Identification of Off-road Vehicle Areas in WA

Department of Local Government, Sport and Cultural Industries

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→ **The Power of Commitment**

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1. Introduction

1.1 Background

Within Western Australia (WA), the use of off-road vehicles is regulated under the *Control of Vehicles (Off-road Areas) Act 1978* (the Act). The provisions of the Act apply throughout the State (Government of Western Australia, 2021). Local governments administer and enforce the provisions of the Act and have responsibilities in relation to off-road vehicles and off-road vehicle areas under various other legislation, such as the *Local Government Act 1995*, the *Civil Liabilities Act 2002* and local government by-laws.

The term 'off-road vehicle' is used to describe a vehicle that is not licensed, deemed to be licensed, or subject of a permit granted under the *Road Traffic Act 1974 (WA)* and may include trailbikes, go-karts, two- or four-wheel motorbikes and four wheel drives. It is an offence for vehicles to be driven in an off-road area unless on:

– Private land with consent; or
– Land within a permitted area as declared under the Act.

Designated off-road vehicle areas permitted under the Act play an important role in the provision of facilities for unlicensed and unregistered off-road vehicles and are an important strategy in reducing the incidence of illegal riding of unregistered vehicles in reserves, state forests, national parks, public roads and footpaths.

Under the Act, a person is not permitted to drive an off-road vehicle on any land, whether public or private, in a manner which creates or causes undue or excessive noise. Many of the existing designated off-road vehicle areas specify a particular noise level.

The State Government, through the Department of Local Government, Sport and Cultural Industries is investigating potential sites in WA for use as permanent or temporary off-road vehicle areas. This recognises an identified community need to provide additional areas for this recreational pastime.

1.2 Purpose of this report

GHD previously undertook a preliminary assessment which involved an initial scan to refine the area of possible sites based on proximity to major population centres, location of known authorised and unauthorised sites used by off-road vehicles and popularity of those sites, followed by a focussed scan identifying fatal flaws.

The purpose of this report is to undertake due diligence assessments of sites previously identified as having the most potential for the development as a permanent or temporary off-road vehicle area.

1.3 Scope and limitations

This report: has been prepared by GHD for Department of Local Government, Sport and Cultural Industries and may only be used and relied on by Department of Local Government, Sport and Cultural Industries for the purpose agreed between GHD and Department of Local Government, Sport and Cultural Industries as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than Department of Local Government, Sport and Cultural Industries arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section 1.3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

Accessibility of documents

If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost if necessary.

1.4 Assumptions

– Environmental/geographic data has been sourced from publicly available government sites. GHD has not verified or reviewed this data.
– GHD has not undertaken a review of land titles relating to the subject site. These titles may contain limitations, encumbrances, management orders or easements that may affect the ability to use or develop the land.
– Any stakeholder engagement has been preliminary in nature and does not represent any commitment or decision by the relevant body.

2. Site Specific Due Diligence Assessments

The following due diligence assessments are based on geographic information data sources as described in Table 1.

Table 1 Information sources

Theme	Data set
Land use	Region Schemes - Zones and Reserves (Various) (GoWA 2023a) Local Planning Schemes (Various) (GoWA 2023a)
Water	Public Drinking Water Source Areas (DWER-033) (GoWA 2023a)
Bushfire Prone Areas	Bushfire Prone Areas (OBRM-001) (GoWA 2023a)
Conservation reserves and areas	DBCA – Legislated Lands and Waters (DBCA-011) (GoWA 2023a) DBCA – Lands of Interest (DBCA-012) (GoWA 2023a)
Environmental	State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region (DPLH-053) (GoWA 2023a) Clearing Regulations - Environmentally Sensitive Areas (DWER-046) (GoWA 2023a) Threatened and Priority flora, fauna, ecological communities (DBCA-036 – 038) (GoWA 2023a) Native Vegetation Extent (DPIRD-005) (GoWA 2023a) Carnabys/Black Cockatoo Roost Sites and Breeding Sites (DBCA-50 to 54, DBCA-063 & DBCA-064)
Contaminated sites	DWER Contaminated Sites Database (DWER-059) (GoWA 2023a)
Heritage	Aboriginal Heritage Places (DAA-001) (GoWA 2023a) Heritage Council WA - State Register (SHO-003) (GoWA 2023a) Heritage Council WA - Local Heritage Survey (DPLH-008) (GoWA 2023a)
Acid Sulphate Soils (ASS)	Acid Sulphate Soil Risk Map, Various (DWER-047 to 055) (GoWA 2023a)
Bush Forever	Bush Forever Areas 2000 (DPLH-019) (GoWA 2023a)
Mining and materials	Regionally Significant Basic Raw Materials (DMIRS-050) (GoWA 2023a) State Planning Policy 2.4 – Basic raw materials (DMIRS-071 & DMIRS-072) (GoWA 2023a) Minedex (DMIRS-001) (GoWA 2023a) Inventory of Abandoned Mine Sites (GoWA 2023a)
Wetlands	RAMSAR Sites (DBCA-010) (GoWA 2023a) Geomorphic Wetlands, (Various geographic areas) (GoWA 2023a)
Mining Tenements	Mining Tenements (DMIRS-003) (GoWA 2023a)
Defence	UXO Potential (DFES-034) (GoWA 2023a)
Buildings	Building of WA (DPIRD-084) (GoWA 2023a)

2.1 Distribution of sites

Demand for additional off-road vehicle areas is likely to be highest within a reasonable distance (day trip) of Perth, where population is concentrated, and off-road vehicle users are less likely to have access to private property on which to ride. The establishment of new off-road vehicle areas will ideally complement the location of existing off-road vehicle areas, creating a reasonable geographic spread of off-road vehicle riding opportunities north, east and south of Perth.

Existing (permitted) public off-road vehicle areas and the sites subject to further assessment are shown in Figure 1. The distribution and location of potential sites in the context of other sites (existing or potential) has been considered in the detailed assessments following.

It should be noted that private off-road vehicle sites and known unauthorised off-road vehicle activity have not been mapped in Figure 1. The potential impacts on private off-road vehicle sites would be considered should a site progress to detailed investigation.

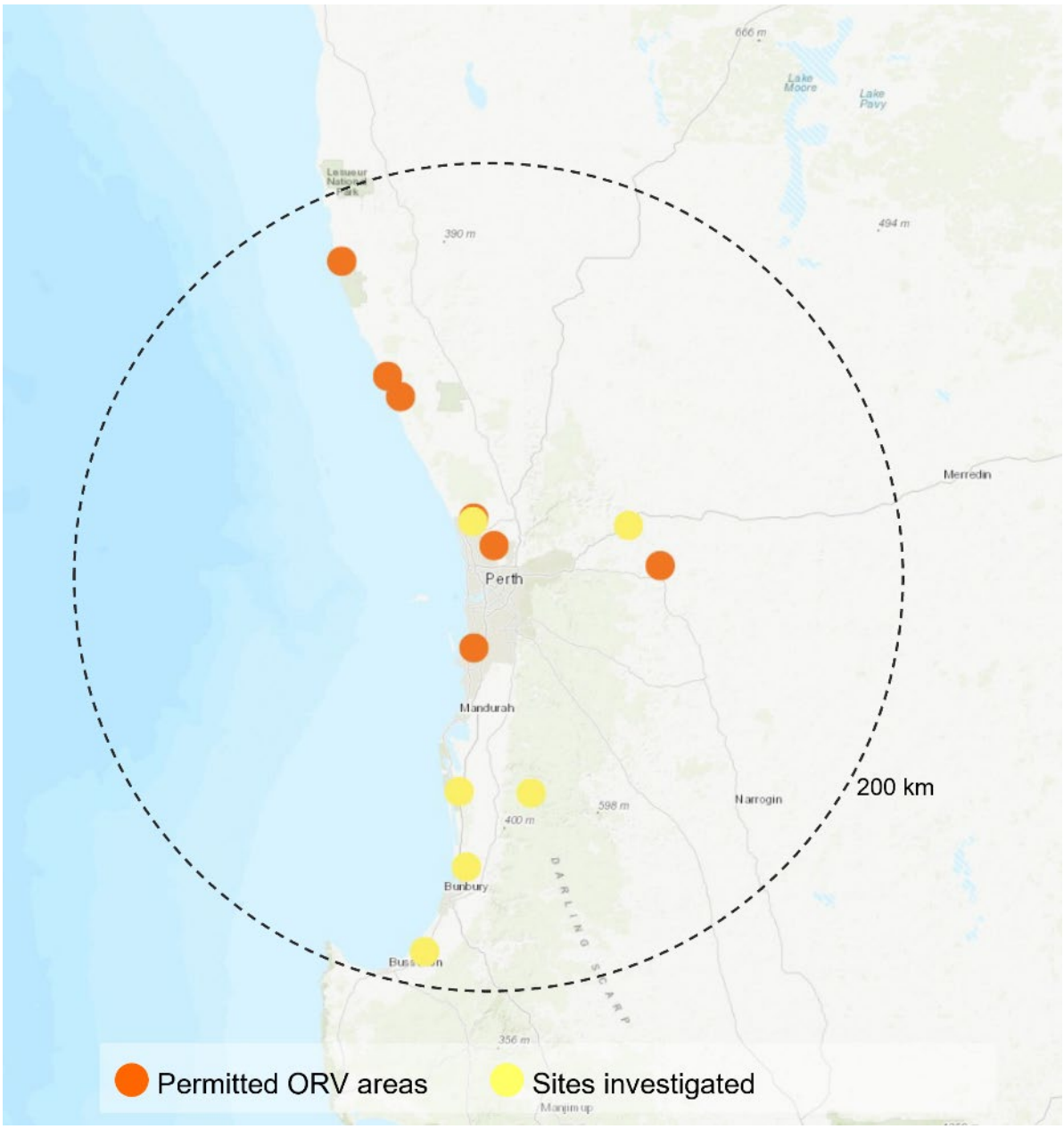

Figure 1 Distribution of sites

2.2 Wanneroo Raceway

2.2.1 Site introduction

The Wanneroo Raceway site (Figure 2) has been identified as a potential off-road vehicle site through the City of Wanneroo's draft Wanneroo Raceway Master Plan (Master Plan). Addressing an existing motorsport precinct, with potential to for an extended site, the Master Plan seeks to identify options for investment and the extent of future development for potential motorsport and ancillary opportunities.

The draft Master Plan (Figure 3) was prepared in 2019 and identifies a 'Multi-Use Off Road Area' as a Priority 2 development option. The preliminary site plan identifies an off-road vehicle area, along with various motorsport, supporting and ancillary facilities.

Consultation on the draft Master Plan was conducted in 2020 before the project was paused. The City of Wanneroo indicates that the Master Plan will be considered by Council by the end of 2023.

Figure 2 *Wanneroo Raceway site*

Figure 3 Draft Wanneroo Raceway Site Plan

2.2.2 Site attributes

As this subject has been subject to a master planning process, relevant background material can be found in the *Wanneroo Raceway Master Plan Report, Dave Lanfear Consulting* [May 2019] sourced via the City of Wanneroo.

Item	Comment
Land identification and Registered proprietor	440 Wattle Ave East, Neerabup (Reserve, managed by City of Wanneroo) 1000 Old Yanchep Rd, Nowergup (Reserve, managed by DBCA) 437L Wattle Ave East, Nowergup (Reserve, managed by DBCA)
Local government area	City of Wanneroo

Potential area	Master Plan area: 171ha Approximately 6ha off-road vehicle area identified in preliminary site plans.	
Region Scheme zone/reserve	Metropolitan Region Scheme: Reserve – State Forests (north) Reserve - Parks and Recreation (south)	
Local Planning Scheme zone/reserve	City of Wanneroo District Planning Scheme No. 2: As per Metropolitan Region Scheme	
Aboriginal Heritage	None identified	
European heritage	None identified	
Surrounding land uses	Industrial/future industrial surround southern portion of site. State forest (including plantations) and Parks and Recreation surround norther portion of site. Small rural and resource holdings to west of site. No residential lots identified within 2km of site.	
Policy implications	Contaminated site	None identified
	Water	PDWSA at the eastern edge of Master Pan site.
	Bushfire prone area	Yes
	Acid sulfate soils	None identified
	Wetlands	None identified
	Environment	Bush Forever Environmentally Sensitive Areas Threatened and Priority Flora and Fauna identified Native Vegetation extant within site Black Cockatoo roosting sites.
	Mining and materials extraction	Basic raw materials identified: Sand (north) Live mining tenement (north)
Existing use/infrastructure	Wanneroo Raceway (lease ends 2028) Forest Products Commission Plantations	
Preliminary opportunities and constraints comments	– Existing motorsports uses in the area and the commencement of a master planning process demonstrates willingness to consider off-road vehicle use into the future. – Northern (DBCA managed) portion of site may have competing management priorities. – Near to the popular Pinjar off-road vehicle area which is anticipated to become unavailable in the near future.	

[redacted]	– Area identified in draft Master Plan is small. – The timeline of master planning and (assuming general stakeholder agreement) approvals process may be significant. An opportunity for a temporary site may exist south on the current Wanneroo Raceway as both the City of Wanneroo and Western Australian Land Authority have significant land holdings earmarked for future industrial development. – A significant volume of stakeholders is relevant to the development of a motorsports precinct in this location. There will be competing interests and aspirations for land within the precinct.

2.2.3 Comments and recommendation

The Wanneroo Raceway site has clear potential for the establishment of an off-road vehicle area. Generally, stakeholders have identified the area as suitable for motorsports activity and off-road vehicle activity currently occurs in the vicinity of the site (Pinjar off-road vehicle area). The likelihood of the area developing as per the draft Master Plan is not certain and final adoption of the document requires significant further investigation. The complexity of the multi-stakeholder precinct does present challenges and funding sources are yet to be secured. At this stage, the uncertainty of the draft Master Plan does offer an opportunity for the DLGSC to propose an alternate (possibly interim) plan to establish an off-road vehicle area.

As the closure of the popular Pinjar off-road vehicle area adjacent to the master plan area is expected in the near future, it is expected that major stakeholders (City of Wanneroo and DBCA) will have significant interest in ensuring displaced off-road vehicle demand does not result in unauthorised off-road vehicle activity in the general vicinity. Some anecdotal evidence suggests that a level of unauthorised activity is already occurring directly adjacent to the permitted off-road vehicle area.

It is recommended that DLGSC lead a process to develop a ‘transition plan’ to manage the future closure of the Pinjar off-road vehicle area, with the expectation that a replacement site is established in the immediate area. Detailed engagement with major stakeholders City of Wanneroo, DBCA and Forest Products Commission would be required to establish an appropriate area, timeframe and management framework. Land investigation would include land adjacent to the Pinjar off-road vehicle area, the Master Plan area, and extend to the future industrial areas planned to the south and southwest of the raceway, as significant local and State government land holdings exist. Importantly, it is not expected that a ‘transition plan’ of this nature would in any way preclude the future development of the Wanneroo Raceway as envisaged in the current draft Master Plan in the longer term.

2.3 Kemerton Strategic Industrial Area

2.3.1 Site introduction

The Kemerton Strategic Industrial Area (Kemerton SIA) has been selected by the Western Australian Government as a site for strategic and heavy industry in the South West region. Planning for Kemerton SIA allocates an Industrial Core (for heavy industrial uses) and a buffer to provide separation from sensitive uses. While the planning process has identified ultimate desired uses Development WA does consider that there is scope for interim uses, though off-road vehicle activity is not specifically identified as a suitable interim use.

Figure 4 *Kemerton Strategic Industrial Area, Industrial Core*

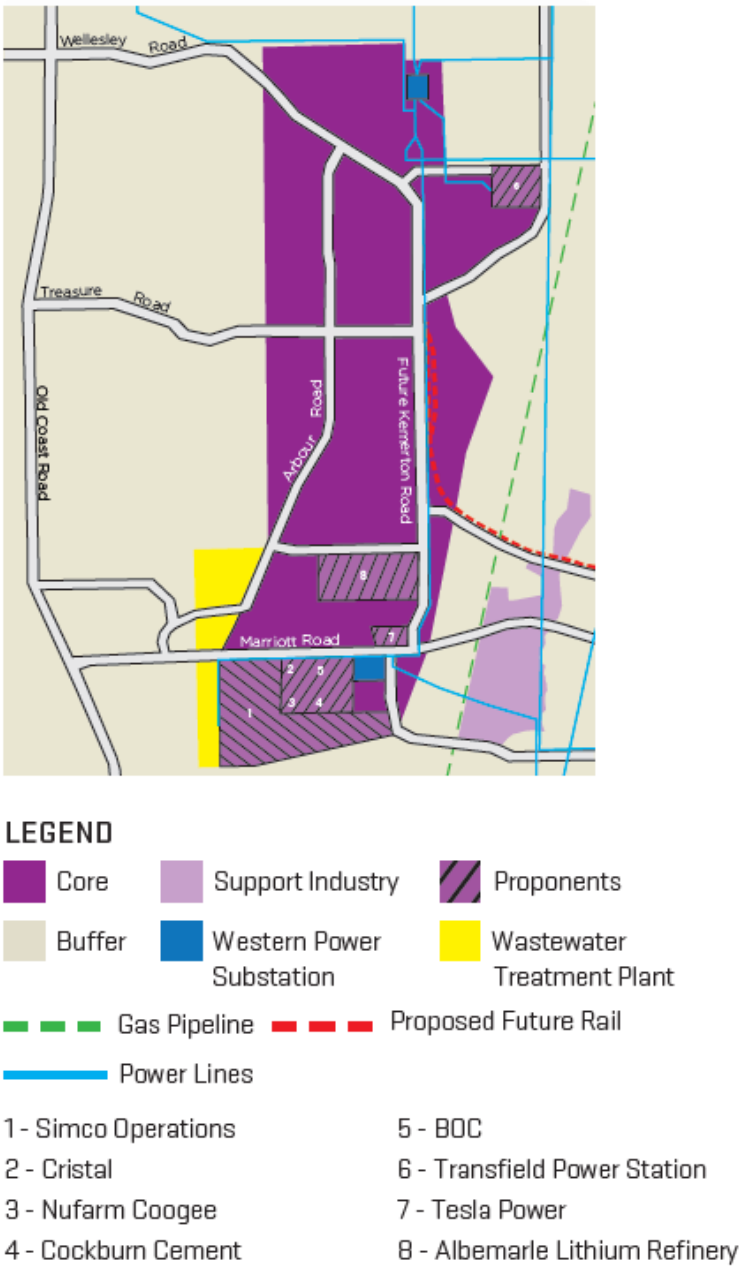

Figure 5 Kemerton Proponents, May 2020

2.3.2 Site attributes

As this area has been subject to a structure planning process, significant relevant background material can be sourced via the document libraries of Development WA and the Department of Planning Lands and Heritage.

Item	Comment
Land identification and Registered Proprietor	Land identified as withing the Structure Plan area of Kemerton Strategic Industrial Area SPN 0620. Western Australian Land Authority (Development WA) and DBCA managed lands comprise a majority of the area.
Local government area	Shire of Harvey

Potential area	2,025ha industrial core 293ha support industry area 5,437ha buffer	
Region Scheme zone/reserve	Greater Bunbury Region Scheme: Industrial (core) Rural (buffer) Small areas of Special Use, Public Utilities and Regional Open Space	
Local Planning Scheme zone/reserve	Shire of Harvey District Planning Scheme No. 1: As per Region Scheme	
Aboriginal Heritage	Site ID 5807 (Artefacts/Scatter) Site ID 5809 (Artefacts/Scatter) Site ID 5810 (Artefacts/Scatter)	
European heritage	None identified	
Surrounding land uses	Rural and semi-rural residential land holdings. Suburban residential development to the south-west of the SIA.	
Policy Implications	Contaminated site	Two contaminated sites identified.
	Water	Not PDWSA
	Bushfire prone area	Yes
	Acid sulfate soils	Areas of moderate to low risk of ASS within 3m of natural soil surface. Areas of high to moderate risk of ASS within 3m of natural soil surface.
	Wetlands	No RAMSAR sites Areas of wetlands identified: - Conservation - Multiple use - Resource enhancement
	Environment	Environmentally Sensitive Areas Threatened and Priority Flora and Fauna identified Native Vegetation extant within site Black cockatoo roosting site
	Mining and materials extraction	Pending tenements Isolated identified raw materials extraction sites (specialty metals, alumina, industrial minerals, construction materials)

Existing use/infrastructure	Eight sites currently developed/developing for industrial use (Figure 5). Former grazing land, forestry plantations, semi-rural residential land holdings and areas of native vegetation.
Preliminary opportunities and constraints comments	• Area already identified for industrial use is less likely to have issues with noise sensitive land uses. • Clearly intended as an industrial area, which may be in conflict with the establishment of a recreation area (even if temporary). • The timeline of the area's development is unknown. The intent is to have all land within the industrial core leased to industrial operations. If market uptake is swift, establishment of a temporary off-road vehicle area may not be practical. • The significant volume of supporting studies, approvals and plans may be able to be used, reducing the need for DLGSC to undertake this work. • Telecommunication network coverage for the area is limited, which may pose risks difficult to overcome in considering management of a site.

2.3.3 Comments and recommendation

As a large area of largely State government managed industrial land, Kemerton SIA offers an opportunity to further investigate establishment of an off-road vehicle area. Significant planning and assessment has already occurred for the area (including for example, a detailed environmental noise assessment) that would assist in identifying more precisely areas suitable for off-road vehicle activity. In addition, a Strategic Proposal/Strategic Assessment is underway to address the environmental values of the area holistically.

Attempts to engage with the lead agency for Kemerton SIA, the Department of Jobs, Tourism, Science and Innovation (JTSI) and DevelopmentWA, the estate manager for the DevelopmentWA-owned land have been unsuccessful to date. The process for land allocation within Kemerton SIA is managed by JTSI, requiring proponents to submit project proposals. Additional efforts to engage with JTSI and DevelopmentWA are recommended to make preliminary queries to identify land that is likely to be suitable for an interim or temporary use, to assess its suitability for off-road vehicle use.

2.4 Old Capel Mineral Sands

2.4.1 Site introduction

The site is part of a former mineral sands mine located south of Capel (Figure 6). It was used for mining and mineral processing operations of heavy mineral sands between 1956 and 1999. Conditional approval for remediation of the site was granted in March 2019.

Figure 6 Old Capel Mineral Sands

2.4.2 Site attributes

Item	Comment
Land identification and Registered Proprietor	2833 Bussell Hwy, Capel and Lot on Plan P153828 3822 (Western Titanium Ltd)

Local government area	Shire of Capel	
Potential area	Approximately 124 ha	
Region Scheme zone/reserve	Greater Bunbury Region Scheme: Rural	
Local Planning Scheme zone/reserve	Shire of Capel Local Planning Scheme No. 7: Rural	
Aboriginal Heritage	Northern portion of site identified as 'Other Heritage Place – Stored data/Not a Site'	
European heritage	None identified	
Surrounding land uses	Capel Nature Reserve to the east of site. State Forest to the west of site. Rural land holdings to north and south of site. Approximately 4km south west of Capel townsite.	
Policy implications	Contaminated site	Yes – Related to use as a mineral sands mine, Remedial Action Plan in place.
	Water	Not PDWSA
	Bushfire prone area	Yes
	Acid sulfate soils	Majority of site moderate to low risk of ASS within 3m of natural soil surface. Isolated pockets of high to moderate risk of ASS within 3m of natural soil surface.
	Wetlands	Small area of Multiple Use Small area of Resource Enhancement Conservation adjacent (east)
	Environment	Environmentally Sensitive Areas Threatened and Priority Flora and Fauna identified. Native Vegetation extant within site. Black Cockatoo breeding area and roosting site.
	Mining and materials extraction	Basic raw materials identified: Sand Live mining tenement
Existing use/infrastructure	Mine non-operational since 1999, mining infrastructure largely demolished. Mined voids have been rehabilitated. Current tailings storage.	

Preliminary opportunities and constraints comments	• Area undergoing remediation currently has limited environmental values. • Areas of State Forest and Nature Reserve provide separation from noise sensitive uses. • Potential of rural residential land holdings within 2km of site. • The progress and success of the work to remediate the site has not been confirmed, nor has the site owner engaged with GHD. • The remediation works approvals documentation provides significant additional information regarding the history and features of the site.

2.4.3 Comments and recommendation

Beyond the site attributes listed above, the compatibility of the specific remediation works proposed for this site, and its use for an off-road vehicle area has not been thoroughly investigated at this stage. The site owner is likely to have made significant investments to remediate the site to its current state and engagement would be required to determine the progress and timeline of remediation work. It is recommended that no further investigation into this site is made prior to meaningful engagement with the site owner.

There has been no indication from the Shire of Capel regarding the establishment of off-road vehicle areas either at this site, or elsewhere in the Shire. Preliminary engagement with the Shire regarding the site was limited to the current and future local planning scheme designation, however no comment was offered regarding the Shire's receptiveness to establishment of an off-road vehicle area. The Shire executive is known to have prior experience in the legislation and management of off-road vehicle areas and would have a sound understanding of the demand for off-road vehicle areas. A site in the coastal southwest region would complement the distribution of off-road vehicle areas and service the growing population in the area. It is recommended that further engagement with the Shire of Capel is pursued, seeking feedback on the sites identified in this report and other potential sites within the Shire. Potential sites may include;

– Local or State government owned land
– Contaminated sites
– Land acting as a buffer between incompatible land uses
– Land requiring rehabilitation
– Areas where unauthorised off-road vehicle activity is known to occur

2.5 Northam (Great Eastern Highway)

2.5.1 Site introduction

The sites west of Northam, adjacent to Great Eastern Highway were identified in the initial GIS-based site selection scan. Two areas, herein referred to as Area A and Area B have been further investigated (Figure 7). The sites are located in close proximity to existing motorsport activities being Northam Motorplex and Northam District Motorcycle Club.

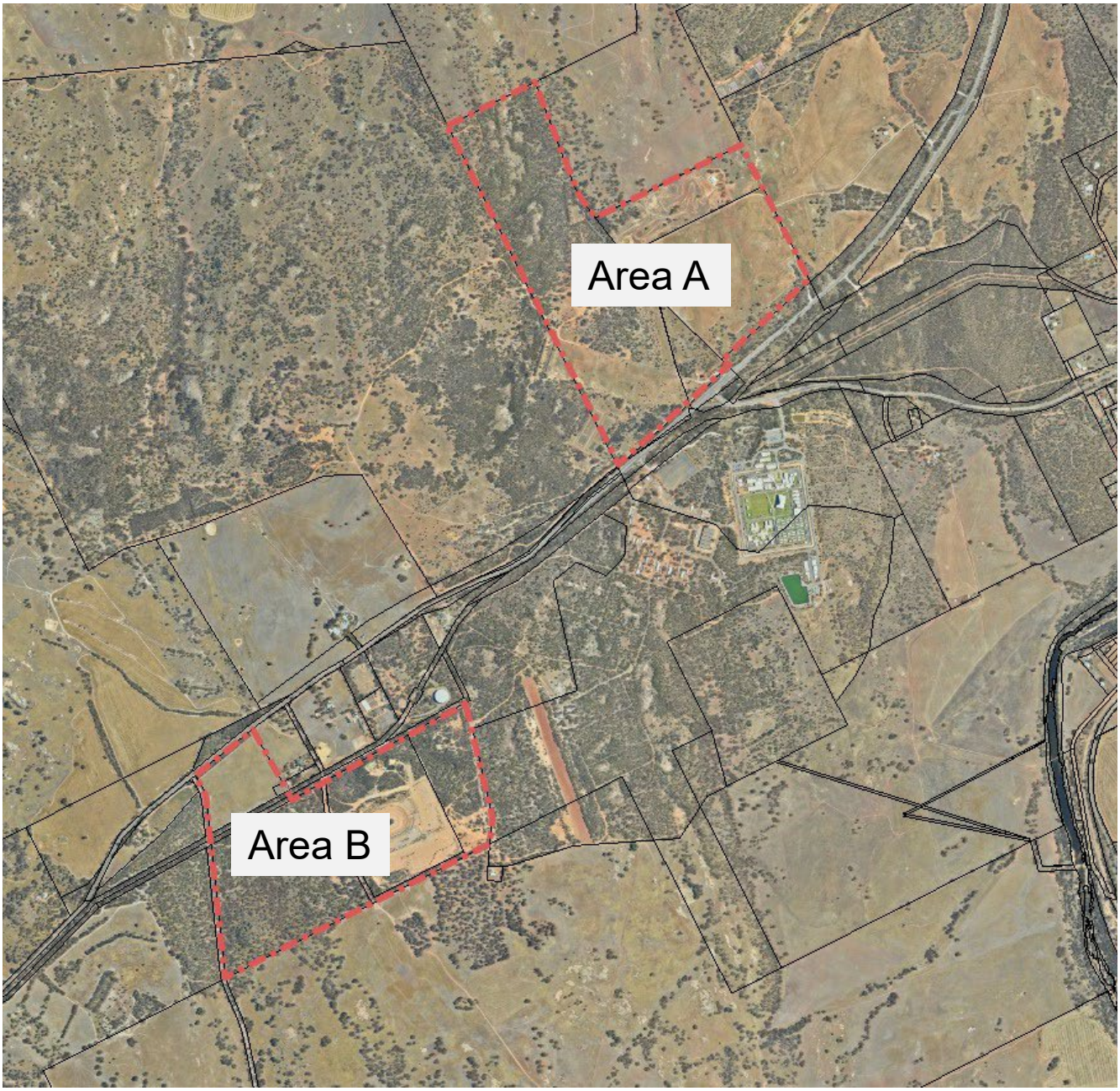

Figure 7 Northam (Great Eastern Highway) sites

2.5.2 Site attributes

Area A

Item	Comment	
Land identification and Registered proprietor	Lot 471 Great Eastern Hwy, Northam (Reserve, State of Western Australia) Lot on Plan P045618 1 (Shire of Northam) Lot on Plan D011621 0, Lot on Plan D011622 0 (Commonwealth of Australia)	
Local government area	Shire of Northam	
Potential area	104 ha	
Region Scheme zone/reserve	None applicable	
Local Planning Scheme zone/reserve	Parks and Recreation Reserve Rural Public Purposes Reserve (Commonwealth Government) Special Control Area (Landscape Protection)	
Aboriginal Heritage	None identified	
European heritage	None identified	
Surrounding land uses	Rural land holdings to the north. Use of Commonwealth government to the west has not been determined. Yongah Hill Detention Centre located to the south of area. Northam town site approximately 3km east of area.	
Policy implications	Contaminated site	None identified
	Water	Not PDWSA
	Bushfire prone area	Yes
	Acid sulfate soils	None identified
	Wetlands	None identified
	Environment	Threatened and Priority Flora and Fauna identified in the vicinity of the area Native Vegetation extant within area
	Mining and materials extraction	Live mining tenement
Existing use/infrastructure	Area includes Northam District Motor Cycle Club (motocross), Commonwealth government land (use not yet established) and vacant or managed farm land.	

Preliminary opportunities and constraints comments	• Slight UXO potential identified. • The Yongah Hill Detention Centre is within 2km of the area and would be sensitive to noise. • Part of the area is within 2km of land zoned 'Residential' (currently rural development pattern) indicating that this area may be subject to encroachment by noise sensitive development as Northam town site expands to accommodate future growth.

Area B

Item	Comment	
Land identification and Registered proprietor	Lot on Plan D041713 6 (Commissioner of Main Roads) Reserve 44700 (State of Western Australia) Lot on Plan P210247 28243 (Commonwealth of Western Australia)	
Local government area	Shire of Northam	
	Shire of Northam State of Western Australia Main Roads Western Australia	
Potential area	Approximately 77ha	
Region Scheme zone/reserve	None applicable	
Local Planning Scheme zone/reserve	Parks and Recreation Reserve Rural Public Purposes Reserve (Commonwealth Government)	
Aboriginal Heritage	None identified	
European heritage	None identified	
Surrounding land uses	Rural land holdings surround the area. Commonwealth government land to the east includes air strip and Yongah Hill Detention Centre.	
Policy implications	Contaminated site	None identified
	Water	Not PDWSA
	Bushfire prone area	Yes
	Acid sulfate soils	None identified
	Wetlands	None identified
	Environment	Threatened and Priority Flora and Fauna identified in the vicinity of the area

		Native Vegetation extant within area
	Mining and materials extraction	Live mining tenement
Existing use/infrastructure	Area includes Northam Motorplex, Commonwealth government land (use not yet established) and native vegetation. The area is dissected by minor roads.	
Preliminary opportunities and constraints comments	• Slight UXO potential identified. • The Yongah Hill Detention Centre is within 2km of the area and would be sensitive to noise. • Further investigation of rural land holding suggests houses exist within 2km of the area and would be sensitive to noise.	

2.5.3 Comments and recommendation

The sites are relatively free from constraints from policy implications and there is established motorsport activity in the area however, the occurrence of dwellings and the occupancy of Yongah Hill Detention Centre is likely to present barriers from a noise perspective.

In addition, enquiries to the Shire of Northam regarding current and future land use aspirations have not yet received a response. The Shire of Northam has recently (November 2022) adopted a Trails Master Plan that considered only non-motorised trails. It is unclear if this indicates that the Shire is not receptive/unwilling to consider off-road vehicle use in the area.

A site east of the metropolitan area would complement the distribution of off-road vehicle areas, particularly as York off-road vehicle area is limited to use by juniors. It is recommended that further engagement with the Shire of Northam is pursued, seeking feedback on the sites identified in this report and other potential sites within the Shire. Potential sites may include;

– Local or State government owned land
– Contaminated sites
– Land acting as a buffer between incompatible land uses
– Land requiring rehabilitation
– Areas where unauthorised off-road vehicle activity is known to occur

2.6 Lane Poole Reserve

2.6.1 Site introduction

Lane Poole Reserve was identified in the initial phase as a popular recreational reserve, approximately 100km from Perth CBD More detailed investigation has restricted the site selection to the portion of the reserve within the Shire of Waroona, outside of the allocated Public Drinking Water Source Area (Figure 8).

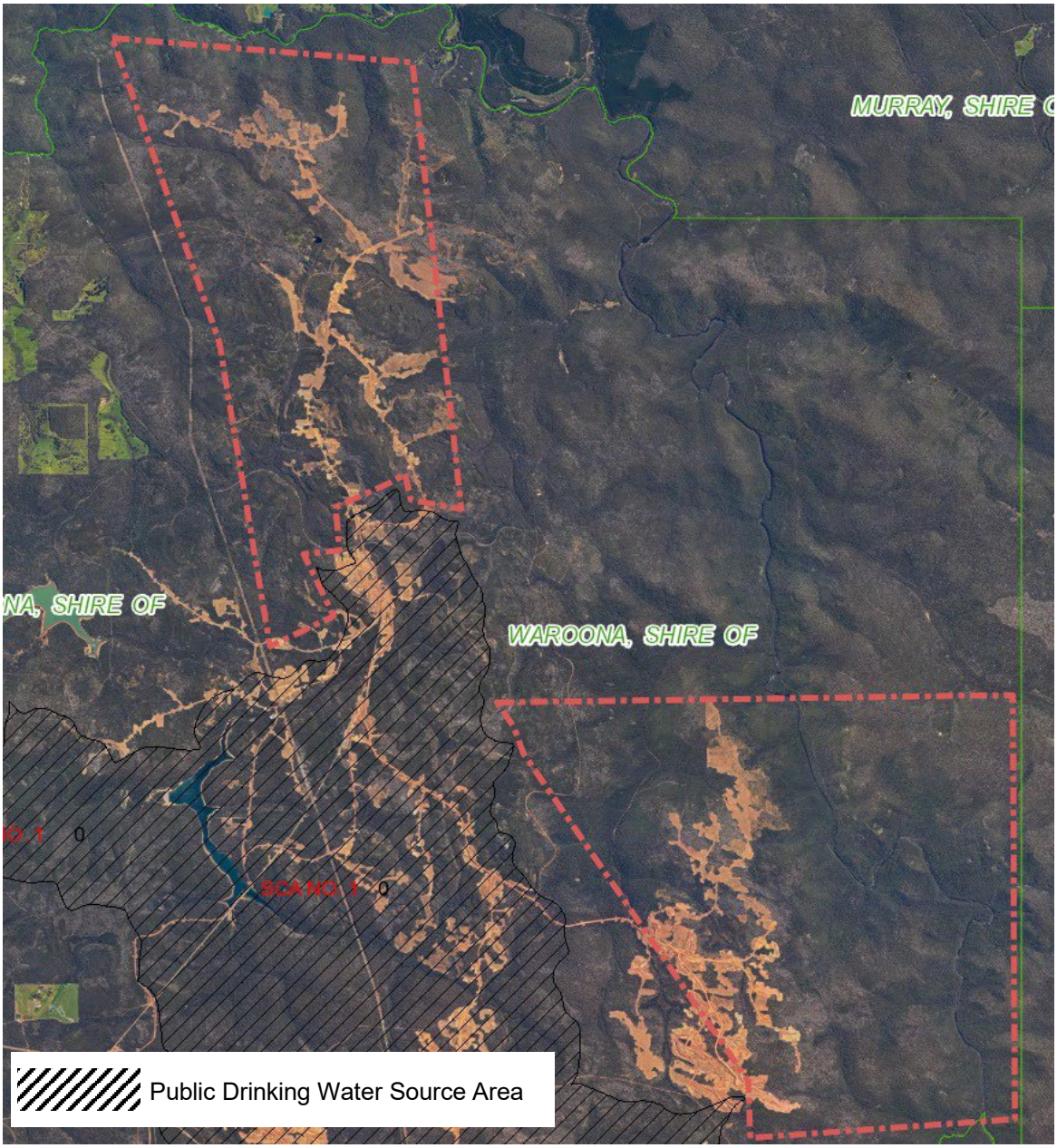

Figure 8 Lane Poole Reserve

2.6.2 Site attributes

Item	Comment
Land identification and Registered proprietor	Land ID 2519367 (State of Western Australia) Land ID 652937 (State of Western Australia)

	Land ID 2519417 (State of Western Australia) Land ID 2519338 (State of Western Australia)	
Local government area	Shire of Waroona	
Potential area	No area specified	
Region Scheme zone/reserve	Peel Region Scheme: State Forest Regional Open Space	
Local Planning Scheme zone/reserve	Shire of Waroona Local Planning Scheme No. 7: As per Region Scheme	
Aboriginal Heritage	Registered site ID 3537 (Murray River) east of the area Approximately 20 'Other Heritage Places' identified in the area	
European heritage	None identified	
Surrounding land uses	Withing a network of forest and reserves, contiguous with Marrinup State Forest, Dwellingup State Forest, Harris River State Forest and Muja State Forest. Rural activities generally west of the area	
Policy implications	Contaminated site	None identified
	Water	Adjacent to PDWSA
	Bushfire prone area	Yes
	Acid sulfate soils	None identified
	Wetlands	None identified
	Environment	Environmentally Sensitive Areas Threatened and Priority Flora and Fauna identified Native Vegetation extant within area Black Cockatoo Roosting site identified adjacent (west) of the area.
	Mining and materials extraction	Live and pending tenements. Bauxite extraction.
Existing use/infrastructure	Various recreation and tourism activities Bauxite – alumina mining	
Preliminary opportunities and constraints comments	• Large reserve, currently used extensively for recreation activities presents opportunity for complementary infrastructure. • Significant vegetation and biodiversity values. • Management aspirations focus on conservation and low-impact activity.	

[redacted]	• Current and proposed mining activity does not look to present immediate opportunity but may into the future.

2.6.3 Comments and recommendation

The constraints for the establishment of an off-road vehicle area in this location are significant. Conservation and environmental values are high and are likely to be difficult to balance with off-road vehicle use. The presence of recreational trails and camping activity creates potential for a 'hub' for all difference trails users, including off-road vehicle riders, but also significantly constrains the specific locations that are considered suitable for an off-road vehicle area (to avoid campgrounds and inappropriate trail intersections). As this is a regionally significant recreational trails area that does not cater for off-road vehicle users and unmet demand exists, it is likely that requests from the off-road vehicle community will continue.

In preliminary discussions, the Shire of Waroona (Shire) indicated support for identifying an area suitable for off-road vehicles within the Shire. The Shire has not currently identified suitable areas and has not specifically taken any steps to progress a project of this nature. This Shire is currently in the early stages of undertaking a review of the Local Planning Strategy and Local Planning Scheme. As a planning strategy sets out the constraints, values, attributes and vision for land use and development over a 15-year period, this is considered an excellent opportunity for DLGSC to engage with the process and seek to identify potential off-road vehicle areas through local planning. It is recommended that more comprehensive engagement with the Shire of Waroona is undertaken, expanding beyond Lane Poole Reserve and Myalup State Forest (discussed following) to identify other potential sites within the Shire. Potential sites may include;

– Local or State government owned land
– Contaminated sites
– Land acting as a buffer between incompatible land uses
– Land requiring rehabilitation
– Areas where unauthorised off-road vehicle activity is known to occur

2.7 Myalup State Forest

2.7.1 Site introduction

Myalup State Forest stretches approximately 30km, from Lake Clifton to Myalup, immediately to the east of Old Coast Road/Forest Highway (Figure 9). The initial site scan identified the Waroona portion of the State Forest for further consideration due to receptiveness of the local government.

Figure 9 Myalup State Forest – Shire of Waroona

2.7.2 Site attributes

Item	Comment
Land identification and Registered proprietor	Lot on Plan P051479 304 (State of Western Australia) Lot on Plan P051479 301 (State of Western Australia)

	Lot on Plan P051479 302 (State of Western Australia) Land ID 2507799 (State of Western Australia)	
Local government area	Shire of Waroona	
Potential area	No area specified	
Region Scheme zone/reserve	Peel Region Scheme: State forests Regional Open Space	
Local Planning Scheme zone/reserve	Shire of Waroona Local Planning Scheme No. 7: As per Region Scheme	
Aboriginal Heritage	Site ID 3259 (Artefacts/Scatter) Site ID 3212 (Artefacts/Scatter, Camp)	
European heritage	None identified	
Surrounding land uses	Rural/semi-rural land to east and west of the site. Explosives facility to south of site.	
Policy implications	Contaminated site	None identified
	Water	South west corner of site: PDWSA P1
	Bushfire prone area	Yes
	Acid sulfate soils	Low – high risk areas identified to the east and west of the site.
	Wetlands	Wetlands present to the east and west of the site.
	Environment	Environmentally Sensitive Areas Threatened and Priority Flora and Fauna identified. Native Vegetation extant within site Black Cockatoo breeding area.
	Mining and materials extraction	Pending tenements Construction material extraction sites identified.
Existing use/infrastructure	Forest Products Commission plantations (softwood, fallow)	
Preliminary opportunities and constraints comments	• Harvesting of plantation would render the area unusable for the future. • Further investigation of rural land holdings suggests houses exist within 2km of the area and would be sensitive to noise.	

2.7.3 Comments and recommendation

As Myalup State Forest is a north-south lineal park adjacent to Old Coast Road and Forest Highway, it has been identified that there are likely residential houses or semi-rural land holdings within the General Farming Zone along Old Coast Road and Forest Highway. This results in relatively limited areas within the State Forest that are greater than 2km from residences.

Further, it has been established that the Off-Road Vehicles Advisory Committee considered further investigation into the Lake Clifton/Myalup State Forest areas in March 2022. At this time the DBCA advised that an existing harvest plan would render the area unusable and is therefore not supportive of establishment of an off-road vehicle area in this location.

The presence of noise sensitive land uses coupled with the existing harvesting plans leads to this site not being recommended for further investigation.

3. Conclusions and Additional Recommendations

Due diligence assessments have been undertaken for six sites previously identified as having the most potential for the development as a permanent or temporary off-road vehicle area. Contact has been made with some key stakeholders however the complex nature of the sites means that additional engagement with multiple stakeholders is likely required for any sites to be further considered. Recommendations have been formed for the next steps for investigation of each of the sites, noting that some sites are not recommended to progress at this stage.

In addition to the site specific recommended next steps, GHD recommends additional avenues of investigation to assist in the provision of sufficient off-road vehicle areas.

3.1 Abandoned Mines

In efforts to identify sites suitable for off-road vehicle use, various mining and resources data sources were accessed. Some time after the initial scan for sites was completed and delivered to the DLGSC, the potential to identify abandoned mines was considered. There are approximately 192,000 abandoned mines on the WA Abandoned Mines Register. The abandoned mine features are varied in form, size and attributes, and offer genuine potential to consider alternative land uses. GHD considers the establishment of off-road vehicle areas potentially compatible with rehabilitation or ongoing management of abandoned mines.

Detailed investigation of the WA Abandoned Mines Register has not been completed as part of this report. Preliminary assessment of the register has shown that there are approximately 950 abandoned mines in the Metropolitan Perth, Peel and South West regions, with more than 60 of these sites having a recorded size greater than one hectare. A mapping exercise to identify abandoned mines in areas that meet key criteria (separation from residential land uses, not public drinking water source area, etc.) could identify areas potentially suitable for off-road vehicle use that have otherwise been overlooked.

GHD has identified that Mineral Research Institute WA grant funding (**www.mriwa.wa.gov.au**) may be available to consider, plan and deliver novel post-mining land uses which provide a sustainable legacy for the industry, environment and surrounding communities. This funding maybe accessible to support further research into this opportunity.

3.2 Existing Project Areas

This report and site selection project has not addressed known projects currently underway to enhance the provision of off-road vehicle areas in WA. To some extent, the draft Wanneroo Raceway Master Plan is considered an existing project. It is recommended that engagement in the master planning process continues, acknowledging that outcomes may only be realised in the longer term. Section 2.2.3 discusses an additional option to pursue an interim or shorter term opportunity in the same area.

Further to this it is known that an area of State Forest in the Shire of Beverley in Metro Road is used by off-road vehicles. Whilst this use is unsanctioned, and largely occurs within Public Drinking Water Source Areas (PDWSA), the area does have some potential for continued use, particularly if users can be moved outside of the PDWSA.

There is a designated ORVA in Lancelin. This site is a popular destination currently, however, there are ongoing safety concerns and land use conflicts that may result in closure of the site. It is recommended that the risks at this site be assessed against community benefit.

3.3 Development Costs

Given the identified sites still require significant further investigation, it is difficult to estimate development costs. Using the estimates provided as part of an investigation conducted at Metro Road, it is likely that a site providing 10 kilometres of track with ablutions and amenities, such as picnic tables, would require investment of approximately $1,000,000. This excludes any costs related to the purchase of land, fencing or the construction of access roads to the site. Costs should be defined as sites continue to be investigated and there is more certainty relating to area, length of track and facilities required.

Attachment 1

Stakeholder Engagement Schedule

Organisation	Position	Contact	Notes
Shire of Manjimup	Manager Community & Recreation Services	Outside of Scope	Discussed status of Manjimup Trails Hub. Progressing, however ORVs not being considered until later stage. Indicated limited interest to deviate from Manjimup Trails Hub strategy given significant investment to date, or embark on separate ORV project. Indicated open communication has been occurring with DLGSC.
City of Wanneroo	Manager Community Facilities Coordinator Community Facility Planning	Out of Scope Out of Scope	Discussed Wanneroo Raceway Master Plan. Following the draft for community consultation, project has been paused for ~2.5 years. Some additional stakeholder engagement has occurred in this time. Next step is to present the master plan for Council consideration by end of 2023. Administration not confident that the project will progress (potential funding difficulties and change in priorities). The City understands the value of Pinjar ORV area to the community and would be concerned if the area was to close. Generally, Administration is open to engaging with DLGSC (and other stakeholders) on this topic acknowledging that Council is the decision maker.
Shire of Waroona	Coordinator Regulatory & Development Services	Out of Scope	Indicated general interest in looking for ORV areas. No specific suggestions of suitable sites or areas, unaware of any work undertaken to date (key staff are new to SoW).
Shire of Northam	Manager Recreation & Youth Services	Out of Scope	To discuss general acceptance for ORV areas within the Shire. Was involved with Northam Trails Master Plan. *No response at time of drafting.*
Shire of Capel	Planning Coordinator	Out of Scope	Discussed the identified Capel Mineral Sands site, focused on current and future local planning scheme zoning of the site. Unaware of Shire's general position in relation to the establishment of ORV activity.
Department of Local Government, Sport and Cultural Industries	Regional Manager South West	Out of Scope	Discussed potential sites in Wheatbelt region, specifically discussed Northam as centre close to Perth. Aware of on-road bikes interested in driving trails within the area (i.e., Golden Pipeline Trail, Holland Track). No specific sites indicated or suggested.
Department of Local Government, Sport and Cultural Industries	Regional Manager South West	Out of Scope	Discussed potential sites in South West region. Indicated awareness of need/demand for this type of proposal, no specific sites or local government areas suggested.
Development WA	AARP Project Lead	Out of Scope	To discuss - Meridian Park & Australian Automation and Robotics Precinct. *No response at time of drafting.*
Development WA	Senior Development	Out of Scope	To discuss – Kemerton SIA

	Manager		*No response at time of drafting.*
Shire of Collie	Director of Development Services	Out of Scope	To discuss general acceptance for ORV areas within the Shire. *No response at time of drafting.*
Shire of Gingin	Executive Manager Regulatory & Development Services	Out of Scope	To discuss general acceptance for ORV areas within the Shire. *No response at time of drafting.*
Shire of Harvey	Rostered Planner		To discuss Kemerton SIA, advised that all enquiries are to be directed to DevelopmentWA.
Shire of Murray	Director Planning and Development	Out of Scope	To discuss general acceptance for ORV areas within the Shire. *No response at time of drafting.*
Shire of Dandaragan	Executive Manager Development Services	Out of Scope	Discussed program to manage costal impacts of ORVs being undertaken by Shires of Dandaragan, Gingin and Coorow. Indicated that the Shires are generally looking to restrict/remove ORV access and areas. Not currently considering establishing additional ORV areas.
Department of Biodiversity, Conservation and Attractions	Parks and Visitor Co-Ordinator (Swan Coastal District)	Out of Scope	Discussed the areas of State Forest within the Wanneroo Raceway precinct and current Pinjar ORV area. Advised some areas of State Forest have been harvested, additional areas (including Pinjar ORV area) planned to be harvested within ~ 18 months. DBCA have invested significantly into Pinjar ORV area and are interested to retain/modify/re-open Pinjar ORV are (or similar) in the immediate vicinity.

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