



ACT
Government

Chief Minister, Treasury and
Economic Development

Freedom of Information Publication Coversheet

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI Reference: CMTEDDFOI 2022-040

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Documents and schedule	Published
4. Additional information identified	No
5. Fees	Waived
6. Processing time (in working days)	20
7. Decision made by Ombudsman	N/A
8. Additional information identified by Ombudsman	N/A
9. Decision made by ACAT	N/A
10. Additional information identified by ACAT	N/A

From: no-reply@act.gov.au
To: [CMTEDD FOI](#)
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I would like to access the ACT Motorsport Strategy. This referenced in a few documents including the Strategic Plan for Under the Freedom of Information Act 2016 I Sport and Active Recreation in the ACT & Region 2011–2020, want to access the but is not accessible. The apparent lack of development in ACT following document/s motorsport in the period in which the strategy was supposed to be (*required field): operational means it is in the public interest to know what the strategy was so it can be compared to progress made or not made.

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Freedom of Information Coordinator



FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), received by the Chief Minister, Treasury and Economic Development Directorate (CMTEDD) on 15 February 2022.

Specifically, you are seeking: *"I would like a copy of the ACT Motorsport Strategy that is referenced in a few documents including the Strategic Plan for Sport and Active Recreation in the ACT & Region 2011-2020."*

Authority

As an appointed Information Officer under section 18 of the Act, I am authorised to make a decision on access or amendment to government information in the possession or control of CMTEDD.

Timeframes

In accordance with section 40 of the Act, CMTEDD is required to provide a decision on your access application by 16 March 2022.

Decision on access

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Should you have any queries in relation to your request please contact me by telephone on 6207 7754 or email CMTEDDFOI@act.gov.au.

Yours sincerely



Katharine Stuart
Information Officer
Chief Minister, Treasury and Economic Development Directorate

16 March 2022



ACT Motorsport Strategy

Final Report

Prepared for Territory Venues and Events

Commercial in Confidence

Prepared by Stratcorp Consulting
www.stratcorp.com.au

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Appendix 1 – List of Consultee’s

Appendix 2 – Preliminary Noise Assessment Report: Fairbairn Park

Appendix 3 – Master Plan: Fairbairn Park

Appendix 4 – Indicative Cost Plan

Appendix 5 – Implementation Plan

Appendix 6 – Scenario One: Optimistic 10 Year Financial Plan

Appendix 7 – Scenario Two: Conservative 10 Year Financial Plan

Appendix 8 – Scenario Three: Realistic 10 Year Financial Plan

1. EXECUTIVE SUMMARY

1.1. Background

In the 2008-09 Budget, the ACT Government set aside \$8.0m for an ACT Motorsport Fund for the purpose of fostering and investing in local motorsport in the ACT. The funds were to be allocated in 4 broad categories:

- Invest up to \$3.5 million in the upgrade and refurbishment of Fairbairn Motorsport Park and its surrounds, including the possible development of Kowen Forest and the Speedway;
- Invest up to \$3.8 million to assist local motorsport organisations upgrade their facilities and run events;
- Invest up to \$500,000 in the development of a recreational off road riding area providing off road motor cycle riders with a safe and legal place to ride and
- Invest up to \$200,000 in a 5 year motorsport strategy that will provide a blueprint for promoting and growing motorsport in the ACT

In order to allocate these funds to grow and develop the sport the ACT government commissioned work to undertake a Motorsport Strategy.

1.2. Policy Context

The planning context indicates that a high-quality range of recreation opportunities should be provided for (including motorsports) to meet existing and anticipated future needs.

Under the Consolidated National capital Plan motor racing falls within the definition of an "Outdoor Recreation Facility". However due to the focus on urban residential development the policy document provides little in the way of support for motor based sports due to noise, conservation and broad environmental concerns. The ACT Territory Plan encourages noise separation from residential areas but also advocates the co-location opportunity with other motorsport activities.

1.3. Motorsport Market Analysis and Demographics

The following market trends and demographic profile have been identified:

- Based on ABS Census information there were over 15.3 million motor vehicles, including motor cycles registered in Australia at 31st March 2008.
- Motor cycle registrations reached over 567,000 and passenger vehicles over 11,800,000 in 2008 (a 50.4% growth over 5 years)
- Off road motor cycle sales still lead the motorcycle market making up 37% with road bikes accounting for 36.5%, scooters 11.5% and All Terrain Vehicles (ATV's) 15%
- Independent market analysis undertaken by Stratcorp consulting indicated 13.7% of all respondents had an interest in motorsport as a spectator, active participant, official or volunteer.

- 3 out of 4 participants fall within the age range of over 19 to 55 years of age. Within the ACT 4 out of 5 participants fall within the 19-55 age range.
- The gender balance is of a male dominated sport with only 1 out of every 5 participants being female. The national picture is consistent with that in the ACT.
- Employment profile of motorsport participants shows skilled blue collar workers accounts for 32.9% (30.2% in the ACT), whilst upper/senior white collar workers accounts for 20.3% (37.7% in the ACT)

1.4. Key Issues affecting motorsport

Key issues fall within the following categories:

- The focus of motorsport from a national and international perspective has generally been one of safety, regulation and control.
- Due to the gradual encroachment of residential development on land surrounding traditional motorsport venues, the sport faces the prospect of increased and increasing pressures, just to retain the level of land access they currently enjoy.
- The sport has traditionally been unable to effectively represent itself when seeking approval, support or defending adverse actions.
- Adverse environmental images threaten to impact as a barrier to investment, development and participation.
- the lack of a single representative body or 'voice' to champion and defend motorsport activity at a more localised level is having a significant adverse effect on legitimate growth.
- Unregistered and unauthorised activity is significantly damaging the reputation of the sport and has consequential implications on safety and insurance liability.

1.5. Consultation

The following represents some of the key issues which emerged from the consultation process:

Government Departments:

- Generally supportive of regulating motorsport activity and identifying legitimate areas for activity to take place
- They require a rational and collective voice to represent motorsport
- Concern expressed over land management issues: noise, dust and land degradation
- Gradual urbanism has impacted significantly on available land for motor sport
- Fairbairn Park lacks effective control
- Regulators are likely to tighten controls on motorsport activities

Motorsport Bodies:

- A gradual loss of significant motorsport facilities due to creeping urbanism.
- Noise controls for machines are gradually reducing
- Standard of facilities currently is poor and harms the image of the sport
- Driver and Rider training and skill development is highest priority for the sport

Motorsport Clubs and organisations

- Frustration with government bureaucracy
- The demand for good quality, easily accessible facilities far outstrips supply
- Clubs at Fairbairn Park want to concentrate on their sport and not the management of the site
- Clubs wish to attract major events and investment
- Clubs are heavily reliant on a gradually diminishing volunteer workforce
- Noise restrictions and controls on hours of operation significantly inhibit activities

Other Interested Parties:

- Governance arrangements are critical to ensuring long term viability of the sport
- Fairbairn Park is considered to be in one of the best locations to service motorsport
- Noise is greatest concern at Fairbairn Park with Hill Climb and motocross facilities being cited as significant nuisance
- Relocating activities within Fairbairn Park may assist in reducing the current problems experienced. For some however no motorsport would be the preference

1.6. Development Options

Based on the review of relevant documents, views expressed through the consultation process and an analysis of trends and opportunities within the motorsport industry the overall direction of the strategy is focussed on four broad areas:

- An extended Fairbairn Park Motorsport Complex
- Access to Kowen Forest through a comprehensive management agreement between ACT Government and a potential new Fairbairn Park management body
- Provide managed access to other agreed Pine Forest Areas
- General provisions to reduce/minimise unauthorised activity; reduce current bureaucracy, support the future development of motorsport in the ACT and exploit its tourism potential

The consultation process, particularly, highlighted a number of opportunities to develop a nationally recognised motorsport precinct in the ACT which could serve as a base for a wide variety of motorsport disciplines. Given the interest in motorsport within the ACT and the interest expressed by a number of associated motor related bodies in wishing to locate in the ACT, it highlighted a significant latent potential. A real opportunity does exist to link the development of motorsport with more broader aspects of motor vehicle industry including research and development, testing and driver training. In addition the corporate market are wishing to expand activities and recognise the ACT as an untapped resource and would wish to gain a foothold if the circumstances were right. For this reason Fairbairn Park and the land immediately surrounding the site have been highlighted as the main focus for development. It must be recognised however that Fairbairn Park has limitations due to its close proximity to residential properties and the noise restrictions associated with its current use. This seriously impacts on the extent of development permissible on site.

In order to facilitate the realistic and achievable growth and development of motorsport within the ACT a master plan was drafted for Fairbairn Park to consolidate the majority of motorsport infrastructure in an around an extended complex where environmental impact can be minimised on existing flora and fauna and noise impact minimised for nearby residents. As part of this process a focus has been on creating greater access to a variety of motorsport activities in a controlled and managed safe environment. In addition the greater opportunity to use Kowen Forest was explored and included in a suite of recommendations. The recommendations in moving forward are outlined below.

1.7. Recommendations:

An extended Fairbairn Park Facility:

Recommendation 1: Approve funding for the EPA to finalise report into the degree of contamination on site and estimate of remediation costs.

Recommendation 2: Subject to the advice from the EPA immediately allocate funding to undertake remediation works in removing the asbestos from Fairbairn Park and secure approval to import clean fill to the area.

Recommendation 3: Seek and secure treasury exemption from dumping costs for asbestos at an ACT Government facility.

Recommendation 4: Investigate appropriate site options for the relocation of the Paintball operations at land adjacent to Fairbairn Park.

Recommendation 5: Relocate the Hill Climb facility to the North West corner of the site within Block 206 and Part Block 585 and expand to a full race circuit by providing infrastructure to adjoin adjacent Driver Training Circuit

Recommendation 6: Widen Driver Training Circuit to meet CAMS guidelines and Integrate with relocated Hill Climb Facility

Recommendation 7: Seal current driver education heavy vehicle transport areas

Recommendation 8: Expand use of “skid pan” at driver training facility for “Drifting”

Recommendation 9: Relocate and expand go-kart circuit further south-east into old speedway site

Recommendation 10: Install noise abatement “mound” along the south east side of motocross facility and extending to the relocated hill climb

Recommendation 11: Expand the motocross and off road motor cycling facility by creating a variety of tracks within the Pine Forest and between existing dirt track and motocross facilities

Recommendation 12: Relocate the Paintball facility to a new location outside of Fairbairn Park in order to provide sufficient space to accommodate an expanded motorsport complex.

Recommendation 13: Establish off-road and enduro motor cycling facility on Fairbairn Park

Recommendation 14: Establish single joint administration, social club, car parking and infrastructure building off-road and single entrance to Fairbairn Park

Recommendation 15: Investigate establishment of Motor Vehicle Industry Centre within close proximity of Fairbairn Park

Recommendation 16: Convert old Hill Climb track into criterion and/or mountain bike track/facility

Recommendation 17: Establishment Volunteer Management system for Fairbairn Park and ACT motorsport

Recommendation 18: Alignment of Leasehold arrangements at Fairbairn Park

Recommendation 19: Addressing Non-compliance issues at Fairbairn Park

Recommendation 20: Appoint an Officer within the ACT Government (or within the proposed Fairbairn Park Management body) with the responsibility to assist all motorsport clubs/organisations through the bureaucratic event management process and funding opportunities with Govt and Peak bodies

Recommendation 21: Traffic Management and Regulation - Obtain legal advice on status of Fairbairn Park to determine what is and is not covered by Road Transport (General) Act 1999

Recommendation 22: Develop Fairbairn Park as the national focal point for elite rider training facility (AIS).

Recommendation 23: Develop Fairbairn Park and surrounding area as premier rider training venue for motocross and off road riding

Recommendation 24: Installation of Kangaroo proof fencing around the motorsport precinct and on either side of the access road leading up to the air crash memorial site.

Recommendation 25: Undertake earthworks to increase the size of the dam currently located on the Paintball site by 100% to provide a water resource for the speedway track and adjacent off road motorsport tracks

Recommendation 26: Develop a web based mechanism where the community can access comprehensive information on motorsport activities

Recommendation 27: Re-name Fairbairn Park precinct to provide a positive profile which can be utilised to sell its unique potential as a motorsport visitor attractor

Kowen Forest:

Recommendation 28: Provision of increased access to Kowen Forest and the development of a detailed Management Plan to be developed

Recommendation 29: Establish Kowen Forest as the National Test Facility for Rallying

Protecting and securing land for future motorsport use:

Recommendation 30: Policy development – It is essential to develop statutory policy guidance or a development framework to support motorsport infrastructure if it is to develop a long term sustainable future.

Recreational Registration:

Recommendation 31: Introduction of Recreational Registration for Motor Cycles

Recommendation 32: Introduction of Recreational Registration for Motor Cars

Recommendation 33: Introduction of Recreational Registration for Junior Motor Cycle use.

Management options for Fairbairn Park and motorsport across the ACT:

Recommendation 34: The Sutton Road Driver Training centre be approached to manage the Fairbairn Park site and adjoining land.

Attracting National and World Class Events

Recommendation 35: Develop a coordinated approach to significant motorsport events and incorporate long term plans in association with the Australian Capital Tourism events strategy.

Funding Model:

Recommendation 36: Allocate resource for bidding purposes to attract national and international events which will raise the profile of ACT through the media or and through interstate and international visitors (i.e. Super X)

Recommendation 37: Recommended Funding model:

- \$800,00 Professional Management (direct revenue fund)
- \$4.5M Fairbairn Park Master Plan implementation (grant program)
- \$1.5M Motorsport Club Fund Program (grant program)
- \$500,000 Kowen Forest Motorsport Fund (grant program)
- \$500,000 Motorsports Event Management Program (grant program).

1.8. Fairbairn Park Complex Implementation

In order to facilitate the development of Fairbairn Park an initial master plan has been developed and investment prioritised against the component parts of the plan. It is however clear that all aspects will not be able to be implemented through the motorsport fund committed by government. Additional work will also be required to address environmental issues associated with the land and most notably with the acquisition of Block 206 currently to the north of the existing Fairbairn Park and west of the Driver Training centre. This will require a variety of cross government decisions to be made and a commitment to be given to the future retention and development of motorsport within the ACT. This is contained within the implementation plan appended to the main document.

1.9. Conclusion

Notwithstanding the above, it is evident that a focus on Fairbairn Park is essential if provision for motorsport is to be retained within the ACT. Initial analysis of the master plan and the associated 10 year operational business plan for the complex it is evident that:

- The facility has the potential to operate viably with a professional management team.
- On the basis that the facility will be run on a not for profit basis the excess revenue will be available to gradually implement the full extent of the Master Plan.
- The most conservative of analysis demonstrates that the facility whilst running at deficit for the first 5 years will realise a return by its tenth year of operation. The most optimistic indicates that it could achieve a surplus in its first year of operation.
- With the revenue support afforded through the first three years of operation for the professional management team, even for the most conservative of projections, it demonstrates that a surplus could be generated by years 7/8.

Fairbairn Park offers an opportunity for the motorsport fraternity to consolidate current activity and in time to extend best practice into adjoining off-road areas for the greater benefit of the various disciplines.

2. INTRODUCTION

2.1. Background

In the 2008-09 Budget, the ACT Government set aside \$8.0m for an ACT Motorsport Fund for the purpose of fostering and investing in local motorsport in the ACT. The funds were to be allocated in 4 broad categories:

- Invest up to \$3.5 million in the upgrade and refurbishment of Fairbairn Motorsport Park and its surrounds, including the possible development of Kowen Forest and the Speedway
- Invest up to \$3.8 million to assist local motorsport organisations upgrade their facilities and run events
- Invest up to \$500,000 in the development of a recreational off road riding area providing off road motor cycle riders with a safe and legal place to ride and
- Invest up to \$200,000 in a 5 year motorsport strategy that will provide a blueprint for promoting and growing motorsport in the ACT

In order to allocate these funds in the most beneficial way, both in a commercially viable sense and to help grow and develop the sport throughout the state the ACT commissioned work to undertake a Motorsport Strategy.

2.2. Strategy Context

The development of the motorsport strategy included a range of options and recommendations for the allocation of the funding through various avenues from capital investment, direct grant or recurrent funding.

The Study involved;

- The investigation and evaluation of issues associated with investing in existing or new facilities;
- Preliminary site planning for existing and/or new facilities, including an analysis of environmental issues with existing or new sites;
- The investigation of various funding opportunities available to assist motorsport groups to improve services and conduct events;
- An analysis of current governance arrangements and recommendations in respect of future governance and management of facilities;
- Establishing funding models and providing a detailed breakdown of the ACT Motorsport Fund that is consistent with the Government's direction;
- The identification of future opportunities to increase participation rates and host national and international events in the ACT;
- The identification of a sustainable and viable motorsport precinct which may be developed and to determine the cost requirements for the precinct; and

- To identify the broad requirements for an off-road recreational motorcycle riding facility, potential management and implementation to reduce unregulated activities.

A detailed framework and prioritised recommendations for the expenditure of the ACT Motorsport Fund is provided as well as all probable costs associated with the priority options.

2.3. Scope

The strategy refers to all land based motorsports, focussing on competitive and non-competitive motorcycle and motor car activities organised through relevant governing bodies and club structures. It also makes reference to commercial opportunities that provide corporate hospitality or 'fun' events. The focus of the study from a land perspective was on areas within the ACT currently or previously used for motorsport activity. It included the following sites:

Site	Location
Fairbairn Park	Off Pialligo Road and Sutton Road comprising motocross, dirt track, hill climb and karting facilities
Sutton Road Driver Training Centre	Off Sutton Road comprising training circuit, sealed rider training area, heavy vehicle training area, skid pan and 4 Wheel Drive facility
Kowen Forest	At Kowen with regulated access obtained via Sutton Road. Informal tracks used for various off road motorsport uses
Gibraltar Forest	At Gibraltar Forest: Informal tracks used for various off road motorsport uses
Uriarra Forest	Uriarra Forest off Brindabella Road: Informal tracks used for various off road motorsport uses
Ingedene Forest	Ingedene Forest: Informal areas used for various unauthorised, unregistered off road motorsport uses
Stromlo Forest	Stromlo: Limited motorsport use. Recently opened mountain bike centre,
Pierces Creek Forest	Pierces Creek: Informal tracks used for various off road motorsport uses

Table 1: Existing Motorsport sites

The research was centred on the existing club structure, peak bodies and government departments. It considered all land based motorsport disciplines referred to below:

Discipline	Description	Location within ACT
Road racing (car and motor cycle)	Purpose-built or modified circuit with sealed surface	Facility not available
Off-road racing (car and motor cycle)	Unsealed surface, usually grass or stubble; uses short oval circuit with 15m wide track and barriers	Facility not available
Sprints	Straight flat, sealed surface course over 800m in length	Facility not available
Hill climbing (car and motor cycle)	Course including steep gradients (normally sealed surface)	Fairbairn Park
Autocross	Smooth grass or unsealed surface circuit 600-1200m in length	Facility not available
Rallycross	Longer laps than autocross, combination of sealed and unsealed surfaces, usually located at motor racing circuits	Facility not available
Grass track racing	Flat oval or kidney-shaped grass or stubble course 500-1,000m in length; usually on agricultural land	Facility not available
Sand racing	On seashore (beach), with marked out continuous circuit	Facility not available
Motocross	Off-road circuit of half mile to two miles in length, often with purpose-built jumps and banks; fencing and paddock areas. Uses agricultural land, rough land, quarries and forests	Fairbairn Park
Trials (motor cycle)	Low speed event with skill sections on rough terrain sites including quarries, woodland and agricultural land	Various off Road/Pine forest areas
Rally Sprints	Typically only 1 or 2 stages, each stage around 5km, used a number of times, for a total distance around 60km	Facility not available
Kart racing	100-250cc karts on sealed surface circuit of under 1.5 km (short course) or over 1.5 km (long course)	Fairbairn Park
Rallying	Variety of stages including public highways, off-road areas and race circuits.	Various off Road/Pine forest areas

Drag racing	Purpose-built or modified track with sealed surface; quarter mile straight track with run-off needed	Facility not available
Discipline	Description	Location within ACT
Trials (cars)	Test events or production and modified cars on small, private off-road sites with varied terrain and steep slopes; usually private agricultural land. Classic and four-wheel drive trials may also include use of the public highways	Facility not available
Autotests	Flat, sealed surface areas of less than one hectare, for example car parks, airfields, industrial sites.	Facility not available
Arena trials	As for trials above, but with artificial obstacles either outdoor or indoor; includes playing fields, small stadia, large indoor arenas	Facility not available
Enduros	Long-distance time and reliability trial on course up to 60-70 km in length; mixture of on- and off-road sections with stages	Various off Road/Pine forest areas
Speedway	Normally a fixed oval circuit ranging from 400m to 700m of compressed granite or shale	Off Pialligo Road adjacent to Fairbairn Park
Dirt Motor Cycle Speedway	Normally a fixed oval circuit ranging from 200m to 700m of compressed granite or shale	Fairbairn Park
Khanacross	Run in an area of at least 5 ha of flat to mildly undulating land, with a plethora of tracks through trees, low scrub and/or open land.	Cottage 5, Brindabella Road
Dirt Motorkhana	Approximately 1 hectare with separate space for parking. Flat, open land with a minimum of natural obstacles such as trees, rocky outcrops etc.	No facility currently available in the ACT
Motorkhana	Approximately 1 hectare with separate space for parking. Flat, sealed surface with a minimum of obstacles.	No facility currently available in the ACT

Table 2: Motorsport disciplines

2.4. Study Methodology

The following processes were followed by Stratcorp Consulting in developing the Strategy:

2.4.1. Situation and Market Analysis

All existing documents relevant to the study were reviewed and the current situation of relevant motorsport disciplines analysed. This enabled State and National trends in motorsport participation, events and facility development to be determined. As part of this process a review of the current provision and suitability of motorsport facilities, services and programs within the ACT was undertaken. This involved liaison with the majority of active ACT Clubs and organisations.

2.4.2. Stakeholder Consultation and Demand Assessment

In depth consultation was undertaken with all key stakeholders to ascertain the components and initiatives that need to be incorporated into the long term ACT Motorsport Strategy. This included proponents of the different motorsport disciplines, representatives of ACT government and those opposed to the further development of the sport in order to obtain a balanced view of complimentary and competing factors

2.4.3. Identification of Motorsport Development Opportunities and Options

Stratcorp Consulting applied strategic planning techniques¹ to identify opportunities, options, scenarios and possible directions for the future re/development of motorsport facilities and the proposed motorsport precinct. This included:

2.4.3.1. An Options Analysis using a Multiple Bottom Line Approach

The identification of key opportunities that may exist in relation to the future of the sport including the upgrades of specific facilities and the provision of a motorsport precinct. This included an assessment of:

- Social Impact (e.g. provision of opportunities not currently available).
- Financial Impact (e.g. revenue impact, capital cost impact, funding impact, economic development impact).
- Environmental Impact (e.g. environmentally sustainable design levels)
- Industry/Sports Development Impact (e.g. ability to attract new events, ability to attract sponsorship, impact on participation, etc).

2.4.3.2.Scenario Analysis.

Testing the preferred motorsport re/development options under a variety of different scenarios to identify the limitations of each option and identify those that provide the greatest benefits given all possible scenarios.

2.4.4.Facility Concept and Location Research

Component facilities for any redevelopment of existing motorsport facilities were defined and the options for a motorsport precinct confirmed, having regard to:

- Environmental issues.
- Planning or land tenure opportunities and constraints.
- Multi-use facilities and infrastructure.
- Site works and the level of development / redevelopment / reconfiguring required.
- Existing ownership and management and governance arrangements.
- Commercialisation and viability.
- Return on investment.
- Space/size requirements.
- Access to supporting infrastructure (both internal and external to the site such as traffic movements and access to public transport).
- Planning issues (e.g. zoning, overlays, visual impact and amenity).
- Cultural and heritage values.
- Proximity to key motorsport development areas and existing clubs/competitions.
- Strengths and weaknesses in relation to the staging of local, state, national and international events, etc.
- Preliminary level of support from local government and other key stakeholders (as part of this process we would meet with Council or government agency representatives to discuss site issues and opportunities).

This led the consulting team to identify Fairbairn Park and surrounding land as the key focus for the majority of proposed new facilities. An initial assessment of the financial and operational viability of each component part was then undertaken.

2.4.5.Feasibility Assessment for the Proposed ACT Motorsport Facility “Way Forward”

Assessment was subsequently undertaken of the management, operational and financial aspects of the proposed facility re/development and motorsport precinct. This was undertaken using the Multiple Bottom Line (MBL) assessment in order that the most appropriate governance model is identified which services

the needs of motorsport and its varied disciplines. A 10 Year Operational Plan for the proposed re/developed, facility infrastructure and motorsport precinct was developed accompanied by a risk assessment matrix and project delivery strategy and funding plan.

2.4.6. Motorsport Development Prioritised Action Plan

Information gathered through the consultation process was used to identify a range of options and recommendations to be considered by the ACT Government as part of the process to foster and grow motorsport in the ACT and for the allocation of the ACT Motorsport Fund. This research comprises the Motorsports Development Strategy Prioritised Action Plan (covering a period of 10 years).

2.5. Study Management

Stratcorp consulting would like to acknowledge the contribution of the personnel listed at Appendix A for their input into the development of this strategy.

3. SUMMARY OF RELEVANT REPORTS

The following section contains a review of relevant reports and plans in relation to the study. The key findings from this literature review are contained herein.

Report/Policy	Relevance to Study
Consolidated National Capital Plan	<ul style="list-style-type: none"> Provides a direction for the consideration of new development or redevelopment of existing sites within the ACT.
The ACT Territory Plan 2008	<ul style="list-style-type: none"> Sets out the policy requirements for the planning and development of the ACT. Objective is to provide the people of ACT with an attractive, safe and efficient environment in which to live, work and have their recreation
The Canberra Spatial Plan 2004	<ul style="list-style-type: none"> Sets out the strategic direction for the development of Canberra for the following 30 years and beyond.
Summary of Options for the Dragway facility in the ACT (2004)	<ul style="list-style-type: none"> Provides detailed analysis of sites considered for dragway facility and subsequently dismissed Clarifies options for potential future motorsport development
Dragracing Review: Site analysis and recommendations 2006	<ul style="list-style-type: none"> Historic data which was a precursor to the current strategy Includes extensive technical and financial investigation relating to the future potential of developing a motorsport facility adjacent to Canberra Airport
ACT Forests Recreation Strategy, (ACT Forests, January 2003)	<ul style="list-style-type: none"> Provides a strategic approach to the management of recreation within the ACT Forests
Interim Recreation Strategy for the Natural Areas of the ACT April 2004	<ul style="list-style-type: none"> Provides an indication of the use of forested areas prior to and subsequent to the fires of 2003
Scan Region Motorsports and Motor Related Market Report: Draft	<ul style="list-style-type: none"> Identifies potential of motorsport in NSW and ACT by identifying current events and identifying potential future opportunities
V8 Car Races in Canberra – Cost and Benefits: Auditor General for the ACT 2002	<ul style="list-style-type: none"> Provides a clear view of the economic value of a major motorsport event to the ACT Provides a clear understanding of why future V8 series were not supported post the initial agreement to stage the event
Australian Capital Tourism Corporation: 2006 Rally of Canberra Economic	<ul style="list-style-type: none"> Provides a clear view of the economic value of a major motorsport event to the ACT

Report/Policy	Relevance to Study
Impact and Event Evaluation	
ACT – Chief Ministers Department: Summernats 2005 Review and Cost Benefit Analysis (March 2005)	<ul style="list-style-type: none"> • Review of the environmental, social and economic benefits of the annual event.
Australian Bureau of Statistics: Tourist Accommodation 26-09-08	<ul style="list-style-type: none"> • Provides detail of available bed space and opportunity for alignment with an events strategy
Shaping Our Territory: Options and Opportunities for Non-Urban ACT	<ul style="list-style-type: none"> • Establishes a baseline for the future direction for Canberra after the fires of 2003 • Provides an indication of the value of retaining motorsport venues within the ACT whilst also considering reassessing use for those areas where motorsport may no longer be viable

Table 3: Literature Review

3.1. Consolidated National Capital Plan

The document aims to guide the development of Canberra and the Capital Territory towards the close of the first 100 years of Federation and the beginning of the second. It is of particular relevance in providing a direction for the consideration of new development or redevelopment of existing sites. Under paragraph 2.2 it identifies Morshead Drive/Paillago Avenue to the ACT border as a designated approach route. In these circumstances it is considered to be a road of national significance for a future inter town public transport system where works within reservations are to be carried out to the highest standard and the flow of traffic facilitated. Within these areas the predominantly rural character and landscape should be enhanced.

Under 8.5.2 the plan refers to the development principles for hills, ridges and buffer spaces which are to remain substantially undeveloped in order to protect the landscape character as the scenic backdrop to the Parliamentary Zone. Under 8.5.3 it identifies the range of uses permitted in the hills, ridges and buffer spaces as part of the open space system will include amongst others, forestry and outdoor recreation facility (not including motor racing and like activities).

Paragraph 9.2 and 9.3 identifies the principle and policies for rural areas respectively. It states that rural areas should be retained and utilised on a sustainable yield basis whilst providing a distinctive rural landscape setting for the National Capital. Commercial pine plantations should be retained as multiple purpose areas for other compatible uses, including grazing, recreation, roads and engineering services. The range of uses within rural areas includes Outdoor Recreation Facility of which motor racing and like activities are excluded.

Within the definitions of the plan "Outdoor Recreation Facility" includes motor racing and similar activities. It is clear however that this policy document provides little in the way of support for motor based sports within land it has jurisdiction over. This will inhibit and reduce opportunities for the development of existing or new facilities for motorsport purposes which in turn will contract available off-road activities further.

3.2. The ACT Territory Plan 2004 (March)

The Territory Plan 2008 is prepared and administered by the ACT Planning and Land Authority as required by Section 12 (1) (a) of the Planning and Development Act 2007. The object of the Territory Plan is to ensure, in a manner not inconsistent with the National Capital Plan, the planning and development of the ACT provide the people of ACT with an attractive, safe and efficient environment in which to live, work and have their recreation.

The plan contains a policy framework against which land use proposals will be considered. Of particular note are policies NUZ3 relating to Hills, Ridges and Buffer Zones and Policy NUZ2 relating to the Rural Zone. The objectives of such zones are to protect the environmental integrity of the hill system and landscape setting of Canberra and make provision for uses which are compatible with agricultural use. Outdoor sport and recreation and ancillary uses are considered to be within non-urban zones subject to assessment.

Further guidance is contained within the Community and Recreation Facilities Location Guidelines which accompanies the Territory Plan. Within this document the provision of small motor racing and larger motor racing facilities are required to provide noise separation or be adequately noise buffered from residential areas. The co-location opportunity with other motorsport activities is identified as well as avoiding potential fire risk by separation from long dry grass areas and, for larger facilities, the provision of extensive vehicular access.

3.3. The Canberra Spatial Plan 2004:

Published in March 2004 the Canberra Spatial Plan sets out the strategic direction for the development of Canberra for the following 30 years and beyond. The goals and objectives underpinning the spatial plan refer to the need to create and maintain a healthy community and that this can be achieved through the equitable distribution of services and facilities, including recreational facilities. It advises that the short term recreational use of areas should not adversely affect the potential needs and long term future land uses. Residential development is to be located in close proximity to major recreational areas to encourage use. It seeks to provide a range of formal and informal recreation activities to meet the identified needs of the Canberra community and residents.

3.4. Canberra International Dragway: Summary of Options for a Dragway Facility in the ACT Region

In February 2004 a working group was established to establish the potential of a drag racing facility to be located in the ACT region. It included representatives from the Chief Ministers Department, Treasury, ACT Planning and Land Authority and Department of Urban Services. 8 site options were considered following an

extensive search and initial evaluation. These included land at Kowen (Block 87), Hidden Valley, Sutton Road, Fairbairn East, Pialligo, Majura Valley (Block 48, 51 & 611), Hume (waste recycling facility) and Williamsdale. The value of the study from a general motorsport perspective is to understand the rationale behind dismissing alternative sites for potential motorsport use.

The study concluded that the Majura Valley was the only suitable location for a dragway in the ACT and that Blocks 51 and 52 were the preferred sites. Block 51 was considered unsuitable due to environmental and heritage constraints whilst Block 52 was subject to National Land constraints. 5 options were identified for the ACT Government to develop further. These included purchasing land within NSW; entering joint ventures with Queanbeyan Council or Wakefield Park or another private sector company and the potential to construct a facility on Block 52 Majura, should it become available.

The review considered a number of implications relating to cost, economic impact, environmental impact, location, management and social impact. Of particular note is that the economic impact of the facility was generally overstated as were the social impacts. In general terms the sport was predominantly dominated by males employed full time who were willing to travel long distances and spend large amounts of money on their vehicles. Little evidence suggested that the use of such a facility would address illegal street racing and related social nuisance and endangerment.

3.5. Drag racing - comprehensive review in 2006 (including historic documents)

The initial starting point of this strategic document arose from the attempt by the ACT to re-instate a drag racing strip within the ACT following the expiration of a 10 year lease on Block 520 in 1998. In addition to the options paper of 2004 it is important to understand the historic aspects to the drag way in order to place the current strategy in context.

The Canberra Drag Racers Club was formed in 1980 and operated until 1989 when activity ceased to improve safety and develop the site. In 1992 the Canberra International Dragway Management (CIDM) made the required improvements and recommenced racing on the site which continued until December 1998. This was due to the offer of a lease extension of 5 years by the Commonwealth being deemed unacceptable by the operators.

There followed a series of legal proceedings in the Supreme and Federal Courts which supported the stance of the Commonwealth.

In 2001 the ACT Motorsport Council received a grant of \$72,000 (SRGP) to develop a draft PA seeking to vary the crown lease for Block 52 to allow for the development of a dragway. CIDM prepared a formal, revised proposal in December 2002 which was presented to the Territory.

From 2004 (the time of the options report) to 2006, work to identify the most suitable site and complete further assessments was been undertaken.

Then in 2006 a decision was taken to not proceed with a dragway based on findings from an evaluation stage, which included extensive technical and financial investigation, undertaken in close consultation with the dragway proponent.

The report indicated that the development of a facility would be unlikely to meet applicable environmental noise criteria (the assessment indicated that a dragway would not be able to practically meet the requirements of the draft Environmental Protection Policy) and would be likely to require a substantial additional financial contribution by Government beyond the \$8m it had committed.

The number of site selection studies which had been conducted since 1992 are of particular interest to motorsport generally. Typically they would look for similar site dynamics, although topography would change depending on the sport to be provided for.

The principal criteria used in the selection and evaluation process included

- Relatively flat topography (to reduce development costs);
- Reasonable proximity to an urban population base (to boost customer access);
- Access to infrastructure services (to minimise development costs);
- Separation from residential areas (to minimise noise impacts);
- Availability of land;
- Consistency with National Capital Plan and Territory plan; and
- Minimal disruption to known areas of high environmental or heritage value.

In the case of Block 51, it is considered to be a likely good location for a facility such as a dragway, particularly given its closeness to Canberra. However whilst it is separated from suburban areas by the Mt Majura and Ainslie range, there are a significant number of local neighbouring residences. The noise modelling indicated that these properties could be expected to receive high levels of noise intrusion, often for extended periods.

In 2001, a draft Preliminary Assessment Report was prepared for Block 52 Majura, however, this work was discontinued as the land is partly National Land and, as with the former dragway site (which is fully National land), the Commonwealth has to date not indicated any interest in making the land available to the Territory.

3.6. ACT Forests Recreation Strategy, (ACT Forests, January 2003)

ACT Forests, in 2002, commissioned a Recreation Strategy to provide a strategic approach to the management of recreation in the ACT Forests. The strategy was completed the week preceding the January fires. The ACT Forests Recreation Strategy recognised that ACT Forests has a specific role to coordinate the public's use of the forest so that it can occur:

- without placing visitors to the forest at risk,
- without causing any permanent degradation to the forest environment;
- and

- without unduly affecting commercial operations.

In undertaking this role, the Strategy identified that it would be necessary:

- To provide high quality facilities to complement those provided elsewhere in the region
- To capitalise on the unique opportunities available in the forests
- To contribute to land management and protection of natural and cultural values in the region through providing those recreational opportunities that cannot be provided in national parks and reserves, and can be sustainably managed in the ACT Forests.

The strategy also identified a series of opportunities considered to have the potential to provide a significant improvement in the image of ACT Forests and the branding of the agency as a best practice recreation management organisation. Of these the separation of non motorised activities, development of high use sites, events management, enhanced access to Kowen Forest and the consideration of unregistered motor cycles is highlighted.

3.7. Interim Recreation Strategy for the Natural Areas of the ACT April 2004

The document was developed after the serious 2003 fires in the ACT and was released as an interim document pending the release of a number of other significant planning and consultation exercises being undertaken at that time. It was intended to be completed in 2004, but has not been re-issued. It contained a number of key outcomes from the consultation process which are pertinent today.

In particular there was a strong interest in maintaining the existing open space system including ACT forested land and, particularly, Stromlo Forest. There was a concern that if forested lands were developed as alternate land uses and consequently did not provide recreation opportunities for the more impacting activities such as trail bikes and motor events, then these activities could be expected to switch to use lands with more conservation value. It did however state that motorised activities were not well managed in forested land. In addition policing was identified as a major management issue in reference to pine plantations where there was increasing motorised recreation, unregistered trail bikes and unlicensed riders.

The planning context indicated that a high-quality range of recreation opportunities should be provided for (including motorsports) to meet existing and anticipated future needs.

The demand analysis indicated that the Kowen area is currently under abnormally high pressure for many types of forest recreation due to the extent of fire damage to other pine forests. While much of the Kowen forest is locked up for security reasons, it is nevertheless stated that it is prone to illegal entry, which is a management concern. In addition it was suggested that it may become necessary to consider additional recreational uses for the Kowen forest area in the light of any decisions regarding the future uses of the forest areas to the west of Canberra

3.8. SCAN Region Motorsports and Motor Related Market Report: Draft

In 2006 a partnership between Tourism Snowy Mountains, Capital Country Tourism, Australian Capital Tourism and Tourism NSW was formed to investigate opportunities to build the tourism sector within the combined Snowy Mountains and Capital Country Region (referred to as the SCAN Region).

The report describes Fairbairn Park as a good facility that could become a 'great' facility with some assistance to upgrade the access roads, parking areas, viewing areas and spectator facilities. It criticises the lack of central point of contact and whilst it suggests it may not be feasible to appoint a venue manager, the complex at least needs a website that features the facilities available, a calendar of coming events and links to the clubs that manage each of the tracks.

The National Capital Motorsports Centre is referred to separately as it is located adjacent to Fairbairn Park. It refers to the circuit as a 'B' grade facility that is suitable for club competitions, but not State and National events. With the current facilities and an absence of lights it states that the ACT is not in a position to host the larger 'spectator generating' speedway events.

The Sutton Road Driver Training Centre is referred to as commercially operated and offering a range of driver training programs.

The report identifies the only new facility as being the Canberra Drag Way with the ACT Government having a commitment to replace the Dragway that was closed in 1998. This is no longer the case due to the outcome of the studies undertaken in 2006

With regard to the ACT the report suggests it would be beneficial to attract Tarmac Rallying, an event as part of the World Rally Championship and a king of the mountain hill climb. A push to hold another V8 event is dismissed as unlikely because of past problems experienced by the event organisers. It concludes however that significant growth in motorsports in the ACT will not however be achieved without the development of new venues and/or the introduction of new events.

With regard to 4WD most of the 4WD trails in the Brindabella Ranges along the western edge of the ACT have been closed by the then Department of Urban Services and ACT Forests.

3.9. V8 Car Races in Canberra – Cost and Benefits: Auditor General for the ACT 2002:

The report prepared for the Legislative Assembly followed the agreement signed in 1999 by the Canberra Tourism Events Corporation (CTEC) with the Australian V8 Supercar Company (AVESCO) to stage an annual V8 Supercars street race in Canberra for a period of 5 years. The report concluded that the conduct of the 2000 and 2001 races had significant negative economic results for the ACT. It was based on the following findings:

- The direct net financial cost of the race (i.e. direct financial costs less revenue) met by ACT taxpayers was \$7.7m in 2000 and \$5.1m in 2001.

- The estimated net cost to the community (i.e. net direct financial costs less net other direct and indirect benefits) of the race was \$4.6m in 2000 and \$2.8m in 2001.
- The value of the net direct financial cost of the race over five years to ACT taxpayers was estimated at \$29.2m assuming that the net financial costs of future races are similar to that incurred for the 2001 race.
- The value of the net cost of the race over five years to the ACT community is estimated at \$16.2m assuming that the net costs of future races are similar to the net cost of the 2001 race.

In conclusion the net financial costs of conducting the races were significantly greater than the government's original expectations. This however needs to be seen in the context of the original decision to support the V8 car race which was based on gross economic benefits

In 2002 the ACT Government pulled out of the two remaining years of its contract to run the race, citing falling attendances and cost overruns. Following the completion of the last V8 event there have been no significant moves by government to re-instate the event

3.10. Australian Capital Tourism Corporation: 2006 Rally of Canberra Economic Impact and Event Evaluation

The study was undertaken by Ernst and Young to assess the economic value of the 2006 Subaru Rally of Canberra. It was held over the weekend of 11th and 12th March 2006 and conducted over closed public forest roads.

The study found that the Rally increased the Australian Capital Territories Gross Territory Product (GTP) by \$1.27m and Direct Expenditure by \$0.87m. One of the disappointing aspects is the limited spectator attendance of 3,240 over the two days which resulted in a total of 1,553 interstate or international visitors. This figure included spectators, competitors and event support. Whilst the overall satisfaction rate was high the study leads you to the conclusion that the economic benefit and income generated by both spectators and competitors and their teams is marginal.

3.11. ACT – Chief Ministers Department: Summernats 2005 Review and Cost Benefit Analysis (March 2005)

This study was conducted by the Summernats working group under the Environmental Protection Act 1997 which required a review to be undertaken on certain environmental authorisations. Summernats operating at the Exhibition Park in Canberra (EPIC) is the subject of an authorisation and is required to assess the environmental aspects of the event and assess the complaints received relating to noise which had increased over preceding years. The study also addressed social and economic benefits.

The benefits of the event were seen to be the promotion of Canberra during an otherwise quiet period for tourism (January), economic benefit and the positive community impact the event promoted (through volunteers, participation and family environment). It concluded that the overall net benefit to the ACT community from the event was approximately \$3m. The findings supported the continuation of Summernats subject to a series of recommendations being

implemented. These included noise abatement strategies. Attendance for the 5 days of the event amounted to 118,921 of which 41,436 were deemed to be individual visitors (with some having multiple entry tickets).

3.12. Australian Bureau of Statistics: Tourist Accommodation 26-09-08

The ABS data produced for Canberra for the June quarter 2008 shows that the ACT performs consistently throughout the year for large hotels, motels and serviced apartments in respect of average length of visitor stays of 2.2 nights in line with the Australian average. Room occupancy rates varying between 69% to 77%, well above the Australian average. It is accepted that the main accommodation is required during the week to service Parliament and that capacity exists at weekends where the potential exists to attract events and festivals, particularly during the quieter months of January and February.

3.13. Shaping Our Territory: Options and Opportunities for Non-Urban ACT

The Study was commissioned by the ACT Government after the extensive fires in January 2003. It had two principal purposes of setting down the facts and considerations which should govern land use in the ACT and to provide an accessible survey of options and opportunities for the public to be consulted upon.

In considering Recreation and Community Wellbeing the document acknowledged that the Pine Forests cater for the most diverse range of activities, including car rallying, other forest motorsports and trail bike riding. It also recognised that the rural lands of the ACT form an essential part of the landscape for road based activities (by car, motor cycle or bicycle). Dedicated sport and recreation venues (such as Fairbairn Park) often accommodate activities that are difficult to accommodate in a developed area. At that time Pine forests were identified as the only areas available where car rallying, trail bike riding and general motor cycle sport could take place and were major areas for Four-Wheel Drive touring. Of the other areas such as the Namadgi National Park, Tidinbilla Nature Reserve and Murrumbidgee River Corridor were used for motor cycle touring with the former being also used for Four-Wheel Drive touring.

The document detailed the bushfire impacts on recreational use. The major impact, not surprisingly, occurred within the Pine Forest areas and Murrumbidgee River Corridor where motorsport use is most active. The report in assessing the future of the pine forests stated that one type of activity requiring close to the full extent of the forests is car rallying and other motorsports where there is a need to provide for the safe conduct of such sports. It further states that if areas used for these activities do not remain as public forest, it would be desirable for the future land use to be of a type which still permits the occasional closure of roads. A forest park that is used primarily for recreational purposes would still require a major management commitment, which would need to be funded by users or the public at large. At this stage it was recognised that the use of Stromlo Forest Park for motorsport would cease.

In concluding the report suggests that previous recreational land should, where possible continue to be used. In situations where the January 2003 fire had destroyed infrastructure it recommends reviewing whether the facilities were in the optimum locations. Reference is made to the consideration of creating new facilities that could enhance certain recreational values, preferably without conflict with other recreational users or planning objectives.

Of the main recommendations the need to maintain the pine forest areas for recreational use should be acknowledged, even if the pine plantations are discontinued or reduced in some areas for fire protection reasons.

3.14. Other Relevant Documents Reviewed

Other relevant documents reviewed as part of this study include:

- 2008 & 2009 Manual of Motorcycle Sport: Motorcycling Australia
- Motorcycling Australia Venue Standards Edition 1 2006
- Confederation of Australian Motorsport Manual 2008
- Registered mini bike project guidelines ACU
- "Motorsport Going Global" by Nick Henry, Tim Angus, Mark Jenkins, Chris Aylett.
- Position Paper: Control of Vehicles Off Road Areas) Act 1978: Minister for Local Government and Regional Development: WA
- Response to the DLGRD Position Paper Control of Vehicles Off Road Areas) Act 1978 prepared by Trail Bike Management Pty Ltd
- Victorian Motorsport Facilities and Programs Strategy Plan, Recommendations for Action HM Leisure Planning Pty Ltd Feb 2008
- Australian Speedway Racing Rules 2007
- Polcy for Use of Recreation Vehicles: Tasmanian Govt 2005
- Recreational Motorcycle Registration
- ACT Woodlands Strategy: Woodlands for Wildlife: ACT Lowland Woodland Conservation Strategy (Action Plan No. 27) – Parks Conservation and Land
- Environmental Protection Act 2007 and subsequent Motorsport Noise regulation amendment (2002)

These documents are referred to in the later sections of this study.

3.15. Overview of Reviewed Documents

The documentation reviewed confirms that motorsport within the ACT is recognised as a legitimate activity. There are however a number of conclusions which can be drawn from the review which influence the direction of this strategic document, namely:

- Whilst motorsport is recognised as an outdoor recreational use, statutory policy severely restricts the opportunity to develop new venues for such purposes. The focus by necessity therefore has been on sites currently in use or recently used for motorsport activities where policy conflict is minimised.
- Residential development is encouraged to be located close to recreational activities to maximise use. However the perceived environmental concerns with motorsport (dust, noise and land degradation) limits development to such an extent that such recreational facilities need to be located in areas where impact on residential use is minimised.
- The initial proposed Drag Way facility is considered no longer to be a viable option within the ACT. Further analysis of this issue is therefore not considered as part of the strategic direction for motorsport within the ACT.
- There is a clear need to provide accessible, regulated and well managed land for a variety of motorsport use to ensure that activities are not forced into using less acceptable areas of high conservation value.
- The 2003 bush fires has impacted significantly on land available for off road motorsport use and areas previously utilised for such activities, may no longer be suitable under regeneration plans.
- Economic Impact Analysis (EIA) undertaken to date on a variety of motorsport uses indicates that such events do not provide significant value to the ACT economy. Generally motorsport events attract relatively low numbers of spectators from interstate or overseas. The majority of income is generated from participants and teams taking part in a particular event.

4. MOTORSPORT INDUSTRY OVERVIEW

The Motorsport Industry is complex and comprises a number of bodies with responsibility for developing the individual disciplines from grass roots through to elite. The main distinction with the main governing bodies is the provision of effective public liability insurance; the disciplines they represent and the extent of their jurisdiction.

4.1. Significant International and National Organisations

The detail below provides an overview of the four significant bodies involved in the development of motorsport from a world perspective and within Australia. The figure below details the governing authorities involved in motorsport in Australia through which a number of the motorsport organisations operate. These relate to the current motorsport disciplines catered for at Fairbairn Park and associated areas. These authorities demonstrate the significant number of organisations and agencies involved when considering the strategy

4.1.1. Federation Internationale de l'Automobile (FIA)

The Fédération Internationale de l'Automobile is the governing body for world motorsport and the federation of the world's leading motoring organisations. The organizations web site www.fia.com provides details of their role and responsibilities.

The FIA were founded in 1904, with headquarters in Paris, as a non-profit making association. It brings together 219 national motoring and sporting organisations from 130 countries on five continents. Its member clubs represent over 100 million motorists and their families.

The FIA represents the rights of motoring organisations and motor car users throughout the world on issues such as safety, mobility, and the environment and consumer law. The FIA actively promotes the interests of motorists at the United Nations, within the European Union and through other international bodies.

The FIA is also the governing body for motorsport worldwide. It administers the rules and regulations for all international four-wheel motorsport including the FIA Formula One World Championship, FIA World Rally Championship and FIA World Touring Car Championship. The FIA aims to ensure that motorsport is conducted in accordance with the highest standards of safety and fairness.

4.1.2. Fédération Internationale de Motocyclisme (FIM)

The Fédération Internationale de Motocyclisme (also known as the International Motorcycling Federation) was founded on December 21, 1904 in Paris. The FIM run 48 World Championships in five different disciplines:

- Road Racing: which include Grand Prix, Superbike, Supersport, Sidecar and Endurance;

- Motocross: (with three solo classes and the sidecar), the Motocross of Nations (competition with National teams), Supercross, SuperMoto, Snowcross, and Freestyle;
- Trial: with Individual Trial, Indoor Trial, Trial des Nations, competitions for men and for women;
- Enduro: World Championship held over two days and the International Six Days – run since 1913, the oldest competition held under the aegis of the FIM – and the Cross-Country Rallies, and
- Track Racing, with Individual Speedway Grand Prix, the Speedway World Cup (team), Junior Speedway, Long Track and Ice Racing (individual and Team).

The FIM deals with technical, medical and judicial aspects associated with sport and is also engaged in a number of non-sporting activities i.e. tourism, mobility, transport, road safety and public policy and environment.

4.1.3. Confederation of Australian Motorsport (CAMS)

The Confederation of Australian Motorsport Limited (CAMS) website (www.cams.com.au) details the role played by the body in the development of Motorsport in Australia. Since 1953 CAMS has been the custodian of motorsport in Australia and in 1970 became the National Sporting Authority (NSA) for motorsport in Australia, delegated by the Federation Internationale de l'Automobile (FIA).

CAMS, together with 163 other NSAs in 119 nations, are committed to carrying out the mission of the FIA principally existing to promote, encourage, and advance motorsport in Australia through competition, ensuring that the sport is competitive and fair and is run in accordance with the spirit of the traditions of true competitive sport.

CAMS is responsible for all forms of four-wheeled motorsport which includes categories such as circuit racing, rallying, off roading, historic competition and other general motorsport activities (including motorkhana, speed, hillclimb, autocross and khanacross events)

In addition to this it is CAMS' responsibility to ensure that all motorsport in Australia is conducted in a manner that secures and enhances the safety and social responsibility of all those involved, including participants, officials, spectators and the public.

CAMS delegates the responsibility for the management of Drag Racing in Australia to the Australian National Drag Racing Association (ANDRA); and the management of karting to the Australian Karting Association (AKA).

CAMS members in Australia total approximately 52,000, with over 350 affiliated car clubs and over 9,000 accredited officials. Within CAMS operation a number of National Commissions have been given delegated power to plan and administer specific disciplines of the sport. These include the Australian Rally Commission, Australian Off Road Commission and Australian Motor Racing Commission.

The Commissions have management responsibility over areas that affect only their discipline.

4.1.4. Motorcycling Australia (MA)

Motorcycling Australia (MA) has been the governing body of motorcycle sport in Australia for over 80 years. It has more than 26,000 members. MA accepted non-racing motorcyclists to its membership in 2005. MA is the sole Australian affiliate of the Fédération Internationale de Motocyclisme (FIM).

MA is the only rider organisation with representative offices in every State and Territory (except the ACT). The structure includes seven State Controlling Bodies (SCB). There are discipline-specific Commissions assisting in the management of the sport. They cover the spectrum of motorcycle sport, including road racing, enduro, trials motocross/supercross, speedway/track, junior, classic motocross, historic racing and dirt-track.

4.2. Peak Bodies: Sport Specific

Sport Specific bodies responsible for motorsport include:

4.2.1. National Association of Speedway Racing (NASR)

NASR was formed in 1997 and in 2006 was ratified by the FIA, through CAMS, as the internationally recognised controlling body of speedway racing in Australia. The main role has been to develop unified standards in safety, training, presentation and performance, improve the profile of the sport and standardise and develop management skills at all levels.

4.2.2. The Australian Karting Association (AKA)

The AKA was formed in 1966 and is the association appointed by the Federation Internationale de l'Automobile (FIA) and the Confederation of Australian Motorsport (CAMS) to administer and control the sport of karting in Australia.

The purposes of the AKA are to promote and protect the sport of kart racing; to promote excellence and just and honourable practices in the sport and to suppress malpractices; to promote and organise kart meetings and other functions for members and to do all such acts which, in the opinion of the Association are for the general benefit of members or of karting. The Karting Association of NSW is the responsible body for the ACT, being one of 6 member associations.

4.3. Industry Analysis

Based on ABS Motor Vehicle Census information there were over 15.3 million motor vehicles, including motor cycles registered in Australia at 31st March 2008. Motor cycle registrations reached over 567,000 and passenger vehicles over 11,800,000 in 2008. For motor cycles this was a 50.4% growth over 5 years and a 10.8% growth from 2007. This was by far the greatest increase in motor vehicle registrations.

Whilst the registrations increased at a rapid rate, so to have motor cycle sales with 134,112 units being sold in the 2008 year, off road motor cycles have made up 49,411 of this. Factors leading to the increasing motorcycle sales are high fuel prices, more economical, convenience and practicality.

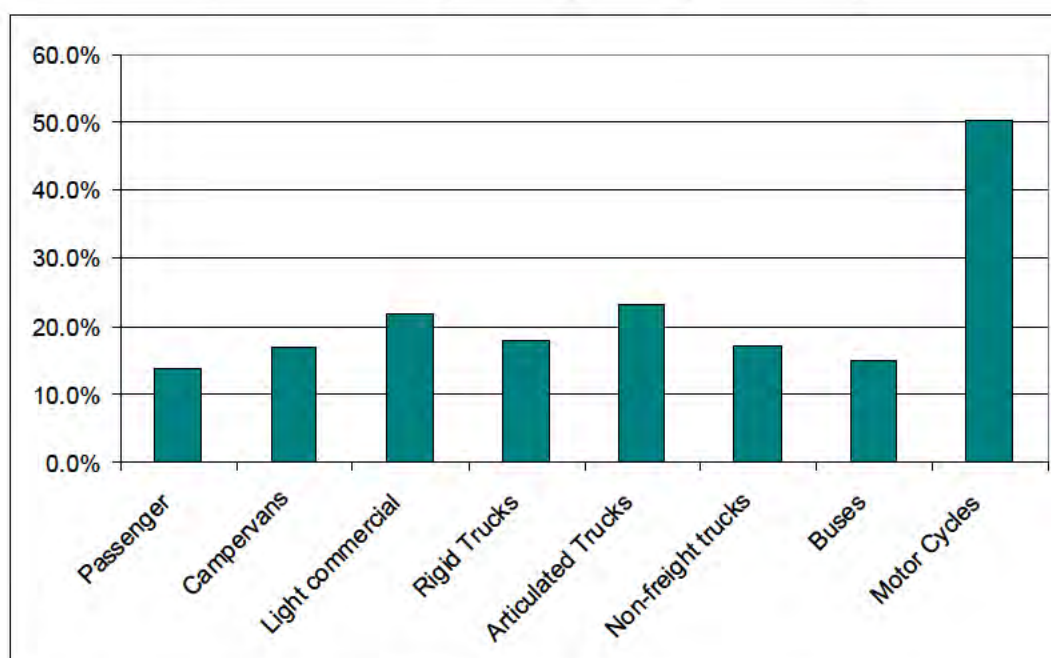
Off road motor cycle sales still lead the motorcycle market making up 37% with road bikes accounting for 36.5%, scooters 11.5% and All Terrain Vehicles (ATV's) 15%.

In Victoria a recent study estimated that there may be up to 70% more motor bikes being illegally ridden on public land that are unregistered, most of which are off road motorcycles. This is a worrying trend which is prevalent in the ACT due to a lack of available facilities. This trend is expected to increase with the urban sprawl reaching the rural areas as well as a lack of legal motocross and dirt bike venues.

The motor cycle market accounted for 3.7% of the total motor vehicle registrations in 2008. This is up from 2.9% in 2003. Motor cycles have had the most dramatic increase in motor vehicle registrations with a 50.4% increase. Going up 10.8% in the last year. (refer tables 1 and 2)

Type of Vehicle	2003	2007	2008	% of Total Vehicle Market	Change 03/08	Change 07/08	Average Annual Growth
Passenger vehicles	10,365,941	11,466,560	11,803,536	77.2%	13.9%	2.9%	2.6%
Campervans	38,337	43,287	44,790	0.3%	16.8%	3.5%	3.2%
Light commercial vehicles	1,879,755	2,190,131	2,288,216	15.0%	21.7%	4.5%	4.0%
Rigid Trucks	348,673	394,542	410,910	2.7%	17.8%	4.1%	3.3%
Articulated Trucks	64,261	74,452	79,132	0.5%	23.1%	6.3%	4.3%
Non-freight carrying trucks	18,599	21,248	21,808	0.1%	17.3%	2.6%	3.2%
Buses	70,122	77,562	80,581	0.5%	14.9%	3.9%	2.8%
Motor Cycles	377,271	512,428	567,569	3.7%	50.4%	10.8%	8.5%
Total	13,162,959	14,780,210	15,296,542	100.0%	16.2%	3.5%	3.0%

(Table 4 Number of Registrations by Vehicle Type. Census 2008)



(Table 5: 5 year growth in registrations by Vehicle Type)

5. DEMOGRAPHICS

The following section presents the demographic profile of the motorsport industry across Australia and the ACT. The data available through the Australian Sports Commission "Exercise Recreation and Sport Survey" (ERASS) provides limited information in respect of participation in motorsport. Data that does exist is considered unreliable due to the sample survey responding. The majority of other data is limited or anecdotal in nature. ERASS figures for male and female participation in the ACT only exist from 2005 onwards and these are detailed in the table below:

	2001		2003		2005		2007	
	Male	Female	Male	Female	Male	Female	Male	Female
Australia No.	138,100	11,900	155,500	19,000	128,300	16,100	160,700	17,900
Percentage of Australian population	1.8	0.2	2	0.2	1.6	0.2	2	0.2
ACT No.	N/A	N/A	N/A	N/A	2,200	1,000	800	300
Percentage of ACT population	N/A	N/A	N/A	N/A	1.8	0.1	0.6	0.2

Table 6: Source: Australian Sports commission Annual "Exercise Recreation & Sport Survey"

The table indicates that there has been a significant fall in the number of men and women taking part actively in motorsport activities in the ACT between 2005 and 2007 whilst nationally there has been a significant increase over the same period, particularly in male participation. The information however in respect of male participation is subject to a relative standard error of between 25% and 50% (to be used with caution) and for female participation a relative standard error of greater than 50% (too unreliable for general use).

Due to the lack of up to date and reliable data, Stratcorp Consulting undertook independent market analysis across Australia of the current status of motorsport. 33,000 panellists were provided with the questionnaire and 4,964 (15%) of people responded. The focus of the research was on two specific areas of Melbourne/Geelong (40.9% of respondents) and the ACT (9.8% of respondents) although the survey was distributed country wide.

The data is analysed according to the following characteristics.

- Age profile
- Gender profile
- Employment profile
- Income profile

The potential to grow active participation in motorsport is evident. Where there is a difference between national figures and those of the ACT study group, two figures are provided. The initial figures relate to Australia wide data, whilst the figures in brackets are pertinent to the ACT. It is to be noted that of those people participating in the survey and expressing an interest in motorsport 76.8% (73.6%) indicated that they were active and 15.6% (17%) indicated that they were a parent of a junior. The remainder were either non-active 1.8% (0%) or had a general unspecified interest.

5.1. Age profile

- 13.7% (12.3%) of all respondents to the survey said they had an interest in motorsport. The expressed interest is referred to above but could be as a spectator, active participant, official or volunteer.
- The age profile participating in motorsport generally varies according to the sporting discipline. The more challenging bike sports tend to attract younger participants whilst the classic car/specialist areas attract a broadly older range of participants.
- Nationally on average there is a varied age range of participants with 3 out of 4 participants falling within the age range of over 19 to 55 years of age. Within the ACT 4 out of 5 participants fall within the 19-55 age range.
- Nationally approximately a quarter of all participants responding to the survey fell within the age range of 26-34 years of age. Within the ACT 30.2% of respondents fell within this age range.

5.2. Gender profile

- The gender balance is of a male dominated sport with only 1 out of every 5 participants being female. The national picture is consistent with that in the ACT.
- Of those in a family interested in motor sport the predominant answers were Father 30.7% (32%), son 27% (23.3%) and brother 21% (20.6%)

5.3. Employment profile

- Employment profile of motor sport participants is broad. Participation amongst skilled blue collar workers accounts for 32.9% (30.2%), whilst upper/senior white collar workers accounts for 20.3% (37.7%). It is to be noted that within the ACT there is a significantly higher percentage of upper/senior white collar workers participating in motor sport than on average across Australia (almost double the national trend).
- Lower white collar workers account for 14.2% (11.3%) of participants whilst unskilled blue collar workers account for 7.6% (3.8%).
- Students interest accounts for 9.0% (3.8%) of current participants

5.4. Income profile

- The income profile of participants varies significantly with:
 - 17.4% (37.7%) of respondents having an income in excess of \$100,000. The significant variation here in the ACT reflects the high participation

rate amongst upper/senior white collar workers compared to Australia nationally.

- o 33% (20.7%) of respondents had an income range of between \$40,000 and \$70,000,
- o 26.5% (24.4%) of respondents had an income range of between \$70,000 and \$100,000

5.5. Implications of the Demographic Review

The relevant findings from the demographic review that relate to the development of motorsport within the ACT are:

- National participation rates are low and statistics are unreliable for the purposes of this strategy
- A significant number of the population do have an interest in motorsport and it attracts a broad age range of participants from a variety of socio-economic groups
- Currently the sport is predominantly male orientated and measures need to be undertaken to broaden the attractiveness to females. It is assumed that a combination of the sports image and facility infrastructure impacts on attracting greater female involvement.

6. SUMMARY OF RELEVANT TRENDS

The key trends that impact the viability of motorsport are detailed herein, and have been broken down into the following categories:

- Trends - Overview
- Trends and Issues – the ACT
- Participation in the ACT – events and activities
- Current Licensing and Membership within the ACT
- Registration:
 - Motor cycle registrations
 - Motor car registrations
- Junior Participation.
- Trends in noise attenuation
- Current market trends and implications

(The information relating to trends has been sourced from a combination of industry publications, previous studies and primary research undertaken by the consultant team)

6.1. Trends – overview

Motorsport within Australia and across the world has traditionally attracted a varied cross-section of participants, officials and spectators. Facilities vary from being formal purpose built to temporary event specific to the informal off-road open access.

The focus of motorsport from a national and international perspective has generally been one of safety, regulation and control. Internationally the two principle governing bodies (FIA and FIM) undertake research, disseminate the results of research and provide information on the best safety procedures, practices and technologies that can be applied to motorsport safety, which translates into driver road safety. This is an area often overlooked when considering the valuable role motorsport and motorsport clubs make to supporting community wellbeing. Advances made by these bodies include improved driver equipment; vehicle design; training of officials; improved safety procedures and practices and the monitoring of motorsport safety trends in order to identify research and regulation priorities for general motorists.

Despite the large number of people who regularly take part in motorsports, often the activity is perceived as a minority sport and that the activities are a nuisance and difficult to control. As a result activities tend to be susceptible to negative policies associated with planning control, environmental control or land access.

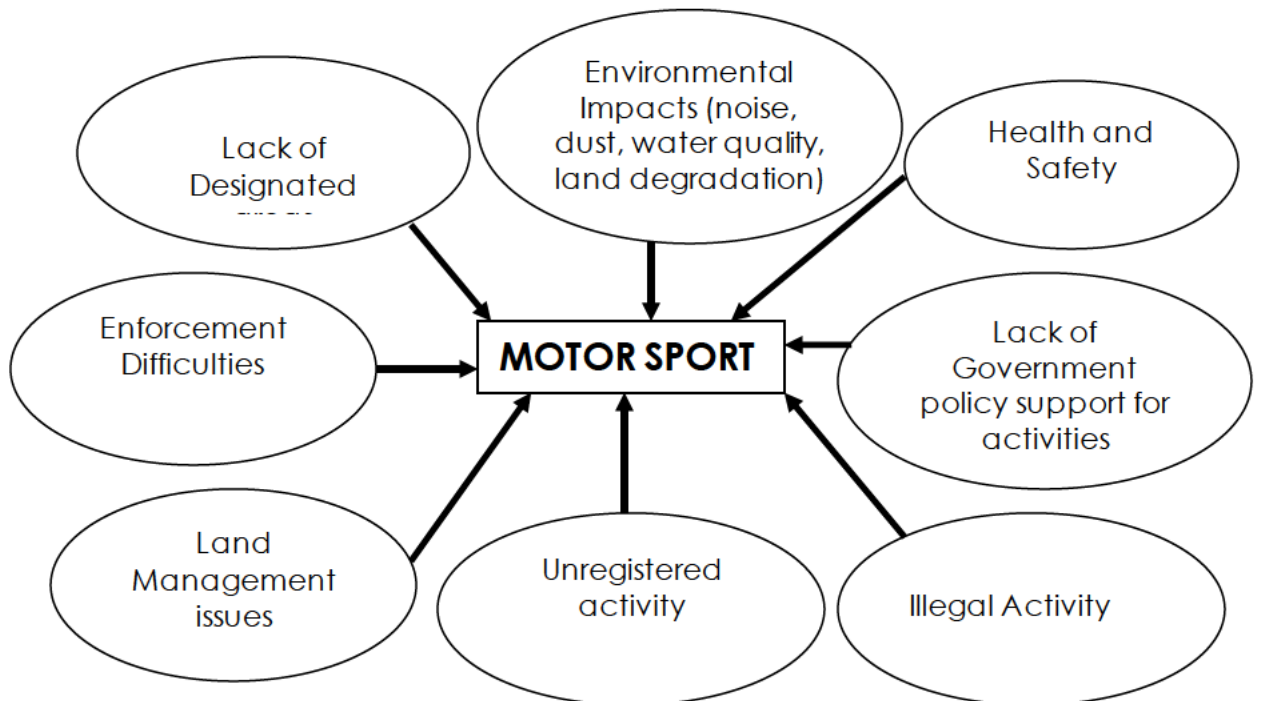
Most motorsport is extremely well structured and in part, due to stringent health and safety requirements are competently managed and controlled by a significant volunteer management group. The relatively mobile nature of organized motorsports and the infrequency of activity on one particular site however does tend to result in activities becoming marginalized. When problems do arise, generally the structured, organized groups are blamed for

the problems created by unauthorized activity. This in turn has a significant impact on the variety of motorsport disciplines in acquiring suitable new sites and also in retaining existing sites.

Due to the gradual encroachment of residential development on land surrounding traditional motorsport venues, the sport faces the prospect of increased and increasing pressures, just to retain the level of land access they currently enjoy. Over the past few years there has been a gradual reduction in the number of available sites throughout Australia where enthusiasts can participate in the sport they enjoy.

Most recently there has been the closure of Oran Park in NSW which was regularly used for rounds of championship series such as the Australian Touring Car Championship, V8 Supercar Championship, Australian Drivers' Championship and Australian Sports Sedan Championship. This was due to the racetrack being sold to the NSW Government for a new housing development. In addition and at the same time the Black Duck Valley Four Wheel Drive and motocross facility in Queensland was closed due to the cancellation of its insurance policy and alternative options being unavailable. Both facilities closed at the end of 2008 for different reasons, but serve to indicate the growing problem of a reduction in available facilities.

In essence the main issues facing motorsport can be identified under the following categories:



Motorsport in general lacks current and definitive data on employment and participation together with its economic and social value. The sport has traditionally been unable to effectively represent itself when seeking approval, support or defending adverse actions. Adverse environmental images threaten to impact as a barrier to investment, development and participation.

Whilst at international level motorsport is recognised as an extremely professional and progressive sporting industry, the lack of a single representative body or 'voice' to champion and defend motorsport activity at a more localised level is having a significant adverse effect on legitimate growth. It is clear that such a body, detached from the regulatory aspects of the sport, is required.

6.2. Trends within the ACT – overview of accessibility for motorsport use: competitive and recreational

Current opportunities for motorsport use within the ACT replicate those experienced in other states in Australia and Internationally. Opportunities are severely restricted due to a gradual diminishing accessibility to appropriate land and the loss of more formal static facilities. The reduction in available land has been as a result of a number of critical occurrences, most notably the fires in 2003 which effectively destroyed much of the available forested land. In addition the gradual urbanisation of the ACT and neighbouring NSW and creep towards areas where motorsport activities have traditionally occurred over the years has had a damaging effect.

Often accessibility is not permitted on land due to a number of aspects associated with environmental degradation, noise and perceived danger. From discussions with motorsport operators it is clear that these issues are recognised and that steps have been, or are, being undertaken to resolve these. In essence the following areas of concern have been identified as having a significant affect on participation in motorsport within the ACT:

- **Protection of Environmentally significant areas:** Participants and operators accept that environmentally significant areas need protection from damage and degradation from vehicles. However the decision to ban vehicles altogether is not necessarily the only way of protecting such areas
- **Managing Environmental Risk:** This can be proactively managed and sites utilised for motorsport and other outdoor recreational uses. The option to prohibit motorsport access to all ACT land in all circumstances other than on the most degraded land does not resolve the issue. This land may not be the most suitable from other environmental standpoints (i.e. noise impact)
- **Use of Forestry Land for non-competitive activity:** The gradual removal of forestry areas for logging purposes can have no lesser impact than their use by motorsport vehicles. Forestry activity, by its very nature involves the use and movement of heavy machinery. The tracks created and infrastructure provided, subject to a suitable management regime being put in place, can service both commercial activities and recreational pursuits.
- **Use of Forestry Tracks for events:** Road vehicle areas require maintenance and existing tracks are the most suitable form of access. They are generally well maintained and can be maintained to an agreed standard by motorsport operators. The closure of Pine Forests and other suitable tracked areas has reduced available capacity for running events in the ACT to the detriment of the sport.

- **Managed Access for all users of ACT land:** There is a general ignorance that off road vehicles and other recreational uses can be effectively managed. Whilst health and safety is a critical concern, effective management regimes can be put in place if there is a will.
- **Unregistered and Illegal Activity:** Irresponsible riding is the exception and should be treated as unlawful activity and treated accordingly. It is not acceptable for legitimate motorsport users to be disadvantaged due to the unlawful activity of others, as is currently the case.
- **Providing appropriate facilities for off road use:** Those riders who act irresponsibly are likely to continue to do so and, therefore, it is more critical to ensure that this can be marginalised and more effectively policed. Club activities do not suit all participants and do not necessarily provide the level of access desired. In providing legitimate access to defined areas where enthusiasts can participate on tracks/facilities offering varying degrees of difficulty outside of a club structure, it permits more effective controls to be exercised over extremes of behaviour elsewhere. Irresponsible activities can then be recognised, marginalised and acted against.
- **Providing appropriate facilities for family activities:** To designate an area for different types of activities would enable the creation of areas where families could enjoy low impact riding; the enthusiast could access designated trails; Endure and Trials enthusiasts could tackle more difficult terrain and speed could be more effectively controlled.
- **Risk avoidance versus risk management:** The recognition that risk can be controlled through risk management rather than risk avoidance is critical across all ACT Government departments where current policy regulates and stifles opportunity.
- **Maintenance of off-road facilities:** The need to maintain off road areas and ensure that they are sufficiently challenging is critical to ensure that illegal use of public land is minimised.
- **Accessibility to facilities across the ACT:** There is an argument that if more areas were provided to enable motorsport activity to occur, the more that the environmental impacts and collision danger is reduced as activity is dispersed.
- **Control of Noise:** Noise is recognised as a significant problem but one that can be addressed with appropriate noise testing and enforcement (all EPA staff are trained in noise assessment).

The above represents many of the critical areas where concern has been raised by motorsport enthusiasts and will be further developed in the strategy. More specific areas pertinent to individual clubs and organisations are referred to under the consultation section.

6.3. Participation in the ACT – Events and activities

In order to understand the extent of formal use and participation within the ACT it is necessary to first determine the level of events and activities which legitimately use land within the control of the ACT. The following information on event trends within the ACT have been supplied by CAM's and through research by the consultant team:

- Brindabella Motorsport Club since 2004 have operated a total of 26 permitted events of which 2005 was the most popular year (7 event permits issued). Actual attendances at the events varied, with the most popular being the 2006 Trussme National Capital Rally where 83 attended. Two events are run annually – the Rallye Des Femmes and the National Capital Rally.
- The Light Car Club of Canberra since 2004 have operated a total of 28 permitted events of which 2008 has been their most popular year (7 event permits issued). Actual attendance ranges from the low 20's to mid. The John Watson Tri-series and MultiClub Khanacross are the most popular events with 8 and 7 events run respectively over the past 5 years.
- The MG Car Club of Canberra has operated 20 permitted events since 2004 with attendances up to 53. The majority of these events have been Motorkhanas with four a year operating from 2006 onwards
- The Southern Districts Motorsports Association has been the most active club registered through CAMS, running 53 permitted events. The most popular event is the club hill climb which is generally run at monthly intervals and an annual NSW hill climb championship held in April each year. Attendances are predominantly around 40 to 50. The number of events operated under permit reflects the noise limits placed (credit allocations and inability to operate on consecutive weekends) on the club through the Environmental Protection Policy Motorsports Noise.
- The number of events annually operated by all four clubs ranges between 23 to 29, in 2008 23 events were run of which 11 of those were run at the Fairbairn Park Hill Climbing facility.
- The information indicates that the demand for events is often limited by the capacity for clubs to effectively facilitate their staging and the availability of land to run the events.

The following information on event trends within the ACT has been supplied by ACT Parks Conservation and Land and through research by the consultant team:

- Of the motorsports events which were granted access to since 2004, information indicates that 97 events have been operated on ACT forested land. 26 of these have been for motorcycling events with 71 for car rally/races.
- Of the site specific venues 8 have been held in Uriarra Forest, one in Tuggeranong Pines and Ingledene, 13 in Stromlo Forest, 18 at Pierces Creek and 31 at Kowen Forest. The remaining 27 events were operated in various forested areas, generally being a combination of Pierces Creek, Stromlo, Uriarra and Kowen forests. The information also identifies Murrays corner, Tidbinbilla, Green Hills, Hyles and East West Road as having been utilised for the multi site events.

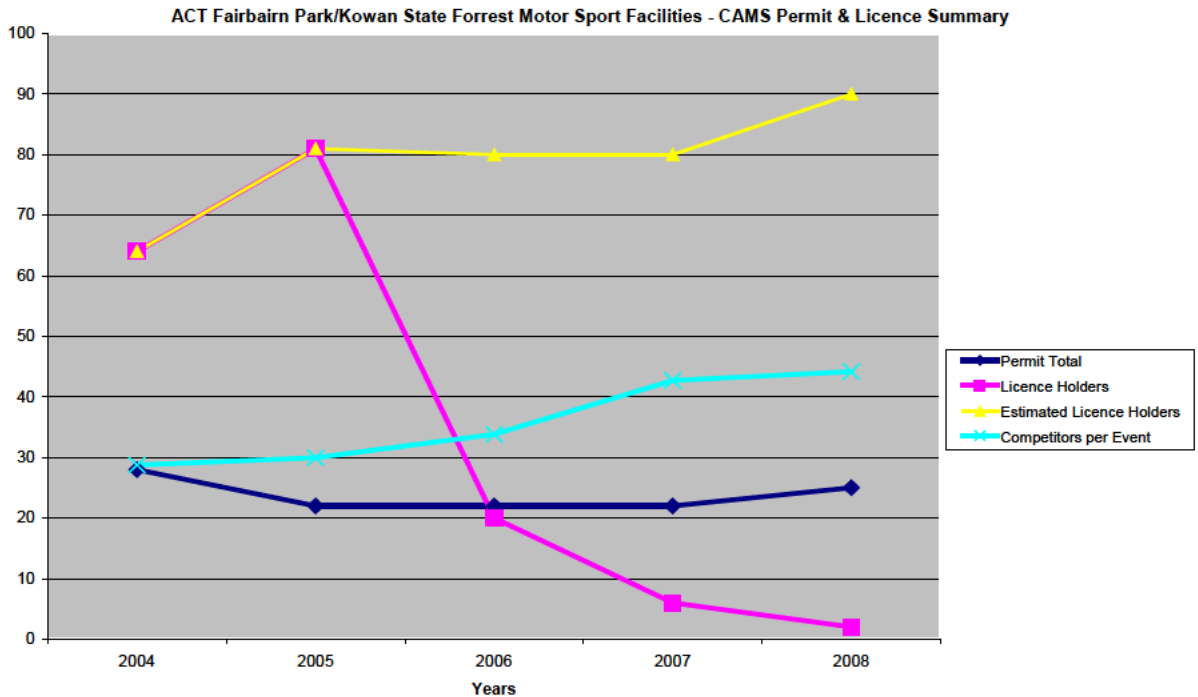
- All events associated with the Rally of Canberra have been led by Australian Capital Tourism.
- 26 events have been run by Brindabella Motorsport Club and 28 by the Lightcar Club of Canberra which is consisted with the data provided by CAMS.
- 18 events have been operated by the Dual Sports Motorcycle Riders Association predominantly in the Kowen Forest.
- GHR promotion and Tours Pty Ltd have used Kowen Forest on 3 occasions to run trials and motorcycle skills events.
- During 2008, 21 events were run with the most popular forest venue for motorsport use being Kowen followed by Pierces Creek. Uriarra and Stromlo had limited access. In 2006 and 2007 there was a downturn in running motorsport events in the forests with only 16 and 14 respectively. In 2004 19 events were run within the calendar year whilst 27 operated in 2005. The increase in events during the last calendar year indicates the emergence of a more proactive and developing club base. This however will be inhibited by the gradual reduction in available forest (Stromlo and Uriarra are likely to be more severely constrained in future).

The above information indicates that ACT Forests have been used on average, once every two and a half weeks, since 2004. This would generally equate to two to three days of site activity (setting up the course, running the event and subsequent post event maintenance). The application process, event organisation and volunteer management, depending on the event, invariably take 3 months to progress with significant time implications on volunteer club officials.

6.4. Current Licensing and Memberships in the ACT

The following information regarding the licensing of competitive vehicles within the ACT has been supplied CAM's and through research by the consultant team:

- CAMS retains details of all licenses issued for motorsports within their jurisdiction. These include, circuit, off road, historic, rallying and superkart. The licenses are issued in the form of a provisional, national and international endorsement. National and international endorsement requires a formal observed license test and medical assessment. This is also a requirement of circuit licenses.
- Current records held by CAMS are incomplete but shows that within the ACT licences issued in 2005 reached 81. Of these, the basic grade 2 superkart license was the most prevalent (63 issued – 3 junior licenses, 60 adult).
- Between 2004 and 2008 the superkart licenses issued for the basic grade 2 type was the most prevalent, the vast majority of these being for local adult activity.
- Between 2004 and 2008 only 12 International licenses have been issue within the ACT, 9 of which were for Rallying and 3 for Circuits. No National Endorsed Rally licenses have been issued since 2005.



NOTES: The Licence Holder statistics acquired via CAMS do not make sense. For this reason, a more representative set of statistics (Estimated Licence Holders) have been derived via the Competitors per Event statistics that are traditionally maintained by the clubs responsible for the Events. Overall, the statistics demonstrate a reasonably consistent number of Events (constrained by the number and availability of the existing venues at the facility), however they also demonstrate growth in the number of Competitors per Event and the associated CAMS Licences.

- In addition no grade 3 or above licenses have been issued since 2005. Ten such license were issued in 2004/05
- It is calculated that current license holders within the ACT have grown to 90, based on the events operated and the number of competitors attracted.
- The above chart indicates the gradual growth in license holders which in spite of the gradual diminishing opportunity to take part in motorsport has continued to grow.
- The statistics also demonstrate the extent of activity being licensed which is centred on the kart racing facility at Fairbairn Park.

6.5. Registrations

An indication of the level of motorsport activity can generally be provided by the number of vehicles registered each year. However due to cost and the disparity between the legal design requirements of a vehicle to utilise a public highway and that required for off-road use (avoidance of protruding items such as mirrors, lights and signals), reliance on such data hides the true level of activity.

Within the ACT there has been a significant increase in the number of registered motor cycle vehicles purchased since 2005. In 2005 there were 730 registered road vehicle purchases rising to 983 in 2006 and 1123 in 2007. This indicates a growing interest in motorcycle activity whether it is for recreational purposes or as a day to day mode of transport. The sale of unregistered vehicles was 423 in 2005, 401 in 2006 and 479 in 2007.

It is not evident from the statistics provided where unregistered vehicles are being used. Nevertheless the general trend in motor cycle purchase is upward with a combined purchasing within the ACT rising from 1153 in 2005 to 1602 in 2007.

6.5.1. Recreational Registrations for motor cycles

All bikes used within the ACT on public land are required to be registered. With regard to trail bikes, all roadworthy trail bikes can be ridden in the ACT forests and national parks, if the trail bike is registered and the rider has a current motorcycle rider's license and is ridden at no more than 40 kilometres an hour. An unregistered trail bike can only be ridden on private property with the permission of the land owner.

It is an offence in the ACT to ride a trail bike if it is not registered; has no third party insurance; is unsafely maintained and unroadworthy (this can mean no indicators, bald tyres, no lights, no mirrors etc); the rider does not have a current motorcycle riders license; the rider exceeds the speed limit and/or the rider is not wearing a helmet.

It is also an offence in the ACT to ride a motorcycle on any suburban green area, bicycle track or footpath.

There are a number of concerns with bike registration:

- o The cost of registration is identical to that of 'full' registration and therefore incurs the same cost as a vehicle used every day on the roads.
- o The standards motor cycles must meet are not appropriate or dangerous for use off-road.

6.5.2. Recreational Registrations for Motorcars

Within the ACT unregistered vehicles are not permitted to be driven on the road unless an unregistered vehicle permit (UVP) has been issued. The permit enables a vehicle to be repaired prior to registration or to be moved from one site to another, but for no other purpose. However, Vintage, Veteran and Historic vehicle owners affiliated with the council of ACT Motor Clubs Inc. could be eligible to participate in the Concessional Registration Scheme. Other users they generally fall within the standard vehicle registration process.

Whilst not formally documented, Rally Registration does exist to allow limited on-road use of cars that do not meet all of the normal road-worthy requirements, particularly regarding non-compliance with the Australian Design Rules (ADRs). To be permitted rally registration, the vehicle must be a bona fide rally car, and meet the usual standards for minimum lighting, signaling, and mechanical condition. To obtain this conditional registration, the car must be inspected at the Dickson Motor Registry. The vehicle's usage is limited to event related activities, and limited testing.

There are a number of concerns with rally registration:

- o The cost of this very limited registration is identical to that of 'full' registration and therefore incurs the same cost as a vehicle used every day on the roads.
- o The standards rally cars must meet are inconsistent as there are no policies or guidelines available. This creates inconsistency in the registration process and frustration amongst competitors ultimately harming the growth of the sport
- o Advice provided by ACT registration staff indicates that registration is for use solely for CAM's sanctioned rally events

6.5.3. Vehicle registration (bikes and cars)

There are a number of issues which emerge from the current registration process for all motorsport vehicles. The registration process as it currently exists is not suitable for recreational off-road activity and is encouraging people to intentionally disregard the statutory process either through registration and subsequent bike/car modifications which then render insurance invalid or by-pass the process altogether. This is an unacceptable position and there are good reasons why registration of motorsport vehicles is critical:

- Registration can provide an anti-theft and recovery measure
- Registration can act as a behaviour control and enforcement mechanism
- Registration can act as a permit to ride in designated areas
- It may provide a source of revenue to maintain and upgrade facilities and tracks

The issue of unregistered use and the high cost of registering all motor vehicles predominantly used for recreational purposes is a significant cause for concern as it can push owners to look for low cost alternative land areas in uncontrolled and unsupervised environments where they can remain relatively undetected. This has often led to unauthorised activities on state government controlled land to the detriment to the perception of motorsport generally. As a result blanket bans on the use of certain areas have resulted, much to the detriment of legitimate motorsport enthusiasts

Highlighted below are a number of aspects which will need to be considered in order to address current anomalies and ensure registration is more equitable:

- The alignment of riders/drivers with clubs could provide a solution. However membership of clubs is not necessarily the answer – not all vehicle owners will be members of clubs and neither will they wish to be
- Whilst club membership should be encouraged it is probably more critical to provide opportunities for participants on authorised sites to ensure a safe and secure environment with good supervision.
- The limited use of a bike or car should be recognised and it should not be the subject of the same expense as registered road vehicles. The registration process needs to be amended to create an additional sub-class of recreational registration for this purpose
- The issue of participation by juveniles under 16 needs to be recognised. A registration requiring juveniles to be supervised by a responsible adult would be appropriate.

6.5.4. Registration

The issue of vehicle registration for motorsport purposes and current levels of unregistered use is a significant area of concern. The current registration system significantly disadvantages those enthusiasts seeking to participate in a legitimate pastime, by imposing excessive costs and controls which may not be appropriate to off-road usage. This inevitably results in some, otherwise conscientious participants seeking to by-pass the registration process. This is not unique and has been addressed in other states. The strategy advocates in the recommendations a mechanism for addressing these concerns.

6.6. Junior Participation

One of the critical areas of concern is the inability of juniors to take part legitimately in off road activity when not a club member. This is not a new phenomenon and one that is of increasing concern given the activity with unregistered vehicles and the lack of control exercised on private land. Currently there is no provision for juniors under the age of 16 to take part in legitimate motorcycling within the ACT. If sufficient club space is not available, there is a danger that junior activity will be as significant an issue as unregistered adult off-road use, with resultant liability issues to the landowner, operator and guardian. There is therefore a need to recognise this issue and consider putting in place a system which recognises such activity within an effectively controlled environment.

In November 2006 in response to a series of accidents and a highly publicised fatality resulting from the uncontrolled growth in mini bike usage in the UK the Auto Cycle Union (ACU) drafted "Registered mini bike project guidelines". The guidelines effectively laid out circumstances whereby recreational mini bike use could be permitted for juniors between the ages of 6 and 16 in a non-competitive controlled environment. Elements from these guidelines could be utilised within the ACT in order to maintain provision for legitimate junior use and consequential liability cover.

6.7. Trends in Noise Attenuation

Noise associated with motorsport activities has been of particular concern, resulting in the gradual closure of a number of facilities as urban land encroaches on what were previously isolated rural sites. The standard acceptable noise limit associated with motorsport activity is 95dB(A) (General CAMS Guidance) when measured with a microphone placed 500mm from the exhaust pipe at an angle of 45 degrees measured from the centre line of the exhaust end.

12.10 NOISE EMISSIONS -ALL DISCIPLINES

12.10.1 Specifications

12.10.1.1 Noise emissions must not exceed **2 stroke 96dB(A)/ 4 stroke 94db(A)** unless a lower limit is provided for in SR or another limit is shown in the table below:

DISCIPLINE	LIMIT dB(A)
Road Racing	102
Historic Road Racing	102
Motocross and Supercross	94/96
Classic MX & Dirt Track	96
Speedway	98
Dirt Track	94/96
Track	98
Quads	94/96
Moto-Trials	96
Supermoto	94/96
Enduro & Reliability Trials	94
Minikhana	95
Record Attempts	No limit

12.10.1.2 Where government regulations or planning orders exist in relation to noise testing, or where a permanent Road Race circuit noise emission required is part of the circuit hire contract, the noise emission required will prevail over GCR 12.10.1.1.

2009 Manual of Motorcycle Sport

(Motorcycling Australia)

Motorcycling Australia identifies requirements for the various disciplines, but it is recognized that local noise limits, specified by the controlling Environmental Agency will prevail. In 2008 noise emissions for the various disciplines were reduced and these have been endorsed in the 2009 Manual of Motorcycle Sport. This is however one of the greatest challenges for motorsport as it moves forward as modifications to complying bikes often results in non-compliance with regulations. Technical advances have been made to reduce noise emission and the controlling bodies are seeking to reduce noise emissions further. This will continue and assist in improving the image of the sport. Nevertheless perceptions of the sport by the general public are of a noisy and dirty activity which has little regard to the quiet and safe enjoyment of their property. Whilst this strategy is not intended to address the wider perceptions of motorsport much however could be undertaken by individual clubs and operators to reduce the impact and ameliorate the concerns of non-supportive interest groups. These could include:

- Alter vehicles intentionally to lower the decibel level to ensure that within a specified period of time all vehicles will make no more noise than road legal vehicles.
- Enforce against illegal operations
- Reduce the visual intrusion, thereby lessening the impact on nearby properties
- Regularise and improve the visual appearance of unsightly built facilities which may overcome prejudiced views of the nature of activity

The reality is that land based motorsports on permanent, or semi-permanent, built circuits, is considered unacceptable under general planning policy and therefore will need to address these concerns.

6.8. Trends in Track and Facility Design:

It is likely that the next generation of vehicles built for motorsport will evolve to the use of new green fuel options including internal combustion/electrical hybrid technology. It is likely that the new power plants will involve an evolving reduction in emissions and noise. This new generation of vehicles will also make use of state of the art lightweight materials.

Thus the nature of the sport and the motor racing tracks and circuits will have to evolve accordingly.

It is also likely that the new generation of tracks and circuits will become more challenging by enabling events that are not primarily dependant on speed (and the associated high cost) for success, and instead will require a greater level of skill, mental and physical ability by the driver/rider – in line with achieving a safe and responsible outcome.

Where a sealed track is proposed (referred to later in the report for Fairbairn Park) it should accommodate both motor car and motor cycle racing. The ultimate design of such a facility requires a qualified engineer with specialist motor racing circuit design and specification skills due to the specialist requirements of each discipline and potential conflicts over compatibility.

In the interests of giving an insight into the key requirements for the design of a typical motor racing circuit today, the following details have been taken from the current CAMS Track Operators Safety Guide:

The shape of a circuit both in plan and profile is dictated by certain variable factors: the types of competition for which the course is intended; the character of the terrain; considerations of economics; aesthetics; tradition etc. However, the construction should conform to the following technical norms:

Straights and curves refer to the actual trajectory followed by vehicles with the highest performance and not the geometrical form of the layout. (The trajectory when traced on a plan, will generally have the effect of reducing the straights and elongating the curves: when planning or modifying a course, the designer must base the calculations upon this).

In the interests of creating an international equivalent facility, the FIA recommendations are:

Length:

- The maximum length of any new circuit must not exceed 7km.
- The maximum length of any straight section should not exceed 1km.

Curves:

- A curve or series of curves uninterrupted by a straight, taken at speed in excess of 125km/h, must have an increasing, or at least a constant, radius.
- Curves taken at lower speeds may have a decreasing radius on condition that it is foreseen to at least fulfil the associated run off area.
- The approach to a curve should be signalled by distance boards placed, as a rule, at 100m intervals from before the geometrical curve, and extending back to before the deceleration point. Their number and position should be determined according to the circuit layout and they should indicate the distance to the geometrical beginning of the curve.

Widths:

- The minimum track width is 9m.
- The maximum track width is 15m.
- The minimum width of a starting straight is 12m.

Elevation:

- The maximum permissible gradient is 20% upwards and 10% downwards.
- Any change in gradient must be effected using a minimum vertical radius calculated by the formulae $R = V^2/K$ where R is the radius in metres, V is the speed in km/h and K is a constant equal to 20 in the case of a

concave profile or 10 15 in the case of a convex profile. The value of R must be adequately increased along approach, release, braking and curved sections

- Wherever possible, changes in gradient should be avoided altogether in release, braking and curved sections.
- The gradient of the starting straight should not exceed 2%
- Visibility: Ideally from any point of the course, the driver of the fastest car should have unobstructed forward vision for a distance along the track equal to the cars braking distance. If this is not possible, then a signalling system, by either flags or lights, in a suitable position, from which to warn drivers of dangers ahead.

Verges:

- Track edges must be clearly marked with a continuous white line.
- The track must be bordered all along its length on both sides by compact verges having an even surface, free of loose stones or debris and should preferably be grass covered.
- The width of all verges shall be at least 3 metres.

Run Off Areas:

- That section of ground between the verges and the first line of protection (eg. Barricades). Run Off Areas should enable vehicles to recover safely.

6.9. Current market trends in club membership, recreational use and user requirements

The independent market analysis undertaken by Stratcorp consulting asked participants pertinent questions relating to club membership, vehicle registration, barriers to participation and facility requirements in order to gain an understanding of where motorsport is currently at and how the sport could be developed to meet needs of current and potential future users. The following highlights the main areas which were raised as issues to be addressed in developing a motorsport strategy for the ACT. It covers the following areas:

- Club membership
- Vehicle registration and influencing factors
- Desired facilities within a motorsport complex

As with the demographic information two figures are provided. The initial figures relate to Australia wide data, whilst the figures in brackets where applicable are pertinent to the ACT.

6.9.1.Club membership

- Only 8% of respondents were members of an organised motorsports club.
- 44% of respondents currently members of motorsport clubs pay up to \$100 for annual membership of an organised motorsports club and a further 28% pay up to \$50

- Of all respondents 39.7% (42.9%) stated that they would pay up to \$100 for annual membership whilst a further 33.3% (34.3%) said they would pay up to \$50 annually.
- 2/3rds of respondents in the ACT suggested that they would be interested in being a member of an organised motorsports club compared to a 72%/28% split nationally.

6.9.2. Vehicle registration and influencing factors

- Of those participating in the survey, less than 50% of motocross vehicles were registered and for pee wee bikes less than 1/3rd are registered. This is a trend that is likely to increase unless the gradual loss and restrictions placed on the use of sites and associated facilities is addressed.
- 60.8% (56.6%) of respondents indicated that they visited an organised motorsport facility between 1 and 5 times each year.
- 38.7% (43.4%) indicated that the distance travelled to utilise an organised motorsport facility would be between 1 and 30km. However 42.1% (41.5%) of participants would be willing to travel between 30 to 100km to get to an organised motorsport venue.
- 24.3% (17%) would only be prepared to travel between 1 and 30km to an organised motorsport venue.
- 40.9% (35.9%) of participants state they use unregulated sites. However when asked whether they would be prepared to use regulated sites more often if located in close proximity to their home 78.4% (77.4%) said that they would. The remainder would not.
- 68.2% (69.8%) of respondents indicated that they would be prepared to pay between \$1 and \$30 per visit to an organised site. Only 5.7% (9.4%) stated they would not be willing to pay. 7.6% (7.5%) would be prepared to pay in excess of \$50

6.9.3. Factors influencing development

- The most important factors which would increase interest in motorsport are:
 - Good quality of venue and safe environment - 36.8% (39.4%);
 - Ease and affordability of riding - 31.8% (35.7%) and
 - Ease of access and proximity of an organised facility - 36.2% (39.2%)
- The most significant barriers to participation in motorsport were highlighted as:
 - Cost 61.6% (62.3%)
 - Distance of Travel 36% (36.7%)
 - Equipment 34.8% (34.6%)
- Of the respondents that indicated their motorsport discipline, the most popular motor 4 wheel motorsports were:
 - Go-karting at 48.3% (54.5%)
 - 4WD 31.2% (31.8%)
 - Rallying 31.4% (29.5%)

- Of the respondents that indicated their motorsport discipline, the most popular motor 2 wheel motorsports were:
 - Motocross 48.7% (42.9%)
 - Road Racing 25.8% (28.6%)
 - Dirt Track Speedway 22.4% (20%)

Within the ACT pee wee racing participation ranks the same as dirt track speedway (20%), whilst nationally it ranks at 13.7%

6.9.4.Desired Facilities within a motorsport complex

- When asked what facilities they would expect within a motorsport complex For 4 wheel motor vehicles, the most important aspects were:
 - 82.3% (90.6%) Restroom
 - 75.1% (77.4%) Café/canteen
 - 66.7% (67.9%) Training facilities
 - 61.8% (56.6%) Pitt areas
 - 59.4% (64.2%) Mechanic/repair area
- It is to be noted that for 4 wheel motorsport participants that ancillary facilities ranked above the provision of track facilities themselves, which more than likely is indicative of participants interest in a range of disciplines, but common interest in standard multi-serving function areas.
- When a similar question was asked of a motorsport venue for motor bikes it elicited a similar response. The most important aspects were:
 - 73.2% (86%) Restroom
 - 69.1% (81.4%) Café/canteen
 - 62.3% (74.4%) training facilities
 - 60.5% (55.8%) provision of a motocross track
 - 52.5% (62.8%) provision of a junior track
- Whilst pitt areas and a mechanic/repair area figured high in respondents consideration, the provision of motocross and junior track facilities were more significant.

6.9.5.Implications of the research

The above research has significant implications on the direction of the strategy, namely:

- The disparity between current membership of clubs and those wishing to be members of clubs needs to be addressed. There is clearly a perception issue that clubs are not sufficiently welcoming and/or facilities are of an inappropriate standard and/or information/signposting to club membership is not readily available.
- Generally people would value the development of a good quality managed motorsport facility catering for different disciplines which offers a safe environment within which motorsport activity can be undertaken.
- Approximately 1 in 5 current participants that use unregulated sites will continue to do so. However opportunity does exist to significantly

reduce unregistered activity, should the right supporting structure be put in place.

- Cost is a significant barrier to participation and attention should be given to enable people to participate in motorsport activities without recourse to purchasing all equipment up front.
- Good quality social facilities are critical (restroom, toilets and a café)
- Respondents recognize that access to a managed facility will necessitate a charge to be applied and are prepared to pay a nominal sum per visit (\$20-\$30).

7. EXISTING FORMAL AND INFORMAL FACILITIES

This section reviews the existing formal and informal motorsport facilities within the ACT. The data in this section was provided by ACT Parks Conservation and Land, ACT Territory Venues and Events and primary research undertaken by the consulting team.

7.1. Existing Clubs and Formal Facilities

The table below shows the existing operational motor sport clubs and their associated facilities by location. The Dual Sport Motor Riders Association has been included, although it is a club based on recreational rather than competitive motor cycle activity:

Clubs currently operating as at January 2009	Location	Activity	Facility
Canberra Kart Racing Club Inc.	Fairbairn Park	Kart Racing	760m 28 grid track with ancillary canteen/club house, pit area and contoured banking
Souther District Motorsports Association Inc.	Fairbairn Park	Hill Climb	950m track with ancillary clubhouse and pit area
ACT Motorcycle Club	Fairbairn Park	Motocross	Motocross track of 1660 metres in length with a 34 gate start grid. Ancillary club house and temporary toilet unit
		Motor cycle Speedway	2 dirt tracks (inner and outer). The outer track is 700m long with compacted granite surface. Ancillary raised marshalling box and contoured banking
Nation Capital Motorsport Club	Pialligo Road	Motorcar Speedway	450m track with safety barrier and fencing
Brindabella Motorsports Club	Various Pine Forests	Rallying	Forested areas
Light Car Club of Canberra	Various Pine Forests	Rallying	Forested areas
Dual Sport Motor Riders Association	Various Pine Forests	Off Road motor cycle riding	Forested areas

Table 7: Existing Clubs and Formal Facilities

In addition to the above there are a number of 4WD clubs within the ACT, including the Land Rover Club of the ACT Inc and the ACT 4WD Club. These clubs are not for profit entities that tend to operate on freely accessible tracks within and beyond the ACT. Their principle aims are to promote safety and the exchange of knowledge and experience relating to four wheel driving and respect for the environment. 4WD activity does not require the level of fixed or temporary infrastructure demanded by other clubs and organisations referred to in the table above. There are 74 listed ACT clubs on the Council of ACT Motor Clubs web site. The bulk of these clubs are classic car and owners clubs.

7.2. Competitor Analysis

The table on page 57 lists a number of facilities which perform similar function to those being offered currently at Fairbairn Park. All of which offer a variety of motor sport activities, some based on a membership and all offering casual use access. It is to be noted:

- That there are no other facilities within the ACT which offer the extent of motor sport activities that Fairbairn Park benefits from.
- The majority of facilities provide motocross, enduro, dirt track and junior motor cycle facilities.
- Annual membership ranges significantly in cost from a nominal \$50 to \$3000.
- The casual visit costs vary between \$15 and \$50 which is consistent with research undertaken by Stratcorp Consulting which indicated a willingness to pay within that scope for the use of a safe, secure motorsport environment. The cost to hire sealed track (road race) facilities for motor cycle and motor car use is significantly higher than the cost charged for motocross, enduro and dirt track.
- Typically a site will be operational at weekends and for one day during the week. Those facilities operated on a more commercial footing with paid professional administration generally operate seven days a week
- Most sites will either specialise in motorcycles or 4 wheel motor vehicles, with the exception being where karting or road race facilities exist

7.3. Selected Fees – ACT Motorsport Clubs and Facilities

The table below sets out current membership cost associated with existing clubs within the ACT

ACT Motorsport Clubs

Facility	Family	Adult	Junior
Souther District Motorsport Association: Hill Climb	\$ 75	\$ 50	n/a
Canberra Kart Racing Club: Karting	\$ 90	\$ 60	\$ 30
ACT Motor Cycle Club: Motocross	\$ 70	\$ 50	n/a
ACT Motor Cycle Club: Motorbike Speedway	\$ 70	\$ 50	n/a
National Capital Motorsports Club: Speedway	n/a	\$ 40	n/a
Brindabella	\$ 65	\$ 40	n/a
Light Car Club	\$ 65	\$ 40	n/a
Dual Sport Motor Cycling Club	\$ 70	\$ 50	n/a

Table 8: ACT Motorcycle Club Membership fees 2008

- The above table shows there is little variation between annual fees
- These are comparable with single sport clubs elsewhere.
- Competition license fees are generally payable in addition to the club fees.
- Where karting or road race facilities exist, the cost of membership and facility hire is generally much higher in comparison.

Competitor Analysis - Motor sport Facilities

Venue	Suburb / State	Location	Motocross	Super/cross	Enduro	Dirt Track	Road Race Track	Junior	Beginner Tracks	Quad Bikes	4WD	Hill Climb	Speedway	Slid Pan	Go Kart	Competition Standard	Club House	Parking	Spectator Area	Managed Venue	Camping Facilities	Annual Membership	Casual Visit	Member Numbers	Size of Venue (Acres)	Hours of Operation	Notes
1. McAdam Park (03) 5784 4153	Geelong, Vic	Geelong	✓	x	✓	✓	x	✓	x	x	x	x	x	x	✓	✓	✓	✓	x	x	140 - \$10	\$15 - \$5	700	291	Sat Sun Thur		
2. State Motorcycle Complex (03) 5784 4153	Broadford, Vic	1 Hour north of Melbourne	✓	✓	✓	✓	✓	✓	x	x	x	x	✓	x	✓	✓	✓	✓	✓	✓	\$3,000	\$20	na	198	??		
3. Broadmeadows Motocross Park	Broadmeadows, Vic	Melbournes West	✓	x	✓	✓	x	✓	✓	x	x	x	x	x	✓	✓	✓	✓	?	x	\$0	\$25 - \$20	na	na	Sat Sun Wed		
4. Macarthur Motorcycle Club	Appin, NSW	45min from Parramatta	✓	x	✓	✓	x	✓	✓	x	x	x	x	x	✓	✓	✓	✓	?	x	\$50	\$25 - \$15	4,000	na	Sat Sun Tue		
5. Hartley Valley	NSW	1.5hrs from Sydney	✓	x	✓	✓	x	✓	x	x	x	x	x	x	x	x	✓	✓	✓	✓	\$1,790	x	800	27	All days	This is a full farm membership. Not a casual dirt bike venue. Have an event every 2 months	
6. Emu Creek	Qld	In land Sth East Qld	✓	x	✓	✓	x	✓	✓	✓	✓	x	x	x	✓	x	✓	✓	✓	✓	\$0	\$20 - \$10	na	3,500	All days	Big off road venue.	
7. Glen Echo Park	Qld	Urah Ranges Gympie	✓	x	✓	✓	x	✓	✓	✓	x	x	x	x	✓	x	✓	✓	✓	✓	\$0	\$25	-	800	Weekends	Privately owned	
8. Bina Crombe	NSW	Central. Near Oberon	✓	x	✓	✓	x	✓	✓	✓	x	x	x	x	✓	x	✓	✓	✓	✓	na	\$33	na	530	All days		
9. Louee Enduro	NSW	Lou Station	✓	✓	✓	✓	x	✓	✓	x	x	x	x	x	✓	x	✓	✓	✓	✓	na	\$40 - \$20	na	10,000	All days	Multiple trails and 150km of enduro trails.	
10. Lochmaree	NSW	Blue Mountains	✓	x	✓	✓	x	✓	✓	x	x	x	x	x	✓	x	✓	✓	?	✓	na	\$50 - \$25	na	2,300	all days	Bookings required.	
11. Eastern Creek	NSW	Eastern Creek, Sydney	x	x	x	x	✓	x	x	x	x	x	✓	x	✓	✓	✓	✓	✓	✓	\$120	\$85-\$120	na	na	All days	Bookings required for drive days(\$275) and private hire (\$85 members, \$120 non-members) Karting facility under separate management	

Table 7: Competitor Analysis

7.4. Informal Facilities:

Informal facilities exist for off-road use and these are mainly contained within controlled ACT Parks, Conservation and Land's site at:

- Stromlo Forest: Now no longer a viable location for motorsport activity following the fires of 2003 and the subsequent opening of a new Mountain Bike and Criterium Cycling Circuit with associated equestrian use.
- Uriarra Forest: Access is now extremely limited due to recent development of Uriarra Urban Village and its proximity to the Lower Cotter Catchment and concerns expressed over sediment contamination of watercourses and consequently the Cotter Reservoir
- Ingledene: Currently where the majority of unauthorised and unregistered off-road activity takes place. In the absence of suitable alternatives the area will continue to attract such use. Ingledene could potentially provide a resource for managed off-road activity and such use would be supported by ACT PCL. Presently however it is detached from the majority of current legitimate fixed sites, based around Fairbairn Park and Kowen. Should Fairbairn Park and Kowen Forest not be suitable to cater for future demand for participants from within the ACT as identified later in the strategy, Ingledene would require investigation as the main managed alternative venue.
- Kowen Forest: Currently used for a variety of recreational activities including the rally of Canberra.
- Pierces Creek: Currently used for occasional rallying and Khanacross
- Cottage 5, Brindabella Road: Currently used for occasional rallying and Khanacross
- Gibraltar Forest: No longer considered to be a viable off road venue due to conservation issues and noise/disturbance to urban areas.

8. CONSULTATION

The following section contains a summary of the meetings, workshops and interviews undertaken by the consulting team as per the project brief.

The consultation involved meetings or interviews with over 30 different agencies or organisations. In addition to this interviews were conducted with the managers of existing motorsport facilities.

8.1. ACT Parks, Conservation and Lands (PCL)

Meetings were conducted with representatives from ACT Parks Conservation and Lands. The following is a summary of the key information provided:

- Recreational use has a high impact particularly within Pine Forests which are essentially there for logging purposes. Due to fires there are few significant tracts of Pine forest left (Isaacs, Majura and Kowen are the only areas left)
- Political decision was made not to replant following fires and the future of the old pine forest is now uncertain. Much of the old pine forest areas is now out of bounds for recreational use (Uriarra, Stromlo and Ingledene)
- Management plans are not supportive of access and there is an absence of a recreational strategy supporting public use.
- Erosion, sediment control, weed and noise are the main concerns with activities. It is a particular concern with unauthorised use.
- It is critical to pursue conditional registration and nominate an area. The introduction of a recreational motorcycle system which permits under-age use should be explored.
- A single registered site would be beneficial to ensure all issues regarding noise, sediment control and weed control are contained for compliance purposes.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Kowen for Rallying and motor cycle's would be preferable but it is likely that it would displace orienteering	Internal Fencing exists within Kowen Forest where land could be subdivided
It is critical to pursue conditional registration and nominate an area. Unauthorised activities at Ingledene Pines would need to be dealt with as part of the process.	The introduction of a recreational motorcycle system in line with that currently operating in Victoria which permits under-age use, should be adopted
A need to reduce erosion, sediment control, weeds and noise emanating from motorsport activities.	Development of an integrated Environmental Management Plan for the Fairbairn Park complex and other identified approved sites.

In addition to the above comments PCL advised that should work commence on the land adjacent to Fairbairn Park for motorsport use, there would be a loss of revenue to the ACT Government as it has a value as a commercial plantation. An initial view based on recent estimations of mature pines on the PCL estate gave the following figures:

- o Mature pines are valued at \$7397/Ha using an accepted standard assessment technique.
- o Pines on PCL land adjacent to Fairbairn Park cover approximately 75 Ha
- o At maturity they would be worth \$554, 80.00 (Value of the forgone income).
- o Young pines are valued at \$3100/Ha using an accepted standard assessment technique.
- o Replacement value of equivalent age pines would be \$232, 500.

It is estimated that the loss of commercial income from a pine forest at Fairbairn Park would fall within the two extreme figures quoted.

Through the consultation process it is clear that the management controls exercised over pine plantations and other off road land has imposed significant bureaucratic hurdles which the volunteer finds frustrating and time consuming. With a gradually diminishing volunteer network this is having a significant impact on the number and type of motorsport event being run. To secure a dedicated site where these controls may be relaxed would be hugely beneficial.

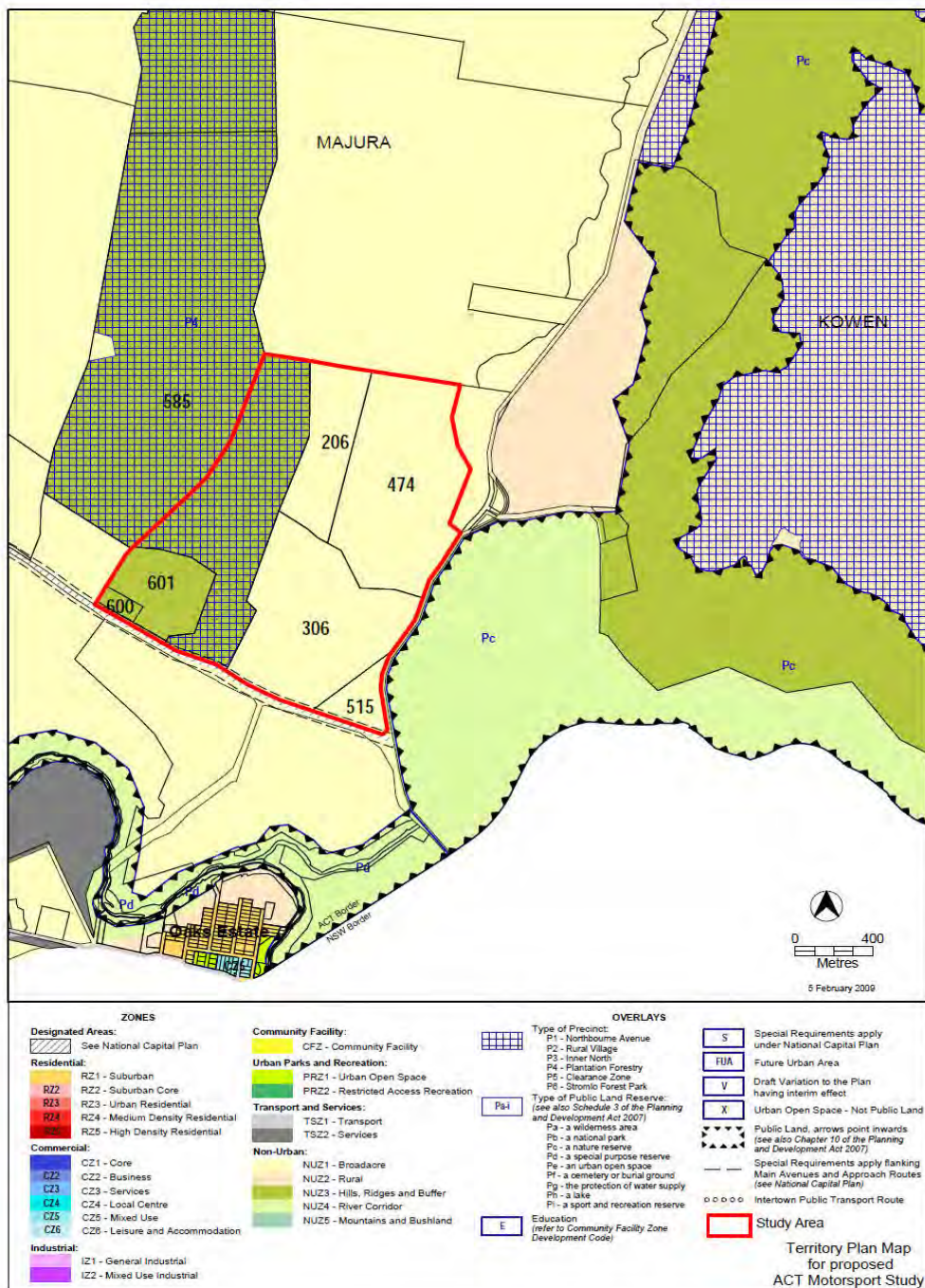
8.2. ACT Planning and Land Authority

Meetings were held with representatives from ACT Planning and Land Authority. The following is a summary of the information provided:

- Leasing at Fairbairn Park is a complex issue. As a separate exercise a number of outstanding compliance matters are being pursued.
- There are a sporadic mix of uses that are authorised at Fairbairn Park
- A set of approvals will be required which more than likely will result in a new EIS being required. This will determine the areas of land or site that the users may operate on.
- There is a need to think innovatively about how any site could be developed. Carbon offsets should be explored together with a variety of noise attenuation measures where appropriate
- Kowen Forest: Long term plans are for residential development – to be comprehensively developed with a potential transport link through the Department of Defence training area. Long term implications on infrastructure and land acquisition still need to be determined

Issues	Opportunities
The development of a national motorsport facility across several blocks in the Majura District requires consideration by government at a broad policy	Potential to draw together conflicting policies to develop a long term achievable vision for the site.

level	
A comprehensive master plan for Fairbairn Park would need to be prepared which includes rigorous site analysis	An initial master plan identifying the site potential will be developed for consideration across government in order to scope out nature of analysis required and cost implications whilst enabling continued use of site for motorsport.
An Environmental Impact Statement would potentially need to be prepared to facilitate development on site	EIS would be prepared as part of consolidating activities on site and potential location of existing facilities. This would assist in legitimising all infrastructure



Plan 1 Territory Plan detailing implications for development of Fairbairn Park

It is evident that whilst Planning Policies may indicate initial support for motorsport as an outdoor sport and recreation activity often motorsport activities are excluded as legitimate recreational use on the majority of rural land. The one major exception is where Fairbairn Park is located as it benefits from an authorised existing use.

8.3. ACT Government – Environmental Protection Authority

A meeting was conducted with representatives from the Environmental Protection Authority. The following is a summary of the key information provided:

- There is significant history behind the noise policy and the commitment to reduce noise credits over time. The EPA position on credit rating is that it will be reviewed with the likelihood that it will be reduced. This will be undertaken within the next year.
- They would prefer a separate management body to be responsible for Fairbairn Park with sole responsibility for site control and operations
- The Ridgeway is the biggest problem and to overcome their concerns would require a 100m high earth mound. They also suggest having more effective mufflers on motor cycles
- Measurement of motor cycle noise is now laboratory tested. Consequently the major problem is that this is not done on site.
- There is a need to explore technical detail and incorporate modern up to date sound communication systems
- Need to address PA system and incorporate a modern up to date system across the whole of the site which minimises disruption and noise carry to nearby residents. Facing speakers down and into the site would assist.
- It is essential that acoustic reports accompany any strategic document for the development of the sport as it must be demonstrated what will and will not work.
- ENV, Social and Economic aspects are key EPA requirements – balance is critical between noise and impact and that associated with social and economic benefits.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Asbestos at Fairbairn Park: EPA view is that if it is not moved by other parties it must be removed by Fairbairn Park – it is unlikely to be greater than \$50-100k to remove and clean up the site.	The disposal could be costed out by sub-contractors and could be dealt with immediately. This would resolve a current impasse which is affecting the immediate use of a significant site.
Lack of control within Fairbairn Park	Establish a separate management body with clear roles and responsibilities for site management and develop an appropriate

	governance structure ensuring independence from clubs
Track configuration, PA system and visual prominence creates problems with nearby residential occupiers	There is the potential to reconfigure tracks to reduce noise further by utilising a modern PA system and directing sound inwards. Communication with Ridgeway residents must be well evidenced (backed up by acoustic report demonstrating betterment), clear, concise and unambiguous

Environmental Policies in respect of noise and protection of flora and fauna are onerous and place conditions which inhibit expansion of motorsport activities. Whilst the noise credit system was introduced to enable motorsport to take place within reasonable noise controls, it has in fact seriously debilitated activities on the hill climb circuit and to a lesser degree the operations of the motocross

8.4. Roads ACT Office of Transport

A meeting was conducted with representatives from Roads ACT – Office of Transport. The following is a summary of the key information provided:

- Section 13 of the Road Transport and General Act provides exemptions for a number of off-road activities on government owned and controlled land. Exemptions need to be given to enable activities to be undertaken off or on-road. All of these exemptions refer to road or road related areas.
- Special Events involving high speed races are identified as Category 1 requiring prior approval where exemptions will apply. Summernats is included within this category. For the purpose of allowing the event to operate certain divisions of the act are said not to apply. This would apply to rallying and all other motorsport events (See Special Events Handbook referred to earlier in the document review). Approval takes up to 12 weeks and requires the formal sign-off of the Minister for Territory and Municipal Services
- If activities occur on a private piece of land, Roads ACT do not have an interest and the organiser would be deemed to carry the risk.
- Where event organisers exclude the public it is declared that the Road Transport Act doesn't apply. In these circumstances the organiser carries the risk.
- Motor vehicles are not allowed to be sent to market if they do not meet set road vehicle standards. Potential fine of \$13.5k if not adhered too.
- There are no registration processes for vehicles that don't go on the road

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Stromlo Forest – Used to be an ideal facility	The use of Kowen Forest could

<p>for unregistered access, but had no management plan associated with it. Major users of forests are walkers, mountain bikes, horse riders and runners. These must be effectively provided for whilst permitting ongoing motorsport activity to co-exist</p>	<p>provide a suitable alternative venue provided it is regulated and is subject to a thorough management plan which permits safe alternative uses and users.</p>
<p>Parts of Fairbairn Park are roads and road related areas in accordance with the act. It is likely that activities are undertaken currently in breach of the act. Roads ACT would be able to provide guidance to achieve approval</p>	<p>A legal opinion on the status of the land is required in order to regularise activities in accordance with the Road Transport and General Act</p>
<p>Rallying activities in the past have seen pit crews operating within the limit of main roads. This is unacceptable practice</p>	<p>To provide a dedicated rallying area and off road secure pit area for significant events</p>
<p>Use of non-approved vehicles is a major concern</p>	<p>Provide a road ready course as a first step in obtaining a license where under age participants also need to be considered as part of the process.</p>
<p>Off road motorcycling: Unregistered, under age and uninsured riders is a significant problem. The problem with not applying the regulations creates the potential for unwanted accidents and litigation. Risk management has changed significantly over time and is now more onerous for land owner, operator and individual participants.</p>	<p>Introduction of recreational registration system with a more cost effective entry level would reduce the problem of uninsured usage and ensure appropriate regulations are applicable to the activity</p>

It is clear that there is a general lack of understanding of the requirements of the Road Transport (General) Act and the implications for users on off road sites. This needs to be clarified.

8.5. ACT Treasury

ACT Treasury were consulted during the process in relation to the insurance requirements pertaining to access to the commercial Pine Forests and the concerns expressed by a number of consultees in relation to unregistered and unauthorised off-road use. Below provides a summary of the main points discussed.

- ACT Treasury were responsible for drafting the 2006 legislation on Motorsport for the ACT which was broadly based on Eastern Creek, NSW. The legislation was deemed necessary as a mechanism for controlling a venue with the desire to limit pressure on managers/operators of events to lower the cost to everyone involved
- One of their main roles is to ensure that appropriate third party insurance cover is in place for any activity. Their focus is to replicate

the same level of control as CAMS does. For this purpose the risk structure of CAMS is used as a baseline approach.

- The concept of a single point of contact for Fairbairn Park is appropriate, given this would make it easier to control.
- Where there are unapproved sites, ACT have an obligation to go in and demolish any infrastructure and to control activities - as they could be found negligent if they did not do so
- Rally's need to be in controlled environments. The use of Kowan Forest is manageable as currently a \$100m policy rides behind the use of the forest and ACT Treasury have a relaxed position on effective managed access.
- Insurance only looks at current value of the forest if covered now (not the future value of the pine plantation once it achieves maturity. Insurers may impose additional conditions should public access be increased
- The Pine Forests are considered to be better utilised for social infrastructure rather than as a pseudo commercial activity
- On ACT land TAMS would hold ultimate responsibility for the use by unregistered vehicles.
- At Ingledene the nominal defendant would not apply therefore the owner/operator of the machine would be liable
- Public liability would rest with government except where an illegal activity occurs

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Unregistered and unauthorised use is a great concern due to the Insurance implications to the individual, land owner and in certain cases parent/guardian	ACT Treasury have the potential to drive the legislative documentation relevant to recreational registration through government whilst consulting TAMS fully. This would assist in controlling activity
May have to revisit motorsport insurance legislation to comply with recommendations contained in the strategy	Potential to align legislation for the overall benefit to the ACT as there will be less pressure points on the underwriting of events/activities
Protection of Crash memorial and safe public access to the site is essential	An unsealed fire access trail can be provided adjacent to the boundary of defence land and the national capital speedway facility

8.6. ACT Police

A meeting was conducted with representatives from ACT Police including the Rural Division where concern had been expressed over the extent of

unauthorised and unregistered bike use within a number of off road forested areas. The following represents the key information provided:

- The development of an extended motorsport complex at Fairbairn with additional off road facilities is strongly supported as a legitimate area where current unauthorised activities could be directed
- The absence of a recreational registration system is deemed to contribute to the problem as owners of motor vehicles will avoid formal registration due to cost.
- The critical issue is the lack of access to opportunities to participate legitimately in motorsport activity. Their needs to be managed facilities in 2 or three locations within the ACT where current offenders could be directed. At present no option exists and as a result policing is perceived as being negative
- Rural police will be given the option now to direct activity
- Police would wish to look at opportunities as to how they could fit in on an expanded Fairbairn Park site – potential to base a bike/car and officer down there and use it for educational purposes rather than enforcement (which is where the current problems lie)
- There is significant benefit for social policing. PCYC already utilise the karting facility for these purposes but would wish to expand the current offer.

The following table provides a summary of the key issues and opportunities discussed:

Issues	Opportunities
Unregistered and unauthorised use is a great concern due to potential for serious/fatal accidents. Lack of insurance and issues over personal liability may result in the closure of all ACT land to motorsport and most private land.	The drafting of a recreational registration process to be actively pursued alongside the development of a managed and controlled off road facility to cater for recreational users
There is a need to secure a permanent facility which can be used as a base to locate police vehicles and personnel to educate proactively rather than police reactively.	Utilise Fairbairn Park as a managed base where regular contact with police educational programs can be planned

8.7. Department of Defence

A meeting was conducted with representatives from ACT. The following is a summary of the key information provided:

- An initial proposal had been considered for a dragway on Plot 51 to the north of the airport runway. Talks were held about the potential, however the proposal was ruled out due to the likely impact on the residents adjacent to the nearby ridge line. In addition concerns were raised relating to visual intrusion on nearby Defence land particularly if a grandstand were to be developed. Thus a dragway would not be considered as achievable for any motorsport activity at Fairbairn Park and associated areas.

- To the south of Pialligo Road Dept of Defence own a number of split lots which they are seeking to regularise. It is understood that the airport wish to divert the road southwards and extend the runway.
- Noise at Fairbairn Park for defence operations is not considered to be a significant problem.
- Lighting of facilities at Fairbairn would be a problem which may affect night time defence ops
- There is no problem in clearing trees out of the pine forest – defence intend to do that to create a boundary for their activities (to be in place by 17th December). The boundary would take into account relevant buffer zones and would not compromise use of other land.
- Defence also have a problem with urban encroachment and are keen to create a buffer to prevent this from occurring. They have a similar problem to motorsport and recognise their concerns are real. For this reason they would not object to more intensive development of daytime motorsport use at Fairbairn Park

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Land Adj Fairbairn Park: Defence are very keen to keep in situ due to the tree cover and training potential. They are too create a boundary fence through the pine forest to distinguish it from the remainder of the land	Potential to use remainder of land adjacent to current paintball operator for off road motorsport facility.
Defence Govt are seeking to provide all surplus land to the ACT government.	Potential to utilise undulating land within the current airport flight path which is heavily noise affected and surrounded by industry. Could provide potential for a variety of motorsport use

8.8. Queanbeyan Council NSW

A meeting was conducted with a representative from Queanbeyan. The following is a summary of the key information provided:

- Residential development envelope was increased and extended to the Ridgeway in 1995.
- Noise is the greatest concern in relation to Fairbairn Park, but it is accepted that it is an established and therefore legitimate use.
- Further noise protection associated with Fairbairn Park would be difficult to achieve due to the elevation of the site.

- If Kowen Forest Residential development is pursued within the ACT, Queanbeyan may consider further residential development in that vicinity.
- Significant concern for the Council with general off-road motorsport use is the growth in unregistered vehicles and unauthorised access which causes erosion and land degradation

8.9. Australian Capital Tourism

A meeting was conducted with representatives from Australian Capital Tourism. The following is a summary of the key information provided:

- ACT Tourism is set up as a destination marketing body. They are not established to market on behalf of individual clubs and associations.
- They provide an events assistance program. This can be used to help promote clubs. A grant program is offered to assist clubs and assoc bring additional people to the ACT. They offer different levels of support depending on the type and extent of the event
- Current process does not provide for the ability to bid for events. Under such circumstances where an event is large they would consult with bodies and across government for funding where significant economic benefit may arise.
- They are currently developing an events strategy
- Weekends offer the potential for new tourism ventures, when there is a surplus of accommodation and hospitality options. It follows that these resources are capable of generating a worthwhile level of economic benefit (Fri –Sun range). Traditionally the ACT hospitality industry has demonstrated its ability to work well with event organisers.
- Events likely to receive funding include those which can demonstrate a significant return on the investment – ACT has not traditionally invested well in motorsport activities

The following table provides a summary of the key issue and opportunity discussed.

Issues	Opportunities
ACT Tourism does not have the resources to invest in educating and providing event development opportunities.	The development of a professional management structure at Fairbairn Park with responsibility to facilitate (including marketing, developing and promotion) specifically for the tourism and community benefit potential would greatly assist in ensuring a more effective single voice for motorsport.

8.10. Ridgeway Community Group

A meeting was conducted with representatives from the Ridgeway Residents Group with particular focus on motorsport activities at Fairbairn Park. The following is a summary of the key information provided:

- In 1969 the initial subdivision was submitted for Ridgeway which was subsequently approved in 1970 and led to first construction commencing in 1971. There are currently 61 houses on the Ridgeway and approximately 200 residents.
- The first formal motocross track at Fairbairn Park was approved in 1976 and dirt track speedway soon after. (subsequent research indicated that the Kumagutsa motocross facility, which is currently unused, was operating at and prior to that time)
- The Hill climb facility was established in 1986 prior to the requirement to undertake Environmental Impact Assessments. This is the noisiest facility having the greatest affect on Ridgeway residents.
- Noise monitoring began in 1986/87 and led to the introduction of the noise credit system in 1993 which have remained relatively unchanged (mid 20's each year) for the site since that time. The prevailing wind exacerbates problems which carries the noise to the Ridgeway
- Noise from the PA system has been a cause of great concern as has the overall management of the site and siltation, dust and weed proliferation caused by the motorsport activities.
- The preference of the group would be to close current activities down and relocate to a site along Majura Road under the flight path adjacent to the airport (Block 51) in accordance with the plans tabled by the Australian Motorists Party during the 2008 ACT elections.
- Kowen Forest activity can be tolerated for 3 to 4 times a year but there are issues

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
<p>If Fairbairn Park were to continue it is suggested that the hill climbing facility will need to close or relocate; noise attenuation measures will need to be increased on bikes/cars; noise credits will need to be reduced and the introduction of meaningful and practical noise management practices will be required to ensure activities are checked and managed on an ongoing basis</p>	<p>The development of a professional management structure at Fairbairn Park with responsibility to coordinate use and activities on site should assist. The potential to relocate the Hill Climbing facility could be achieved as could noise attenuation measures.</p>
<p>The Noise Credits associated with the Environmental Protection ACT: Motorsport Noise have not been reviewed as required</p>	<p>EPA have indicated that the Noise Credit system is likely to be reviewed shortly and will pay regard to the outcome of the strategy in seeking to reduce current credits</p>

8.11. National Capital Authority

A meeting was conducted with a representative from the National Capital Authority Planning and Urban Design to discuss implications of the National Capital Plan on any motorsport development, with particular regard to Fairbairn Park. The following is a summary of the information provided

- A Development Control Plan will be required for any development within a designated area. With regard to Fairbairn Park, Pialligo Avenue is not designated avenue or approach route and as such will not require approval from the NCA.
- All road signage required on Territory Roads needs approval as would improvements to site access beyond that which currently exists.

8.12. Paintball Sports ACT

A meeting was conducted with a representative from Paintball Sports ACT the current license holder of the land adjacent to Fairbairn Park and National Capital Speedway. The following is a summary of the information provided:

- The paintball field should support up to 400 people per week. At present they cater for 250 per week
- Has recently been relocated to current site by government following a decision reached in 2005 when it was realised his previous site was on Department of Defence land.
- Estimated that current investment on site is \$450,000 (includes 1.5km of fencing, 8,000 cubic metre of dirt for levelling, mulch, construction of paintball fields etc)
- Noise from motocross is a major concern as it impacts on instruction and consequently a health and safety concern
- He would wish to see additional noise bunding on the boundary between the motocross and his site to minimise acoustic impact.
- If asbestos is to be removed from the dirt track area, similar noise problems will occur. At present it performs a role as a noise barrier.
- It is intended to build 9 more fields adjacent to Pialligo Road and 14 to the north of current shed/dam.
- If an alternative site were available he would be willing to relocate on the understanding that he would not be disadvantaged by any move (both commercially from a location viewpoint and financially, having regard to investment made in the site to date)
- Ideally he would wish to increase his current license arrangement beyond a 10 year limit.

Issues	Opportunities
Noise from motocross is a major inhibitor to effective paintball site operations	Potential to relocate to a more acceptable site subject to compensation to offset current investment. This would permit the opportunity to extend existing

	motorsport activities into the pine forest area and extend Fairbairn Park as a motorsport complex to incorporate National Capital Speedway
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8.13. Fairbairn Park Control Council

A meeting was convened with a representative of the Fairbairn Park Control Committee (FPCC). The following is a summary of the key information provided.

- At present the management of the site is through the Fairbairn Park Control Committee whose main objective is to collect rent and be a single point of contact for matters raised by various government departments.
- The FPCC is not set up to manage the clubs, market the site or develop any of the associated businesses.
- Whilst the clubs value its existence the committee does not have the resources or capability to be a proactive site manager.

The following table provides a summary of key issues and opportunities discussed.

Issues	Opportunities
A more formal proactive management of the site is required to cater with the requirements of Government; to maximise the commercial and community recreational opportunities at Fairbairn Park and associated sites and to coordinate across individual clubs.	To establish a not for profit management structure with paid professionals responsible for liaising with government promoting, and developing Fairbairn Park

8.14. Consultation with Motorsport Clubs Associated with Fairbairn Park

A meeting was conducted with a representative of all of the clubs operating at Fairbairn Park and with the National Capital Motorsports Club adjacent to the site. All clubs expressed a desire to work together and consider that their core business is to run events and deal with the operational aspects of the sport and not to manage the site. Apart from staging club activities, each club has aspirations to host events ranging from state level to national and in some instances international events.

All parties consulted have expressed a desire to look at an independent or commercial management operation answerable to all sports and providing a mechanism to manage the site, coordinate activities and market the venue.

8.14.1. ACT Motorsport Club Motocross Aspirations

A meeting was convened with representatives from the ACT Motorsport club relating to the current motocross operations. In addition documents were provided relating



to current operations, events and future aspirations. The following represents their main aspirations for the facilities they make use of at Fairbairn Park and associated areas:

- To turn the facility into a world class venue to include Enduro and to support the AIS (who currently utilise some of the site facilities)
- Junior racing is their key priority together with the importance of promoting the sport generally and rider training
- 2013 (Canberra Centenary) has been earmarked to run events for highlighting Canberra as a motocross destination.
- Rock Star nationals are to be run next year – to be undertaken by Kevin Williams Event Management
- Need to explore potential of utilising Plot 206 for expansion (between driver training site and Kumagutza – currently fenced off)
- There is a need to build a purpose built training facility – a desire of the motocross club and there is some thought that the Kumagutza would lend itself to that. Track standards require that all facilities should be able to provide for all ages and all skill levels of riders (65cc is the smallest bike).
- The club seek to attract the Oceania event as it provides significant revenue potential and will be the sole responsibility of the club to promote.
- \$42k has been provided by govt to upgrade the motocross facility for the Oceania event next year.
- The club is willing to consider consolidated management of a joint Fairburn Park facility

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Facility is used for training three times a week and could be used more if noise controls were relaxed	Consolidate activities and incorporate more effective noise controls within the site in order to facilitate expansion.
The “Motor Noise Act” must be complied with – requires 3 compulsory noise monitoring per year. The club are allowed a number of noise credits each year (if events are considered to exceed limits, they can be applied retrospectively).	Coordinate events more effectively at weekends to maximise noise credit limitations
Dust is a significant problem – this is being addressed through a comprehensive watering system.	Investigate potential to install a vegetated noise bund to act as noise and dust control with potential to provide banked spectator facility
Paintball operations do not sit comfortably within the motorsport	The lease could be reviewed and potentially moved to a more

operations.	conducive site subject to compensation.
Contaminated soil exists on site which inhibits activity.	Immediate removal and disposal on an authorised site through current funding opportunities
Meetings are to be concluded by 5:00pm and are not to start before 9:00am – this inhibits use and impacts on potential for floodlit evening use (no floodlights exist at present)	Investigate potential to install floodlights and opportunity to relax Environmental Protection legislation which limits hours of operation if noise controls prove effective. A longer term aspiration.

8.14.2.ACT Motorsport Club Dirt Track

A meeting was convened with representatives from the ACT Motorsport club relating to the current dirt track operations. In addition documents were provided relating to current operations, events and future aspirations. The following represents their main aspirations for the facilities they make use of at Fairbairn Park and associated areas:



- The Dirt Track is to be upgraded by 2010 with the purpose of hosting the national championships.
- They wish to attract international speedway riders, but to do this would need to enhance current facilities and safety.
- There are plans for a new two storey club house (23m x 13m x 2 floors) for social and administrative support. Requires approval.
- They have held the Aussie Dirt Track titles on site and wish to run similar events in the future.
- The club is willing to consider consolidated management of a joint Fairburn Park facility

The following table provides a summary of key issues and opportunities discussed.

Issues	Opportunities
Motocross and motorcycle dirt track activities operate under the one club. Both have an issue with the Paintball facility and activities (and vice versa). The Paintball operator has a long term lease on ACT land	As above - The paintball lease could be reviewed and potentially moved to a more suitable site (likely to involve compensation)
Facilities are locked but there have been a number of incidents of unauthorised access and resulting damage.	Provide a comprehensive professional management body responsible for site security

Asbestos to rear of site presents a significant problem, restricting use and spectator access. They have built a 450m fence to contain the area.	As above - Immediate removal and disposal on an authorised site through current funding opportunities

8.14.3. Canberra Kart Racing Club

A meeting was held with representatives from the Canberra Kart Racing Club. In addition documents were provided relating to current operations, events and future aspirations. The following represents their main aspirations for the facilities they make use of at Fairbairn Park and associated areas.



- They have plans to extend into the old speedway track to create a 1000m length and provide a 40 kart grid capacity. This would enable the club to operate national and international events (that would also generate worthwhile tourism related benefits).and have anticipated that this would cost \$250,000.
- The current surface was last done in 2000 and is now due for replacement. The cost would be in the region of \$60,000)
- Groups are now breaking away from the AKA governing body due to frustrations with arbitrary rule changes and cost implications. The club does not wish to follow.
- They have the potential to run a world cup and international event on site if extensions are approved.
- The potential to provide a joint shared facility is looked on positively – focal point could be at the top of the track where the best view can be obtained.
- The club would have no issues with a commercial management model. A professional management approach would enable the club to concentrate resources on expansion, rather than day to day facility/site management.
- The Karting Club are happy to consider a commercial Kart operator on site subject to it not interfering with club activities and to any profit generated being re-invested in the facility.

The following table provides a summary of key issues and opportunities discussed.

Issues	Opportunities
Entrance to site needs to be improved as a top priority.	Utilise resources from current funding opportunity to enhance access as part of the master plan for Fairbairn Park
Clubs need advice on grant opportunities and coordination of events via a mutually/democratically determined calendar of events with the	A single not for profit management body to be considered for the site with responsibilities that include liaising with government; promoting

other clubs etc.	and developing Fairbairn Park; and for determining a mutually/democratically determined calendar of events with the other clubs (including maximising the activity that can utilise a given noise credit).
Parking on site is not good and dust from neighbouring motocross use can cause significant problems (settles on track and creates unreliable surface)	Investigate potential to install a vegetated noise bund to act as noise and dust control barrier with potential to provide banked spectator facility

8.14.4. National Capital Motorsports Club

A meeting was held with representatives from the National Capital Motorsports Club who operate the speedway facility adjacent to Fairbairn Park. In addition documents were provided relating to current operations, events and future aspirations. The following represents their main aspirations for the facilities they make use of at Fairbairn Park and associated areas.



- They aspire to run sprint cars and souped up Sedans and would wish to attract National and International events which are not possible at present. The current speedway and associated infrastructure has not been developed to a stage where it could cater for national and international events.
- Future development will involve spectator facilities
- Have recently applied for NASA safety and equipment grant
- Would wish to construct floodlighting for evening meetings.
- They are not wed to the site and could develop elsewhere. They must however retain control over what they are doing. They accept that the facilities they currently have could easily be transferred to main Fairbairn Park site if needed.
- They require social, meeting space, toilet, car park and a spectator facility – all of which could be shared with other users/operators
- The club is willing to consider consolidated management of a joint Fairburn Park facility

The following table provides a summary of key issues and opportunities discussed.

Issues	Opportunities
Site currently has no power service which inhibits use, effective maintenance and infrastructure development	Identify the installation of power to the site as a low cost top priority through the potential motorsport capital fund.

Need a grader to maintain facility – they use one once a month to maintain track	Potential to utilise shared maintenance equipment across all motorsport users at Fairbairn Park
Have to bring water in to site via pump into truck – truck requires 6/7 loads/journeys to complete	Explore opportunity of using piped dam water from adjacent paintball site
Problems with vandalism – need for security containers to store equipment	Provide on site management through a combined not-for-profit body associated with Fairbairn Park
Club wish to run evening meetings as this will save on water. This is prevented due to noise regulations	Investigate potential to install floodlights and opportunity to relax Environmental Protection legislation which limits hours of operation if noise controls prove effective.
Speedway is currently disjointed from the majority of the Fairburn Park site. This creates issues in terms of infrastructure sharing and management.	Explore potential to gain access through Fairbairn Park and provide common secure equipment store or improve current access.
The spectator services and infrastructure on site is extremely limited	Investment in temporary or permanent spectator banking to be considered as a low cost priority from the potential motorsport capital fund.

8.14.5.Southern Districts Motorsports Association

A meeting was held with representatives from the Southern Districts Motorsport Association, responsible for managing the Hill Climbing facility at Fairbairn Park. In addition documents were provided relating to current operations, events and future aspirations. The following represents their main aspirations for the facilities they make use of at Fairbairn Park and associated areas.

- Club has a current five year plan which anticipates a membership increase each year. 2001/02 was the first full year of current club operations.
- They plan to build a second circuit and if put in place it will provide the opportunity to run 3 different hill climbs. This will be contained within their existing site.
- The club wish to improve spectator accommodation although the only area available is at the most elevated portion of the site – banking/mounding will be required.
- An opportunity may exist to integrate the “Hill Climb” track with the “Transport Industry Skills Centre” track.
- The club is willing to consider consolidated management of a joint Fairburn Park facility.



Figure 1: View of Hill Climb Facility from The Ridgeway

The following table provides a summary of key issues and opportunities discussed.

Issues	Opportunities
<p>The existing hillclimb track will need resurfacing in 18 months time at an approximate cost of \$200k</p>	<p>Explore the potential to incorporate the proposed improvements within a broader Fairbairn Park Master plan including the potential to combine with the sealed surface activity areas at the adjacent vehicle driving training centre. Existing tracks would need to be widened and current noise issues overcome.</p>
<p>Noise – the maximum noise is often exceeded due to the nature of the activities that take place. Given this combined with the sites location (directly facing Queanbeyan), the overall result has evolved to a stage where it now manifests itself into an unacceptable situation with the residents of Queanbeyan. Thus it is highly unlikely that the necessary noise credits would be permitted at the current site. (Traditionally open wheelers and V8's are the noisiest vehicles that participate).</p>	<p>Explore the potential to relocate elsewhere within the Fairbairn Park precinct to reduce noise impact. (The associated cost justification would be offset by the need to resurface the existing track - \$200k).</p>
<p>The Urban Services Environment Act "Motorsport Noise" is the main inhibitor to running events.</p>	<p>Coordinate events more effectively and investigate potential to relax Environmental Protection legislation if noise controls prove effective.</p>

Facility is subject to kangaroo accessing the track and an urgent need for fencing is required.	Potential to install kangaroo fence under current available funds
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8.15. Brindabella Motorsports Club (BMSC)

Brindabella Motorsports Club have been operating since 1975/6 and operates motorkhana and rallying events. The following represents their main aspirations for the facilities they make use of at Fairbairn Park and associated areas.

- BMSC has approximately 120 Members and 6 Life Members who are based mostly in and around Canberra but also NSW
- The Club provides bulk of officials. Event couldn't be run without the clubs participation. Requires between 300-400 officials.
- Most club events generally attract around 35 competition cars which require 100 officials to supervise.
- Rally of Canberra was previously undertaken but corporate expectations were high and there were significant cost implications. It was not considered to be core club business.
- The Club aspire to owning their own "patch of dirt" as an area to service out of. Kowen Forest or Brindabella would be ideal but the Govt and Forestry are making it difficult to gain access.
- Protection of water quality and dust contamination is the main concern.
- Cotter Catchment area plan is of concern as the ultimate objective appears to get rid of motorsport due to worries about sediment and water quality.
- The club requires an oval or paddock (flat area) as a Service Park whose availability can be guaranteed. This is required in order to cater for some 50 competition cars and crew (with a set area for each crew to service/repair their cars as required); Incident Response Team (including Ambulance and Crash Recovery vehicle(s)); toilets; administration Area; Food & Beverage area; secure storage for event equipment; communications and IT area (with provision of a unique and secure communications channel with associated infrastructure - radio tower etc) as required to communicate with those marshals around the rally course. (The current site suffers from external radio interference problems) and an area for course cars (typically up to 5, depending on the status of the event).

Issues	Opportunities
Kowen Forest can only be used 3 times a year on the understanding that they maintain the tracks (grading undertaken after events).	Provide a secured managed facility in Kowen Forest which can be opened up for public activity when not used
The conduct of a rally event is labour intensive and the organisation takes some 6 weeks to implement. In addition the organisation needs to complete the associated pre-event paperwork (including the provision a roadbook; guide and instructions). A typical rally also requires the appointment and facilitation of an	Major Rally's are increasingly being recognised as exceptional tourism opportunities that bring many worthwhile benefits to the regions where they take place including financial; community entertainment; improved morale; and profile. However the associated corporate/sponsorship, media, and

<p>exceptional level of organisation including a Clerk of Course; Event Secretary; Stewards; Rally Director; Rally Directing team; Incident Response team; Communications and Computations team; Public Address team; Scrutiny team and some 80+ Control Officials – all of which are usually volunteers – most of which require accreditation.</p>	<p>budget demands are now beyond the resources available via most clubs. Thus a major rally, as with any major event, is today best served by the appointment of a paid professional Event/Rally manager/organiser, whose role includes looking after those non club specific dependencies including sponsorship; promotion; corporate activities and the media.</p>
<p>Uriarra Village – A small settlement where they use an oval and school for servicing the clubs activities is now no longer available</p>	<p>Explore the opportunity of securing access in alternative pine forest areas</p>

8.16. Lightcar Club of Canberra

The Lightcar Club was established in 1963 as a Rallying Club. Representatives of the club were consulted as part of the process and the following represents the main points discussed.

- The main concern for the club is the lack of access to traditional rally areas and a need for government to address this in a fair and balanced way – with regard to all interest groups and ideologies that are currently dictating the future use of public land.
- They perceive that the attitude of the current government agency decision makers responsible is to adopt extreme water catchment protection; forestry protection (resulting in lock up); and environmental conservation - as mechanisms to justify the prevention of ongoing vehicular access and traditional motor sport activities. (It is to be noted that the CAMS rally community in Victoria has developed a relationship with their State Department of Sustainability and Environment whereby the rally community assists with maintaining clear tracks – those tracks traditionally used by the authorities for emergency fire and incident response. This relationship has proven a win/win for all concerned – the DSE receives assistance with having its tracks routinely and effectively cleared free of charge; and the rally community in return is able to maintain ongoing access to their traditional roads).
- The club is looking to establish a Khanacross facility (the associated activity can make use of un-sealed roads) and a Motorkhanas facility (that requires a sealed surface area – typically 100M square) Khanacross and Motorkhana are ideal introductory and inexpensive motor sporting activities for new comers to the sport, especially juniors. These events are low speed, are based on a need for minimal vehicle modification; and result in participants achieving a more instinctive understanding of the limits of a motor car. The club perceives that Fairbairn Park could provide for these requirements.
- Uriarra Settlement is an urban development that has created a significant rally facility loss. The body corporate associated with the settlement is yet to be consulted as part of the project interview and engagement process. However they have already indicated that they are not prepared to

consider any immediate prospect of regaining the traditional level of access for rally events.

- Registration is a major issue. Whilst Victoria has a specific rally registration system and plate provision (which is similar to the classic car provision in use within the ACT), the ACT does not. A revision to registration which recognises recreational use for other than just classic/veteran/vintage cars, including a provision that specifically caters for rally cars, would assist in ensuring that this valuable category of motor sport survives.
- There is a huge reliance on radio communications and a shared resource could benefit all clubs. Transportable system or hand held backed onto emergency services would be preferred. This could also be used for orienteering, mountain biking and the associated need for all users of the park to have an emergency response system.
- They currently make significant use of Kowen Forest. Sparrows, Timberilla, Pierces Creek, Murray Corner, Laurel Camp are also used.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
LCC of Canberra needs access to a site suitable for Khanacross(loose surface) and Motorkhana (sealed surface). They would also like access to a stretch of road(loose surface) suitable for a Rally Sprint.. The ability to share these resources with other clubs would be a big advantage and remove a major cost risk	The Fairbairn Park and adjacent pine forest(s) have the potential to provide the club and other rallying clubs/organisations with suitable sites and thus assist with preserving opportunities for juniors and new comers to motorsport to enjoy introductory, low speed and inexpensive activities.
The cost of registration of Rally Vehicles is identical to that of 'full' registration. This inhibits the growth of the sport and fails to recognize the intermittent use of such vehicles.	Opportunity to better manage the use and identification of recreational/occasional use vehicles including rally cars. The current ACT Registration of Recreational motor vehicles system should be reviewed to recognise this opportunity. (The Vicroads Rally Registration/Plate system should be considered as a potential option for a similar system).
Uriarra Village – Opportunity to access area is becoming extremely limited (reflecting the comments of Brindabella Motor Club	Explore the opportunity of securing access in alternative pine forest areas
The setting up and operating a rally in the ACT requires a significant amount of redundant paperwork sent to multiple organizations, in particular in the risk	The appointment of professional officer to act as a single point of contact for event registration, coordination and promotion should

management area. These needs to be addressed	alleviate some concerns.
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8.17. Transport Industry Skills (Driver Training) Centre, Sutton Road

Meetings were held with a representative from the Transport Industry Skills Centre and the following represents the main discussion points:

- The Centre was established in 1991 for training advice and this was formalised in 1993 as a training centre.
- They undertake light vehicle training as well as motor cycles (police are significant users)
- Track is not safe for race purposes and would not be CAMS approved. The purpose of the track is to replicate changing road conditions (3 different types of surfaces, narrow, hidden dips and tight corners).
- The site also provides a 4 wheel drive facility
- Future plans include upgrading the facility for testing
- They have in the past facilitated the Canberra and Dutton Rally from the site due to the amount of available hard standing for team crews. It is anticipated that this could continue in the future.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
The track operates at 80-90% capacity throughout the week.	Potential to expand activities on adjacent land to provide more effective growth capacity for the centre. Existing growth commitments could be incorporated within a larger centre
Management of Fairbairn Park would need to be reviewed if one single motorsport precinct were to be developed	The Management Board of the Transport Industry Skills Centre have expressed a willingness to consider managing the whole of Fairbairn Park on behalf of the current users.

8.18. Dual Sport Motor Riders Association

A meeting was held with representatives of the DSMRA and the following represents the main discussion points covered:

- DSMRA has 160 paid up members in Canberra and a total of 3,000 names on their database. 250 attend rides in Canberra
- Membership prices are \$50 annual single and \$70 annual family (parents ride with children).
- The purpose of the DSMRA is to run events but not competitions and use a number of local forested areas.

- Their focus is to provide training, experience in line with opportunities for riders to develop the vital skills associated with the safe and responsible use of a motorcycle on loose surfaces.
- They have recently operated an event in Kowen Forest with 270 riders. Kowen Forest has the ability to be used for a variety of international style enduro's or trials.
- Fairbairn Park would be attractive as a base and could be enhanced with the acquisition of the Ministry of Defence Land adjacent to ensure motorsport activities could be extended.
- The DSMRA require site availability all weekends, preferably a Forest site of 2.5-3km)
- The Club doesn't necessarily need a facility in Canberra to function. It is however desirable. Minimum requirements include: Marshalling and registration area; toilets; water, larger area for Enduro course, Club house, Bob cat and storage
- The club would support the approach to provide a paid professional management set up on site. There would be room for two people to work on site 7 days a week.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
Unregistered (and likely uninsured, anti social) activity in the ACT, including the associated public spaces, is causing problems for the sport. It taints the organised clubs and gives motorsport a poor reputation and public perception.	Develop a formal compulsory recreational registration system for motor cycle activities which can more effectively identify, regulate, control and minimise/eliminate current unregistered activity. There is also the potential for another revenue stream via the government agency responsible.
DSMRA would wish to build a permanent trail and secure a permanent base.	A 6km enduro course could be constructed behind the Kumagutza course in the adjacent pine forest for competitive and non-competitive enduro's. It may be possible to provide a forest and paddock area on adjoining Fairbairn Park site.

8.19. Rallying Australia

A meeting was held with a representative of Rallying Australia and the following represents the main discussion points covered:

- The main concern for rallying is the separation of conflicting use. Sustainable Multiple Use needs to be interpreted better by policy and decision makers.
- Fairbairn Park is not necessarily the best location for motorsport activities, but is probably the only viable site for it to occur. It now has a significant history

and level of acceptance as a community recreation and sporting location with. It has the potential to improve on and develop the contribution it can make to community wellbeing and to the tourism and associated businesses in the ACT. Rallying Australia believes that it does however need a dedicated management body with professional expertise in order to achieve its full potential and value to the ACT community. They believe that a Government appointed board should be sought to avoid the ad hoc nature of the traditional evolution of the park and associated sites.

- Utilisation of the current transport training site is supported as it could be used as the major surface park for races and as vehicle maintenance and crew base.
- A common shared clubhouse facility is required at Fairbairn Park
- Lower Cotter Catchment area is a preferable option for Rally access as there are well maintained logging tracks and ability to create challenging courses with good sight lines allowing for safe driving at speed.
- If a purpose built facility were to be constructed at Fairbairn Park with a communications area, use could be made of it for rallying purposes (Reliant on sponsorship)
- Within ACT they would wish to continue using Uriarra (particularly Pierces Creek Forest). It was a signature stage for Rallying in Canberra and pre-dates the rallying championships. It is now difficult to use following the locking off of forests
- For events the following is required:- Permits, Maps and plans developed through rigorous internal checks and balances, compliance and OHS Risk Assessment, Officials for key jobs (strict training and protocol, judicious planning of stewards
- Licence information is limited as there are a number of licensed officials but many more unlicensed volunteers.
- Event organisation is logistically very difficult:
 - A major event requires between 700-1000 volunteers to service 50 competing crews (10-15 travel from Asia). On average 40-50 people would support a major team with between 6 and 10 supporting a private team. The competitors and team would arrive at least a week before and containers of equipment arrive prior to that.
 - A local event would have between 30 to 50 competing crews, each of which would have teams of between 4 and 10 people involved. For the New South Wales Championship between 70 and 90 crews are involved. Volunteers would number between 200 and 300.
 - A Club event would require between 70 to 100 volunteers

Issues	Opportunities
<p>Water Catchment Plans and other planning documents have constrained motorsport use through bad planning. If not addressed it will cause long term problems for the sport and community. (e.g. The Draft Recreation Plan for Cotter Catchment Area is allowing unauthorised uses and excluding legitimate authorised activities)</p>	<p>Develop a policy framework for the appropriate fair and reasonable development of motorsport within the ACT. This would ensure that a clear reference point would be made with pro-actively recognising ongoing and potential conflicting strategic objectives.</p>

<p>Need to secure a large tract of Forest which is difficult to achieve as you need to lock off the racing area with a permanent secure fence. Security around the perimeter is critical</p>	<p>Explore potential for Kowen Forest to be a permanent rally base which can be secured when required</p>
<p>There is a lack of fixed testing facilities for the rally industry.</p>	<p>Explore the potential of providing a National Test Facility (10km track) in Kowen Forest where road will need upgrading together with a shelter and hardstanding area. Income generated from activity could be re-invested to pay for maintenance. When not in use the facility could provide open access for other activities.</p>
<p>Alternative insurance providers are now springing up without the rigour of risk assessment. This would be catastrophic if things happened resulting in serious injury or death.</p>	<p>The provision of a recreational vehicular registration system could be used to control this and enforced through management via clubs or a Fairbairn Park Management Structure</p>
<p>There is a desperate need within the ACT to identify a person to facilitate the perceived increasing level of bureaucratic paperwork and to assist the bureaucracy with more effective solutions.</p>	<p>The appointment of professional staff within the ACT Government or at Fairbairn Park could provide this resource to all clubs/volunteer event operators</p>

8.20. CAMS

A meeting was held with CAMS and the following represents the main points discussed:

- Canberra is considered to have a very vibrant, capable and historically significant motorsport community.
- CAMS had intended locating a full time development officer in the ACT as of next year but have had to put off this for a year due to financial constraints
- CAMS has two development officers based out of Sydney that currently service NSW
- If the development of the site went ahead CAMS would potentially source a full time development officer in the ACT and would be consider accommodating the person at Fairburn Park if conditions were appropriate.
- CAMS would also be willing to consider the full time management of the Fairbairn Park site.
- CAMS may consider a financial contribution to the development of Fairburn Park subject to a commitment from the ACT Government.
- Opportunities exist for funding for the redevelopment of Fairbairn Park through the F1 Motorsport Safety Development Fund. The funding program is designed to assist in the development of infrastructure and programs that promote motorsport. CAMS have put funding submission in for development

of a Motorsport Centre of Excellence for the Asia Pacific Region and it is considered that Fairbairn Park could be this site

- CAMS are interested in becoming registered training organisation and running motorsport training programs. Fairbairn Park might provide an opportunity for this to begin but they would need access to conference/training rooms on site
- CAMS run development programs through the AIS such as CAMS Rising Star and Young Gun Programs.

8.21. Other Motorsport Operators and Event Managers

To obtain a clear understanding of the opportunities available within the ACT and the potential to attract key players in the motorsport market, a wide variety of event operators, corporate sponsors, professional teams and trainers/coaches were interviewed. The following represents an overview of their comments

8.21.1. Summernats

A meeting was held with the organiser of Summernats due to the high profile of the event within the Motorsport Fraternity in the ACT and beyond. The event is operated at Exhibition Park every January and has experienced similar issues to motorsport in relation to its perception within the wider community. Summernats runs over four days with the highest attendance of 118,000. In 2006, 105,000 attended, a figure calculated on a single ticket multiplied by 2.5 (average attendance) The following represents the main points discussed:

- The value to Canberra of Summernats is tourism (attracting overnight visitors); Business (to make a profit) and community engagement. All 3 aspects and more particularly the public perception.
- Summernats has a significant impact on the local community which is often overlooked as is the cost of staging an event. When V8's operated in Canberra, the single reason they were unsuccessful is that they failed to engage with the community
- 3 groups of people attend the event:
 - "Rev Heads" – dedicated motor sport enthusiasts (often motivated by the social opportunity to meet with and share the events experiences with like minded people and achieve the benefits that can be derived from related business networking opportunities) (25%)
 - Those interested in the motoring related entertainment value (50%)
 - Those with a curious interest – typically first time attendees (25%)

It is the latter grouping where the potential for increasing the tourism returns and community benefits can occur. The greatest challenge is to consider is how you pitch to the non-converted

- Collective marketing is what the sports don't and have little knowledge about. Events potentially conflict and are not promoted effectively. Govt needs to develop a partnership to assist all motorsport is not considered to create a good image (the right image) for ACT nor is it considered to offer the income potential of other aspects.

- It is important to reduce bureaucratic criteria and establish a funding process at arms length from government. The business plan is the most critical aspect (3 year plan with 2 year options are a good approach to take into account fluidity in the market).
- For marketing, one representative body with control over funding should be developed.
- Most critical aspect in developing a motorsport precinct is the need to keep it at a manageable level and not aim too high. It should be seen as an opportunity to provide a facility for the police to direct street racers and control unauthorised activities which is damaging to the sport.

8.21.2. Brad Jones Racing

Brad Jones Racing is currently based in Albury being the only country based V8 Racing Team. They have a full time staff of 30 who could potentially relocate to Canberra. The following represents the current business practice:

- Business turns over approx \$6m annually with the majority of this expenditure spent locally
- \$6m spend along with 30 full time jobs provides solid impact on Canberra economy
- They currently use Winton Race Track or Eastern Creek Raceway for testing 4 times per year as per V8 Supercar requirements
- They pay approx \$20K-\$25K in race track hire annually
- Brad Jones Racing conduct Audi Drive Days for Audi Australia; this involves 40 days per year primarily in Sydney and Melbourne
- They currently own their own factory facility in Albury and are going through the process of evaluating options for either redevelopment and are investigating opportunities in Albury adjacent to the airport
- They would be willing to consider a move to Fairbairn Park in Canberra under the following conditions: Long term lease, Nil or low capital cost and Nil or low rental cost. Access to a track is preferred but is not mandatory. Access to adequate facilities such as Factory space, Office space, Conference/meeting space

8.21.3. V8 Supercars

A meeting was held with a representative of V8 Supercars to ascertain the potential of utilising Fairbairn Park or another location for V8 purposes (for either testing, corporate hospitality or events). The following represents the main discussion points covered:

- The cost of development of a V8 Super circuit is approx \$50m. They are currently working on the development of a street circuit in Townsville which is part temporary and it is costing \$30.4m and includes a \$9m pit complex with:
 - 30 garages of 6m and 8 garages of 12m on ground
 - 60m² of corporate area on level 1
 - 60m of track control areas on level 1
- The Track requirements are:
 - Minimum 12 metre width

- Ideal length of 3.2km to 3.5km
- For the Darwin event the Govt acts as the promoter and pays V8 Super Cars a \$1m “sanction fee”
- Other option for events is that V8 Super Cars act as the promoter and pays a hire fee to the track

8.21.4. National Roads and Motorists Association

A meeting was held with a representative of National Roads & Motorist Association which is the largest motoring organisation in the country having 3 million members. The following represents a summary of the main discussion points:

- Main priority of the organisation is safer roads, safer cars and safer riding.
- There is a desperate need to provide more facilities and infrastructure to enable people to develop and hone their skills in a controlled environment. Fairbairn Park has the potential to offer this.
- Facilities in the east coast are declining. With the loss of Oran Park, Eastern Creek is now the only available commercial motor racing facility left in NSW and the ACT. Although Wakefield is a good circuit, it is a small and short circuit. It is considered by motor sports enthusiasts as ideal for club level/introductory events but not ideally suited for national or international championship events
- At entry (club) level, the sport is expensive and currently there are few options other than to acquire the same apparel and safety equipment as required for national and international competition.. Currently the cost is somewhere in the region of \$15k for a basic apparel and safety equipment set up.
- The potential of combining driver training with hill climb facility would be supported.
- The driver training facility at AHG in Perth is considered to be exceptional. A circuit at Fairbairn would be good for driver training and post license driver training which is to be increased due to demand.
- Activities in ACT have been muddied somewhat due to dragway issue
- If you get the right structure and operations right, you can make any event/facility work (Ref: NSW - Maurice Lemmer/Ernest Rosendhal – recent V8 announcement)
- If it is attractive and financially viable there will be a number of interested parties. Land invariably needs to be found at a low cost – where hope value is lowest. Developers often pay too high a price for unencumbered land which freezes out motorsport opportunities
- Growth in the USA in the motor industry has been phenomenal with modifications to cars. This is now growing in Australia where people are seeking to super up their vehicles – no longer satisfied with the out-turned vehicle from manufacturers, they are seeking to modify further.
- Most motorsport activities are dispersed. A reasonable sized complex is required to accommodate varieties of use.
- The underlying trend in the ACT is good participation, significant interest and latent demand.

- Socially there is a strong argument for supporting motorsport. The clubs, training and development are focussed on safety and ensuring that people understand their limits and the limits of their vehicle.
- Participation rate in ACT is extremely high. It is possible to design combined bike and car tracks despite the different requirements of the two sports – bikes require constant radius corners whilst cars need inconsistency. The Driver training and hill climb would work for bikes (similar concept to Philip Island). You would however require support from two separate licensing bodies.
- The ACT used to have an impressive reputation with the quality and following achieved by their Rallying activities, however in recent times it is perceived that rallying has since fallen by the wayside due to lack of political support. The ability for Canberra to renew its role with the World Rally Championship is critical to developing and maintaining to the exposure and international profile for the ACT that is created by the live TV coverage that was part of the round of the World Rally Championship when it took place in Fairbairn Park and associated areas.
- Evolve Fairbairn Park and associated areas into a multi-use precinct for motoring activities with an increased focus on the development and utilisation of motoring related skills and responsible driver/rider culture.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
NRMA operate Motoserve service centres. Reality is that there are fewer people available to service cars and there is a need to train, develop and retain these skilled personnel.	Develop an industrial park adjacent to or within close proximity of Fairbairn Park. Could potentially provide synergy with educational facilities, motorsport activities and commercial motor industry
ACT require a longer term strategy for major events.	Potential opportunity to make more effective use of resources via an effective management model at Fairbairn Park and associated areas

8.22. Motorcycling NSW (MNSW)

A meeting was held with a representative of Motorcycling NSW and the following represents the main discussion points covered:

- Social riding is not considered by MNSW but they perceive it to be a major concern at present
- There has been an 18% increase in dirt bike sales over the past two years and consequentially an increase in social riding. Problem however is the lack of available facilities for them to participate legitimately

- They would support any initiative which would make clubs more viable but recognise that significant issues concern the wider population in respect of noise, dust, water and growing urbanism
- Each year approximately 25% of participants are lost. However numbers attracted to the sport increase by 30%
- Track facilities at Fairbairn Park are exceptional but auxiliary work needs to be undertaken to the surrounds. To attract spectators the surrounding infrastructure needs to improve which consequently will generate additional revenue
- There are huge possibilities for Enduro at Fairbairn Park as it could leverage off other facilities existing on site
- Long Track would not be viable at Fairbairn Park as there are insufficient competitors to attract any more than two events per year.
- Junior speedway should be introduced in the centre of the main dirt track at Fairbairn Park
- Road Racing has huge potential in and around Canberra. With the closure of Oran Park, the demand for road racing venues has increased by 1/3rd (Eastern Creek and Wakefield are the only sites now remaining)
- Extending the karting track would create more options and enhance club viability.
- A separate circuit for supercross should be considered
- The introduction of Minikhana should also be considered. A junior based learning and training event which requires hard standing area

8.23. Motorcycling Australia (AIS)

A meeting was held with the Head Coach of Motorcycling Australia who is responsible for elite performance and liaising with the Australian Institute of Sport. The following represents the main discussion points covered:

- Coaching concentrates on hydration, nutrition, physiology, sports psychology etc
- The social benefits of motorsport are significant. When youths witness elite riders they have icons to look up to and encourages them to get into the sport.
- Involvement with Fairbairn centres around the undertaken for the AIS. The site is used for training and testing athletes and undertakes 0, 1, 2, 3 coaching levels. Both dirt track and motocross facilities are used
- As a coaching facility it is in a perfect location. Close to AIS, close to the airport and close to the hospital. There is nowhere in Australia able to provide similar facilities in close proximity
- If a club house were provided on site it has the potential to double up for entertainment, clubroom, training gym, recovery room, contract therapy recovery, presentations, and lecture room. It currently doesn't happen, therefore elite riders use AIS facilities off site
- Regular trainers don't have access to the AIS therefore there is significant benefit for the club to locate a facility on site
- Normal site practices involve 2 to 4 coaches training 6 to 25 riders. Numbers will be dependent on group size. Generally 1 coach per 10 riders maximum.

- For training to take place good track conditions are required with good machinery, water system and grader. They are reliant on volunteer support to ensure facilities are in good order.
- Motorcycling Australia provide the finance for the elite training program from Government, but due to financial constraints the funding only permits use of Fairbairn Park 3 times a year. This could be increased five fold, but is dependent on accessing finance.
- 4 to 5 hours per day is required – breakfast, track then off bike activity. Dangerous activity is undertaken first to avoid fatigue.
- They currently use the dirt track and motocross and could utilise bush facility, enduro and trials if located within Kowen Forest or adjacent pine forest.

The following table provides a summary of the key issues and opportunities discussed.

Issues	Opportunities
The facility currently provides an good base for elite rider training but is extremely limited due to lack of suitable associated infrastructure	The development of a multi functional club house facility could provide the ancillary infrastructure to contain all elite rider training and development programs within the site. This would be more time and cost effective than current operations
There is an inability to expand rider training further (for the level below elite) due to lack of available track time and associated infrastructure	The development of additional tracks, enduro facility and managed access to Kowen Forest would provide sufficient track space to expand training and development programs. The additional provision of a multi functional club house facility could provide the ancillary infrastructure to facilitate development programs within the site.

9. EXISTING MOTORSPORT FACILITIES AND EVENT MANAGEMENT

9.1. Motorsport Facilities

In order to gain an understanding of the potential to develop a motorsport precinct within the ACT a number of facilities were investigated. These varied from the commercial driver training venture, competitive commercial raceways and community facilities providing for a range of motorsport disciplines. They provide an indication of how future management at Fairbairn Park could evolve

9.1.1. AHG Driving Centre Perth

The AHG Driving Centre is a purpose built driver training centre located twelve kilometres from the Perth CBD at the Perth International Airport, Western Australia, it comprises of six purpose built areas on over thirty hectares of land providing a safe and secure environment to conduct driver training and education for a wide range of vehicles. Current programs include Defensive Driving, Four Wheel Driving, Motorcycle Training, Heavy Vehicle (Truck) Operations, Forklift Licences, First Aid Training and Performance Driving. It operated for 18 years at a variety of sites and the business Model has been replicated by China and Middle East and presently sites are being explored in Sydney to open a similar venture to service NSW.

AHG is built on a former swamp site and has operated as a private commercial business on this site for the past 5 years. 5 Managers are responsible for different disciplines. There are currently only two financial stakeholders. Previously there were 8, but these were bought out to assist in easing the business planning and operations. 50-70 staff are employed at the site (not all Full Time). All Toyota cars used are new and under warranty, provided through a sponsorship deal. Very few materials and equipment is bought as most is either part of a sponsorship package, funded directly by sponsors or on lease through sponsors where ongoing maintenance is their responsibility.

The business turns over between \$5-6m per year with driver training being the main income generator and core business. The site is open for all but three days annually.

The 1.6km track used flexibly and has the option of being able to provide up to 2km of race space on a bitumen surface. This is achieved by linking

Photograph: AHG Driver Training Centre, Perth



skid pan areas. The skid pans are dry open areas for cars with built on stabilisers /destabilisers. The operator advises that to incorporate dirt bikes and other users would have created a logistical nightmare.

Competition for the V8's is very competitive, but the unique position in Perth makes it very attractive. In order to replicate the operation at Fairbairn Park and provide for V8 opportunities considerable improvements to the venue would be required. As minimum toilets must be male & female and not shared and corporate day facilities require quality space entertaining, trainers, vehicles and equipment.

In the operation of Corporate Days the facility is sold by AHG at \$250 per person per day. Event organisers will normally sell a package on at \$600 per person per day and include meals, other hospitality and competitions. A normal day operator would transfer between V8's, Skid cars, Rally, 4 WD and a pit stop challenge. 4 activities can operate at once and the set up has been designed in close proximity to ensure this can happen.

The operator is considering expansion into go-karts and the extending the existing track. In addition to the main business which operates between 8am and 5pm, cyclists come in after hours, as do other non-noise polluting operators – these generally do not make money but add to variety of site activities.

Every activity that takes place on site takes place when possible concurrently with other activities in the interest of sharing and minimising costs. For example a large shed is provided for storage and this combination is also used for fork lift truck training. It may be more viable to undertake one activity in preference to another during the normal 8-5 day, but flexibility enables all users to be accommodated. The perfect scenario is where you double up and share costs.



9.1.2. Eastern Creek, Sydney

Eastern Creek International Raceway is located 40kms west of Sydney's CBD is the only permanent circuit in Australia with a FIA Grade 2 International licence. It comprises a track of 3.93km in length of 11 metre width with ancillary supporting infrastructure including a neighbouring karting and a dragway facility that are managed independently. It is largely surrounded by industrial development and also has steep banking around the periphery of the site to contain noise within a bowl.

The facility was originally built and operated by the NSW Government. It was the home of the Motor GP from 1991 until 1996.

However, the NSW Government saw fit to relinquish its day to day management of the facility in 1995 following a trading loss of some \$135 million.

The management of the day to day operation was contracted to the Australian Racing Drivers Club Ltd (ARDC) in 1996, a not for profit car club and membership based organisation which was established in 1992.

Currently the membership of the ARDC is around 1100. Eastern Creek is the only site that the ARDC manage. They have expressed an interest in managing other facilities should the opportunity arise. Within the site, registered road vehicles are permitted to operate 24 hours a day. More intensive noise activity is restricted to between 9:00 and 5:30. ARDC organise regular Drive & Ride Days and their Driver Training Centre offers a variety of advanced driver training courses on the largest vehicle manoeuvring area in Sydney. ARDC currently hire out the use of the facility to V8 teams for testing at a rate of \$7,800 per day. In addition, five weeks a year are allocated to a V8 race riding experience, operated by an external body. The facility is also marketed and used for a variety of other non-motorsport related activities and has recently announced that it will host the Sydney leg of the Soundwave travelling concert series.

A recent feasibility study has been undertaken to assess the options and cost of upgrading and extending the facility. The most extensive upgrade option would cost in the region of \$93 million and this would include making Eastern Creek into a Formula 1 specification facility, whilst there are cheaper options requiring minor amendments to current facilities in line with enabling Eastern Creek to increase on its returns to the community.

The day to day management of the facility involves 4 full time administrators and 4 part time support staff, responsible for site management; event facilitation ; fund raising and promotional activities. The track maintenance and

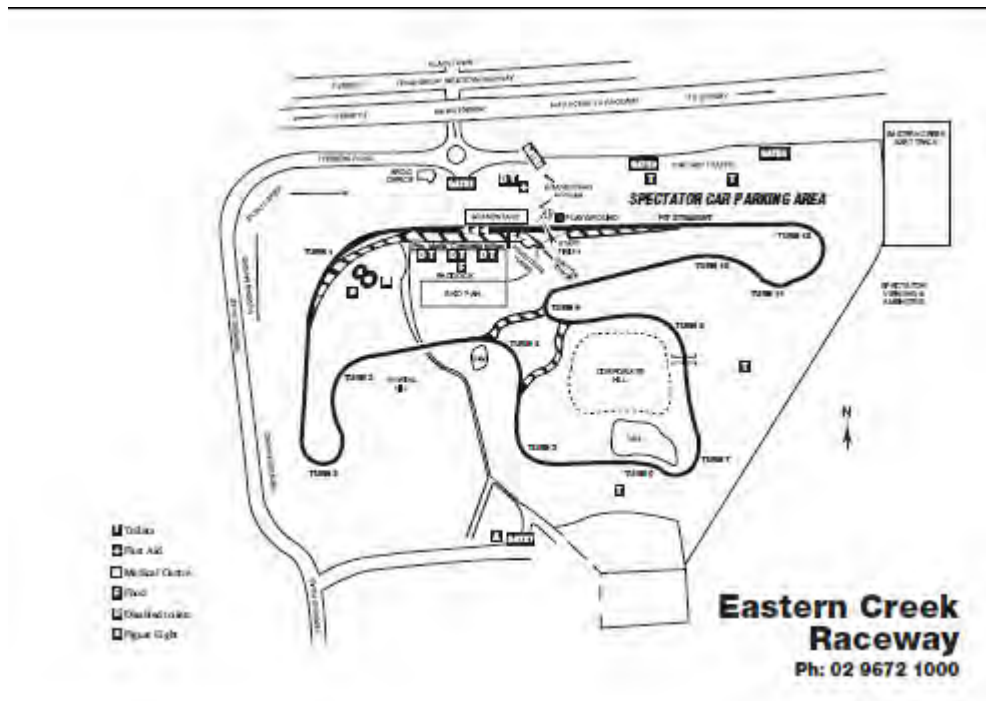


development activities involve six full time and one part time employee.

All profits are invested back into the facility

The ARDC claim that the Eastern Creek facility is operating at near capacity and given the closure of Oran Park, it is unlikely

that current facility demand will be met. This situation does however provide a good indication of how a motorsport facility, with an effective not for profit community based management model can work. The facility can pay its way on a commercial basis whilst also protecting the long term interests of the sport and community wellbeing opportunity that it provides. It is a model which could be considered for the development of a motorsport precinct at Fairbairn Park.



9.1.3. Wakefield Park

This motorsport facility is located closest to the ACT 10km south of Goulburn, 2 hours drive from Sydney and about 1 hour from Canberra.



Wakefield Park is a commercially operated race circuit open every weekend and most weekdays throughout the year. Wakefield Park is a 2.2km racing circuit with a CAMS National Circuit License and it also complies with the Department of Sport and Recreation NSW permit scheme. Wakefield Park offers opportunities for those participants that make use of either a CAMS or Association of Auto Sport Alliance (AASA) competition license.

In addition to race meetings and practice days, they also provide V8 Racing car rides; and commercially organised corporate & drive day events. Wakefield Park can also be hired by general public for other than motor sport activities that require significant car parking and crowd management provisions.

9.1.4.State Motorcycle Sports Complex (SMSC): Broadford

The Victorian State Motorcycle Sports Complex is claimed to be Australia's only comprehensive motorcycling complex. It is open to the general public, owned and managed by Motorcycling Victoria and located less than one hour from Melbourne.

The initial concept began in 1965 when the then Auto Cycle Union of Victoria formed a Land Purchase Committee and charged it with the responsibility of locating suitable land for the development as a motorcycle complex and raising the necessary finance. In 1975 the purchase of a site at Broadford, approximately 70km north of Melbourne was completed. Then in 1977 and 1982 additional parcels of land were purchased taking the complex to approximately 200 acres in area. It now comprises:

- Road race Circuit
- Motocross Track
- Track racing circuits:
 - Dirt Track
 - Long Track
 - Speedway
- Observed Trials area
- Hare n Hound type track

Participants are required to have either an annual or One Day Recreational Licence. The annual Recreational license costs \$85.50 whilst the One Day license costs \$20 and both include catastrophic accident insurance and public liability insurance.

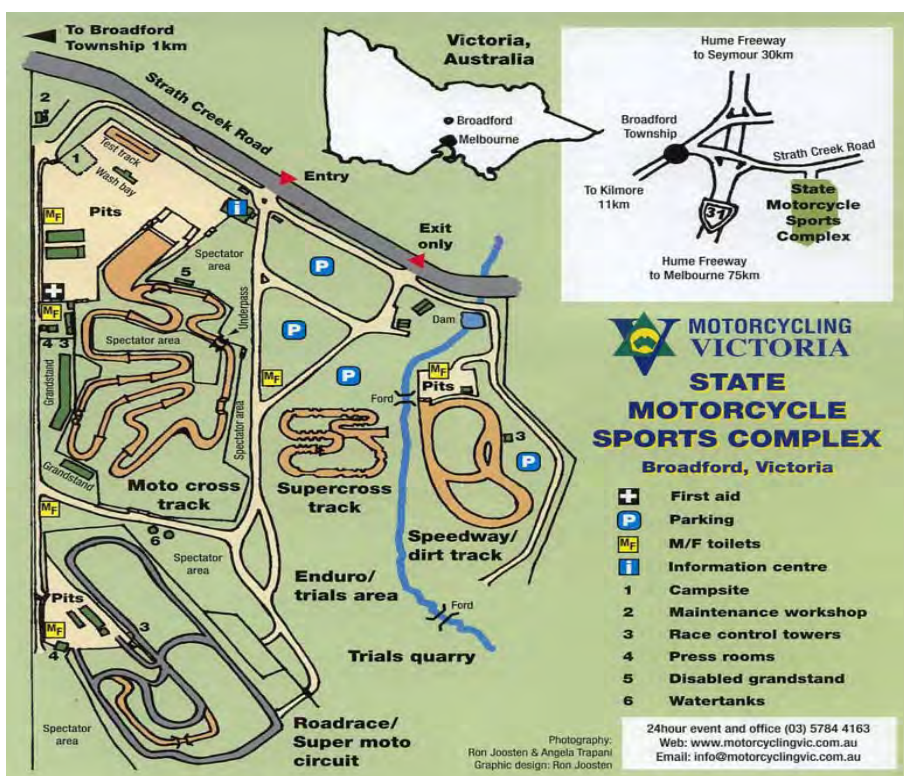
There are currently some 50 motor cycling clubs in Victoria of which 15 (30%) make use of the **SMSC**. These include 5 clubs with a specific interest in Road Racing; 5 Motocross and 5 Dirt Track & Speedway. Speedway has recognized potential for the greatest level of growth beyond the other disciplines. Although the dirt based tracks are well utilized, the Road racing circuit generates the best per capita level of income.

Development of the complex has been achieved through a mix of funding sources, ranging from loan funds, fundraising schemes and donations from individuals and corporate bodies.

Motorcycling Victoria employs a full time Facility Director; Site Manager and Services Manager. Their responsibilities include the day to day operation; and the maintenance and development of the complex and this involves:

- i. Managing the contractual arrangements that involve hiring the activity options to clubs and commercial operators.
- ii. Overseeing all activities including :
 - a. Ensuring all activities take place in a safe and socially responsible way.
 - b. Ensuring all activities comply with the regulations that are in place.
 - c. Ensuring that activities take place in line with all state OH&S, EPA and any other obligations.
 - d. Providing an effective set of associated facilities including Medical Centre; Control Tower; Machine examination Area; and incident response/recovery.
- iii. Ensuring the financial viability of the site in line with achieving a balance with the full range of activities that take place there - from nursery based/grass roots junior development/training to major events.

The success of the complex has been achieved through working closely with local government; ensuring the future of the site by acquiring surrounding land in line with increasing the buffer zones around the complex; maximising the contribution that it can make to the local community and minimising the physical impact that the complex has on the local community. The complex is operating at or near capacity on the current activity areas



Recently 500 additional acres have been acquired, the majority of which is used specifically to increase the buffer zone around the complex. It is intended to utilise the land as a long distance and multi terrain trail bike riding track to be used on limited occasions in line with ideal weather conditions.

The estimated cost of establishing the facility (other than land) based on current costs is \$12Million.

9.1.5.Kwinana Motorplex, WA

The Perth Motorplex, Kwinana Beach is located approximately 25km south of Perth' City centre. It opened in December 2000, following a \$20 million state government investment. The motorplex is now the centre for automotive based activities including Drag Racing, Dirt Track Speedway, Burnout competitions, Street Machine Car shows and Super Cross events.

The Motorplex is managed by the Western Australia Sports Centre Trust, who also manage three other major state owned sporting venues (Challenge Stadium, Arena Joondalup and the SpeedDome). It was established under the Western Australian Sports Centre Trust Act 1986 and is accountable to the Minister for Sport and Recreation. The mission of the Trust is "to manage and promote major state owned sporting, recreation and entertainment facilities for the benefit of all West Australians by delivering excellence in venue presentation, customer service and financial management". Currently the trust employs around 200 full-time staff.



9.1.6.Morgan Park, Warwick

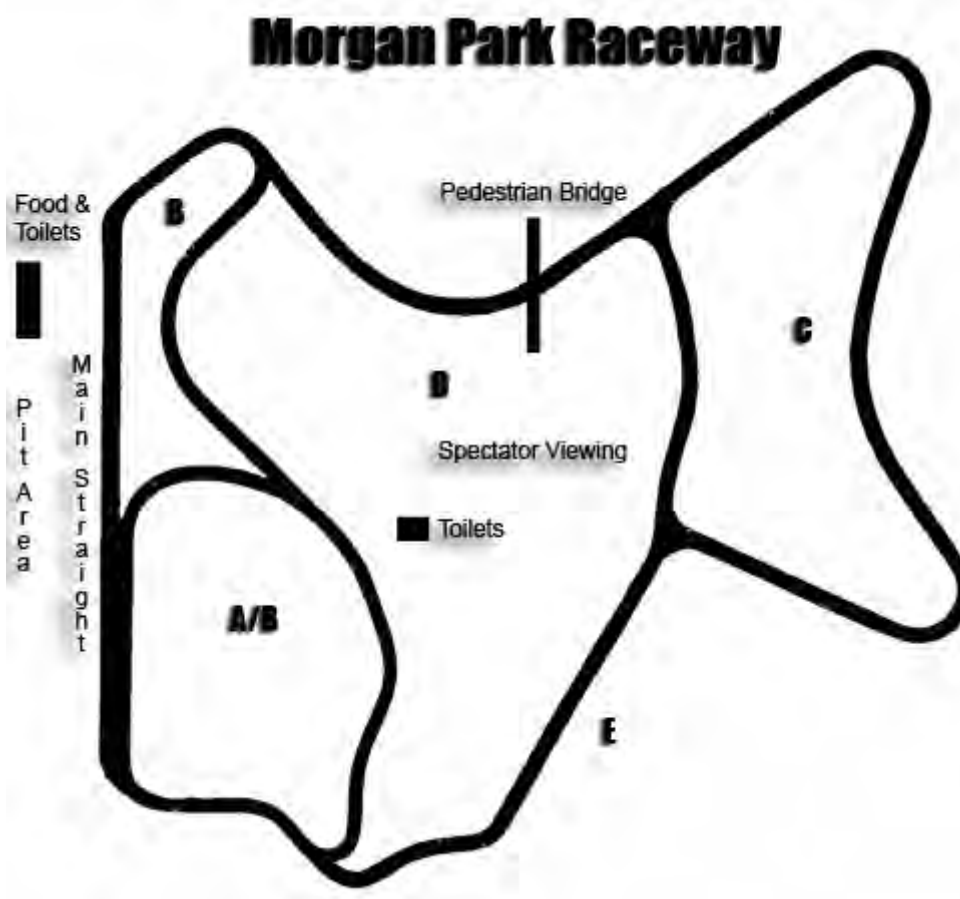
The Morgan Park multipurpose sporting facility at Warwick in Queensland is an example of what can be achieved when community and local government work together for the benefit of the community. It is located five minutes from Warwick's CBD, on the Old Stanthorpe Road, Warwick, 5km South of the Post Office, 160km South-West of Brisbane. This multi purpose sporting and recreational facility serves as a good example for the future evolution and development of the Fairbairn Park/ Kowen Forest facility in the ACT.

Morgan Park is home to the State Equestrian Centre for Polocrosse (hosting competitions at international, national and state levels); the Warwick Horse Trials Club; the Warwick Polocrosse Club; the Carriage Driving Club; and the Warwick District Sporting Car Club – who own and operate a 2.2km raceway at the park. The Morgan Park Raceway now hosts a number of significant race

meets throughout the year, including the Queensland Super Sprint Series, CAMS State Championship, Porsche Car Club Sprints and the Motorcycle Sportsmen Race Meetings.

The Park comprises 5 individual circuits that can be configured to suit a variety of uses from short sprint circuit to motor racing circuit and operates in a clockwise direction:

- Circuit A – 730m in length which turns right half way along the main straight
- Circuit B – 1200m in length turns right at turn 2 and stays on the front side of the hill
- Circuit C - 1000m in length which can be used at the same time as circuit B
- Circuit D - 1500m in length turns right beyond the bridge
- Circuit E - 2100m in length which is the full circuit (as used at state champs)



The Warwick District Sporting Car Club Inc was formed on the 14th December, 1954 by a small group of Motorsport enthusiasts, with Rally's being the main types of events conducted. In 1964 the Club held its first major event with a hill climb being run on Weewondilla Hill. On the 29th October, 1967 a permanent hill climb venue was opened on the edge of town which was to be known as Weewondilla II.

In 1965 the Club was granted access to land at Morgan Park where Motor Gymkhanas were regular events and in 1968 the first motor racing circuit at Morgan Park was developed. The late 80's and early 90's saw minimal activity at Morgan Park due to a lack of interest and access to Public Liability

insurance. In 1997 a low interest loan from the Warwick Shire Council was approved to bitumen seal the original 730m track at Morgan Park. With the approval of another loan in 1998, the circuit was extended to 1200m. In 2000 the first stage of pit garages were constructed which supports the Queensland Super Sprint Series.

9.2. Overview of facility operations

All operations referred to above are multi purpose motorsport venues providing invaluable resources for a number of 4 wheel and 2 wheel motorsport activities. The management approaches are pertinent to each site and no single management arrangement is replicated. AHG and Wakefield Park run on a commercial basis whilst others operate on a not for profit basis run by local management bodies or as in the case in Perth, by a state trust established through legislation. All of these facilities are relatively successful and provide an indication of what could be achieved if an appropriate management body was established to manage the day to business operations of motorsport activities within the ACT. If a management body were to be set up at Fairbairn Park it would appear appropriate for that body to follow a similar approach to that at Broadford given the mix of facilities and various disciplines managed currently. In suggesting this approach, any solution put forward will need to be recognised that a number of different clubs are already established and have sole control over the use of current circuits. This will require an innovative approach to be adopted to ensure that no club is disadvantaged by any changes proposed.

9.3. Event Management

There are a growing number of entities interested in those types of businesses that can benefit from having access to a motor sport facility.

The key to developing a successful motorsport complex and promoting an area as a motorsport destination lies within its ability to support and attract major national and international events. In order to gain an understanding of the potential to attract a variety of events to the ACT a number of event management and corporate hospitality companies and operators were consulted. They provided an indication of their requirements, how events operate; the potential interest in running events within the ACT and potential for the ACT to attract significant motorsport events.

9.3.1. Williams Event Management



Williams Event Management Pty Ltd is a typical promoter of a motor sporting spectator based event in Australia. Their events include the Motocross Nationals, of which, Fairbairn Park is to host round 2 of the 2009 series. Each round involves some 120 Championship Riders – typically 100 privateer riders (each with a three person support team); and 20 sponsored team riders who

each typically have 7 staff associated with the operations. Approximately 500 people travel with the associated road show.

Events usually involve at least a two day stopover and attract a approximately 5,000 spectators – the majority of which require hospitality (including accommodation, food and beverage) in the places where the events take place. Fairbairn Park is considered an ideal venue for the quality of track (currently being upgraded) and location.

9.3.2. Carrera Cup



The Carrera Cup is conducted on behalf of Porsche Australia and involves a series of nine events in five states. The associated events span an eight month period. Traditional media coverage and spectator provisions enable some some 1.4 million people to watch up to 25 drivers in action.

A current round is conducted at Wakefield Park (Fujitsu Round), however this facility is not perceived to be satisfactory by the current participants because:

- Accommodation is limited
- Difficult to get crowds to
- Damaging to cars
- TV appeal is limited

Most drivers and teams are Queensland or Melbourne based. Drivers generally own their own cars and demand acceptable circuits on which to compete. Their teams normally comprise 6 to 8 people. With regards to Canberra, the street racing events held in the past (as part of the V8 Supercars Australia events) were considered to be exceptional as there were no objections to the circuit from a driver, team or sponsor perspective. As a venue within the Canberra business district, it was also conveniently located between the bases of most teams.

The current cost of Accommodation in Canberra is perceived by teams and spectators as being too expensive. If this is the case, then if this could be managed by the ACT tourism authority whereby the costs are reduced to a level acceptable to the tourists involved. In line with this, a venue capable of conducting those functions associated with the main event, including presentations and corporate sponsors, would also be required.

With regard to other venues - Phillip Island and Bathurst are the most successful events from a drivers perspective as tracks are challenging; the events attract good crowd numbers; the sites are appealing to TV audiences; and there is a supply of suitable accommodation nearby.

At the time of writing this strategy the Carrera Cup competition had been suspended for 2009 due to the ongoing world economic crisis and the difficulties experienced by a number of motorsport teams in maintaining sponsorship and reducing operating costs.

9.3.3. GHR Honda



GHR Honda (The Honda Australian off road motorsports team) has operated events in Kowen Forest and broader ACT area. They have not run events recently due to the commitments desired from the Honda team, but would like to get involved if opportunity arises in future. GHR Honda have advocated turning Kowen into a recreational riding area for a number of years, particularly for recreational trial bike events.

ACT, Parks Conservation and Lands would retain control of Kowen Forest, and they have expressed, subject to effective controls being in place that they would be comfortable with using the forest for off road vehicles on a managed basis. This could be achieved by converting Kowen into a publicly accessible park providing for 3-5 rallying events per year; and a suitable area for event control that enables a check in and check out station, with directional arrows to ensure vehicles travel in the correct direction as required. This could include the provision to stop an activity when for example it is too hot (above 34C with north westerly winds due to potential fire risk); or too wet (i.e. when there is the potential to cause land degradation). Such an arrangement would potentially ensure that the site was out of action for no more than a month to six weeks each year, and in doing so enable the ACT to enjoy the additional tourism opportunities that would eventuate.

9.3.4. Events O'Neill



Event Managers under Events O'Neill have indicated a desperate need for new venues to cater for amateur drivers. They recognise that the Hill Climb venue at Fairbairn is totally volunteer funded, managed and run and is an exceptional facility given the constraints. They are desperately in need of venues within easy distance of Sydney which is considered to be the corporate capital of Australia.

They have stated that if Fairbairn Park is to have a future in corporate hospitality it must be managed by a good professional operator. Event managers, corporate hospitality groups will not accept second rate facilities. The body must therefore convince people that they know what they are doing. AHG is a good example of this and a good example of why any management model should centre around a sole operator business. The management team need to operate the venue focussed on motorsport as the attractor as backyard motorsport facilities will not attract the top end corporate market. Car manufacturers and teams such as Ferrari and Masserati are careful in determining whether a facility fits their brand. Very few facilities exist at present and therefore a latent demand undoubtedly exists.

They alluded to strong support for developing Fairbairn Park. They however don't at this stage know what events they could generate as the market has not been fully tested, due mainly to the lack of available facilities. What they do know is a demand exists for more corporate events which cannot be catered for within existing facilities. The potential would largely be determined by the client who the event was marketed to and would not necessarily be competitive motorsport but experience and team building.

9.3.5.A1 GP Australia



The event is an open wheeler category pitting nation against nation based on identical Ferrari base model. More than 20 nations, representing 80 per cent of the world's population compete without financial or technological advantage. Up until 2008 the A1GP was raced at Eastern Creek but due to investment from State Govt of Queensland it has now moved venues (Gold Coast Indie Race). Events to operate are very costly and often will go to highest bidder who will mitigate risks. Currently there is no prospect of a race being located in Canberra as the political will and community desire is not evident. If however a suitable circuit could be developed at Fairbairn Park, the potential benefits from conducting a well managed A1GP event, including tourism and international profile, could be significant for the ACT.

9.3.6.Event Management: Potential

The consultation with organisations operating some of the major motorsport events in Australia has indicated that the ACT is an attractive proposition should the right facilities be available to use. Event Management companies recognise the profile that hosting event in or near Canberra to their sport and would wish to explore further any potential. It should be noted:

- All would support any development of Fairbairn Park.
- None could convey any specific requirement for development, as at this stage they have not had a chance to identify and test an initiative against their respective markets.
- What they do know is a demand exists for more motor sport facilities in the ACT, however the ultimate justification for a particular development would largely be determined by the client on whose behalf the event/activity was being marketed to.

10. EXPERIENCES IN THE USA AND UK: DEVELOPING A MOTORSPORT HUB

Very little research has been undertaken on the value of motorsport economically, socially and environmentally within Australia. Much of information obtained is at best anecdotal and provides little hard fact. There is however a strong belief, confirmed through the consultation process that a more vibrant and consolidated motorsport complex or precinct could in the long term have significant long term benefits for the sports and employment locally. It is important to set this in context with what has happened elsewhere in the world, where governments, in recognising the potential value of motorsport as both an economic driver and social asset have actively sought to promote and diversify activity.

In this regard the two most active nations have been the UK (Motorsport Valley) and the USA, (North Carolina). Both countries have recognised the value of motorsport to their local economies and the unique opportunities they are able to provide due to the clustering of various aspects of motorsport, from participation through to the top end research and development in providing technological advances in motor vehicle development.

10.1. Motorsport Valley

One of the main driving forces in the UK has been a unique cluster of motorsport teams, engineering firms and supporting services located in southern and central England known as "Motorsport Valley". These teams have dominated global motorsport for a number of years with the majority of the world's single-seater racing cars produced in the UK. The cluster is a significant contributor to the UK economy. It has a turnover of £5 billion per annum, of which over half is export sales. It employs over 40,000 people, of whom 25,000 are highly trained engineers. Covering an approximate 80km radius, the strength, scale and diversity of the industry are not replicated anywhere else in the world.

The British Government in seeking to sustain and develop the cluster in October 2002, established a Panel of experts (The Motorsport Competitiveness Panel) to devise a strategy to pursue these aims. It considered that strengthening the cluster from grass roots level upwards. Whilst this could not be replicated in the ACT it is nevertheless an indication of what potentially could be achieved if a more focussed effort were to be given to clustering motorsport activity around one particular site. The Panel worked on four key themes:

- Finance, Investment and Economic Impact;
- Skills, Education and Training;
- Sporting;
- Technology and Innovation.

One of the key recommendations derived in 2003 was the creation of a motorsport development board to lead coordinate and develop opportunities. The Board was responsible for:

- Creating programs and infrastructure that would enable ongoing development of all motorsport talent
- Technology Transfer and Business Development
- Creates an industry- led "Motorsport Academy" to drive and co-ordinate human resource development

- Improving competitiveness and success of the Industry
- Support and Develop grass roots sports activities

The outcome of this initial work resulted in the creation of Motorsport Development UK, a private/public sector partnership responsible for spearheading and implementing a five year investment programme in UK motorsport. Motorsport Development UK has a board drawn from industry and sport that meets bi-monthly to review policy and agree investment. It also has an executive team based at Silverstone responsible for ensuring the investments are carried through and evaluated. As part of their work they have established "Volunteers in Motorsport", a government backed initiative to encourage more people to become involved as a marshal, timekeeper, technical officer and other volunteer roles within the sport.

Further research reported by Motorsport Development UK in February 2008 identified the need for a single representative body or 'voice'. The roles identified included:

- to promote, champion and defend motorsport as a whole,
- encouraging sustained growth in participation and
- leveraging the support of top level motorsport to develop grass roots activity,
- promote and coordinate best practice and changes enacted to improve energy efficiency and reduce environmental impact

Such issues are consistent with the advice provided in throughout the whole of the consultation process associated with this strategy. It is a clear indication that these issues are clearly synonymous with all disciplines of motorsport and not unique to the ACT.

10.2. US experience: North Carolina

A similar regional concentration of motorsports related industries to that found in Motorsport Valley in the UK can be found in North Carolina, USA, with the main most of the economic activity being linked to NASCAR. Other significant motorsports related activity includes the Grand National series, truck series, drag and short track racing

A study undertaken by Belk College of Business Administration, University of North Carolina at Charlotte in October 2004 highlighted the fact that invariably Politicians, economic developers, citizens, business people, and academics fail to understand the economic importance of professional sports. Similar to the experience in the UK it recognises that as motorsports competitions have become increasingly popular, multi-billion dollar industries have developed around the sports themselves (i.e. NASCAR and Indy Car Series in the United States and Formula One in Europe and Australasia). The study makes reference to the most obvious sources of economic activity are the race events that attract large crowds and generate television and other revenue. Much less visible, but significantly larger, is the economic activity of different manufacturing and service industries that take part in the support process and associated activities.

The study divided the state into seven regions which corresponded to North Carolina's seven economic development regions as defined by the North Carolina Department of Commerce. In conclusion the study confirmed that the direct economic impacts of the motorsports industry on the North Carolina economy in 2003 were estimated to have:

- (1) Increased output by almost 3.2 billion dollars;
- (2) Increased employment by 12,292 jobs;
- (3) Increased employee compensation by 913 million dollars with an average direct compensation per job of \$70,548 per year; and
- (4) Increased value added by 1.4 billion dollars.

Adding the indirect and induced impacts to these direct impacts, the economic impacts of the motorsports industry on the North Carolina economy in 2003 were estimated to have almost doubled all of the figures referred to above, representing about one percent of total state GSP.

10.3. Relevance to ACT

Whilst motorsport and the associated industries within the ACT are not on a scale comparable with North Carolina or Motorsport Valley, it is interesting to note that both areas have been embraced by their respective governments as providing a unique offer, valued throughout the motorsport industry and throughout the world. The potential to explore an employment hub or cluster which focuses on motorsport and complimentary industries however should not be dismissed. Given the level of motorsport activity, untapped potential and the existence of existing industry within both NSW and the ACT which actively supports the local motorsports scene, a long term vision to promote such activity should be considered. It is not anticipated that this would be on a scale to replicate experiences in the UK and USA but to develop cohesive motorsport and ancillary activities in and around the Fairbairn Park precinct of motorsport uses.

The consultation process with the Peak bodies, industry representatives and those seeking corporate hospitality opportunities highlighted that a significant opportunity exists to develop a nationally recognised motorsport precinct. Such a precinct is not available elsewhere in Australia. Ideally this would be within the Eastern States and be close to key industry hubs in NSW and Victoria. The ACT, given its location, profile and interest base could provide this role should a suitable site be found. A real opportunity does exist to link the development of motorsport with more broader aspects of motor vehicle industry including research and development, testing and driver training. The corporate market is seeking to expand activities following the closure of active motorsport sites and the limited capacity available on those remaining. The ACT is highlighted as an untapped resource with huge potential in this market and if facilities were to be provided of a good quality, a substantial economic return could be made through the corporate hospitality market. Should the circumstances be right (i.e. government commitment, secured access, quality ancillary infrastructure and progressive site management), a number of organisations would be anxious to pursue this aspect. Fairbairn Park and the land immediately surrounding the site have been highlighted in this report as the main focus for development. It must be recognised however that Fairbairn

Park has limitations due to its close proximity to residential properties and the noise restrictions associated with its current use. This seriously impacts on the extent of development permissible on site and will not necessarily provide the long term solution, under current circumstance, to provide such a comprehensive motorsport complex which will meet all of the industry aspirations.

11. DEVELOPMENT OPTIONS

11.1. The Focus of the potential options

Based on the review of relevant documents, views expressed through the consultation process and an analysis of trends and opportunities within the motorsport industry the overall direction of the strategy is focussed on four broad areas:

- An extended Fairbairn Park Motorsport Complex
- Access to Kowen Forest through a comprehensive management agreement between ACT Government and a potential new Fairbairn Park management body
- Provide managed access to other agreed Pine Forest Areas
- General provisions to reduce/minimise unauthorised activity; reduce current bureaucracy, support the future development of motorsport in the ACT and exploit its tourism potential.

11.2. Implications of the options suggested

Under the broad areas of focus more specific intervention, development, policy and implementation issues are considered important. The following represent a list of measures identified through the consultation process which require further consideration:

11.2.1. An Extended Fairbairn Park Complex

- The removal of asbestos from Fairbairn Park
- Regularisation of existing infrastructure and use on Fairbairn Park
- Acquisition of pine forest land adjacent to Fairbairn Park and currently licensed to a paint ball operation
- Acquisition of Block 206 and relocation of Hill Climb Facility to the area
- Extend driver training circuit into Block 206 with the potential to widen the circuit
- Upgrade existing facilities on the driver training circuit (skid pan and HGV training area), Fairbairn Park and Speedway track to provide more flexibility on site
- Extend the go-kart circuit
- Create additional new motocross, a junior motocross, enduro and pee wee circuits within the extended complex
- The construction of one clubhouse building centrally located within the Fairbairn Park precinct.
- General enhancements to existing facilities within the extended Fairbairn Park Complex
- Install additional noise abatement measures
- Development of a complimentary motor vehicle industrial centre
- Establishment of a volunteer management system for Fairbairn Park
- Development of Fairbairn Park as an elite and premier rider training venue
- Rename the precinct to recognise its profile as the premium motorsport venue within the ACT
- Provide a comprehensive environmental management plan to ensure the conservation and water management interests are adequately protected

- Installation of permanent noise monitoring system linked to a dedicated web site to provide general community with information on events and noise monitoring
- Provision of an off-road facility to the south of Canberra Airport on land previously within the ownership of the Department of Defence (detached from the Fairbairn Park complex)

11.2.2.Kowen Forest

- Managed accessibility to Kowen Forest for secure and safe motorsport use when required
- Development of a dedicated rallying circuit for vehicle testing and time trials
- Provide additional secure fencing to ensure facility can be safely managed when in use whilst enabling controlled access elsewhere within Kowen Forest

11.2.3.Other Pine Forest Areas to be protected for future availability for off road use

ACT Parks Conservation and Lands have suggested that areas of conservation value and National Parks will continue to be considered “out of bounds” for motorsport activity. However they have identified 2 forested areas where motorsport, subject to adequate controls being imposed could operate without demonstrable harm occurring to the natural and physical environment. These areas are:

- Ingledene: The current unregulated and unauthorised use will need to be addressed in the first instance. It is anticipated, through recent research, up to 70% of the current unregulated off-road use associated with Ingledene could be catered for through a recreational license system and provision of greater capacity at Fairbairn Park. Should the management framework and extended activities prove successful, additional land would be required elsewhere, particularly to cater for the southern population base of the ACT. Ingledene would fulfil that requirement
- Uriarra: Land exists within Uriarra Forest and outside of the Cotter Catchment which could potentially be used for motorsport events and recreational motorsport activity

11.2.4.General Provisions

- To provide an equitable recreational motor vehicle registration system that enables the sport to be easier to access and grow
- The need to develop a single point of contact for clubs to access to promote the sport, liaise with government departments and oversee bureaucratic processes.
- To develop a policy framework to support the retention, development and potential expansion of motorsport within the ACT (linked to 12.2.3 above)
- Promotion of ACT as a tourism venue for motorsport with the ability to attract major motorsport events

11.3. Proofing up the options

This section has identified the headline options to be considered in securing the future of motorsport within the ACT. There are a number of aspects however which will need to be considered in moving the potential developments forward. The following sections deal with the key aspects impacting on the ability to deliver a sustainable strategy for motorsport:

- Noise assessment of initial recommendations for Fairbairn Park
- Multiple Bottom Line analysis of all recommendations to determine their value in relation to environmental, social, economic and sports development impact.

12. NOISE CONSTRAINTS AND FAIRBAIRN PARK

12.1. Background

Based on the review of relevant documents and views expressed through the consultation process, the most significant concern raised pertained to noise and the impact motorsport had in adversely affecting the quiet enjoyment of residential properties in close proximity to where activity take place. Whilst concern was raised in regard to the noise of rallying, off road motorbike use and unregistered activity, particular concern was expressed with regard to operations at Fairbairn Park. In view of the focus of the study on Fairbairn Park and the surrounding land it was considered essential at this stage to obtain an initial desk top assessment of the noise implications of the proposed alterations to the Fairbairn Park complex. This approach was endorsed by the ACT Environmental Protection Authority. For this purpose a preliminary view of noise implications was undertaken by Marion Burgess Acoustics & Vibration Unit, School of Aerospace, Civil & Mechanical Engineering, UNSW at ADFA.

12.2. Current Noise Control at Fairbairn Park

The noise from motorsports events is currently managed via the ACT Motorsports Noise Environment Protection Policy' as amended in October 2002'. The first statements in this policy states that:

"Noise is intrinsic to motorsports. While a number of steps, such as use of more effective mufflers and, in favourable topographic situations, the erection of sound barriers can be taken to reduce the adverse impact of noise from motorsports, noise in excess of the zone noise standard is inevitable at existing ACT facilities."

This sets the context for the policy which encourages minimising noise along with responsible management of the facilities in order to balance the need to provide adequate protection for the community while allowing those who enjoy motorsports to participate in that activity. It is important to note that this policy applies to those facilities in existence from 1998 and applies to "Fairbairn Park cluster" which includes Fairbairn Park, Sutton Park, the National Capital Motorsports Facility and Kowen Forest and to the Rally of Canberra. The usual ACT environmental noise policy requires compliance with the noise zone standard at the lease boundary but the Motorsports Policy states that

"Existing motorsports facilities are generally unable to comply with zone noise standards at their lease boundaries"

In the case of the Fairbairn Park cluster the compliance location is identified at the end of The Ridgeway, NSW with the applicable noise zone standard of 45 dB(A). Normally this would apply from 0700 Mon-Fri, 0800 Sundays and Public Holidays to 2200 hrs. However there is a restriction on the use of the Fairbairn Park cluster in that the policy states events may only be held during the day (between 9am and 5pm)

The important features of this system relevant to Fairbairn Park cluster include:

- Annual allocation of 27 credits
- Each credit allows for 5 dB excess of 45 dB(A) – half credits are allowed
- Maximum number of credits for any one event is 4 – i.e. limit of 65 dB(A)

- Credits apply to an event and any event can only operate during the day. The current policy has an additional restriction for Fairbairn Park only permitting motorsports events above 45 dB(A) at the compliance location to be held 0900 to 1700 hrs.
- To encourage effective management of the use of the facility, events that require credit allocations may not be held on any more than two weekends in any month, more than two consecutive weekends, or on any more than 2 consecutive days
- Proposed event dates, tracks and number of credits to be used must be provided to the EPA at least 10 weeks in advance of the event and the EPA then advertises the proposed event dates
- Special conditions apply for cancelled and rain affected events.
- Compliance with the conditions of the authorisation must be demonstrated by defined noise monitoring locations and records.

In practical terms the Fairbairn Park Control Council and the National Capital Motorsports Organisation have worked over the years to minimise the noise from the events. The general agreement between them is that of the total allocation of 27 credits, 18 are used by Fairbairn Park and 9 by National Capital Motorsports. Changes in the credit allocations could be made at the time of reviews of the policy.

12.3. Analysis of proposed developments at Fairbairn Park

12.3.1. Relocate the Hill Climb facility to the North West corner of the site and expand to a full race circuit

Proposal:

- Relocate on Block 206, land above adjoining Defence land and land above existing driver training circuit (see plan)
- Integrate circuit with existing Driver Training circuit

Plot 206



Implication on noise:

- The relocation proposed involves increasing the distance to the Ridgeway from approx 2 km to 2.5 km. While distance can help to attenuate noise it is necessary to double the distance to achieve a reduction of around 3-5 dB. Thus on the basis of increased distance alone the proposed relocation would have minimal effect on the noise level at the Ridgeway.
- A greater reduction is achieved if the natural topography is used to provide shielding of the track from the Ridgeway. The proposal is to have the track on the north eastern side of the hills on this area of land. This would be an advantage as the ridgeline would provide shielding for the Ridgeway and Queanbeyan to the south east. Once the location is selected noise modelling could be used to estimate the noise level at the compliance location.
- As long as the controls on the vehicle noise that currently apply for the Hill Climb events are continued it is estimated that the noise impact from the use of the Hill Climb track would be greatly reduced and require less than 1 credit allocation for their events

12.3.2. Widen Driver Training Circuit to meet CAMS guidelines and Integrate with relocated Hill Climb Facility

Proposal:

- Widen and make minor alterations to the Driver Training circuit to meet CAMS guidelines
- Integrate driver training circuit with new circuit to enable them to operate as independent circuits or as one large circuit

Driver Training Facility



Implication on noise:

- The proposed alterations to the track to integrate with the relocated Hill Climb Facility would have a track going over the most exposed part of the topography in the area. This has the potential for causing noise impact if the track requires acceleration and is used on a regular basis and not just for occasional access between the two areas. Detailed analysis would be needed at the planning stage to minimise the need

for maximum acceleration and to design the track to make effective use of mounding and other noise mitigation measures.

- Should the circuit be used by high performance vehicles they would be required to meet the CAMS noise limit of 95 dB(A) at 30 m. The estimated noise level at The Ridgeway based on a simple propagation model over the distance of approximately 1.5 km and allowing for around 10 dB reduction for the shielding from the topography could be over 65 dB(A). It is therefore important that the proposed use of the upgraded Driver Training Circuit be carefully specified. Should high performance vehicles be considered to use the circuit, a detailed noise analysis would be required and the upgrading work should endeavour to include shielding from barriers mounds etc.

12.3.3. Seal current driver education heavy vehicle transport areas

Proposal:

- Asphalt the area currently used for heavy vehicle training at the Driver Training centre
 - Ensure area is minimum 100m in length
 - Provide surface for motorkhana or similar event
- Heavy Vehicle Transport Area**



Impact on noise:

- Motorkhana is designed to test the acceleration, braking and handling of cars and the skill and judgment of drivers. The majority of the vehicles would be street registered and so the noise level impact on the surrounding areas would be unlikely to be excessive.

12.3.4. Expand use of "skid pan" at Driver Training facility for "Drifting"

- No works required for track
- Management and programming requirement

Skid Pan Area



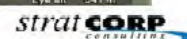
Impact on noise:

- Drifting' requires control of the vehicle and does not involve large acceleration and hence noise level impact on the surrounding areas would be unlikely to be excessive.

12.3.5. Relocate and expand go-kart circuit further south-east into old speedway site

- Expand track to international standards for 1km length
- Limited noise abatement required

Go Kart Extension (current proposal)



Noise Impact:

- The improved management for the go-kart and the enforcement of the regulations for appropriate mufflers has led to a reduction in noise from this track such that the use of the track is barely perceptible at the compliance location.
- Expansion of the track into the old Speedway site could make part of the track more exposed to the surrounding areas. However as long as this potential for increased noise impact is considered at the development of the expanded track and maximum use is made of topography and local mounding to provide shielding any impact can be minimised.

- Further noise assessment should be undertaken during the planning stage for this expansion.

12.3.6. Noise abatement wall across centre of site adjacent to motocross facility and dirt track

Proposal:

- Introduce a noise abatement wall between existing motorsport activities

Impact on noise:

- The compliance location is well elevated above the site. The Ridgeway is approximately 70m above the general area near the motor cycle tracks on the eastern side of Fairbairn Park. The distance from this area to the Ridgeway is approximately 1700m. A barrier approx 3 m high within 20 to 30 m of the dirt track should be sufficient to stop the direct line of sight from the Ridgeway to the track and so provide noise reduction.

Noise Abatement Wall



- This 'earth wall' is within approx 60 m from parts of the motor cycle tracks so a height of wall of approx 3m should provide some shielding for those portions. However the motor cycle tracks cover a wide area so that the other parts of the same track would be 300m or greater from the 'earth wall'. To provide a minimal noise reduction for the entire motor cycle track the 'earth wall' would need to be around 10 to 12 m high.
- The relocated hill climb track extends over a large area and it is therefore unlikely that the 'earth wall' would provide any shielding to those parts of the track that are not very close to it.

12.3.7. Expand motocross and motor cycling facility

Proposal:

- Build additional tracks for Motocross, Junior motocross and Pee wee track
- Build new track to north east and north west of existing motocross track, north and north west of existing dirt track and Pee wee track inside dirt track

- Earth wall works could be done for small costs by nominating site as "clean fill site"



Impact on Noise:

- The upgrading within the current areas of the tracks is unlikely to increase the noise impact for the surrounding areas.
- The extension for the Kamagutza track, the the north east of the current dirt track would be into the rising slope and it would be important to consider the importance of maximising shielding during the planning for the tracks and careful use should be made of any suitable variations in the topography.
- The expanded senior motocross into the forest area should be restricted to the small valley in this area to maximise the use of the topography for shielding.

12.3.8. Establish off-road and enduro motor cycling facility on Fairbairn Park

Proposal:

- Develop throughout land to the north west of motocross site;
- Develop to the north west of speedway site
- Develop on land to the north west of Fairbairn Park on adjacent land
- Other available areas with Fairbairn Park

Impact on noise:

- Off road enduro motor cycles involves a range of motor cycles on tracks which are clearly marked but designed to have challenges. So for much of the time the bikes would be accelerating or decelerating. The proposed area for this activity is in the forest on the far side of the site. The proposed tracks to the north of the current speedway can be planned to be well shielded for the Ridgeway region.
- Careful consideration would need to be given to the proposed tracks to the south of the current Speedway. These would be closer to the road and potentially more exposed to the Ridgeway area.

12.4. Conclusion

The analysis concluded the following:

- Any changes to the current facilities would require a review of the relevant clauses of the current Environment Protection Policy for Motorsports.
- The increase in the number of individual noise sources (as there is greater use of multiple tracks) is unlikely to lead to an increase in cumulative noise level at any one time.
- Greater utilisation of the facility could lead to longer time periods during the day when noise levels may be in excess of the zone standards. Collateral noise from patrons using the facility is unlikely to be of concern as there are no residents currently in close proximity to the venue or the access roads.
- With careful consideration of the layout and use of local mounding, the proposed 'drifting' and motorkhana activities are unlikely to cause excessive noise impact.
- Providing the tracks are well shielded by the topography, the proposed off road enduro bike tracks are unlikely to cause excessive noise impact.
- The relocation of the hill climb to the western side of the area and making maximum use of the topography for shielding should provide effective reduction of the noise impact from the current location.
- The potential for excess noise impact should be carefully considered at the planning stage should high performance vehicles be used on the upgraded driver training facility.
- The layout of the track linking the driver training facility with the hill climb track will need careful consideration to avoid causing excess noise impact.
- The expansion of the bike tracks is unlikely to cause excessive noise impact.
- The expansion of the kart track to the east of the current track could increase the noise impact from this activity. Careful consideration of noise at the planning stage of this expansion and use of local mounding or barriers would be required to provide noise mitigation.
- Noise abatement measures that make maximum use of the topography to provide shielding will be most effective in minimising noise impact. Barriers and mounding close to the tracks can also be used to provide noise reduction.
- Detailed analysis would be required in the planning stage but it is estimated that an earth wall across the site would need to be at least 12 m high to provide shielding for the tracks on the western side of the wall.

The full noise assessment report is contained in Appendix 2

13. MULTIPLE BOTTOM LINE ANALYSIS OF DEVELOPMENT OPTIONS

The following section contains the Multiple Bottom Line (MBL) analysis of development options arising from the consultation contained in the previous sections.

13.1. The Role of Motorsport

To inform the MBL analysis it is important to understand the context within which motorsport operates and is often perceived.

13.1.1. The social value

Motorsport clubs play a vital role in the wellbeing of the community by introducing young members in their formative years to the need for social responsibility, self discipline, regulation and compliance. The positive culture and life skills that can be acquired from sporting clubs also form a unique and exceptional foundation for the development of responsible and valuable members of our community.

Motorsport clubs also make a significant contribution towards saving lives. Their culture and the ability to teach young drivers the necessary skills to cope with the responsible use of motor vehicles also contributes towards minimising the incidences of motor vehicle related antisocial behaviour on public roads, residential areas, community recreation areas and parklands.

As vehicles become easier to acquire, the community is becoming increasingly concerned with those issues and the consequences arising from vehicle related antisocial behaviour.

It is a widely accepted fact that the majority of young people evolve into an attraction to motor vehicles.

Motor vehicles continue to become more easily available and more powerful. Without purpose built safe and controlled facilities that can be managed in a socially responsible and viable way, it is inevitable that young people will increasingly resort to public roads, parklands and other community recreational areas to experience their motoring interests, with likely disastrous consequences.

The volunteer not for profit sporting club will continue to perform an increasing role in preserving the wellbeing of the young in our community, given the increasing incidences of both parents working, parents having multiple jobs, shift work and/or the family unit being based on a sole parent. Such situations, through lack of traditional supervision, are recognised as contributing factors towards the incidences of the young being involved in motor vehicle related anti social behaviour, injury and death.

The community cannot afford to lose facilities and clubs that provide not for profit safe and controlled environments where young people can participate in socially responsible leisure time activities.

13.1.2. Economic Impact

Initial analysis undertaken on the economic value of motorsport within the ACT has been less than supportive. Investment to date has provided limited if any return from an economic perspective. The analysis of the drag way facility raised questions of the actual economic value to the ACT as the operating costs were underwritten by a government subsidy. In addition it was anticipated that the facility would continue to receive annual operating subsidies.

With regard to events operated within the ACT both the V8 championship rounds conducted in 2000 and 2001 and the 2006 Rally of Canberra were assessed against their economic impact. The report into the V8 race series is particularly damning in that it was anticipated that the event over a five year period would have resulted in significant financial losses. Following the report the government pulled out of the final 2 years of a 5 year contract.

The report into the Rally of Canberra did indicate an increase in ACT Gross Territory Product (GTP) but spectator numbers were low and failed to attract significant numbers of overseas visitors and interstate visitors who were likely to stay overnight within the ACT and eat locally. There is little in the way of supporting documentation to justify the significant economic value of other motorsports. In general most events of a national or international profile will raise the profile of Canberra and the ACT but will not necessarily attract visitor numbers beyond those directly associated with competitors.

The same however cannot be said of the Summernats which in 2005, to comply with Environmental Legislation, was the subject of a cost benefit review. The overall conclusion of the report assumed that the event provided a net financial to the ACT of \$3 million whilst also attracting an attendance of over 118,000 people over four days (approximately 50,000 individuals with a visitor multiplier of 2.5 for event ticket holders). The event however is not replicated in motorsport elsewhere in the ACT and is therefore a unique offer at a time when traditional the ACT tourism industry is at its quietest.

13.1.3. Environmental Impact

The Environmental impact of motorsport can be adverse if not effectively managed and controlled. Concerns raised by local residents opposed to the development of motorsport centre around the noise, dust and land degradation. Government Departments similarly have issues with the uncontrolled use of land and the implications that that has on the quiet enjoyment of the resident population near to motorsport activities. Government Departments cite unregistered and unauthorised access to land as being the main concerns. In addition concerns were raised with regard to non-compliance with their statutory obligations particularly in respect of noise, dust, water pollution, land degradation and vandalism. However much of this does focus on the uncontrolled and unregulated use which often disadvantages legitimate motorsport operators and enthusiasts.

If properly managed and with suitable controls motorsport can co-exist with a number of competing and/or complimentary users. Environmental impact is therefore assessed against whether an activity or operation will cause irrevocable harm or whether with effective controls can be put in place which offset or negate any harm that may arise.

13.2. MBL

The following section contains an MBL Analysis and considers the key facility development opportunities (capital) and management (revenue) opportunities options for the Motorsport within the ACT. This is derived from the consultation undertaken and an assessment of demand. Key aims for this analysis are to: increase/maintain awareness of the ACT and region and change negative perceptions of motorsport; increase brand awareness; increase visitor numbers in both domestic and international markets and to maximise return on government investment by increasing participation and viability of motorsport.

13.3. MBL Analysis

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
The removal of Asbestos from Fairbairn Park	Minimal capital cost. (less than \$100k) Dependent on securing a license for disposal.	Removal of dangerous substance which impacts on health and safety of users	Enables area to be used for additional spectator accommodation. It is currently fenced off	Addresses unauthorised tipping on site of a hazardous substance	Urgent requirement. Cost is subject to a full assessment	Recommended that these elements be included in the Master Plan and clean fill be imported to replicate current noise attenuation mound

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
The regularisation of existing infrastructure and use on Fairbairn Park	Nil	Ensures the future of motorsport at Fairbairn Park is secure and withdraws any pending enforcement action	Provides clarity on legitimate use of site and associated infrastructure to plan long term	Requirement to assess environmental impact of current unauthorised infrastructure and appropriate mitigation measures to be put in place	The regularisation of unauthorised structures and site activity should be combined with overall Master Plan development	Recommend that this forms part of the DA for the Master Plan for Fairbairn Park Motorsport Complex

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Acquisition of land adjacent to Fairbairn Park currently occupied by paintball operator	Potentially significant financial outlay to provide compensation for investment made by current license holder (approximately \$200k)	Provides a managed and secure off road riding venue where current unauthorised users could be directed. Assists in reducing insurance and policing liabilities elsewhere and provides a focus for education and training	Opportunity to expand motorsport activity, rider and Driver Training and training, and provide an additional managed off road venue where current unauthorised users could be directed.	Retention of Pine forest although some tree clearance would be required. Ensures the area would continue to be managed and secured from unauthorised activity	Would allow for the motorsport precinct at Fairbairn Park to be extended and consolidate activities with the current National Capital Speedway	Recommended that the are be included as an option within the Master Plan and negotiations commence with license holder

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Acquire Block 206 and relocate the Hill Climb facility in a less noise intrusive position within a broader Fairbairn Park Complex	Significant financial outlay required to construct track (\$2m approx) and install noise attenuation measures. However this cost would partially have to be borne by the club in due course due to the need to replace current worn out track	Retention of an active sport club with vibrant volunteer membership.	Opportunity to increase the level of motorsport activity within the complex. Offers the potential to integrate with driver training facility and attract corporate race days and major race events	Reduction in noise to Ridgeway residential area. However site is of some ecological value due to presence of Yellow Box-Red Gum Grassy Woodland. Any use if the land would need to be carefully assessed and subsequently managed	Need to develop an integrated Environmental Management Plan (EMP) for whole Fairbairn Park Complex. Similar constraints exist on the neighbouring driver training facility.	To liaise with ACT Parks Land and Conservation and develop a suitable process to acquire land whilst ensuring that natural vegetation is retained and protected

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Widen Driver Training Circuit to meet CAMS guidelines and Integrate with relocated Hill Climb Facility	Significant financial outlay required	Provides additional driver training resource where current capacity could be extended.	Potential to provide a race circuit with the ability to attract international and national events	site is of significant ecological value due to presence of Yellow Box-Red Gum Grassy Woodland. Any use if the land would need to be carefully assessed in line with their current Environmental Management Plan	The need for a full racing facility is not evidenced at present. This would be a long term aspiration should the growth of the precinct support the use. It would however provide an opportunity to market the ACT more effectively as a motorsport venue	Recommended that the area be included as an option within the Master Plan
Enhance motorsport opportunities at the driver training centre by Sealing current heavy vehicle transport areas and use of "skid pan" for "Drifting"	Minimal investment to provide greater flexibility of space	Would assist in promoting safe driving within a contained and controlled environment	Provides opportunity for motorkhanas and drifting, which are currently not provided for within the ACT. In addition would provide car parking or staging for a major event	No impact on flora and fauna. Noise can be controlled to fall within current acceptable levels	Impact of noise will require assessing as part of development process	Recommended that the area be included as an option within the Master Plan for the Fairbairn Park Complex

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Relocate and expand karting circuit further south-east into old speedway site to create a 1km circuit	Medium level investment (approx \$100k) to provide greater flexibility of track space	Provides a controlled environment for competitive activity	Provides the ability to operate the site for national and international events. It will also provide increased accessibility to a wider variety of participants on competition days	Minimal environmental impact other than land recontouring over the redundant speedway site. Karting noise is strictly controlled	The development would enable the club to expand activities and provide a better offer to its members. The ability to attract international competition will potentially raise the profile of the ACT	Recommended that the area be included as an option within the Master Plan for the Fairbairn Park Complex
Expand motocross and motor cycling facility to create additional pee wee, motocross and enduro facilities	Minimal financial outlay with earth moving, contouring and clean spoil tipping potentially being secured at cost or through volunteer support.	The flexibility provided would assist in expanding rider training and safe riding within a contained and controlled environment	The flexibility in riding tracks and age range would provide the opportunity to enhance family	Noise amelioration and dust suppressants will be required to ensure impact on surrounding land is minimised	Noise abatement banks and recontouring of land will be required to reduce noise impact of motocross facilities within Fairbairn Park	Recommended that this included as a component part of the Master Plan for the Fairbairn Park Complex

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Construction of an administration and maintenance store complex at Fairbairn Park for the joint use of clubs and sub-leasing for other motorsport related activity.	Funding would need to be resourced through government as clubs currently operate without significant capital reserves.	Clubs at Fairbairn Park have identified a shared facility as being important to the ongoing growth of the sport and as a social hub for the motorsport community	This infrastructure will assist Motorsport Generally by providing and office base for potential management body. Will also provide opportunity for lecture and training rooms for education and development purposes (AIS) Could potentially form base for other nomadic motorsport clubs	Development of enhanced facilities at Fairbairn Park and consolidation of disparate infrastructure on site.	General accessibility for operators at Fairbairn Park and Adjacent land. Site management with consideration to vehicular and pedestrian traffic. This approach is consistent with the stated aims of other motorsport groups not currently located within the Fairbairn Park site (i.e. proposed shared use administration facility)	Recommended that these elements be included in the Master Plan in a location that minimises impact on individual motorsport operators. Consolidation of current unauthorised structures to be considered as part of the process

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
General track and services improvements to existing facilities at Fairbairn Park and land immediately adjacent (incl. National Capital Speedway)	Minimal cost implication	Demonstrates a long term commitment to enhancing the appearance and safety of the complex and may ultimately change perceptions of current detractors	Will provide better quality facilities	Potential to reduce environmental impact by improving dust suppression, noise control,	Small capital/revenue grants will need to be made available to ensure work and activity can be implemented quickly to achieve short term results	Recommended that a small grants management process be established for motorsport which can be accessed relatively easily. The grant process will be run separately to current ACT sports grant assistance programs
Noise attenuation measures to be installed on site to address concerns expressed by neighbouring site and Ridgeway residents	Financial implications are minimal with the potential to import clean fill at little or no cost.	Significant benefit in reducing visual intrusion and diminishing noise disturbance for local residents	Limited, other than to dual up as spectator viewing area	Potential reduction in off-site noise impacts, thereby reducing the need to take unnecessary legal action	Some noise attenuation measures may be a more effective visual screen rather than for suppressing noise. This should be recognised in the overall site plan	Noise attenuation to be installed as an urgent priority and to form a component part of the Master Plan for the Fairbairn Park Complex

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Development of a motor vehicle Industry Centre on or within close proximity to Fairbairn Park	Unknown financial commitment, but largely driven through private investment	Employment opportunity and skills development	Supporting ancillary infrastructure would assist in ensuring long term viability of the complex	The location is within close proximity to the main residential areas and therefore can easily be accessed	Planning Policy currently would not permit the development of an industrial centre at Fairbairn Park. However Strategic work being undertaken on future employment nodes could incorporate a motorsport cluster	That the policy framework for motorsport be developed in order to enhance and protect the motorsport cluster of activities within the ACT
Establish a volunteer management system for Fairbairn Park	No direct financial commitment required as volunteer time investment is set against membership subscriptions	Establishes a strong volunteer network, team ethic and encourages expansion of club activity due to installing a minor rewards system.	Higher number of volunteers able to support the growth in sports activities as officials, marshals, etc	None	System needs to be controlled effectively and ensure that it is fair and equitable to all.	To promote the use of the system to clubs and determine how they will benefit from utilising the system within their club infrastructure.

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Identify additional land for protection for future permanent off-road motorsport use	No direct financial commitment required	Recognises the growth of motorsport as a legitimate use which requires long term strategic intervention planning	Provides long term security for the development of motorsport within the ACT	Ensures that off-road activity is contained within least obtrusive and less environmentally damaging areas within ACT control	To provide legitimate and managed sites to reduce the level of unauthorised off road activities and consequential liability concerns	To be incorporated as part of the planning policy framework
Dedicated rallying facility to be located in Kowen Forest with opportunity to secure site for events and provide public access when not in use for such purposes	Substantial initial investment required with long term financial return potential. Will be subject to attracting a commercial rally operator with the ability to hire and invest in infrastructure	N/A	Will provide a unique facility of national significance for rallying.	A managed use of existing tracks. Will include a an integrated management plan to ensure that land is reinstated after use	It is likely that the facility would be required for no more than 4 days each month throughout the year. Thereafter the land would be subject to a detailed access management plan which regulates use of the pine forest area, managed through the management body at Fairbairn Park	Recommended that the area be included as an option within the Master Plan for the Fairbairn Park Complex

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Development of a V8 circuit within the ACT jurisdiction and possibly at Fairbairn Park	Significant financial outlay required with limited immediate return on investment.	Raises the profile of ACT due to media interest and television exposure	Raises the profile of the sport attracting interest from potential participants	Minimal environmental impact other than noise and disturbance whilst event is in operation. Sensitive flora and fauna on Block 206 would need to be the subject of a detailed management plan to ensure protection is adequate	The circuit can only be developed on highly sensitive ecological site which may prevent extensive track development	Recommended that the area be included as an option within the Master Plan for the Fairbairn Park Complex but the constraints of the ecologically sensitive site be recognised as being subject to research and an Integrated Environmental Management Plan
One single management body responsible for the management of Fairbairn Park and the promotion and marketing of motorsport generally	Initial 3 year revenue support required to establish management	Will ensure a suitable framework is in place to provide a secure and safe environment to learn and hone vehicle handling skills	Provides a formal structure to ensure that sports development opportunities are programmed, managed and provided.	Body would be one point of contact for liaison with government and will take carriage of the integrated Environmental Management Plan for the site	Equitable representation of clubs and organisations will be required to ensure their current operations are protected and they can maintain access at times desired.	Recommended that these elements be included in the Implementation Plan

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Registration of Recreational vehicles to be reviewed and amended to take into account the use of vehicles on an infrequent basis	Potential Loss of licence revenue.	Provides the opportunity to regularise current unauthorised activity	Would potentially make the sport more affordable and consequently encourage broader participation.	Opportunity to more effectively police unauthorised activities and reduce consequential land degradation	User groups are generally administered by volunteers with limited support to service and promote participation.	That ACT Treasury take responsibility to draft legislation to take account of the recreational use of motorised vehicles
Provision of a recreational facility for use by enthusiasts who do not wish to belong to a club (within Fairbairn Park)	Encourages use of a facility which can be controlled and potential income generator	Reduces the number of unauthorised activities by providing a controlled environment for participation	Encourages people to try/take part in the sport outside of a formal club structure	Reduces the impact of unauthorised activities elsewhere	The provision of an off-road facility will only be effective when the issue associated with recreational registration has been effectively addressed	Recommended that these elements be included in the Implementation Plan or where relevant the Master Plan either as a new space or as a modified existing space.
Provision of a recreational riding facility at land to the south of Canberra airport	Potential cost effective solution to provide an off-road facility within close proximity to Fairbairn Park	Provides a controlled environment for recreational participation	Encourages people to try/take part in the sport outside of a formal club structure	Potential impact on nearby residential development and nursery (noise)	Potential expansion of airport and re-alignment of Pialligo Road would sterilise the land. Also would impact on potential waste transfer development	Not to be pursued

Opportunity/Facility Development	MBL Analysis				Need/Justification or Issue	Recommendation
	Financial Outcomes	Social Outcomes	Sport/Event Development Outcomes	Environmental Outcomes		
Develop a policy framework to support the retention, development and future growth of motorsport within the ACT	Nil	Would ensure that adequate facilities are available for motorsport enthusiasts to learn and develop their skills in a safe and controlled environment	Puts the appropriate policy mechanism in place to ensure the opportunity to participate in sport is maintained at all levels of the sports development continuum	Would ensure that effective policies are put in place to reduce environmental impacts resulting from noise, unauthorised activity and encroaching urbanism	Current policies across government departments will need to be reviewed as part of this process to ensure consistency.	To incorporate within the implementation plan as an essential element to secure the long term future of motorsport within the ACT

13.4. Summary of Recommended Facility Development Directions

Based on the assessment as outlined in the MBL assessment the following elements have been included into either the Master Plan for Fairbairn Park motorsport complex or the associated Implementation Plan which covers the broader ACT jurisdiction:

Fairbairn Park

- The construction of one clubhouse building centrally located within the Fairbairn Park precinct. A two storey building with a footprint of 500m² ideally located at the most prominent elevation overlooking the dirt track, current hill climb facility, go karts and motocross facilities. It will comprise of:

Ground Floor:

- Offices – 5 x 10sq m
- Offices – 1 x 20 sqm
- Fitness Room – 1 x 40 sq m
- Storage – 100 sq m (for general cleaning equipment and site maintenance)
- Large meeting room/ lecture room – 50 sq m
- Male & Female toilets – to include disabled changing facilities (50 sq m & 30sq m) accessible externally for when events are being run
- Lobby & Reception area – 15 sq m
- Changing Facilities 100 sq m – accessible from external areas
- Locker Space – 15 sq m
- Officials accommodation – 15 sq m
- Plant room

First Floor:

- 200 sq m function area with ability to be subdivided into two smaller rooms
- Balcony with access from function area overlooking main facilities
- 80 sq m kitchen
- 20 sq m bar
- 50 sq m storage

(The building floor areas are indicative only and can be reconfigured in accordance with need and ground conditions)

- Car parking adjacent (including disabled provision)

- Track Equipment, secure chemical store and fuel store required in separate building
 - Pit areas and vehicle parking for the unloading/ loading of bikes/ karts/ cars.
 - emergency vehicle access
 - Marshalling areas for vehicles prior to races
 - Approx 100 permanent car parks for participants and spectators of regular weekly activities plus overflow space for larger events and competitions (overflow area potential for unsealed area on abandoned speedway track and/or sealed parking on heavy vehicle licensing area on Driver Training site)
 - The separation of vehicle and pedestrian movement zones
 - safe spectator viewing areas
 - Water storage (extend existing dams on site plus potential new dam area) to meet watering requirements for dust suppression.
 - Main entrance leading to club house building off Sutton Road coordinated with Driver Training Centre entrance.
 - Site access for normal club activity to be off Sutton Road
 - Option to utilize Sutton Road and Pialligo Road for event access (require turnstiles/pay booths to be within the site to avoid on-road queuing)
 - Motor vehicle/bike wash down area 100-150 sqm (concrete area with waste trap and recycled water tank and system)
 - Large heavy vehicle storage shed and compound (200 -300 sqm shed).
 - Relocation of Hill Climb Facility to Block 206
 - Extend driver training circuit into Block 206 with the potential to widen the circuit
 - Upgrade existing facilities on the driver training circuit, Fairbairn Park and Speedway track to provide more flexibility on site
 - Extend the go-kart circuit
 - Install additional noise abatement measures
 - Create 2 new motocross, a junior motocross and pee wee circuit within the extended complex
- Access road (gravel) to Air crash memorial site on adjacent land is required – access road to double as a fire break (will probably be a road along the defence force land fence line with an entrance off Pialligo Road just above the Speedway site)

Kowen Forest

- Kowen Forest is currently completely locked off from casual public use and all access is currently authorised by Territory and Municipal Services (TAMS) Parks, Conservation and Lands. It is not intended to alter the current formalised process as

access authorisation currently extends to a wide range of organised recreational users. This approach was however was brought about in part by the illegal, unauthorised and inappropriate use of the forest by 4WD and motorbike users. The risk of forest fires and destruction of a valuable timber resource has been highlighted as major concerns and it is recognised that the forest is still accessed illegally by motor bike users particularly.

- If motorsport activity within the site were more effectively managed by an entity adjacent to a main entrance this would assist PCL its ongoing management. It would also have a single point of call should incidences arise.
- Whilst registered motorbikes and licensed riders are allowed to use Kowen Forest after they have completed an application to "Hold an Event or Activity". Access is currently provided by the Parks Booking Officer. It considered that this should now be through an alternative arrangement and that this be formalised through a detailed management plan
- The user is obliged to repair any damage caused by activities and ensure that persons involved are aware of the by laws and regulations. Commercial operators are required to provide evidence of Public Liability Insurance as determined by the ACT Insurance Authority.
- Development of a dedicated rallying circuit for vehicle testing and time trials
- Provide additional secure fencing within Kowen Forest

Other Pine Forest Use

- No immediate provision but identification of Ingledene and Uriarra as areas for future motorsport use within a policy framework to be developed for motorsport
- Continuation of current approved access arrangements through Parks Conservation and Land. Support for this approach to be directed through a professional officer funded for an initial three year period. Position to act as liaison officer between government bodies and sports organisations to filter the current perceived bureaucratic obligations

General Provisions

- The provision of a recreational motor vehicle registration system for:
 - 4 wheel vehicles
 - Motor Cycles
 - Junior participants
- A single point of contact for clubs to access to promote the sport, liaise with government departments through Fairbairn Park management.

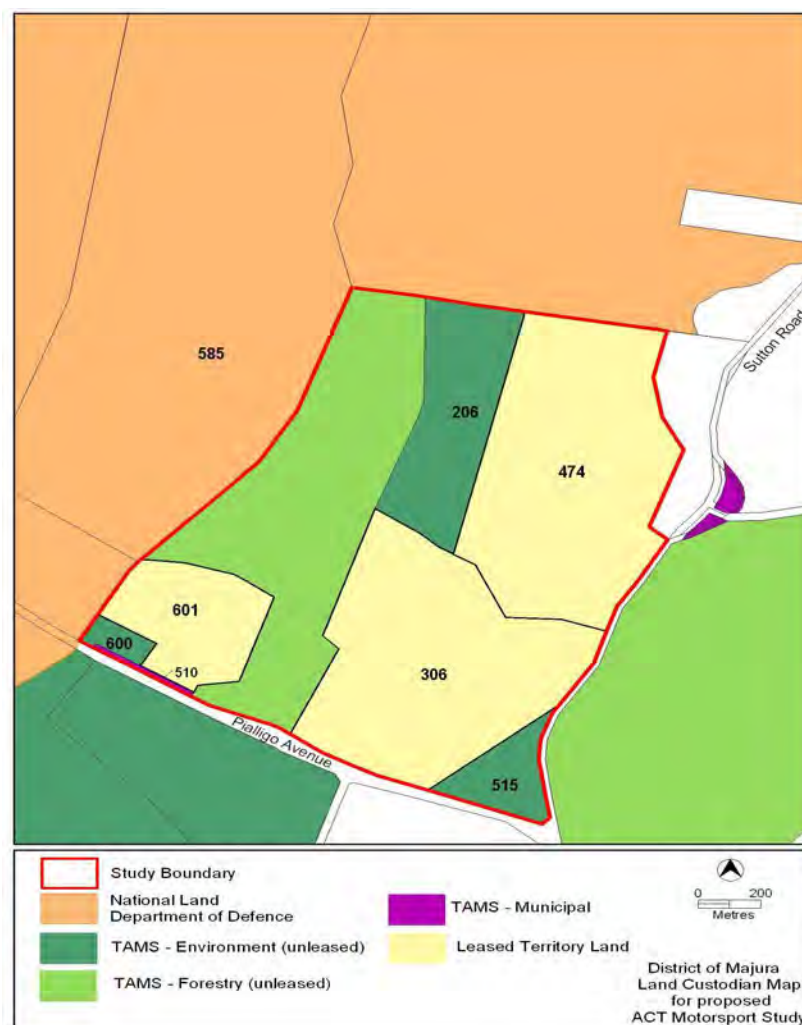
- The development of a policy framework to support the retention, development and potential expansion of motorsport within the ACT
- Promotion of ACT as a tourism venue for motorsport

14. RECOMMENDATIONS

The following section contains a series of recommendations based on the analysis undertaken through the document review, consultation process, site analysis, MBL assessment and the analysis of existing and future demand. It has been split into 7 discrete sections for ease of reference:

- Fairbairn Park as a motorsport precinct
- Kowen Forest as a managed and controlled off-road motorsport venue
- Protection of Land for future motorsport use - Policy development
- Recreational Registration for motorsport
- Management options for motorsport across the ACT
- Attracting Major motorsport events
- Funding Model

14.1. FOCUS AREA 1: FAIRBAIRN PARK AS A MOTORSPORT PRECINCT



Plan 2: Land custodian map – Fairbairn Park and surrounds

14.1.1.Overview

Fairbairn Park has since 1996 operated as a focal point for motorsport within the ACT. Block 306 and 601 hold legitimate motorsport activities under a lease arrangement. The adjoining land of Block 474 is the home of a driver vehicle training centre which is managed on a not for profit basis under a separate lease. Given the synergies which exist between these activities it would be sensible to consider consolidating combined activities under one management body on one composite site (a motorsport precinct). This site could incorporate part of Block 585 (currently pine forest, part of which is licensed out to a paintball operator) which falls outside of Department of Defence ownership. Blocks 515 and 600 detailed on the above plan would have little merit in being included in the motorsport precinct.

The following section deals with each component part of the proposed facility and the elements which will be required to be put in place for motorsport to be sustained into the future. The first section provides a series of immediate recommendations which are required to be undertaken as a matter of urgency. The second section deals with longer term recommendations that could evolve over the next 10 to 15 years depending on available funding. As part of this process and to ascertain the capability of the land to accommodate the facility infrastructure recommended an indicative Master Plan was developed which highlights how the overall structure of Fairbairn Park could be developed. This is provided in Appendix 3 In addition the elements in the Master Plan have been indicatively costed. Appendix 4.

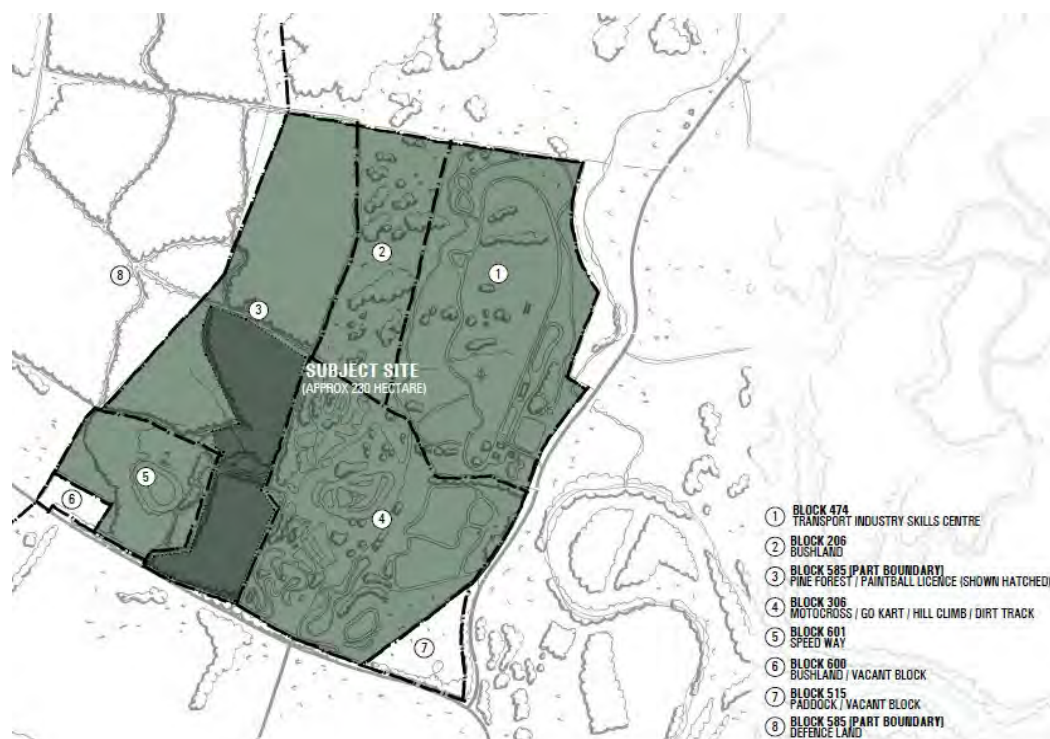
14.1.2.Immediate Recommendations

The following represent immediate recommendations for Fairbairn Park which need to be addressed in order for the motorsport precinct to be developed effectively

- **Recommendation 1:** Approve funding for the EPA to finalise report into the degree of contamination on site including an estimate of remediation costs. Initial advice indicates that this could be undertaken for between \$50K-\$100K
- **Recommendation 2:** Subject to the advice from the EPA immediately allocate funding to undertake remediation works in removing the asbestos from Fairbairn Park. As part of the process secure approval to import clean fill to the area currently occupied by asbestos to ensure that a sound buffer is maintained between the track and adjacent site boundary
- **Recommendation 3:** Seek and secure treasury exemption from dumping costs for asbestos at an ACT Government facility. This would reduce the costs of the remediation works.
- **Recommendation 4:** To remove conflict with existing motorsport activities at Fairbairn Park, enter dialogue with the adjacent paintball operator to determine the cost of relocation and Investigate appropriate site options. This would enable land to be acquired for the expansion of motocross including the provision of an off-road motor cycling facility.

14.1.3. Longer term Recommendations

The following represents longer term recommendations for Fairbairn Park which need to be addressed as part of the evolution of the site. In order to facilitate the development of the site these aspects have been split into a series of independent recommendations. Many recommendations are however inter-related and if not pursued concurrently will have an effect on the overall business plan for the site. Plan X and Y detail current land ownership. A detailed Master Plan is attached at Appendix 3



Plan 3: Fairbairn Park: Master Plan Subject site

- **Recommendation 5:** Relocate the Hill Climb facility to the North West corner of the site within Block 206 and Part Block 585. This would also enable the creation of a full race circuit by providing a minimal amount of infrastructure to interconnect with adjacent Driver Training circuit ((6) on Plan 4 overleaf)



Plan 4: The Master Plan – Proposed development at Fairbairn Park and surrounds

Rationale:

- The current hill climb facility is in need of replacement/major refurbishment. In line with this, the motorsport community has expressed a desire to increase the track area to increase the flexibility and variety of activities that can take place there. Thus re-location would provide a cost effective solution whilst addressing the current concerns of local residents and the Environmental Protection Authority.
- The current facility poses the greatest concern regarding noise emissions to nearby Ridgeway residential development and therefore further expansion on the existing site would unlikely to receive support.
- Current facility is highly visible
- The new facility will be located a further 0.5km away from residential properties at The Ridgeway and screened from view.
- Noise abatement measures would be incorporated adjacent to the track to minimise noise emanating from the closest section to The Ridgeway
- The associated works would create a new hill climbing facility which could also be integrated with the existing ACT Transport Training track to provide an opportunity to provide an additional event overlay, if required in order to operate occasional high level motorsport events.
- It is designed to enable it to operate as independent community race track & hill climb track with the opportunity to When not in use for community racing the driver training facility would use as supplementary facility for driver education.

- The existing vegetation could contribute to the visual amenity, noise attenuation and soil stability in the location to offset environmental concerns.

Matters to Resolve during the development process:

- The lease of Block 206 needs to be acquired
 - Block 206 is identified as being potentially “environmentally sensitive” containing Yellow Box-Red Gum Grassy Woodland (also present on 474). A survey and assessment of the site is required to assess the ecological value of the land.
 - Final design of facility (if permissible) would be subject to a detailed survey which would identify those areas of highest and lowest value and designed to minimise vegetation removal. Track would be located in lowest value areas.
 - Supporting Infrastructure will be minimised or excluded from the site.
 - Subject to the outcome of the EIA an integrated Environmental Management Plan (EMP) will need to be developed for the whole of the Fairbairn Park site (i.e. an extended EMP to that which exists on the Driver Training Facility)
 - Dust mitigation measures to be put in place to minimise impact of adjacent off road facilities.
 - Further detailed analysis of the noise impact at the new site and installation of noise abatement required
 - The Sutton Road Driver Training circuit would need to be widened to operate as a race circuit
 - A formal valuation of the pine forest would be required to provide an accurate valuation of pines, roads fences and other assets to determine appropriate compensation and/or enable dialogue to commence on foregoing any compensation requirements
- **Recommendation 6:** Widen the Sutton Road Driver Training circuit to meet CAMS guidelines and Integrate with relocated Hill Climb Facility

Rationale:

- The ability to widen and make minor alterations to the Driver Training circuit to meet CAMS guidelines will offer the opportunity to provide a full race circuit
- The circuit would have the capability of being used for road racing and potentially attract significant national and international road racing events (bike and car)
- A full race circuit would also offer the potential to extend current activity into commercial corporate entertainment days, by providing a high quality facility which would be attractive to the major commercial motor manufacturers and teams.
- The resultant full race circuit would integrate the driver training circuit with new circuit to enable them to operate as independent circuits or as one large circuit. This would provide a

level of flexibility which would ensure current activity is maintained whilst also increasing capacity.

- It will provide an enhanced Driver Training circuit

Matters to Resolve during the development process:

- Further detailed analysis of noise impact of relocating site and installation of noise abatement required
- Block 474 contains Yellow Box-Red Gum Grassy Woodland. Whilst it is currently managed under an agreed Environmental Management Plan, this would need to be reviewed and the impact of track alterations assessed
- In order to address this a full Environmental Impact Assessment (EIA) will need to be undertaken
- The Environmental Protection Authority have expressed concern over current activities and this recommendation would be subject to ensuring the impact on The Ridgeway could be managed within current noise control guidelines

- **Recommendation 7:** Seal current driver education heavy vehicle transport areas

Rationale:

- The Driver Training Centre have indicated a wish to undertake the work to enhance facilities on site
- This would expand current motorsport activities and permit the area to be used for motorkhana and other similar junior and introductory motorsport events.
- The sealed area could also provide a car parking or staging area for motorsports events (eg. Rally event at adjacent Kowen Forest/Fairbairn Park and pit area for teams using the expanded racing track)
- It would also enhance opportunities for driver education by providing a safe uniform area for a variety of training purposes
- It would also provide a straight section of track for standing start sprint driver activities (which currently use the existing track out of necessity). This would also release the existing track for community level motorsport
- Initial noise assessment of activity indicates that it is unlikely to have an adverse impact.

Matters to Resolve during the development process:

- Further detailed analysis of noise impact of relocating site and installation of noise abatement required (use of local mounding)
- The Environmental Protection Authority have expressed concern over current activities and this recommendation would be subject to ensuring the impact on The Ridgeway could be managed within current noise control guidelines

- **Recommendation 8:** Expand use of “skid pan” at Driver Training facility for “Drifting”

Rationale:

- This would allow the facility to cater for a growing area of motorsport, currently not provided within the ACT at little or no capital cost
- No works required for track as capacity exists on the existing skid pan within the Driver Training Centre
- Use can be accommodated and controlled through on-site management and programming. Initial noise assessment of activity indicates that it is unlikely to have an adverse impact.

Matters to Resolve during the development process:

- Further detailed analysis of noise impact of relocating site and installation of noise abatement required (use of local mounding)
 - The Environmental Protection Authority have expressed concern over current activities and this recommendation would be subject to ensuring the impact on The Ridgeway could be managed within current noise control guidelines
- **Recommendation 9:** Relocate and expand go-kart circuit further south-east into old speedway site

Rationale:

- The existing Karting Club have expressed a desire to expand the existing track to international standards of a 1km length
- It will be located on an area of the site where noise from other motorsport uses could otherwise potentially impact significantly on residences at The Ridgeway. Karting noise emissions are strictly controlled, the track is sealed and generally has no significant adverse environmental impact.
- Funds have been raised by the karting club which will provide additional partnership funding leverage
- It will enable the club to expand on grid capacity and attract high profile national events. Their current facility does not enable this

Matters to Resolve during the development process:

- The drop in level between the existing track and the old speedway site may preclude effective spectating unless significant earthworks take place.
 - Further noise assessment will need to be undertaken during the planning stage for the expansion.
- **Recommendation 10:** Install noise abatement “mound” along the south east side of motocross facility, extending to the relocated hill climb.

Rationale:

- o The intention is to provide a localised earth mound to reduce noise from the closest aspects of the track to The Ridgeway. It is anticipated however that the mounding will also act as a visual break, due to the location of the track below the Ridgeway settlement.
- o The earth mound will be planted with native species with the intention of also acting as a dust and dirt buffer, preventing material from blowing onto the karting track
- o The mounding works could be undertaken for small costs by nominating the site as a "clean fill site"
- o This would enable the expansion of the motocross and dirt track facilities

Matters to Resolve during the development process:

- o The management of dumping of "clean fill" will need to be addressed, potentially through the new professional management model set up for Fairbairn Park
 - o Detailed analysis of noise impact associated with the proposed relocations and installation of noise abatement as required
- **Recommendation 11:** Expand the motocross and off road motor cycling facility by creating a variety of tracks within the Pine Forest and between existing dirt track and motocross facilities

Rationale:

- o Throughout the consultation process many groups observed that there was a lack of capacity at Fairbairn Park to accommodate current demand for all motor cycle sports.
- o The lack of quality facilities for motocross, junior motocross and Pee wee were evidenced. This had resulted in unauthorised activity on sites such as Ingledene Forest. There is a need to minimise unauthorised activity
- o Not all participants want to be members of clubs but the majority wish to undertake their preferred motor cycle activity on challenging and controlled environments where health and safety of participants is managed. Fairbairn Park would offer such an environment.
- o The master plan identifies a series of potential off-road sites to north east and north west of existing motocross track; to the north and northwest of existing dirt track and within the Pine Forest. In addition a Pee wee track can be created inside a dirt track
- o Earth wall works could be done for small costs by nominating site as "clean fill site"
- o There would be an opportunity to relocate the main entrance road to the complex so that entrance comes off Driver Training centre. This would be dependent on the future management model preferred.

Matters to Resolve during the development process:

- Utilisation of labour and contractors from within the current club structures would be required to minimise costs
 - The management of dumping of “clean fill” will need to be addressed, potentially through the new professional management model set up for Fairbairn Park
 - Further noise assessment will need to be undertaken during the planning stage for the expansion.
 - A formal valuation of the pine forest would be required to provide an accurate valuation of pines, roads fences and other assets to determine appropriate compensation and/or enable dialogue to commence on foregoing any compensation requirements through ACT Government.
- **Recommendation 12:** Relocate the Paintball facility to a new location outside of Fairbairn Park in order to provide sufficient space to accommodate an expanded motorsport complex

Rationale:

- The current Paintball use is considered to be poorly located and incompatible with the use of Fairbairn Park as a motorsport complex as current noise experienced from the use of motor vehicles inhibits activities.
- By relocating paintball to a site outside of Fairbairn Park it would eliminate current and future conflict between paintball and motorsport users.
- The Paintball operator has agreed to consider moving if there was a suitable site, with the same license conditions. This also assumes compensation for infrastructure that has been installed on the current site.
- The current Paintball operator holds a license for the site under the Planning and Development Act which could be rescinded
- The incorporation of the current Paintball site into Fairbairn Park would allow the speedway facility to be integrated within a motorsport complex; permit the expansion of the motocross facility and allow for the inclusion of a off-road motorcycle and/or enduro facility

Matters to Resolve during the development process:

- Compensation for investment already undertaken on the site by the Paintball operator will need to be assessed independently.
 - Further noise assessment will need to be undertaken during the planning stage for the expansion.
 - Retention of current Paintball profile steel shed for the purposes of a maintenance equipment store for the motorsport precinct
- **Recommendation 13:** Establish off-road and enduro motor cycling facility at Fairbairn Park

Rationale:

- Within the ACT there is a lack of legitimate and secure off road facilities available for motor cycle use with relatively unconstrained access.
- There is sufficient space within the pine plantation area to accommodate a series of off road facilities which could be secured as individual short circuits or linked together to form a composite enduro facility
- The master plan identifies a series of potential off-road sites within the pine forest which could provide sufficient space for a small enduro circuit and provide a suitable area for practice prior to accessing areas such as Kowen Forest.
- Site access can be controlled and managed through a central management body at Fairbairn Park.
- The proposed facility would enable the use of “technology” including wireless CCTV and GPS to locate, oversee and manage motorcycle riders using the tracks.

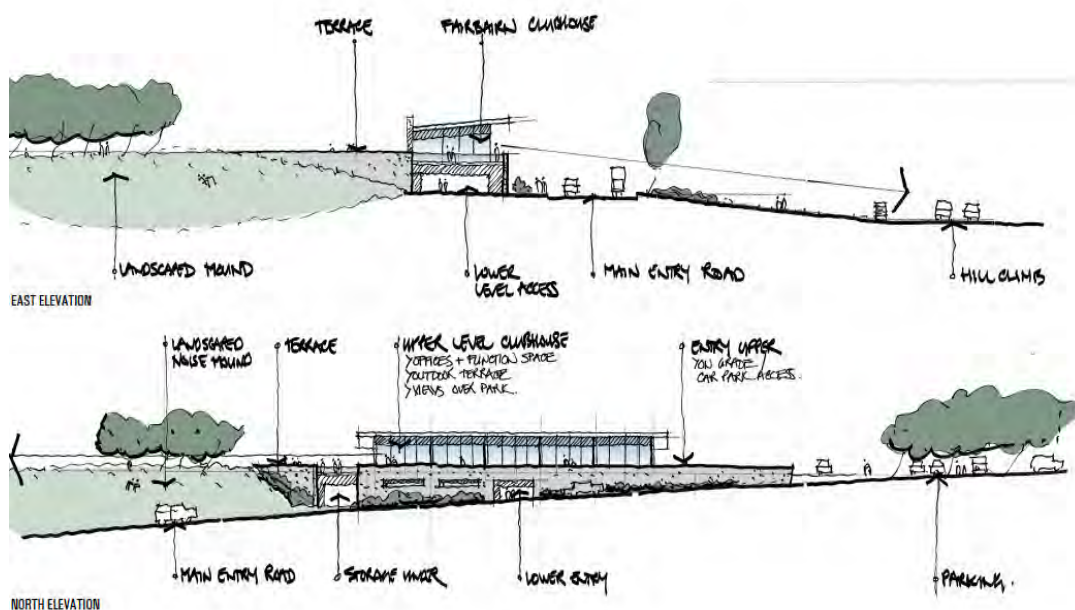
Matters to Resolve during the development process:

- The requirement to establish the appropriate body to manage and control use of the facilities.
 - Further noise assessment will need to be undertaken during the planning stage for the expansion.
 - A formal valuation of the pine forest would be required to provide an accurate valuation of pines, roads fences and other assets to determine appropriate compensation and/or enable dialogue to commence on foregoing any compensation requirements through ACT Government.
 - The cost of CCTV and GPS technology will need to be determined
- **Recommendation 14:** Establish a single joint administration, social club, car parking and infrastructure building off-road and single entrance to Fairbairn Park

Rationale:

- The site currently has a number of uncoordinated and uncontrolled structures which need to be regulated on site. Many of these structures are inappropriate for modern motorsport use and will require replacement.
- The opportunity exists to provide one composite building which can pull together disparate users of the site and provide a central club house for management, club social and formal activities
- The central facility could incorporate a number of essential facilities within one area to improve the operation and enhance the image of the sport, including:
 - Pitt/paddock areas, mechanics workshop, retail, social club/function centre/conference facilities, admin offices, car parking, wash down facilities, fuel dump
- Due to the undulating nature of the site the facility has the ability to provide a focal point for activities at a vantage point adjacent

to the dirt track facility, relocated hill climb and driver training centre.



(Figure 2: Proposed Elevation of clubhouse facility)

Matters to Resolve during the development process:

- Planning restrictions on size, siting and design which may impact on location within the site and its relationship to existing and proposed activities.
- The building would need to be professionally managed and would fall within the remit of the preferred management model
- **Recommendation 15:** Investigate establishment of Motor Vehicle Industry Centre within close proximity of Fairbairn Park

Rationale:

- Opportunities exist through the strategic planning process to identify motor vehicle and motorsports industries on land within close proximity to Fairbairn Park within existing industrial or business park areas.
- The potential exists to include a number of different aspects of motorsport development which exist within including:
 - Race Teams
 - Panel Beaters
 - Mechanic workshops
 - Industry training bodies
 - Car detailers
 - Locate V8 Super car team on site
- Opportunities exist to align the growth of a motor vehicle industry centre with Driver Training centre given the current industry interest in safety, driver awareness and innovation

- o A long term aspiration which could develop as the success of Fairbairn Park grows and it gains greater recognition within the industry

Matters to Resolve during the development process:

- o Further research is required to establish the capability of the industry within the ACT to attract a nucleus of the following:
 - Constructors of motor vehicles for racing/events
 - Constructor Suppliers: Including suppliers of engines; safety components, aerodynamic components; suspension components; gearboxes; tires fuel and lubricants.
 - Specialist services and technical consultancy organisations
 - Individual competitors and racing teams: Honda, Toyota etc
 - Events organizations that manage and operate racing events, either as a series or individually.
 - Event Suppliers: Including specialist suppliers in, for example catering and related hospitality.
 - Motorsport Media
 - Supporting Service Industries such as insurance, personnel management, market research, freight, logistics, legal, marketing, finance and sponsorship.
 - A base for regulatory and sanctioning bodies such as CAMS or MA. These are influential at all levels in the sport and thereby the industry as they define the "manufacturing" specification of the vehicles and also influence the nature of the delivery and format of events.
- o It is recognised that this aspect is complimentary to the development of Fairbairn Park and will ensure that a key nucleus of operators are there to sustain its growth. It needs to be further explored at a strategic level and is unlikely to be part of the initial implementation phase.
- **Recommendation 16:** Convert the current Hill Climb track into criterion and/or mountain bike track/facility

Rationale:

- o The existing hill climb facility will be redundant when the new hill climb facility is constructed. This provides the opportunity to utilise the asphalt track as "unique" hill based criterion cycling track
- o In addition the site would offer the opportunity at little or no cost to install mountain bike tracks in and around the circuit for a variety of all terrain facilities including down hill.
- o It offers the opportunity to establish unique cycling facilities which could benefit the site by attracting additional non-noise generating activities who may provide additional usage/revenue opportunities
- o Such a facility would be complimentary to the main Stromlo Park Mountain bike facility

Matters to Resolve during the development process:

- Needs to be further explored during the implementation of the overall Fairbairn Park Master Plan. An assessment of need will be required to determine its long term viability
- **Recommendation 17:** Establishment of a Volunteer Management system for Fairbairn Park and ACT motorsport

Rationale:

- There is a need to ensure that the volunteer management network is maintained and enhanced. Under this recommendation motorsport members and users receive discount off membership or usage of facilities based on commitment of volunteer hours to motorsport
- Volunteer hours are then put into a pool and used by the “professional manager” or “management group”
- This will benefit the overall complex by retaining the core volunteer labour base, ensuring the viability of clubs and their ongoing commitment to maintain and maximise the available manpower resources.

Matters to Resolve during the development process:

- The level of commitment from individual clubs will need to be further explored and discounted rates for members introduced on a club by club basis or through discounted membership for the complex. This will need to be determined once the complex and proposed new management body is operational.
- **Recommendation 18:** Alignment of Leasehold arrangements at Fairbairn Park

Rationale:

- The leasing debate is a complex issue and there are a number of outstanding compliance matters that will need to be resolved. These require authorisations which are likely to trigger a set of Development Application approvals.
- It is considered more appropriate to regularise the leasehold arrangements for long term planning purposes under one consolidated lease arrangement for the extended Fairbairn Park complex.
- This will require the combination of the following leases and licenses:
 - Block 474: The Driver Training facility
 - Block 306: Fairbairn Park lease
 - Part Block 585: The license currently held by the Paintball operator
 - Part Block 585: Remainder of the pine forest within ACT ownership

- Block 601: The lease associated with the National Capital Speedway

Matters to Resolve during the development process:

- If leases are surrendered they will involve submission of Environmental Impact Statements, potential time delay and more onerous restrictions on activity.
- Agreement will need to be reached with all parties and ACT Planning and Land Authority to establish a process and timeline to secure regularisation of leases whilst enabling component parts of the Master Plan to be implemented to secure the long term future of motorsport at the site

- **Recommendation 19:** Addressing Non-compliance issues at Fairbairn Park

Rationale:

- Currently historic data pertaining to development on site is inconsistent and requires regularising. Whilst a process in place to undertake this, by necessity it will require the submission of an Environmental Impact Statement (EIS) to address all of the current alterations undertaken on site including the construction of buildings.
- To date this has been addressed piecemeal and needs a consolidated long term approach. The requirements of the EIS have also recently been changed which has caused further delays as clarification has been sought.
- The Master plan identifies a number of significant developments which will require a comprehensive EIS to be undertaken to cover the extended Fairbairn Park site and support a Development Application.
- It would be inappropriate at this stage to undertake an EIS without considering the long term aspirations for the site. The cost and personnel resource implications could potentially be significant and at this stage would be inappropriate.
- It is therefore recommended that a composite EIS be prepared to cover all aspects of the extended Fairbairn Park site and that this incorporate all non-compliance aspects in one overarching process.

Matters to Resolve during the development process:

- Formal agreement required with ACT Planning and Land Authority to undertake this process whilst not inhibiting the current operations on site in order to secure approval or otherwise for the benefit of long term planning purposes
- Early agreement of the requirements of an Environmental Impact Statement submission.

- **Recommendation 20:** Appoint an Officer within ACT Government (or within the proposed Fairbairn Park Management body) with the responsibility to assist all motorsport clubs/organisations through the bureaucratic event management process and funding opportunities with Govt and Peak bodies.

Rationale:

- Consultation with sports clubs and event organisers have identified this aspect as being a major concern impacting on volunteer support. By establishing a role with explicit responsibility for the coordination of paperwork and liaising with relevant authorities, the intellectual property is also retained in one area.
- The role could also provide a dual sports development role for motorsport within the ACT and provide a single point of contact
- A three year fixed term appointment to rationalise current ACT wide event operations would be beneficial and ensure that a resource is focussed on maintaining and developing an accurate database, systems, processes and protocols for ongoing event support
- This would enable volunteers to concentrate on running the event and the training and development of volunteers

Matters to Resolve during the development process:

- The post may not be applicable to all motorsport operators and therefore the role will require refinement

- **Recommendation 21:** Traffic Management and Regulation - Obtain legal advice on status of Fairbairn Park to determine what is and is not covered by Road Transport (General) Act 1999

Rationale:

- Currently motorsport operators and ACT Roads remain unclear of the precise limits of the road related areas within Fairbairn Park under the terms of the Road Transport (General) Act 1999. This has serious implications in respect of liability and insurance cover
- A legal review will provide certainty for operators and management of facility and determine the on-site requirements for complying with special exemption laws. This will provide a greater level of surety and control to ensure compliance with legislative and insurance requirements
- In addition it will provide the ability to apply a consistent system of control and reduce excessive bureaucracy
- In the long term there may be an opportunity to amend the Road Transport (General) Act if greater recognition is given to site and associated activities

Matters to Resolve during the development process:

- Current non-compliance matters will require immediate resolution in order to ensure compliance with insurance requirements. A

formal approach will be required through ACT Roads to clarify this position.

- **Recommendation 22:** Develop Fairbairn Park as the national focal point for elite rider training (off-road/dirt based) facility (AIS).

Rationale:

- The site is currently used by the Australian Institute of Sport (AIS) providing basic and advance tracks. The provision of additional tracks will create greater training flexibility and the opportunity to formalise and secure more elite rider training time on track
- The development of a clubhouse building will provide additional flexible resources on site for individual rider development (i.e. gymnasium, recovery room, lecture room)
- There is a significant benefit to club members in experiencing associated activity with elite training and development
- The exceptional accessibility from road and its close proximity to the AIS provides a unique opportunity for elite riders, performance coaches and ancillary supporting infrastructure to maximise limited time efficiently and effectively

Matters to Resolve during the development process:

- Compatibility with existing activity needs to be carefully managed and will be the responsibility of the proposed management structure to coordinate between the existing clubs and AIS

- **Recommendation 23:** Develop Fairbairn Park and surrounding area as a premier rider training venue for motocross and off road riding

Rationale:

- The expansion of track operations will provide greater opportunities to enhance advanced level training opportunities for existing club members and recreational enthusiasts
- Management to be through new established Fairbairn Park governance structure which can provide an expanded training program aligned to the Driver Training Centre.
- This will provide opportunities to attract additional sponsorship and a greater opportunity to develop additional regular income on site.
- An expanded rider training venture operating during the week will provide an additional on site security presence across the extended Fairbairn Park site

Matters to Resolve during the development process:

- Track configuration will require careful design and adaptation to ensure it is compatible with rider training and supervision requirements

- **Recommendation 24:** Installation of Kangaroo proof fencing around the motorsport precinct and on either side of the access road leading up to the air crash memorial site.

Rationale:

- The expansion of current track operations must take into account health and safety concerns. Currently kangaroo's are a presence on site which cause danger to participants and inhibits activity. As a result there is a need to secure the site from a health and safety perspective.
- Parks Conservation and Land have expressed concern that the condition of vegetation is adversely affected by grazing pressures from horses and kangaroos. Considerable pressures exist on Block 206.
- The air crash memorial site is frequently visited by members of the public and needs to be protected from motorsport use of adjoining land. In addition the interests of Defence owned land requires protection. As a result a fenced entry on either side of a permanent gravel track to the memorial is considered essential

Matters to Resolve during the development process:

- Assessment of current fencing suitability and potential to re-instate and/or reuse to reduce costs.
- **Recommendation 25:** Undertake earthworks to increase the size of the dam currently located on the Paintball site by 100% to provide a water resource for the speedway track and adjacent off road motorsport tracks

Rationale:

- Currently the National capital speedway site does not have water servicing on site. The dam will provide a natural water resource which could be utilised adjacent to the current racing facility.
- The tracks created in the pine forest will require dust suppressant measures and the dam will be able to provide a resource to facilitate this and track maintenance.

Matters to Resolve during the development process:

- Approval will be required to undertake earthworks
- **Recommendation 26:** Develop a web based mechanism where the community can access comprehensive information on motorsport activities

Rationale:

- To develop more effective community relations by the servicing of a web based facility to provide daily information on events, noise credit implications and potential traffic issues for the general public
- This could be managed through the proposed professional management team established to develop the Fairbairn Park motorsport precinct

- Data could be provided on a daily basis in relation to noise emissions
- **Recommendation 27:** Re-name Fairbairn Park precinct to provide a positive profile which can be utilised to sell its unique potential as a motorsport visitor attractor

Rationale:

- To take into account the extension of the facility into the driver training facility, adjacent forested area and speedway.

14.1.4. Indicative Capital Costs

Based on the inclusion of the design principles and capital development items in the previous section a costing has been prepared based on current labour, material and plant costs. Cost escalation and authority charges have been excluded from these figures. This is attached at Appendix 4 and indicates that the total costs for undertaking all works associated with Fairbairn Park is \$12.21 million.

14.2. FOCUS AREA 2: THE USE OF KOWEN FOREST WITH MANAGED ACCESS FOR MOTORSPORT

- **Recommendation 28:** Provision of increased access to Kowen Forest and the development of a detailed Management Plan to be developed

Rationale:

- Kowen Forest offers the potential to be developed as a significant off-road motorsport facility and is currently used for a variety of purposes including trail bike riding and rallying. Access is strictly controlled on an event by event basis through ACT Parks Conservation and Land (PCL) as it is an operational pine plantation
- Currently there is no site presence with access being managed remotely. Whilst PCL would not agree to delegating responsibility for the management of the plantation and recreation resources to an outside body they would consider proposals for the development of dedicated facilities, fenced areas and purpose built trails - subject to their maintenance to acceptable/identified standards.
- The proposed Fairbairn Park Management body, being located in close proximity to Kowen Forest could however provide an on-site presence and perform an agreed management function to oversee motorsport events and control motorsport access. This would provide a single point of contact for both PCL and event organisers. Under a detailed management plan it would also offer PCL the opportunity to provide a strategic and coordinated approach to motorsport event management within the forested areas.
- The development of an agreed management plan under the remit of PCL would provide a consistent approach to the use of the pine forested area

Matters to Resolve during the development process:

- Further develop the potential for new Fairbairn Park management structure to act as guardians within an agreed management framework to be explored
- Clarification of appropriate track maintenance, responsibilities and liabilities which would fall within the remit of the Fairbairn Park Management
- Identify secure areas for motorsport purposes which are exempt from provisions of Road Transport (General) Act
- **Recommendation 29:** Establish Kowen Forest as the National Test Facility for Rallying

Rationale:

- An opportunity exists to provide a 10km circuit with shelter and hardstanding within Kowen Forest for a purpose built testing track with IT infrastructure. This would establish Kowen Forest as a rally testing base for one or more international rallying teams
- It has the potential to generate significant revenue by offering a unique fixed rallying facility operating on an established site enabling consistent performance data to be captured
- Existing secure perimeter fencing is in place to ensure conflict of use and safety can be managed when in operation.

Matters to Resolve during the development process:

- Management Plan detailing access and security requirements will need to be developed. The plan would need to ensure that when not in use other activities are able to use the area without interference between associated parties.
- The development may require a Territory Plan Variation and Environmental Impact Statement. This will need to be scoped before any development could proceed.
- Funding for the venture will need to be secured through team contributions or via sponsorship.

14.3. FOCUS AREA 3: THE PROTECTION OF LAND FOR FUTURE MOTORSPORT USE: POLICY DEVELOPMENT

- **Recommendation 30:** Policy development – It is essential to develop statutory policy guidance or a development framework to support motorsport infrastructure if it is to develop a long term sustainable future.

Rationale:

- Currently the policy framework within the ACT whilst recognizing the activity as a legitimate use, it does not support its retention or development. Successive urban developments and the impact of the 2003 forest fires has undermined the growth of the sport and severely restricted opportunities to participate within the ACT

- There are few policies and practices in place which are capable of assessing the potential growth of motorsport fairly without recourse or influence from negative perceptions.
- There is a need to redress the balance between developing areas for urban growth and providing sport and recreation infrastructure which meets the needs of the resultant urban population. Legitimate motorsports have a role to play in supporting the urban environment and broader community needs
- Positively worded criteria-based policies or guidance notes should establish the legitimacy of providing for motorsports on designated sites such as Fairbairn Park, Kowen Forest and other forested areas including Ingledene and Uriarra (outside of the LCC)
- A policy document containing guidance for motorsport development will provide a point of reference to defend the legitimacy of motorsport within the ACT
- A policy document is also required to demonstrate the suitability of a chosen site for motorsport and secure its long term viability. This would offer the characteristics of land surrounding a motorsport venue to protect a facility from noise sensitive urban encroachment (buffer zones)
- A policy stance is also required to determine appropriate arrangements for addressing issues associated with the natural environment and relative compatibility with managed motorsport uses (i.e. landscape conservation, ecological and archaeological interests)
- If motorsport use is constrained through bad planning it will cause long term problems beyond the life of this strategy and therefore must be seen as integral to the implementation plan

Matters to Resolve during the development process:

- There is a need to establish good communications between Motorsport organisers and planning professionals in order for this aspect to be developed effectively.
- Motorsport matters may not be considered as a sufficiently high a priority for the ACT Planning and Land Authority and if so additional financial resources may be required to facilitate this aspect.

14.4. FOCUS AREA 4: Recreational Registration

Overview:

Recreational registration issues are detailed in Section 5.5 and the rationale for introducing a recreational registration system for the 3 groups has been fully articulated. They relate to three specific areas:

- Motor Cycles:
 - Current levels of unregistered and uncontrolled use is significant and is perceived to be the single most important issue for the ACT (Police, Roads, Environment, Parks, Conservation and Land and Treasury)

- The cost associated with registration and the lack of available facilities for off-road use lead to high levels of unregistered, unauthorised activities and consequential anti-social use of motor cycles. This also gives rise to uncontrolled third party liability issues.
- Motor Cars:
 - The registration of vehicles used on an irregular basis, for off-road sport /social use is not recognised in the current registration system. The registration system needs to recognise the infrequent use of such vehicles and the difference in specification required to safely compete in off-road activities.
- Juniors:
 - The lack of a registration system for juniors and limited access to club facilities is encouraging unregistered off-road use on unauthorised sites which give rise to uncontrolled third party liability issues.
- **Recommendation 31:** Introduction of Recreational Registration for Motor Cycles

Suggested System:

- Introduce a similar recreational registration system to that which currently operates relatively successfully in the state of Victoria which is based on three registration categories:
 - Full Road Registration: \$151-\$304/year depending on capacity and risk area. Subject to extensive vehicle requirements for highway use
 - Recreational Vehicle Registration: Low Cost of \$48/year to primarily provide for the insurance fee. Subject to basic vehicle standards for use in restricted recreation areas
 - Trail Bike Registration (Proposed): For use off main sealed highways on 4WD standard tracks and dirt roads in public bushland. Appropriate and sensible vehicle requirements. Dangerous equipment deleted and safer equipment added. This is currently being tested to assist the management of public land. A levy could be introduced to assist with the funding of track maintenance/repair of any road damage.
- **Recommendation 32:** Introduction of Recreational Registration for Motor Cars

Suggested System:

- Expand the current concessional registration scheme as used for Veteran, Vintage and Historic Motor Vehicles (Community and Infrastructure Services 90,093 – 07/2008) to take into account the broader use of vehicles for recreational purposes. This would include four wheel drives (4WDs), all terrain vehicles (ATVs) and

rally cars. This recommendation is loosely based on the Tasmanian Recreational Motor Vehicle Registration System

- Develop clearly documented registration procedures which are transparent and easily followed. It is critical that the registration documentation specifies:
 - Registration exists specifically to allow 4 wheel motor vehicles to be granted a restricted form of registration (a Certificate of Approved Operations)
 - Those 4 wheel motor vehicles be regularly checked and inspected for safety and mechanical defects as is mandatory for CAMS rallying
 - Requirements to reasonably allow 4 wheel motor vehicles to be built to a known, proven standard to be legally registered;
 - It recognises the three 4 wheel motor vehicle sanctioning bodies equally (CAMS, AMSAG and AASA), and any other body which may be approved in the future.
 - Any person operating a vehicle on State-owned lands must hold a current driver licence for the type of vehicle they are operating.

- **Recommendation 33:** Introduction of Recreational Registration for Junior Motor Cycle use.

Suggested System:

- Within Australia, beyond structured club activity there are little if any opportunities for recreational participation for junior riders. It is recommended that this be addressed by introducing the approach adopted for mini-bike usage in the UK. The following definitions apply in relation to the term 'Mini Bike':
 - Maximum wheel diameter 6.5"
 - Solid front forks (no front suspension)
 - No rear suspension
 - Cable operated calliper disc brakes front and rear
 - Minimum engine capacity 39cc
 - Maximum engine capacity 50cc
 - 'Pull cord' engine starter
 - Slick or treaded tyres-no off road knobbly tyres
 - Noise emissions not to exceed the current standards for commuter vehicles

Additionally:

- All controls must operate as designed
- All chain and sprocket guards must be in place & correctly fitted

- o All 'Mini Bikes' will be required to comply within the above definition in order to be fully insured.
- o In addition to the licensing requirements the racing track must be designed and constructed to provide a safe and enjoyable riding area for non-competitive recreational mini bike riding. Tracks must be constructed on a reasonably flat tarmac or concrete surface, free from negative features including pot holes and surface debris.
- o Additional stipulations include riders under the age of 6 not being permitted to ride mini bikes on Facilities or Venues at any time and riders over the age of 16 are not to share the track with riders aged under 16

Matters to Resolve during the development process:

- o Legislation will need to be reviewed and amended to take into account recreational registration. ACT Treasury have agreed to take carriage of this aspect of the implementation process.
- o Insurance issues will need to be resolved through dialogue with external suppliers

14.5. FOCUS AREA 5: MANAGEMENT OPTIONS FOR FAIRBAIRN PARK AND MOTORSPORT ACROSS THE ACT

The following information provides a summary of the key management recommendations associated with the operation of Fairbairn Park and surrounding land for motorsport use. It has been assumed, from the consultation undertaken that the role of Fairbairn Park Control Committee will cease and an alternative management structure with clear roles and responsibilities for managing a motorsport precinct and developing the sporting infrastructure will be created. This however does not mean that it couldn't be re-energised as a local Board of Management. In addition, existing clubs, government departments and organisations have throughout the consultation process expressed a desire to establish a more involved paid professional set up with responsibility for the day to day management of the site. It is assumed in all of the management options identified that a professional structure will exist. The professional appointments will require direction through a formal management structure to ensure that the requirements of operators and day to day users and the expected community benefits are met. These aspects have been considered below.

14.5.1. Management Model Options

Upon the review of industry trends, previous project experience and benchmarking of facilities, four main options in relation to the overall management of the proposed component facilities of the Fairbairn Park site exist, these being:

1. Management by ACT Government through TAMS
2. Management via the adjacent Sutton Road Driver Training centre.

3. Management by an Independent Management Group (i.e. a Motorsport Trust).
4. Management by a Third Party (e.g. Fairbairn Park Control Council).

The following table summarises the PMI (Plus, Minuses and Issues) Analysis conducted for each management option:

Management Option	Pluses	Minuses	Issues
Option 1 – Management by the ACT Government	<p>High focus on recreational benefit, diversity of usage and access.</p> <p>Has the ability to work across government to resolve coordination concerns.</p>	<p>Capacity does not exist within the ACT government to perform this role</p> <p>Clubs would not be willing to relinquish control of their sites to a government entity</p> <p>Could adversely impact on volunteer base to the detriment of the long term growth of the clubs</p>	<p>May not maximise commercial opportunities.</p>
Option 2 – Management via the existing Sutton Road Driver Training Centre Board	<p>Existing Board structure in place</p> <p>Understands the local issues and familiar with current site operations</p> <p>Cost effective solution by utilising an existing structure at the complex</p> <p>Specialist expertise within the motor industry</p> <p>Long term planning is a focus</p> <p>Commercial understanding</p> <p>Most likely to ensure that role of clubs is maintained</p>	<p>Need a very clear delineation of risk and responsibility (i.e. maintenance, accessibility and event management).</p>	<p>Would ideally want to combine all current leases under one master lease to maintain consistent terms, conditions and dates with those attached to the Driver Training Centre.</p>
Option 3 – Management by an Independent Management Group (Motorsport Trust)	<p>Ability to gain specialist management expertise.</p> <p>Singular focus for</p>	<p>May impact on diversity of use with a greater focus on commercial activity.</p> <p>Limited number of</p>	<p>There is limited commercial opportunity for a management group.</p> <p>Sports Clubs are</p>

Management Option	Pluses	Minuses	Issues
	<p>management group.</p> <p>Minimise public risk associated with management of site.</p> <p>Long term planning likely to be a focus.</p> <p>Likely to have a stronger commercial focus than other options.</p>	<p>specialist management groups and lack of available expertise locally.</p> <p>Likely to be a higher cost to than Option 2.</p> <p>Need a very clear delineation of risk and responsibility (i.e. maintenance, accessibility and event management).</p>	<p>more likely to have a reduced role on the management of individual facilities.</p>
<p>Option 4 – Management by a Third Party (Independent Board of Management).</p>	<p>Management cost may be minimised by utilising an existing and expanded Fairbairn Park Control Committee.</p> <p>Would represent the views and requirements of existing clubs</p>	<p>May not sufficiently diverse to be able to deliver a diverse range of programs of services required at the complex.</p> <p>Local Board of Management is unlikely to have the capacity to fund future maintenance and upgrade obligations</p> <p>May not understand commercial aspects as well.</p> <p>May not have the entrepreneurial flair required to maximise usage of the site.</p>	<p>Board would need to be an eclectic group of individuals with a mix of skills (i.e. commercial, law, finance, tourism, etc).</p>

Based on the results of the PMI analysis, the following is recommended:

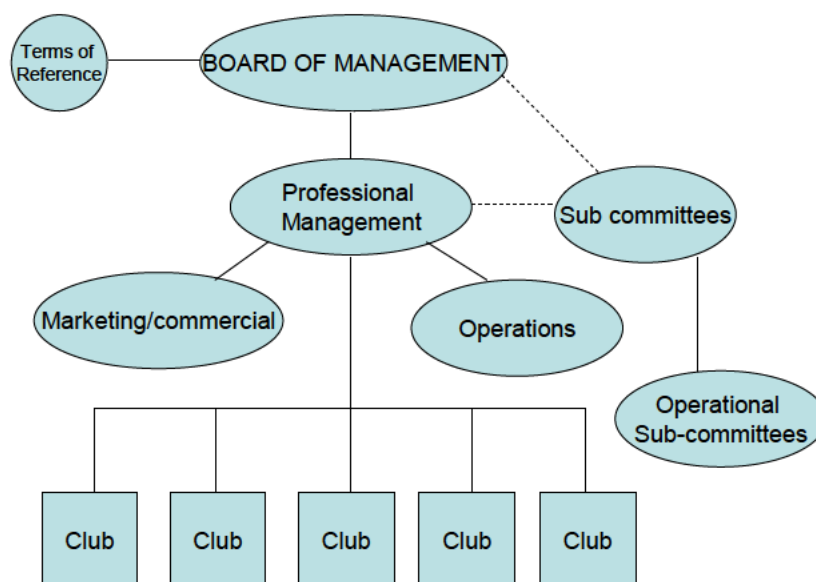
- **Recommendation 34:** The Sutton Road Driver Training centre be approached to manage the Fairbairn Park site and adjoining land.

Rationale:

- o Consistent with the desire by the clubs and motorsport bodies to retain their independence the major drivers of this recommendation are:
 - To maintain a strong focus on club and volunteer activity; community wellbeing; access and equity of use.
 - To promote optimal participation in sport and recreation activity.

- To ensure a seamless process given their current location adjacent to the Fairbairn Park Complex
- To ensure that there is an immediate on site presence

The following figure outlines the proposed management structure for the management of the Fairbairn Park Motorsport Complex.



Proposed Fairbairn Park Management Structure

14.5.2. The Role of the Management Board

The Management Board will be an extension of the current Sutton Road Driver Training centre and will be subject to a terms of reference ensuring existing club representation and access to current facilities on site is maintained. It is the intention to ensure that the expanded complex is governed by an overall management committee which acts as an umbrella organisation with the requirements of individual motorsports feeding into it either directly through the professional management structure (club representation specific) or through individual sports committees (denoted as operational sub committees). The level of autonomy of the individual sporting activities and their level of representation on the umbrella committee will vary from club to club depending upon prevailing circumstances and the individuals involved. This will need to be determined but may include:

- Equal representation on the overall board from the individual sports, or
- Proportional representation according to size or seniority of the constituent clubs.

The critical aspect however is that the majority of members must agree to the management structure and that it must be perceived as fair and not disadvantage the operations of existing clubs. To ensure effective governance

arrangements an alliance agreement will need to be drafted between clubs to provide an agreed understanding of the operating arrangements and commitments.

It is recommended that Board membership of a minimum of 7 and maximum of 11 is considered and must ensure a balanced representation of individuals of influence and authority to ensure strong and effective leadership, management reporting and decision making. Board Membership shall include representation from ACT Government through an officer and elected member with responsibility to ensure due process is being followed in the decision making. In addition 2 representatives from existing clubs, rotated on a six monthly basis are required to ensure existing club interests are adequately reflected in the decision making processes.

Roles and responsibilities of the Board and its Members would include:

- **Strategic planning:** Advising and supporting the paid professionals, clubs and recreational participants on the future direction for the motorsport precinct
- **Management of financial resources:** determining the allocation of resources within their authority. Securing additional resources through commercial sponsorship opportunities or other sources
- **Enhancing the public image** of the site and motorsport generally,
- **Management of staff** associated with the precinct

14.5.3. The Role of Professional Management

Under the structure identified the Board of Management will provide advice and direction to the professional management body of Fairbairn Park who will be responsible for the day to day management of the facility including:

- Maintenance of all facilities
- Management of shared infrastructure building
- Event bookings
- Revenue collection
- Fund Raising
- Event bidding and organisation
- Volunteer management system (including discount system for club members who volunteer)
- Pitt areas
- Mechanics workshop
- Pro-shop
- Administration and paperwork associated with all motorsport events in the ACT (including those outside Fairbairn Park i.e. Rally events)
- OHS
- Insurance
- Scrutineering of motor vehicles
- Security
- Social Club/Function Centre/conference facilities
- Administration offices
- Car Parking
- Wash down facilities

- Vehicle Recovery arrangements
- Medical Centre
- Media provisions and arrangements

Initially the professional management team for Fairbairn Park will consist of 2 Full Time Equivalents. A Senior Manager will be responsible for overall site management, marketing and promotion (Marketing/Commercial role). A Technical Manager will be responsible for maintenance, security and liaising with clubs to ensure effective coordination of activity (Operational role).

14.5.4. The role of individual sports clubs

It is anticipated that the role of Individual sports clubs would include:

- Day to day running of the individual sports;
- Responsibility for liaising with professional management and main board to ensure they understand and share the aims of the clubs as a whole.
- Coach development;
- Development of club links with schools and other educational institutions;
- Volunteer management;
- Club social events;
- Individual Club Fund raising
- Competitions coordinated through the professional management team

14.5.5. Advisory Sub Committee

Additional to the above, it is recommended that the ACT Government establish a sub committee of the Board (Motorsport Advisory Committee) with responsibility to work with the professional management team and board during the initial set up phase. This recommendation is consistent with feedback received from both the Clubs and other motorsport users who are seeking to protect their existing interests. The key objectives of the Advisory Committee are as follows:

- Provide 'a voice' for user groups in relation to the effective management and operation of Fairbairn Park.
- Provide advice to ACT Government in relation to the continued development of events and community activities (a coordination role across government).
- Provide advice to the Board on site usage and priority of use.
- Provide a government interface to ensure that any funding and committed financial resources are expended in accordance with government requirements.

On completion of the initial set up (12 months) the Advisory Sub Committee would evolve into an interface through which clubs can express their requirements, independent of the professional management body. At this stage the role of the ACT Government with the committee will cease.

14.5.6. Management Reporting

It is recommended that management reporting will include, but is not limited to:

- Risk Management – number of incidents documented, incident resolution, OH&S, risk management planning, insurances, etc.
- Financial Performance – income and expenditure for the month (actual versus budget) income and expenditure for the year to date (actual versus budget), number of visitations, number of events, income received by activity, etc.
- Management Issues – upcoming events, marketing activity, etc.
- Community Service Obligations – value of usage subsidised by ACT Government, access and usage by target groups, etc.

14.6. FOCUS AREA 6: ATTRACTING NATIONAL AND WORLD CLASS EVENTS

- **Recommendation 34:** Develop a coordinated approach to significant motorsport events and incorporate long term plans in association with the Australian Capital Tourism events strategy.

Rationale:

- There is currently a need to establish a representative body with formal constitution to feed into ACT wide initiatives in order to coordinate and to maximise on the returns from motorsport events more effectively. This would ensure compatibility with other events – such as a Masters Games. The proposed management body for Fairbairn Park could perform this function.
- Under the Guidance of ACT Tourism there is a need to provide a detailed breakdown of current events, anticipated events and potential to attract overnight visitor stays. This provides opportunities for joint marketing and promotion and raising the profile of activities beyond traditional motorsport enthusiasts

Matters to Resolve during the development process:

- Motorsport to be recognised as an integral part of an ACT events strategy
- There is a need to ensure that all motorsport bodies sign up to this approach. Potentially this could be driven through the management body at Fairbairn Park.
- **Recommendation 35:** Allocate resource for bidding purposes to attract national and international events which will raise the profile of ACT through the media or and through interstate and international visitors (i.e. Super X)

Rationale:

- Opportunities have previously been developed by individual clubs and the process by which events may be secured in partnership with the ACT government is not clear. This may result in significant opportunities being lost

- o The benefit to the economy and tourism generally is often not well articulated through motorsport bodies and therefore the opportunities to raise the profile of the ACT and Canberra may be lost.

14.7. FOCUS AREA 7: THE FUNDING MODEL

14.7.1. Discussion

The distribution of resources associated with the \$8 million commitment from the ACT Government needs to be determined in accordance with:

- A common, robust and objective needs assessment.
- A denominator, or way of measuring need, which is comparable between clubs, institutions and facilities;
- A common strategy and program, prioritised and proportionate to need;
- A governance structure to enable funds to be allocated in accordance with the strategy.

\$200,000 of the commitment has been committed in the development of the strategy leaving \$7.8m to be committed in order to implement the recommendations contained herein.

The implementation of the Fairbairn Park Motorsport Precinct Master Plan has significant cost implications associated with it. There are however a number of other cost implications associated with the development and growth of motorsport within the ACT. It is important to strike a balance between these competing interest in order to further the broad interests of motorsport. The following categories are critical:

- o **Implementation of Fairbairn Park Master Plan:** The Master Plan has been indicatively costed out at \$12.721m. It is therefore clear that with the finance available not all of these aspects can be implemented immediately and a program of implementation will be needed to identify the relative priorities. It is however recognised that due to the nature of the sport and individuals associated with it that labour costs (\$4.629m) and material costs (\$5.55m) could be substantially reduced. It is anticipated that a possible 25% reduction in total development costs could be achieved by the innovative use of existing club member resources (manpower and machinery) and the importation of clean fill to undertake earth mounding and track configuration work (which accounts for 50% of project costs). In addition lower priority works could be held in abeyance until additional funding could be secured, such as:
 - Widening the existing Driver Centre Facility Track
 - Providing new sections of track between the driver training and relocated hill climb facility
 - Make good for 4WD facility
 - Seal expansion joints to skidpan
 - Main Entry controlled access
 - Allowance for ptz cameras

Given the above it is likely that with additional resources being raised through existing club funds as a partnership contribution the critical elements could be achieved through a specific grant allocation of \$4.5m to implement the master plan.

This funding will achieve the development of a managed off-road riding riding area, upgrade to Fairbairn Park and associated clubs and assist other local motorsport organisations in providing a comprehensive complex for a greater variety of motorsport activities.

To complement this funding stream it is recommended that the funding opportunity which exists through the F1 Motorsport Safety Development Fund be explored further through CAMS as the sponsoring body. The Master Plan as drafted would fulfil the requirements of a Motorsport Centre of Excellence for the Asia Pacific Region subject to the relevant development approvals being forthcoming.

- o **Management Arrangements:** The proposed management model for Fairbairn Park and supporting ACT motorsport is expected to require resourcing of up to \$800,000 over a three year period. The key elements requiring funding include:
 - Manager: Marketing/Commercial
 - Site Manager: Operations
 - Development Manger (based at Fairbairn Park or within ACT Government)

The cost is related to salary and on-costs, including office, IT, administrative support and small operational budget. It is recommended that this money is ring-fenced as a revenue grant allocation for the purposes of developing Motorsport within the ACT.

This funding will assist in local motorsport organisations in developing the sport and providing a resource that is otherwise unavailable to support volunteers. In addition it would provide a point of contact through which motorsport issues can be addressed

- o **Motorsport Clubs direct funding allocation:** The Master Plan identifies a reconfiguration of the current site to ensure the long term future of Fairbairn Park is secured and does not take into account all specific track and facility improvements desired by the clubs. For instance it is to be noted that individual clubs within the complex will have a requirement for funding to upgrade and develop existing facilities and infrastructure. National Capital Speedway currently operates without standard power and water services. In addition the site has no permanent spectator facilities and associated infrastructure (permanent toilets, control room, officials room) Whilst the club can continue to operate on that basis, it is nevertheless unsatisfactory if the club is to grow and develop its membership and competition base.

In addition other club infrastructure associated with motocross, dirt track, karting and the Driver Training centre will require upgrade and replacement over time. The proposed club house development should address a variety of complimentary infrastructure requirements for the whole site, but In the absence of a determination from ACT planning

and Land Authority on legitimate and unauthorised structures it is difficult to quantify club needs over and beyond that. It is recommended that \$1.5million of the current financial commitment be allocated to a ring fenced grant program for access by clubs associated with the Fairbairn Park complex in order to satisfy emerging infrastructure requirements.

- o **Kowen Forest:** The use and security of Kowen Forest is currently managed by ACT Parks, Conservation and Lands. In order to implement recommendations relating to Kowen Forest, current internal security arrangements, signage and associated infrastructure with the rallying track, a financial commitment will be required. It is anticipated that finance could be attracted from commercial race teams to develop the infrastructure associated with the testing. However in order to effectively manage, maintain and secure beyond the commercial use will require a financial allocation. It is therefore recommended that \$500,000 be set aside to enhance safety and available off-road facilities within Kowen Forest
- o **Events:** There is significant potential to attract events to the ACT and many bodies responsible for marketing and promoting these activities have expressed concern that the commitment from the ACT Government is lacking. In order to facilitate this aspect it is recommended that \$500,000 be allocated to an events management program for clubs/organisers to access for 3 purposes:
 - Bidding and attracting events
 - Volunteer training in event promotion, marketing and management
 - Financial assistance with event set up, promotional material, track and site infrastructure necessary to facilitate an event over an above normal race track/venue activity
- o **Other motorsport sites:** The strategy does not recommend investment in other motorsport facilities beyond those referred to above. Other pine forested areas where access is to be secured (e.g. Uriarra) through the normal ACT event management process will have the ability to access the Event Program.

14.7.2. Recommended Funding Model:

It is recommended that the \$7.8 remaining commitment to motorsport is distributed under 4 specific grant schemes and one unfettered funding allocation all managed through the Fairbairn Park Board of Management who will have responsibility for the development of motorsport across the ACT.

An \$800,000 allocation is recommended to be set aside in a revenue allocation to facilitate the immediate appointment of the professional management team and associated infrastructure for a three year fixed term. The remaining \$7m resource will be the subject to grant allocations which will require the immediate establishment of the Board through which the funding process is recommended to be directed.

Under this arrangement funding submissions will be received and developed with the proposed professional management team. Applications will then be subject to peer review within the management team before reporting

recommendations to the Management Board for consideration. Recommendations will be either for approval or rejection.

The Boards recommendations will then be taken to the appropriate grant committee within ACT Government for endorsement. This would ensure impartiality and compliance with statutory funding requirements. No funding applications are to be considered that are not in accordance with the recommendations contained within the ACT Motorsport Strategy or Fairbairn Park Master Plan.

The funding programs are anticipated to operate a period of 3 years from a date agreed by ACT Government. Implementation of the grant approvals is expected to run for a five year expenditure period. During the initial 3 year program period it is recommended that motorsport clubs will not be considered for funding under the ACT Sport and Recreation Development, Operational or Capital Assist Fund Programs.

14.7.2.1. Fairbairn Motorsport Complex Master Plan Implementation Program:

A ring fenced grant program of \$4.5m specifically identified to implement the Master Plan in accordance with identified priorities.

14.7.2.2. Motorsport Club Fund program:

A \$1.5m grant program to enhance and improve existing motorsport infrastructure.

14.7.2.3. Kowen Forest Motorsport Fund:

A \$500,000 grant program to enhance safety and available off-road facilities within Kowen Forest

14.7.2.4. Motorsports Event Management Program:

A ring fenced grant program of \$500,000 subject to the following criteria:

- o A maximum grant of \$30,000 is payable per event
- o The applicant must demonstrate that the event will attract a minimum of 50 people to the ACT, staying in licensed commercial accommodation for a minimum stay of 2 nights.
- o Upon completion of the event, the submission of an economic impact assessment which identifies participants, associated personnel, spectator attendance, individual place of origin, event accommodation, direct and indirect spend.

In addition to normal grant conditions, this will enable motorsport to retain specific data on the likely economic impact of events

It is proposed that all funding programs will be subject to similar eligibility criteria to that which exists within the current Sport and Recreational Development Funds Grant assistance programs.

15. IMPLEMENTATION

All of the above recommendations have been assessed on the basis of their relative Priority:

- High: Must be sourced and commenced as a key priority in either implementing the Fairbairn Park Master Plan or funding arrangements
- Medium: Not essential but likely to impact on the development of motorsport within the ACT if not undertaken
- Low: Minimal if any adverse impact if not pursued.

A timescale was also attributed against the delivery of each aspect based on a short (1-3 year), medium (4-8 year) or long term (8-10 year) implementation program.

Each recommendation was then assessed against the likely risk to implementation on the basis of probability (likelihood) and impact (consequence). Ratings of H (high), M (medium) and L (low) were accorded to probability and impact and subsequently distilled as presenting MA (major), MO (moderate) or MI (minor) risks based on the following matrix:

Probability	Impact	Risk
H	H	MA
H	M	MA
M	H	MA
M	M	MO
H	L	MO
L	H	MO
M	L	MI
L	M	MI
L	L	MI

Major Risks require careful management and consideration of undertaking mitigation measures to potentially offset the risk (ultimately it may require the development of a Risk Management Plan). Moderate Risks require a manage-and-monitor response and as such mitigation measures are not onerous. Minor Risks would be generally accepted and not considered to impact severely on implementation and therefore mitigation measures would be minimal if any.

The Implementation Plan is attached at Appendix 5

16. BUSINESS CASE: FAIRBAIRN PARK MOTORSPORT COMPLEX

16.1. Methodology

To assess the Business Case for the development of a motorsport precinct at Fairbairn Park the consulting team have performed indicative financial modelling on three different scenarios under key business model assumptions identified in this report. The current Driver Training Centre operations have intentionally been omitted from the financial projections due to the fact that this operates as a separate business entity currently. The business case for the overall Master Plan is not intended to impact on the current business operations of the centre. A nominal figure has been attributed to additional activity which is anticipated to result from enhancements to the training centre infrastructure.

The models constructed are designed to be indicative only, based on forecast recreation, tourism and commercial demand arising from the consultation and research into the cost structures of operating a motorsport sport precinct.

Timeframes

The analysis is conducted over the first 10 years of operation.

Sensitivity and scenario analysis

It should be noted that a number of subjective assessments were used to develop the cash flow forecasts, although objective assumptions have been relied upon wherever possible. Sensitivity analysis on key financial assumptions has been conducted in an attempt to indicate a reasonable range of results which provides a greater degree of comfort than a single point estimate. The usage and the variable costs have been proportionally increased over the 10 year operating period to reflect development of facilities and growth in activity.

16.2. Assumptions

The assumptions used to support the financial model have been based on research undertaken into the motorsport industry and represent the most likely business model an operator would develop for a motorsport precinct at Fairbairn Park. The rationale for a number of the assumptions, such as facility type, priority and demand forecasts have already been discussed in previous sections of this report.

Income and expenditure figures have been benchmarked against similar type facilities where possible. It must be noted however that the great disparity between sites, management and availability of raw data has impacted significantly on the ability to forecast with a high degree of accuracy. The following are common to all scenarios:

- All scenarios assume the precinct will be open 350 days (50 weeks) in a calendar year. Areas of the pine forest and other tracks may be closed due to excessive heat presenting a fire danger or heavy rain resulting in potential land degradation.
- Standard membership of \$100 assumed for all clubs (approximation across all club activity except for driver training and drifting) and assuming each centre of motorsport use will generate one club activity.

This takes into account current membership plus a premium for management and use of clubhouse facilities at no charge

- 40% of the total riders do not have membership and pay a license fee of \$5 per day
- Current Club membership is expected to remain consistent and marginally increase (5% increase in fees annually) over the 10 year period
- 7.5% of the riders are members and ride an average of 8 times each.
- Events are not included in the financials however if ran, are expected to at least break even.
- Although riders will cross over to ride on different tracks. This model uses numbers based on the preferred motor bike discipline.
- The canteen/café will be a basic operation with vending machines offering hot foods. Staffing nominally is included but will remain to be determined
- Function area is assumed to be used once per month at a cost of \$500 with \$500 turnover on bar sales per event
- Function area is assumed to be available at no cost to existing clubs for functions and AGM
- Driver training income relates to additional activity over and above current driver training operations
- Cost of using the facility for the day is based on standard charge of \$25 for adults and \$15 for juniors which is maintained throughout all models.
- The licensing of motorsport venues varies significantly from site to site. An approximate figure of \$5000 has been set aside for the ongoing licensing and improvements required to meet Peak Body standards
- Staffing costs are assumed to increase year on year by 2.5%
- Insurance premiums are assumed to increase by 5% per year
- The complex is provided with a nominal depreciation value of \$6m over 30 years
- All expenditure is consistent across all scenarios given that they are largely fixed costs associated with new infrastructure and ongoing maintenance and improvement to existing track facilities.
- It is assumed that staffing costs will continue beyond the initial 3 year investment period

16.3. Scenario 1: Optimistic

The optimistic scenario assumes that in the first year of operation the facility will operate at 60% capacity reaching 100% capacity in year 9. It shows an income generation of \$13.789m during the 10 year business cycle and will expend \$8.646m during that period providing an operating surplus of \$5.143m. (Appendix 6 refers)

16.4. Scenario 2: Conservative

The conservative scenario assumes that in the first year of operation the facility will operate at 30% capacity reaching 75% capacity by year 10. It shows an income generation of \$8.49m during the 10 year business cycle and will expend \$8.802m during that period providing an operating surplus of \$470,465. (Appendix 7 refers)

16.5. Scenario 3: Realistic

The realistic scenario assumes that in the first year of operation the facility will operate at 45% capacity reaching 90% capacity by year 10. It shows an income generation of \$11.386 during the 10 year business cycle and will expend \$8.569m during that period providing an operating surplus of \$2.876m. (Appendix 8 refers)

16.6. Conclusions

From the initial analysis it is evident that:

- The facility has the potential to operate viably with a professional management team.
- On the basis that the facility will be run on a not for profit basis the excess revenue will be available to gradually implement the full extent of the Master Plan.
- The most conservative of analysis demonstrates that the facility whilst running at deficit for the first 5 years will realise a return by its tenth year of operation.
- With the revenue support afforded through the first three years of operation for the professional management team, even for the most conservative of projections, it demonstrates that a surplus could be generated by years 7/8.

APPENDIX 1 CONSULTATION LIST

NAME	ORGANISATION	NAME	ORGANISATION
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Gary Byles	Territory Venues and Events (TAMS)	George Tomlins	ACT Chief Ministers Dept
Rod Florence	Territory Venues and Events (TAMS)	Nigel Thompson	ACT Dept of Treasury
Neale Guthrie	Territory Venues and Events (TAMS)	Tom McDonald	ACT Dept of Treasury
John Freeman	PCL (TAMS)	Peter Heal	ACT Dept of Treasury
Peter Bothal	Forest Management- PCL (TAMS)	Mike Healy	Dept of Defence
Timo Boersma	Planning coordination – PCL (TAMS)	Jacqui Lavis	ACT Planning & Land
Neil Cooper	PCL (TAMS)	Belinda McNeice	ACT Planning & Land
Odile Arman	PCL (TAMS)	Maggie Chapman	ACT Planning & Land
Maxine Cooper	Commissioner for Sustainability and the Environment	Justin McEvoy	ACT Planning & Land
Helen McKeown	ACT Environment & Heritage	Sonya Moser	ACT Planning & Land
Wayne Lacey	Deputy Director Sport and Recreation Services	Garrick Calnan	ACT Planning & Land
Rick Rand	Sport and Recreation Services	Rodney Dix	ACT Environment Protection
Tony Gill	Office of Transport	Daniel Walters	ACT Environment Protection
Greg Balshaw	Office of Transport	Bob Neale	ACT Environment Protection
Slobodan Paunvic	Office of Transport	David Carswell	Queanbeyan CC
Harvey Bell	Office of Transport	Jonathan Kobus	Australian Capital Tourism
Peter Hunter	Office of Transport	Justin Lalor	Australian Capital Tourism
Mike Day	Office of Transport	Jennifer Jagusic	National Capital Authority
Ash Routledge	Dual Sport Motorcycle Riders Association	Bob Waldron	Transport Industry Skills Centre
Peter Major	Motorcycle Riders Association	Rob Wall	Southern District Motorsports Association Inc.
Allan MacNeice	ACT Motorcycle Club	Andrew Campbell	ACT Motorcycling Club
Pat Pethers	ACT Motorcycling Club	Bob Schultz	ACT Motorcycling Club
Doug Willersdorf-Green	QMedia	Greg Moores	Canberra Kart Racing Club
Steve Cherry	AHG Managing Director	Graham Davis	Paintball Sports ACT
Stephen Gall	Head Coach for Motorcycling Australia	Julie Lucas	Brindabella Sports Club
Colin Trinder	Chairman Australian Rally Commission	Graham Monte	Fairbairn Park Control Council
Alan Evans	President NRMA – Motoring Services	Glen Hoffman	GHR Honda

NAME	ORGANISATION	NAME	ORGANISATION
Daniel Gatt	Motorcycling NSW Ltd	Chic Henry	Director, Summernats
Luke O' Neill	Events O' Neill	Mathew Boorman	Light car Club
Keith Warner	Associate – Events O' Neill	Russell Winks:	Light car Club
Anthony Moss	Dutton Rally	Mike Benkhe	Light car Club
Michael Smith	CAM's	Brian Goulding	ARDC Eastern Creek Raceway
Shane Howard	V8 Supercars	Kim Jones	Brad Jones Racing
Darren Bailey	Fishwick Metalwork	Julie Walding	Ridgeway Resident
Mark Shepherd	Fishwick Metalwork	Scott Pearson	Ridgeway Resident
Dave Luscombe	Business Development Manager ACU, UK	Jenny Dewson	Ridgeway Resident
Peter Thomas	Southern District Motorsports Association Inc.	Ron Murnain	Ridgeway Resident
David Yeates	Southern District Motorsports Association Inc.	Lyndon Heffernan	L Heffernan Pty Ltd
Kevin Williams	Williams Event Management	Peter Thomas	Canberra Kart Racing Club
Sharon Lane	PCL (TAMS)	Sgt Peter Davies	ACT Police
Alan Kind	Motorsport and Planning Officer, LARA, UK	Marion Burgess	Acoustics Vibration Unit, UNSW,
Chris Millman	Cox Humphries Moss	Barry Laycock	Director, Davis Langdon
Peter Jamieson	Triple Eight Race Engineering Pty Ltd	Gary Grant	Independent Motorsport Consultant
Phil Harrison	ARDC Eastern Creek Raceway	Roger Northam	Motorcycle Advisory Council
Sandra Lordanic	CAMS	Lyn Newland	Bacchus Marsh

APPENDIX 2
PRELIMINARY NOISE ASSESSMENT ANALYSIS OF
RECOMMENDATIONS AT FAIRBAIRN PARK

APPENDIX 3

FAIRBAIRN PARK MASTER PLAN AND CLUBHOUSE OUTLINE DEVELOPMENT

APPENDIX 4 INDICATIVE COST PLAN

APPENDIX 5

IMPLEMENTATION PLAN

APPENDIX 6

SCENARIO ONE 10 YEAR FINANCIAL PLAN OPTIMISTIC

APPENDIX 7

SCENARIO TWO 10 YEAR FINANCIAL PLAN PESSIMISTIC

APPENDIX 8

SCENARIO THREE 10 YEAR FINANCIAL PLAN REALISTIC