORT RESULT: Is the Biodiversity Offset Scheme (BOS) Threshold exceeded for the proposed development footprint area? (Your local council will determine if a BDAR is required)		**no**

Page 1 of 4

NSW GOVERNMENT Department of Planning and Environment

What do I do with this report?

• If the result above indicates the BOS Threshold has been exceeded, your local council **may require** a Biodiversity Development Assessment Report with your development application. Seek further advice from Council. An accredited assessor can apply the Biodiversity Assessment Method and prepare a BDAR for you. For a list of accredited assessors go to: https://customer.lmbc.nsw.gov.au/assessment/AccreditedAssessor.

• If the result above indicates the BOS Threshold has not been exceeded, you may not require a Biodiversity Development Assessment Report. This BMAT report can be provided to Council to support your development application. Council can advise how the area clearing threshold results should be considered. Council will review these results and make a determination if a BDAR is required. Council may ask you to review the area clearing threshold results. You may also be required to assess whether the development is "'likely to significantly affect threatened species" as determined under the test in Section 7.3 of the *Biodiversity Conservation Act 2016*.

• If a BDAR is not required by Council, you may still require a permit to clear vegetation from your local council.

• If **all** Biodiversity Values mapping within your development footprint was less than 90 days old, i.e. areas are displayed as dark purple on the BV map, a BDAR may not be required if your Development Application is submitted within that 90 day period. Any BV mapping less than 90 days old on this report will expire on the date provided in Line item 1.3 above.

For more detailed advice about actions required, refer to the **Interpreting the evaluation report** section of the Biodiversity Values Map Threshold Tool User Guide .

Review Options:

• If you believe the Biodiversity Values mapping is incorrect please refer to our BV Map Review webpage for further information.

• If you or Council disagree with the area clearing threshold estimate results from the NVACE in Line Item 2.6 above (i.e. area of Native Vegetation within the Development footprint proposed to be cleared), review the results using the Guide for reviewing area clearing threshold results from the BMAT Tool.

Acknowledgement

I, as the applicant for this development, submit that I have correctly depicted the area that will be impacted or likely to be impacted as a result of the proposed development.

Signature: _____ Date: _____

(Typing your name in the signature field will be considered as your signature for the purposes of this form)

18/06/2024 03:14 PM

NSW GOVERNMENT Department of Planning and Environment

Biodiversity Values Map and Threshold Tool

The Biodiversity Values (BV) Map and Threshold Tool identifies land with high biodiversity value, particularly sensitive to impacts from development and clearing.

The BV map forms part of the Biodiversity Offsets Scheme threshold, which is one of the factors for determining whether the Scheme applies to a clearing or development proposal. You have used the Threshold Tool in the map viewer to generate this BV Threshold Report for your nominated area. This report calculates results for your proposed development footprint and indicates whether Council may require you to engage an accredited assessor to prepare a Biodiversity Development Assessment Report (BDAR) for your development.

This report may be used as evidence for development applications submitted to councils. You may also use this report when considering native vegetation clearing under the State Environmental Planning Policy (Biodiversity and Conservation) 2021 - Chapter 2 vegetation in non-rural areas.

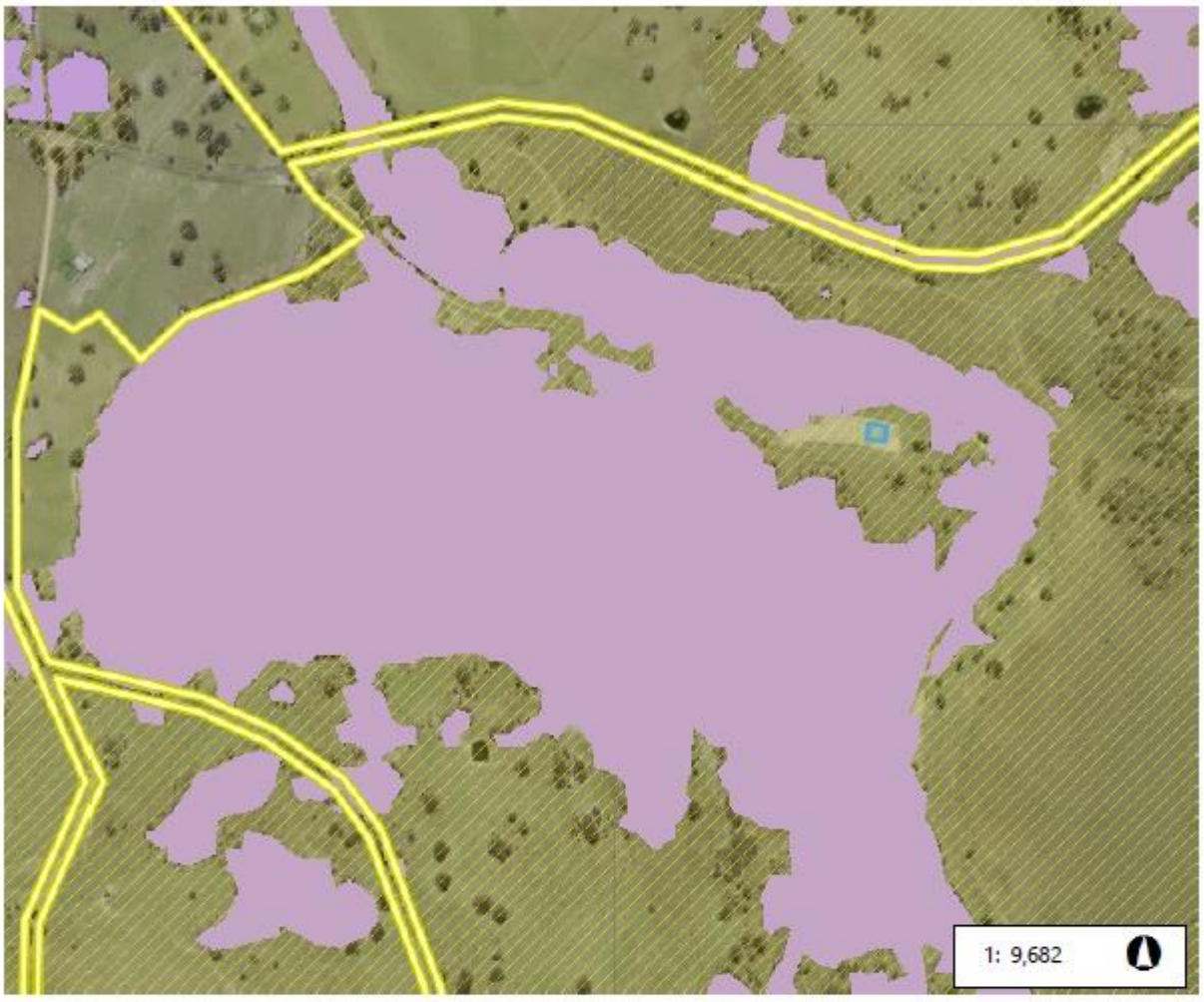
What's new? For more information about the latest updates to the Biodiversity Values Map and Threshold Tool go to the updates section on the Biodiversity Values Map webpage.

Map Review: Landholders can request a review of the BV Map where they consider there is an error in the mapping on their property. For more information about the map review process and an application form for a review go to the Biodiversity Values Map Review webpage.

If you need help using this map tool see our Biodiversity Values Map and Threshold Tool User Guide or contact the Map Review Team at map.review@environment.nsw.gov.au or on 1800 001 490.

Page 3 of 4

Biodiversity Values Map



491.8 0 245.91 491.8 Metres

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Legend

- Biodiversity Values that have been mapped for more than 90 days
- Biodiversity Values added within last 90 days
- Native Vegetation Area Clearing Estimate (NVACE)
- Development area selected by proponent

18/06/2024 03:14 PM

Imagery © Airbus DS/Spot Image 2016

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The results provided in this tool are generated using the best available mapping and knowledge of species habitat requirements.

This map is valid as at the date the report was generated. Checking the Biodiversity Values Map viewer for mapping updates is recommended.

Page 4 of 4

Appendix 3: Ecological Assessment and Test of Signficance

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Ecological Assessment- Armidale Motorcycle Club

"Naralgun Downs" 1516 Torryburn Road

Torryburn NSW 2358

June 2024

SMK

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DOCUMENT CONTROL

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Revision History			
Version Number	Date	Authority	Details
0	June 2024	P. Taylor	Initial Issue

TABLE OF CONTENTS

1 Introduction

1.1 The Proposal

SMK Consultants were engaged by Armidale Motorcycle Club (AMCC) to prepare an Ecological Assessment for the new land for the motorcycle racing track at 1516 Torryburn Road, Torryburn.

This report addresses and describes the ecology of the proposed motorcycle racing track and provides a test of significance in accordance with Section 7.2 of the Biodiversity Conservation Act 2016 (BC Act), in order to determine:

1) Whether the development is likely to significantly affect threatened species or ecological communities, or their habitats;
2) Whether the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity value; and
3) Whether the development is to be carried out in a declared area of outstanding biodiversity value.

The works are considered local development, and the relevant determining authority is the Uralla Shire Council.

1.2 Legislative Context

Section 7.2 of the *Biodiversity Conservation Act 2016* (BC Act) requires that the significance of the impact of a development on threatened species and endangered ecological communities is assessed using a five-part test known as a Test of Significance. Where a significant impact is likely to occur, a Species Impact Statement (SIS) must be prepared in accordance with the Director-General's requirements, or a Biodiversity Development Assessment Report (BDAR) must be prepared by an accredited assessor in accordance with the Biodiversity Assessment Method (BAM).

The Test of Significance in this report has been prepared in accordance with requirements under Section 7.3 of the BC Act. It includes an assessment of the development against five parameters to determine whether there is likely to be a significant effect on the threatened species, ecological communities, or their habitats, which are recorded at or likely to occur at the site. The assessment has been conducted in accordance with the Threatened Species Test of Significance Guidelines (OEH 2018). It investigates the effects of the development proposal on threatened species, populations and ecological communities, as listed under the BC Act, pursuant to Section 1.7 of the *Environmental Planning & Assessment Act 1979* (EPA Act).

Section 7.2 of the BC Act also requires determining whether the development exceeds the Biodiversity Offsets Scheme (BOS) threshold and whether it is to be carried out in a declared area of outstanding biodiversity value.

1.3 Proposed Project Details

The Armidale Motorcycle Club (AMCC) intends to utilise existing cleared land, roads and cattle tracks for the establishment of a n offroad motorcycle racetrack. The proposed location is on Lot 72 in Deposited Plan 753681 at 1516 Torryburn Road, Torryburn. This Lot extends over an area of approximately 800 hectares. The racing track itself will encompass only a small portion of the property.

The necessary prerequisites for hosting an off-road motorcycle racing event include an access road, a designated race pit area for parking and amenities, a racetrack with an approximate width of 1 metre, as well as provisions for emergency vehicle access and recovery. It is emphasized that the natural terrain of the land will be retained as part of the obstacles to race around. No clearing is included in the proposal. No earthworks are required to establish the racetrack as it will utilise existing tracks.

The development includes placement of a shipping container on a cleared area of land to provide a registration point for officials and riders. Other facilities to be present on a race day will include portable toilets.

The track is described as a temporary track as no permanent fixtures are required when the track is in use. The track may change slightly between events as it intends to follow cattle tracks which may move from time to time as cattle graze through the property.

It is important to note that the landowner and their livestock will have access to the racetrack in between events.

1.4 Site History

The property has an extended history of grazing of mainly cattle. A series of historical aerial images are presented below. These images have been used to assess any change in landuse and vegetation between 1964 and 2023.

The property predominantly features native vegetation, with certain portions historically cleared for associated activities such as roads and access tracks. The internal property roads and access routes have remained relatively consistent over the years. The majority of internal roads were established prior to 1964. The 1964 imagery shows the existence of a structure on the northwestern side of the proposed area.

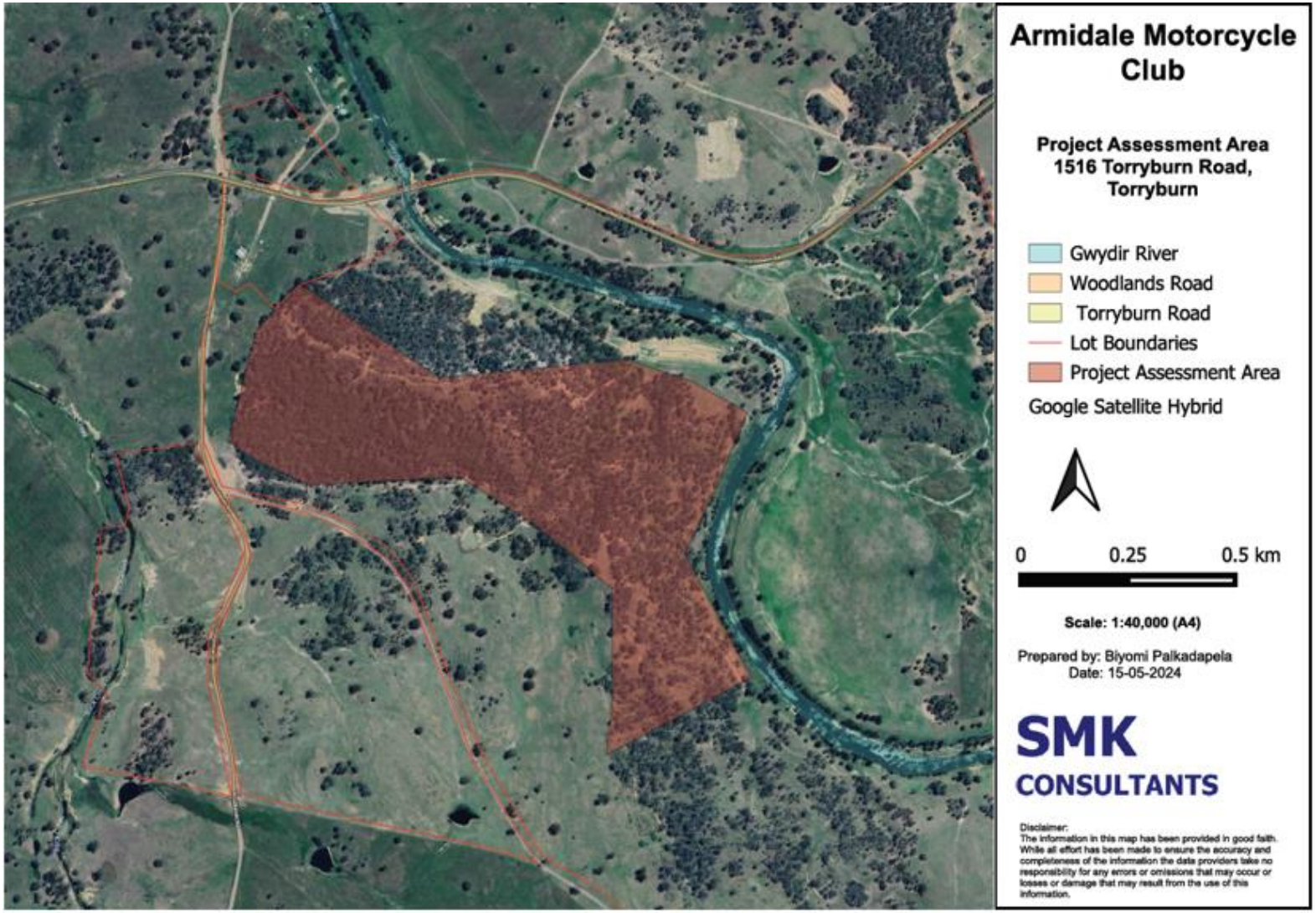
Figure 1: 1964 Aerial imagery.

Figure 2: 1989 Aerial Image

Figure 3: 2015 Aerial Image

Figure 4: 2023 Aerial imagery.

Figure 5: Locality Plan showing Project Assessment area.



1.5 Study Area

The following definitions are used throughout this report to refer to locations in the proposal area:

- The 'subject site' describes all areas that the works would directly impact.
- The 'study area' includes the site and the adjacent areas that the proposed works may indirectly impact.
- This includes the property described as Lot 72 in Deposited Plan 753681.
- The 'search area' refers to a 5-kilometre area surrounding the proposal for database searches.

1.6 Biodiversity Offset Scheme Thresholds

The Biodiversity Offsets Scheme (BOS) Threshold establishes a risk-based approach to identifying developments likely to significantly impact biodiversity. The *Biodiversity Conservation Regulation 2017* sets out threshold levels for when the BOS will be triggered.

This assessment requires a review of the Biodiversity Values map, which generates a BMAT report. As the proposed development does not involve clearing, the requirement for a biodiversity development assessment report is not triggered.

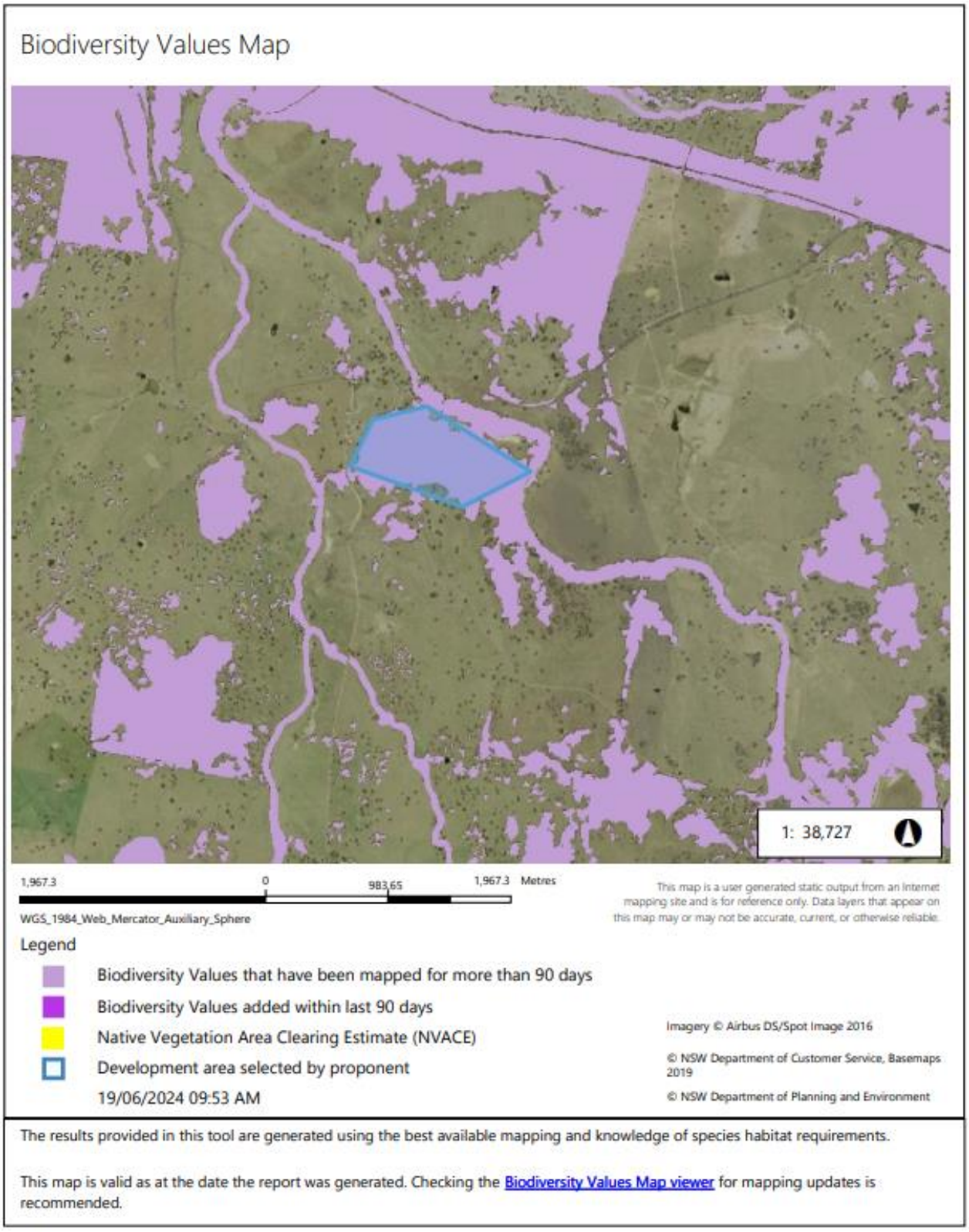
The racetrack area is located within an area of woodland that has been identified on the Biodiversity Value Map. The map assigns the region the colour purple, as shown in the following figure.

As no work **related to clearing, earthworks, or grading is required in the project assessment area**, the provisions of the BC Act are not triggered in relation to the Biodiversity Values Map.

The assessment indicates no significant impact on the existing biodiversity within the project area. Nonetheless, it is advised to implement the mitigation measures outlined in the report as a precautionary measure to prevent any potential environmental impact during the racing event.

However, the proposed project is still required to be assessed to determine whether the development is "likely to significantly affect threatened species", as determined under the test in Section 7.3 of the *Biodiversity Conservation Act 2016*. This assessment has been provided in Section 6 of this report.

Figure 6: Biodiversity Value Map for the Development Footprint



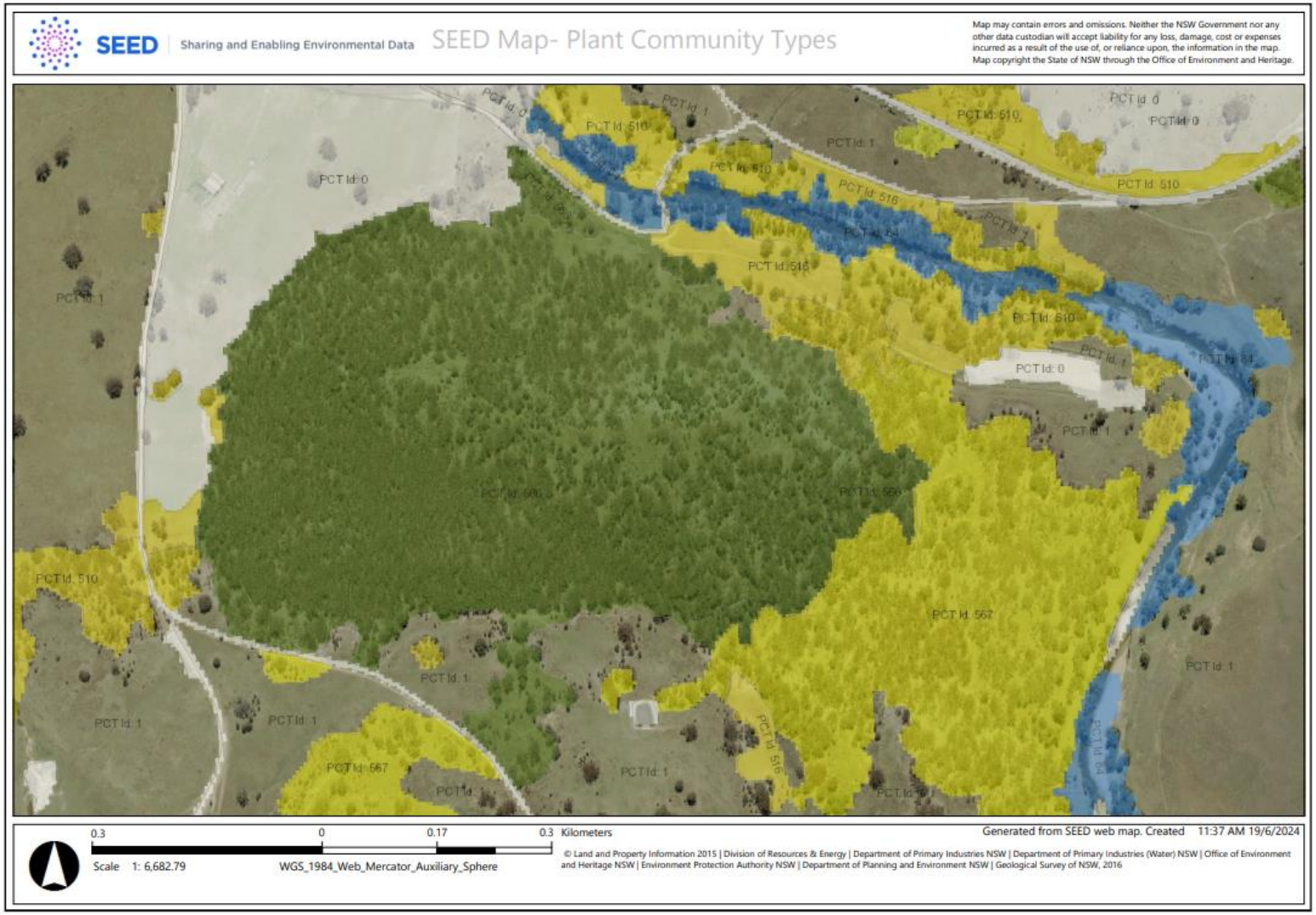
2 Desktop assessment of the subject Site

The plant communities in the vicinity of the development footprint have been assessed using the NSW SEED Portal database. This NSW vegetation mapping provides general information on plant community types and their extent. The following Plant Community Types (PCTs) are located in the area of the proposed offroad racing circuit:

- PCT 0 : Non-Native
- PCT 1 : Candidate Native Grasslands
- PCT 84 : River Oak - Rough-barked Apple - red gum - box riparian tall woodland (wetland) of the Brigalow Belt South and Nandewar Bioregions
- PCT 510: Blakely's Red Gum - Yellow Box grassy woodland of the New England Tablelands Bioregion
- PCT 516: Grey Box grassy woodland or open forest of the Nandewar Bioregion and New England Tableland Bioregion
- PCT 566: Mugga Ironbark open forest of the New England Tableland Bioregion
- PCT 567: Broad-leaved Stringybark - Yellow Box shrub/grass open forest of the New England Tableland Bioregion

The following figure provides the PCT mapping from NSW SEED Portal database showing the mapped extent of PCTs.

Figure 7: Extract from Plant Community Type Map – SEED Portal



2.1 Mitigation Measures

The proposed development does not include any clearing of native vegetation.

Indirect, off-site adverse impacts resulting from the proposed development will be minimised through the implementation of the following mitigation measures:

- Measures will be introduced during the racing events to minimise the potential for weed propagules to enter the site (e.g. visitors and competitors' vehicles, machinery washdown procedure).
- Weeds at the site listed under the *Biosecurity Act 2015* will be treated prior to racing events.
- Ensuring vehicles and machinery remain within the designated parking areas, access roads and on the marked racetrack.

The following mitigation measures are recommended to be implemented during the race events to minimise potential impacts of the development on the flora and fauna:

- Prior to a race event, ride the track with one or motorcycles to create noise and disturbance of fauna within the track area (To be undertaken as a normal racetrack set-out procedure the weekend before and prior to race day);
- If a native animal is injured at the site, WIRES (Ph: 1800 094 737) should be contacted to arrange for its capture and removal from the racetrack.
- Ensure domesticated stock are removed from the racetrack area prior to racing events.
- Ensure that motorcycles are clean upon arrival (no weed seeds introduced.)

3 Assessment of the Potential Presence of Threatened Species

A search of the National Parks and Wildlife Atlas of NSW Wildlife (BioNet) identified eleven threatened species with recorded sightings within a 5km radius of the proposed development site.

Species were considered based on their known distribution and habitat requirements to assess whether the subject site is likely to serve as a suitable habitat and, subsequently, whether or how the development is likely to impact the species.

The availability of habitat on site was assessed using several factors, including:

- Structural and floral diversity;
- Occurrence and extent of habitat types in the general vicinity;
- Continuity with similar habitat adjacent to the site or connection with similar habitat off-site by way of corridors;

- Key habitat features such as tree hollows, water bodies, crevices and rocky areas;
- Degree of disturbance and degradation; and
- Topographic features such as aspect and slope.

This information was used to evaluate the site as a potential habitat for each threatened species and assign each species a rating based on their likelihood to occur within the subject site. The 'likelihood of occurrence' categories are detailed in the table below. The habitat assessment is provided in Appendix B for the 24 species listed as threatened status in the NSW data bases. Species assigned with a rating of 'Moderate' or higher and are considered potentially impacted by the proposed works have been considered within this assessment of significance provided below.

Table 1: Likelihood of Occurrence Criteria

Likelihood Rating	Criteria
Known	The species was recorded within the study area during site surveys.
High	It is likely that a species would inhabit or utilise habitat within the subject site. Criteria for this category may include: • Species recently and/or regularly recorded in contiguous or nearby habitat; • High quality habitat types or resources present within study area; • Species is known or likely to maintain a resident population surrounding the study area; and • Species is known or likely to visit during migration or seasonal availability of resources.
Moderate	Potential habitat for a species occurs within the subject site. Criteria for this category may include: • Species previously recorded in contiguous habitat albeit not recently (>10 years); • Poor quality, depauperate or modified habitat types and/or resources • present within study area; • Species has potential to utilise habitat during migration or seasonal availability of resources; and • Cryptic flora species with potential habitat available within the subject site that have not been seasonally targeted by surveys.
Low	It is unlikely that the species inhabits the area and would likely be considered a transient visitor if ever encountered. Criteria for this category may include: • The subject site or study area lacks specific habitat types or resources required by the species; • Non-cryptic flora species that were found to be absent during targeted surveys.
Unlikely	The habitat within subject site and study area is unsuitable for the species.

The project site is located within the Bandara Downs IBRA subregion of the New England Tablelands Bioregion. A broader search for species, populations, and communities that may occur within the locality of the development site was therefore conducted by investigating known and predicted species' distributions within this IBRA Subregion. A copy of the search results for listed species is presented in Appendix B of this Test of Significance.

Only species that have the potential to be present within the available habitat are listed in the following Table 2 and assessed in this test of significance for the proposed development.

Table 2: Results of BioNet Atlas Search

Common Name	Scientific Name	Legal Status	Records
Turtle, Bell's Turtle	*Myuchelys bellii*	BC Act - E	894
White-throated Needletail	*Hirundapus caudacutus*	BC Act – V, C, J, K	2
Swift Parrot	*Lathamus discolor*	BC Act - EC	16
Brown Treecreeper (eastern subspecies)	*Climacteris picumnus victoriae*	BC Act - V	247
Regent Honeyeater	*Anthochaera Phrygia*	BC Act - EC	145
South-eastern Hooded Robin	*Melanodryas cucullata cucullata*	BC Act - E	16
Diamond Firetail	*Stagonopleura guttata*	BC Act - V	53
Koala	*Phascolarctos cinereus*	BC Act - E	26
Grey-headed Flying-fox	*Pteropus poliocephalus*	BC Act - V	1
	Callistemon pungens	BC Act - V	2
Bluegrass	*Dichanthium setosum*	BC Act - V	1
Austral Toadflax	*Thesium australe*	BC Act - V	1

4 Test of Significance - Assessment of Criteria and Discussion

The following questions are to be considered in the test of significance for the purposes of determining whether a proposed development or activity is likely to significantly affect threatened species, ecological communities, or their habitats:

a) in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,

In this assessment, a viable local population of a threatened terrestrial flora or fauna species is defined as a population that occurs within the study area and the connected habitat to the north, south, east and west of the proposed development.

Flora Species

Bluegrass, Callistemon pungens, Austral Toadflax

The above-mentioned flora species may be present in the development footprint. The cryptic nature of some threatened species, however, means that the species may not have been visible throughout the year. Therefore, it must be assumed that viable populations of threatened flora species may be present within the region in accordance with the precautionary principle.

Potential habitat for the listed species is present on the site. These habitat areas have historically been cleared for animal grazing and to construct internal farm roads. The racetrack will use existing cleared cattle tracks and internal roads. No additional clearing is required. Should these flora species be present within the development footprint, the species may be displaced in the short term. However, it is considered that the risk of a viable population being placed at risk of extinction is minimal.

Woodland Species

White-throated Needletail, Swift Parrot, Brown Treecreeper (eastern subspecies), Regent Honeyeater, South-eastern Hooded Robin, Diamond Firetail

There is potential that these listed species will be temporarily disturbed during the preparation of a race event as part of the mitigation measures to be adopted. During a race event, these species will take refuge away from the racetrack in the surrounding woodland area and then return to the racetrack area once racing is completed.

Mammals

Koala, Grey-headed Flying-fox

The project area may intermittently function as a feeding ground for the Koala species. The trees may be located within the development footprint and intended for camping or foraging grounds for grey-headed flying foxes.

The proposed project does not entail any clearing of habitat for these species. The larger woodland area will provide refuge for these species during a race event. These species may temporarily move but would not be in threat of extinction.

Koalas and grey-headed flying foxes are primarily nocturnal, and the proposed racing event will not affect their activities.

The proposed development is not considered a significant risk to a viable local population of any threatened mammals.

Reptilia

Turtle, Bell's Turtle

The race events will not disturb any wetland or watercourse habitat.

b) In the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity:

(i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or

(ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,

The development of the offroad racetrack will not involve clearing of any vegetation and therefore the woodland, which is present, will remain undisturbed by the race.

c) in relation to the habitat of a threatened species, population or ecological community:

(i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and

No native vegetation needs to be cleared for the event. The area of the race pits is already cleared and is retained free of native vegetation. Some grass in this area will regrow between events.

(ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed action, and

The racing events will occur on an existing cattle tracks. All vehicle access will utilise existing roads. The proposal will not result in additional fragmentation.

(iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species, population or ecological community in the locality:

The subject site has historically been cleared over much of its area for grazing and for the internal farm roads. A limited area of approximately 500 sqm of land was cleared by the landowner for farm related activity. This cleared area will be utilised by the AMCC for their race pit area.

This assessment considers that this usage poses no threat to the long-term survival of species, populations or ecological communities.

d) whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly):

The racetrack area is located within an area of woodland that has been identified on the Biodiversity Value Map. Use of the racetrack will not entail the clearing of vegetation. The intent is to use existing cattle tracks and farm roads.

The racetrack will utilise a mixture of these existing roads and cattle tracks. The single-lane track using the cattle tracks will conform to race guidelines. The intent and preference for the race event is not to clear any vegetation as the purpose of the offroad enduro race is to use this vegetation and rough track as the obstacles to race through.

The development will retain the area of high biodiversity. The occasional riding of motorcycles through existing tracks is not considered as an activity that would adversely impact the area of high biodiversity.

e) whether the proposed development or activity is or is part of a key threatening process or is likely or increase the impact of a key threatening process:

Invasion of Native Plant Communities by Exotic Perennial Grasses

Invasion of native plant communities by exotic species is listed as a key threatening process. A range of mitigation measures related to avoiding the risk of introducing weed species on motorcycles and vehicles are included as part of the AMCC management procedures. Provided these mitigation measures are adopted, mainly regarding weed management, the proposed works are unlikely to result in increased weed incursion.

The proposed works are therefore considered unlikely to increase the impact of this key threatening process.

Clearing of native vegetation

The proposal to establish a temporary offroad motorcycle racing on this property does not require native vegetation clearing.

Overall, the proposal is unlikely to significantly increase the impact of these Key Threatening Processes in the locality.

5 Conclusion

Flora, fauna, and habitat studies have been undertaken to identify and assess the potential impacts resulting from the proposed project. The proposal may result in some environmental impacts. However, these would not significantly impact any threatened species, ecological communities, or their habitat. The potential impacts can be effectively managed through the implementation of the mitigation measures.

Importantly, AMCC has advised that the track will be temporary and not used on a regular basis. It will follow existing cattle tracks and utilise existing internal roads. If appropriate mitigation measures are adopted, mainly in relation to pre-race disturbance of fauna, no clearing and a come-clean approach for all participants race events will have little or no impact on threatened species, ecological communities, or their habitats.

6 References

Atlas of NSW Wildlife, "NSW Government Department of Environment and Heritage Website". Accessed 2022. http://www.bionet.nsw.gov.au/

Biodiversity Values Map and Threshold tool from NSW Government Website. https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=BOSETMap

Office of Environment and Heritage (OEH), Atlas of NSW Wildlife Database. Licenced database. Accessed 2022. https://www.environment.nsw.gov.au/atlaspublicapp/UI_Modules/ATLAS_/AtlasSearch.asp

Appendix A: Bionet Threatened Species, Populations, and Communities Search Results for Bandara Downs IBRA subregion of the New England Tablelands Bioregion

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
		Reptilia			
Myuchelys bellii Western Sawshelled Turtle, Bell's Turtle	BC Act - E	Bell's Turtle is found in Shallow to deep pools in the upper reaches or small tributaries of major rivers in granite country. Occupied pools are most commonly less than 3 m deep, with rocky or sandy bottoms and patches of vegetation. Most typically uses narrow stretches of rivers 30 - 40 m wide. Most surrounding habitat has been converted to grazing land.	894	Moderate This species may hunt throughout the subject site as it hunts in open areas.	**Yes**
Uvidicolus sphyrurus Border Thick-tailed Gecko	BC Act - V	This species often occurs on steep rocky or scree slopes, especially granite. Recent records from basalt and metasediment slopes and flats indicate its habitat selection is broader than formerly thought and may have extended into areas cleared for agriculture. Favours forest and woodland areas with boulders, rock slabs, fallen timber and deep leaf litter. Occupied sites often have a dense tree canopy that helps create a sparse understorey. These Geckos are active at night and shelter daily under rock slabs, in or under logs, and the bark of standing trees.	P	Unlikely There is no suitable habitat for the species within the subject site.	No
		Aves			
Apus pacificus **Fork-tailed Swift**	BC Act – C, J, K	The Fork-tailed Swift is almost exclusively aerial, flying from less than 1 m to at least 300 m above ground and probably much higher. In Australia, they mostly occur over inland plains but sometimes above foothills or in coastal areas.	2	Unlikely There is no suitable habitat for the species within the subject site.	No
Hirundapus caudacutus	BC Act – V, C, J, K	In New South Wales, this species is widespread from coast to inland, including the western slopes of the Great Dividing Range and farther west. It is sparsely scattered	2	Moderate	**Yes**

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
White-throated Needletail		in, or largely absent from, much of the Upper Western region. Primarily inhabits woodlands and dry open sclerophyll forests, usually dominated by eucalypts, including mallee associations. It has also been recorded in shrublands, heathlands, and various modified habitats, including regenerating forests occasionally in moist forests or rainforests. Generally, the understorey is open with sparse eucalypt saplings, acacias and other shrubs, including heath.		This species may hunt throughout the subject site as it hunts in open areas.	
Rostratula australis ***Australian Painted Snipe***	BC Act - E	It prefers the fringes of swamps, dams, and nearby marshy areas where there is a cover of grasses, lignum, low scrub, or open timber. It nests on the ground amongst tall vegetation, such as grasses, tussocks, or reeds. The nest consists of a scrape in the ground, lined with grasses and leaves	P	Unlikely There is no suitable habitat for the species within the subject site.	No
Calyptorhynchus lathami lathami South-eastern Glossy Black-Cockatoo	BC Act - V	It inhabits open forests and woodlands of the coast and the Great Dividing Range, where stands of she-oak occur. Black Sheoak (*Allocasuarina* littoralis) and Forest Sheoak (*A. torulosa*) are important foods. Inland populations feed on a wide range of she-oaks, including Drooping Sheoak, *Allocasuaraina diminuta*, and A. gymnathera. Belah is also utilised and may be a critical food source for some populations. In the Riverina, birds are associated with hills and rocky rises supporting Drooping Sheoak but also recorded in open woodlands dominated by Belah (*Casuarina cristata).* It feeds almost exclusively on the seeds of several she-oak species (Casuarina and Allocasuarina species), shredding the cones with the massive bill. Dependent on large hollow-bearing eucalypts for nest sites.	1	Low The site is not considered necessary for this species due to the paucity of suitable habitat.	No

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
Lathamus discolor Swift Parrot	BC Act - EC	Swift Parrots are migratory birds endemic to south-eastern Australia. They breed in Tasmania, mainly in southern and central Victoria and eastern New South Wales in winter.	16	Moderate This species may hunt throughout the subject site as it hunts in open areas.	**Yes**
***Climacteris picumnus victoriae* Brown Treecreeper (eastern subspecies)**	BC Act - V	Found in eucalypt woodlands (including Box-Gum Woodland) and dry open forest of the inland slopes and plains inland of the Great Dividing Range; mainly inhabits woodlands dominated by stringybarks or other rough-barked eucalypts, usually with open grassy understorey, sometimes with one or more shrub species; also found in mallee and River Red Gum (Eucalyptus camaldulensis) Forest bordering wetlands with an open understorey of acacias, saltbush, lignum, cumbungi and grasses; usually not found in woodlands with a dense shrub layer; fallen timber is an important habitat component for foraging; also recorded, though less commonly, in similar woodland habitats on the coastal ranges and plains. Sedentary, considered to be resident in many locations throughout its range; present in all seasons or year-round at many sites; territorial year-round, though some birds may disperse locally after breeding.	247	Moderate This species may hunt throughout the subject site as it hunts in open areas.	Yes
***Aphelocephala leucopsis* Southern Whiteface**	BC Act - V	The southern whiteface is endemic to Australia and typically inhabits arid open woodlands with a shrubby or grassy understory, as well as grass plains throughout much of the continent's south. Not present in Tasmania or in coastal areas of the mainland, this species prefers Acacia woodlands, particularly those dominated by mulga and drought-resistant chenopod shrub species, including saltbush and bluebush. They are considered sedentary; however, atlas records indicate that individuals may move into wetter areas outside of their normal range during drought years	2	Unlikely There is no suitable habitat for the species within the subject site.	No

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
Anthochaera Phrygia Regent Honeyeater	BC Act - EC	In NSW, the species inhabits dry open forest and woodland, particularly Box-Ironbark woodland and riparian forests of River Sheoak. Regent Honeyeaters inhabit woodlands that support a significantly high abundance and bird species richness. These woodlands have significantly large numbers of mature trees, high canopy cover, and abundant mistletoes. There are three known key breeding areas, two of them in NSW - Capertee Valley and Bundarra-Barraba regions. The species breeds between July and January in Box-Ironbark and other temperate woodlands and riparian gallery forests dominated by River Sheoak.	145	Moderate This species may hunt throughout the subject site as it hunts in woodland areas.	**Yes**
Grantiella picta **Painted Honeyeater**	BC Act - V	Inhabits Boree/ Weeping Myall (Acacia pendula), Brigalow (A. harpophylla) and Box-Gum Woodlands and Box-Ironbark Forests. A specialist feeder on the fruits of mistletoes growing on woodland eucalypts and acacias. Prefers mistletoes of the genus Amyema.	2	Low The site is not considered important for this species due to the paucity of suitable habitat.	No
Melanodryas cucullata cucullata **South-eastern Hooded Robin**	BC Act - E	Prefers lightly wooded country, usually open eucalypt woodland, acacia scrub and mallee, often in or near clearings or open areas. Requires structurally diverse habitats featuring mature eucalypts, saplings, some small shrubs and a ground layer of moderately tall native grasses. Often perches on low dead stumps and fallen timber or on low-hanging branches, using a perch-and-pounce method of hunting insect prey.	16	Moderate This species may hunt throughout the subject site as it hunts in woodland and open areas.	Yes
Stagonopleura guttata Diamond Firetail	BC Act - V	Black-throated Finches inhabit dry, open, grassy woodlands, often along watercourses. They have been recorded in riparian Ti-tree and Melaleuca thickets surrounded by open grassy areas in the Inverell district.	**53**	Moderate This species may hunt throughout the subject site as it hunts in woodland areas.	**Yes**

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
		Mainly granivorous, consuming primarily native grass seed, although insects will also be taken. Typically, they forage in small flocks on the ground. They are considered to be sedentary but may move in response to drought.			
Mammalia					
Phascolarctos cinereus Koala	BC Act - E	Koalas live over a range of open forest and woodland communities, but ultimately, their habitat is defined by the presence of a select group of food trees. Koalas are found in higher densities where food trees grow on more fertile soils and along watercourses. However, they remain in areas where their habitat has been partially cleared and in urban areas.	26	Moderate This species may hunt throughout the subject site as it hunts in woodland areas.	Yes
Petaurus australis **Yellow-bellied Glider**	BC Act - V	Occur in tall mature eucalypt forest generally in areas with high rainfall and nutrient rich soils. Forest type preferences vary with latitude and elevation; mixed coastal forests to dry escarpment forests in the north; moist coastal gullies and creek flats to tall montane forests in the south.	P	Unlikely There is no suitable habitat for the species within the subject site.	No
Petauroides Volans Southern Greater Glider	BC Act - E	Glider Feeds exclusively on eucalypt leaves, buds, flowers and mistletoe. Shelter during the day in tree hollows and will use up to 18 hollows in their home range. Occupy a relatively small home range with an average size of 1 to 3 ha.	P	Unlikely There is no suitable habitat for the species within the subject site.	No
Pteropus poliocephalus Grey-headed Flying-fox	BC Act - V	Occur in subtropical and temperate rainforests, tall sclerophyll forests and woodlands, heaths and swamps as well as urban gardens and cultivated fruit crops. Roosting camps are generally located within 20 km of a regular food source and are commonly found in gullies, close to water, in vegetation with a dense canopy.	1	Moderate This species may forage and camping throughout the subject site as it hunts in woodland areas.	**Yes**

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
		Individual camps may have tens of thousands of animals and are used for mating, and for giving birth and rearing young.			
Plantae					
Acacia pubifolia **Velvet Wattle**	BC Act - V	Velvet Wattle generally grows in dry shrubby woodland on acid volcanic, granite and metasediment soils.	P	Unlikely There is no suitable habitat for the species within the subject site.	No
Callistemon pungens	BC Act - V	Habitats range from riparian areas dominated by Casuarina cunninghamiana subsp. cunninghamiana to woodland and rocky shrubland. Often in rocky watercourses, usually with sandy granite (occasionally basalt) creek beds Flowers over spring and summer, mostly in November.	2	Moderate This species may hunt throughout the subject site as it hunts in shrublands and also rocky watercourses areas.	**Yes**
Eucalyptus mckieana McKie's Stringybark	BC Act - V	Eucalyptus mckieana is found in grassy open forest or woodland on poor sandy loams, most commonly on gently sloping or flat sites. Associated species at Northern Tablelands sites include Angophora floribunda, Eucalyptus amplifolia, Eucalyptus andrewsii, Eucalyptus bridgesiana, Eucalyptus youmanii, Eucalyptus nicholii, Eucalyptus blakelyi and Eucalyptus conica, and at Northwestern Slopes sites Eucalyptus andrewsii, Eucalyptus stannicola, Eucalyptus prava and Angophora floribunda.	14	Unlikely There is no suitable habitat for the species within the subject site.	No
Eucalyptus nicholii **Narrow-leaved Black Peppermint**	BC Act -V	Typically grows in dry grassy woodland, on shallow soils of slopes and ridges. Found primarily on infertile soils derived from granite or metasedimentary rock. Seedling recruitment is common, even in disturbed soils, if protected from grazing and fire.	2	Unlikely There is no suitable habitat for the species within the subject site	No
Diuris pedunculata Small Snake Orchid	BC Act - E	The Small Snake Orchid grows on grassy slopes or flats. Often on peaty soils in moist areas. Also on shale and trap soils, on fine granite, and among boulders.	P	Unlikely There is no suitable habitat for the species within the subject site	No

Species Name	Status	Habitat Description and Locally Known Populations	Local Records	Potential to Occur and Importance of Habitat Present	Assessment of Significance
Dichanthium setosum Bluegrass	BC Act - V	Associated with heavy basaltic black soils and red-brown loams with clay subsoil. Often found in moderately disturbed areas such as cleared woodland, grassy roadside remnants and highly disturbed pastures. (Often collected from disturbed open grassy woodlands on the northern tablelands, where the habitat has been variously grazed, nutrient-enriched and water-enriched). It is open to question whether the species tolerates or is promoted by a certain amount of disturbance or whether this is indicative of the threatening processes behind its depleted habitat.	1	Moderate This species may hunt throughout the subject site as it hunts in open areas.	Yes
Thesium australe Austral Toadflax	BC Act - V	Occurs in grassland on coastal headlands or grassland and grassy woodland away from the coast. Often found in association with Kangaroo Grass (Themeda australis). A root parasite that takes water and some nutrients from other plants, especially Kangaroo Grass.	6	Moderate This species may hunt throughout the subject site as it hunts in open areas.	Yes

V Vulnerable (Commonwealth EPBC Act 1999)
E Endangered (Commonwealth EPBC Act 1999)
CE Critically Endangered (Commonwealth EPBC Act 1999)
C Listed on China Australia Migratory Bird Agreement
J Listed on Japan Australia Migratory Bird Agreement
K Listed on the Republic of Korea Australia Migratory Bird Agreement

Appendix 4: AHIMS Search

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : 24/204
Client Service ID : 892075

Biyomi Palkadapela
SMK Consultants, 39 Frome Street
Moree New South Wales 2400
Attention: Biyomi Palkadapela
Email: biyomi@smk.com.au

Date: 14 May 2024

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 72, DP:DP753681, Section : - with a Buffer of 50 meters, conducted by Biyomi Palkadapela on 14 May 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.

A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : 24/204
Client Service ID : 892079

Biyomi Palkadapela
SMK Consultants, 39 Frome Street
Moree New South Wales 2400
Attention: Biyomi Palkadapela
Email: biyomi@smk.com.au

Date: 14 May 2024

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 72, DP:DP753681, Section : - with a Buffer of 1000 meters, conducted by Biyomi Palkadapela on 14 May 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.

A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *