ERM Mitchell McCotter

Grain Pool Building
6th Floor
172 St Georges Terrace
Perth WA 6000
Telephone (08) 9321 5200
Facsimile (08) 9321 5262
PO Box 7338
Cloisters Square
WA 6850 Australia
DX 63504 Mill Street
erm@ermperth.erm.com.au

22 July 1999

The Librarian
Department of Environmental Protection
141 St. Georges Terrace
PERTH WA 6000

Our Reference: *29033*

Dear Sir/Madam,

RE: KWINANA INTERNATIONAL MOTORPLEX ADDITIONAL NOISE CONTOUR MAPS

Please find attached copies of additional noise contour diagrams for the Kwinana International Motorplex. After the Public Environmental Review (PER) was released for public comment on Monday, 23 June 1999 a request for clarification of the information presented in the noise contour maps was received from the Department of Environmental Protection (DEP). Specifically, the DEP requested that the maps be extended to cover a larger geographic area and that the clarify of the maps be improved.

The PER contained noise contour maps (Appendix E, Figures 5.15 - 5.22) for each of the different types of speedway or drag racing vehicles, including:

- Top Fuel Dragsters;
- Top Comp Dragsters;
- Super Stock Dragsters; and
- Speedway cars.

Noise contours were modelled for each vehicle type under two different wind scenarios (north and south); a total of eight scenarios. These diagrams have been modified to make it easier to understand predicted noise levels. A copy of each diagram is attached.

Given the time constraints associated with re-doing the modelling over a broader geographic area for all eight scenarios and the fact that submissions on the PER close on Monday, 26 July 1999, the DEP has agreed that presentation of the worst case results would be adequate. The worst case scenario for the Motorplex involves the Top Fuel Drag racing vehicles.

The modelling required to produce the additional contour maps for this vehicle type has been undertaken and the results are presented in the attached diagrams. Specifically the diagrams include a larger geographic area extending down to Warnbro, into the Town of Kwinana and north up to Yangebup.

I trust that this additional information assists you in making an informed submission. Please note that submissions should be lodged with the Environmental Protection Authority by close of business on Monday, 26 July 1999.

Yours faithfully,
for ERM MITCHELL McCOTTER PTY LTD

Keryn James
Regional Manager, WA

encl.

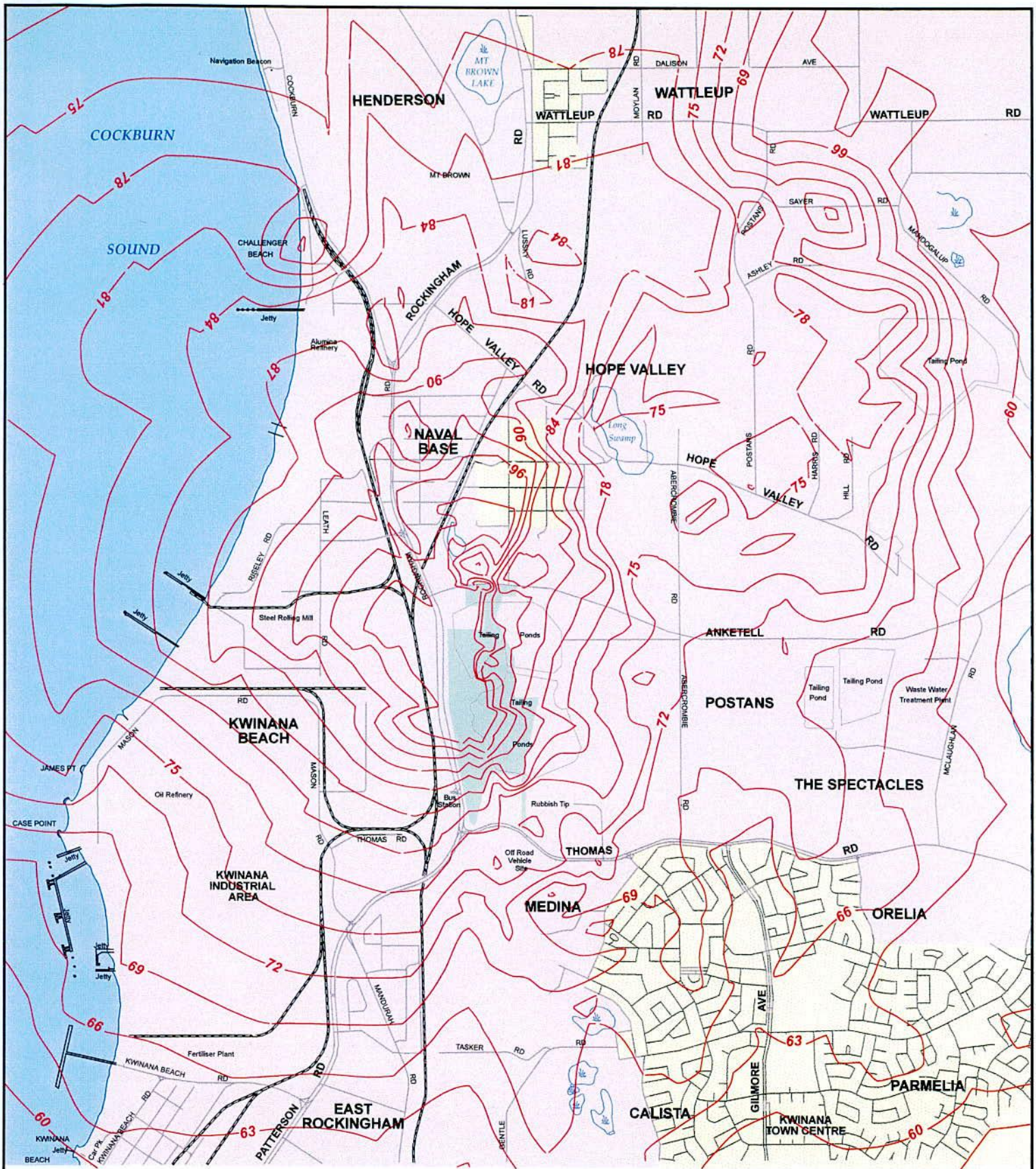
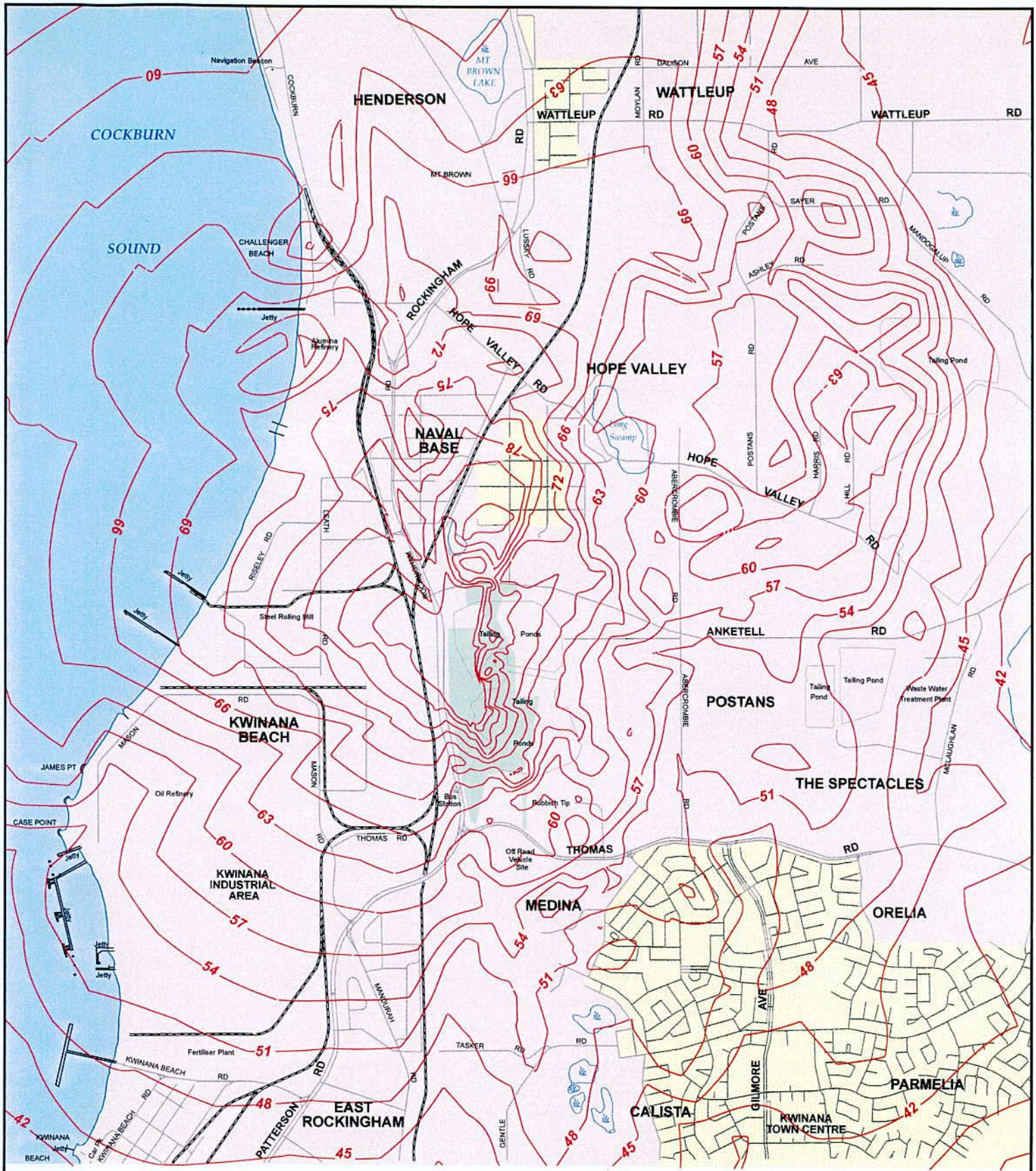


Figure 5.15 Predicted Maximum Noise Levels resulting from Top Fuel Vehicles under south (common) wind conditions.
Noise Levels will be present for approximately 25 seconds in a four hour period.



—60— dB(A) NOISE CONTOUR CONTOURS ARE AT 3 dB(A) INTERVALS

Figure 5.16 Predicted Maximum Noise Levels resulting from Top Comp Vehicles under south (common) wind conditions.
Noise Levels will be present for approximately 2 minutes in a four hour period.

N 0 1000m

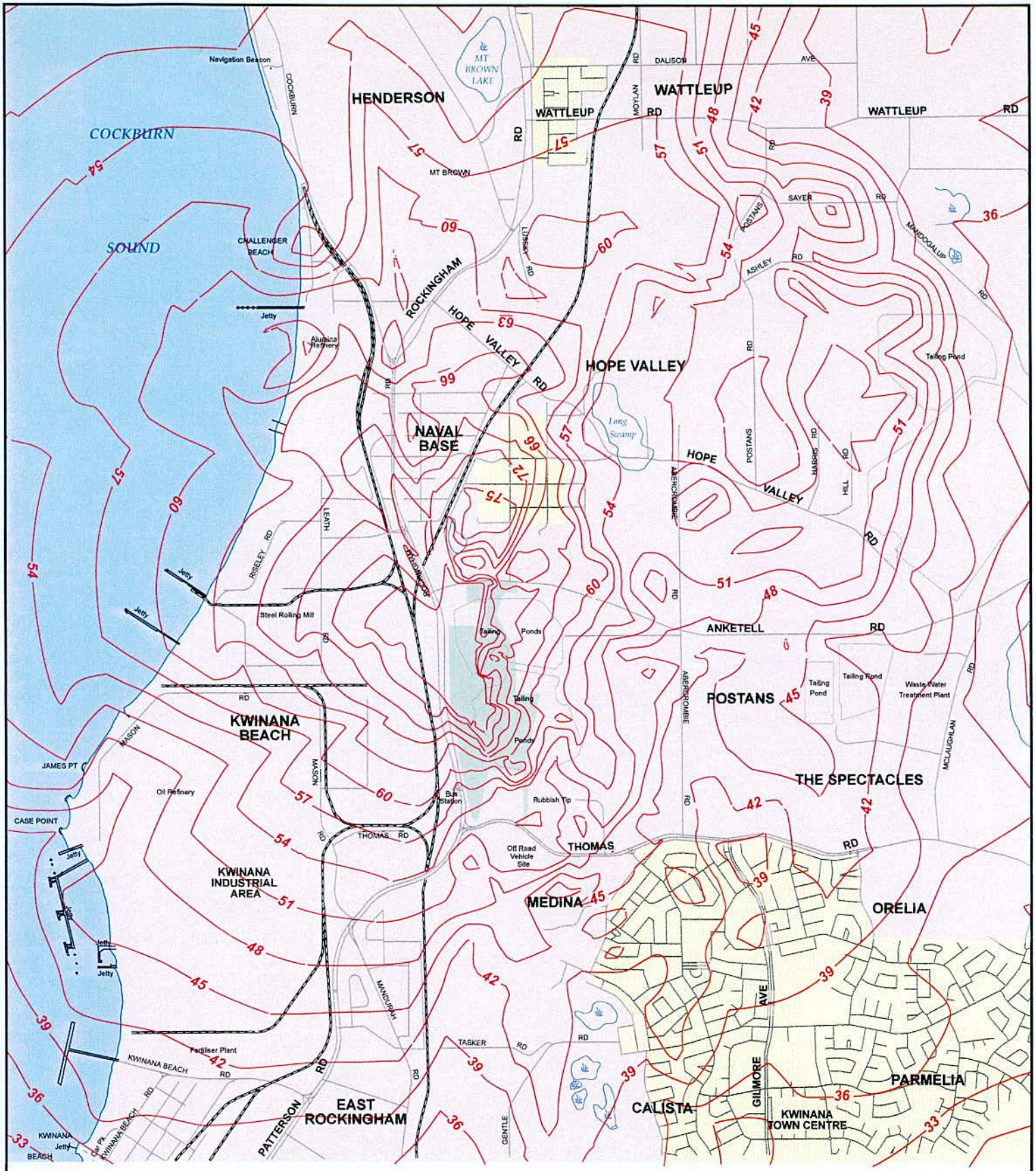
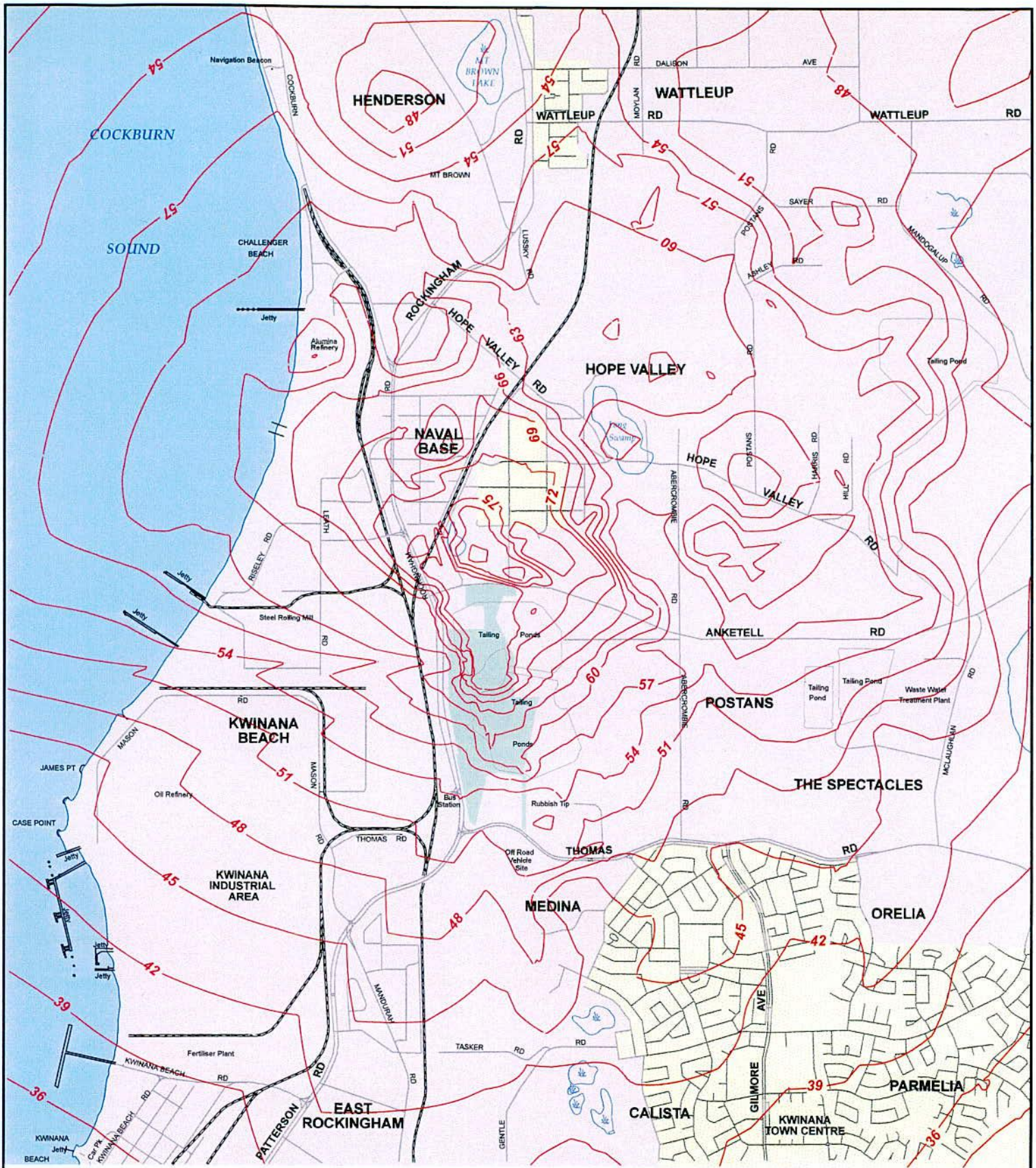


Figure 5.17 Predicted Maximum Noise Levels resulting from Super Stock Vehicles under south (common) wind conditions.
Noise Levels will be present for approximately 20 minutes in a four hour period.



—60— dB(A) NOISE CONTOUR CONTOURS ARE AT 3 dB(A) INTERVALS

Figure 5.18 Predicted Maximum Noise Levels resulting from Speedway Vehicles under south (common) wind conditions.
Noise Levels will be present for approximately 50 minutes in a four hour period.

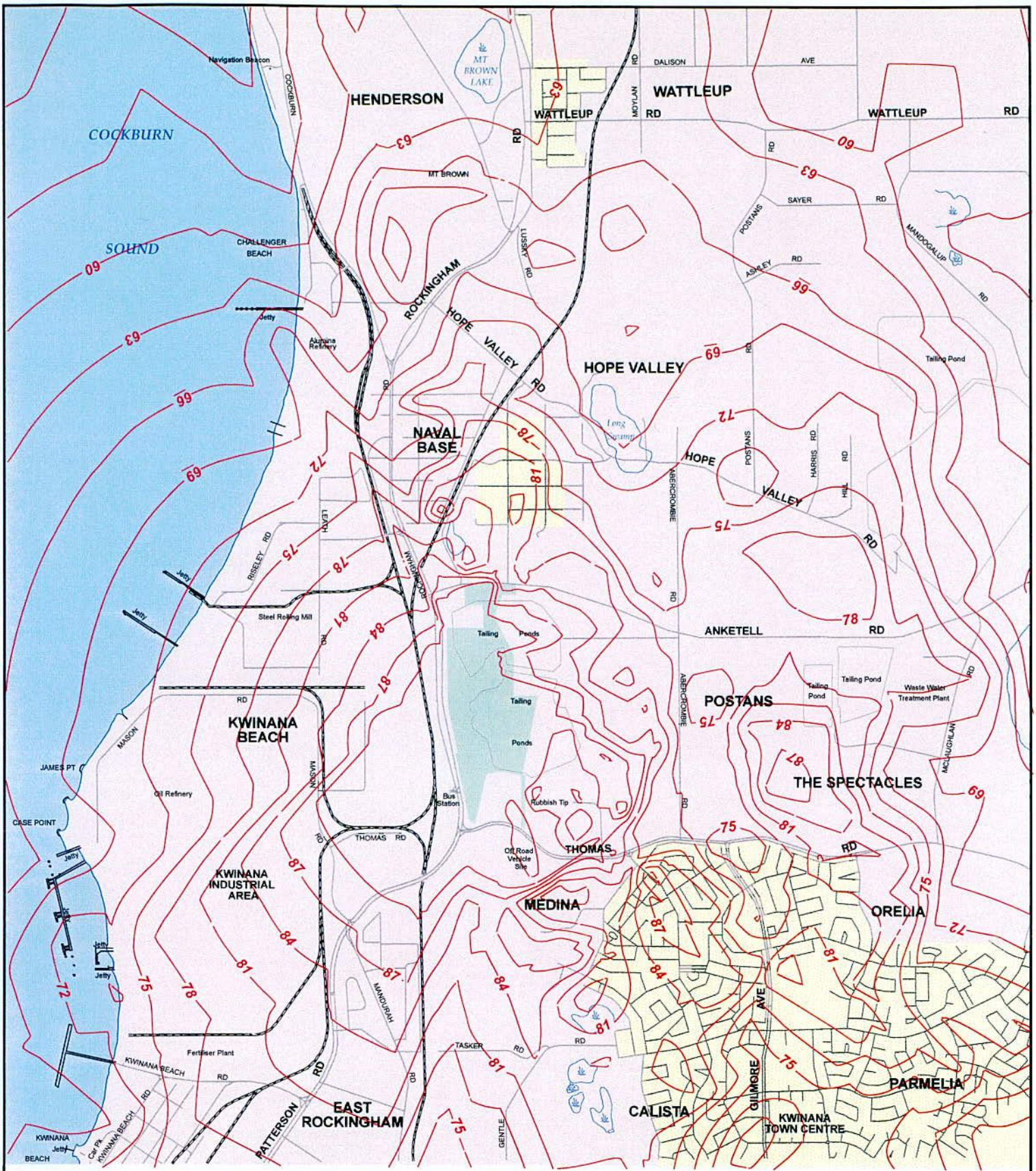
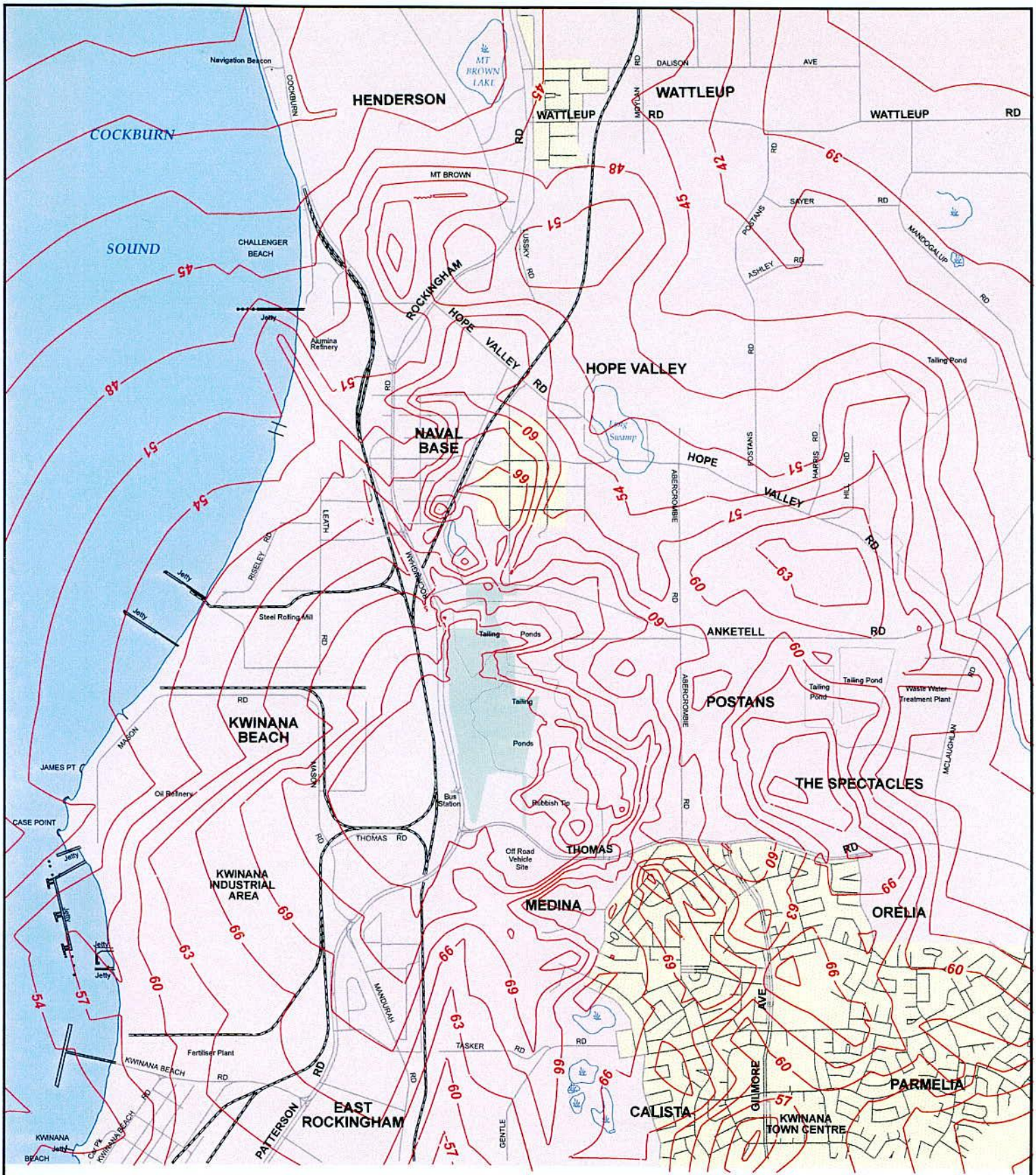


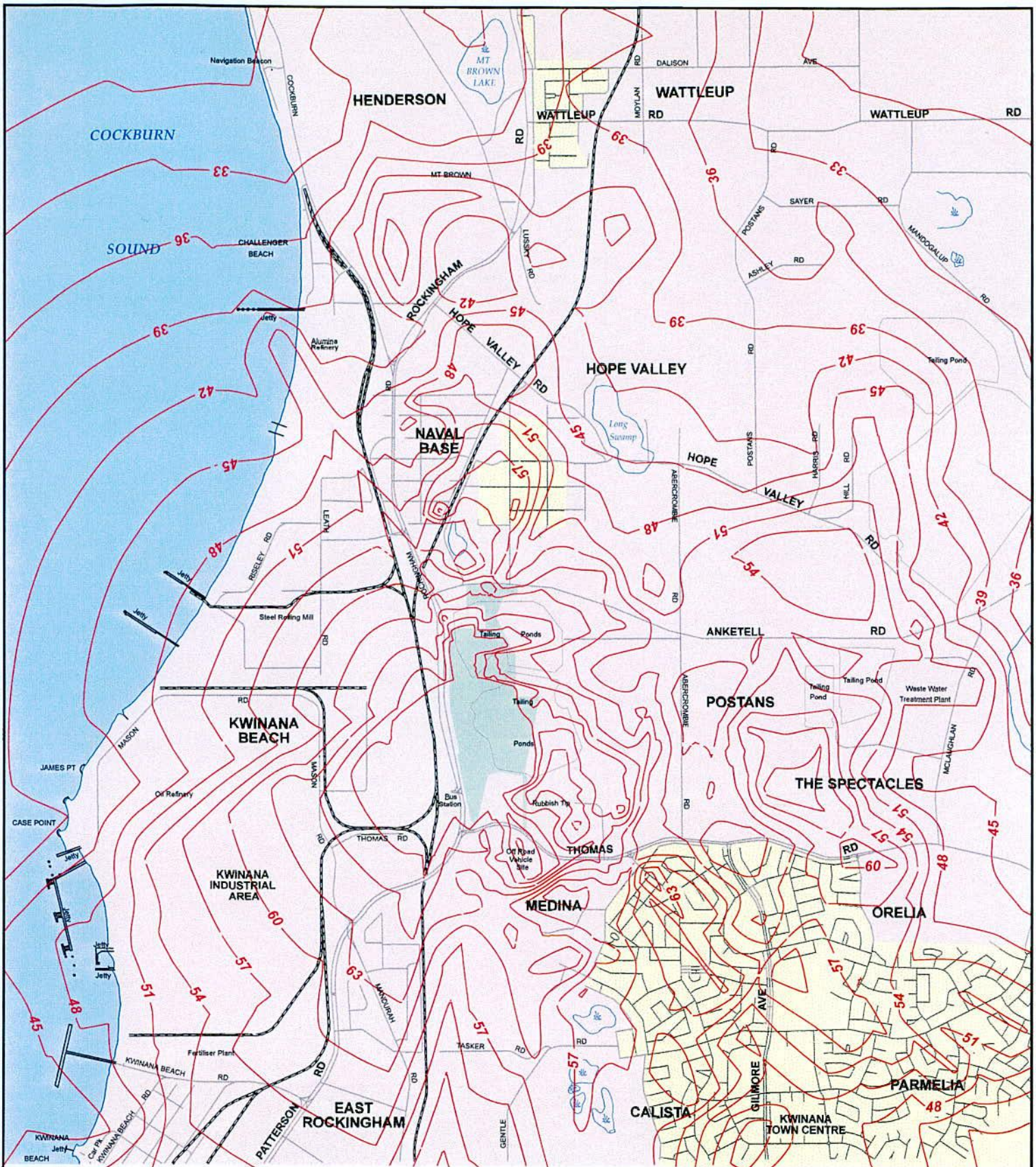
Figure 5.19 Predicted Maximum Noise Levels resulting from Top Fuel Vehicles under north wind conditions.
Noise Levels will be present for approximately 25 seconds in a four hour period.



—60— dB(A) NOISE CONTOUR CONTOURS ARE AT 3 dB(A) INTERVALS

Figure 5.20 Predicted Maximum Noise Levels resulting from Top Comp Vehicles under north wind conditions.
Noise Levels will be present for approximately 2 minutes in a four hour period.

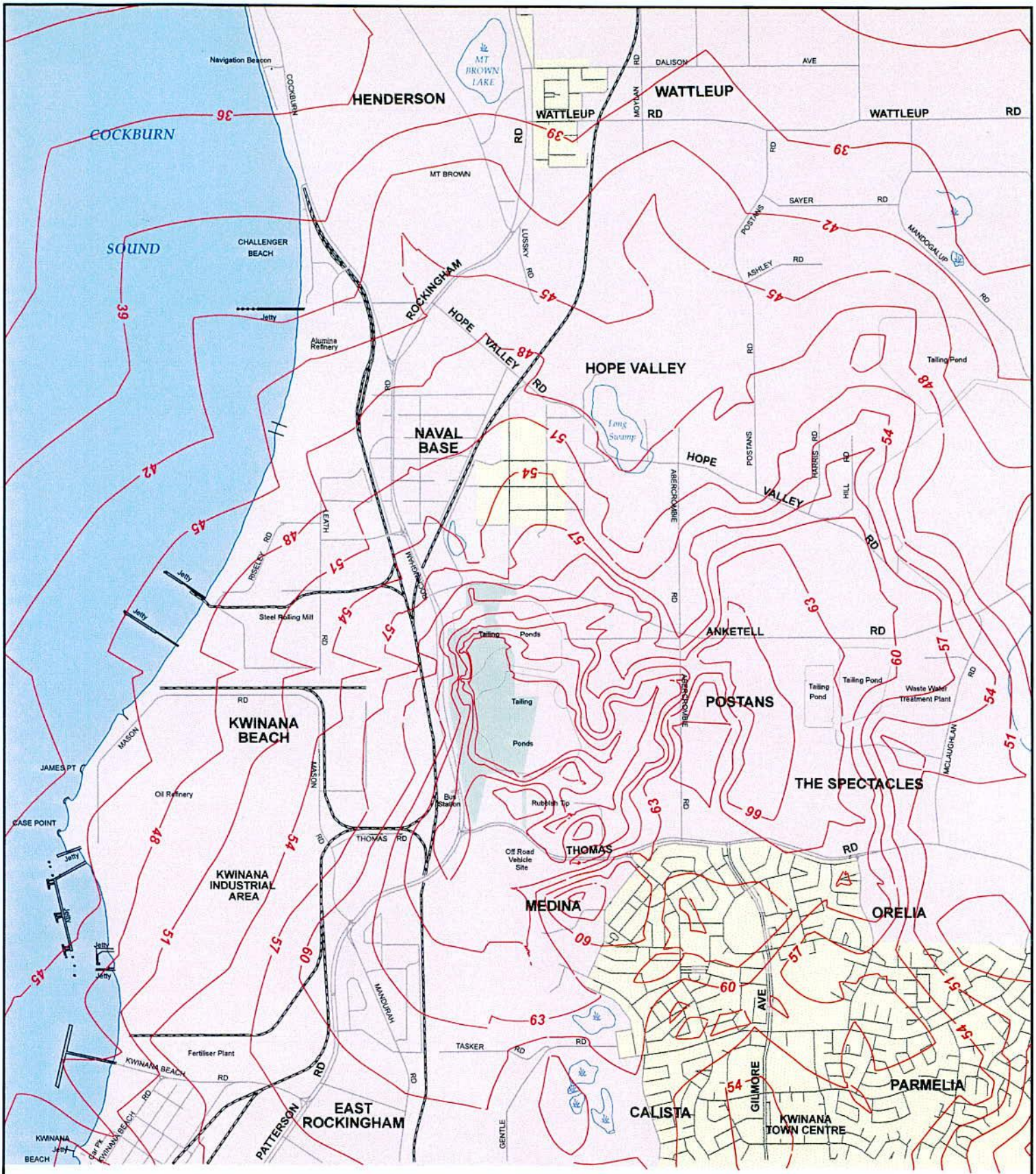
N 0 1000m



—60— dB(A) NOISE CONTOUR CONTOURS ARE AT 3 dB(A) INTERVALS

Figure 5.21 Predicted Maximum Noise Levels resulting from Super Stock Vehicles under north wind conditions.
Noise Levels will be present for approximately 20 minutes in a four hour period.

N 0 1000m

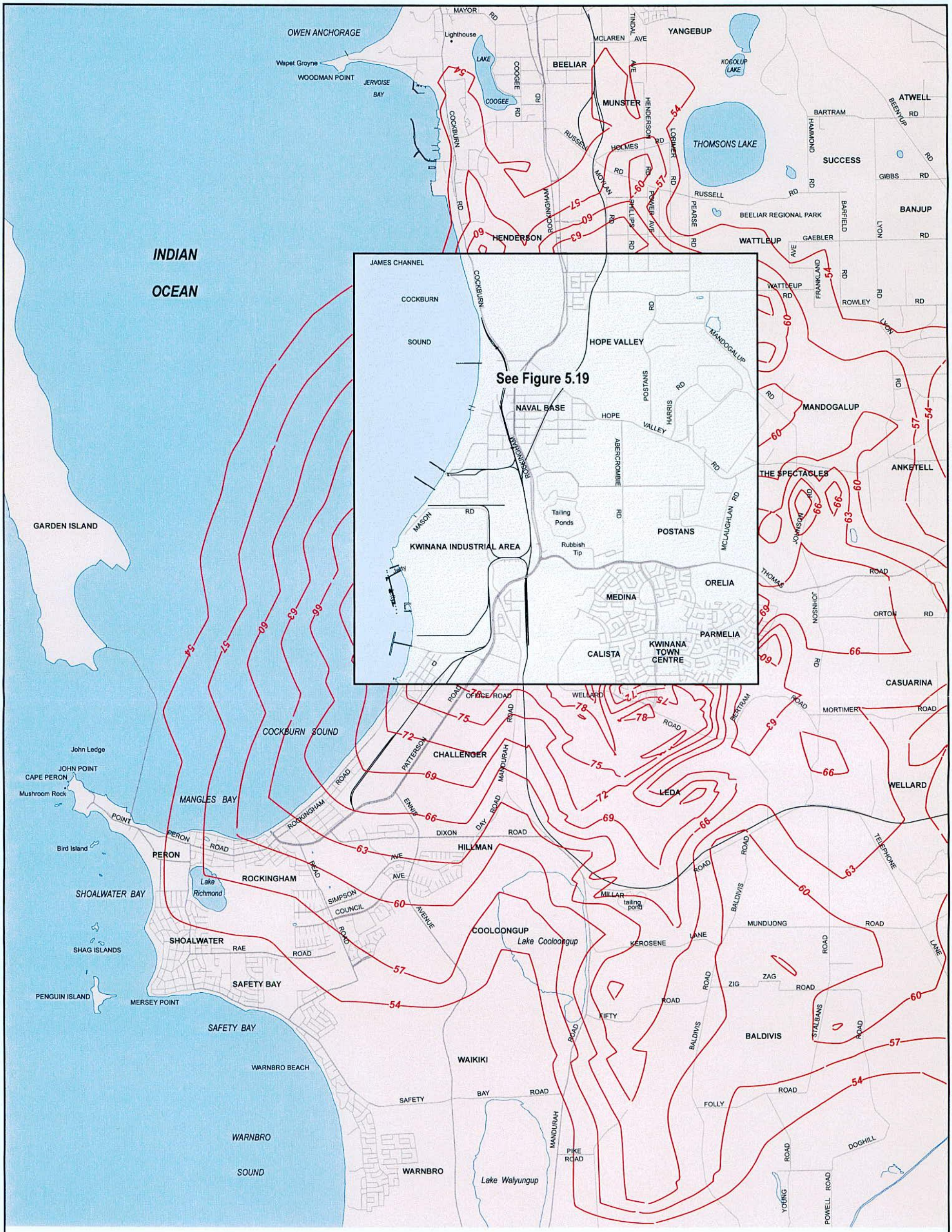


—60— dB(A) NOISE CONTOUR CONTOURS ARE AT 3 dB(A) INTERVALS

Figure 5.22 Predicted Maximum Noise Levels resulting from Speedway Vehicles under north wind conditions.
Noise Levels will be present for approximately 50 minutes in a four hour period.

N

0 1000m



Predicted Maximum Noise Levels resulting from Top Fuel Vehicles under north wind conditions.
Noise Levels will be present for approximately 25 seconds in a four hour period.

NOTES:

1. Noise level excedence can be determined by comparing the predicted noise levels with assigned noise levels. In surrounding residential areas the L_{max} assigned noise levels will be approximately 55dB(A). In residential areas with commercial/industrial activities nearby or beside major transport routes, the L_{max} assigned noise levels may be about 60dB(A).
2. A similar margin of excedence can be expected from the noisiest speedway events.
3. At large distances from the source noise level predictions are approximate and should be considered indicative only.