



AUGUSTA MARGARET RIVER SPEEDWAY CLUB

Noise Management Plan

Application for Approval under Division 3
Environmental Protection (Noise) Regulations 1997

Field	Detail
Venue:	Augusta Margaret River Speedway
Location:	Reserve 18838, 2 Wallcliffe Road, Margaret River WA 6285
Submitted to:	Chief Executive Officer, Shire of Augusta Margaret River
Prepared by:	Augusta Margaret River Hot Rod Club Inc.
Submission date:	20 July 2026

PART A: APPLICATION FOR APPROVAL

Chief Executive Officer

Shire of Augusta Margaret River

41 Wallcliffe Road, Margaret River WA 6285

Dear Sir/Madam,

Re: Noise Management Plan — Augusta Margaret River Speedway (Ref: O379958)

The Augusta Margaret River Hot Rod Club Inc. (the Club) submits this Noise Management Plan (NMP) for the Augusta Margaret River Speedway, pursuant to Regulation 16AA of the Environmental Protection (Noise) Regulations 1997 (WA), as amended by the Environmental Protection (Noise) Amendment Regulations 2013 — Division 3 Motor Sport Venues.

The Club has occupied the speedway site at Reserve 18838, 2 Wallcliffe Road, Margaret River since 1964 and has held a formal lease over the site since 1978. In September 2025, the Club was granted a lease extension until December 2037. The Speedway has historically operated under the Environmental Protection (Margaret River Speedway) Exemption Order 2000; the Club continues to seek the greater certainty and flexibility afforded by an approved Noise Management Plan under Division 3 of the Regulations, while ensuring the revised NMP achieves outcomes consistent with the controls previously provided under the Exemption Order.

Purpose of This Application

- Obtain formal approval of a Noise Management Plan under Regulation 16AA, Division 3 of the Environmental Protection (Noise) Regulations 1997;
- Enable the Speedway to operate in accordance with an approved NMP, thereby providing an exemption from the assigned noise levels under Regulation 7 of the Regulations while racing activities are conducted in compliance with the NMP;
- Provide the Shire with a comprehensive, transparent, and measurable management framework that balances the Club's operational needs with the amenity of the surrounding community;
- Demonstrate the Club's commitment to responsible, community-minded, and proportionate operation of this important regional sporting facility, informed by more than 20 years of consistent noise monitoring history.

Eligibility

The Augusta Margaret River Speedway is recognised by the Western Australian Speedway Commission Inc, Speedway Sedans Western Australia and affiliated with Speedway Australia (formerly the National Association of Speedway Racing), all of which are listed motor sport organisations under Regulation 16A of the Regulations. The Club, as occupier of the venue, is therefore eligible to apply for approval of a Noise Management Plan under Regulation 16AA(1).

Prescribed Application Fee

The Club respectfully requests that the Shire consider waiving or reducing the \$500 application fee prescribed under Regulation 16AA(2), in recognition of the Club's status as a not-for-profit community sporting organisation with limited resources. The Club has provided the completed applicant details on the fee waiver form previously supplied by the Shire.

Supporting Documents

- Part B: Noise Management Plan (contained herein) — addressing all seven requirements of Regulation 16AA(7)
- Venue layout map and PA system layout (Attachments 1 and 2 within this document)
- Residential Noise Monitoring Report — 14 March 2026 (EHO Services, Dean Guja, Authorised Inspector No. 1248)

- Noise Complaint Form template (Attachment 3 within this document)

The Club looks forward to continuing to work collaboratively with the Shire to finalise this application and welcomes any further conditions the Shire considers appropriate ahead of community consultation. We are committed to the responsible management of noise and the long-term operation of this facility for the benefit of our members and the broader community.

Should you require any additional information, please contact the Club at amrspeedway@hotmail.com or refer to the contact details provided in the Responsibilities section of the NMP.

Yours faithfully,

President (Alex Williams)

Augusta Margaret River Hot Rod Club Inc.

Augusta Margaret River Speedway

Date: _____

PART B: NOISE MANAGEMENT PLAN (NMP)

Augusta Margaret River Hot Rod Club Inc. — Noise Management Plan — Augusta Margaret River Speedway

This Noise Management Plan ('the NMP') is submitted for approval by the Chief Executive Officer of the Shire of Augusta Margaret River ('the CEO') for the purposes of Division 3 of the Environmental Protection (Noise) Regulations 1997.

1. Venue Details

Field	Detail
Name of Venue	Augusta Margaret River Speedway ('the Speedway')
Location	Reserve 18838, 2 Wallcliffe Road, Margaret River WA 6285
Occupier of Venue	Augusta Margaret River Hot Rod Club Inc. ('the occupier')
Affiliations	Speedway Australia (formerly National Association of Speedway Racing); Western Australian Speedway Commission Inc.; Speedway Sedans Western Australia
Venue Maps	Attachment 1 — Map of venue showing facilities; Attachment 2 — Map of venue showing PA speaker locations
Lease Expiry	December 2037 (lease renewed September 2025)

2. Application [Reg. 16AA(7)]

The NMP applies:

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

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

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

3. Types of Racing Activities and Classes of Vehicles [Reg. 16AA(7)(b)]

3.1 Types of Racing Activities Covered by the NMP

- Club race meetings
- State Title race meetings
- Practice sessions
- Vehicle tests
- Exhibitions and Blue Ribbon Events
- Special events approved by the CEO

3.2 Classes of Vehicles

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

- Special exhibition vehicles
- Various other vehicles of smaller engine capacity

4. Limitations on Racing Activities [Reg. 16AA(7)(c)]

4.1 Scheduled Race Meetings and Practice Sessions

1. The Speedway is to submit all race and practice dates to the Shire of Augusta Margaret River at least 1 month prior to the first scheduled meet of each season.
2. A race meeting or practice session can only take place between 1 October and 30 May ('season').
3. Racing can only take place at a race meeting or practice session.
4. Racing vehicles are not to be operated at the Speedway at any time other than a race meeting, practice session, or noise testing to demonstrate compliance with this NMP.
5. No more than 10 race meetings are to be held during a season.
6. Race meetings are to be held only on Thursday (state title event only), Friday or Saturday, except that a race meeting may be held on a Sunday preceding a public holiday or for the purpose of a previously notified and scheduled 'rain out day'.
7. In addition to the 10 race meetings per season, a preliminary meeting may be held to conduct tests on racing vehicles to establish their compliance with this NMP.
8. A race meeting can only be held on two consecutive days a maximum of twice per season.
9. A race meeting can only be held on three consecutive days for the purpose of a 'State Titles' race meeting, or special event as approved by the CEO.
10. Races at a race meeting can only take place within a six-hour period on any one day.
11. The six-hour racing period must fall between 12:00 pm (midday) and 10:00 pm on any one day.
12. Where a contracted feature race is already underway by 10:00 pm, a 15-minute buffer until 10:15 pm shall be permitted in order to complete that contracted race only. If the race is not completed by 10:15 pm, it shall cease at or before 10:15 pm. No other races may commence after 10:00 pm.
13. A practice session (max 3 hours) may be held immediately preceding the start of a race meeting, but must not commence before 10:00 am. This practice does not form part of the 6 hour racing period.
14. In addition, a practice session (max 3 hours) may be held on Thursday once per season between 10:00 am and 7:00 pm, only for the purpose of the 'State Titles' race meeting.

4.2 Special Events

Where a special event that is open to the public is proposed to be held at the Speedway but cannot be conducted within the limits for scheduled race meetings and practice sessions, the occupier is to apply to the CEO for approval of the event prior to the event occurring, subject to the following:

- No more than 2 special events are to be held per season, in addition to the 10 scheduled race meetings and the preliminary compliance-testing meeting permitted under Section 4.1.
- An application for a special event is to be submitted to the CEO at least 2 weeks prior to the proposed event date, and is to include: the nature and purpose of the event; the classes and number of vehicles expected to participate; proposed operating hours (not exceeding the six-hour racing period and time limits set out in Section 4.1, unless expressly varied by the CEO's approval); and any additional noise mitigation or monitoring measures proposed.
- The CEO may impose additional conditions on a special event approval, including additional public notification, additional residential noise monitoring (see Section 9), or restrictions on vehicle classes.
- Where a special event involves a class or configuration of vehicle not previously tested under this NMP, residential noise monitoring in accordance with Section 9 is to be carried out during that event.
- Notice of a special event approved by the CEO is to be given in accordance with Section 6 and any additional conditions of that approval.

5. Measures to Control Noise Emissions [Reg. 16AA(7)(d)]

5.1 Access to Race Track

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

- In preparation for, and during, race meetings, practice sessions, and special events approved by the CEO;
- During maintenance or improvement of Speedway facilities.

5.2 Residential Noise Monitoring

Noise monitoring under this NMP is undertaken on the basis of more than 20 years of consistent monitoring history at the Speedway, which shows measured noise levels do not vary significantly between race meetings for a given vehicle class and configuration. On this basis, the following monitoring regime is considered representative and proportionate:

- Baseline residential noise monitoring is to be carried out once per season, at the first scheduled race meeting of that season (or, where a preliminary compliance-testing meeting is held under Section 4.1(7), at that meeting).
- Monitoring is to be carried out at a minimum of 2 residential or noise-sensitive premises considered representative of the broader receptor area, with monitoring locations selected to reflect distance, direction and receptor type across the area up to approximately 1 km from the Speedway boundary (see Receptor Summary, Part C). The specific properties monitored may be rotated across seasons so that, over time, monitoring is representative of receptors in different directions from the venue.
- Given the consistency of monitoring results over more than 20 years, and the impracticality of testing every vehicle or every race meeting individually (noting that a typical race meeting may involve upwards of 60–100 vehicle starts across multiple classes), the Club considers once-per-season baseline monitoring, supplemented by the triggers below, to be a reasonable and practicable approach to demonstrating ongoing compliance.

Additional (out-of-cycle) residential noise monitoring is to be carried out where any of the following occur:

- A significant change occurs to racing operations, such as the introduction of a new vehicle class, a material increase in vehicle numbers, or a change to the PA system;
- A special event is held involving a vehicle class or configuration not previously tested under this NMP (see Section 4.2); or
- The CEO otherwise requests additional monitoring, on reasonable grounds.

Results of all monitoring (baseline and additional) are to be submitted to the Shire within 14 days of the test being carried out, and are also to be reported as part of the Annual Compliance Report described in Section 9.

5.2.1 Instruments

An instrument used to measure noise emissions must be calibrated and otherwise comply with Schedule 4 to the Environmental Protection (Noise) Regulations 1997, and with relevant Australian Standards for sound level meters (e.g. AS IEC 61672). Details of the instrument used, and a copy of the calibration certificate, are to be provided to the CEO no later than 14 days after testing is completed.

5.2.2 Qualifications of Testing Officer

The Club must nominate a dedicated Testing Officer who meets the following minimum requirements, to the satisfaction of the CEO:

- Is a recognised acoustic consultant, or a person with demonstrated experience in environmental noise monitoring in accordance with the Environmental Protection (Noise) Regulations 1997 (e.g. a current or former DWER-authorised noise inspector, or a member of the Australian Acoustical Society);
- Has demonstrated competency in the correct use, field calibration and data logging of the nominated sound level monitoring instrument; and
- Where the nominated Testing Officer is not a qualified acoustic consultant, the Club will engage a suitably qualified acoustic consultant to review testing methodology and results at least once every

three seasons, or following any material change in circumstances, to provide ongoing assurance of monitoring quality.

The name and qualifications of the nominated Testing Officer are to be provided to the Shire prior to the commencement of each season, along with evidence of the above competency requirements.

5.3 Record of Noise Tests

The occupier is to record all results from noise tests carried out and retain those results in a form that shows:

15. The type of racing event during which testing occurred (including the classes of vehicles racing);
16. The date and location of the test;
17. The point of measurement (distance and direction from building or boundary);
18. The measured noise levels (LA1, LA10, LA90, LAeq, LAmax), including one-third octave band analysis;
19. Meteorological conditions at the time of testing;
20. Instrument details (make, model, serial number, calibration certificate number);
21. The signature of the noise testing officer.

5.4 Public Address System Noise

The public address (PA) system consists of loudspeakers mounted approximately 4m from the ground attached to existing lighting poles placed around the track, and angled downward towards the racing surface. A layout of the PA system is provided at Attachment 2.

- The loudspeakers are not to be moved or adjusted by any person without the approval of the Chief Steward.
- Noise emissions from the public address system are to be under the control of the Chief Steward, who is to designate persons authorised to use the system.
- The public address system controls are to be set to provide a suitable audience sound level during the preliminary meeting each year, with the assistance of such persons as the Chief Steward requires, ensuring minimum practicable spill of sound into nearby noise-sensitive areas.
- The public address cabinet is to be locked and accessible only by the Chief Steward and authorised assistants at all other times.
- The public address system will only be used during race meetings; it is not to be used during practice sessions or at any other time except in an emergency.

5.5 Vehicle Noise Control and Testing Program

The occupier is to implement the following structured measures to control noise from racing vehicles:

- All vehicles must comply with applicable noise standards set by Speedway Australia and the Western Australian Speedway Commission.
- The Club acknowledges that it is not practicable to individually noise-test every vehicle attending an event throughout the season or at every subsequent race meeting, given the number of vehicles and classes competing and the format of race meetings; ongoing compliance during race meetings is therefore managed through the steward oversight described below, supported by periodic residential noise monitoring under Section 5.2 as an outcome-based check.
- A designated Steward shall be appointed for the duration of each race meeting and practice session to assess noise emissions from race vehicles by direct observation.
- Defined trigger for action: where the Steward identifies a vehicle emitting a level of noise that is conspicuously louder than other vehicles in the same class, or where the Club receives two or more complaints in a season that identify a specific vehicle, class, or time period, the Steward may require the vehicle to immediately cease racing. Such a vehicle may be prevented from further racing at the Speedway until its noise level has been re-tested and shown to comply with applicable standards.
- A record of any vehicle required to cease racing, and the remedial action taken, is to be kept in accordance with Section 11.2.

5.6 Review of Racing Activities in Response to Noise Complaint

Where a noise complaint is received during a racing activity (see Section 8), the following defined response measures apply, in order of escalation as appropriate to the circumstances:

- The Chief Steward is notified immediately and assesses whether the PA system volume should be reduced;
- Drivers may be requested, via the Chief Steward, to reduce unnecessary wheel spin or revving between races;
- The Steward may apply the vehicle-specific measures at Section 5.5 where the complaint identifies a specific vehicle or class; and
- Where two or more complaints are received in relation to the same event, the Club will review the event schedule for the remainder of that meeting and may modify the program accordingly.

These measures, and the outcome of the review, are to be recorded on the Noise Complaint Form (Attachment 3) and reported in the Annual Compliance Report (Section 9).

5.7 Written Instruction to Members

The Club management committee shall provide all club members with a written instruction each season explaining the noise requirements under this NMP, each member's responsibility to maintain compliance, and the consequences of non-compliance. This instruction is to be distributed prior to the first race meeting of each season.

6. Notice of Racing Activities [Reg. 16AA(7)(e)]

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

22. The notice is to be published in local newspapers (Augusta Margaret River Times and Margaret River Mail), showing proposed dates of racing activities for the coming season and contact details for noise complaints. A notice of the program outlining racing activities for the season is to be published and distributed at least 2 weeks prior to the first scheduled racing activity.
23. Any change to the racing program is to be published in the local newspapers and a notice delivered in accordance with (1) above, within at least one week before the changed meeting is to occur.
24. The seasonal race program, and current noise complaint contact details, are to be published on the Club's facebook page or website.
25. Notice of a special event approved by the CEO is to be given in accordance with the conditions of that approval, and in accordance with Section 4.2.

7. Persons Responsible for Implementing the NMP [Reg. 16AA(7)(f)]

The Speedway is to provide the names, positions, and contact details of relevant persons to the Shire of Augusta Margaret River prior to the commencement of each season.

Role	Responsibilities	Contact Required
Club Committee / President	Appointment of Chief Steward; development of race program; submission of seasonal program to Shire; overall accountability for NMP compliance; liaison with Shire CEO; consideration of public submissions under Section 6.	Yes — President
Chief Steward	Day-to-day implementation of this NMP; designation and training of stewards; control of public address system; scrutiny of racing vehicles for noise compliance; activation of complaints line during events.	Yes — Chief Steward
Steward(s)	On-track scrutiny of racing vehicles for noise compliance; monitoring during race meetings and practice sessions; authority to remove non-compliant vehicles from racing.	At Chief Steward discretion

Role	Responsibilities	Contact Required
Testing Officer	Conduct of required residential noise monitoring per Section 9; submission of results to the Club and to the CEO within 14 days; input to Annual Compliance Report.	Yes — Testing Officer (qualifications per Section 5.2.2)
Complaints Officer (on duty during events)	Manning of a dedicated complaints telephone line, published on the Club website and in event notices, actively monitored during all race meetings and practice sessions; recording of all complaints on the Noise Complaint Form; initial response to complainants; escalation to Chief Steward as required.	Yes — dedicated complaints line, published on website and at events

8. Complaint Response Procedure [Reg. 16AA(7)(g)]

26. A dedicated complaints contact number, monitored during all racing activities, is to be published in all public notices of racing activities, on the Club's facebook page / website, and at the venue.
27. All complaints received will be recorded on the Noise Complaint Form (Attachment 3), capturing the complainant's details, the nature of the complaint, and the time of complaint.
28. All complaints will be treated with due consideration and investigated promptly.
29. Where a complaint is received during an event, the Chief Steward will be notified and will apply the defined response measures at Section 5.6.
30. Where a complaint identifies a specific vehicle, the trigger and process at Section 5.5 applies.
31. The occupier will, as far as practicable, provide written advice to the complainant within 48 hours of receipt of the complaint, advising of the outcome of the investigation and any proposed modifications to operations.
32. The results of complaint investigations, details of any noise reduction measures taken or considered, and an outline of the responses given to the complainant, shall be recorded on the Noise Complaint Form and reported in the Annual Compliance Report (Section 9).
33. Completed Noise Complaint Forms will be retained at the Speedway for the full period of the approval and made available to the Shire on request.

9. Monitoring and Reporting Framework

This section consolidates the monitoring and reporting requirements referred to throughout this NMP, to provide the Shire with a single, clear framework for oversight of the Club's compliance.

9.1 Baseline (Annual) Monitoring

- Residential noise monitoring is carried out once per season at the first race meeting, at a minimum of 2 locations representative of receptors up to approximately 1 km from the Speedway (Section 5.2).
- Monitoring is carried out by a Testing Officer meeting the qualifications at Section 5.2.2, using calibrated instruments meeting the requirements at Section 5.2.1.
- Results are submitted to the Shire within 14 days of testing, in the form set out at Section 5.3.

9.2 Additional (Triggered) Monitoring

- Additional monitoring is carried out following a pattern of noise complaints, a significant operational change, or a special event involving an untested vehicle class or configuration, as set out at Section 5.2.

9.3 Routine Reporting to the Shire

- Seasonal race and practice dates — submitted at least 1 month prior to the first meeting of the season (Section 4.1(1)).
- Noise monitoring results (baseline and additional) — submitted within 14 days of each test (Section 5.2).

- Names and qualifications of the Chief Steward, Testing Officer and Complaints Officer — submitted prior to the commencement of each season (Section 7).
- Annual Compliance Report — submitted to the Shire within 6 weeks of the end of each season, summarising: all noise monitoring results for the season; all noise complaints received, their outcomes, and any actions taken; any vehicles removed from racing under Section 5.5; any special events held and associated monitoring; and any proposed amendments to the NMP for the following season.

9.4 Records and Audit

- All records required under this NMP are to be retained by the occupier for the full period of the NMP approval, in accordance with Section 11.
- Records are to be made available to the Shire for audit or review on request, and in any event within 21 days of a written request from the CEO.

10. Records

10.1 Record of Noise Tests

The occupier is to retain all records of residential noise tests carried out under Section 9, including the one-third octave band analysis data, for the full period of the NMP approval.

10.2 Record of Non-Compliant Racing Vehicles

The occupier is to make a record of all racing vehicles required to cease racing by the Steward under Section 5.5, and retain that record for the period of approval, showing:

34. Details of the racing vehicle required to cease racing;
35. The owner of the racing vehicle;
36. The date and time of the request to cease racing;
37. The action taken by the driver following the request;
38. The remedial action taken by the owner to address the excessive noise emissions.

10.3 Records to be Forwarded on Request

If requested to do so in writing by the CEO, the occupier is to forward a copy of all or any of the records maintained under this section within 21 days of the request.

11. Review and Continuous Improvement

This NMP will be reviewed:

- Annually prior to the commencement of each racing season, informed by the Annual Compliance Report (Section 9.3);
- Following any significant changes to racing operations or the types of vehicles competing;
- Following receipt of noise exceedance findings or a pattern of community complaints;
- At the request of the CEO of the Shire of Augusta Margaret River.

Any proposed amendments to this NMP must be submitted to the CEO for approval in accordance with Regulation 16AA.

PART C: NOISE MONITORING SUMMARY

Noise monitoring has been undertaken regularly by the speedway club for more than 20 years. The data collected has been forwarded to the Shire and demonstrates that measured sound levels are consistent and do not show any major deviations between meetings for a given vehicle class and configuration. This long-term consistency is the basis for the once-per-season baseline monitoring frequency proposed at Section 5.2 and Section 9, supplemented by complaint-triggered and event-triggered monitoring.

The following summarises the residential noise monitoring conducted at the Augusta Margaret River Speedway on 14 March 2026, in accordance with Schedule 1, Division 4 of the Environmental Protection (Margaret River Speedway) Exemption Order 2000. This monitoring data is submitted as supporting evidence for this NMP application and demonstrates the Club's existing commitment to noise measurement and management.

Monitoring Details

Field	Detail
Monitoring Date	14 March 2026
Authorised Person	Dean Guja, EHO Services — DEC Authorised Person, Inspector No. 1248
Equipment	Brüel & Kjær Sound Level Meter 2250 (S/N 3007563, Cal. Cert. SLM/25/12/011) and Calibrator 4231 (S/N 3014830, Cal. Cert. CAL/25/12/013)
Weather Conditions	Slightly overcast, South-Easterly wind 14–21 knots, 21°C, 1019 hPa
Background Noise Level	43 dB(A)
Field Calibration	Before: 93.6 dB / After: 93.6 dB — compliant
Microphone Height	1.4 metres above ground plane

Monitoring Locations

Location	Address	Measurement Position	Monitoring Period
Location 1	6 Devon Drive, Margaret River (Mr Darby's residence)	15 m south of SW corner of building	5:08 pm – 5:42 pm (16 min)
Location 2	Basildene Manor, 187 Wallcliffe Road, Margaret River	10 m north of NW corner of building	5:52 pm – 6:32 pm (15 min)

Summary of Measured Noise Levels

Location	LA1 (dB)	LA10 (dB)	LA90 (dB)	LAeq (dB)	LAmx (dB)
6 Devon Drive (Location 1)	69.3	66.9	57.2	63.6	71.4
Basildene Manor (Location 2)	67.1	65.0	56.4	62.3	69.2

Notes on Results

The noise emissions from the race meeting were higher at Mr Darby's House (Location 1) and slightly lower at Basildene Manor (Location 2). This variation is consistent with the respective distances and directions from the Speedway track.

The type and class of vehicles racing during the measurement period influences the noise levels recorded at noise-sensitive premises and may vary slightly from one race meeting to the next. These results provide a representative data point for the season and serve as real-world calibration data for noise propagation assessment, consistent with over 20 years of comparable results.

This monitoring was conducted and reported by Dean Guja (EHO Services) in accordance with the Environmental Protection (Noise) Regulations 1997 and the Environmental Protection (Margaret River Speedway) Exemption Order 2000. The full one-third octave band analysis data is contained in the attached Residential Noise Report (Reference 2610, dated 14 March 2026).

Receptor Summary — 1 km Radius

A total of approximately 50 noise-sensitive premises have been identified within a 1 km radius of the Speedway. The Speedway is located approximately 3 km south-east of the Margaret River town centre. The surrounding area consists of rural residential properties, tourist accommodation (including Basildene Manor at 187 Wallcliffe Road), scattered residential dwellings, and agricultural land. Monitoring locations under Section 5.2 are selected to be representative of this receptor spread, including rotation of monitored properties across seasons where practicable.

Receptor Range	Count	Land Use Type	Distance Range	Direction	Notes
R1–R10	10	Residential	600–900 m	N to NE	Includes 6 Devon Drive
R11–R20	10	Rural Residential	700–1,000 m	E to SE	Scattered rural lots
R21–R30	10	Rural Residential	500–850 m	S to SW	Closest southern receptors
R31–R40	10	Residential / Rural	800–1,000 m	W to NW	Mixed dwellings
R41–R50	10	Tourist / Residential	900–1,000 m	Various	Includes Basildene Manor

PART D: SITE DESCRIPTION AND CONTEXT

Site History and Background

The Augusta Margaret River Hot Rod Club Inc. has occupied the speedway site since 1964, making it one of the region's longest-established community sporting facilities. A formal lease over Reserve 18838 has been in place since 1978. In September 2025, the Club was granted a lease extension until December 2037, reflecting the Shire's ongoing recognition of the Speedway's role in the community.

The Speedway has historically operated under the Environmental Protection (Margaret River Speedway) Exemption Order 2000, which required residential noise monitoring at two premises for two race meetings per season. The Club is now seeking to transition to a formally approved Noise Management Plan under Division 3 of the Environmental Protection (Noise) Regulations 1997 in order to provide greater operational certainty and a more transparent regulatory framework.

Exemption Order Alignment

The Club considers that this revised NMP achieves an equivalent or improved level of control compared with the Exemption Order it replaces:

- The Exemption Order previously required monitoring at 2 premises for 2 race meetings per season; this NMP requires monitoring at a minimum of 2 representative premises at the first meeting each season, with rotation across the wider receptor area over time, and additional monitoring triggered by complaints, operational changes or untested special events — providing broader long-term receptor coverage than the Exemption Order;
- This NMP introduces defined qualification requirements for the Testing Officer, defined triggers for vehicle and event management action, a structured vehicle testing program anchored to the seasonal preliminary meeting, and routine annual reporting to the Shire — none of which were features of the Exemption Order;
- The 6-hour racing window, 10 meetings per season cap, and other operational limits carried over from the Club's long-standing practice under the Exemption Order are retained in Section 4.

Site Location

- Reserve 18838, 2 Wallcliffe Road (formerly described as Sandpit Road), Margaret River WA 6285
- Approximately 3 km south-east of the Margaret River town centre
- Accessed from Sandpit Road via Wallcliffe Rd

Surrounding Land Use

The area within 1 km of the Speedway boundary includes:

- Rural residential properties — the dominant land use, with acreage lots and scattered dwellings
- Tourist accommodation — including Basildene Manor at 187 Wallcliffe Road (approximately 920 m east of the track)
- Agricultural land — vineyards and mixed farming properties
- Natural vegetation — areas of native bush providing some acoustic screening

The site itself includes the oval speedway track, a competitors' pits area, clubhouse, spectator parking, storage area, and public amenities. The PA system is distributed around the perimeter of the track as shown in Attachment 2.

Acoustic Environment

The ambient acoustic environment of the area is characteristic of a semi-rural setting, with a background noise level measured at 43 dB(A) during the March 2026 monitoring session. The dominant ambient noise sources include wind in vegetation, traffic noise on Wallcliffe Road, and residential and rural activity sounds.

The Speedway's racing activities can for a short period of time, generate impulsive and tonal noise emissions that exceed the Environmental Protection (Noise) Regulations 1997 assigned levels at nearby sensitive premises. This is well established and is the primary reason the Club has historically operated under the state government exemption order and now seeks formal NMP approval, with the enhanced monitoring, reporting and community engagement measures set out in this revision.

PART E: REGULATORY COMPLIANCE STATEMENT

This Noise Management Plan has been prepared in accordance with Regulation 16AA(7) of the Environmental Protection (Noise) Regulations 1997 and addresses each of the seven mandatory elements required for approval:

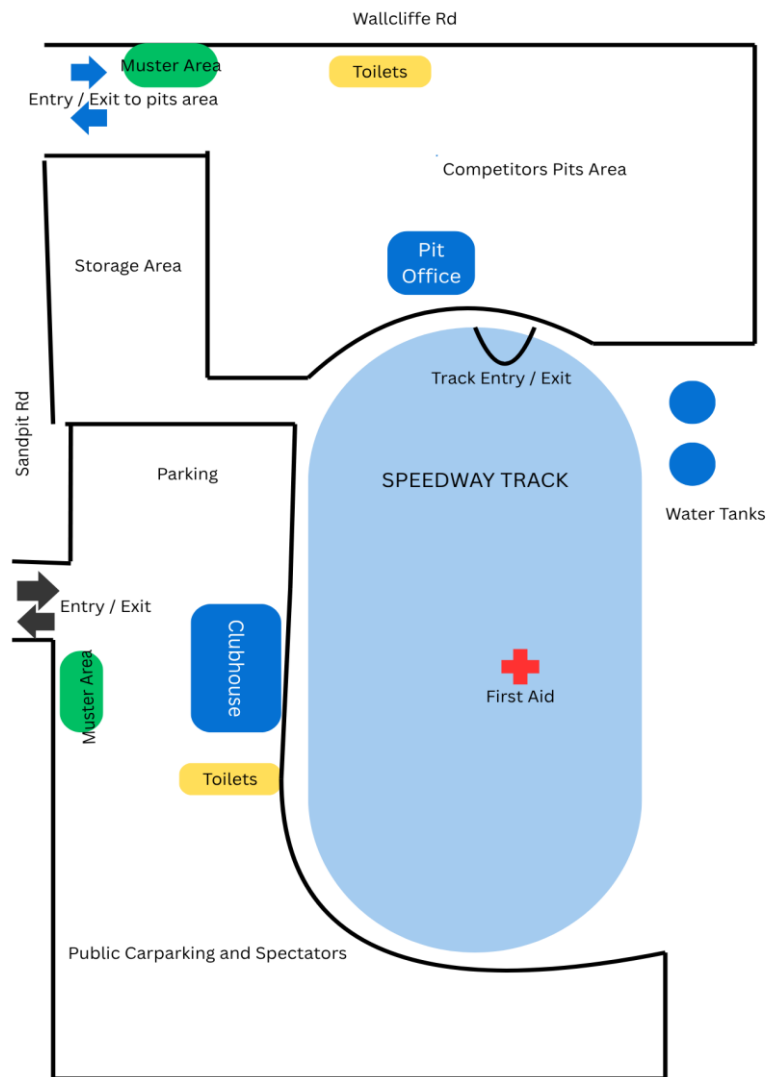
Reg.	Requirement	Addressed In
16AA(7)(a)	Map of the venue (current at time of application)	Attachment 1 — Venue Layout Map; Attachment 2 — PA System Layout
16AA(7)(b)	Description of types of racing activities and classes of vehicles	Section 3 of the NMP
16AA(7)(c)	Limitations on racing activities and operating times	Section 4 of the NMP
16AA(7)(d)	Details of reasonable and practicable noise control measures	Section 5 of the NMP
16AA(7)(e)	Details of notice of racing activities to the public	Section 6 of the NMP
16AA(7)(f)	Persons responsible for implementing the NMP	Section 7 of the NMP
16AA(7)(g)	Complaint response procedure	Section 8 of the NMP; Attachment 3

Declaration

The Augusta Margaret River Hot Rod Club Inc., as occupier of the Augusta Margaret River Speedway, submits this Noise Management Plan for approval and declares that:

39. All information contained in this application is true and accurate to the best of our knowledge;
40. The Club commits to operating the Speedway in full compliance with this NMP if approved;
41. The Club commits to providing all required noise monitoring results and records to the Shire of Augusta Margaret River as set out in Section 9;
42. The Club will review and update this NMP as required, and will submit any proposed amendments to the CEO for approval in accordance with the Regulations;
43. The Club welcomes any conditions the CEO considers appropriate and is committed to ongoing collaborative engagement with the Shire and the community, including the community consultation process to follow this submission.

ATTACHMENT 1: SPEEDWAY FACILITY LAYOUT



ATTACHMENT 2: PA SPEAKER LAYOUT



ATTACHMENT 3: NOISE COMPLAINT FORM

AUGUSTA MARGARET RIVER SPEEDWAY — NOISE COMPLAINT FORM

To be completed by Speedway Manager or delegate during or following receipt of a noise complaint.

Field	Detail
Date:	
File No:	
Event Type:	Race Meeting / Practice Session / Other: _____

Complainant Details

Field	Detail
Name:	
Address:	
Phone (Home):	
Phone (Mobile):	
Email:	

Nature of Complaint

Description of noise heard (type, character, source direction):

Time of Complaint:

Response — Actions Taken During Event

e.g. PA system volume adjusted, excessively noisy vehicle removed from track, complaint filed with no immediate action:

Follow-up Actions

Field	Detail
Noise complaint resolved:	YES / NO
Outstanding Actions (if not resolved):	
Speedway Manager:	
Date:	

Note: Completed forms must be forwarded to the CEO of the Shire of Augusta Margaret River on the next business day following receipt of the complaint, and retained at the Speedway for the full period of the NMP approval.