

# **Draft State Planning Regulatory Provisions**

## **Motor Sport Activity Facility (trail bike) on state-owned land at Wyaralong**

**March 2010**

## **Division 1—Preliminary**

### **1.1 Short title**

These state planning regulatory provisions may be cited as the draft State Planning Regulatory Provisions—Motor Sport Activity Facility (trail bike) on state-owned land at Wyaralong (draft Wyaralong trail bike SPRP).

### **1.2 Scope**

The draft Wyaralong trail bike SPRP provides guidelines for the development and operation of a motor sport activity facility on the land identified in Annexe 1.

### **1.3 Definitions**

Unless otherwise defined by the dictionary in Schedule 1 of these regulatory provisions, the *Sustainable Planning Act 2009* (Schedule 3) defines particular words used in these regulatory provisions.

### **1.4 When these state planning regulatory provisions do not apply**

1. These state planning regulatory provisions do not apply to a development application for the following:
  - (a) development carried out under a development approval which has not lapsed for a development application that was properly made before the day these state planning regulatory provisions took effect; or
  - (b) development that is exempt from assessment against a planning scheme under the planning legislation; or
  - (c) development that is consistent with a preliminary approval which has not lapsed, for the part of a development application that states the way in which the effect of a local planning instrument is varied, where the development application for the preliminary approval was properly made before the day these state planning regulatory provisions commenced; or
  - (d) development that is generally in accordance with a rezoning approval where the development entitlements from the rezoning approval are conferred by the following:
    - (i) the resulting zone in a transitional planning scheme;
    - (ii) a development permit or acknowledgement notice mentioned in Section 3.2.5(1)(a) of the repealed *Integrated Planning Act 1997* for a development application (superseded planning scheme) for the resulting zone in a transitional planning scheme which is a superseded planning scheme, or a notice is issued under Section 97 of the *Sustainable Planning Act 2009* (SPA) agreeing to apply the superseded planning scheme);
    - (iii) a planning scheme (other than a transitional planning scheme).
2. Subsection (1)(a) and (c) apply even if further development permits are needed to facilitate an approval mentioned in either subsection.
3. Subsection (1)(d) applies even if further development permits are needed to facilitate the development in accordance with the current rezoning approval.

### **1.5 Environmentally relevant activities**

The draft Wyaralong trail bike SPRP does not apply to environmentally relevant activities. Environmentally relevant activities that are assessable development under the *Sustainable Planning Act 2009* must be assessed as prescribed by that Act and obtain the relevant development approval for the activity. In addition, environmentally relevant activities must obtain a registration certificate under the *Environmental Protection Act 1994*.

### **1.6 Vegetation clearing**

The draft Wyaralong trail bike SPRP does not apply to the extent that a matter would otherwise require an application for native vegetation clearing under the *Sustainable Planning Act 2009* for which the chief executive administering the *Vegetation Management Act 1999* is an assessment manager or concurrence agency.

## **1.7 Approvals under the *Water Act 2000***

The draft Wyaralong trail bike SPRP does not apply to works that take or interfere with water under the *Water Act 2000*. Operational works that take or interfere with water that are assessable development under the *Sustainable Planning Act 2009* must be assessed as prescribed by that Act and obtain the relevant development approval for the activity. In addition, a water licence under the *Water Act 2000* may be required before taking or interfering with water in a watercourse, lake or spring. Activities involving the destruction of vegetation, excavating or placing of fill in a watercourse, lake or spring may only be carried out in accordance with a riverine protection permit issued under the *Water Act 2000*, unless otherwise permitted under the *Water Act 2000* or the *Water Regulation 2002*.

## **1.8 Compliance with these state planning regulatory provisions**

These state planning regulatory provisions provide codes for the assessment of self-assessable and code-assessable development of a motor sport activity facility on state-owned land identified in Annexe 1 and the conduct of temporary motor sport activity events if permitted by Annexe 1 (prior to the development of a permanent facility).

Compliance with these state planning regulatory provisions is determined by self-assessment and code assessment against the relevant code in the annexes to these state planning regulatory provisions.

The following rules apply in assessing development against these state planning regulatory provisions:

1. Self-assessable development complies with the state planning regulatory provisions if it complies with the applicable acceptable solutions of the codes in the annexes;
2. Code-assessable development complies with the state planning regulatory provisions if it complies with the applicable performance outcomes of the codes in the annexes.

## **1.9 Area to which these state planning regulatory provisions apply**

These regulatory provisions apply to the land identified in Annexe 1.

## **1.10 Relationship to the South East Queensland Regional Plan state planning regulatory provisions**

The South East Queensland Regional Plan state planning regulatory provisions (SEQ SPRP) have been developed to implement the SEQ Regional Plan. Where any inconsistencies occur, the provisions of the draft Wyaralong trail bike SPRP take precedence over the SEQ SPRP.

# **Division 2—Development of a Motor Sport Activity Facility on State-owned land**

## **2.1 Assessable Development**

A material change of use or operational work for the purposes of a motor sport activity facility on State-owned land identified in Annexe 1 is self-assessable if it is consistent with the Acceptable Solutions outlined in the Annexe. If the proposed material change of use or operational work does not comply with the Acceptable Solutions outlined in the Annexe the proposed development is code assessable and a development application is required to be made to the relevant local government as assessment manager. The development application will be assessed by the local government against the performance outcomes outlined in the Annexe.

# **Division 3—Temporary Events**

## **3.1 Development requirements for temporary events on a motor sport activity facility**

Temporary events are permissible on the state-owned land where they are provided for in Annexe 1 to the draft Wyaralong trail bike SPRP and they meet all requirements outlined within the Annexe.

## **Division 4—Development of noise sensitive places within the noise attenuation zone**

### **4.1 Self assessable and code assessable development**

Due to the nature of motor sport activities, there will be potential acoustic impacts that extend beyond the boundaries of the facility. Any development for noise sensitive places that occurs within the noise attenuation zone identified by these state planning regulatory provisions must recognise the proposed use and characteristics of that use.

The Motor Sport Activity Code for Wyaralong at Annexe 1 requires that motor sport activities achieve particular noise criteria and do not have an adverse effect on noise sensitive places.

The *Development of Noise Sensitive Places in the Noise Attenuation Zone Code* at Annexe 2 outlines an acoustic criterion to be achieved by a material change of use or building work for a noise sensitive place within the noise attenuation zone, which will ensure that the use achieves, or the work is constructed to attenuate potential acoustic impacts providing for appropriate internal noise levels in accordance with relevant Australian Standards.

To achieve this outcome, design criteria in accordance with the relevant Australian Standards for attenuation of noise (AS 3671) will apply to a material change of use or building work for a noise sensitive place within the noise attenuation zone.

#### **Material change of use**

Levels of assessment for the development of a material change of use for *Noise Sensitive Places* are in accordance with the relevant provisions of the local government planning scheme or the planning legislation.

The *Development of Noise Sensitive Places in the Noise Attenuation Zone Code* in Annexe 2, is an applicable code for development that is a self-assessable or assessable material change of use for the purposes of assessment of a noise sensitive place, in accordance with the *Sustainable Planning Act 2009* (sections 236, 313 and 314).

However, to the extent that a proposed material change of use is self-assessable development, if it is not consistent with the Acceptable Solutions of the *Development of Noise Sensitive Places in the Noise Attenuation Zone Code*, the proposed use is code assessable development under these state planning regulatory provisions and a development application is required to be made to the relevant local government as assessment manager.

A development application for a material change of use that is code assessable or impact assessable will be assessed against the Performance Outcomes of the *Development of Noise Sensitive Places in the Noise Attenuation Zone Code* (Annexe 2).

#### **Building work**

Levels of assessment for the development of building work for *Noise Sensitive Places* are in accordance with the building and planning legislation.

The *Development of Noise Sensitive Places in the Noise Attenuation Zone Code* in Annexe 2 is an applicable code for self-assessable or code assessable building work for a noise sensitive place, for the purposes of assessment of a noise sensitive place, in accordance with the *Sustainable Planning Act 2009* (sections 236 and 313).

Self-assessable building work is consistent with these state planning regulatory provisions if it complies with the Acceptable Solutions in the *Development of Noise Sensitive Places in the Noise Attenuation Zone Code*, contained in Annexe 2.

Code assessable building work will be assessed against the Performance Outcomes of the *Development of Noise Sensitive Places in the Noise Attenuation Zone Code* (Annexe 2).

## Schedule 1—Dictionary

<b>Noise attenuation zone</b>	Means the land identified as the noise attenuation zone in the map at the end of Annexe 1.
<b>Noise sensitive place</b>	Means any of the following places within the noise attenuation zone: <ul style="list-style-type: none"><li>• residential and rural residential development, for example a dwelling, or short term accommodation;</li><li>• a library, child care facility, kindergarten, school, college, university or other educational institution;</li><li>• a hospital, surgery or other medical institution;</li><li>• a park or garden that is open to the public (whether or not on payment of money) for use other than for sport or organised entertainment.</li></ul>
<b>Motorbike</b>	As defined in the <i>Transport Operations (Road Use Management) Act 1995</i> but also including all-terrain vehicles.
<b>Motor sport activity facility (trail bike)</b>	Premises used for trail bike riding with or without permanent and/or temporary provision for spectators. The term includes any one or more of the following facilities provided for the enjoyment or convenience of the users of such premises, and any other buildings, structures or development ancillary to the motor sport activity facility: <ul style="list-style-type: none"><li>• spectator facilities; and</li><li>• viewing stands; and</li><li>• toilets, ablution and shower/change room facilities; and</li><li>• clubhouses; and</li><li>• vehicle and equipment storage; and</li><li>• camping facilities; and</li><li>• caretaker's accommodation; and</li><li>• workshops in accordance with Motorcycling Australia's specifications for pit areas.</li></ul>
<b>Trail bike riding</b>	Activities including, but not limited to the following: <ul style="list-style-type: none"><li>• motocross; and</li><li>• enduro; and</li><li>• dirt track; and</li><li>• moto-trials; and</li><li>• minikhana; and</li><li>• recreational trail bike riding.</li></ul>

The following terms are defined as in the Queensland Planning Provisions, as amended from time to time:

**Car park**

**Caretaker's accommodation**

**Filling or excavation**

**Motor sport**

**Outdoor lighting**

**Temporary use**

## **Annexe 1—Motor Sport Activity Code for Wyaralong**

### **1.1. Purpose of the Code**

A motor sport activity:

- (a) is designed and located to protect environmental values and water quality objectives; and
- (b) protects the personal health and safety of the community; and
- (c) is of a scale, form and intensity intended for the site; and
- (d) does not adversely impact on the amenity of the surrounding area; and
- (e) does not adversely impact the road network; and
- (f) does not adversely impact on water quality and quantity of Wyaralong dam.

This code applies to State land at Wyaralong comprising of the following lots:

Lot 1 on RP128309

Lot 1 on RP61998

Lot 1 on RP 61996

Lot 3 on RP61997

Lot 39 on RP17872

Lot 38 on RP17872

For the purposes of this policy, this land is motor sport facility land. The boundaries of this land are motor sport activity facility boundaries.

A map showing the above lots of land and the noise attenuation zone is at the end of Annexe 1.

### **1.2. Assessment Criteria**

#### **Using this code**

Self-assessable development must comply with the applicable acceptable solution in order to be consistent with the purpose of the code.

The stated acceptable solutions represent one way in which the relevant performance outcome may be met. A proposal that offers an alternative solution to an acceptable solution is code assessable development and a development application must be submitted to the Scenic Rim Regional Council Assessment Manager for consideration of the proposal's compliance with the relevant performance outcome in order to satisfy the requirements of the code. The onus lies with the applicant to demonstrate a proposed development meets the performance outcome of the code.

Performance Outcome	Acceptable Solution	
<b>Filling or Excavation</b>		
<p><b>PO1</b> <i>Filling or Excavation</i> Filling or excavation is associated with the use</p>	<p>AS1.1</p> <p>AS1.2</p> <p>AS1.3</p> <p>AS1.4</p>	<p>Associated filling or excavation activities are limited to:</p> <p>(a) works associated with the construction of buildings and structures outlined in PO2; and</p> <p>(b) the construction of motocross tracks and recreational trails; and</p> <p>(c) the construction of roads and fire breaks.</p> <p>Any filling and excavation activities:</p> <p>(a) minimise the need for extensive earthworks whilst complying with design standards;</p> <p>(b) do not contribute to flooding on site or on nearby lands;</p> <p>(c) minimise erosion and sediment movement into surface water bodies.</p> <p>Ancillary activities are located as to prevent contamination and or interference with flows in any surface water or groundwater bodies.</p> <p>All areas subject to excavation and filling are stabilised upon completion of works.</p>
<b>Buildings and structures</b>		
<p><b>PO2</b> <i>Appropriate Development</i> Buildings and structures are associated with the use</p>	<p>AS2.1</p>	<p>Associated buildings and structures are limited to</p> <p>(a) spectator facilities; and</p> <p>(b) viewing stands; and</p> <p>(c) toilets, ablution and shower/change room facilities; and</p> <p>(d) clubhouses; and</p> <p>(e) vehicle and equipment storage; and</p> <p>(f) camping facilities; and</p> <p>(g) caretaker's accommodation.</p>
<p><b>PO3</b> <i>Camping Facilities</i> Camping facilities are</p> <ul style="list-style-type: none"> <li>• adequate for the expected number of users</li> <li>• appropriately located, serviced and accessed</li> <li>• provide for safe movement of pedestrians and vehicles</li> </ul>	<p>AS3.1</p> <p>AS3.2</p> <p>AS3.3</p> <p>AS3.4</p>	<p>Camping areas and associated vehicular access and parking areas that can accommodate vehicles and trailers are not located in a natural hazard management area (flood, bushfire or landslide hazard) identified in a planning scheme</p> <p>Camping areas are designed to allow safe movement of vehicles, while considering public safety.</p> <p>Management provisions are in place to ensure that the number of campers using a camping area does not exceed the site design capacity.</p> <p>A camping management plan addresses the following issues around camping areas:</p> <p>(a) traffic and pedestrian safety and access; and</p> <p>(b) safety; and</p> <p>(c) noise; and</p> <p>(d) behaviour; and</p> <p>(e) wastes; and</p> <p>(f) facilities and environmental issues.</p>

		The plan must provide guidelines for managing behaviour, including establishing a process for individuals to be rejected for non-compliance.
<b>Hours of operation</b>		
<b>PO4</b> <i>Motor sport activities</i>	AS4.1	Motor sport activities will only be conducted between 7.00 am and 6.00 pm
<b>Amenity and buffering</b>		
<b>PO5</b> <i>Scenic Amenity</i> There is no scenic amenity impact on residential dwellings on land adjoining the site	AS5.1	Vegetated buffers of a minimum width of 20 m are established along the common boundary of the motor sport activity facility and adjoining residential dwellings.
	AS5.2	Tree and shrub species endemic to the location will be used to establish visual barriers with a stocking rate of at least 800 stems per hectare.
	AS5.3	Development addresses the <i>South East Queensland Regional Plan</i> Implementation Guideline No 8 – Identifying and Protecting Scenic Amenity.
<b>PO6</b> <i>Air Quality</i> Air Quality is not adversely impacted by dust emissions of the motor sport activity	AS6.1	Motocross tracks include irrigation systems and an assured supply of water sufficient to prevent dust movement as a result of motor sport activities.
	AS6.2	Vegetated buffers of a minimum width of 20m are established within the facility boundary between recreational riding trails (not including motocross tracks) and existing development on land adjoining the site to act as dust barriers to prevent the spread of dust associated with this activity, or where remnant open forest exists between the riding trail and adjacent development, and the natural stocking rate is less than 1000 stems per hectare. Trails will not be located less than 50m from the boundary of the motor sport activity facility.
	AS6.3	Vegetated buffers will consist of native tree and shrub species endemic to the location densely planted to create an effective screen, with a stocking rate of at least 1000 stems per hectare.
<b>PO7</b> <i>Outdoor Lighting</i> There is no visual outdoor lighting impact on residential dwellings on land adjoining the site	AS7.1	Outdoor lighting will be kept to the minimum level required for amenities use and safety. Floodlighting for night motor sport activities or outdoor entertainment is not permitted.

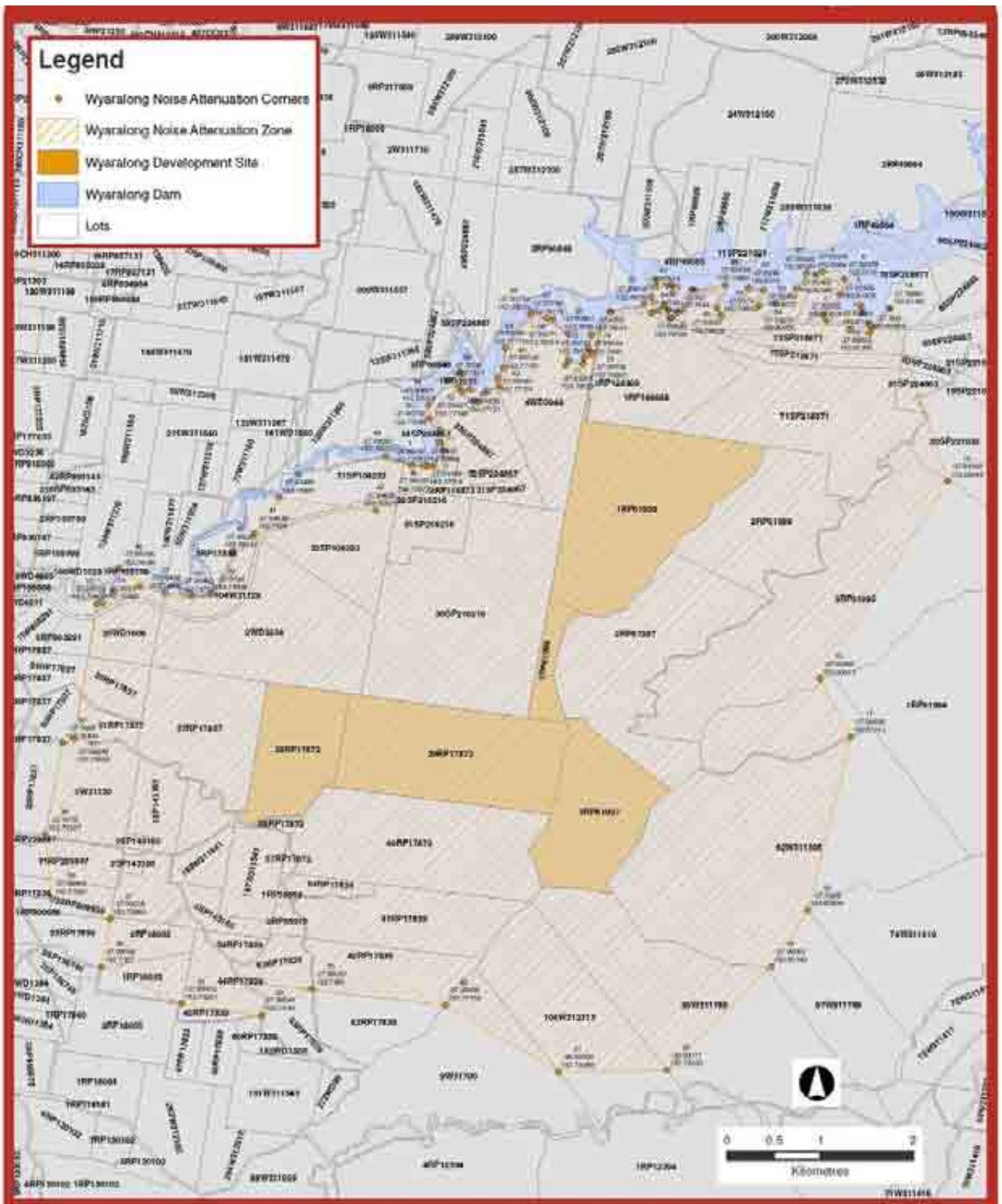
<b>Noise Impacts</b>		
<p><b>PO8</b> Noise levels are within the prescribed limits for the use and do not have an adverse effect on an existing noise sensitive place</p>	AS8.1	An independent acoustic assessment is undertaken by a qualified acoustics engineer and demonstrates that the overall noise level, measured as LAeq,T, outdoors at a noise sensitive place that is existing or has a current development approval at the date of commencement of this SPRP does not exceed 45dB(A). The time period T should be chosen to represent a normal operating cycle of the development however it is expected T will be at least 10 minutes and no greater than 1 hour.
	AS8.2	The acoustic assessment specifically addresses noise mitigation measures including: (a) type of activity; and (b) public address systems; and (c) number of participants and spectators; and (d) surrounding existing land uses; (e) vegetation, topography and prevailing winds; and (f) buffer distances to a noise sensitive place.
	AS8.3	The indoor acoustic quality design objectives in AS8.1 will be achieved at the location of the nearest noise sensitive place that is existing or has a current development approval at the date of commencement of this SPRP.
	AS8.4	Motocross tracks and other noise generating activities are located as per the buffer distances to a noise sensitive place identified in the acoustic assessment.
	AS8.5	The motor sport activity facility is not used for outdoor entertainment activities (e.g. concerts or music festivals) other than motor sport activities
<b>Traffic</b>		
<p><b>PO9</b> Road capacities are adequate for the expected use</p>	AS9.1	The adequacy of existing roads for the expected use at the motor sport activity facility is confirmed in a road and traffic assessment report by a qualified road and traffic engineer.
	AS9.2	The road and traffic assessment report specifically addresses road management measures including: (a) the need to upgrade existing roads to meet expected visitation numbers; and (b) provisions to allow safe vehicular access to and from the facility; and (c) provision of on-site car parking to meet expected visitation numbers; and (d) provisions to reduce the impact upon adjacent properties.

<b>Access and Car parking</b>		
<p><b>PO10</b> Road access, parking and service vehicle access is provided on site</p>	AS10.1	The adequacy of road access to the site and on-site parking areas is confirmed in a road and traffic assessment report by a qualified road and traffic engineer.
	AS10.2	Road access and parking areas are not located in a natural hazard management area (flood, bushfire or landslide hazard) identified in a planning scheme
	AS10.3	Access for emergency and service vehicles is provided to any part of the site used for motor sport activities, spectator facilities or camping.
<b>Waste</b>		
<p><b>PO11</b> Waste storage and disposal does not have an adverse effect on the amenity of the surrounding area or on environmental values.</p>	AS11.1	Refuse is collected and stored in a screened area secure from scavenging animals and is of sufficient capacity to contain refuse generated at periods of maximum use.
	AS11.2	Refuse is removed from the site by an approved contractor.
<b>Environmental Values</b>		
<p>Motor sport activities are planned, designed, constructed and operated in accordance with best practice environmental management practices</p> <p><b>PO12</b> <i>Erosion and sediment control</i> Tracks, car parks and access areas minimise erosion and sediment impacts</p>	AS12.1	Buildings, camping areas and car parks are not located within 50 metres of a class 3 or 4 watercourse as identified under the <i>Vegetation Management Act 1999</i> ; and Vegetation clearing near watercourses is in compliance with the <i>Vegetation Management Act 1999</i> .
	AS12.2	Tracks should avoid water courses if practical. Where tracks cross watercourses, hardening processes to prevent erosion are used including: (a) construction of bridges or culverts in wider crossings in major gullies; and (b) surface hardening and rock paving in minor gullies; and (c) stream banks are stabilised using gabions and rock walls. Any hardening process should result in minimal disturbance on the watercourse bank or riparian vegetation.
	AS12.3	Tracks, car parks and access roads are constructed at appropriate gradients and locations to prevent surface erosion.
	AS12.4	Surface drains are constructed to prevent erosion and contain sediment run off within the motor sport facility.
	AS12.5	Where trails are constructed within 5m watercourses, sediment control devices are placed at drain run-off points to prevent sediment entering watercourses.

	AS12.6	Sediment control measures are implemented during the construction of trails and buildings.
<b>PO13</b> <i>Biodiversity Values</i> Avoid impacts on areas with significant biodiversity values, including biodiversity corridors and endangered regional ecosystems	AS13.1	Clearing of vegetation is <u>not</u> to be carried out in: <ul style="list-style-type: none"> <li>• endangered regional ecosystems; or</li> <li>• of-concern regional ecosystems; or</li> <li>• essential habitat areas; or</li> <li>• any riparian areas.</li> </ul>
	AS13.2	Vegetation clearing in remnant not-of-concern regional ecosystems under the <i>Sustainable Planning Act 2009</i> is avoided where possible, minimised and where necessary offset as provided for in the <i>Vegetation Management Act 1999</i> .
<b>PO14</b> <i>Water Quality</i> Environmental values and water quality objectives of surface waters, ground waters, wetlands and coastal waters are not adversely impacted	AS14.1	Development, including access tracks, trails, car parking and camping areas are avoids wetlands, waterways and associated buffers.
	AS14.2	Nutrient hazard areas are identified. Development and activities are located, designed and managed to avoid the mobilisation and release of nutrients that increase the risk of algal blooms in downstream water bodies.
<b>PO15</b> <i>Rehabilitation</i> Rehabilitation of degraded areas to improve significant biodiversity values and ecological connectivity	AS15.1	Significant biodiversity values and ecological connectivity will be improved through rehabilitation of degraded or cleared areas, including riparian areas, on the site which are not required for facility development with tree and shrub species endemic to the location.
<b>Emergency Evacuation</b>		
<b>PO16</b> Development provides for emergency medical evacuation	AS16.1	The site provides for emergency vehicle and/or helicopter access that is not located in a natural hazard management area (flood, bushfire or landslide hazard) identified in a planning scheme.
<b>Natural Hazards</b>		
<b>PO17</b> Development avoids natural hazard areas	AS17.1	Development located in a natural hazard management area (flood, bushfire or landslide hazard) identified in a planning scheme, is in accordance with relevant criteria in the planning scheme.
	AS17.2	A bushfire management report by a qualified Bushfire Management Consultant confirms the appropriateness of the location of development from bushfire risk

<b>Bike maintenance areas (contaminants and spills)</b>		
<b>PO18</b> Bike maintenance areas are located to avoid contaminants adversely affecting a water course	AS18.1	Bike maintenance areas are not located within 100 metres of a permanent water course or 50 meters of an intermittent water course.
	AS18.2	Management guidelines for contaminants and spills are developed.
<b>Temporary use</b>		
<b>PO19</b> Temporary use such as temporary events will be conducted on motor sport activity facilities in a manner that does not adversely impact on communities	AS19.1	The number of temporary events will be limited to: (a) four per year, and (b) no longer than 3 days, or as otherwise agreed to in writing by the local government.
	AS19.2	Events (motor sport activities) will only be held between 7.00 am and 6.00 pm.
<b>Traffic Management for Temporary Use</b>		
<b>PO20</b> The capacity of roads providing access to and within the site is not exceeded by traffic generated by a temporary event	AS20.1	The number of vehicles expected to attend the event must not exceed the capacity of the access and internal road network. The following issues must be addressed: (a) capping the capacity for the event to manage the number of vehicles; and (b) design or staging of the event to avoid "pulse" traffic flows
	AS20.2	The site provides for emergency vehicle access that is not located in a natural hazard management area (flood, bushfire or landslide hazard) identified in a planning scheme.

Map 1—Wyaralong noise attenuation zone



## Annexe 2—Development of Noise Sensitive Places in the Noise Attenuation Zone Code

### 2.1 Purpose of the Code

To ensure that future development of a noise sensitive place on land within the noise attenuation zone:

- (a) protects the motor sport activity facility from encroachment by noise sensitive places;
- (b) are designed and located to ensure that they are not adversely impacted upon by noise;
- (c) allow for development of sensitive places, with the owner acknowledging that the development is occurring in a location which will potentially be affected by noise; and
- (d) reduce potential adverse impacts of air and noise emissions on environmental values including human health, wellbeing and amenity.

A map showing the noise attenuation zone is at the end of Annexe 1.

### 2.2 Assessment Criteria

#### Using this code

Self-assessable development must comply with the assessment criteria in order to be consistent with the purpose of the code. The stated acceptable solutions represent one way in which the relevant performance outcome may be met.

A proposal that offers an alternative solution to an acceptable solution is code assessable development and a development application must be submitted to the Scenic Rim Regional Council Assessment Manager for consideration of the proposal's compliance with the relevant performance outcome in order to satisfy the requirements of the code. The onus lies with the applicant to demonstrate a proposed development meets the performance outcome of the code.

Performance Outcome		Acceptable Solution
<b>Development of Noise Sensitive Places</b>		
PO1 Development of noise sensitive places must not be adversely affected by noise impacts from the existing use of the site	AS1.1	All development within the noise attenuation zone is supported by an acoustic assessment prepared by an appropriately qualified acoustics engineer which demonstrates that an internal noise level of 45dBA measured as an LAeq,T, is achieved in all bedroom and living areas.
	AS1.2	The indoor acoustic quality design objectives in AS1.1 may be achieved through location, orientation, landscaping, screening or design of the development.
	AS1.3	Construction measures recommended to mitigate noise impacts must be designed and constructed in accordance with the relevant Australian Standards for attenuation of noise (AS 3671).

## Submissions

Submissions on these draft SPRPs are both welcome and encouraged. All submissions should be addressed to:

The Honourable Phil Reeves MP  
Minister for Child Safety and Minister for Sport  
GPO Box 806, Brisbane Qld 4001

Or email: [trailbikes@communities.qld.gov.au](mailto:trailbikes@communities.qld.gov.au)

Feedback should be submitted in writing by 5pm on Friday 14 May 2010.

For further information, please contact the Department of Communities, Sport and Recreation Services on 07 3237 9833 or email [trailbikes@communities.qld.gov.au](mailto:trailbikes@communities.qld.gov.au)

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