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# APPENDICES

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## ORDINARY MEETING OF COUNCIL

To be held on  
Tuesday, 15 November 2011  
7.00pm  
City of Albany Council Chambers

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Government of Western Australia  
Department of Environment and Conservation



Mrs Kathryn Kinnear  
Director  
Bio Diverse Solutions  
55 Peppermint Drive  
ALBANY WA 6330

Doc No.	ICR1141858
File	GR STL 41
Date	28 JUL 2011
Officer	RES
Attach	
Box	D8
Vol	14
Box+Vol	D8*14

Your ref.	
Our ref.	CPS 3968/1
Enquiries.	Belinda Walker
Phone.	9219 8744
Fax:	9219 8701
Email:	nvp@dec.wa.gov.au

Dear Mrs Kinnear

**PERMIT TO CLEAR NATIVE VEGETATION UNDER THE ENVIRONMENTAL PROTECTION ACT 1986**

I refer to your application on behalf of the Great Southern Motorplex Group Inc for a Purpose Permit to clear 16.1 hectares of native vegetation within Lot 8122 on Deposited Plan 26510, Albany (Reserve 1947) for the purpose of constructing a multi-facility motorsport complex (reference CPS 3968/1). Thank you for providing a copy of your Environmental Management Plan for Reserve 1947 (EMP) and the fauna habitat survey.

Following reassessment of the application and consideration of the EMP and fauna habitat survey I have decided to grant the application to clear. Please find enclosed a permit to clear native vegetation granted under s.51E of the *Environmental Protection Act 1986*. This permit authorise Great Southern Motorplex Group Inc approval to clear, subject to certain terms, conditions or restrictions. A copy of the permit is now available for the public to view, as required by the regulations.

A copy of the Decision Report is attached for your information. The Decision Report is also available for the public to view.

Please read the permit carefully. If you do not understand the permit, contact the Department of Environment and Conservation (DEC) immediately. Be aware that there are penalties for failing to comply with the requirements of your permit.

If you or Great Southern Motorplex Group Inc are aggrieved by this decision an appeal may be lodged with the Minister for Environment. If you choose to appeal, it must be in writing, clearly set out the grounds of your appeal, and be received by the Minister within 21 days of being notified of the decision. More information on lodging an appeal is available from the Office of the Appeals Convenor on telephone 6467 5190. Completed appeals should be posted or delivered to:

Office of the Appeals Convenor  
Level 22 Forrest Centre  
221 St George's Terrace, PERTH WA 6000  
Tel: 6467 5190 Fax: 6467 5199  
Email: [admin@appealsconvenor.wa.gov.au](mailto:admin@appealsconvenor.wa.gov.au)  
Web: [www.appealsconvenor.wa.gov.au](http://www.appealsconvenor.wa.gov.au)

Third parties may also appeal against the grant of this permit or its conditions.

Native Vegetation Conservation Branch  
Phone: (08) 9219 8700 or (08) 9219 8744 Fax: (08) 9219 8701 Email: [nvp@dec.wa.gov.au](mailto:nvp@dec.wa.gov.au)  
Postal Address: Locked Bag 104, Bentley Delivery Centre, BENTLEY WA 6983  
[www.dec.wa.gov.au/nvc](http://www.dec.wa.gov.au/nvc)  
wa.gov.au

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Please note that clearing must not commence until the date stated on the permit, or in the event of an appeal, after the appeal has been determined and you have been notified that you may proceed.

Be aware also that compliance with the terms, conditions or restrictions of this permit does not absolve the Permit Holder from responsibility for compliance with the requirements of all Commonwealth, State and Local Government legislation. This includes obtaining appropriate authorisation from the city of Albany to allow legal access to the land prior to clearing.

If you have any queries regarding this approval, please contact Belinda Walker at the Department's Native Vegetation Conservation Branch on 9219 8744.

Yours sincerely



Kelly Faulkner  
MANAGER  
NATIVE VEGETATION CONSERVATION BRANCH

*Officer delegated under Section 20  
of the Environmental Protection Act 1986*

21 July 2011

Attached: Clearing Permit (CPS 3968/1), Plan 3968/1a, Plan 3968/1b, Plan 3968/1c and  
Decision Report.  
Fact Sheet: Complying with your Clearing Permit

Cc: Great Southern Motorplex Inc, Marcus Hodge, President c/- Haynes Robinson  
Lawyers PO Box 485, ALBANY WA 6331  
City of Albany, Failneen James, CEO, PO Box 484, ALBANY WA 6331



### CLEARING PERMIT

*Granted under section 51E of the Environmental Protection Act 1986*

Purpose/Permit number:	CPS 3968/1
Permit Holder:	Great Southern Motorplex Group Inc
Duration of Permit:	15 August 2011 – 15 August 2019

The Permit Holder is authorised to clear native vegetation subject to the following conditions of this Permit.

#### PART I – CLEARING AUTHORISED

**1. Purpose for which clearing may be done**

Clearing for the purpose of constructing a multi- facility motorsport complex

**2. Land on which clearing is to be done**

Lot 8122 on Plan 26510, DROME 6330 (Reserve 1947)

**3. Area of Clearing**

The Permit Holder must not clear more than 16.1 hectares of native vegetation within the area hatched yellow on attached Plan 3968/1a.

**4. Application**

This Permit allows the Permit Holder to authorise persons, including employees, contractors and agents of the Permit Holder, to clear native vegetation for the purposes of this Permit subject to compliance with the conditions of this Permit and approval from the Permit Holder.

**5. Type of clearing authorised**

This Permit authorises the Permit Holder to clear native vegetation for activities to the extent that the Permit Holder has the power to clear native vegetation for those activities under the *Land Administration Act 1997* or any other written law.

**6. Compliance with Assessment Sequence and Management Procedures**

Prior to clearing any native vegetation under conditions 1, 2 and 3 of this Permit, the Permit Holder must comply with the Assessment Sequence and the Management Procedures set out in Part II of this Permit.

#### PART II – ASSESSMENT SEQUENCE AND MANAGEMENT PROCEDURES

**7. Avoid, minimise etc clearing**

In determining the amount of native vegetation to be cleared authorised under this Permit, the Permit Holder must have regard to the following principles, set out in order of preference:

- (a) avoid the clearing of native vegetation;
- (b) minimise the amount of native vegetation to be cleared; and
- (c) reduce the impact of clearing on any environmental value.

**8. Vegetation management**

- (a) Prior to commencing clearing, the Permit Holder shall construct a fence enclosing the area outlined in red on attached Plan 3968/1b.

- (b) Within one month of installing the fence the Permit Holder shall notify the CEO in writing that the fence has been completed.

**9. Fauna management**

Prior to undertaking any clearing authorised under this Permit, the area(s) shall be inspected by a *fauna specialist* who shall identify habitat suitable to be utilised by Quenda (*Isoodon obesulus fusciventer*).

- (a) Prior to clearing, any habitat identified by condition 9(a) shall be inspected by a *fauna specialist* for the presence of fauna listed in condition 9(a).
- (b) Within one week prior to undertaking any clearing authorised under this Permit, the Permit Holder shall engage a *fauna clearing person* to remove and relocate fauna identified under condition 9(b).

**10. Dieback and weed control**

(a) When undertaking any clearing or other activity authorised under this Permit, the Permit Holder must take the following steps to minimise the risk of the introduction and spread of *weeds* and *dieback*:

- (i) clean earth-moving machinery of soil and vegetation prior to entering and leaving the area to be cleared;
- (ii) shall only move soils in *dry conditions*;
- (iii) ensure that no *dieback* or *weed*-affected soil, *mulch*, *fill* or other material is brought into the area to be cleared; and
- (iv) restrict the movement of machines and other vehicles to the limits of the areas to be cleared.

(b) At least once in each 12 month period for the term of this Permit, the Permit Holder must remove or kill any *weeds* growing within areas cleared under this Permit.

**11. Wind erosion management**

The Permit Holder shall not clear native vegetation unless construction of the multi- facility motorsport complex begins within 1 month of the clearing being undertaken.

**12. Retain vegetative material and topsoil, revegetation and rehabilitation**

The Permit Holder shall:

- (a) retain the vegetative material and topsoil removed by clearing authorised under this Permit and stockpile the vegetative material and topsoil in an area that has already been cleared.
- (b) within 6 months following clearing authorised under this permit, *revegetate* and *rehabilitate* the area(s) that are no longer required for the purpose for which they were cleared under this Permit and within areas cross- hatched red on Plan 3968/1c by:
  - (i) re-shaping the surface of the land so that it is consistent with the surrounding 5 metres of uncleared land; and
  - (ii) ripping the ground on the contour to remove soil compaction; and
  - (iii) laying the vegetative material and topsoil retained under condition 12(a) on area(s) that are no longer required for the purpose for which they were cleared under this Permit.
- (c) within 18 months of laying the vegetative material and topsoil on the cleared area in accordance with condition 12(b) of this Permit:
  - (i) engage an *environmental specialist* to determine the species composition, structure and density of the area *revegetated* and *rehabilitated*; and
  - (ii) where, in the opinion of an *environmental specialist*, the composition structure and density determined under condition 12(c)(i) of this Permit will not result in a similar species composition, structure and density to that of pre-clearing vegetation types in that area, *revegetate* the area by deliberately *planting* and/or *direct seeding* native vegetation that will result in a similar species composition, structure and density of native vegetation to pre-clearing vegetation types in that area and ensuring only *local provenance* seeds and propagating material are used.

- (d) Where additional *planting* or *direct seeding* of native vegetation is undertaken in accordance with condition 12 (c)(ii) of this permit, the Permit Holder shall repeat condition 12(c)(i) and 12(c)(ii) within 24 months of undertaking the additional *planting* or *direct seeding* of native vegetation.
- (e) Where a determination by an *environmental specialist* that the composition, structure and density within areas *revegetated* and *rehabilitated* will result in a similar species composition, structure and density to that of pre-clearing vegetation types in that area, as determined in condition 12(c)(i) and (ii) of this permit, that determination shall be submitted for the CEO's consideration. If the CEO does not agree with the determination made under condition 12(c)(ii), the CEO may require the Permit Holder to undertake additional *planting* and *direct seeding* in accordance with the requirements under condition 12(c)(ii).

### PART III - RECORD KEEPING AND REPORTING

#### 13. Records must be kept

The Permit Holder must maintain the following records for activities done pursuant to this Permit:

- (a) In relation to the clearing of native vegetation authorised under this Permit:
  - (i) the species composition, structure and density of the cleared area;
  - (ii) the location where the clearing occurred, recorded using a Global Positioning System (GPS) unit set to Geocentric Datum Australia 1994 (GDA94), expressing the geographical coordinates in Eastings and Northings;
  - (iii) the date that the area was cleared; and
  - (iv) the size of the area cleared (in hectares).
- (b) In relation to fauna management pursuant to condition 9 of this Permit:
  - (i) the location of each habitat identified recorded using a Global Positioning System (GPS) unit set to Geocentric Datum Australia 1994 (GDA94), expressing the geographical coordinates in Eastings and Northings or decimal degrees;
  - (ii) the species name of fauna reasonably likely to utilise, or that have been observed utilising, the habitat (s); and
  - (iii) the location and date where relocated fauna was released, recorded using a Global Positioning System (GPS) unit set to Geocentric Datum Australia 1994 (GDA94), expressing the geographical coordinates in Eastings and Northings or decimal degrees.
- (c) In relation to the *revegetation* and *rehabilitation* of areas pursuant to condition 12 of this Permit:
  - (i) the location of any areas *revegetated* and *rehabilitated*, recorded using a Global Positioning System (GPS) unit set to Geocentric Datum Australia 1994 (GDA94), expressing the geographical coordinates in Eastings and Northings or decimal degrees;
  - (ii) a description of the *revegetation* and *rehabilitation* activities undertaken;
  - (iii) the size of the area *revegetated* and *rehabilitated* (in hectares);
  - (iv) the species composition, structure and density of *revegetation* and *rehabilitation*, and
  - (v) a copy of the environmental specialist's report.

#### 14. Reporting

- (a) The Permit Holder must provide to the CEO on or before 30 June of each year, a written report:
  - (i) of records required under condition 13 of this Permit; and
  - (ii) concerning activities done by the Permit Holder under this Permit between 1 January and 31 December of the preceding year.
- (b) Prior to 15 May 2019 the Permit Holder must provide to the CEO a written report of records required under condition 13 of this Permit where these records have not already been provided under condition 14(a) of this Permit.

**DEFINITIONS**

The following meanings are given to terms used in this Permit:

*direct seeding* means a method of re-establishing vegetation through the establishment of a seed bed and the introduction of seeds of the desired plant species;

*dieback* means the effect of *Phytophthora* species on native vegetation;

*dry conditions* means when soils (not dust) do not freely adhere to rubber tyres, tracks, vehicle chassis or wheel arches;

*environmental specialist* means a person who is engaged by the Permit Holder for the purpose of providing environmental advice, who holds a tertiary qualification in environmental science or equivalent, and has experience relevant to the type of environmental advice that an environmental specialist is required to provide under this Permit;

*fauna clearing person* means a person who has obtained a licence from the Department, issued pursuant to the *Wildlife Conservation Regulations 1970* authorising them to take fauna;

*fauna specialist* means a person with training and specific work experience in fauna identification or faunal assemblage surveys of Western Australian fauna;

*fill* means material used to increase the ground level, or fill a hollow;

*Guidance Statement No 56* means Guidance for the Assessment of Environmental Factors: Terrestrial Fauna Surveys for Environmental Impact Assessment in Western Australia. Guidance Statement No 56, Environmental Protection Authority (2004).

*local provenance* means native vegetation seeds and propagating material from natural sources within 40 kilometres of the area cleared.

*mulch* means the use of organic matter, wood chips or rocks to slow the movement of water across the soil surface and to reduce evaporation;

*planting* means the re-establishment of vegetation by creating favourable soil conditions and planting seedlings of the desired species;

*regenerate/ed/ion* means re-establishment of vegetation from in situ seed banks and propagating material (such as lignotubers, bulbs, rhizomes) contained either within the topsoil or seed-bearing mulch;

*rehabilitate/ed/ion* means actively managing an area containing native vegetation in order to improve the ecological function of that area;

*revegetate/ed/ion* means the re-establishment of a cover of *local provenance* native vegetation in an area using methods such as natural *regeneration*, *direct seeding* and/or *planting*, so that the species composition, structure and density is similar to pre-clearing vegetation types in that area.

*weeds* means a species listed in Appendix 3 of the "Environmental Weed Strategy" published by the Department of Conservation and Land Management (1999), and plants declared under section 37 of the *Agriculture and Related Resources Protection Act 1976*.



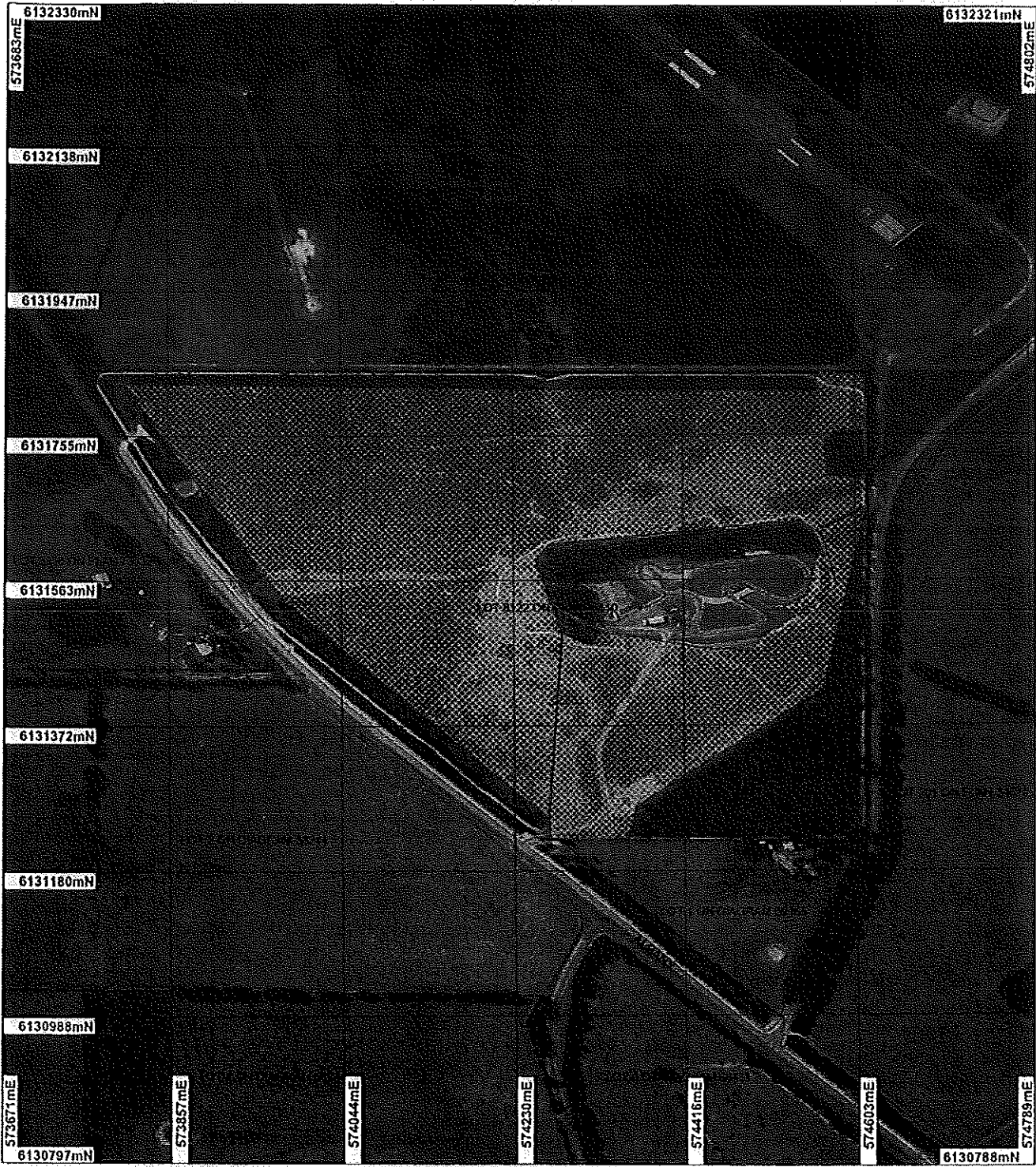
Kelly Faulkner  
MANAGER  
NATIVE VEGETATION CONSERVATION BRANCH

*Officer delegated under Section 20  
of the Environmental Protection Act 1986*

21 July 2011



Plan 3968/1a



LEGEND

- Road Centrelines
- Cadastral for labelling
- Freehold
- Crown Reserve
- State Forest / Timber Reserve
- Marine Park (long)
- Crown Lease
- Lease / Reserve
- Lease on State Forest / Timber Reserve
- Public Roads
- Unallocated Crown Land
- Water

- Clearing Instruments**
- Area Approved to Clear
  - Bunbury 50cm Orthomosaic - Landgate 2008**
  - Albany Townsite 20cm Orthomosaic - Landgate 2007**



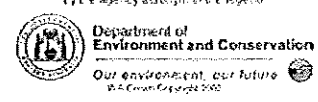
Geocentric: Datum Australia 1994

*Notes: The data in this map have not been checked. This may result in geometric distortion or measurement inaccuracies.*

*[Signature]* Date *21/7/11*

K. Faulkner  
Officer with delegated authority under Section 20 of the Environmental Protection Act 1986

Information derived from this map should be confirmed with the data custodian as acknowledged by the agency acronym in the legend.



Plan 3968/1b



LEGEND

- |                                      |  |   |
|--------------------------------------|--|---|
| Road Centrelines                     | Marine Park                            | Water   |
| Cadastral for labelling              | Crown Lease                            | Clearing Instruments                                    |
| Freehold                             | Lease / Reserve                        | Area Subject to Conditions                              |
| Crown Reserve                        | Lease on State Forest / Timber Reserve | <b>Albany Townsite 20cm Orthomosaic - Landgate 2007</b> |
| State Forest / Timber Reserve (cont) | Public Roads                           |   |
|                                      | Unallocated Crown Land (cont)          |   |



*Note: the data in this map have not been projected. This may result in geometric distortion of measurement inaccuracies.*

*[Signature]* Date 21/7/11  
 K. Faulkner  
 Officer with delegated authority under Section 20 of the Environmental Protection Act 1986





Information derived from this map should be confirmed with the data custodian acknowledged by the agency acronym in the legend.

Department of Environment and Conservation  
 Our environment, our future  
 WA Govt - 08/04/2012

Plan 3968/1c



**LEGEND**

<ul style="list-style-type: none"> <li> Road Centrelines</li> <li> Cadastra for labelling</li> <li> Freehold</li> <li> Crown Reserve</li> <li> State Forest / Timber Reserve</li> <li> Marine Park / Scarp</li> </ul>	<ul style="list-style-type: none"> <li> Crown Lease</li> <li> Lease / Reserve</li> <li> Lease on State Forest / Timber Reserve</li> <li> Public Roads</li> <li> Unallocated Crown Land</li> <li> Walter</li> </ul>	<p><b>Clearing Instruments</b></p> <p>Areas Subject to Conditions</p> <p><b>Bunbury 50cm Orthomosaic - Landgate 2908</b></p> <p><b>Albany Townsite 20cm Orthomosaic - Landgate 2907</b></p>	  <p>Scale 1:6701 (Approximate when reproduced at A4)</p> <p>Geocentric Datum Australia 1994</p> <p><i>Note: The data in this map have not been projected. This may result in geometric distortion due to measurement inaccuracies.</i></p> <p> Date 21/7/11</p> <p>K. Faulstich Officer with delegated authority under Section 20 of the Environmental Protection Act 1986</p> <p>Information derived from this map should be confirmed with the data custodian acknowledged by the agency acronym in the legend.</p>  <p>Department of Environment and Conservation Our environment, our future WAGOW Copyright 2002</p>
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# Clearing Permit Decision Report

## 1. Application details

### 1.1. Permit application details

Permit application No.: 3968/1  
 Permit type: Purpose Permit

### 1.2. Proponent details

Proponent's name: Great Southern Motorplex Group Incorporated

### 1.3. Property details

Property: LOT 8122 ON PLAN 26510 ( DROME 6330)  
 LOT 8122 ON PLAN 26510 ( DROME 6330)

Local Government Area: City of Albany

Colloquial name:

### 1.4. Application

Clearing Area (ha)	No. Trees	Method of Clearing	For the purpose of:
16.1		Mechanical Removal	Building or Structure

### 1.5. Decision on application

Decision on Permit Application: Grant  
 Decision Date: 21 July 2011

## 2. Site Information

### 2.1. Existing environment and information

#### 2.1.1. Description of the native vegetation under application

Vegetation Description	Clearing Description	Vegetation Condition	Comment
Beard Vegetation Association: 978 Low forest; Jarrah, Eucalyptus staeri & Allocasuarina fraseriana  (Shepherd 2009)	The proposal is to clear 16.1 ha of native vegetation within a 28 ha area for the purpose of the construction of a Multi facility Motorsport Complex.	Excellent: Vegetation structure intact; disturbance affecting individual species, weeds non-aggressive (Keighery 1994)	The vegetation condition was determined from two flora surveys of the application area and aerial photography (Sandiford 2005, Sandiford and Barrett 2010)
As above	The area under application contains four vegetation types with the majority of the vegetation (~13.5ha) being Hakea spp shrubland/woodland complex containing Eucalyptus staeri Low open forest over a distinctive low shrub layer of Hakea spp over a diverse sedgeland. This vegetation type occurs predominately in an excellent condition.	Very Good: Vegetation structure altered; obvious signs of disturbance (Keighery 1994)	As above
As above	Pericalymma spongiocaulis low heath over Chordifex isomorphus (1.3ha) which is the dominant sedge. This vegetation type is restricted to edges of drainage depressions within the application area and occurs predominantly in a very good condition.	Good: Structure significantly altered by multiple disturbance; retains basic structure/ability	As above

within application area to regenerate and occurs in good condition in the northern portion of the site and occurs in excellent condition in the western portion of the area under application. (Keighery 1994)

Jarrah/Sheoak/Eucalyptus staeri sandy woodland (0.18ha) occurs in a good condition in the north eastern corner of the application area.

**3. Assessment of application against clearing principles**

**(a) Native vegetation should not be cleared if it comprises a high level of biological diversity.**

**Comments** Proposal is not likely to be at variance to this Principle

The area under application contains four vegetation types with the majority of the vegetation (~13.5ha) being Hakea spp shrubland/woodland complex containing Eucalyptus staeri Low open forest over a distinctive low shrub layer of Hakea spp over a diverse sedgeland. This vegetation type occurs predominately in an excellent (Keighery 1994) condition. The other vegetation types are Pericalymma spongiocaula low heath over Chordifex isomorphus (1.3ha) in a very good (Keighery 1994) condition, Taxandria parviceps transitional shrubland (1.1ha) in good (Keighery 1994) condition in the northern portion of the site and in excellent (Keighery 1994) condition in the western portion of the site, and Jarrah/Sheoak/Eucalyptus staeri sandy woodland (0.18ha) in a good (Keighery 1994) condition.

The Albany Regional Vegetation Survey (AVRS) mapped the entire western section as 'modified' and the eastern section (excluding Emar/Afra/Esta islands) as 50% modified, 50% residual. The area under application appears to have been disturbed approximately 20 years previous and ranges from good to excellent condition (DEC, 2010b)

A flora survey of the property was undertaken in September 2005 and identified 155 native flora species occurring on site (Sandiford 2005). Out of these species one priority species was recorded Andersonia jamesii (P4). Andersonia jamesii was located in the south-eastern corner of the property and therefore is outside the application area.

Given the above the proposed clearing is not likely to be at variance to this Principle.

- Methodology**
- References
  - Keighery (1994)
  - Sandiford (2005)
  - DEC (2010a)
  - DEC (2010b)
  - GIS Databases
  - SAC Bio datasets (17/9/2010)
  - NLWA, Current Extent of Native Vegetation

**(b) Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of, a significant habitat for fauna indigenous to Western Australia.**

**Comments** Proposal may be at variance to this Principle

Fifteen conservation significant fauna species have been recorded within the local area under application (10 km radius). Out of these fifteen species it is considered that the area under application provides habitat for Quenda (Isodon obesulus fusciventer).

The majority of the area under application contains Eucalyptus staeri over Hakea shrubland with a dense understorey and occurs in a predominately excellent condition (Sandiford 2005, Barrett and Sandiford 2010).

The Quenda is classed as near threatened under the 2000 IUCN Red List of Threatened Species and is listed as a Priority 5 species by DEC, both of these status are low risk of extinction and low priority for conservation management. Quenda is known to occur in habitat of dense swampy vegetation (DEC 2007). A fauna habitat survey of the application area identified the presence of Quenda on site (Sanders 2011).

Black cockatoo species such as the Forest Red-tailed, Baudin's and Carnaby's black cockatoos are known to feed on Hakea, Grevillea, Allocasuarina and Albany Blackbutt E. staeri (DEC 2007) which occur within the application area. A site visit undertaken in November 2010 (DEC, 2010b) noted that a small flock of Carnaby's cockatoos were observed in the application area predominately flying around a patch of Eucalyptus globulus, however no appropriate species or mature trees were present within the reserve which would

provide nesting hollows for a suite of fauna including possums and cockatoos (DEC 2010b).

The application area contains *Hakea cucullata* recognised as a food source for the cockatoos, however it is considered that the *Hakea* spp Shrubland/Woodland Complex occurring within the application area consists of sparse presence of the characteristic *Hakea* species (*Hakea ferruginea*, *H. cucullata*) which should be dominant. This would appear to be a result of previous disturbance (DEC 2010b). Therefore, given the sparse density of food species (*Hakea*) for black cockatoos, it is not considered for the application area to contain significant feeding habitat for these species.

The application area was also surveyed for the habitat values and presence of Western Ringtail Possum (*Pseudocheirus occidentalis*) which found that the application area does not contain habitat suitable for the Western Ringtail Possum (Saunders, 2011).

Given the extent of vegetation remaining in the local area (~23% in 10km radius) and the size and condition of the area under application, the vegetation may assist the dispersal of flora and fauna within the landscape, noting an east west linkage between the conservation areas of Down Road Nature Reserve and Mill Brook and Bakers Junction Nature Reserves. The proposed clearing may reduce the dispersal of flora and fauna within the extensively cleared landscape.

Given the above the proposed clearing may be at variance to this clearing principle. Fauna relocation, fencing and revegetation are likely to mitigate potential impacts.

Methodology  
References  
- Saunders (2011)  
- Sandiford (2005)  
- Barrett and Sandiford (2010)  
- DEC (2007)  
- DEC (2010b)  
GIS Databases  
- SAC Bio datasets (17/9/2010)

**(c) Native vegetation should not be cleared if it includes, or is necessary for the continued existence of, rare flora.**

Comments **Proposal is not likely to be at variance to this Principle**  
Three rare flora species occur within the local area of the application area (10 km radius) including *Banksia brownii*, *Drakaea micrantha* and *Isopogon uncinatus*.  
  
A flora survey of the property was undertaken in September 2005 and identified 155 native flora species occurring on site (Sandiford 2005). No rare flora species were recorded.  
  
Therefore the proposed clearing is not likely to be at variance to this Principle.

Methodology  
References  
- Sandiford (2005)  
GIS databases  
- SAC Bio datasets (17/9/2010)

**(d) Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of a threatened ecological community.**

Comments **Proposal is not likely to be at variance to this Principle**  
No Threatened Ecological Communities (TEC) have been identified within a 50 km radius of the application area. In addition, no TEC's were recorded during the flora survey (Sandiford 2005).  
  
The proposed clearing is not likely to be at variance to this Principle.

Methodology  
References  
- Sandiford (2005)  
GIS databases  
- SAC Bio datasets (17/9/2010)

**(e) Native vegetation should not be cleared if it is significant as a remnant of native vegetation in an area that has been extensively cleared.**

Comments **Proposal may be at variance to this Principle**  
The vegetation under application is described as Beard vegetation association 978 which there is 58.40% of pre-European extent remaining (Shepherd 2009). Therefore this vegetation association retains more than threshold level (30%) recommended in the National Objectives Targets for Biodiversity Conservation, below which species

loss appears to accelerate exponentially at an ecosystem level (Commonwealth of Australia 2001).

The area under application is located within an extensively cleared landscape with ~ 23% of pre-European remaining in the local area (~10 km radius).

The area under application is part of the Albany Regional Vegetation Survey (ARVS) (Sandiford & Barrett, 2010). Four vegetation units have been mapped within the area under application as part of this survey.

Unit No	Description	Current Extent (ha)	Current Extent %
13.	Jarrah/Sheoak/Eucalyptus staeri Sandy Woodland	5,148	11.7
31.	Hakea spp Shrubland/Woodland Complex	2,366	5.4
38.	Taxandria parviceps Transitional Shrubland	880	2.0
39.	Pericalymma spongiocaula Low Heath)	109	0.2

Units 13 and 39 may be restricted to ARVS area and may have less than 30% of pre-European extent remaining. Units 31 & 38 reach their range limits in ARVS area and both are threatened by Phytophthora dieback.

A site visit undertaken in November 2010 (DEC, 2010b) indicates that regrowth of the most common unit, ARVS unit 31, is generally good and shows only sparse presence of the characteristic Hakea species (Hakea ferruginea, H. cucullata) which should be dominant. This would appear to be a result of previous disturbance. Eucalyptus. staeri, low shrub, and sedge/ cover is in predominantly good (Keighery 1994) condition (DEC 2010b). Unit 38 is highly modified at all occurrences and lacks floristic diversity with Banksia quercifolia is absent. Unit 39 is also modified at each occurrence possibly due to greater initial disturbance of this more open unit, but good low shrub/ sedge cover persists with Chordiflex isomorphus dominant (DEC 2010b). As the area is characterised by impeded drainage it is likely Dieback is present throughout although Xanthorrhoea platyphylla is abundant and remains very healthy (DEC 2010b).

Given the condition and size of the area proposed to be cleared and the extent of vegetation remaining within the local area the clearing may be at variance to this clearing principle. Requirements to revegetate areas no longer required for the construction of the Motorplex are likely to mitigate potential impacts.

	Pre-European (ha)	Current extent (ha)	Remaining %
IBRA Bioregion			
Jarrah Forrest*	1501208.8	583140.8	38.84*
Shire of Albany*	9664.06	1348.86	13.96*
Local Area (~10km radius)	8412.0	3873.0	31.60
Beard type in Bioregion*			
978	209983.6	122677.7	58.40

\* (Shepherd 2009)

Methodology	References
	-Shepherd (2009)
	-Commonwealth of Australia (2001)
	-DEC (2010b)
	-Sandiford and Barrett (2010)
	GIS Database
	-Pre-European Vegetation
	-Interim Biogeographic Regionalisation of Australia
	-NLWA, Current Extent of Native Vegetation

**(f) Native vegetation should not be cleared if it is growing in, or in association with, an environment associated with a watercourse or wetland.**

**Comments Proposal is at variance to this Principle**

Two minor non perennial watercourses occur through the application area and are tributaries of the Willyung Creek and drain to Oyster Harbour. In addition, the application area occurs ~ 1km east and 1.5km southwest from wetland areas.

Watercourse dependent vegetation types occur within the application area and includes (~2.4ha) Pericalymma spongiocaula low heath over Chordiflex isomorphus (1.3ha) which occurs along the edges of drainage depressions and Taxandra parviceps transitional shrubland (1.1ha) and is restricted to the margin of the drainage lines that occur within application area (Sandiford 2005, Sandiford and Barrett 2010).

The applicant has developed an Environment Management Plan that outlines actions to be implemented such as revegetation of bare ground, stormwater management and sedimentation traps to control sedimentation of surface water (Bio Diverse Solutions 2011).

Therefore the proposed clearing is at variance to this Principle.

Methodolog  
y  
References  
-Sandiford (2005)  
-Sandiford and Barrett (2010)  
GIS Databases  
-Hydrography, linear

**(g) Native vegetation should not be cleared if the clearing of the vegetation is likely to cause appreciable land degradation.**

Comments **Proposal may be at variance to this Principle**  
The chief soils of the application area consist of sandy gravels (Churchward et al 1988) and have a 30-49% high to extreme hazard of wind erosion (DAFWA 2008).

Given the large area proposed to be cleared (16.1ha) it is considered that the proposed clearing would cause appreciable land degradation though wind erosion. Given this, the proposed clearing may be at variance to this Principle. A requirement to undertake staged clearing is likely to mitigate this impact.

The applicant has developed an Environment Management Plan that outlines actions to be implemented such as revegetation of bare ground to control soil erosion (Bio Diverse Solutions 2011).

Methodolog  
y  
References  
-Bio Diverse Solutions (2011)  
-Churchward et al (1988)  
-DAFWA (2008)  
GIS Databases  
-Soils, statewide

**(h) Native vegetation should not be cleared if the clearing of the vegetation is likely to have an impact on the environmental values of any adjacent or nearby conservation area.**

Comments **Proposal may be at variance to this Principle**  
The closest conservation areas to the area under application are Down Road Nature Reserve occurring 3.2 km west, Gledhow Nature Reserve occurring 5.7 km south, Mill Brook Nature Reserve occurring 8.9km north and Bakers Junction Nature reserve 9 km northeast of the application area.

There is approximately 23% of pre-European vegetation remaining in the local area (~10km radius).

Given the extent of vegetation remaining in the local area (~23% in 10km radius) and the size and condition of the area under application, the vegetation may assist the dispersal of flora and fauna within the landscape, noting an east west linkage between the conservation areas of Down Road Nature Reserve and Mill Brook and Bakers Junction Nature Reserves. The proposed clearing may reduce the dispersal of flora and fauna within the extensively cleared landscape.

Given the above the proposed clearing may be at variance to this clearing principle.

Methodolog  
y  
References  
-Keighery (1994)  
-DEC (2010b)  
GIS Databases  
-DEC Tenure

**(i) Native vegetation should not be cleared if the clearing of the vegetation is likely to cause deterioration in the quality of surface or underground water.**

Comments **Proposal may be at variance to this Principle**  
Two minor non perennial watercourses occur through the application area and are tributaries of the Willyung Creek and drain to Oyster Harbour. In addition, the application area occurs ~ 1km east and 1.5km southwest from wetland areas.

The proposed clearing will involve the removal of riparian vegetation of these two watercourses and may result in soil erosion and sedimentation of surface water. Therefore, the proposed clearing may be at variance to this Principle. The applicant has developed an Environment Mangement Plan that outlines actions to be implemented such as revegetation of bare ground, stormwater management and sedimentaon traps to



control sedimentation of surface water (Bio Diverse Solutions 2011).

Methodolog  
y  
References  
-Bio Diverse Solutions (2011)  
GIS Databases  
-Hydrography, linear

**(j) Native vegetation should not be cleared if clearing the vegetation is likely to cause, or exacerbate, the incidence or intensity of flooding.**

Comments **Proposal is not likely to be at variance to this Principle**  
Two minor non perennial watercourses occur through the application area and are tributaries of the Willyung Creek and drain to Oyster Harbour. In addition, the application area occurs ~ 1km east and 1.5km southwest from welland areas.

The proposed clearing of 16.1ha may result in a higher discharge of water through runoff into the watercourses that occur within the area under application, however is not considered likely to cause or exacerbate the incidence or intensity of flooding.

Methodolog  
y  
GIS Databases  
-Hydrography, linear

**Planning Instrument, Native Title, Previous EPA decision or other matter.**

Comments  
DEC sent a letter to the applicant regarding the environmental issues of the application and asked for comments in October and December of 2010. The Great Southern Motorplex Group Inc responded on the 31 May 2011 with an Environmental Management Plan and a Draft fauna habitat survey for the application area. The final fauna habitat survey was provided on 18 July 2011. These documents are discussed within the appropriate Principles.

The proposal is to clear 16.1ha within a 28ha area for the purpose of the construction of a Multi facility Motorsport Complex on Reserve 1947.

The City of Albany had requested that the application for a clearing permit be put on hold until the Council has approved the final design and granted development approval (City of Albany 2010) and advise that the City of Albany has not yet given the Great Southern Motorplex Group approval of the design of the proposed motorsport complex and has not yet negotiated the take over of the lease. The City of Albany has now approved the Concept Plan for the proposed development (February 2011).

The area under application is zoned parks and recreation under the City of Albany's Town Planning Scheme. The proposed motorplex facility on Reserve 1947 is consistent with the City of Albany's management order for recreation. The area under application is managed under a management order by the City of Albany who has leased the property to Albany City kart Group Inc. The City of Albany has advised that lease arrangements will be finalised post the decision on the application to clear as the lease will not be required if the decision is not to grant a clearing permit (City of Albany, 2011)

The applicant has advised that the proposed development of Reserve 1947 is to occur in three stages with Stage 1 to occur June 2011. Stage 2 to occur August 2011 and Stage 3 to occur in 2012.

The Department of Water (2010) recommends that the clearing be setback of 15m from the waterways in order to protect riparian vegetation and the downstream environment from impacts of any erosion and sedimentation that may result from the clearing. However, the application area is not a proclaimed area under the RIWI Act and therefore a bed and banks permit is not required.

Methodolog  
y  
References  
-City of Albany (2010)  
-Department of Water (2010)  
GIS Databases  
-Town planning Scheme Zones

**4. References**

Bio Diverse Solutions (2011) Environmental Management Plan for Parker Brook Reserve (Reserve 1947) Albany Highway, Albany. DEC Ref A400434  
Churchward, McArthur, Sewell and Bartle (1988) Landforms and soils of the South Coast and hinterland, Wesetern Australia - Northcliffe to Manypeaks. Division of Water Resources Divisional Report 88/1 CSIRO Australia  
City of Albany (2010) Direct Interest Submission for CPS 3968/1 - Great Southern Motorplex Group, Lot 8122 Albany Hwy Albany. DEC ref A341542  
City of Albany (2011) Direct Interest Submission for CPS 3968/1 - Great Southern Motorplex Group, Lot 8122 Albany Hwy

Albany. DEC ref A407327

Commonwealth of Australia (2001) National Objectives and Targets for Biodiversity Conservation 2001-2005, Canberra.

DAFWA (2008) Shared Land Information Platform - Natural Resource Management, Department of Agriculture and Food, Western Australia. Accessed 18 October 2010.

DEC (2010a) Flora advice for CPS 3968/1 - Great Southern Motorplex Group, Lot 8122 Albany Hwy, Albany. Species and Communities Branch, Department of Environment and Conservation. DEC ref A342048.

DEC (2010b) Site Inspection report for CPS 3968/1 - Great Southern Motorplex Group - Lot 8122 Albany Hwy, Albany. Department of Environment and Conservation. DEC ref A354100

Department of Water (2010) Advice for CPS 3968/1 - Great Southern Motorplex Group Inc. DEC ref A338225

Keighery, B.J. (1994) *Bushland Plant Survey: A Guide to Plant Community Survey for the Community*. Wildflower Society of WA (Inc). Nedlands, Western Australia.

Sandiford (2005) *Vegetation and Flora Survey Parker Brook Reserve, Albany Hwy, September 2005*. DEC ref A335543

Sandiford and Barrett (2010) *Albany Regional Vegetation Survey, Extent, Type and Status*. A project funded by the Western Australian Planning Commission (EnviroPlanning 'Integrating NRM into Land Use Planning' and State NRM Program), South Coast Natural Resource Management Inc. and City of Albany for the Department of Environment and Conservation. Unpublished report. Department of Environment and Conservation, Western Australia.

Saunders, A. (2011) *Vertebrate Fauna Assessment Parker Brook Reserve - Albany*. Prepared for the Great Southern Motorplex Group (Inc). DEC ref A400434

Shepherd, D.P. (2009) Adapted from: Shepherd, D.P., Beeston, G.R., and Hopkins, A.J.M. (2001), *Native Vegetation in Western Australia*. Technical Report 249. Department of Agriculture Western Australia, South Perth.

**5. Glossary**

Term	Meaning
BCS	Biodiversity Coordination Section of DEC
CALM	Department of Conservation and Land Management (now BCS)
DAFWA	Department of Agriculture and Food
DEC	Department of Environment and Conservation
DEP	Department of Environmental Protection (now DEC)
DoE	Department of Environment
DoIR	Department of Industry and Resources
DRF	Declared Rare Flora
EPP	Environmental Protection Policy
GIS	Geographical Information System
ha	Hectare (10,000 square metres)
TEC	Threatened Ecological Community
WRC	Water and Rivers Commission (now DEC)

**1.9: ALBANY MOTORCYCLE CLUB INC – PROPOSAL TO OPERATE TWO NON-COMPLYING EVENTS DURING 2011**

**Land description** : Reserve 30495, Plantagenet Location 7153, Roberts Road, Robinson  
**Proponents** : Albany Motorcycle Club Inc.  
**Owner** : Crown  
**Attachment(s)** : Letter from Albany Motorcycle Club Inc.  
: Schedule of Submissions  
**Councillor Workstation** : Copies of letters of submission  
**Responsible Officer** : Executive Director, Planning and Development Services (G Bride)

**IN BRIEF**

- Consider a request from the Albany Motorcycle Club Inc to operate two non-complying events at the Roberts Road motorcycle track during 2011.

**ITEM 1.9: RESPONSIBLE OFFICER RECOMMENDATION**

**THAT Council GRANT the Albany Motorcycle Club Inc approval to hold two non-complying events under Regulation 18 of the *Environmental Protection (Noise) Regulations 1979* conditional on no further breaches of the Environmental Protection Notice previously served on the Albany Motorcycle Club Inc. Should further breaches occur this approval will be withdrawn.**

**ITEM 1.9: RESOLUTION (Responsible Officer Recommendation)**

**MOVED: MAYOR EVANS**

**SECONDED: COUNCILLOR SUTTON**

**THAT the Responsible Officer Recommendation be ADOPTED.**

**CARRIED 10-0**

**CEO:**

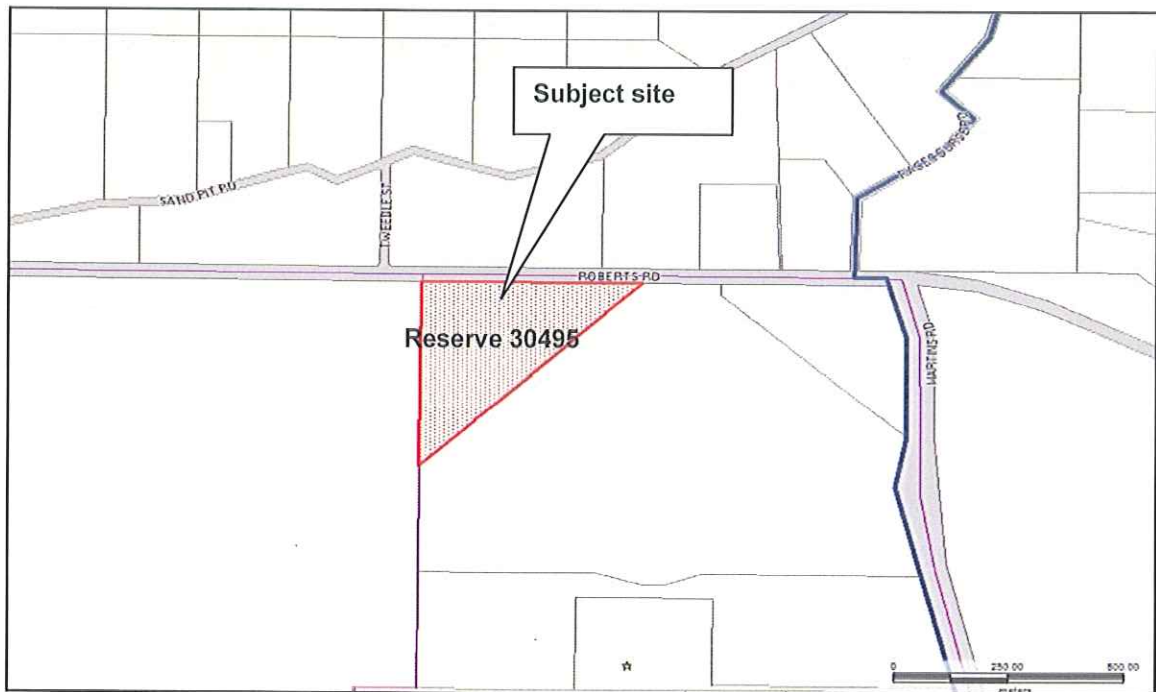
**RESPONSIBLE OFFICER:**



**2.3: ALBANY MOTORCYCLE CLUB INC – SURRENDER LEASE OVER RESERVE 30495 AND NEW LEASE OVER PORTION OF RESERVE 1947**

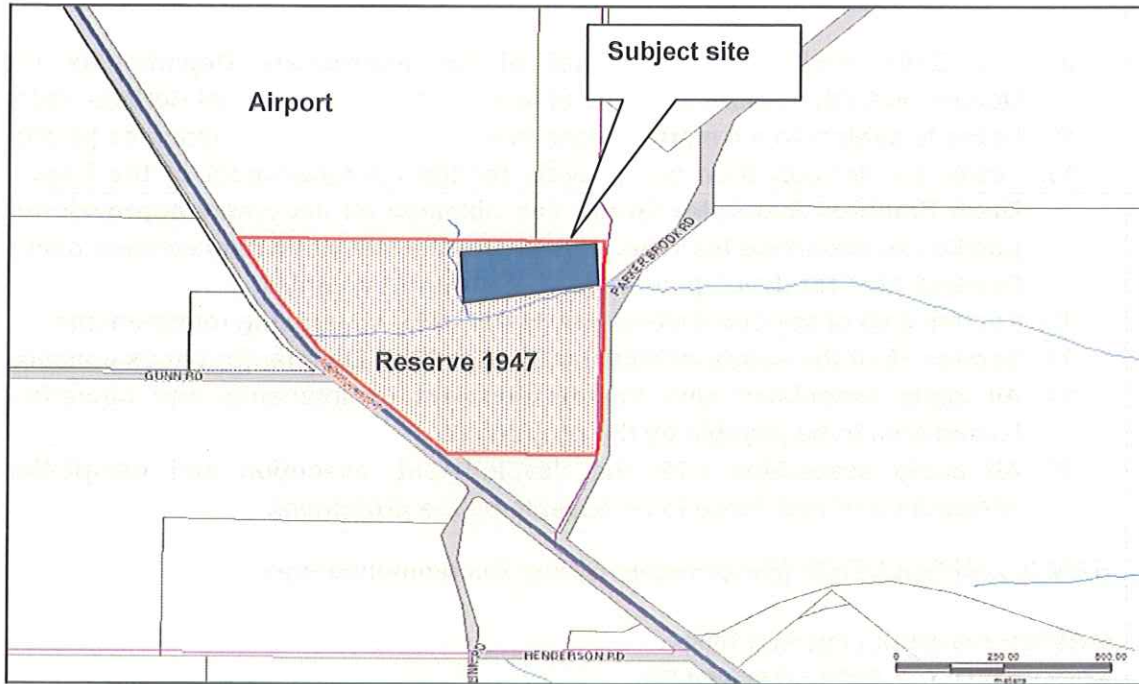
- Land Description** : Lot 7153 on Plan 210841 and being whole of land contained in Certificate of Title LR3082 Folio 763 – Reserve 30495 Roberts Road, Robinson  
 Lot 8122 on Plan 26510 and being whole of the land contained in Certificate of Title LR3124 Folio 121 – Crown Reserve 1947 Parker Brook Road, Willyung
- Proponent** : Albany Motorcycle Club Inc.  
**Owner** : Crown  
**Attachment(s)** : Letter of Request – Albany Motorcycle Club Inc.  
**Appendices** : Great Southern Motorplex concept plan  
**Responsible Officer** : Acting E/Director Corporate & Community Services (P Wignall)

**Maps and Diagrams**



CEO:	RESPONSIBLE OFFICER:
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**IN BRIEF**

- Consider request to surrender existing lease for Albany Motorcycle Club Inc. over Reserve 30495 located at Roberts Road, Robinson.
- Consider request for a new lease for Albany Motorcycle Club Inc. over portion of Reserve 1947 located at Parker Brook Road, Willyung.
- Lease term to be 10 years for purpose of establishment of grounds suitable for the riding of motorcycles and conducting motorcycle events.

**ITEM 2.3: RESPONSIBLE OFFICER RECOMMENDATION**

The request from the Albany Motorcycle Club Inc. to surrender existing lease over Reserve 30495 and a new lease over portion of Reserve 1947 be SUPPORTED subject to:

1. Lease surrender date to be as soon as practical.
2. Lease surrender subject to remediation of Reserve 30495 to the satisfaction of the City of Albany.
3. All costs associated with the remediation of Reserve 30495 to be payable by the proponent.
4. Lease term being 10 years commencing as soon as practical.
5. Lease purpose being establishment of grounds suitable for the riding of motorcycles and conducting motorcycle events.
6. Lease rental being equivalent to Minimum Land Rate as set by Council per annum. This is currently \$725.00 plus GST per annum.
7. All relevant approvals including Planning Scheme Consent being obtained prior to development or riding activities within the leased area.
8. Lease area being approximately 5 hectares, and not encroaching on Aboriginal Heritage listed creek site.

9. The Club received the approval of the appropriate Departments (State and Commonwealth) regarding usage of land next to an Aboriginal Heritage listed site.
10. Lease is subject to a 5 metre access easement for Grange Resources pipeline.
11. Lease special condition will provide for the relinquishment of the lease once the Great Southern Motorplex Group has obtained all necessary approvals and is in a position to undertake the responsibility for the lease and management over the entire Reserve 1947 for development of the Motorsport complex.
12. Section 3.58 of the *Local Government Act 1995*, advertising requirements.
13. Section 18 of the *Lands Administration Act 1997*, Minister for Lands consent.
14. All costs associated with the development, maintenance and operations of the leased area to be payable by the proponent.
15. All costs associated with the development, execution and completion of the surrender and new lease to be payable by the proponent.

## ITEM 2.3: RESOLUTION (Responsible Officer Recommendation)

MOVED: COUNCILLOR SUTTON

SECONDED: COUNCILLOR WOLFE

THAT the Responsible Officer Recommendation be ADOPTED.

CARRIED 10-0

## BACKGROUND

1. Reserve 30495 is under a Management Order H645992 and Reserve 1947 is under a Management Order H680343 issued to the City of Albany (the City) with the power to lease, sub-lease or licence for the purpose of "Recreation" for any term not exceeding 21 years and subject to the consent of the Minister for Lands.
2. Reserve 30495 is located at Lot 7153 Roberts Road, Robinson and is west of the Albany Town centre. The surrounding area is predominately rural in nature with houses well spread out.
3. Reserve 1947 is located at Lot 8122 Parker Brook Road, Willyung, adjacent to, and south of, Albany Regional Airport. The surrounding area is also rural in nature with houses well spread out.
4. In 1992 the former Shire of Albany granted a new lease to the Albany Motorcycle Club Inc. (the Club) over Reserve 30495 for the purpose of the establishment of grounds suitable for the riding of motorcycles and conducting other motorcycle events.
5. The leased area is commonly referred to as Miniup Park.
6. The lease term of 21 years commencing 1 July 1992 and expiring 30 June 2013 returns a nominal rental of \$10.00 per annum.



7. The Club developed the motocross track and infrastructure upon the Reserve. This includes the 1.7 km riding track, toilet block, timing tower and canteen facilities with undercover patio. Both timing tower and canteen are designed so that they are easily demountable.
8. In recent years the City has received numerous complaints regarding various aspects of the Club's operations. Several of those complaints related to noise.
9. In 2008 the City, with the support of the Department of Environment and Conservation undertook noise measurements of the Club's motocross activities. On the basis of the results the City issued the Club with an Environment Protection Notice (EPN) on 14 November 2008.
10. The EPN prevents the Club from using the site and the Notice provisions required the Club to reduce noise emissions so that they meet the requirements of the *Environmental Protection (Noise) Regulations* by way of preparation and implementation of a plan to abate noise and monitor the effectiveness of the actions taken.
11. The Club appealed the Notice to the Minister for Environment, the Minister in determining the appeal allowed the Club to operate for ten days in the 2009 calendar year. This provided the opportunity for the Club to further monitor noise and to prove to the City and Minister that the Club's activities could be carried out in compliance of the regulations.
12. The report provided on by Lloyd George Acoustics Pty Ltd in December 2009 on further noise monitoring confirmed earlier investigations by the City that the level of noise emanating from the site is well in excess of the noise levels prescribed under the regulations.
13. The EPN remains in force until the Notice is removed or complied with.
14. At OCM 20 April 2010, Council supported the Club operating a further ten days in the 2010 calendar year on the same basis as 2009.
15. In January 2011, the Club wrote to the City requesting approval to hold two non-complying events under Regulation 18 of the *Environmental Protection (Noise) Regulations 1997* within their existing lease area on Reserve 30495, Roberts Road, Robinson.
16. Council considered the request at OCM 15 February 2011 and resolved to undertake community consultation with residents and property landowners within a radius of 1.5km. This matter will be reported to this Council meeting under separate Planning and Development Services Item 1.9.
17. Following a meeting with City staff and subsequent discussions with the Great Southern Motorplex Group, on 21 February 2011 the City received written correspondence from the Club formally requesting a new lease over portion of Reserve 1947 for a term of 10 years and the surrender the existing lease over Reserve 30495. The date of surrender of the lease will be subject to the outcome of Council Item 1.9 decision regarding the two non-complying events being held in 2011 on the existing lease area.
18. Pursuant to the existing lease obligations the Club will be required to remediate the lease area including removal of infrastructure, tyres and revegetate the site prior to lease being

surrendered. The Club is aware of this obligation and have been in discussion with City staff on this matter.

19. The Club has requested the new lease area of approximately 5 hectares be in accordance with the Great Southern Motorplex concept plan which was supported by Council at OCM 15 February 2011.
20. The Club have advised that the proposed lease area will not encroach on the Aboriginal Heritage listed creek site which runs through the middle of Reserve 1947 from Albany Highway to Parker Brook Road boundaries. Planning Scheme Consent condition will require the Club to consult with the Department of Indigenous Affairs and gain approval under Section 18 of the *Aboriginal Heritage Act 1972*, if required.
21. The Albany City Kart Club lease area is currently located partially over the Aboriginal Heritage listed creek site. Minister for Indigenous Affairs approval under Section 18 of the *Aboriginal Heritage Act 1972* forms part of the Planning Scheme Consent P2105312 conditions, issued by the City's Planning team on 22 February 2011.
22. At OCM 15 February 2011, associated resolution of Council approved, subject to Minister for Lands consent, the Albany City Kart Club Inc. surrender of their existing lease over the whole of Reserve 1947 and simultaneously replace with a new lease over a portion of Reserve 1947 for a term of ten years. The Albany City Kart Club must obtain all approvals prior to commencing any track extension works.
23. The Albany City Kart Club surrender of lease over the whole of Reserve 1947 facilitates the relocation of the Albany Motorcycle Club from their existing location on Reserve 30495 to Reserve 1947, subject to conditions and Council and Minister for Lands consent.
24. Both the Albany City Kart Club and Albany Motorcycle Club agree to relinquish their leases over Reserve 1947 once the Great Southern Motorplex Group Inc. has obtained all necessary approvals and is in a position to undertake the responsibility for the lease and management over the entire Reserve for development of the Motorsport complex.
25. The Great Southern Motorplex Group Inc. is a incorporated body consisting of the following four motorsport entities:
  - i. Albany City Kart Club Inc.
  - ii. Albany Motorcycle Club Inc.
  - iii. Great Southern Street Machine Association Inc.
  - iv. Albany Motorsport Group Inc.
26. Council in 2009 provided in-principle support for the concept of the development of the Motorsport Complex subject to achievement of conditions and Council's satisfaction. This support was again confirmed at OCM 15 February 2011.

## DISCUSSION

27. Any new lease for the Albany Motorcycle Club and proposed future Great Southern Motorplex Group will include a provision for a 5 metre access easement that is required over the northern boundary of Reserve 1947 for the approved Grange Resources pipeline.

28. The Albany Motorcycle Club and Great Southern Motorplex Group have been made aware of and agree to this requirement.
29. In addition, the proposed new lease to the Albany Motorcycle Club will be subject to Minster for Lands consent and City of Albany as local authority Planning Scheme Consent approval.
30. Planning Scheme Consent will also address all of the following conditions resolved by Council at OCM 17 February 2009 and confirmed at OCM 15 February 2011:
  - a. *'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:*
    - *Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;*
    - *Requirements of the Environmental Protection Act 1986; and*
    - *Requirements of the Environmental Protection (Noise) Regulations 1997.*
  - b. *Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval.*
  - c. *Approval of the Site Design and 'Environmental Management Plan' by the EPA.*
  - d. *A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:*
    - *operation and functionality of the site management group*
    - *responsibilities and entitlements of co-located tenants*
    - *driver education and training facilities*
    - *noise management*
    - *waste management*
    - *water management*
    - *facility access and security management*
    - *asset maintenance and management*
    - *reserve flora and fauna management*
    - *principles for major event management at the site*
31. The Club has been advised that no development and or riding of motorcycles within the new lease area will be allowable until all approvals and Planning Scheme Consent conditions have been satisfied and the lease has been agreed and executed by all parties.
32. After reviewing the Reserve it was determined that it is preferable for the Albany Motorcycle Club to access the proposed new lease area from Parker Brook Road as the Albany City Kart Club Inc. will retain lease access from their existing front access off Albany Highway. This reduces the traffic directly from and to Albany Highway and avoids any sharing of access roads and gates
33. The proposed new lease will be negotiated in line with Council's Policy – Property Management – Leases for this category of lease.

**PUBLIC CONSULTATION / ENGAGEMENT**

34. Section 3.58 of the Local Government Act 1995 deals with the disposal of property including leased land and buildings.

35. This Section requires there to be local public notice of the proposal for a period of two weeks inviting submissions from the public. Any submissions are to be considered by Council and their decision with regard to those submissions, to be recorded in the minutes.
36. Section 30 of the *Local Government (Functions & General) Regulations 1996* deals with dispositions to which the advertising requirements of section 3.58 of the Act does not apply. Section 30 (2) (b) (i & ii) states that Section 3.58 of the Act is exempt if:
  - (b) *The land is disposed of to a body, whether incorporated or not –*
    - (i) *the object of which are charitable, benevolent, religious, cultural, educational, recreational, sporting or other like nature; and*
    - (ii) *the members of which are not entitled or permitted to receive any pecuniary profit from the body's transactions;*
37. The Albany Motorcycle Club is a not for profit sporting association, therefore exempt from the advertising requirements of Section 3.58 of the *Local Government Act 1995*.
38. However, given the nature of the request and implications for residents and landowners within the vicinity it is recommended the proposed lease be advertised for a period of two weeks inviting submissions from the public. Any submissions received will be considered by Council.
39. An application for Planning Scheme Consent for a permitted use does not require advertising however public comments can be sought if deemed appropriate.

**STATUTORY IMPLICATIONS**

40. Section 18 (1) of the *Land Administration Act 1997* states that a person must not, without the prior approval in writing of the Minister assign, sell, transfer or otherwise deal with interests on crown land.
41. As this is Crown land, under a Management Order H680343 issued to the City of Albany with the power to lease, sub-lease or licence for the purpose of "Recreation", Minister for Lands consent will be required.
42. Section 3.58 of the *Local Government Act 1995* deals with the disposal of property, including leased land and buildings.
43. Under the City's Town Planning Scheme 3, the area is zoned "Parks and Recreation". The proposed use for motorcycle riding activities and events is permitted use in accordance with the Scheme.
44. The Western Australian Planning Commission (WAPC) consent is not required as this is Crown land.

**FINANCIAL IMPLICATIONS**

- 45. All costs associated with the development, execution and completion of the new lease documentation including but not limited to legal, advertising, survey and market valuation (if required) will be borne by the proponent.
- 46. The new lease rental fee will be equivalent to Minimum Land Rate as set by Council per annum. This is currently \$725.00 plus GST per annum.
- 47. The new lease rental will be directed to COA 190430 Income – Other Leases.

**POLICY IMPLICATIONS**

- 48. Council adopted a Property Management - Leases Policy in 2007. This policy aims to ensure that all requests for leases, for whatever purpose, will be treated in a fair and equitable manner using open and accountable methodology and in line with statutory procedures.
- 49. The Policy section relevant to this category of lease – Sporting Associations requires the following:
  - Crown Reserve leases with or without City owned buildings on site, will incur a rental based on minimum land rate as set by Council per annum;
  - Must be Incorporated bodies and a copy of their Articles of Association/Constitution be provided;
  - Lease to be for a term not greater than 21 years;
  - Rental/Sublease agreements must be approved by the landlord;
  - Must have appropriate insurance pertaining to their particular sport, as a minimum; and
  - Maintenance of grounds/leased area is to be undertaken by the Lessee at the Lessee’s cost.

**ALTERNATE OPTIONS & LEGAL IMPLICATIONS**

- 50. Council has the following options in relation to this item, which are:
  - a. Approve the request for a new lease over portion of Reserve 1947 subject to Planning Scheme Consent conditions being satisfied; and
  - b. Approve the request to surrender the existing lease over Reserve 30495 subject to lease obligations to remediate the lease area being fulfilled; or
  - c. Decline the request for a new lease; and
  - d. Decline the request to surrender the existing lease.
- 51. Council has previously provided in-principle support for the Motorsport Complex proposal on Reserve 1947 which requires the relocation of the Albany Motorcycle Club to this site subject to conditions.
- 52. Should Council decline the request for a new lease, the Albany Motorcycle Club could request Council to approve additional limited use of the existing track subject to community consultation, however this option does not provide the Club with sufficient use for rider training and events.

- 53. The Club has indicated if a new lease is not approved they may be forced to disband as the EPN prevents the Club from using the Miniup Park track and remains in force until removed or complied with.
- 54. Should Council decline the request to surrender the existing lease, the Albany Motorcycle Club Inc lease would remain static until expiry on 30 June 2013, however the Club is prevented from using the track.

**SUMMARY CONCLUSION**

- 55. Given Council has previously provided in-principle support for Motorsport Complex, which provides for the relocation of the Albany Motorcycle Club to Reserve 1947 and the opportunity for the Club to be situated in a more suitable location, the Albany Motorcycle Club Inc. request to surrender the existing lease over Reserve 30495 and a new lease over portion of Reserve 1947 for a term of 10 years is recommended, subject to conditions.

<b>Consulted References</b>	<ul style="list-style-type: none"> <li>• Council's Policy – Property Management – Leases</li> <li>• <i>Local Government Act 1995</i></li> <li>• <i>Land Administration Act 1997</i></li> </ul>
<b>File Number (Name of Ward)</b>	PRO176 (West & Kalgan Ward)
<b>Previous Reference</b>	OCM 01.07.1992 OCM 17.02.2009 Item 12.8.2 Recommendation 6 OCM 16.06.2009 Item 18.2 OCM 16.02.2010 Item 13.6.1 Recommendation 4 OCM 24.04.2010 Item 19.5 OCM 15.02.2011 Item 2.6

**4.4: FINAL APPROVAL OF LEASE – ALBANY MOTORCYCLE CLUB INC. OVER PORTION OF RESERVE 1947 PARKER BROOK ROAD, WILLYUNG**

<b>Land Description</b>	: Lot 8122 on Plan 26510 and being whole of the land contained in Certificate of Title LR3124 Folio 121 – Crown Reserve 1947 Parker Brook Road, Willyung
<b>Proponent</b>	: Albany Motorcycle Club Inc.
<b>Owner</b>	: Crown
<b>Attachment(s)</b>	: Copy of OCM 15.03.2011 – Item 2.3 Schedule of Submissions
<b>Councillor Workstation</b>	: Copy of Submissions
<b>Responsible Officer</b>	: Acting Executive Director Corporate Services (P Wignall)
<b>Maps and Diagrams</b>	



**IN BRIEF**

- The proposal for a new lease to the Albany Motorcycle Club Inc. over portion of Reserve 1947 located at Parker Brook Road, Willyung was supported at OCM 15.03.2011 subject to conditions including advertising seeking public comment.
- Council is now required to consider the submissions received and determine whether to grant the final lease approval.

- It is recommended that final lease approval be granted to the Albany Motorcycle Club Inc. subject to obtaining all remaining approvals and complying to all conditions detailed in OCM 15 March 2011 Council resolution and satisfying all conditions of the Planning Scheme Consent.

**ITEM 4.4: RESPONSIBLE OFFICER RECOMMENDATION**

**THAT Council:**

- 1) **NOTES** its previous resolution (OCM 15.03.2011 – Item 2.3 – Attachment A).
- 2) **GRANTS** the final lease approval to the Albany Motorcycle Club Inc. over portion of Reserve 1947 Parker Brook Road, Willyung subject to the Club obtaining all remaining approvals and complying to all conditions detailed in OCM 15 March 2011 Council resolution and satisfying all conditions of the Planning Scheme Consent prior to any development and riding activities within the lease area.

**ITEM 4.4: RESOLUTION (Responsible Officer Recommendation)**

**MOVED: COUNCILLOR SUTTON**

**SECONDED: MAYOR EVANS**

**THAT the Responsible Officer Recommendation be ADOPTED.**

**CARRIED 11-0**

**BACKGROUND**

1. Reserve 1947 is under a Management Order H680343 issued to the City of Albany with the power to lease, sub-lease or licence for the purpose of "Recreation" for any term not exceeding 21 years and subject to the consent of the Minister for Lands.
2. Reserve 1947 is located at Lot 8122 Parker Brook Road, Willyung, adjacent to, and south of, the Albany Regional Airport. The surrounding area is rural in nature with houses well spread out.
3. In 1992 the former Shire of Albany granted a new lease to the Albany Motorcycle Club Inc. over Reserve 30495 for the purpose of the establishment of grounds suitable for the riding of motorcycles and conducting other motorcycle events.
4. The leased area is commonly referred to as "Miniup Park".
5. The lease term of 21 years commencing 1 July 1992 and expiring 30 June 2013 currently returns a nominal rental of \$10.00 per annum.
6. The Club developed the motocross track and infrastructure upon the Reserve. This includes the 1.7 km riding track, toilet block, timing tower and canteen facilities with undercover patio. Both timing tower and canteen are designed so that they are easily demountable.
7. In recent years the City has received numerous complaints regarding various aspects of the Club's operations. Several of those complaints related to noise.
8. In response in 2008 the City, with the support of the Department of Environment and Conservation undertook noise measurements of the Club's motocross activities. On the basis of the results the City issued the Club with an Environment Protection Notice (EPN) on 14 November 2008.



9. The EPN prevents the Club from using the site and the Notice provisions required the Club to reduce noise emissions so that they meet the requirements of the *Environmental Protection (Noise) Regulations* by way of preparation and implementation of a plan to abate noise and monitor the effectiveness of the actions taken.
10. The Club appealed the Notice to the Minister for Environment, the Minister in determining the appeal allowed the Club to operate for ten days in the 2009 calendar year. This provided the opportunity for the Club to further monitor noise and to prove to the City and Minister that the Club's activities could be carried out in compliance of the regulations.
11. The report provided on by Lloyd George Acoustics Pty Ltd in December 2009 on further noise monitoring confirmed earlier investigations by the City that the level of noise emanating from the site is well in excess of the noise levels prescribed under the regulations.
12. The EPN remains in force until the Notice is removed or complied with.
13. At OCM 20 April 2010, Council supported the Club operating a further ten days in the 2010 calendar year on the same basis as 2009.
14. In January 2011, the Club wrote to the City requesting approval to hold two non-complying events under Regulation 18 of the *Environmental Protection (Noise) Regulations 1997* within their existing lease area on Reserve 30495, Roberts Road, Robinson.
15. Council considered the request at OCM 15 February 2011 and resolved to undertake community consultation with residents and property landowners within a radius of 1.5km. This matter was reported to OCM 15 March 2011 Item 1.9 by Planning and Development Services team and Council resolved to approve the two non-complying events.
16. Following a meeting with City staff and subsequent discussions with the Great Southern Motorplex Group, on 21 February 2011 the City received written correspondence from the Albany Motorcycle Club Inc. formally requesting a new lease over portion of Reserve 1947 for a term of 10 years and the surrender the existing lease over Reserve 30495.
17. At OCM 15 March 2011 Council considered the request and resolved:

*"The request from the Albany Motorcycle Club Inc. to surrender existing lease over Reserve 30495 and a new lease over portion of Reserve 1947 be SUPPORTED subject to:*

1. *Lease surrender date to be as soon as practical.*
2. *Lease surrender subject to remediation of Reserve 30495 to the satisfaction of the City of Albany.*
3. *All costs associated with the remediation of Reserve 30495 to be payable by the proponent.*
4. *Lease term being 10 years commencing as soon as practical.*
5. *Lease purpose being establishment of grounds suitable for the riding of motorcycles and conducting motorcycle events.*
6. *Lease rental being equivalent to Minimum Land Rate as set by Council per annum. This is currently \$725.00 plus GST per annum.*
7. *All relevant approvals including Planning Scheme Consent being obtained prior to development or riding activities within the leased area.*
8. *Lease area being approximately 5 hectares, and not encroaching on Aboriginal Heritage listed creek site.*
9. *The Club received the approval of the appropriate Departments (State and Commonwealth) regarding usage of land next to an Aboriginal Heritage listed site.*
10. *Lease is subject to a 5 metre access easement for Grange Resources pipeline.*

11. *Lease special condition will provide for the relinquishment of the lease once the Great Southern Motorplex Group has obtained all necessary approvals and is in a position to undertake the responsibility for the lease and management over the entire Reserve 1947 for development of the Motorsport complex.*
  12. *Section 3.58 of the Local Government Act 1995, advertising requirements.*
  13. *Section 18 of the Lands Administration Act 1997, Minister for Lands consent.*
  14. *All costs associated with the development, maintenance and operations of the leased area to be payable by the proponent.*
  15. *All costs associated with the development, execution and completion of the surrender and new lease to be payable by the proponent."*
18. Council in 2009 also provided in-principle support for the concept of the development of the Motorsport Complex on Reserve 1947 Parker Brook Road, which provides for the relocation of the Albany Motorcycle Club Inc. to this site. This support was again confirmed at OCM 15 February 2011.

## DISCUSSION

19. In addition to OCM 15 March 2011 Item 2.3 Council resolution conditions, once received the Planning Scheme Consent application will require the proponent, the Albany Motorcycle Club Inc. to address all of the following conditions that were resolved by Council at OCM 17 February 2009 and confirmed at OCM 15 February 2011 for all future occupants of Reserve 1947 Parker Brook Road, Willyung:
- a. *"Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:*
    - *Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;*
    - *Requirements of the Environmental Protection Act 1986; and*
    - *Requirements of the Environmental Protection (Noise) Regulations 1997.*
  - b. *Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval.*
  - c. *Approval of the Site Design and 'Environmental Management Plan' by the EPA.*
  - d. *A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:*
    - *operation and functionality of the site management group*
    - *responsibilities and entitlements of co-located tenants*
    - *driver education and training facilities*
    - *noise management*
    - *waste management*
    - *water management*
    - *facility access and security management*
    - *asset maintenance and management*
    - *reserve flora and fauna management*
    - *principles for major event management at the site."*
20. The Club has been advised that no development and or riding of motorcycles within the new lease area will be allowable until all approvals and Planning Scheme Consent conditions have been satisfied and the lease has been agreed and executed by all parties.
21. The Club has been liaising with City Planning staff regarding the application for Planning Scheme Consent and it is anticipated this application will be received by the City for processing in June 2011.

22. The new lease will be negotiated in line with Council's Policy – Property Management – Leases for this category of lease.

#### GOVERNMENT CONSULTATION

23. Under Section 18 (1) of the *Land Administration Act 1997* the Department of Regional Development and Lands has been consulted and in-principle Minister for Lands consent has been provided to the Deed of Partial Surrender of Lease on Crown Reserve 33103.
24. Under Section 18 of the *Aboriginal Heritage Act 1972* as there is a registered aboriginal site on Reserve 1947, approval from the Minister for Indigenous Affairs will be required.
25. South West Aboriginal Land and Sea Council (SWALSC) has been consulted for any considerations under the *Native Title Act 1993* and given in-principle consent subject to the Club using the existing access road to the Reserve off Parker Brook Road.

#### PUBLIC CONSULTATION / ENGAGEMENT

26. Section 3.58 of the *Local Government Act 1995* deals with the disposal of property including leased land and buildings.
27. Section 30 of the *Local Government (Functions & General) Regulations 1996* deals with dispositions to which the advertising requirements of section 3.58 of the Act does not apply. Section 30 (2) (b) (i & ii) states that Section 3.58 of the Act is exempt if:
  - (b) *The land is disposed of to a body, whether incorporated or not –*
    - (i) *the object of which are charitable, benevolent, religious, cultural, educational, recreational, sporting or other like nature; and*
    - (ii) *the members of which are not entitled or permitted to receive any pecuniary profit from the body's transactions;*
28. The Albany Motorcycle Club is a not for profit sporting association, therefore exempt from the advertising requirements of Section 3.58 of the *Local Government Act 1995*.
29. However, given the nature of the request and implications for residents and landowners within the vicinity it was recommended the proposed lease be advertised for a period of two weeks inviting submissions from the public.
30. The proposed lease was advertised in the local paper and placed on the City of Albany web site under public comment section for a period of two weeks commencing 15 April 2011.
31. A total of three submissions were received. The submissions are summarised and discussed with a recommendation for each submission in the attached Schedule of Submissions.
32. All three submissions agree there is a need for such a Club as the Albany Motorcycle Club, however raise concerns regarding the suitability of location Reserve 1947 Parker Brook Road and noise pollution. The matters raised will be addressed as part of the Planning Scheme Consent application by the Albany Motorcycle Club Inc.
33. Once the Club's application for Planning Scheme Consent for their proposed use is received by the City, public consultation on the application will be undertaken. Although the application would not require formal advertising under the Town Planning Scheme requirements, in this instance it would be appropriate for this application to be advertised for public comment for the standard three week period.

**STATUTORY IMPLICATIONS**

34. All leases undergo a statutory process in accordance with the *Land Administration Act 1997* and *Local Government Act 1995*.
35. Section 18 (1) of the *Land Administration Act 1997* states that a person must not, without the prior approval in writing of the Minister assign, sell, transfer or otherwise deal with interests on crown land.
36. As this is Crown land, under Management Order H680343 issued to the City of Albany with the power to lease, sub-lease or licence for the purpose of "Recreation", Minister for Lands consent will be required.
37. Section 3.58 of the *Local Government Act 1995* deals with the disposal of property, including leased land and buildings advertising requirements.
38. The Albany Motorcycle Club Inc. lease is exempt from the advertising requirements of Section 3.58 of the *Local Government Act 1995* pursuant to Section 30 of the *Local Government (Functions & General) Regulations 1996* as the Club is categorised as a not for profit sporting association, however the proposed lease was advertised seeking public comment .
39. As this is Crown land, South West Aboriginal Land and Sea Council consideration and consent under the *Native Title Act 1993* for the new lease will be required.
40. Under Section 18 of the *Aboriginal Heritage Act 1972* as there is a registered aboriginal site on Reserve 1947, approval from the Minister for Indigenous Affairs will be required
41. Under the City's Town Planning Scheme 3, the area is zoned "Parks and Recreation". The proposed use for motorcycle riding activities and events is permitted use in accordance with the Scheme.
42. The Western Australian Planning Commission (WAPC) consent is not required as this is Crown land.

**STRATEGIC IMPLICATIONS**

43. This item directly relates to the following elements from the Albany Insight ~ Beyond 2020 Corporate Plan...

**Community Vision:**

Nil

**Priority Goals and Objectives:**

*Goal 4: Governance... The City of Albany will be an industry leader in good governance and service delivery.*

*Objective 4.3 Deliver excellent community services that meet the needs and interests of our diverse communities.*

**City of Albany Mission Statement:**

*At the City of Albany we are accountable and act as a custodian with respect to Council Assets.*

**POLICY IMPLICATIONS**

44. Council adopted a Property Management - Leases Policy in 2007. This policy aims to ensure that all requests for leases, for whatever purpose, will be treated in a fair and equitable manner using open and accountable methodology and in line with statutory procedures.
45. The Policy section relevant to this category of lease – Sporting Associations requires the following:
- Crown Reserve leases with or without City owned buildings on site, will incur a rental based on minimum land rate as set by Council per annum;
  - Must be Incorporated bodies and a copy of their Articles of Association/Constitution be provided;
  - Lease to be for a term not greater than 21 years;
  - Rental/Sublease agreements must be approved by the Landlord;
  - Must have appropriate insurance pertaining to their particular sport, as a minimum; and
  - Maintenance of grounds/leased area is to be undertaken by the Lessee at the Lessee's cost.

**RISK IDENTIFICATION & MITIGATION**

Risk	Likelihood	Consequence	Risk Rating	Mitigation
New lease not approved	Possible	Medium	High	Seek to negotiate terms to Council satisfaction  Collaborate closely with Albany Motorcycle Club Inc. to assure them that the City will work towards mutually agreeable outcomes

**FINANCIAL IMPLICATIONS**

46. All costs associated with the development, execution and completion of the new lease documentation including but not limited to legal, advertising and survey will be borne by the proponent, the Albany Motorcycle Club Inc.
47. The new lease rental will determined as the equivalent to Minimum Land Rate as set by Council per annum. This is currently \$725.00 plus GST per annum.
48. The new lease rental will be directed to COA 190430 Income – Other Leases.

**ALTERNATE OPTIONS & LEGAL IMPLICATIONS**

49. Council has the following two options in relation to this item, which are:
- a. GRANT the new lease to the Albany Motorcycle Club Inc. on portion of Reserve 1947 Parker Brook Road, Willyung subject to all remaining approvals being obtained and complying to all conditions of the OCM 15 March 2011 Item 2.3 Council resolution and Planning Scheme Consent.

- b. DECLINE the new lease to the Albany Motorcycle Club Inc. on portion of Reserve 1947 Parker Brook Road, Willyung.
50. Council has previously provided in-principle support for the Motorsport Complex proposal on Reserve 1947 Parker Brook Road which provides for the relocation of the Albany Motorcycle Club Inc. to this Reserve site.
51. Council at OCM 15.03.2011 supported the new lease to the Albany Motorcycle Club Inc. on portion of Reserve 1947 Parker Brook Road, Willyung subject to conditions.
52. Should Council decline to grant the final lease approval, the Albany Motorcycle Club could request Council to approve additional limited use of the existing track subject to community consultation, however this option does not satisfactorily provide the Club with sufficient long term use for rider training and events.
53. The Club has indicated if a new lease is not granted they may be forced to disband as the EPN prevents the Club from using the Miniup Park track and remains in force until removed or complied with.
54. Should Council decline to grant the final lease approval, the Albany Motorcycle Club Inc. lease would remain static until expiry on 30 June 2013, however the Club is prevented from using the track.

#### SUMMARY CONCLUSION

55. Given Council has previously provided in-principle support for Motorsport Complex, which provides for the relocation of the Albany Motorcycle Club Inc. to Reserve 1947 Parker Brook Road, Willyung and supported the new lease at OCM 15.03.2011 subject to the Club complying with all imposed conditions the lease for a term of 10 years for the purpose of establishment of grounds suitable for the riding of motorcycles and conducting motorcycle events, granting the final lease approval is recommended.

<b>Consulted References</b>	<ul style="list-style-type: none"> <li>• Council's Policy – Property Management – Leases</li> <li>• <i>Local Government Act 1995</i></li> <li>• <i>Land Administration Act 1997</i></li> </ul>
<b>File Number (Name of Ward)</b>	PRO176 (Kalgan Ward)
<b>Previous Reference</b>	OCM 01.07.1992 OCM 17.02.2009 Item 12.8.2 Recommendation 6 OCM 16.06.2009 Item 18.2 OCM 16.02.2010 Item 13.6.1 Recommendation 4 OCM 24.04.2010 Item 19.5 OCM 15.02.2011 Item 2.6 OCM 15.03.2011 Item 2.3

# Noise Management Plan

## Albany Motorcycle Club Great Southern Motorplex

Prepared For

**The Albany Motorcycle Club Inc**

**September 2011**



Reference: 11071896-01A



**Report: 11071896-01A**

<b>Lloyd George Acoustics Pty Ltd</b> ABN: 79 125 812 544  PO Box 717 Hillarys WA 6923				
<b>Offices:</b>	<b>Ocean Reef</b>	<b>Padbury</b>	<b>Scarborough</b>	<b>Waterford</b>
Phone:	9300 4188	9401 7770	9245 3223	9313 3655
Fax:	9300 4199	9401 7770	9300 4199	9300 4199
Email:	<a href="mailto:daniel@lgaoustics.com.au">daniel@lgaoustics.com.au</a>	<a href="mailto:terry@lgaoustics.com.au">terry@lgaoustics.com.au</a>	<a href="mailto:mike@lgaoustics.com.au">mike@lgaoustics.com.au</a>	<a href="mailto:rebecca@lgaoustics.com.au">rebecca@lgaoustics.com.au</a>
Mobile:	0439 032 844	0400 414 197	0438 201 071	0427 388 876
Member of the Association of Australian Acoustical Consultants -- (AAAC)				

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Prepared By:	Daniel Lloyd	
Position:	Project Director	
Verified	Terry George	
Date:	28 September 2011	



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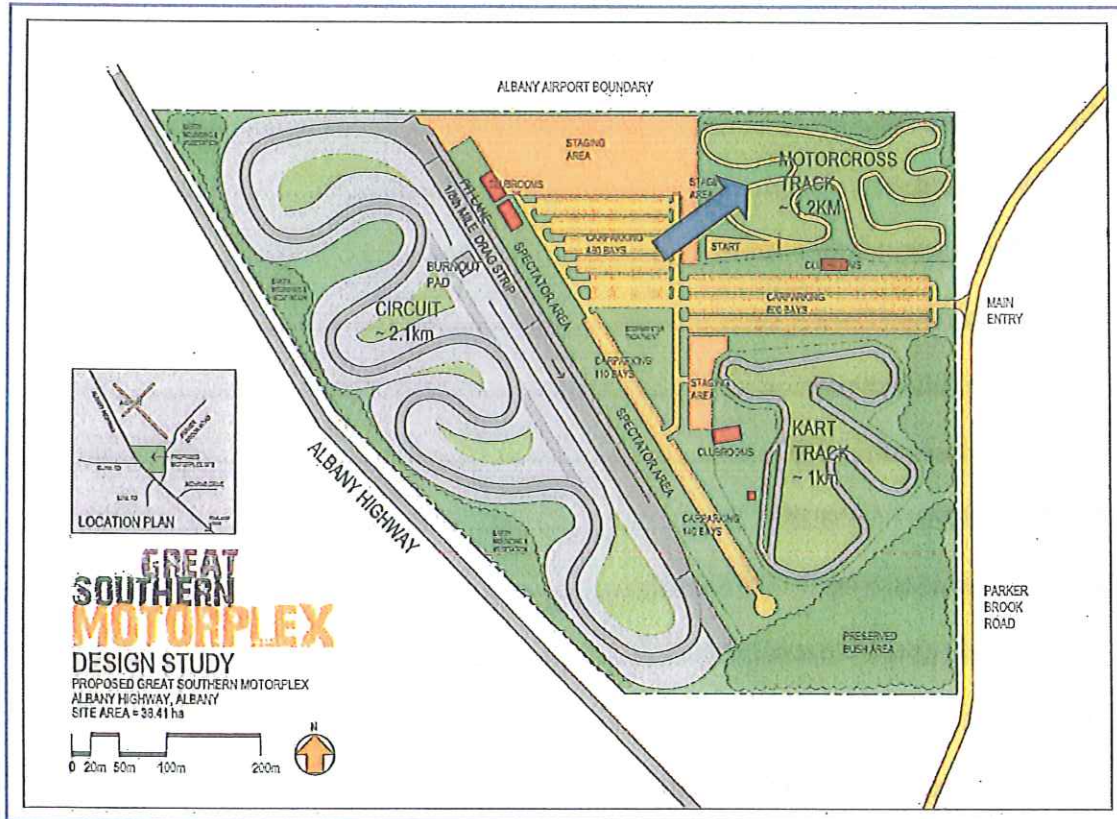
Appendix A Details of Track Usage Plan

2

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## 1 INTRODUCTION

The Albany Motorcycle Club is relocating to the proposed Great Southern Motorplex located on Reserve 1974 Parkerbrook Road, just south of the Albany Regional Airport. The location of the Motocross track is in the northeast corner of the Motorplex as shown in *Figure 1.1*.



*Figure 1.1 Location of the Motocross Track Within Motorplex*

This Noise Management Plan has been prepared for the Albany Motorcycle Club to ensure that any noise impacts to neighbouring properties are minimised as far as practicable. The plan includes predicted noise levels during racing and provides details of the Club's commitments in managing the noise emissions.

## 2 NOISE PREDICTION METHODOLOGY

### 2.1 Site Measurements

Noise resulting from a typical motocross race were measured on 2 August 2009 at the previous Albany Motorcycle Club on Roberts Road, Albany. The results of these measurement have been used as a basis for the noise modelling and are considered typical for motocross racing. As a cross-check, these results correlate well with the German national database of noise emissions.

**2.2 Noise Modelling**

Computer modelling has been used to support the hand held measurements. The advantage of modelling is that it is not affected by background noise sources and can provide the noise level for various weather conditions. It can also evaluate the effect of noise bunds and other noise amelioration methods.

The software used to predict the noise was *SoundPLAN 7.1* together with the CONCAWE algorithms. These algorithms have been selected as they are one of the few that include the influence of wind and atmospheric stability. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

*2.2.1 Meteorological Information*

Meteorological information utilised is based on that specified in the EPA draft *Guidance for the Assessment of Environmental Factors No.8 Environmental Noise*. These conditions approximate the typical worst-case for enhancement of sound propagation. For this assessment we have assessed the noise for the wind in all directions and for the wind coming from the west, which is the dominant directions for the winter months. The meteorological conditions used in the modelling are provided in *Table 3.1* and the dominant wind directions during the racing season (Bureau of Meteorology - Albany Airport) is shown in *Figure 3.1*. It should be noted that at wind speeds greater than those shown in *Table 3.1*, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

**Table 3.1 –Modelling Meteorological Conditions**

Parameter	Day (0700-1900)
Temperature (°C)	20
Humidity (%)	50
Wind Speed (m/s)	4
Wind Direction*	All & NW
Pasquil Stability Factor	E

\* Note that the modelling package used allows for all wind directions to be modelled simultaneously.

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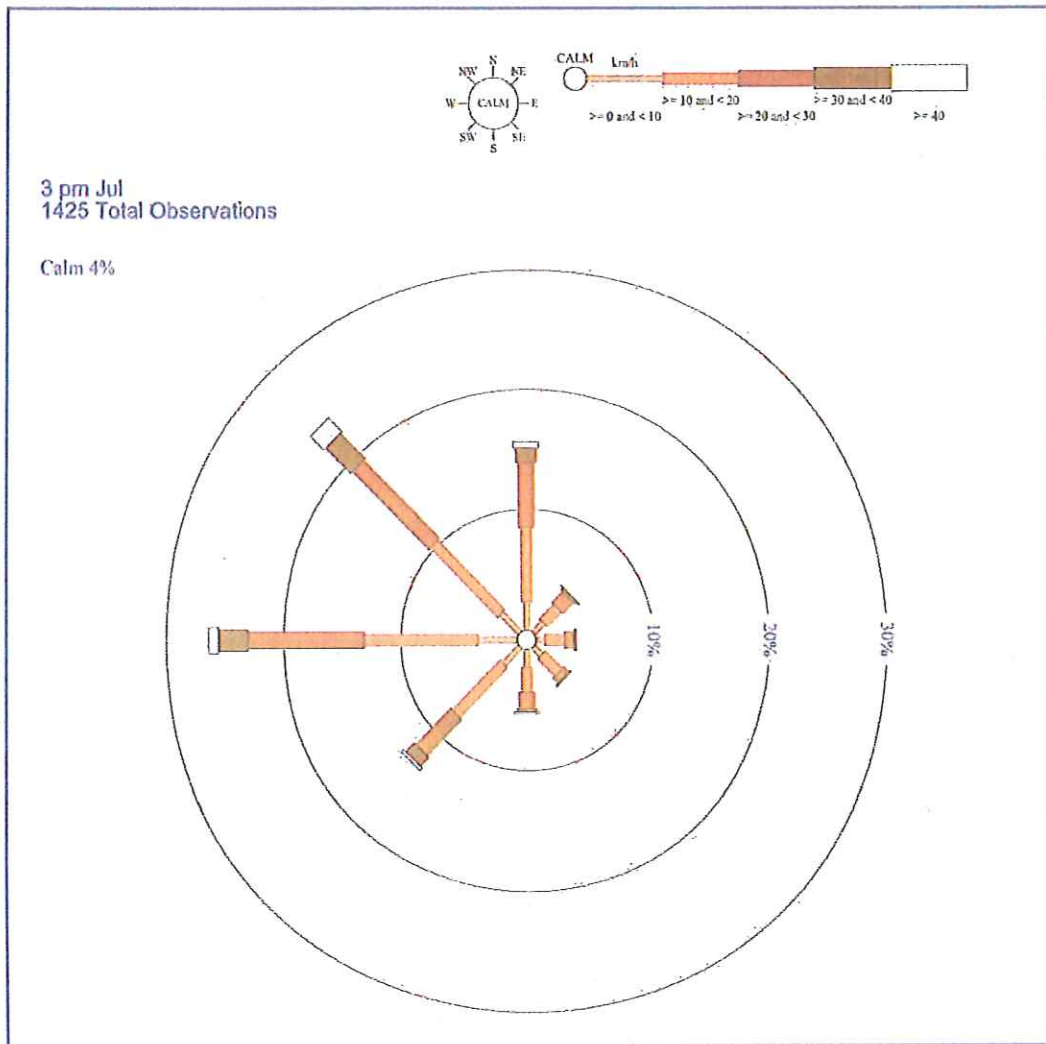


Figure 3.1 Dominant Wind Direction during the Winter Months at Albany Airport (Courtesy of Bureau of Meteorology)

2.2.2 Topographical Data

Although topographical data was not available, we understand it is reasonable to assume that the ground around the Motorplex is flat.

2.2.3 Ground Absorption

Ground absorption varies from a value of 0 to 1, with 0 being for an acoustically reflective ground (e.g. water or bitumen) and 1 for acoustically absorbent ground (e.g. grass, trees). As this area is predominantly rural, a value of 1.0 has been used for the study area.

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2.2.4 Source Sound Levels

Table 3.2 shows the sound power levels used in the modelling. As described previously, this data was obtained from measurements undertaken at the previous Albany Motorcycle Club track on Roberts Road, Albany.

Table 3.2 – Source Sound Power Levels, dB(A)

Description	One-third Octave Band Frequency (Hz, dBA)								Overall
	63	125	250	500	1k	2k	4k	8k	
Motorcross Race (Senior Division)	75	97	105	117	117	121	117	104	128
	82	102	113	116	118	120	114	100	
	91	100	117	114	119	120	109	97	
Motorcross Race (Junior Division)	72	81	87	105	104	105	103	94	114
	75	81	92	102	103	104	100	91	
	78	87	99	100	103	105	98	90	

3 NOISE MODELLING RESULTS

The results of the noise modelling together with the location of the nearest noise sensitive premises are provided in Figures 3.1 to 3.4. The figures show the following scenarios:

Figure 3.1 Noise from a Senior Division Race with Wind from All Directions;

Figure 3.2 Noise from a Junior Division Race with Wind from All Directions;

Figure 3.3 Noise from a Senior Division Race with Wind from the West; and

Figure 3.4 Noise from a Junior Division Race with Wind from the West.

Figure 3.1

Signs and symbols  
Noise Sensitive Receiver



Scale  
0 125 250 500 750 1000 1250 m

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by Daniel Lloyd  
daniel@lgacoustics.com.au  
(08) 9300 4188

Albany Motocross Club - Great Southern Motoplex Track  
Predicted L<sub>A10</sub> Noise Levels During a Senior Race  
Wind from All Directions

Figure 3.2



Signs and symbols  
 Noise Sensitive Receiver



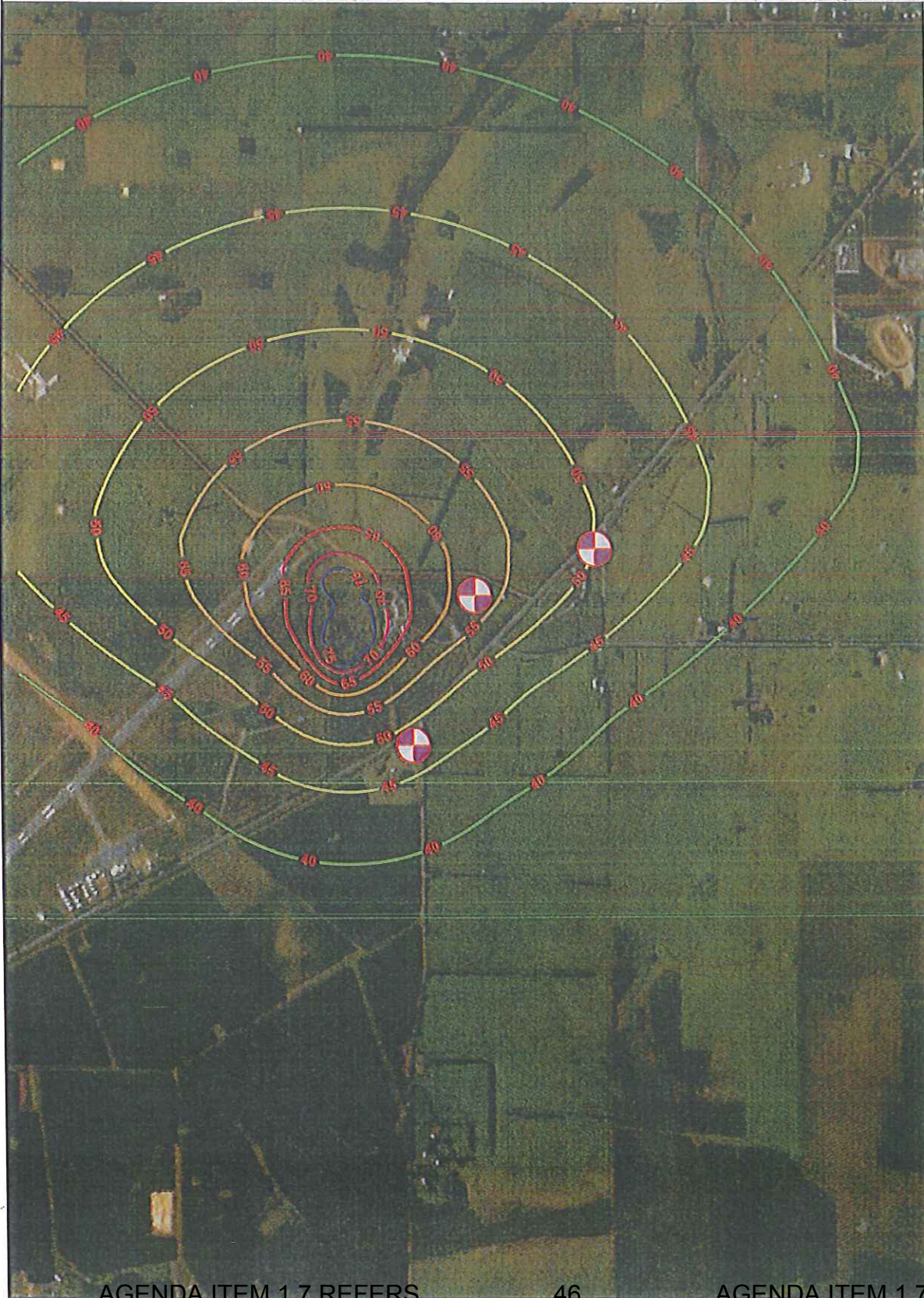
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 by Daniel Lloyd  
 daniel@lgacoustics.com.au  
 (08) 9300 4188



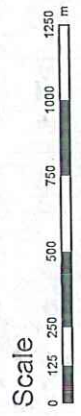
Albany Motocross Club - Great Southern Motoplex Track  
 Predicted L<sub>A10</sub> Noise Levels During a Junior Race  
 Wind from All Directions

Figure 3.3

Signs and symbols  
Noise Sensitive Receiver



Lloyd George Acoustics  
by Daniel Lloyd  
daniel@lgacoustics.com.au  
(08) 9300 4188



Albany Motocross Club - Great Southern Motoplex Track  
Predicted LA10 Noise Levels During a Senior Race  
Wind from the West



Figure 3.4

Signs and symbols  
Noise Sensitive Receiver



Lloyd George Acoustics  
by Daniel Lloyd  
daniel@lgacoustics.com.au  
(08) 9300 4188



Scale

Albany Motocross Club - Great Southern Motoplex Track  
Predicted LA10 Noise Levels During a Junior Race  
Wind from the West

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## 4 NOISE MANAGEMENT MEASURES

From *Figures 3.1 to 3.4*, it can be seen that the noise from the Albany Motorcycle Club Motocross track would be audible at nearby residential premises during racing. To minimise the impact of noise, the following management measures will be enforced by the Albany Motorcycle Club at all racing, training and practice sessions.

Generally, the most effective noise management techniques for motocross venues are:

- Ensure noise emissions for motorcycles are within best practice guidelines;
- Limit the use of the track to prescribed times only; and
- Maximising buffer distances to sensitive receivers.

The location of the track within the Great Southern Motorplex ensures that the greatest distance between the track and noise sensitive premises is achieved.

### 4.1 Noise Testing of Motorcycles

All motorcycles using the track will be tested to ensure that they comply with Motorcycling Australia and FIM (Federation of International Motocross) Guidelines on noise output. The club has a sound level meter for this purpose and a number of club members are accredited Noise Control Officers.

Testing will also be carried out randomly or on motorcycles suspected of exceeding the Guidelines. Any motorcycles failing the test will not be permitted to race until they conform with the Guidelines.

### 4.2 Operating Times

The track will only be open at prescribed times. When the track is closed, it will be securely locked and riding will be strictly prohibited.

On days that the track is open, a curfew will be enforced. Training days will be under the supervision of officials, and only officials that are rostered on will have access to a gate key.

The Albany Motorcycle Club has a five year plan in place which incorporate State Title Event and Open Events.

#### 4.2.1 Events

Sunday, fourteen per year, (some events may be held on a Saturday) Race days start at approx 8.30 am and finish at approx 5pm. These events will include race days and coaching days – This is a maximum number and the club may not hold this many events.

#### 4.2.2 Training Days

From March to November, training will occur on three days per week between 12pm and 6.30pm (curfew time will be drastically reduced in mid winter due to daylight).

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From December to February, training will occur on two days per week between 12pm and 6.30pm.

Club members and officials will be informed of curfew times for training days.

The Albany Motorcycle Club commits to supplying our neighbours with a copy of our race calendar at the beginning of our season. The club will also inform neighbours of any changes to the calendar that may occur during the year.

More detail regarding operating times can be found at *Appendix A*.

### **4.3 Notification of Events and Operating Times**

The Albany Motorcycle Club will provide information on race dates and operating times to all affected residents. Should any unexpected changes to the calendar occur, the revised times will be conveyed to all affected residents at least one week before the event where practicable.

### **4.4 Complaint Response**

The Albany Motorcycle Club wishes to maintain a good relationship with their neighbours and will ensure that systems are in place to address any concerns our neighbours have.

The Albany Motorcycle Club will provide all affected residents with a complaints number. All complaints will be answered as soon as possible and no later than 24 hours after the complaint was received. The reason for the complaint will be investigated and any remedial action will be conveyed to the complainant.

A log of any complaints will be kept on record and will be presented to the City of Albany upon request.

### **4.5 Noise Bunds**

Noise bunds are to be constructed as part of the overall Great Southern Motorplex strategy. However, it should be noted that due to the large distance between one side of the Motocross track to the other, the installation of noise bunds will not have a significant effect on the noise propagation, except for receivers located close to the track (within the acoustic shadow of the bund). This is illustrated in *Figure 4.1*.

## **5 CONCLUSION**

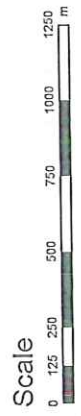
Albany Motorcycle Club has dealt with the issue of noise for a number of years and is conscious of the impact it has on its neighbours. The Clubs senior management will ensure that the strategies adopted in the Noise Management Plan will be adhered to at all times. In addition, a periodic review the effectiveness of the Plan will be undertaken to ensure it addresses any issues that may arise over time.

Figure 4.1

Signs and symbols  
Noise Sensitive Receiver



Lloyd George Acoustics  
by Daniel Lloyd  
daniel@lgacoustics.com.au  
(08) 9300 4188



5m High Noise Bund

Albany Motocross Club - Great Southern Motoplex Track  
Predicted LA10 Noise Levels During a Senior Race  
Wind from All Directions - 5m High Bund on West Side

*Lloyd George Acoustics*

Appendix A  
Details of Track Usage Plan

Albany Motorcycle Club is involved in the Southwest Interclub Championships, this is a ten round event with clubs throughout the southwest and great southern hosting two rounds each per year. We call these events Interclub's.

Generally AMCC hold two Interclubs', five to eight Club Days, and two to three Organised Practice days per year. Depending on the room available in the State Race Calendar. As we cannot run race events when a State Title Round is on, we will either not race or hold a practice day. Coaching days are usually only held once a year, these can be held on either a Saturday or Sunday early in the season as all junior riders must complete five hours of coaching before they can enter a race event.

Each year all clubs in WA are able to apply to host a Junior and Senior State Round, (WAMX Championships) there are six round of each held throughout WA, generally clubs will only be allocated either a Junior or a Senior round. Sometimes clubs are able to hold one of each, although usually only those clubs that are close to Perth. AMCC will apply to host a junior or senior event in 2013. AMCC hope to be able to host one of these events every two years.

Each year clubs in WA can hold Open Events, AMCC plans to host its first open event in 2013.

AMCC will also endeavour to host a round of the VMX (vintage motocross) each year as a fundraiser for the club.

A 'Special Interclub' is a stand alone event, and open to invited clubs only. AMCC also have this event in their five year plan.

This number of events will not be held every year, this is only a guide to what the club wishes to do over the next five years. The average event number would be around eight to twelve.

The club will work with Albany City Kart Club to hold at least two of our weekday training days on the same days. Saturdays will be open for training from 12pm to 5pm. No more that three days per week for training. Please note that when a race day is to be held on a Sunday the track will be closed for Prep Work on Saturday. Racing is not held every weekend, the club try not to book races for two weekends in a row, but unfortunately this sometimes happens, it is also possible that no racing will be held for three or four weekends. All this depends on the WA State Calendar, and the South West Calendar.

Attached is the 2011 Manjimup Motorcycle Club and Southern Capes Motorcycle Clubs MX Calendars as an example.

## Section 9.21: Lighting in the Vicinity of Aerodromes

### 9.21.1 Advice to Lighting Designers

9.21.1.1 This Section supersedes a paper of the same name dated July 1988 issued by the Civil Aviation Authority and referred to in Australian Standard AS 4282-1997, *Control of the obtrusive effects of outdoor lighting*.

#### 9.21.1A Purpose of the Section

9.21.1A.1 This Section provides advice to those involved in the design or provision of lighting systems for use at or in the vicinity of an aerodrome. The intention is to minimise the potential hazard to aircraft operations from the lighting systems.

9.21.1A.2 If an aerodrome operator becomes aware that a lighting installation is proposed to be or is being installed in the vicinity of the aerodrome, it is in the aerodrome's interest to make sure that the person responsible for the lighting system is made aware of the contents of this Section.

### 9.21.2 Legislative Background

9.21.2.1 The Civil Aviation Safety Authority (CASA) has the power through regulation 94 of the Civil Aviation Regulations 1988 (CAR 1988), to require lights which may cause confusion, distraction or glare to pilots in the air, to be extinguished or modified. Ground lights may cause confusion or distraction by reason of their colour, position, pattern or intensity of light emission above the horizontal plane. The text of regulation 94 is reproduced below for reference:

#### 94 Dangerous lights

(1) *Whenever any light is exhibited at or in the neighbourhood of an aerodrome, or in the neighbourhood of an air route or airway facility on an air route or airway, and the light is likely to endanger the safety of aircraft, whether by reason of glare, or by causing confusion with, or preventing clear reception of, the lights or signals prescribed in Part 13 or of air route or airway facilities provided under the Air Services Act 1995; CASA may authorise a notice to be served upon the owner of the place where the light is exhibited or upon the person having charge of the light directing that owner or person, within a reasonable time to be specified in the notice, to extinguish or to screen effectually the light and to refrain from exhibiting any similar light in the future.*

(2) *An owner or person on whom a notice is served under this regulation must comply with the directions contained in the notice.*

*Penalty: 25 penalty units.*

(2A) *An offence against subregulation (2) is an offence of strict liability.*

*Note For strict liability, see section 6.1 of the Criminal Code.*

(2B) *It is a defence to a prosecution under subregulation (2) if the defendant had a reasonable excuse.*

*Note A defendant bears an evidential burden in relation to the matter in subregulation (2B) (see subsection 13.3 (3) of the Criminal Code).*

(3) *If any owner or person on whom a notice under this regulation is served fails, within the time specified in the notice, to extinguish or to screen effectually the light mentioned in the notice, CASA may authorise an officer, with such assistance as is necessary and reasonable, to enter the place where the light is and extinguish or screen the light, and may recover the expenses incurred by CASA in so doing from the owner or person on whom the notice has been served.*

### 9.21.3 General Requirement

9.21.3.1 Advice for the guidance of designers and installation contractors is provided for situations where lights are to be installed within a 6 km radius of a known aerodrome. Lights within this area fall into a category most likely to be subjected to the provisions of the regulation 94 of CAR 1988. Within this large area there exists a primary area which is divided into four light control zones: A, B, C and D. These zones reflect the degree of interference ground lights can cause as a pilot approaches to land.

9.21.3.2 The primary area is shown in Figure 9.21-1. This drawing also nominates the intensity of light emission above which interference is likely. Lighting projects within this area should be closely examined to see they do not infringe the provision of regulation 94 of CAR 1988.

9.21.3.3 The fact that a certain type of light fitting already exists in an area is not necessarily an indication that more lights of the same type can be added to the same area.

9.21.3.4 Even though a proposed installation is designed to comply with the zone intensities shown in Figure 9.21-1, designers are advised to consult with CASA as there may be overriding factors which require more restrictive controls to avoid conflict.

### 9.21.4 Light Fittings

9.21.4.1 Light fittings chosen for an installation should have their isocandela diagram examined to ensure the fitting will satisfy the zone requirements. In many cases the polar diagrams published by manufacturers do not show sufficient detail in the sector near the horizontal, and therefore careful reference should be made to the isocandela diagram.

9.21.4.2 For installations where the light fittings are selected because their graded light emission above horizontal conform with the zone requirement, no further modification is required.

9.21.4.3 For installations where the light fitting does not meet the zone requirements, then a screen should be fitted to limit the light emission to zero above the horizontal. The use of a screen to limit the light to zero above the horizontal is necessary to overcome problems associated with movement of the fitting in the wind or misalignment during maintenance.



**9.21.5 Coloured Lights**

**9.21.5.1 Coloured lights are likely to cause conflict irrespective of their intensity as coloured lights are used to identify different aerodrome facilities. Proposals for coloured lights should be referred to the Authority for detailed guidance.**

**9.21.6 Information and Correspondence**

**9.21.6.1 Check with the nearest CASA office for likely effect on aircraft operations of proposed lighting in the vicinity of an aerodrome.**



**Motor-Sport Complex Proposal – Scoping Meeting**  
 27<sup>th</sup> June 2007 City of Albany Boardroom

Present: Albany Motorcycle Club: Jill McPherson  
 Albany Cart Club: Wayne Watson, Tony Perrella, Norm Gill, Les Sharpe, Allan Graingel  
 Department of Water: Brett Ward  
 Water Corporation: Adrian Stralico  
 Great Southern Street Machine association: Vince Ruffo, Steven Panizza  
 City of Albany: Robert Fenn, Samantha Richardson-Newton (observing)

Chair: Mark Weller

Minutes

1. Introductions: Introductions occurred around the table
2. Detail Current Situation: Each entity outlined its current situation with reference to the proposal

**MOTORCYCLE CLUB:**

- Experiencing increase in numbers, in part as a result of the City banning off road vehicles on other reserves
- Receiving noise complaints from neighbours
- Work has been done on track but the club lacks basic amenities – toilets and shelter
- Understands issues with operation as a result of location on a priority one water catchment
- Has issues with break-in to track
- Recognises that development is limited on the current site
- Sees relocation to a collocated facility as the opportunity to develop infrastructure and allow long term sustainability for the future of the club
- Seeks long term tenure at new location
- Has a positive proactive committee willing to work to achieve the facilities

**DEPARTMENT OF WATER AND WATER CORPORATION**

- Current motorcycle lease is on a priority one water zone
- Has a protection plan for this area which recognises current use
- 2/3 Albany water supply comes from the area around the motorcycle lease
- Has good bore on site – High Risk that a pollution event could adversely affect a large proportion of supply
- Sees no option for motor-sport expansion on the current site
- Believes the future of the club and protection of the site is relocation
- Willing to assist, may be able to identify and assist with funding opportunities

**CART CLUB**

- Are happy at their current location (near airport)
- Would like to install power at the site
- Interested in collocation provided it is of benefit to their club (i.e. Improves facilities and operational sustainability)
- Pro-active committee

**STREET MACHINE CLUB**

- Approached Council previously with idea for motor-sport complex similar to that at Colle and other areas
- Robert Fenn indicated this was not approved as council were concerned about the scope, size and need for management arrangements to be confirmed
- Believe there is community support for such a facility
- Would like to pursue it
- Have a positive proactive committee
- Currently raising \$12,000 - \$15,000 pa for charity. Some of this amount could be saved towards the future of the club
- Prepared to commit time and energy to pursuing the concept of a multisport complex

**City of Albany (Robert Fenn)**

- Recognises issues at Motorcycle site
- Indicates previous attempt at motorsport complex may have been too large in scope
- Albany Local Planning Strategy indicates the reserve currently leased by the cart club is the logical choice for a co-located motorsport type facility

- Indicates that there is limited opportunity for expansion at the current motorcycle site and that relocation to the Airport site is the best strategic option
- In the event that the relocation does not occur it is unlikely council would jeopardise the sport of motorcross being refusing to renew the lease however there would still be no expansion on the site and issues would continue.
- Will provide assistance (detailed below) to the community groups as they complete the needs assessment/ feasibility process
- Notes that the City of Albany does not make any commitment to the proposal at this stage

Police (through Norm Gill)

- All driver training to be on road, or in metropolitan purpose built facility. Do not support the inclusion of driver training facilities off road at the complex

3. The proposal/ Idea

Co-located Motorsport venue to be staged at the site adjacent the airport, currently occupied by the Cart club.

Facility to include:

- Motorcross track
- Motorcycle endurance extension
- Cart track
- Motard extension
- Street machine drag strip (1/4 mile) [designed to serve as access road which can be blocked off for competition]
- Street Machine, burn out pad
- Shared new/ renovated clubroom facilities
- Spectator facilities
- Services and amenities
- Lighting

4. What would be required to happen to achieve it
- Vegetation survey already completed by City of Albany
  - Needs assessment
  - Masterplan/ feasibility study
  - Noise issue report for EPA – cost \$15,000 -\$20,000
  - Business plan and management plan
  - Funding applications
  - Construction

5. Where to from here

The City of Albany will provide:

- Ariel photos and tracing layouts of the site for master-planning (R. Fenn)
- Links to resource kits (Department of sport and recreation) and examples of completed relevant Albany needs assessment and feasibility studies (M. Weller)
- Assistance with convening meetings at key stages to outline process (M. Weller)
- Feedback on needs assessments and feasibility studies (M. Weller)
- Assist with bringing the groups proposals to Council briefing sessions and meetings to determine whether or not they are supported (M. Weller)

A committee will be formed consisting of 3 members of each of the entities to be involved.

The committee will:

- Conduct meetings and consultation
- Author needs assessment
- Brief the City of Albany Council to determine whether and to what level the results of the needs assessment and the concept are supported

In the event that the needs assessment is sound and council supported the concept the committee would proceed to

- Masterplan/ feasibility study
- Submit funding applications to complete noise issue report for EPA – cost \$15,000 -\$20,000

If successful and if the feasibility proved the economic and social sustainability of the proposal, and it was supported by the City of Albany Council, the group would then complete the:

- Business plan and management plan
- Funding applications

Subject to all of the above:

- Construction

Please note that while the group will be following the process approval and funding outcomes are not guaranteed

6. It was proposed that the next meeting is called for the last Wednesday in July.



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**12.8 CORPORATE & COMMUNITY SERVICES COMMITTEE**

**12.8.1 Community and Economic Development Strategy and Policy Committee Minutes – 16<sup>th</sup> July 2008**

- File/Ward** : MAN 233 (All Wards)
- Proposal/Issue** : Committee Items for Council Consideration.
- Reporting Officer(s)** : Executive Director Corporate and Community Services (WP Madigan)
- Summary Recommendation** : That the Minutes of the Community and Economic Development Strategy and Policy Committee meeting held on 16 July 2008 be received, and the recommendations adopted.
- Bulletin Attachment** : Community Financial Assistance Program Policy

RECOMMENDATION

THAT the minutes of the Community and Economic Development Strategy and Policy Committee meeting held on 16 July 2008 be received (copy of minutes are in the Elected Members Report/Information Bulletin) and the following recommendations adopted.

Item 5.1 Financial Assistance Policy

THAT the Community Financial Assistance Policy be amended to reflect the decision of Council at the July 2007 OCM (Item 12.8.2) to increase the funding allocation available for Youth Crisis Services to \$30,000 in 2008/09.

Item 5.2 Recreation Strategy

Recreation Planning Strategy and Master Plan & Facility Development and Operation

1. That a draft strategy for the City's involvement in recreation planning be developed and presented to the Community and Economic Development Strategy and Policy Committee for further discussion/ adoption. The scope of the strategy will include:
  - a) Setting strategic goals for Council's involvement in the planning process for major recreation facilities.
  - b) Excluding recreation program delivery, paths, parks, bush and coastal reserves as these are already addressed in other strategies and plans.
2. That a recreation master plan be developed, where possible in parallel with the development of the strategy to ensure timeliness; and in accordance with the line items in councils adopted 2008/09 budget. The master planning process to involve consultation with key community, government and industry stakeholders.
3. The recreation planning strategy identifies a model which encourages co-location on an affordable and sustainable smaller scale, rather than 'super facilities', while taking into account the relevant location, management and club and facility lifecycle considerations.
4. That council not pursue the current proposal for a \$25 million centennial multi-sport redevelopment.
5. That the recreation planning strategy and master-plan identifies the location of facilities and parameters for their development. Parameters could include (but not be limited to);
  - a) Department of Sport and Recreation needs assessment, feasibility and management processes.
  - b) Lifecycle cost and environmental sustainability.

- c) Staging of facilities with each stage having integrity in its own right (i.e. transportable buildings or buildings which are planned to be knocked down in the medium term are not allowed. Buildings which can be added onto for future stages are encouraged).
  - d) A focus on what can be achieved in the short term while maintaining the integrity of long term planning.
6. That the Recreation Strategy and Master Planning process involves analysis and makes recommendations in relation to which facilities should be developed and operated by the City, which should be developed and operated by Clubs and equity in relation to grounds maintenance.
  7. That where clubs lease facilities, provisions are made to ensure that they are maintained to an acceptable standard (ref property policy).

Sanford Road BMX Facility

1. That Council undertake works at the BMX facility on Sanford Road to make the area safe and open and operate the track as a 'freeform facility' for public use for a trial period of up to 12 months.
2. That a budget allocation of \$10,000 for safety works and ongoing maintenance be sourced from an appropriate works budget.

Co-located facilities

1. That the need and location of a facility for the Sharks Football Club be assessed as part of the Recreation Planning Strategy and Recreation Masterplan process
2. That the need and location of a motorsport facility be assessed as part of the Recreation Planning Strategy and Recreation Master plan process.
3. That once further appraised of the need for a motorsport facility, council consider whether to undertake this proposal as a 'city project; support the clubs as they undertake the planning , design and construction process or not approve its continuation.
4. That the City undertake a motor education and training complex feasibility study.

Albany Agricultural Society

1. That Council indicate it is prepared to enter into a further 21 year licence with the Agricultural Society at Centennial Oval on the expiration of the current licence and discuss landscaping and building improvement/location options with the society.

High Performance Sports Training Facility & Other Issues

1. That upon successful completion of a needs assessment and feasibility plan, Council endorse Albany Senior High School's CSRFF application for a High Performance Sports Training Facility.
2. That the need and location of the following proposals are assessed as part of the Recreation Planning Strategy and Recreation Master plan process:
  - a) The next generation of sporting facilities (major sporting precinct) required as the population grows at Bayonet Head.
  - b) An indoor 50m swimming facility.
  - c) A shared facility for administration of small recreation and community groups (similar to lotteries house).

Item 5.3 Community Safety and Crime Prevention

1. Council support 'in-principle' the preparation of a Local Community Safety and Crime Prevention Partnership Agreement with the Government of Western Australia and invites the Office of Crime Prevention to a future meeting of the Community and Economic Development Strategy and Policy Committee to discuss a mutually acceptable framework for the Agreement and a subsequent action plan.



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- 2. The Committee write to the Minister for Community Safety indicating that the Community and Economic Development Strategy and Policy Committee recommends entering into a Community Safety and Crime Prevention Partnership with the State Government.

*Note reference made to Minister for Local Government and Regional Development within the committee meeting minutes has been changed to Minister for Community Safety to accurately reflect the correct ministerial portfolio.*

Item 5.5 Public Art Policy

- 1. THAT pursuant to Sections 7.21 of the City of Albany Town Planning Scheme 1A and Clause 6.9 of the City of Albany Town Planning Scheme 3, Council amend the Development Control Guidelines by introducing the following;

Guideline 8 – Public Art

Private Developments commercial, non-residential and or mixed residential/commercial developments over the value of \$1,500,000 are required to allocate 1% of the estimated total project cost for the development of public artwork which reflect or enhance local cultural identity.

- 2. That Council develop a procedural document that facilitates the selection of artists, approval process and the maintenance and ownership of public art within the municipality.

*Voting Requirement Simple Majority*

The Mayor directed that the following items are to be voted on individually.

**MOVED COUNCILLOR WALKER  
SECONDED COUNCILLOR PAVER**

**THAT the minutes of the Community and Economic Development Strategy and Policy Committee meeting held on 16 July 2008 be received (copy of minutes are in the Elected Members Report/Information Bulletin).**

**MOTION CARRIED 9-0**

**MOVED COUNCILLOR WILLIAMS  
SECONDED COUNCILLOR STANTON**

**Item 5.1 Financial Assistance Policy**

**THAT the Community Financial Assistance Policy be amended to reflect the decision of Council at the July 2007 OCM (Item 12.8.2) to increase the funding allocation available for Youth Crisis Services to \$30,000 in 2008/09.**

**MOTION CARRIED 9-0**



**MOVED COUNCILLOR STANTON  
 SECONDED COUNCILLOR PAVER**

**Item 5.2 Recreation Strategy -**

**Recreation Planning Strategy and Master Plan & Facility Development and Operation**

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3. The recreation planning strategy identifies a model which encourages co-location on an affordable and sustainable smaller scale, rather than ‘super facilities’, while taking into account the relevant location, management and club and facility lifecycle considerations.
4. That council not pursue the current proposal for a \$25 million centennial multi-sport redevelopment.
5. That the recreation planning strategy and master-plan identifies the location of facilities and parameters for their development. Parameters could include (but not be limited to);
  - a) Department of Sport and Recreation needs assessment, feasibility and management processes.
  - b) Lifecycle cost and environmental sustainability.
  - c) Staging of facilities with each stage having integrity in its own right (i.e. transportable buildings or buildings which are planned to be knocked down in the medium term are not allowed. Buildings which can be added onto for future stages are encouraged).
  - d) A focus on what can be achieved in the short term while maintaining the integrity of long term planning.
6. That the Recreation Strategy and Master Planning process involves analysis and makes recommendations in relation to which facilities should be developed and operated by the City, which should be developed and operated by Clubs and equity in relation to grounds maintenance.
7. That where clubs lease facilities, provisions are made to ensure that they are maintained to an acceptable standard (ref property policy).

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3. That once further appraised of the need for a motor sport facility, council consider whether to undertake this proposal as a 'city project; support the clubs as they undertake the planning , design and construction process or not approve its continuation.
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  - a) The next generation of sporting facilities (major sporting precinct) required as the population grows at Bayonet Head.
  - b) An indoor 50m swimming facility.
  - c) A shared facility for administration of small recreation and community groups (similar to lotteries house).

MOTION CARRIED 8-1

**MOVED COUNCILLOR PRICE**

**SECONDED COUNCILLOR WALKER**

**Item 5.3 Community Safety and Crime Prevention**

1. Council support 'in-principle' the preparation of a Local Community Safety and Crime Prevention Partnership Agreement with the Government of Western Australia and invites the Office of Crime Prevention to a future meeting of the Community and Economic Development Strategy and Policy Committee to discuss a mutually acceptable framework for the Agreement and a subsequent action plan.
2. The Committee write to the Minister for Community Safety indicating that the Community and Economic Development Strategy and Policy Committee recommends entering into a Community Safety and Crime Prevention Partnership with the State Government.

MOTION CARRIED 9-0

The CEO left the Chamber at 8.34pm.

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ITEM NUMBER: 12.8.2

ITEM TITLE: Community and Economic Development Strategy and Policy Committee Meeting Minutes – 25 November 2008

File Number or Name of Ward : MAN 233 (All Wards)  
Summary of Key Points : Committee Items for Council Consideration.  
Reporting Officer(s) : Executive Director Corporate and Community Services (WP Madigan)  
Disclosure of Interest : Nil  
Bulletin Attachment(s) :

- Motor Sport Complex Feasibility Study Project Brief
- Item 12.2.4 OCM 18/01/2005 Extended Trading Hours within the City of Albany

*Councillor Paver left the Chambers at 9.25pm.*

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**COUNCIL'S ROLE: EXECUTIVE FUNCTION**

ITEM 12.8.2 - COMMITTEE RECOMMENDATION 1  
VOTING REQUIREMENT: SIMPLE MAJORITY

MOVED COUNCILLOR: MATLA  
SECONDED COUNCILLOR: PRICE

THAT the unconfirmed minutes of the Community and Economic Development Strategy and Policy Committee held on Tuesday 25 November 2008 be RECEIVED.

**MOTION CARRIED 9 – 0**

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*Councillor Paver returned to the Chambers at 9.26pm*

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**COUNCIL'S ROLE: EXECUTIVE FUNCTION**

ITEM 12.8.2 - COMMITTEE RECOMMENDATION 2  
VOTING REQUIREMENT: SIMPLE MAJORITY

MOVED COUNCILLOR: PRICE  
SECONDED COUNCILLOR: WISEMAN

Item 5.1 – Community Safety and Crime Prevention

THAT Council RESOLVE to enter into a formal Local Community Safety and Crime Prevention Agreement.

**MOTION CARRIED 10 – 0**

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ORDINARY COUNCIL MEETING MINUTES – 16/12/2008

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ii) Workshops / meeting space for sporting and community group meetings, coaching / accreditation training sessions, general community space and allied health service delivery.”  
Be RESCINDED.

MOTION CARRIED/LOST  
ABSOLUTE MAJORITY

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**ALTERNATE MOTION BY COUNCILLOR WALKER**

MOVED COUNCILLOR: WALKER  
SECONDED COUNCILLOR: WISEMAN

Item 5.2 – Competitive Neutrality Review – Gym and Group Fitness Operations of the Albany Leisure & Aquatic Centre (October 2008)

THAT the current existing gymnasium equipment NOT BE MOVED into the ‘general area’, and that the previous motion resolved at the OCM 16/01/2007 (Item No: 16.1) in relation to the general area,

“That the operations of the general purpose area be undertaken as follows:

- ii) Seniors / Wellness / rehabilitation service section programs;
- ii) Workshops / meeting space for sporting and community group meetings, coaching / accreditation training sessions, general community space and allied health service delivery.”

Be RETAINED.

MOTION CARRIED 5 - 4

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**RECORD OF VOTING:**

For the Motion: Councillors Buegge, Kidman, Walker, Wiseman and Wolfe  
Against the Motion: Councillor Bostock, Matla, Price and Stanton

*Councillor Paver returned to the Chambers at 9.54pm.*

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**COUNCIL’S ROLE: EXECUTIVE FUNCTION**

ITEM 12.8.2 - COMMITTEE RECOMMENDATION 6  
VOTING REQUIREMENT: SIMPLE MAJORITY

MOVED COUNCILLOR: PAVER  
SECONDED COUNCILLOR: WISEMAN

Item 5.3 – Motorsport Facility Feasibility – Scope and Progress

THAT Council ADOPT the concept of a co-located Motorsport facility in the current Go-Kart lease area.

MOTION CARRIED 10 – 0

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ORDINARY COUNCIL MEETING MINUTES – 16/12/2008  
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COMMITTEE MEETING MINUTES – 25/11/2008  
**\*\* REFER DISCLAIMER \*\***

The recommendations from the review are as follows:

- Competitive neutrality is not required to be implemented for the GGFA, as the budget of the operation for 2008/09 shows that operating income falls below the threshold of \$200,000. It is however recommended that actual GGFA results be reviewed each year to ensure the \$200,000 threshold is not reached;
- That GGFA related fees and charges be maintained at their current level but reviewed annually in the context of compliance with Competitive Neutrality requirements, and if and when applicable; and
- That the community is kept informed of the operations of GGFA, as well as future plans, and that consultation is held in a forum to be determined by the COA Council.

Finally, it may also be necessary to revisit the use of the 'general purposes area', as to date there have been no bookings for its use, and the area has remained predominantly vacant.

**MOVED COUNCILLOR PRICE**  
**SECONDED COUNCILLOR KIDMAN**

THAT the report be received.

VOTE 6-0

**MOVED COUNCILLOR PRICE**  
**SECONDED COUNCILLOR WOLFE**

THAT Council seek legal and insurance advice on the possible ramifications of operating an unsupervised gymnasium.

VOTE 6-0

**MOVED COUNCILLOR PRICE**  
**SECONDED COUNCILLOR PAVER**

THAT the current existing gymnasium equipment be moved into the 'general area' to make a more expansive gymnasium and the previous motion in relation to the general area,  
 "That the operations of the general purpose area be undertaken as follows:  
 i) Seniors / Wellness / rehabilitation service section programs;  
 ii) Workshops / meeting space for sporting and community group meetings, coaching / accreditation training sessions, general community space and allied health service delivery."  
 be rescinded.

VOTE 4-2

**5.3 Motorsport Facility Feasibility – Scope and Progress**

Following determination at the August 2008 council meeting (ratification of the minutes of the July committee meeting) work was commenced on a feasibility study for a co-located motorsport and driver education and training facility.

Attached to this agenda is a copy of the project scope. A brief will be given in relation to the progress achieved to date, including tabling of a draft facility concept plan and parameters.

ORDINARY COUNCIL MEETING MINUTES – 16/12/2008  
**\*\*REFER DISCLAIMER\*\***  
**CORPORATE & COMMUNITY SERVICES REPORTS**

COMMITTEE MEETING MINUTES – 25/11/2008  
**\*\* REFER DISCLAIMER \*\***

**MOVED COUNCILLOR PAVER  
 SECONDED COUNCILLOR PRICE**

**THAT Council adopt the concept of a co-located Motorsport facility in the current Go-Kart lease area.**

**VOTE 6-0**

Councillor Price commended the staff on the level of planning and the quality of the report on this item.

**5.4 Recreation Masterplan – Scope and Process**

Following adoption of the Recreation Planning Strategy at the October 2008 council meeting (ratification of the minutes of the September committee meeting) work was commenced on a Recreation Master-plan. A copy of the project scope document will be tabled at the meeting and the process and timeline for implementation discussed.

The Manager of Community Development tabled copies of the Recreation Master Plan and spoke to the project scope document and the proposed timeline for the Recreation Master Plan.

**5.5 Demographic Study Final Report**

This item was held over.

**5.6 Business Improvement Districts (BIDS) Policy**

The Manager Economic Development will update the Committee on the proposal by the Central Albany Business Owners Alliance to establish a Business Improvement District for Albany's CBD. The need for a Council Policy to provide a framework for the successful development and management of Business Improvement Districts within the Albany municipality will also be discussed. Such a policy will provide a reference for Council when considering requests to establish Business Improvement Districts and would be prepared to ensure an equitable approach to the establishment and operation of BIDS.

This item was held over.

**5.7 Extended Trading Hours**

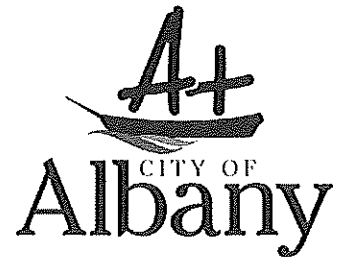
Councillor R Buegge is seeking to have the issue of extended Retail Trading Hours discussed to assess its merits. Attached is a copy of the Council Item No 12.2.1 (OCM 19/08/08).

This item was held over.

**6.0 TIME AND DATE OF NEXT MEETING**

Next meeting is scheduled for Tuesday, 27<sup>th</sup> January 2009 at 6.00pm.

[Agenda Item 12.8.2] refers  
[Bulletin Item 1.2.3] 16 pages



# MOTOR-SPORT COMPLEX FEASIBILITY STUDY PROJECT BRIEF

## 1. PREAMBLE

The purpose of developing the Motor-Sport Complex Feasibility Study for the City of Albany is to determine the feasibility of co-locating motor-sport and driver training facilities to a suitably identified site. The study will consider the following aspects:

- Council strategic objectives;
- Key stakeholder support;
- Recreation Industry trends and standards;
- Motor-sport related trends and standards;
- Market analysis/needs assessment;
- Estimated capital scope and staging options;
- Co-location opportunities;
- Indicative design of complex;
- Project construction and management responsibility;
- Parking and visitor amenity planning;
- Location options and rationale;
- Long term management arrangements;
- Potential funding / resource support;
- Environmental impact;
- Economical impact;
- Social impact;
- Site historical and cultural significance; and
- Site accessibility.

The study will make recommendations in relation to further studies (and estimated costs) / approvals required, which fall outside its scope (i.e environmental noise impact study). Detailed actions to complete this study are identified through the Project Brief Scope of Works (section 8).

## 2. BACKGROUND

A motocross track was previously located adjacent to the airport, however the club relocated to Roberts Road, Albany in July 1992. The current site is located within the South Coast Water Reserve (Priority 1 Area) and there have been a number of problems in relation to management of the lease, held by the Albany Motocross Club with the City of Albany, including:

- Noise management
- Expansion opportunities
- Clearing of reserve
- Illegal Dumping on the reserve
- Provision of amenities
- Site security
- Visitor parking

On 27<sup>th</sup> June 2007 the City of Albany facilitated a scoping meeting regarding a potential Motor-Sport Complex Proposal. Representatives from the Albany Motorcycle Club, Albany City Kart Club, Great Southern Street Machine Association, Department of Water, Water Corporation and the City of Albany were in attendance.

The meeting solicited each respective club or organisation's current situation with reference to the proposal. A committee was formed consisting of three members of each of the entities involved to develop a needs assessment on the proposed project. To date this committee has not been reconvened and the needs assessment has not been progressed. The project was to be led and

driven by the community groups with some facilitation by the City in accordance with the Community Development Strategy and a previous Council directive.

Scoping meeting notes indicated the following main issues with the current Motocross track location:

- Receiving noise complaints from neighbours
- Located within the South Coast Water Reserve (Priority 1 area)– 2/3 of Albany water supply comes from the area around the motorcycle lease
- Amenities such as toilets and shelter are sub standard or do not exist
- Further development very limited on current site
- Site security

Scoping meeting notes also indicated that the most suitable site for the Complex will see the co-location of Motor-Sports adjacent to the airport, which is currently occupied by the Albany City Kart Club.

In August 2008 Council decided to undertake a needs analysis / feasibility study in relation to a motorsport complex.

Following receipt of study / recommendations, Council will decide whether to either:

- Undertake the proposal as a City project;
- Support the clubs as they undertake planning, design and construction; or
- Not approve continuation of the project.

### 3. PROJECT LEAD

The study will be developed 'in-house' by the City of Albany. Manager of Community Development, Mark Weller, is responsible for the overall management of the feasibility study's development. Recreation Planning Officer, Tricia Martin has been engaged to research and develop the feasibility study as the in-house executive officer.

### 4. INTERNAL LIAISON

This study will allow for collaborative internal liaison with key organisation departments and personnel within the City of Albany to provide information and research data, including;

- **General Management Services**

Personnel: Peter Madigan

Position: Acting Chief Executive Officer

Project role: Review and approval in relation to consequence with the City strategic direction

- **Development Services**

Personnel: Robert Fenn

Position: Executive Director for Development Services

Project role: Strategic direction in relation to planning and land use issues

Personnel: Scott Reitsema

Position: Principal Environmental Health Officer

Project role: Assistance with evaluation of environmental health issues and actions for their potential amelioration

Personnel: Sandra Maciejewski

Position: Reserves Officer

Project role: Assistance with identification of issues and solution pathways in relation to site flora and fauna

- **City Services (leasing)**

Personnel: Ian Neil  
 Position: Manager City Services  
 Personnel: Tanya Catherall  
 Position: Compliance and Inspections Officer  
 Project role: Identification of issues and solutions in relation to site leasing

- **Community Development Services**

Personnel: Tammy Flett  
 Position: Community Development Officer - Youth  
 Project role: Assistance with youth consultation

- **City Works**

Personnel: Peter Brown  
 Position: Acting Executive Director Works and Services, Manager City Services  
 Project role: Review in relation to capital / asset management implications

## 5. EXTERNAL LIAISON

Liaison and consultation with key community stakeholders will be a vital component in developing the Feasibility Study. The following community sporting clubs/associations, community service providers, relevant Government departments and state sporting bodies will form the basis of community consultation.

- **Club: Albany Motorcycle Club**

Personnel: Shane Pearce  
 Position: President  
 Email: [shanep.79@bigpond.com](mailto:shanep.79@bigpond.com)  
 Phone:

Personnel: Jess Noakes  
 Position: Secretary  
 Email: [Jessicanoakes@bigpond.com](mailto:Jessicanoakes@bigpond.com)  
 Phone: 9844 9432

- **Club: Albany City Kart Club**

Personnel: Wayne Watson  
 Phone: 9842 9464

Personnel: Tony Perrella  
 Phone: 9841 4707

Personnel: Norm Gill  
 Email: [norman.gill@police.wa.gov.au](mailto:norman.gill@police.wa.gov.au)  
 Phone: 9892 9300

- **Club: Great Southern Street Machine Association**

Personnel: Vince Ruffo  
 Position: President  
 Phone: 0417 977 730

- Personnel: Steven Panizza  
 Email: [albanyyai@bigpond.net.au](mailto:albanyyai@bigpond.net.au)  
 Phone: 9841 5565
- **State Agency:** **Motorcycling WA**  
 Personnel: Rick Gill  
 Position: Executive Director  
 Email: [rgill@motorcyclingwa.org.au](mailto:rgill@motorcyclingwa.org.au)  
 Phone: 9371 5333
  - **State Agency:** **Australian Karting Association**  
 Personnel: Michelle Caporn  
 Position: Secretary  
 Email: [secretary@kartingwa.com.au](mailto:secretary@kartingwa.com.au)  
 Phone: 9185 6466
  - **Gov. Agency:** **Department of Sport and Recreation**  
 Personnel: Chris Thompson  
 Position: Manager – Great Southern Region  
 Email: [greatsouthern@dsr.wa.gov.au](mailto:greatsouthern@dsr.wa.gov.au)  
 Phone: 9892 0100  
  
 Personnel: Rob Didcoe  
 Position: Facility Development Manager (Perth)  
 Email: [rob.didcoe@dsr.wa.gov.au](mailto:rob.didcoe@dsr.wa.gov.au)  
 Phone: 9492 9822
  - **Gov. Agency:** **Department of Water**  
 Personnel: Brett Ward  
 Email: [brett.ward@water.wa.gov.au](mailto:brett.ward@water.wa.gov.au)  
 Phone: 9842 5760
  - **Gov. Agency:** **Water Corporation**  
 Personnel: Adrian Stratico  
 Email: [adrian.stratico@watercorporation.com.au](mailto:adrian.stratico@watercorporation.com.au)  
 Phone: 0427 190 522
  - **Gov. Agency:** **Department of Environment and Conservation**  
 Area: Tracks and Trails Unit  
 Phone: 9334 0265
  - **Gov. Agency:** **Great Southern Police Department**  
 Personnel: Nigel Fiander  
 Position: Sergeant (Great Southern Traffic)  
 Email: [nigel.fiander@police.wa.gov.au](mailto:nigel.fiander@police.wa.gov.au)  
 Phone: 9892 9300  
  
 Personnel: David Picton-King  
 Position: Divisional Inspector (central)  
 Email: [david.picton-king@police.wa.gov.au](mailto:david.picton-king@police.wa.gov.au)  
 Phone: 9892 9300
  - **Agency:** **Perth Driver Training Branch**  
 Personnel: (contact person yet to be determined)

- **Agency:** *Roadwise Great Southern*  
 Personnel: Andrea Smithson  
 Position: Roadwise Officer – Great Southern Region  
 Email: [roadwise@westnet.com.au](mailto:roadwise@westnet.com.au)  
 Phone: 9892 1145
- **LGA:** *Shire of Jerramungup*  
 Personnel: Bill Parker  
 Position: Chief Executive Officer  
 Email: [ceo@jerramungup.wa.gov.au](mailto:ceo@jerramungup.wa.gov.au)  
 Phone: 9835 1022
- **LGA:** *Shire of Denmark*  
 Personnel: Dale Stewart  
 Position: Chief Executive Officer  
 Email: [ceo@denmark.wa.gov.au](mailto:ceo@denmark.wa.gov.au)  
 Phone: 9848 0300
- **LGA:** *Shire of Plantagenet*  
 Personnel: Rob Stewart  
 Position: Chief Executive Officer  
 Email: [ceo@plantagenet.wa.gov.au](mailto:ceo@plantagenet.wa.gov.au)  
 Phone: 9892 1111
- **Organisation:** *Albany Airport*  
 Personnel: Steve Chaplin  
 Position: Senior Reporting Officer
- **Key Stakeholder:** *Local Residents*  
 Personnel: *Yet to be determined*

## 6. COUNCILLOR LIAISON

Councillor liaison will be directly linked through the Manager of Community Development, Mark Weller, to the City of Albany Community and Economic Development Strategy and Policy Committee. Councillors will be invited to attend key community consultation sessions.

## 7. COMMUNITY CONSULTATION

The consultation process for this project will directly target the following key stakeholders located within, or associated with, the identified catchment area:

- Sporting Clubs and Associations specifically effected by the proposed project
- Related State Sporting Bodies
- Related State or Federal Government Departments
- Key community service providers
- Surrounding Local Government Authorities

The consultation process will also include an opportunity for interested community members or members of the community that are directly affected by the current site location or proposed site location to contribute.

## 8. SCOPE OF WORKS

Following is a list of actions scheduled to undertake this Feasibility Study. To ensure allocated project timeframes are met, each action has been allocated with a predicted timeline to ensure



efficient time management. The timeline is detailed in section 10, Timeframe for the Study, of this brief.

- Review and analyse relevant literature and resources.
- Research and identify current infrastructure standards that directly affect study outcomes.
- Perform a market analysis /needs assessment on the catchment area of this study, utilising all available resources and reference materials.
- Perform an analysis on recreation industry trends and sport specific trends, utilising relevant data and resources.
- Conduct consultation with key stakeholders within the community.

*Data collection from user groups to include:*

- User group profile
- Level of support and available resources for project
- Current and potential infrastructure utilisation
- Current infrastructure condition
- Future infrastructure requirements
- Current facility management

*Data collection from Government agencies to include:*

- Potential financial support indication
- Industry trends
- Australian facility standards and regulations
- Western Australian facility sustainability standards

*Data collection from State sporting bodies to include:*

- Infrastructure / track standards
- Sport specific participation trends and statistics
- Level of support and available resources for project

*Data collection from other key stakeholders to include:*

- Proposed and current neighbouring property consultation

- List other potential sites and provide brief analysis recommendations for each as a potential alternative.
- Assessment of the preferred site in relation to the following considerations:
  - Council planning objectives;
  - Key stakeholder support;
  - Co-location opportunities;
  - Location rationale;
  - Potential funding / resource support;
  - Environmental impact;
  - Economical impact;
  - Social impact;
  - Site historical and cultural significance;
  - Site accessibility; and
  - Conceptual development options.
- Investigate the feasibility of the following proposed infrastructure:

- Motocross track
  - Motorcycle endurance extension
  - Kart track Motard extension
  - Street machine drag strip (1/4 mile)
  - Street machine burn out pad
  - Driver training facilities
  - Access roads, car park areas
  - Amenities and services
  - Clubhouse/canteen area
  - Race starter box
  - Race viewing box
  - Track and facility lighting
  - Complex fencing and security measures
  - Options for extension with compatible uses which may be identified in the future
- Undertake preliminary environmental, economical and social impact assessments on the proposed complex site and make recommendations for further action.

*Environmental*

- Greenhouse gas emissions (consider energy efficiency)
- Resource consumption
- Waste production
- Presence of toxic and/or non-biodegradable substances and their disposal
- Potential impact on native plants and animals

*Economical*

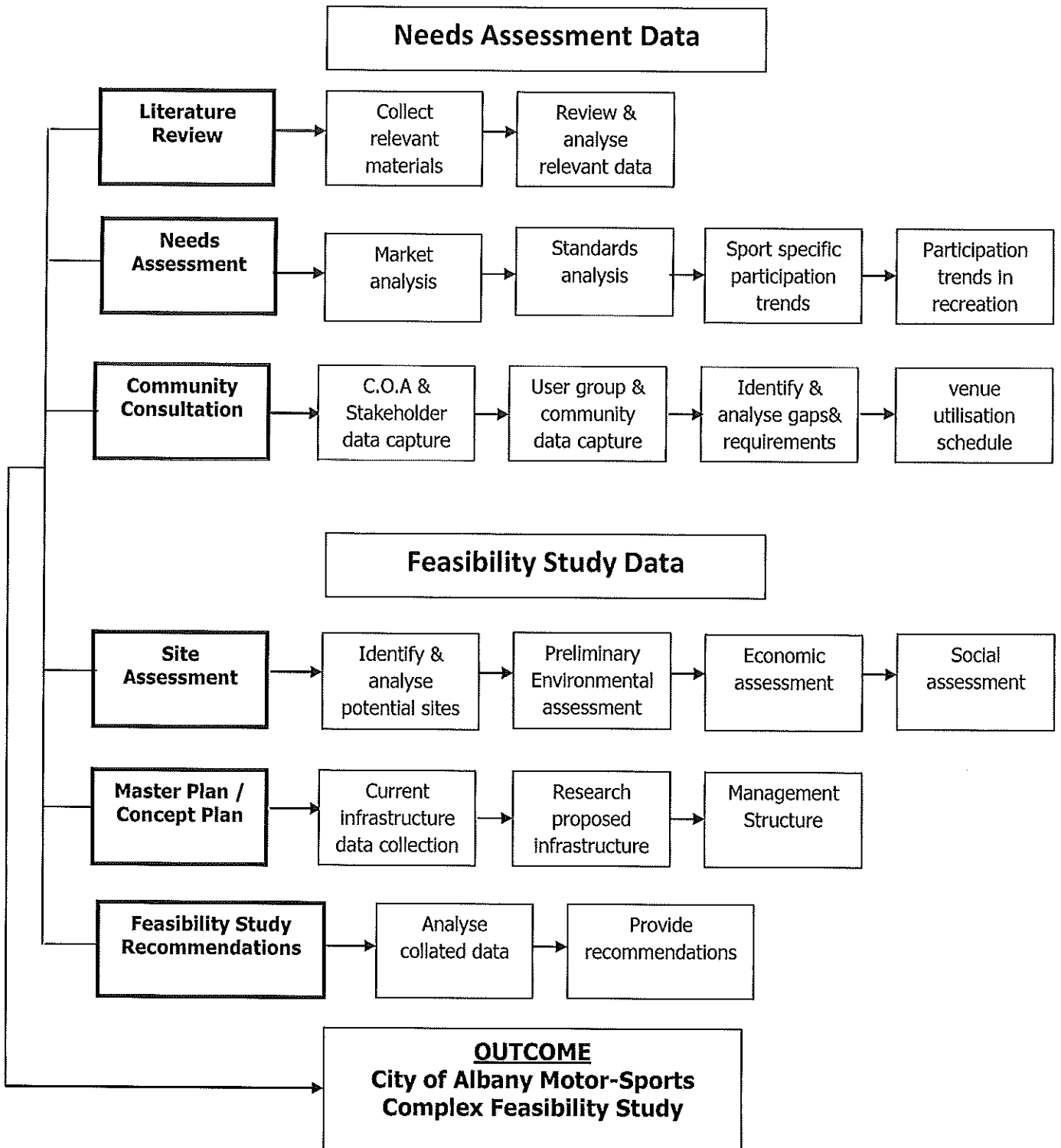
- Capital costs
- Disposal and/or rehabilitation costs
- Ongoing operating expenditure
- Available grant income
- Other contributions
- Ongoing operating income (e.g. land lease)

*Social:*

- Effect on quality of life of the community
  - Effect on people's ability to gain equitable access to the City's services/assets
  - Effect on the level of physical and cultural activity and/or active citizenship
  - Cultural or religious implications
  - Dependence on fossil fuels
  - Area noise restrictions
  - Surrounding venue/s and private property impact
- Develop/prepare a master-plan/concept plan based at the preferred site, including proposed feasible infrastructure.
  - Outline proposed infrastructure management planning
  - Collate study information and provide recommendations outlining the feasibility of the project

**9. METHODOLOGY**

The chart on this page depicts graphically, the methodology adopted to undertake the planning process of the City of Albany Motor-Sport Complex Feasibility Study.



## 10. DELIVERABLES

It is expected that the final document will be a concise report, detailing:

- Process undertaken
- Indication of need
- Scope of recommended facilities
- Estimated capital cost
- Staging options
- Preliminary map view / concept outline
- Recommendation in relation to project lead / management responsibility
- Recommendations in relation to the management structure / bodies
- Indication of scope of ongoing costs and ability of management to sustain these
- Approvals / limitations – further approvals / studies required (ie environmental noise impact) and preliminary recommendations in relation to management of environmental issues such as noise.
- Limitations
- Recommendations

## 11. TIMEFRAME FOR THE STUDY

The feasibility study timeframe is based on the scope of works indicated within this project brief. See attachment for timeframe details.

## 12. RESOURCES / REFERENCE MATERIALS

- City of Albany - Strategic Plan
- City of Albany – Recreation Strategy
- City of Albany - Vegetation and Flora Survey for Parker Brook Reserve
- City of Albany – Scoping meeting minutes (27/06/07)
- Department of Sport and Recreation - Facility Planning Guide
- Department of Sport and Recreation - Strategic Directions 4 (SD4) document
- Department of Sport and Recreation – Decision Making Guide
- Ministry of Sport and Recreation – Recreation Planning Guide
- State Sporting Bodies websites
- Australian Bureau of Statistics
- Great Southern Regional Sport and Recreation Plan
- WALGA – The Journey (Sustainability into the Future)

ORDINARY COUNCIL MEETING MINUTES – 17/02/09

\*\*REFER DISCLAIMER\*\*

CORPORATE & COMMUNITY SERVICES REPORTS

**ITEM NUMBER:** 12.8.2  
**ITEM TITLE:** COMMUNITY AND ECONOMIC DEVELOPMENT STRATEGY AND POLICY COMMITTEE MEETING MINUTES – 27<sup>th</sup> January 2009

**File Number or Name of Ward** : MAN 233 (All Wards)  
**Summary of Key Points** : Committee Items for Council Consideration.  
**Reporting Officer(s)** : Executive Director Corporate and Community Services (WP Madigan)  
**Disclosure of Interest** : Nil  
**Bulletin Attachment(s)** : 

- Community Safety & Crime Prevention Partnership Agreement
- Item 12.2.4 OCM 18/01/2005 Extended Trading Hours within the City of Albany
- Albany Motor Sport Complex Feasibility Study
- Council Brief – Proposed New Logo. Princess Royal Fortress

Councillor Buegge left the Chambers at 9.41pm.

**COUNCIL'S ROLE: EXECUTIVE FUNCTION**

**ITEM 12.8.2 - COMMITTEE RECOMMENDATION 1**

**VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED COUNCILLOR PRICE**

**SECONDED COUNCILLOR MATLA**

**THAT the UNCONFIRMED minutes of the Community and Economic Development Strategy and Policy Committee held on Tuesday 27 January 2009 be RECEIVED.**

**MOTION CARRIED 9-0**

**COUNCIL'S ROLE: EXECUTIVE FUNCTION**

**ITEM 12.8.2 - COMMITTEE RECOMMENDATION 2**

**VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED COUNCILLOR WOLFE**

**SECONDED COUNCILLOR PRICE**

**Item 5.1 – Community Safety and Crime Prevention Partnership Agreement**

**THAT Council AGREE to enter the formal 2008 City of Albany Community Safety and Crime Prevention Partnership Agreement.**

**MOTION CARRIED 8-1**

**For the Motion:** Mayor Evans, Councillors Bostock, Price, Walker, Paver, Stanton, Wolfe and Matla.

**Against the Motion:** Councillor Kidman

ORDINARY COUNCIL MEETING MINUTES – 17/02/09

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CORPORATE & COMMUNITY SERVICES REPORTS

**12.8 – CORPORATE & COMMUNITY SERVICES COMMITTEE**

ITEM NUMBER: 12.8.1

ITEM TITLE: SENIORS ADVISORY COMMITTEE MEETING MINUTES – 15<sup>th</sup> January 2009

File Number or Name of Ward : MAN 131 (All Wards)  
Summary of Key Points : Receive the minutes of the Seniors Advisory Committee.  
Reporting Officer(s) : Community Development Officer (G Martin)  
Disclosure of Interest : Nil  
Bulletin Attachment(s) : Committee minutes dated 15<sup>th</sup> January 2009

Councillor Kidman returned to the Chambers at 9.40pm.

**ITEM 12.8.1 - COMMITTEE RECOMMENDATION**

**VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED COUNCILLOR WOLFE  
SECONDED COUNCILLOR PRICE**

THAT the UNCONFIRMED minutes of the Senior Advisory Committee held on the 15<sup>th</sup> January 2009 be RECEIVED (copy of minutes are in the Elected Members Report/Information Bulletin).

**MOTION CARRIED 10-0**

Item 12.8.2 continued.

**COUNCIL'S ROLE: EXECUTIVE FUNCTION**

**ITEM 12.8.2 - COMMITTEE RECOMMENDATION 6  
 VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED MAYOR EVANS  
 SECONDED COUNCILLOR WOLFE**

Item 5.4 – Albany Motor sport Facility Feasibility Study

- (A) THAT Council RECEIVES the 'Motor sports Complex Feasibility Study' and supports the concept of the development of a Motor-Sport Complex on Parker Brook Reserve (reserve 1947), subject to achievement of and council's satisfaction with the following:
1. 'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:
    - Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;
    - Requirements of the Environmental Protection Act 1986; and
    - Requirements of the Environmental Protection (Noise) Regulations 1997.
  2. Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval.
  3. Approval of the Site Design and 'Environmental Management Plan' by the EPA.
  4. A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:
    - - operation and functionality of the site management group
    - - responsibilities and entitlements of co-located tenants
    - - driver education and training facilities
    - - noise management
    - - waste management
    - - water management
    - - facility access and security management
    - - asset maintenance and management
    - - reserve flora and fauna management
    - - principles for major event management at the site
  5. The achievement of sufficient external funding to undertake each stage of the proposal.
  6. A new/ amended lease over the site containing provisions that the facility is constructed and operated in accordance with EPA approval, council determinations in relation to the items above and any other relevant council strategies, policies, procedures and determinations.

ORDINARY COUNCIL MEETING MINUTES – 17/02/09  
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Item 12.8.2 continued.

- (B) The feasibility study is handed over to the 'Great Southern Motorplex Group' consisting of City of Albany, Albany Motorcycle Club, Great Southern Street Machine Association and Albany City Kart Club who will:
- lead and undertake responsibility for the development of the project (including but not limited to the items in recommendation A).
  - undertake responsibility for the lease and management of the site.
- (C) Council funding, if any, towards the project being directed towards the components of the driver training and education.

MOTION CARRIED 9-1

For the Motion: Mayor Evans, Councillors Bostock, Price, Walker, Paver, Stanton, Wolfe, Matla and Kidman.

Against the Motion: Councillor Buegge

COUNCIL'S ROLE: EXECUTIVE FUNCTION

ITEM 12.8.2 - COMMITTEE RECOMMENDATION 7  
VOTING REQUIREMENT: SIMPLE MAJORITY

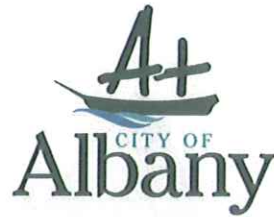
MOVED COUNCILLOR PRICE  
SECONDED COUNCILLOR PAVER

Item 5.4 – Albany Motorsport Facility Feasibility Study

THAT a vote of thanks BE EXTENDED to the Executive Director of Development Services, Manager of Community Development and Recreation Planning Officer for their efforts in developing the overall concept, and feasibility study.

MOTION CARRIED 10-0





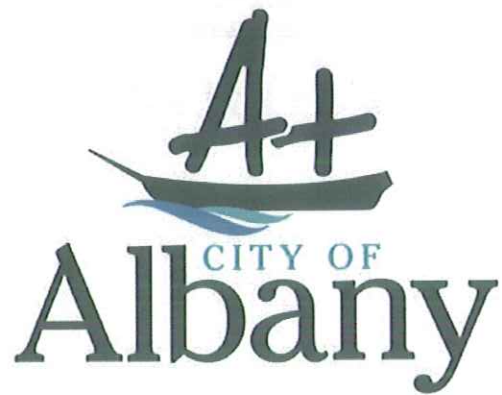
## Council Report

# Motor-Sport Complex Feasibility Study

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Adoption Date: OCM17/2/2009  
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Review Date: 30 June 2011  
Maintained By: Executive Director of Corporate & Community Services  
Document Reference: RPT1624 / MAN194

102 North Road, Yakamia WA 6330  
PO Box 484, Albany WA 6331  
Tel: (+61 8) 9841 9333  
Fax: (+61 8) 9841 4099  
staff@albany.wa.gov.au  
www.albany.wa.gov.au



# **MOTOR-SPORT COMPLEX FEASIBILITY STUDY**

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# ALBANY MOTOR-SPORT COMPLEX FEASIBILITY STUDY



## 1 EXECUTIVE SUMMARY

### 1.1 Introduction

This study investigates the feasibility of co-locating motor-sport and driver training facilities to a suitably identified site, estimates capital costs; and makes recommendations in relation to the project leadership, process, further requirements and approvals required.

### 1.2 Background

The development of a Motor-Sport Complex in Albany has been considered periodically since 2004. The investigations were postponed by Council due to initial concerns regarding the magnitude of this project, the infrastructure required, financial commitment by Council and how the venue would be managed.

On 27<sup>th</sup> June 2007 the City of Albany facilitated a scoping meeting regarding a potential Motor-Sport Complex proposal. The outcome of this meeting was that stakeholders believed the most suitable site for the complex would see the co-location of Motor-Sports adjacent to the Airport, which is currently occupied by the Albany City Kart Club.

A motocross track was previously located adjacent to the Airport; however the Albany Motorcycle Club has since relocated to Roberts Road, Albany (reserve 30495). The current site is located within the South Coast Water Reserve (Priority 1 Area) and there have been a number of problems in relation to management of the lease held by the club with the City of Albany. This has culminated in the Club being issued with an environmental protection notice to cease activity at the site. This notice is currently subject to appeal.

At the August 2008 ordinary meeting, Council determined to undertake a needs analysis / feasibility study in relation to a motorsport complex.

At the December 2008 ordinary meeting, Council determined to adopt the concept of a co-located Motorsport facility in the current Kart lease area.

When commencing the study council determined that on completion and receipt of study and its recommendations, Council would decide whether to either; undertake the proposal as a City project, support the clubs as they undertake planning, design and construction or not approve continuation of the project.

### 1.3 Methodology

The study was developed 'in-house' by the City of Albany involving a cross organisational team.

The project methodology included literature review, needs assessment, community consultation, site assessment, master planning/ concept planning and development of recommendations

Liaison with key community stakeholders was a vital component in developing the study. Relevant community sporting clubs/associations, community service providers, relevant Government departments and state sporting bodies formed the basis of community consultation.

### 1.4 Community Consultation

The study indicates its extensive community consultation with key stakeholders relating to the project.

Initial consultation included the distribution of the study's project brief describing the project background, scope of works, methodology and deliverables. Subsequently a questionnaire was distributed regarding club profiles to detail the background and future requirements of each club. Each club and available state sporting association was followed up with a consultative meeting.

A workshop regarding potential design and management solutions was held with representation from, City Councillors, City Officers and all relevant clubs.

The consultation process also included an opportunity for members of the community that are directly affected by the current site location or proposed site location to contribute. The consultation involved the distribution and collation of questionnaires as well as one-on-one consultation.

Throughout the consultation phase, concerns and suggestions were raised that may impact on the sustainability of the project if management or design solutions cannot be implemented. The community consultation section of this study lists the concerns and suggestions regarding the project and information detailing how they will be addressed.

**1.5 Market Analysis / Needs Assessment**

The study defines the needs of the project through researching and detailing the following aspects:

- Catchment area profile;
- City of Albany growth options;
- Proposed user group profiles;
- State recreation industry and social trends;
- Motorsport industry trends; and
- Benefits of joint provision / shared use.

**1.6 Scope of Recommended Facilities**

Based on the research and needs detailed in the market analysis / needs assessment section, a description of required infrastructure for the motorsport complex was developed.

It is expected that infrastructure would be designed and constructed to meet relevant industry standards and building regulations.

A detailed cost breakdown on the recommended infrastructure was developed by an external quantity surveyor, Chris O’Keefe. The following tables outline the estimated capital scope within the design and approval phase and a three stage development.

***Design and approval phase proposed to include:***

PHASE	APPROVALS / PLANS / APPLICATIONS	PERSONNEL	INDICATIVE TIMELINE	INDICATIVE COST
1.0	Receipt of Feasibility Study and determination in relation to recommendations	City of Albany Council Council	Ordinary Council Meeting February 2009	N/A
Project Leadership Assumed by 'Great Southern Motorplex Management Group' (GSMMG)				
1.1	Noise Impact Report	GSMMG, Noise Consultant	Feb 09 – May 09	\$14,000
1.2	Site design and Environmental Management Plan	GSMMG, Engineering/ Environmental Consultant	April 09 - July 09	\$30,000 + \$5000 contingency
1.3	Department of Environment & Conservation Approval	GSMMG, DEC and project stakeholders	July 09 – Sept 09	N/A
1.4	<i>If full Public Environmental Review is required</i>	<i>GSMMG, DEC further Environmental Consultancy</i>	<i>Potentially up to 5 years</i>	<i>\$30,000</i>
1.5	Funding Applications for construction stage 1	GSMMG	July 09 – Feb 10	In Kind by clubs
1.6	Infrastructure design – professional fees	External Consultant / Architect	July 09 – Oct 09	Fees provided within construction stages

**Stage 1 is proposed to include the construction of:**

PRIORITY	ITEM	INDICATIVE COST
1	Acoustic mounds and/or defined noise impact design solutions	\$75,000
2	Motocross track	\$200,000
3	Reserve fencing	\$40,000
4	Drainage vegetation buffer	\$10,000
5	Motocross track reticulation	\$20,000
6	Wash-down bay	\$5,000
7	Pit area stage 1 – 50%	\$115,000
8	Track connection and access road stage 1 – 50%	\$50,000
	<i>Allowance for site works and services</i>	<i>\$80,000</i>
	<i>Contingency</i>	<i>\$50,000</i>
	<i>Professional fees</i>	<i>\$40,000</i>
	<i>Cost escalation allowance</i>	<i>\$30,000</i>
<b>TOTAL</b>		<b>\$715,000</b>

*Nominal: Payment from Albany Motorcycle Club to Albany City Kart Club for use of transportable ablutions that were recently purchased and power that was recently installed. Payment could be either a lump sum or a rental agreement between the 2 parties.*

**Stage 2 is proposed to include the construction of:**

PRIORITY	ITEM	INDICATIVE COST
9	Ablutions	\$150,000
10	Clubroom / canteen / office space	\$250,000
11	Upgrade of kart track	\$300,000
12	Site Entry Statement (Signage)	\$10,000
	<i>Allowance for site works and services</i>	<i>\$150,000</i>
	<i>Contingency</i>	<i>\$100,000</i>
	<i>Professional fees</i>	<i>\$120,000</i>
	<i>Cost escalation allowance</i>	<i>\$60,000</i>
<b>TOTAL</b>		<b>\$1,140,000</b>

**Stage 3 is proposed to include the construction of:**

PRIORITY	ITEM	INDICATIVE COST
13	Drag Strip	\$400,000
14	Burn-out area	\$45,000
15	Pit area stage 2 – 50%	\$115,000
16	Track connection and access road stage 2 – 50%	\$50,000
17	Parking area	\$230,000
18	Site spectator seating and shade	\$50,000
19	Ambulance / first aid area	\$20,000
20	Water catchment basins	\$15,000
	<i>Allowance for site works and services</i>	\$70,000
	<i>Contingency</i>	\$100,000
	<i>Professional fees</i>	\$60,000
	<i>Cost escalation allowance</i>	\$60,000
<b>TOTAL</b>		<b>\$1,215,000</b>

**1.7 Recreation Development Master Planning / Concept Plan**

A review identifying potential site options for the proposed motor-sport complex investigated several rationale indicators. At its meeting on 16<sup>th</sup> December 2008, Council determined to adopt the concept of a co-located motorsport facility in the current Kart lease area (Parker Brook Reserve 1947).

Parker Brook Reserve (reserve 1947) is located adjacent the airport, along Albany Highway. A large section of the reserve is currently allocated in the Airport noise buffer zone and the Albany speedway noise buffer zone ceases a minimal distance south of the reserve, as indicated on the Albany Local Planning Strategy (appendix 1).

Motor-sport complex indicative design layouts on the preferred site were prepared by the City's Executive Director for Development Services. These designs were presented to the proposed user groups and Council representatives at a conceptual workshop on 26<sup>th</sup> November 2008.

The proposed indicative options were specifically designed to cater for environmental and economic feasibility and long term sustainability, noting that an environmental noise impact study will be required to define noise management design solutions.

It is recommended that the scope of concept design option 3: with kart track relocated and 600 meter street drag strip, is the preferred concept. However, future concepts should pursue a design that allows the kart track to remain at its current location.

Clubs indicated that they believed changes would be required to meet their needs. These changes will be implemented at the next stage of development planning. It is noted that these changes will need to meet the content and recommendations of this report and other funding provider requirements in order to ensure a high likely-hood of success.

**1.8 Management Planning**

In accordance with Council's adopted Recreation Planning Strategy 2008-2013, it is likely that following the feasibility study, led by the City of Albany, the clubs will be responsible to undertake future project management including additional design components, funding, construction phase and facility management.

It is expected that the proposed user groups will take a lead role in future management of the site with agreements between relevant parties. In order to ensure equity, the lease for the site may need to be amended to an equitable tripartite agreement.



Representatives from proposed user groups have formed the Great Southern Motorplex Management Group that is committed to negotiating project design and construction as well as providing future site management direction. It is essential, however, to recognise the importance of continued club autonomy whilst collaborating.

**1.9 Approvals and Studies**

Further to this feasibility study, an environmental noise impact assessment, developed through an independent source, is required to assess and provide direction on design and management solutions to meet the Environment Protection Authority (EPA) requirements on noise abatement.

Due to the environmental disposition of Parker Brook Reserve 1947, any construction design or vegetative clearing is required to be approved through EPA prior to development.

Parker Brook Reserve (reserve 1947) is vested to the City of Albany and therefore any construction, expansion and/or addition to the reserve or change to any lease agreement is required to be adopted by Council prior to development.

Due to a natural drainage line traversing the reserve, recommendations from the Department of Water should be sought regarding water management.

**1.10 Capital Funding Opportunities**

Potential Contributors	Funding Available
Department of Sport and Recreation – Community Sporting and Recreation Facilities Fund (CSRFF)	Local Governments and community groups can seek up to a third contribution (conditions apply)
Lotterywest	Funds may be available for multipurpose facilities that encourage and increase community participation
City of Albany	Funds may be available through the City’s community funding assistance scheme that can be applied for. Application closing date for major grants, above \$10,000, is 30 <sup>th</sup> of November annually. <i>(Council Policy: Community Financial Assistance Program)</i>
Other surrounding Local Government Authorities	Depending on the regional aspect of the project, surrounding Local Government Authorities could potentially contribute
The Private Sector	Private interests such as churches, local business groups, developers and major employers within the community may contribute funding towards the project.
Local Community	Community funding may be sourced through: <ul style="list-style-type: none"> <li>• Contributions from potential user groups</li> <li>• Fundraising activities</li> <li>• Voluntary labour</li> <li>• Donations of materials and services</li> <li>• Sponsorship</li> </ul>
State Sporting Association	Relevant state sporting associations may provide financial support and/or information/expertise support
Royalties for Regions	Funds may be sourced through this scheme for major infrastructure – prioritisation for projects are allocated through the local government
Country Local Government Fund	Funds may be sourced through this scheme for major infrastructure – prioritisation for projects are allocated through the local government

**1.11 Sustainability**

Through committing to environmental management strategies and implementing co-location principles, project sustainability can potentially be achieved given that the indicative design for the complex is likely to create an environment where there is minimal disturbance to good or very good vegetative areas within reserve 1947.

However, project sustainability is subject to;

- The ability to implement noise design and management solutions that are compliant with Department of Environment and Conservation policies and regulations; and
- The ability to construct in a staged development, incorporating high priority infrastructure within stage one.

An environmental noise impact report on the site by an independent consultant will assess and provide direction on design and management solutions to meet the Environmental Protection Authority requirements on noise abatement.

**1.12 Exclusions and Limitations Clause**

This study has been prepared by an in-house team with external assistance through quantity surveying. While accurate at the time of release future requirements may necessitate appropriate changes that meet the direction of the project.

If the project deviates following the adoption of the study, justification should be provided and approval sourced through the City of Albany and other relevant stakeholders.

Other identified limitations include:

- Infrastructure extension beyond Reserve boundary;
- Adjacent Airport parameters; and
- Law and legislative controls.

The feasibility study does not include completion of full noise impact and environmental assessment reports as the cost of these (\$14,000 and \$35,000 respectively [excluding project management]) are outside the scope and funding of the study.

**1.13 Conclusion and Recommendations**

This study investigated the feasibility of co-locating motor-sport and driver training facilities to a suitably identified site. The study provides site options and rationale, indicative concept design and estimated capital scope regarding recommended infrastructure.

Subject to the ability to meet the recommendations detailed in section 1.14 below the project is considered environmentally, economically and socially sustainable.

At the August 2008 meeting Council determined that following receipt of study / recommendations, Council would determine whether to:

- Undertake the proposal as a City project;
- Support the clubs as they undertake planning, design and construction; or
- Not approve continuation of the project.

Given Council's adopted Recreation Planning Strategy 2008-2013, defines that:

*"Incorporated community organisations shall be responsible for undertaking the feasibility, design, funding and construction of facilities such as clubrooms and specialised surfaces such as tennis courts and motorsport tracks, in accordance with relevant actions within this strategy and other council strategies, policies, conditions, procedures and guidelines."*

It is recommended that the project is managed by the 'Great Southern Motorplex Management Group'

1.14 Recommendations

**RECOMMENDATION 1: Council's Conditional Support for the Proposal**

That Council receives the 'Motorsports Complex Feasibility Study' and supports the concept of the development of a Motor-Sport Complex on Parker Brook Reserve (reserve 1947), subject to achievement of and council's satisfaction with the following:

1. 'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:
  - Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;
  - Requirements of the Environmental Protection Act 1986; and
  - Requirements of the Environmental Protection (Noise) Regulations 1997.
2. Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval
3. Approval of the Site Design and 'Environmental Management Plan' by the EPA
4. A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:
  - operation and functionality of the site management group
  - responsibilities and entitlements of co-located tenants
  - noise management
  - waste management
  - water management
  - facility access and security management
  - asset maintenance and management
  - reserve flora and fauna management
  - principles for major event management at the site
5. The achievement of sufficient external funding to undertake each stage of the proposal
6. A new/ amended lease over the site containing provisions that the facility is constructed and operated in accordance with EPA approval, council determinations in relation to the items above and any other relevant council strategies, policies, procedures and determinations.

**RECOMMENDATION 2: Project Development**

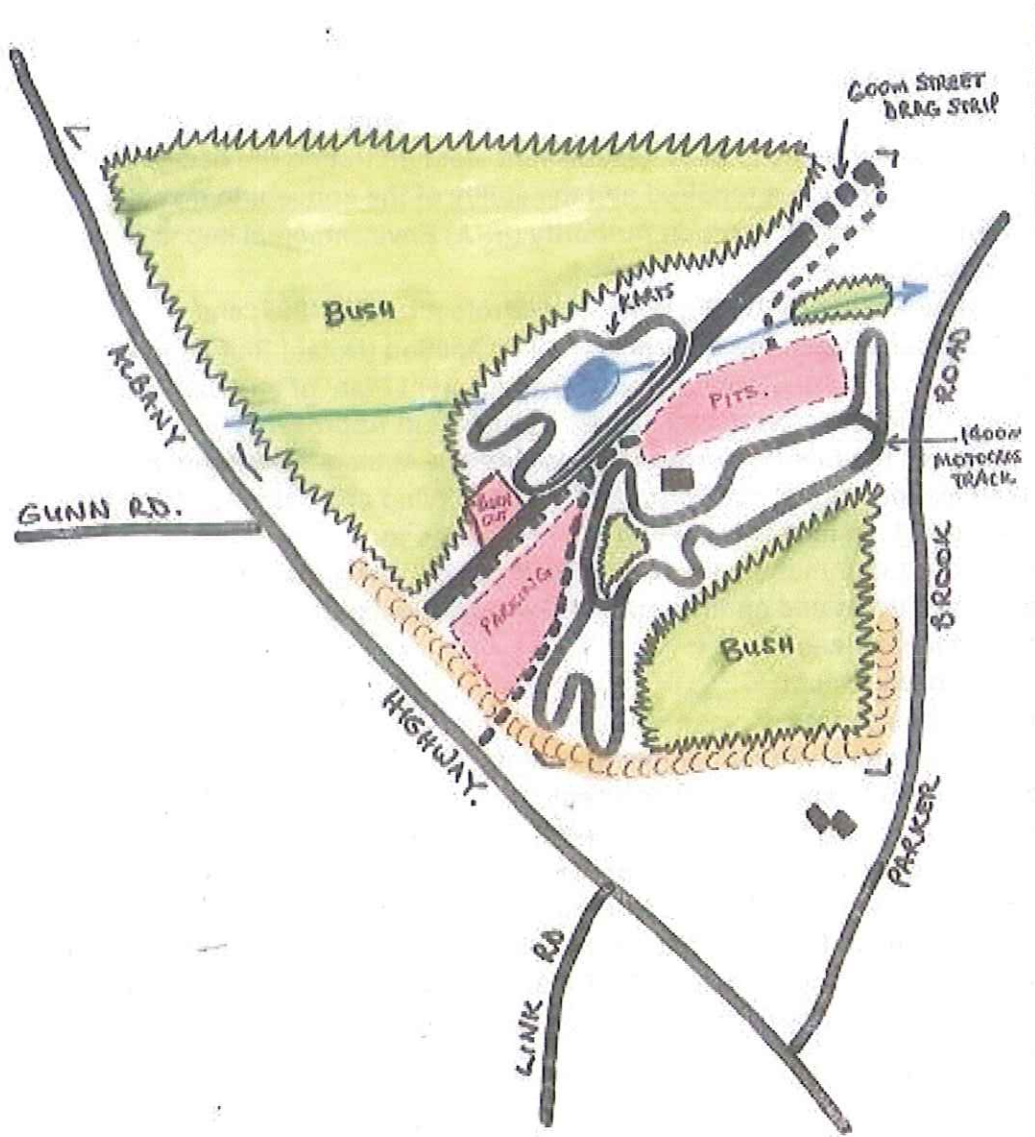
That the feasibility study is handed over to the 'Great Southern Motorplex Management Group' who will:

- lead and undertake responsibility for the development of the project (including but not limited to the items in recommendation 1)
- undertake responsibility for the lease and management of the site.

*It is noted that:*

- *The clubs may choose to apply to the City for community financial assistance for the project and that the City may choose to allocate funding for the project as part of 'royalties for regions' or other future government allocations.*
- *Where possible, within the limits of available resources, the City will provide facilitation, in conjunction with the Department of Sport and Recreation, providing guidance to the group at key decision making points as they undertake development of the project.*

Option 3 – with kart track relocated and 600 meter street drag strip



## 2 INTRODUCTION

This study investigates the feasibility of co-locating motor-sport and driver training facilities to a suitably identified site. The study considered the following aspects:

- Council strategic objectives;
- Key stakeholder support;
- Recreation Industry trends and standards;
- Motor-sport related trends and standards;
- Market analysis/needs assessment;
- Estimated capital scope;
- Co-location opportunities;
- Indicative design of complex;
- Project construction and management responsibility;
- Parking and visitor amenities planning;
- Location options and rationale;
- Long term management arrangements;
- Potential funding / resource support;
- Environmental impact;
- Economical impact;
- Social impact;
- Site historical and cultural significance; and
- Site accessibility.

The study makes recommendations in relation to the project leadership, process, further requirements and / approvals required.

### 3 BACKGROUND

Preliminary investigation into the development of a Motor-Sport Complex in Albany commenced in 2004 to look at potential solutions to the 'hoon' problems prevalent around Albany and in particular at Middleton Beach.

In September 2004, a briefing paper was distributed and discussed at Council regarding a proposal to develop a needs analysis and feasibility study for the complex. This proposal incorporated centralising motor sports in Albany, becoming a state location for motor sports events and providing a venue for driver training programs.

The brief outlined that the proposed location would see the motocross track and other motor sport facilities co-located to reserve 1947, adjacent to the Albany City Kart Club track, near the Airport.

Council resolved to postpone this project due to initial concerns regarding its magnitude, the infrastructure required, potential financial commitment by Council and how the venue would be managed.

A motocross track was previously located adjacent to the Airport; however the club relocated to Roberts Road, Albany (reserve 30495). The current site is located within the South Coast Water Reserve (which is a priority 1 water catchment area) and there have been a number of problems in relation to management of the lease, held by the Albany Motorcycle Club with the City of Albany, including:

- Noise management
- Expansion opportunities
- Clearing of reserve without authority
- Illegal dumping on the reserve
- Provision of amenities
- Site security & Visitor parking

On 27<sup>th</sup> June 2007 the City of Albany facilitated a scoping meeting regarding a potential Motor-Sport Complex proposal. Representatives from the Albany Motorcycle Club, Albany City Kart Club, Great Southern Street Machine Association, Department of Water, Water Corporation and the City of Albany were in attendance.

The meeting solicited each respective club or organisation's current situation with reference to the proposal. A committee was formed consisting of three members of each of the entities involved to develop a needs assessment on the proposed project. To date this committee has not been reconvened and the needs assessment has not been progressed. The project was to be led and driven by the community groups with some facilitation by the City. This methodology is in accordance with the Community Development Strategy and a previous Council directive.

Scoping meeting notes indicated the following main issues with the current Motocross track location:

- Receiving noise complaints from neighbours
- Located within the South Coast Water Reserve (Priority 1 area)– 2/3 of Albany water supply comes from the area around the motorcycle lease
- Amenities such as toilets and shelter are sub standard or do not exist
- Further development very limited on current site
- Site security

Scoping meeting notes also indicated that the stakeholders believed the most suitable site for the Complex will see the co-location of Motor-Sports adjacent to the Airport, which is currently occupied by the Albany City Kart Club.

At the August 2008 ordinary meeting, Council determined to undertake a needs analysis / feasibility study in relation to a motorsport complex.

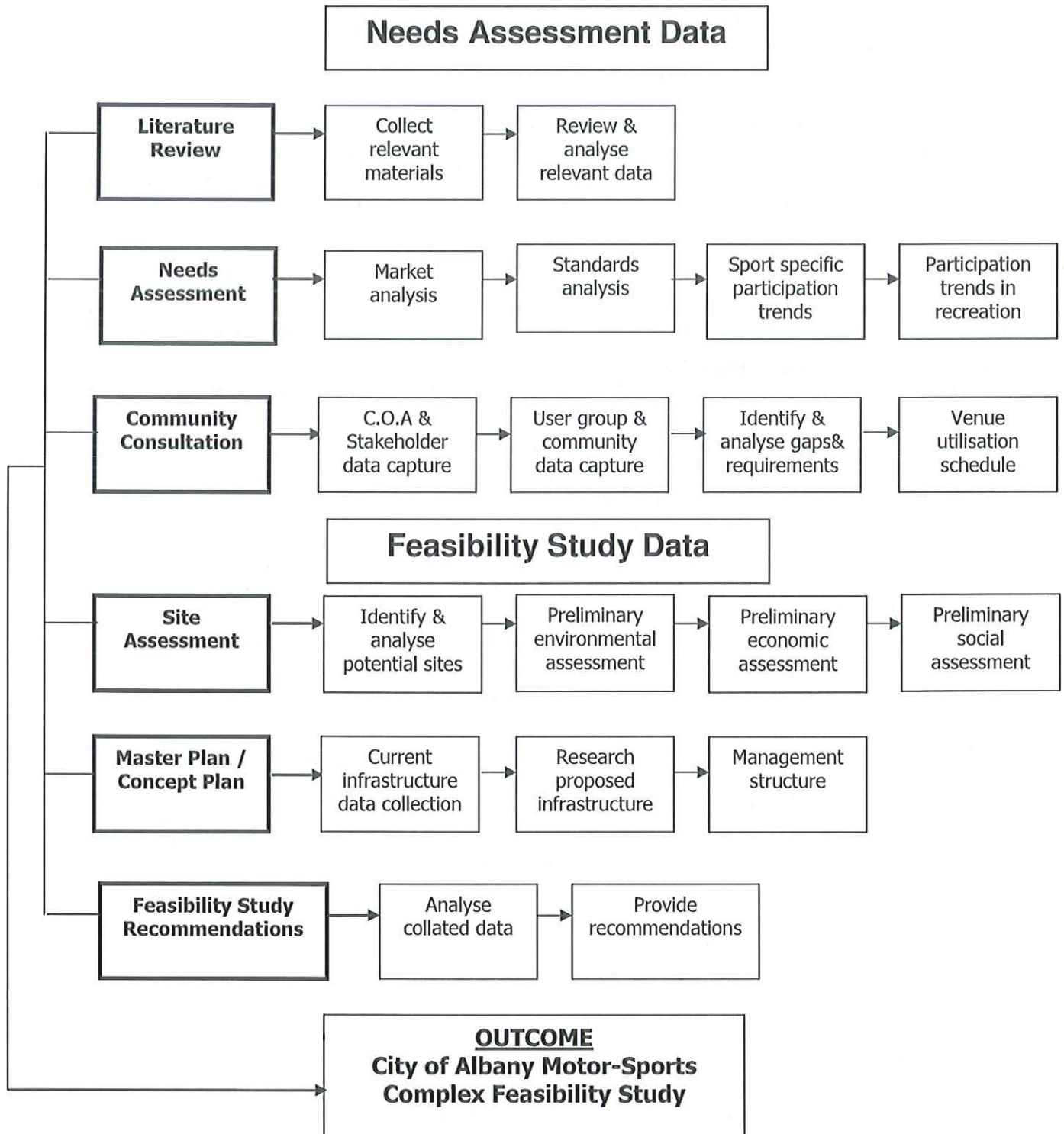
Following the briefing of Councils Community and Economic Development Strategy and Policy Committee meeting, at the December 2008 ordinary meeting, Council determined to adopt the concept of a co-located Motorsport facility in the current Kart lease area, Parker Brook Reserve (reserve 1947).

Upon receipt of study / recommendations, Council will decide whether to either:

- Undertake the proposal as a City project;
- Support the clubs as they undertake planning, design and construction; or
- Not approve continuation of the project.

### 4 METHODOLOGY

The chart on this page depicts graphically, the methodology adopted to undertake the planning process of the City of Albany Motor-Sport Complex Feasibility Study.



It was expected that the final document detailed:

- Process undertaken
- Indication of need
- Scope of recommended facilities
- Estimated capital cost
- Staging options
- Preliminary map view / concept outline
- Recommendation in relation to project lead / management responsibility
- Recommendations in relation to the management structure / bodies
- Indication of scope of ongoing costs and ability of management to sustain these
- Approvals / limitations – further approvals / studies required (ie environmental noise impact) and preliminary recommendations in relation to management of environmental issues such as noise.
- Recommendations

#### 4.1 Literature Review

The literature reviewed in relation to this study provided information and strategic direction at several levels including Local Government planning, regional planning and State Government planning.

##### 4.1.1 Local Government Planning

Literature reviewed, in accordance with City of Albany strategic planning, included the following documents:

- Albany Insight Beyond 2020, Corporate Plan (adopted 15/07/2008)
- Albany Community Development Strategy 2008 (Revision 2)
- Albany Local Planning Strategy (August 2007)
- Albany Recreation Planning Strategy (2008-2013)

As specified in the Albany Community Development Strategy (2008), the City of Albany has adopted the statement *“To develop the Albany community as a whole by assisting community groups and individuals to reach and sustain their capacity”*.

This strategy outlines that it will operate under a ‘self driven model’. Implementation of this model includes Council commitment to conducting common activities such as:

- Offering facilitation for groups at key decision making points;
- Act in an advocacy capacity;
- Implementing programs / initiatives;
- Maintaining and developing relevant knowledge; and
- Providing specific relevant internal and external consultation.

The Albany Recreation Planning Strategy (2008-2013) details the framework, goals and action plan that will guide council regarding the review and development of sport and recreation facilities on Council owned land or vested reserves.

The recreation planning strategy will guide this study in relation to:

- New facility development parameters;
- The City’s role in recreation and sporting facility development and construction
- Co-located recreation facilities; and
- The City’s role in recreation and sporting facility operation.

##### 4.1.2 Regional Planning

The Great Southern Regional Plan for Sport and Recreation Report (November 2005), developed by the Great Southern Regional Recreation Advisory Group, is a summarised version of the Regional Plan developed to identify gaps in provision of sport and recreation services and infrastructure and to propose priorities.



The recommendations of this report, in regards to this project, indicate a strong trend toward:

- The co-location of compatible entities in a shared facility arrangement;
- Identifying recycling opportunities;
- Identifying the priority for developing local facilities across the region (priority being given to co-located facilities);
- The creation of partnerships between local governments, state associations, regional associations and local clubs regarding the development of regional projects;
- Encouraging clubs to utilise business plans which include the provision of a reserve fund to help meet maintenance/refurbishment costs; and
- Continually identifying, maintaining and developing high quality facilities capable of attracting major events at interstate, state and inter-regional level.

**4.1.3 State Government Planning**

A number of state government documents have assisted with the development of this study including:

- The State Trail Bike Strategy: Version 1 (December, 2007)
- Department of Sport and Recreation Strategic Direction for the Western Australian Sport and Recreation Industry (SD4), 2006-2010
- WALGA, The Journey: Sustainability into the Future
- Department of Water, Water Quality Protection Note, Motor sports facilities near sensitive waters (April 2007)

**4.2 Evaluation Personnel**

**4.2.1 Project Lead**

The study was developed 'in-house' by the City of Albany. Recreation Planning Officer, Tricia Martin was engaged to research and develop the feasibility study as the in-house executive officer. Manager of Community Development, Mark Weller, was responsible for the overall management of the feasibility study's development.

**4.2.2 Internal Liaison**

This study allowed for collaborative internal liaison with key organisation departments within the City of Albany, to provide information and research data, including;

**Corporate and Community Services**

Position: Executive Director of Corporate and Community Services  
 Project role: Review and approval in relation to consequence with the City strategic direction

**Development Services**

Position: Executive Director for Development Services  
 Project role: Strategic direction in relation to planning and land use issues

Position: Principal Environmental Health Officer  
 Project role: Assistance with evaluation of environmental health issues and actions for their potential amelioration

Position: Reserves Officer  
 Project role: Assistance with identification of issues and solution pathways in relation to site flora and fauna

**City Services (leasing)**

Position: Manager City Services  
 Position: Compliance and Inspections Officer  
 Project role: Identification of issues and solutions in relation to site leasing

**Community Development Services**

Position: Community Development Officer - Youth  
 Project role: Assistance with youth consultation

**City Works**

Position: Acting Executive Director Works and Services  
 Position: Manager City Services  
 Project role: Review in relation to capital / asset management implications

**4.2.3 External Liaison**

Liaison with key community stakeholders were a vital component in developing the feasibility study. The following community sporting clubs/associations, community service providers, relevant Government departments and state sporting bodies formed the basis of community consultation.

- Albany Motorcycle Club
- Albany City Kart Club
- Great Southern Street Machine Association
- Motorcycling WA
- Australian Karting Association
- Department of Sport and Recreation
- Department of Water
- Water Corporation
- Department of Environment and Conservation
- Great Southern Police Department
- Office of Road Safety
- Roadwise Great Southern / Great Southern Road Safety Coordinating Committee
- Shire of Jerramungup
- Shire of Denmark
- Shire of Plantagenet

**4.2.4 Councillor Liaison**

Councillor liaison included presentation to and discussion during the City of Albany Community and Economic Development Strategy and Policy Committee. Councillors were also invited to attend key community consultation sessions.

## 5 COMMUNITY CONSULTATION

The consultation process for this project directly targeted the following key stakeholders located within, or associated with, the identified catchment area:

- Sporting clubs and associations specifically affected by the proposed project
- Related state sporting bodies
- Related state or federal government departments
- Key community service providers
- Surrounding local government authorities

The Great Southern Street Machine Association, Albany City Kart Club, Albany Motorcycle Club and respective state sporting associations were all consulted at key points throughout the development of this study.

Initial consultation included the distribution of the study's project brief describing the project background, scope of works, methodology and deliverables.

A questionnaire was distributed regarding club profiles to detail the background and future requirements of each club, forming the basis of the needs assessment. Each club and available state sporting association was followed up with a consultative meeting.

A workshop regarding potential design and management solutions was held with representation from, City Councillors, City Officers and all relevant Clubs.

The consultation process also included an opportunity for interested community members or members of the community that are directly affected by the current site location or proposed site location to contribute. The consultation involved the distribution and collation of questionnaires as well as one-on-one consultation.

Throughout the consultation phase, concerns and suggestions were raised that may impact on the sustainability of the project if management or design solutions cannot be implemented. Following is the list of concerns and suggestions regarding the project and information detailing how they will be addressed.

### 5.1 Noise Impact

The noise impact of the proposed motor-sport complex was the most recognised concern for the current residents and the developers of the rural sub-divided blocks adjacent to the proposed site. It is anticipated that more than 70 new dwellings will be erected in this subdivision.

An external consultant is required to research and develop a noise impact report in accordance with the Environmental Protection Authority (EPA) requirements. This report will define the potential noise impact from the co-location of motor sport groups at the proposed location at reserve 1947 and prepare the noise component of an environmental management plan for submission to the EPA which defines a practical, innovative, and cost effective means of achieving development of the reserve without creating noise impacts into adjoining development areas.

The report is to be of a standard to meet all regulatory guidelines of the Department of Environment and Conservation (DEC) and the EPA. It is recommended that achievement of DEC approval and compliance with relevant noise regulations is Councils standard for approval of the project in relation to noise implications.

### 5.2 Management

Several management issues and concerns were raised. It is recommended that a Management Plan detailing the following is developed:

- Noise management;
- Waste management (including sewerage);
- Water management;
- Facility access management;
- Alcohol management;

- Asset maintenance and management (including infrastructure security);
- Reserve flora and fauna management (including dust management); and
- Lease management.

### 5.3 Club Safety Management

Participant and spectator safety is heavily governed by the clubs state sporting associations. Restrictions and guidelines are well defined in each clubs respective operational document.

Each club is responsible for administrating and enforcing these restrictions and guidelines for their members and it is expected that this will continue at the proposed new site.

### 5.4 Possible devaluation of nearby properties

A nearby resident to the proposed site has raised their concerns over the potential devaluation of their property if the motorsport complex is constructed. Their aim is to apply for sub-division on their property in the future.

The Albany Local Planning Strategy (appendix 1) indicates that the land discussed is zoned general agriculture, not zoned for special rural sub-division. It is suggested that the resident further investigates their options.

### 5.5 Shared facilities – co-location

The Department of Sport and Recreation (external funding body) and the City of Albany (Local Government Authority) have prominently indicated that an improved strategic approach toward the design and sustainability of recreation infrastructure is required through co-location / shared facilities.

As indicated in the SD4 document, developed as a strategic direction for the Department of Sport and Recreation, *“Sport and recreation infrastructure planning and provision must fully embrace principles and best practice of; sustainability, evidenced based decision-making, collaborative provision modelling, asset management and life cycle costing.”* Co-location has been seen by the sport and recreation industry as a principle of best practices to create sustainability.

Additionally, the City of Albany’s Recreation Planning Strategy 2008-2013 adopt principles of co-location parameters to ensure resource sustainability, efficiency and effectiveness.

### 5.6 Capital funding availability

The Department of Sport and Recreation (DSR) is potentially the major external funding body for this project through the Country Sport and Recreation Facility Fund (CSRFF). This organisation was consulted at both a regional and state level.

Consultation primarily focused on support for the project and resources available to assist with the projects future development. It was evident through the consultation, both regional and state, that the DSR supports this project in principle as long as co-location principles and CSRFF criteria can be met.

### 5.7 Revegetation of current motocross track site

It is recommended that upon the relocation of the motocross track, the Albany Motorcycle Club, with the assistance of the City of Albany revegetate the current site (Reserve 30495) with local native species.

It is noted that the Club is responsible for the revegetation of the current site including the area that was cleared by the club without approval from the relevant Government Departments.

### 5.8 Potential consequence of no infrastructure provision

Most key organisations or clubs recognised that through the lack of motocross facility provision, it is likely that an increase in off-road motorcycle use in reserves and on beaches would be imminent. It was also acknowledged that off-road vehicle use of reserves and most beaches is prohibited and would create a major environmental impact.

The Albany Motorcycle Club and its state sporting association, Motorcycling WA, also communicated their concerns regarding the provision of a safe and supervised area that they can participate in their recreational pursuits.

The Great Southern Street Machine Association defined their greatest issue as the lack of appropriate infrastructure available to access so as to perform club competitions. The club is keen to progress this project as they feel that it is a great strategy to assist in the removal of anti-social behaviour from the streets and provides a safer environment where young people can participate in street machine sports.

Through the construction of defined infrastructure, this project provides a solution.

### **5.9 Schedules/fixtures for events and competitions**

Clubs identified that scheduling events and competitions so that they don't coincide with other clubs activities will be difficult. The Clubs proposed that the solution to this would be to provide separate infrastructure, such as clubrooms and pit areas, as well as track fencing to provide exclusive entry to each area.

In accordance with information gathered from the Department of Sport and Recreation, City of Albany documentation and state sporting association recommendations, this solution is adverse to economic, environmental and social sustainability.

The solution should involve a structured approach to event and competition fixtures through the Great Southern Motorplex Management Group and in consultation with respective state sporting associations.

### **5.10 Motorcycle Club existence**

The Albany Motorcycle Club is concerned that their club will fold with the closure of the current motocross track without provision of alternate infrastructure.

This study recommends the long term solution to this concern. The club and the clubs state sporting association will take the lead role in investigating a short term solution. It is noted that addressing the short term provision for motocross is outside the scope of this study.

### **5.11 Access to site from Albany Highway**

Main Roads WA recommended that if traffic entering and exiting the site were to significantly increase, intersection improvements should be investigated.

### **5.12 Regional support**

The Shire of Jerramungup has formally offered their support in principle for the construction of a regional motorsport complex adjacent to the Albany Airport.

### **5.13 Potential other uses for area**

Throughout consultation with key stakeholders, several additional uses for the site were suggested, as listed below. Some suggestions may warrant further investigation in the future for potential long term planning of the site.

1. Super-cross track
2. Street machine circuit
3. Off-road vehicle track
4. Men in their Sheds project
5. Fire Brigade running track
6. Jet ski canal / cable water ski park
7. Relocation of speedway
8. Cycle track
9. Playground equipment

## 6 MARKET ANALYSIS / NEEDS ASSESSMENT

### 6.1 Catchment Area Profile

Due to the regional characteristics of this project, the catchment area for this study allows for not only the population collection of Albany, but also the surrounding Local Government areas of Denmark, Jerramungup and Plantagenet.

The following table details the population of the defined catchment area, in accordance with the latest Australian Bureau of Statistics (ABS) census 2006:

**Table 1: Catchment Area Population**

	Male	Female	Population	Population Percentage
<b>Albany</b>	15,613	15,961	31,574	76%
<b>Denmark</b>	2,231	2,280	4,511	11%
<b>Jerramungup</b>	626	502	1,128	2%
<b>Plantagenet</b>	2,252	2,232	4,484	11%
<b>TOTAL POPULATION</b>	20,722	20,975	41,697	

The above table, Catchment Area Population, indicates that a total of 41,697 persons reside in the regional catchment area. Albany holds the largest population of 31,574, being 76% of the total catchment area population. Surrounding areas comprising of Denmark, Jerramungup and Plantagenet, form the remaining 24% of the catchment area population.

### 6.2 City of Albany Growth Options

The Albany Local Planning Strategy map indicates current and future growth options for the City. (Appendix 1)

### 6.3 User Group Profiles

#### 6.3.1 Albany Motorcycle Club

The Albany Motorcycling Club was resurrected in 2003 and is an incorporated club, affiliated with its state sporting body, Motorcycling WA.

The club's membership stood at 95 throughout the 2008 season, compared with the 2004 season where membership was 51, which showed an increase of 86.2% over the five year period.

In 2008 the club hosted a variety of race days over its competition season, including two inter club race days (approximately 150 riders attended these competitions), three to four club days (average of 40 riders attended) and four to five organised practice days (approximately 30-40 riders attended).

The club utilised the facilities from May through to October for competitions and all year round for practice. The clubs time base to utilise the facilities was on Wednesdays through to Sundays from 8am to 7pm, upon safety regulations being met at the time of use (e.g. a club official present at time of riding).

The club's facilities are located on Roberts Road, Reserve 30495. This reserve is vested to the City of Albany and is leased to the club for the purpose of motocross racing.

The conditions of the current lease, as agreed between the former Shire of Albany and the club in 1993, are due to expire in 2013. Any variations to the lease would have required agreement between the now City of Albany and the club.

The current motocross site is located on a priority 1 water source area. According to the Department of Water, Water Quality Protection Note; Motor sport facilities near sensitive waters (April 2007), the establishment or expansion of motor sport facilities is considered incompatible with management objectives for the water resource. The department indicates that they would oppose development or expansion of such facilities in these areas or zones.

The Department of Water indicated that motor sport venues could pose environmental risks to water resources through:

- Clearing of native vegetation;
- Leaks or spills of chemicals or petroleum hydrocarbons from storage areas, mechanical servicing areas and on the race tracks;
- Turbid or contaminated stormwater runoff;
- Inappropriate containment or disposal of solid waste and wastewater from mechanical servicing and wash-down areas; and
- Amenities for the congregation of large numbers of people.

Several noise complaints were received in relation to the motocross track at its current location. Both the club and the City are aware of these complaints and measures to minimise the effect on neighbours and manage this issue were negotiated between the parties.

The club has informed their respective state sporting association about the noise complaint issues as well as the lack of permanent ablution blocks within the area.

In November 2008, the Club received an Environmental Protection Notice (EPN) due to the excessive noise emissions from the site. The implication of this EPN completely restricts use of the site for the purpose of motorised activity. The club, with the assistance of its state sporting association, is currently attempting to negotiate a short term solution at its current site prior to relocation.

### **6.3.2 Albany City Kart Club**

The Albany City Kart Club was established in 1990 and is an incorporated club, affiliated with its state sporting body, Australian Karting Association. The Club is family oriented with its membership age base from 6 years to 60 years.

In its 2008 season, the club's membership stood at 58 driving members and 16 social members (74 members), compared with 2004 membership figures of 25 driving members and 11 social members (36 members). The club's membership has had a 105.5% increase over the past five years.

The club utilises the facilities all year round for practice with facilities available to members seven days a week. Race meets occur one Sunday every month. The Club races during day light as there is no provision of track lighting.

The club's facilities are located adjacent to the Albany Airport, along the Albany Highway on Parker Brook Reserve 1947. This reserve is vested to the City of Albany and is leased to the club for the purpose of kart racing.

The current land lease is effective from 1<sup>st</sup> November 2002 until 31<sup>st</sup> October 2012 and as outlined in this lease, the club is responsible to carry out all maintenance and repairs.

The kart track was re-designed and upgraded in 1992/1993 to produce a track finished with a polymer hot-mix, this was laid over the top of the previous concrete track. Other facilities include canteen / club rooms that recently had power connected, toilet and shower facilities, secretary and stewards room and a new transportable ablution block with disabled access has been ordered.

The club hosts a variety of open meetings over its season. One of the major events held recently was the South Eastern Zone Series where Albany hosted a round attracting 130 drivers. The zone comprises of Esperance, Kalgoorlie and Lake King.

The Club stated that they have no issues with their current location and have put a lot of effort and funds into ensuring their facilities are of a good standard. They are putting plans in place to upgrade and replace the current track as it was originally concrete and the bitumen that was placed over the top of the concrete is now in need of repair.

The club indicated that if the co-location was to go ahead, they believed that they would require a secure (6 foot chain mesh) fence around the perimeter to ensure the security of their facilities. They are happy with their current infrastructure and are moving towards upgrades.

### **6.3.3 Great Southern Street Machine Association**

The Great Southern Street Machine Association was established in 1994 and is an incorporated club, affiliated with its state sporting association, Confederation of Australian Motor Sports.

Despite having no available infrastructure to conduct competitions, the Club has grown its membership base from 15 members in 2004 to 35 members in 2008.

The club currently uses a shed on a privately owned property to conduct monthly club meetings. Other infrastructure is not available or does not exist for the club to use. Previously the Club utilised an old air strip that was located on privately owned land for drag racing (Club provided insurance and supervision), this infrastructure is no longer available for club use.

The Club hosts the annual 'Show-and-Shine' in Albany, bringing a large contingent of entrants and spectators from outside the City's area. The Club feels that this event benefits the community at large with accommodation, restaurants and tourism industries being utilised by this attraction. The club also supports charity clubs because of this event and has been doing so for some 10-12 years.

The Club has been very supportive of this project. The club has previously approached Council requesting infrastructure to be planned and constructed, but due to lack of funding to develop a feasibility study the project at that point was deferred.

The club stated:

*something is needed in the area to accommodate the driving community (young or old) with somewhere to go, in a controlled environment and under supervision by an accredited body (Australian National Drag Racing Association) to enjoy themselves. The young guys in Albany (the ones with driver licences) would much prefer to do burnouts and test their cars under a controlled environment rather than do burnouts on the street, making our roads look pretty ordinary."*

The club is keen to progress this project as they feel that it is a great strategy to assist in the removal of anti-social behaviour from the streets and provides a safer environment where young people can participate in this sport.

### **6.4 Driver Training Facility Profile**

Preliminary investigation into the development of a Motor-Sport Complex in Albany commenced in 2004 to look at potential solutions to the 'hoon' problems prevalent around Albany and in particular at Middleton Beach.

The initial working group meeting involved representatives from the City of Albany, Police, Albany Street Machine Association, Albany Street Machine Association, Albany Speedway Association, Safer Albany and local service clubs.

The working group resolved to investigate the potential to develop a motor-sport complex, similar to the Collie Motorplex and undertook field research regarding this design, inclusive of a driver training facility.

Following the field trip to the Collie Motorplex, the working group suggested that a Motorplex circuit would also open the door to advanced and/or customised driver training programs. The Collie Motorplex is used heavily for this purpose.

It is noted that the Collie Motorplex is sited on an old mine site with most of the infrastructure provided therefore capital cost/achievability comparisons are likely to be misleading.

#### **6.4.1 Great Southern Road Safety Coordinating Committee Recommendation**

*In February 2005, the Great Southern Road Safety Coordinating Committee discussed the proposed provision of driver training facilities in Albany. Stated in the discussion paper (appendix 2), 'The Great Southern Road Safety Coordinating Committee are concerned that consideration has not yet been given to the road safety impacts of a driver training centre and the support for a driver training education centre of this kind is contrary to the world-wide research for road safety.'*



*The RAC Victoria commissioned a comprehensive review on the effectiveness of driver training as a road safety measure (appendix 3). One of the key findings was that there is 'considerable evidence that driver training that attempts to impart advanced skills such as skid control to learner drivers may contribute to increased crash risk, particularly among young males'.*

Another key finding was that 'training/education cannot replace the need for novices to receive large amounts of on-road, in car experience at the learner level.'

The RACV document also suggests that there is no sound evidence that either advanced or defensive driving courses reduce the crash involvement of experienced drivers who attend them.

#### **6.4.2 Great Southern Police District Recommendation**

The Great Southern Police District indicated their support in principle for the co-location of motor sport infrastructure and clubs.

The Great Southern Police District, whilst supporting the motor-sport complex concept, does not support the inclusion of driver training facilities as aligned with the Office of Road Safety and the Great Southern Road Safety Coordinating Committee. (*Sergeant - Great Southern Traffic, Nigel Fiander*)

#### **6.5 State Recreation Industry and Social Trends**

As documented in the Department of Sport and Recreation Strategic Directions for the Western Australian Sport and Recreation Industry (SD4) 2006-2010, "Australian society is continually evolving, with societal trends having an immense impact on the way we participate in sport and recreation. Therefore, it is imperative that these trends are considered when developing the future of sport and recreation industry in Western Australia".

The impact that a 'changing society' has toward participation in sport and recreation by Western Australians is vast. Evolving trends, even those not directly associated with the sport and recreation industry, affect the way sport and recreation is programmed and supported within a community. The following trends should be considered when implementing future sport and recreation developments: (as defined in The Department of Sport and Recreation SD4 document)

- Cultural diversity is increasing.
- Western Australia has the highest proportion of persons born overseas.
- The population is ageing and living longer.
- The proportion of single parent and couple only families is increasing.
- Western Australians are less likely to marry, more likely to divorce, are marrying later and are having fewer children.
- There is an increase diversity of employment arrangements, more flexible working time patterns, and significant increases in the extent of part-time and casual employment.
- The proportion of full-time workers is decreasing while the proportion of women in the labour force is increasing.
- Men spend more hours in paid employment and a greater proportion of women work part-time.
- Sport, recreation and physical activities are facing increasing competition with many activities for individuals' time and money. There is an increased number and diversity of competition choices for leisure time activities.
- Disposable income has increased. However, consumer debt has increased to record levels.
- There is increased societal concern for personal safety.
- Education levels are increasing.
- Volunteers are increasingly more prepared to commit to a well-organised and professional organisation for a specific task and/or a finite period.
- Australian athletes' performance in international competition is extremely high.
- There is an increased community expectation of higher standard of infrastructure and service delivery.
- The prevalence of overweight and obesity has increased in Australia over the past few decades.
- In Western Australia, almost one in three girls and one in four boys are overweight or obese.

- There has been heightened community and individual awareness of the benefits of physical activity.
- There is overwhelming evidence of unacceptably low and declining levels of physical activity.
- There is a trend away from traditional club-based organised activities.
- Increasingly, computers and the Internet are becoming a part of everyday life for many Australians.
- A shift toward higher density urban development is emerging in Western Australia.
- There are increasing pressures on Perth's water resources.
- The greenhouse effect is increasing temperatures worldwide and reducing rainfall in Western Australia's South West region.

The document, *The Journey: Sustainability into the future*, developed by WALGA, indicates that the geographic distribution of different community characteristics will have a significant bearing on where facilities are located and to what capacity.

This document also indicates community infrastructure standards, represented in ratios, that provide an indication of the level of facilities required, based on the current community population.

These standards will vary according to the communities:

- Characteristics of the population;
- Size of the facility;
- Size of the catchment area (based on population and travel distance); and
- Local Government policies on the provision of community services and infrastructure

The ratio indicated for 'motorised wheeled sports facilities' as a community facility standard is 1 facility:8,500 people. This standard is based at a sub-district level and its initial source is indicated on motorised wheeled sports provision levels within the City of Wanneroo.

## 6.6 Motor-Sport Industry Trends

The authorities responsible for the promotion of motor sport in Western Australia include the Confederation of Australian Motor-Sports, Motorcycling WA and Australian Karting Association.

These authorities show similar trends within the industry, including:

- Produce minimal environmental impact through noise, land and environmental evaluation and management.
- Difficulty in accessing venues and land to develop and/or expand existing infrastructure.
- Across the board increase in risk management planning
- Co-location with other compatible entities
- Junior participation promotion
- National strategy regarding 'Working with Children's' Check
- Aligning with outcomes of the 'State Trail Bike Strategy'
- Sustainability through pro-active planning
- Educating riders, through rider education programs, regarding regulations and protocols, resulting in positive behavioural changes.

## 6.7 Benefits of Joint Provision / Shared Use

In accordance with the Department of Sport and Recreation facility planning guide (March 2007), the benefits to joint provision and shared use of sport and recreation facilities include:

- Less duplication and maximum use of community facilities and services;
- Creation of a community hub – a focal point for community activity;
- Shared capital costs, services, resources and expertise;
- Improved relationships between organisations;
- Reduced operational costs;
- Increased community ownership of facilities;
- Access to a broader range of services and expertise; and
- Reduced vandalism.

The City of Albany's Recreation Planning Strategy 2008-2013 (appendix 6) indicates the City's strong support toward co-located facilities. *"Co-location has been seen by the Sport and Recreation industry as the way to improve the operation of clubs and ensure their sustainability."* As part of the 5 year recreation planning strategy, the City aims to define a sustainable model for co-location for club infrastructure within the City of Albany.

**6.8 Conclusion**

Based on the needs evidenced, standards and other analysis, it is believed that there is sufficient need to justify the allocation of reserve land for the purpose of developing a co-located motor-sport complex in Albany.

## 7 SCOPE OF RECOMMENDED INFRASTRUCTURE

Based on the research and needs detailed in section 6, market analysis / needs assessment, following is a description of required infrastructure for the motorsport complex.

### 7.1 Universal Precinct Infrastructure

Indicated universal precinct infrastructure includes:

- Parking
- Site Access
- Amenities (Toilets & Showers)
- Clubrooms / Canteen
- Pit area (including wash-down bay)
- Water Catchment Basins
- Fencing
- Spectator areas (shelter and seating)
- Storage
- Ambulance / first aid area

### 7.2 Motocross Infrastructure

It is expected that Motocross infrastructure, including the track, will be designed and constructed to standards set by Motorcycling Australia as documented in Motorcycling Australia Venue Standards, Edition 1, September 2006. These standards define the conditions, which must be satisfied before a motocross venue can be licensed for Motorcycling Australia permitted events.

Indicated basic track standards (for a new track) consist of:

- Minimum length = 800 meters (for state or national event = 1.5km)
- Maximum length = 3 km
- Minimum width at any point = 6 meters
- Above ground obstacles must have minimum clearance of 3.5 meters
- The track must not contain any high speed section (where speed exceeds 100kph)
- Minimum length of start straight = 70 meters
- Maximum length of start straight = 125 meters
- Width of starting straight and the entire radius of first corner must be 12 meters
- Bridges are not permitted
- An efficient watering system or watering vehicle must be provided and be capable of watering the entire track

The Albany Motorcycling Club indicated that the following infrastructure is also required for the effective functioning of the club:

- Pit shelters;
- Wash-down bays;
- Spectator seating (universal precinct infrastructure);
- Toilets and Showers (universal precinct infrastructure);
- Clubrooms/Canteen area;
- Power (universal precinct infrastructure);
- Running water (universal precinct infrastructure);
- Starting gates (possibility to relocate from current site);
- Timing tower (possibility to relocate from current site);

### 7.3 Sprint Kart Infrastructure

The Albany City Kart Club is presently located on the proposed preferred site at Parker Brook Reserve 1947. Aerial views of this location indicate the current track and access points (appendix 4).

The club re-designed and upgraded the kart track in 1992/1993 to produce a track finished with a polymer hot-mix. The club has indicated that the track surface and design will require upgrading as a short to medium term project (within 5 years).

It is expected that any redevelopment or upgrade would aim to comply with national circuit constructions and safety standards defined by the Australian Karting Association.

Indicated basic track standards (for a new track) consist of:

- Maximum length of any track = 1.7km
- Start line to the first corner must have a minimum distance of 80 meters
- First corner must be as open as possible with a minimum width of 8 meters
- All straights over 80 meters in length require a minimum width of 8 meters, elsewhere on the track the minimum width is 7 meters
- Track surface to be sealed with asphaltic concrete and must be smooth and continuous

The Albany City Sprint Kart Club indicated that the following infrastructure is currently available to them:

- Canteen / Clubroom – currently in good condition
- Recently had power connected to canteen / Clubroom
- 1 male + 1 female toilet/shower block – average condition
- 1 race day secretary room – good condition
- 1 race day stewards room – good condition
- New ablution block (2 male and 2 female toilets) with disabled access has been ordered

### 7.4 Street Machine Infrastructure

Internationally, the accepted standard for the distance of a drag strip is one quarter of a mile. For areas where this distance is physically or financially impractical, a distance of one eighth of a mile is generally used.

The recommended drag racing facility specifications, developed by the Australian National Drag Racing Association indicate the following recommended standards for a new drag strip (*please note that these specifications are intended to accommodate drag racing competitions at all levels*):

- The width of the timed distance and the braking area should be no less than 18.5 meters
- The length of the timed distance of a one quarter mile strip in meters is 406.15m
- The length of the timed distance of a one eighth mile strip in meters is 203.075m
- The length of the primary braking area for a quarter-mile competition is 462 meters and the length of the emergency braking area is 154 meters.
- The length of the primary braking area for an eighth-mile competition is 304 meters and the length of the emergency braking area is 91 meters.
- A suitable area is required before the start-line for staging and pre-race preparation (burnouts). This area should be in direct line with the racing surface
- Staging lanes prior to the timed distance strip should be a minimum of four lanes, each 3 meters wide by 90 meters long.
- The timed distance and the primary braking surface should be a smooth, flat surface of recognised road-base construction hot-mix, concrete or approved sealed bitumen surface.
- The emergency braking area can be a sealed surface or grass, sand, gravel of an even texture
- The surface tolerance should aim to be plus or minus a maximum of 6mm in any 10 meter distance
- The pit area should be rendered dust free – grassed or sealed

As calculated from the above specifications a quarter mile drag strip consisting of the staging area, timed distance area, primary braking area and emergency braking area is equal to 1112.15 meters and for a one eighth mile strip the distance is equal to 688.075 meters.

**7.5 Driver Training Infrastructure**

During briefing sessions, Councillors have expressed a strong belief in the need to provide advanced driver training facilities. To facilitate this the proposed facilities such as the drag strip and sealed car park / skid pan could be used for driver training purposes that represent specific advanced or fleet driver training programs.

It is recommended that Council do not support the construction of separate facilities for the purpose of driver training as research indicates that it is not economically or environmentally sustainable, due to the capacity of the infrastructure and the amount of land required. The project has the potential to create ongoing management issues and the concept is also not supported by the governing driver training body, Office of Road Safety.

7.6 Estimated Capital Scope

**PROPOSED MOTOR-SPORT COMPLEX INDICATIVE COST SPECIFICATIONS**

ITEM #	INFRASTRUCTURE	DESCRIPTION	MATERIAL	QUANTITY	LENGTH	WIDTH	INDICATIVE COST
<b>UNIVERSAL PRECINCT INFRASTRUCTURE</b>							
1	Track connection and access roads		Sprayed Seal		600m	6m	\$ 100,000.00
2	Pit Area		Sprayed Seal	1	150m	50m	\$ 230,000.00
3	Drainage / vegetation Buffer	vegetation planted between pit area and natural drainage system to minimise potential water contamination	native vegetation	1	150m	5m	\$ 10,000.00
4	Washdown Bay	Access to water and drainage	Sprayed Seal	1	5m	5m	\$ 5,000.00
5	Parking Area		Sprayed Seal	1	150m	50m	\$ 230,000.00
6	Fencing	fencing around good and very good vegetation	ringlock - 6 wire		2500m		\$ 40,000.00
7	Ablutions	Could be part of Clubrooms - require external access		Male = 1Urinal + 2Toilets + 2Showers + 3Hand Basins Female = 3Toilets + 1 Shower + 3 hand Basins	Urinal = 1.8m wall		\$ 150,000.00
8	Clubrooms / Canteen / Office Space		Brick & Colourbond	1			\$ 250,000.00
9	Acoustic Mounds / Bunding	according to land surveying	Compacted gravel		750m		\$ 75,000.00
10	Water catchment basins			1			\$ 15,000.00
11	Ambulance Area / First Aid area			1			\$ 20,000.00
12	Site entry statement(signage)			1			\$ 10,000.00
13	Site spectator seating and shade						\$ 50,000.00
14	Allowance for siteworks & services						\$ 300,000.00
<b>TOTAL</b>							<b>\$ 1,485,000.00</b>
<b>MOTOCROSS TRACK INFRASTRUCTURE</b>							
15	Motocross Track	minimum of 1500m, clearing area for track.	requires approx 500mm top surface clay/sand	1	1500m	6m	\$ 200,000
16	Motocross track reticulation	over 1500 meter track					\$ 20,000
<b>TOTAL</b>							<b>\$ 220,000</b>
<b>KART TRACK INFRASTRUCTURE</b>							
17	Kart Track	continued smooth surface. Will also require design to run over drainage system in 1 area	Asphaltic Concrete	1	900m	8m	\$ 300,000
<b>TOTAL</b>							<b>\$ 300,000</b>
<b>STREET MACHINE DRAG RACING INFRASTRUCTURE</b>							
18	Drag Strip	eighth mile with braking area	Asphaltic Concrete	1	600m	20m	\$ 400,000
19	Burn-out area		Asphaltic Concrete	1	30m	30m	\$ 45,000
<b>TOTAL</b>							<b>\$ 445,000</b>
<b>OTHER COSTS</b>							
20	Design/Contract Contingency						\$ 250,000
21	Professional Fees						\$ 220,000
22	Cost Escalation Allowance (2010)						\$ 150,000
<b>TOTAL</b>							<b>\$ 620,000</b>
<b>TOTAL INDICATIVE COST</b>							<b>\$ 3,070,000</b>

## 8 RECREATION DEVELOPMENT MASTER PLANNING / CONCEPT PLAN

### 8.1 Site Options and Rationale

A review identifying potential site options for the proposed motor-sport complex investigated the following rationale indicators.

- Current use of the potential site
- Environmental aspects of the potential site
- Sustainability options for the potential site
- Noise impact on surrounding current and future residential developments
- Economic aspects of the potential site

At its meeting on 16<sup>th</sup> December 2008, Council determined to adopt the concept of a co-located motorsport facility in the current Kart lease area (reserve 1947).

#### 8.1.1 Proposed Preferred Site – Parker Brook Reserve (reserve 1947)

Parker Brook Reserve (reserve 1947) is located adjacent the airport, along Albany Highway, (appendix 4: aerial photograph of site). A large section of the reserve is currently allocated in the Airport noise buffer zone and the Albany speedway noise buffer zone ceases a minimal distance south of the reserve, as indicated on the Albany Local Planning Strategy (appendix 1).

### 8.2 Indicative Design of Project

Three motor-sport complex indicative design layouts on the preferred site, prepared by the City's Executive Director for Development Services, were presented to the proposed user groups (Albany Motorcycle Club, Albany City Kart Club and Great Southern Street Machine Association) and Council representatives at a conceptual workshop on 26<sup>th</sup> November 2008.

The proposed indicative options were specifically designed to cater for environmental and economic feasibility and long term sustainability, noting that an environmental noise impact study will be required to define noise management design solutions.

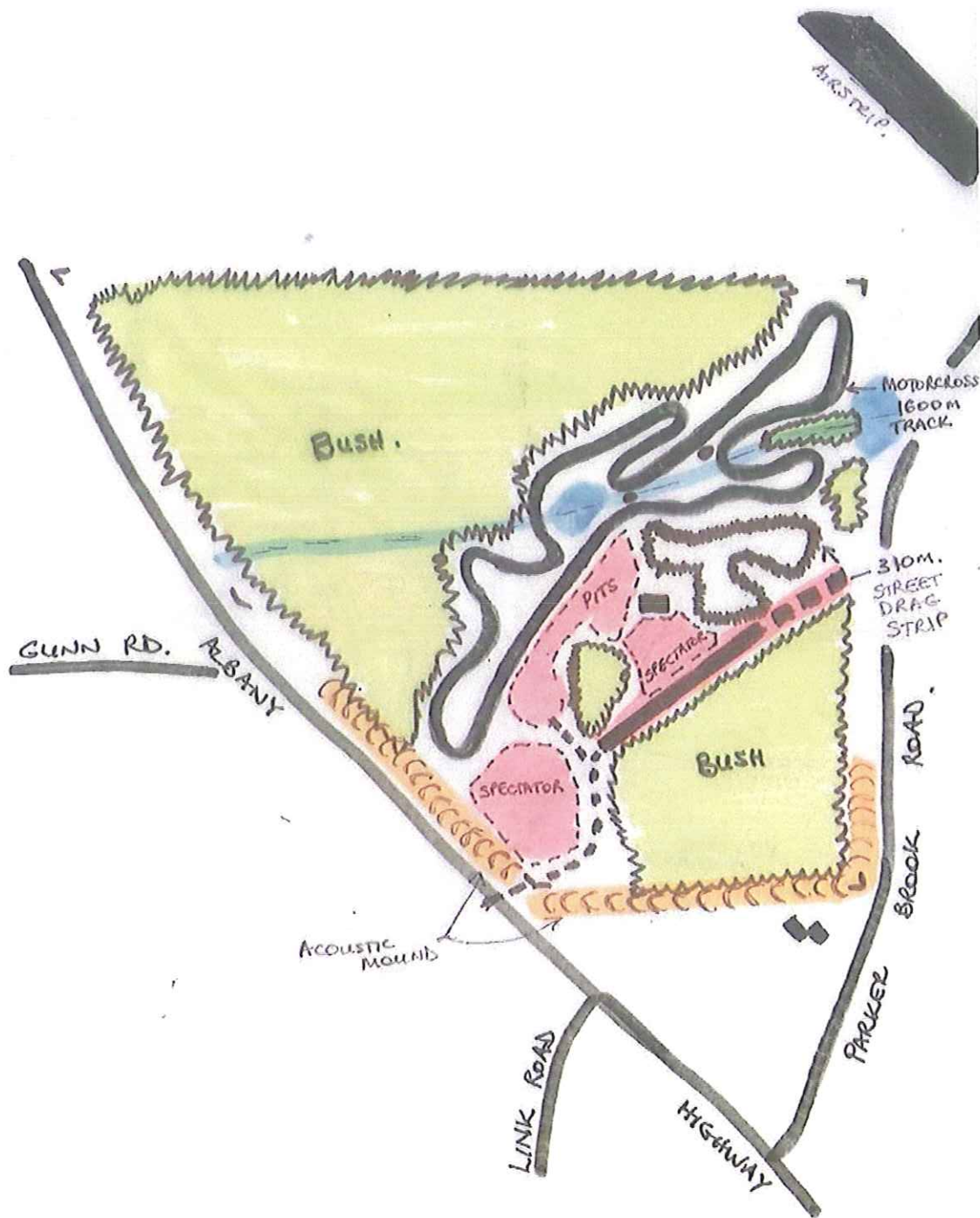
It is recommended that the scope of concept design option 3: with kart track relocated and 600 meter street drag strip, is the preferred concept. However, future concepts should pursue a design that allows the kart track to remain at its current location.

Clubs indicated that they believed changes would be required to meet their needs. These changes will be implemented at the next stage of development planning.

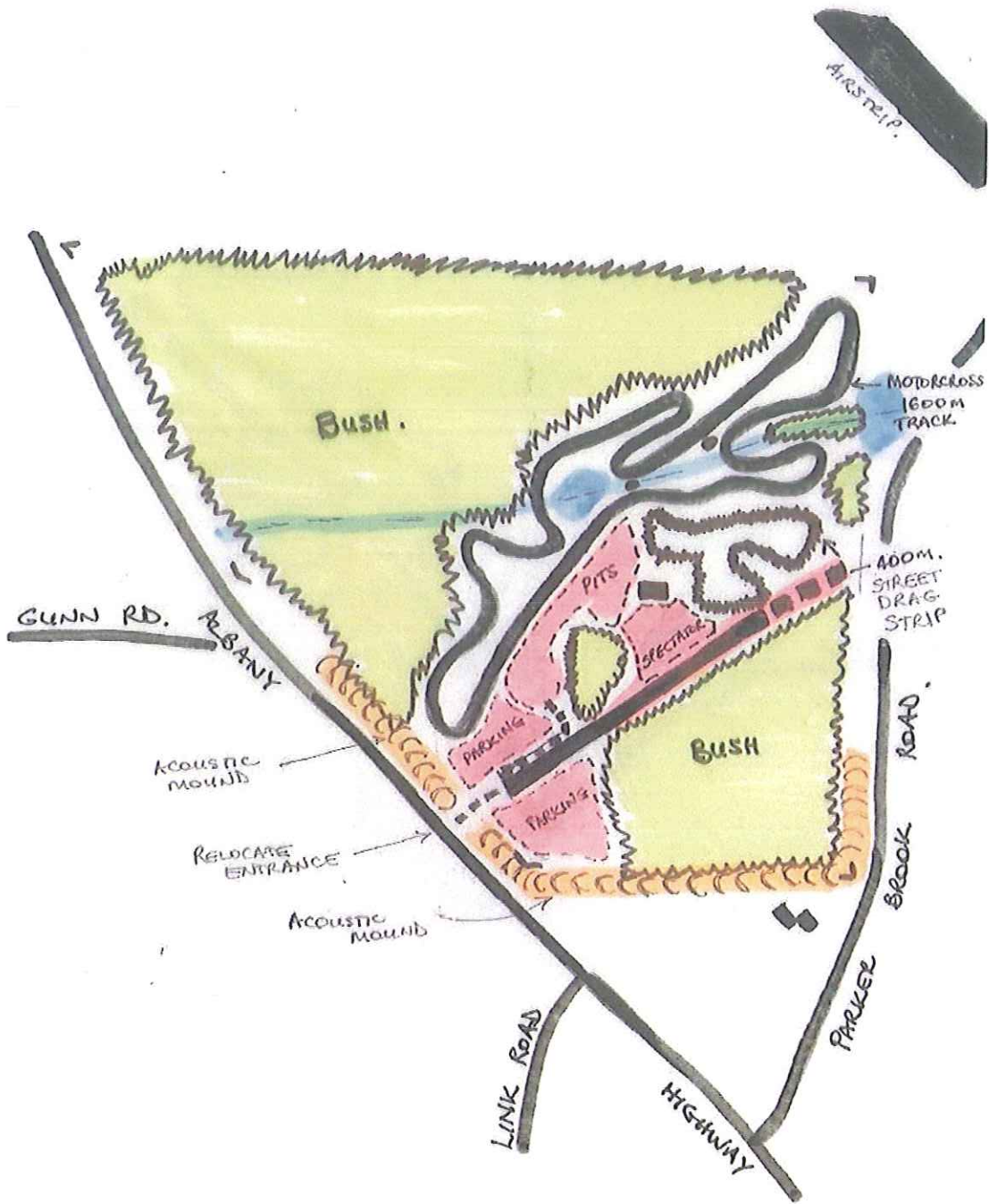
It is noted that these changes will need to meet the content and recommendations of this report and other funding provider requirements in order to ensure a high likely-hood of success. This includes (but not limited to) the principles of co-located / shared facilities for sustainability.



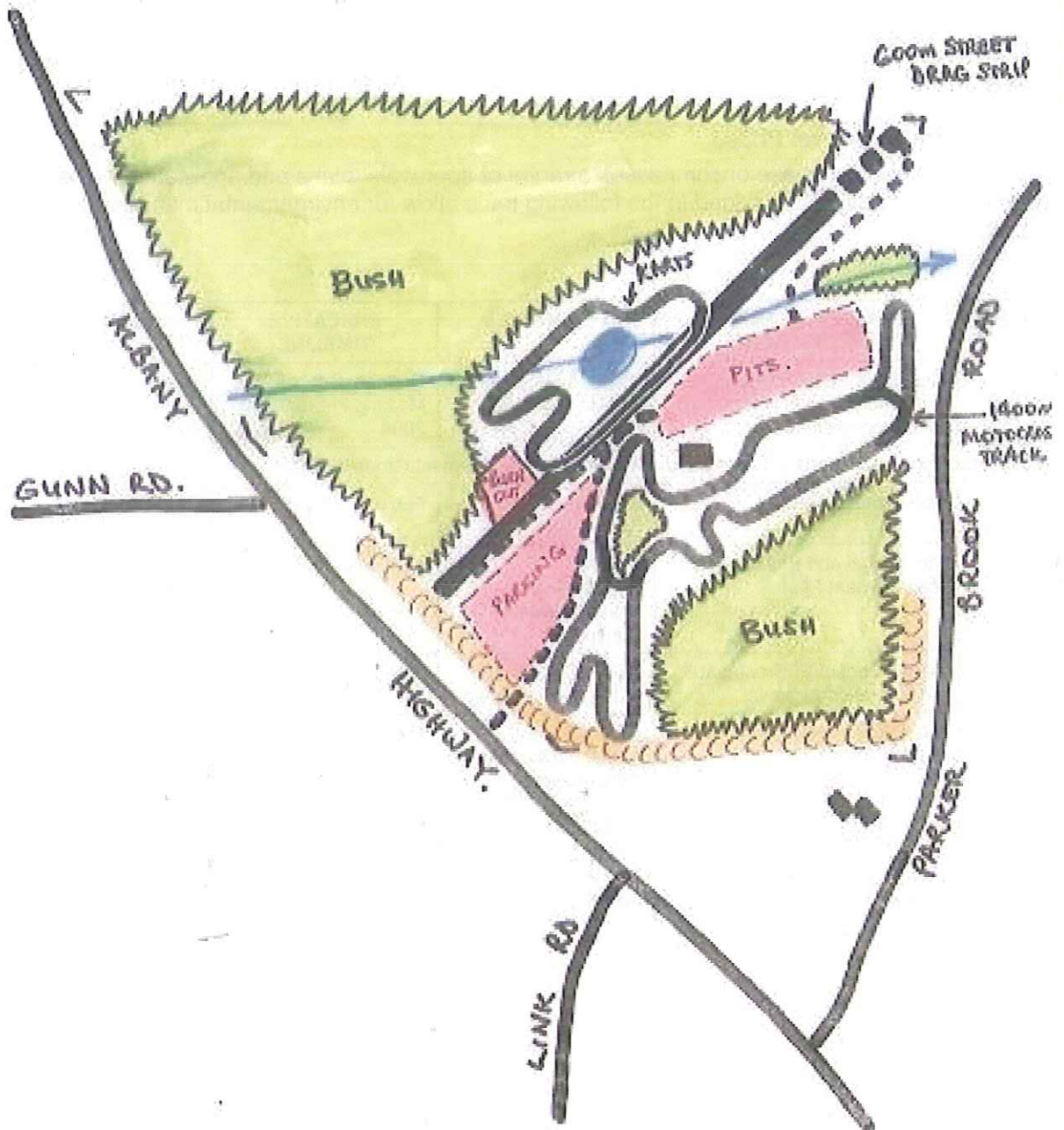
8.2.1 Option 1 – with kart track in-situ and 310 meter street drag strip



8.2.2 Option 2 – with kart track in-situ and 400 meter street drag strip



8.2.3 Option 3 – with kart track relocated and 600 meter street drag strip



**8.3 Site Accessibility**

The proposed preferred site on Parker Brook Reserve presents easy access off the Albany Highway, south of the Airport. Visible and well designed signage will enhance accessibility to the site.

Main Roads have indicated that entrance/exit point intersection improvements may be required, depending on the amount of traffic accessing the site.

**8.4 Design and Approval Phase**

The design and approval phase encompasses a range of approvals, plans and applications. The indicative timeline and costs provided in the following table allow for environmental management and funding approvals.

PHASE	APPROVALS / PLANS / APPLICATIONS	PERSONNEL	INDICATIVE TIMELINE	INDICATIVE COST
1.0	Receipt of Feasibility Study and determination in relation to recommendations	City of Albany Council Council	Ordinary Council Meeting February 2009	N/A
Project Leadership Assumed by 'Great Southern Motorplex Management Group' (GSMMG)				
1.1	Noise Impact Report	GSMMG, Noise Consultant	Feb 09 – May 09	\$14,000
1.2	Site design and Environmental Management Plan	GSMMG, Engineering/ Environmental Consultant	April 09 - July 09	\$30,000 + \$5000 contingency
1.3	Department of Environment & Conservation Approval	GSMMG, DEC and project stakeholders	July 09 – Sept 09	N/A
1.4	<i>If full Public Environmental Review is required</i>	<i>GSMMG, DEC further Environmental Consultancy</i>	<i>Potentially up to 5 years</i>	<i>\$30,000</i>
1.5	Funding Applications for construction stage 1	GSMMG	July 09 – Feb 10	In Kind by clubs
1.6	Infrastructure design – professional fees	External Consultant / Architect	July 09 – Oct 09	Fees provided within construction stages

**8.5 Construction Staging Options**

Construction staging options will depend on the finalised project design and user group planning. Priority within the development should regard motocross track infrastructure, noise impact design solutions and site access restrictions such as fencing vegetative areas as a high priority.

**8.5.1 Stage 1: Based on the scope of concept design option 3**

Stage 1 is proposed to include the construction of:

PRIORITY	ITEM	INDICATIVE COST
1	Acoustic mounds and/or defined noise impact design solutions	\$75,000
2	Motocross track	\$200,000
3	Reserve fencing	\$40,000
4	Drainage vegetation buffer	\$10,000
5	Motocross track reticulation	\$20,000
6	Wash-down bay	\$5,000
7	Pit area stage 1 – 50%	\$115,000
8	Track connection and access road stage 1 – 50%	\$50,000
	<i>Allowance for site works and services</i>	<i>\$80,000</i>
	<i>Contingency</i>	<i>\$50,000</i>
	<i>Professional fees</i>	<i>\$40,000</i>
	<i>Cost escalation allowance</i>	<i>\$30,000</i>
<b>TOTAL</b>		<b>\$715,000</b>

*Nominal: Payment from Albany Motorcycle Club to Albany City Kart Club for use of transportable ablutions that were recently purchased and power that was recently installed. Payment could be either a lump sum or a rental agreement between the 2 parties.*

**8.5.2 Stage 2: Based on scope of concept design option 3**

Stage 2 is proposed to include the construction of:

PRIORITY	ITEM	INDICATIVE COST
9	Ablutions	\$150,000
10	Clubroom / canteen / office space	\$250,000
11	Upgrade of kart track	\$300,000
12	Site Entry Statement (Signage)	\$10,000
	<i>Allowance for site works and services</i>	<i>\$150,000</i>
	<i>Contingency</i>	<i>\$100,000</i>
	<i>Professional fees</i>	<i>\$120,000</i>
	<i>Cost escalation allowance</i>	<i>\$60,000</i>
<b>TOTAL</b>		<b>\$1,140,000</b>

**8.5.3 Stage 3: Based on scope of concept design option 3**

Stage 3 is proposed to include the construction of:

PRIORITY	ITEM	INDICATIVE COST
13	Drag Strip	\$400,000
14	Burn-out area	\$45,000
15	Pit area stage 2 – 50%	\$115,000
16	Track connection and access road stage 2 – 50%	\$50,000
17	Parking area	\$230,000
18	Site spectator seating and shade	\$50,000
19	Ambulance / first aid area	\$20,000
20	Water catchment basins	\$15,000
	<i>Allowance for site works and services</i>	<i>\$70,000</i>
	<i>Contingency</i>	<i>\$100,000</i>
	<i>Professional fees</i>	<i>\$60,000</i>
	<i>Cost escalation allowance</i>	<i>\$60,000</i>
<b>TOTAL</b>		<b>\$1,215,000</b>

## 9 MANAGEMENT PLANNING

### 9.1 Project Construction and Management Responsibility

In accordance with Council's adopted Recreation Planning Strategy 2008-2013, it is likely that following the feasibility study, led by the City of Albany, the clubs will be responsible to undertake future project management including additional design components, funding, construction phase and facility management.

Due to the many Albany recreation facilities that are operated by volunteers from the community, the City does not have the capacity to sustain equitable operational, management and planning arrangements across the board for all recreation pursuits. The City has defined within its Recreation Planning Strategy 2008-2013, its parameters regarding the City's role in recreation and sporting facility development and construction (appendix 6).

The Department of Sport and Recreation Facility Planning Guide (March 2007), states that the basis of shared provision and use is to broaden access, maximise usage and rationalise costs in order to get the best possible value from the facility. However, if shared facilities are to be successful, all parties need to think through their specific needs for access and use, and be assured that an opportunity for compatibility exists before planning advances to the design phase.

### 9.2 Long Term Management Arrangements

It is expected that the proposed user groups will take a lead role in future management of the site with agreements between relevant parties. In order to ensure equity, the lease for the site may need to be amended to an equitable tripartite agreement.

Representatives from proposed user groups have formed the Great Southern Motorplex Management Group that is committed to negotiating project design and construction as well as providing future site management direction. It is essential, however, to recognise the importance of continued club autonomy whilst collaborating.

In accordance with Council's adopted Recreation Planning Strategy 2008-2009 (appendix 6), Council has offered facilitation services at key decision making points to assist the committee to identify realistic future goals and strategies for positive outcomes.

## 10 APPROVALS AND STUDIES

Further to this feasibility study, an environmental noise impact assessment, developed through an independent source, is required to assess and provide direction on design and management solutions to meet the Environment Protection Authority (EPA) requirements on noise abatement.

Due to the environmental disposition of Parker Brook Reserve 1947, any construction design or vegetative clearing is required to be approved through EPA prior to development.

Parker Brook Reserve (reserve 1947) is vested to the City of Albany and therefore any construction, expansion and/or addition to the reserve or change to any lease agreement is required to be adopted by Council prior to development.

Due to a natural drainage line traversing the reserve, recommendations from the Department of Water should be sought regarding water management.



**11 CAPITAL FUNDING OPPORTUNITIES**

Potential Contributors	Funding Available
Department of Sport and Recreation – Community Sporting and Recreation Facilities Fund (CSRFF)	Local Governments and community groups can seek up to a third contribution (conditions apply)
Lotterywest	Funds may be available for multipurpose facilities that encourage and increase community participation
City of Albany	Funds may be available through the City's community funding assistance scheme that can be applied for. Application closing date for major grants, above \$10,000, is 30 <sup>th</sup> of November annually. ( <i>Council Policy: Community Financial Assistance Program</i> )
Other surrounding Local Government Authorities	Depending on the regional aspect of the project, surrounding Local Government Authorities could potentially contribute
The Private Sector	Private interests such as churches, local business groups, developers and major employers within the community may contribute funding towards the project.
Local Community	Community funding may be sourced through: <ul style="list-style-type: none"> <li>• Contributions from potential user groups</li> <li>• Fundraising activities</li> <li>• Voluntary labour</li> <li>• Donations of materials and services</li> <li>• Sponsorship</li> </ul>
State Sporting Association	Relevant state sporting associations may provide financial support and/or information/expertise support
Royalties for Regions	Funds may be sourced through this scheme for major infrastructure – prioritisation for projects are allocated through the local government
Country Local Government Fund	Funds may be sourced through this scheme for major infrastructure – prioritisation for projects are allocated through the local government

## 12 SUSTAINABILITY

### 12.1 Sustainability Indicators

As detailed in the City's Recreation Planning Strategy 2008-2013 (appendix 6), new facility development should aim at having the maximum likelihood of sustainable operations by ensuring effective planning and passive design elements.

Preliminary impact assessment considerations relating to this study was documented to assess the impact on environmental, economical and social factors (Appendix 5).

#### 12.1.1 Environmental Indicators

Parker Brook Reserve (reserve 1947) is located adjacent the Airport, along Albany Highway. A large section of the reserve is currently allocated in the Airport noise buffer zone and the Albany speedway noise buffer zone ceases a minimal distance south of the reserve.

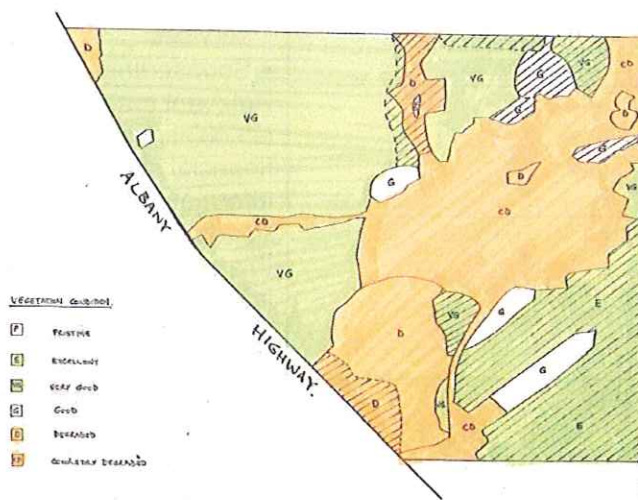
In 2002, the Albany Community Environment Centre provided correspondence regarding their concerns relating to the environmental impact of future development on this reserve.

Subsequent to this correspondence, a vegetation and flora survey was conducted in September 2005 (E.M. Sandiford). This survey indicated the following points:

- Approximately 33% of the reserve has been cleared for the purpose of motor sport activity (sprint kart).
- The remaining 66% is remnant bushland.
- The topography is either flat or gentle slopes.
- A drainage line traverses the reserve west to east.
- The soils are typically sandy clays or clay loams.
- Laterite capping is very close or at the surface resulting in seasonally wet or waterlogged soils in most areas.
- No declared rare flora was observed, three priority species were recorded – reserve access near the priority 1 notification on one such flora species will need to be restricted (located in south west corner of the reserve).
- All priority species have been recorded in areas of good or very good vegetative areas.
- Due to three priority species and the presence of two unusual vegetation units are evident in the area, the reserve is suggested to have a high conservation value.

Map 2 below, Parker Brook Reserve Vegetative Condition Layout, indicates the vegetation condition of the reserve area.

Map 2: Parker Brook Reserve vegetative condition layout



Indicative designs suggest that the proposed Motor-Sport Complex can potentially be designed within the reserve with minimal impact on vegetation classed as good or very good. Measures can also be taken to exclude such areas from access to clubs and personnel.

Technology to enhance energy efficiency should be considered throughout the construction design phase so as to minimise carbon emissions. Consideration should be given to sustainable energy provisions such as solar systems, material recycling opportunities, sustainable water catchment and alternative wastewater treatment and recycling systems.

Reserve management planning should include strategies involving water management, noise management, flora and fauna management and waste management.

Due to the concerns raised regarding noise impact on the proposed preferred site, it is a requirement that an environmental noise impact assessment is performed on the site by an independent consultant so as to assess and provide direction on design and management solutions to meet the Environmental Protection Authority requirements on noise abatement.

### **12.1.2 Economic Indicators**

The Department of Sport and Recreation (external funding body) and the City of Albany (Local Government Authority) have prominently indicated that an improved strategic approach toward the design and sustainability of recreation infrastructure is required through co-location / shared facilities.

As stated in the SD4 document, developed as a strategic direction for the Department of Sport and Recreation, *“Sport and recreation infrastructure planning and provision must fully embrace principles and best practice of; sustainability, evidenced based decision-making, collaborative provision modelling, asset management and life cycle costing.”*

Additionally, the City of Albany’s Recreation Planning Strategy 2008-2013 adopts principles of co-location parameters to ensure resource sustainability, efficiency and effectiveness.

The benefits to the clubs in pursuing a ‘joint-use’ facility will potentially see an increase in their membership, creation of a motor-sport ‘social hub’, shared capital and ongoing operational costs, resources and expertise and maximised use of infrastructure creating project sustainability. The broader community will also benefit through increased tourism, service provision and enterprise sustainability.

A prioritised and staged approach is required to create a sustainable and realistic development plan. The proposed stage development, as detailed in section 8.5, construction staging options, of this study shows infrastructure prioritisation in a three stage proposal.

### **12.1.3 Social Indicators**

A holistic approach to demonstrating the effects of social indicators is appropriate, involving physical, mental, emotional and cultural aspects.

Preliminary considerations indicated an overall positive effect on social indicators including increased community quality of life, ability to gain equitable access to services and the positive impact on the level of physical activity and active citizenship in the community.

It is expected that all club memberships and participation levels will increase with the implementation of the project, as well as creating a ‘social hub’ through club interaction.

## **12.2 The Risk of Inaction**

Progressing this project into a construction phase will require a significant commitment of resources by key stakeholders and may also require some compromise between such parties. With this in mind, it is important to identify and consider the consequence of not progressing.

**12.2.1 Environmental Consequences**

It is likely that some individuals that participate in motor sport activities will access areas in restricted reserves or on-road sites if local motor sport infrastructure is not provided, such as a motocross track and street machine drag strip.

This will not only likely increase the level of adverse environmental impact on restricted reserves but will also impact reserve neighbours.

One of the key reasons for pursuing this project initially was to assist in combating the ‘hoon’ culture by providing access to controlled infrastructure in a safe environment. Consequently if the infrastructure is not provided, using this avenue to potentially reduce on-road hooning will not occur.

**12.2.2 Economic Consequences**

If the project is not implemented as a joint-project, using co-location principles, between the Albany Sprint Kart Club, Albany Motorcycling Club and Great Southern Street Machine Association, it is likely that clubs will either pursue access to individual infrastructure and/or sites or cease operations.

Economically this will restrict the ability to access financial support from potential funding bodies such as the Department of Sport and Recreation, Lotterywest and Local Government Authorities as per strategic documentation and policies.

**12.2.3 Social Consequences**

The Albany Motorcycle Club expects that if motocross infrastructure is not accessible, the club will likely cease operations and disband members.

The ability to gain equitable access to infrastructure locally for the purpose of motor-sport activities would be reduced.

**12.3 Sustainability Summary**

Through committing to environmental management strategies and implementing co-location principles, project sustainability can potentially be achieved given that the indicative design for the complex is likely to create an environment where there is minimal disturbance to good or very good vegetative areas within the reserve.

However, project sustainability is subject to:

- The ability to implement noise design and management solutions that are compliant with Department of Environment and Conservation policies and regulations; and
- The ability to construct in a staged development, incorporating high priority infrastructure within stage one.

An environmental noise impact report on the site by an independent consultant will assess and provide direction on design and management solutions to meet the Environmental Protection Authority requirements on noise abatement.

### 13 EXCLUSIONS AND LIMITATIONS CLAUSE

This study has been prepared by an in-house team with external assistance through quantity surveying. While accurate at the time of release future requirements may necessitate appropriate changes that meet the direction of the project.

If the project deviates following the adoption of the study, justification should be provided and approval sourced through the City of Albany and other relevant stakeholders.

Other identified limitations include:

- Infrastructure extension beyond Reserve boundary;
- Adjacent Airport parameters;
- Law and legislative controls;
- Change in the scope of the facility; and
- Level of infrastructure – design considerations to meet environmental guidelines.

### 14 CONCLUSION AND RECOMMENDATIONS

#### 14.1 Conclusion

This study investigated the feasibility of co-locating motor-sport and driver training facilities to a suitably identified site. The study provides site options and rationale, indicative concept design and estimated capital scope regarding recommended infrastructure.

Subject to the ability to meet the recommendations detailed in section 1.14 below the project is considered environmentally, economically and socially sustainable.

At the August 2008 meeting Council determined that following receipt of study / recommendations, Council would determine whether to:

- Undertake the proposal as a City project;
- Support the clubs as they undertake planning, design and construction; or
- Not approve continuation of the project.

Given Council's adopted Recreation Planning Strategy 2008-2013, defines that:

*"Incorporated community organisations shall be responsible for undertaking the feasibility, design, funding and construction of facilities such as clubrooms and specialised surfaces such as tennis courts and motorsport tracks, in accordance with relevant actions within this strategy and other council strategies, policies, conditions, procedures and guidelines."*

It is recommended that the project is managed by the 'Great Southern Motorplex Management Group'.

14.2 Recommendations

**RECOMMENDATION 1: Council's Conditional Support for the Proposal**

That Council receives the 'Motorsports Complex Feasibility Study' and supports the concept of the development of a Motor-Sport Complex on Parker Brook Reserve (reserve 1947), subject to achievement of and council's satisfaction with the following:

7. 'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:
  - Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;
  - Requirements of the Environmental Protection Act 1986; and
  - Requirements of the Environmental Protection (Noise) Regulations 1997.
8. Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval
9. Approval of the Site Design and 'Environmental Management Plan' by the EPA
10. A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:
  - operation and functionality of the site management group
  - responsibilities and entitlements of co-located tenants
  - noise management
  - waste management
  - water management
  - facility access and security management
  - asset maintenance and management
  - reserve flora and fauna management
  - principles for major event management at the site
11. The achievement of sufficient external funding to undertake each stage of the proposal
12. A new/ amended lease over the site containing provisions that the facility is constructed and operated in accordance with EPA approval, council determinations in relation to the items above and any other relevant council strategies, policies, procedures and determinations.

**RECOMMENDATION 2: Project Development**

That the feasibility study is handed over to the 'Great Southern Motorplex Management Group' who will:

- lead and undertake responsibility for the development of the project (including but not limited to the items in recommendation 1)
- undertake responsibility for the lease and management of the site.

*It is noted that:*

- *The clubs may choose to apply to the City for community financial assistance for the project and that the City may choose to allocate funding for the project as part of 'royalties for regions' or other future government allocations.*
- *Where possible, within the limits of available resources, the City will provide facilitation, in conjunction with the Department of Sport and Recreation, providing guidance to the group at key decision making points as they undertake development of the project.*

## 15 REFERENCES

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## 16 ACKNOWLEDGEMENTS

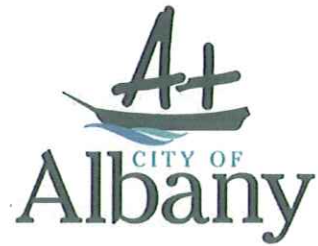
The City of Albany would like to thank all personnel and organisations involved in the development of this feasibility study, including those listed in section 4.2 of this document.

## 17 APPENDIX

- Appendix 1: Albany Local Planning Strategy Map
- Appendix 2: Great Southern Road Safety Coordinating Committee - Discussion Paper
- Appendix 3: RAC Victoria, review on the effectiveness of driver training as a road safety measure
- Appendix 4: Map 1: Aerial Photograph, Parker Brook Reserve (Reserve 1947)
- Appendix 5: Albany Motor-Sport Complex Feasibility Study Preliminary Impact Assessment Considerations
- Appendix 6: City of Albany, Recreation Planning Strategy 2008-2013



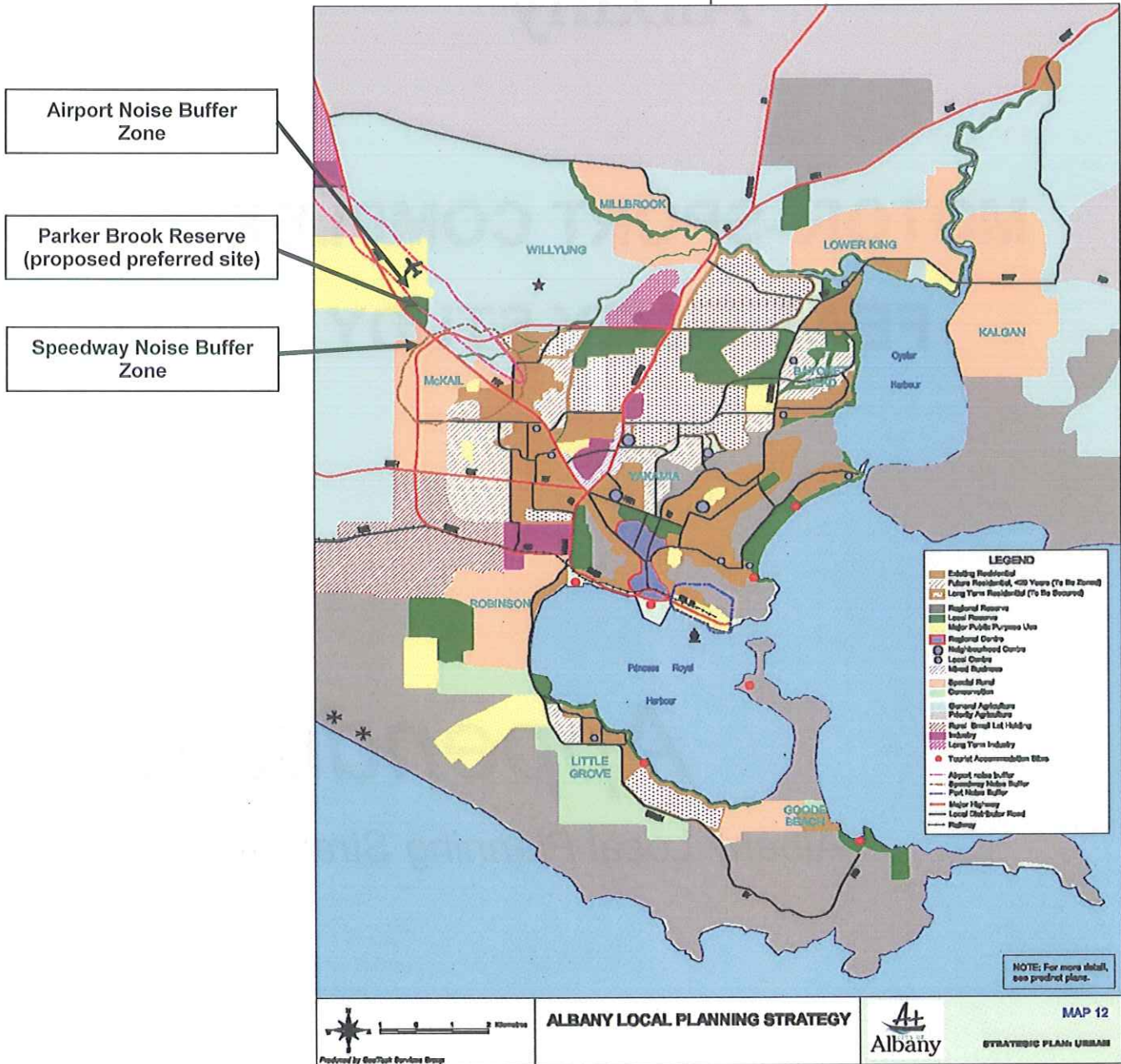




# MOTOR-SPORT COMPLEX FEASIBILITY STUDY

## *Appendix 1:* *Albany Local Planning Strategy Map*

Albany Local Planning Strategy Map





**MOTOR-SPORT COMPLEX  
FEASIBILITY STUDY**

*Appendix 2:*

*Great Southern road Safety Coordinating Committee*

*Discussion Paper*



**Driver Training Discussion Paper  
February 2005**

**Presented by:  
Great Southern Road Safety Coordinating Committee**

**Background**

Nearly 40% of drivers and riders involved in fatal crashes are aged 17 to 24 with 90% of these being male. The major factors contributing to fatal crashes are drink driving (22%), speed (35%) and possibly fatigue.

Though only 27% of WA's population live outside Perth, nearly 60% of fatal crashes occur in country areas.

The Middleton Beach foreshore area has always been a popular meeting place for young people (and their cars) over the weekends and holiday periods. The area has a long history of complaints from residents in the area, concerned about the noise from vehicles, unsafe driving practices and anti-social behaviour of those 'hanging about' the foreshore area.

Middleton Beach foreshore has had considerable development in recent years, with older beach houses being replaced by up-market units and houses and the area increasingly popular with tourists.

The City of Albany and local police have targeted the area over a number of years, due to the convergence of young people, road safety issues and complaints from locals.

Under the directions of the District Superintendent of Police Operation 'Dob in a Donkey' (1 and 2) have run since June 2003. In conjunction with 'Dob in a Donkey', Operation 'Clean Up' at Middleton Beach was held during the end of 2004 involving covert and overt police action detecting 'donkeys' and fining and/or confiscating vehicles.

**Issue**

The youth, who meet in the Middleton Beach foreshore area feel 'victimised' by the police and City of Albany by their constant monitoring and police actions.

Local residents have been vocal in their concerns about the 'hoon factor' and the impact on their lives, their neighbourhood and a key tourist area.

Local identities organised a meeting between the 'factions' and a commitment was made by the police and City of Albany to investigate a Driver Training/Motor Sport Facility, which could cater for the needs of the various groups as an alternative to Middleton Beach Foreshore area.

City of Albany undertook a field trip to Collie Motorplex in November 2004 to investigate the facility and gain an insight into the 'social and economic benefits of the project'. The recommendation from the trip was 'The City of Albany in conjunction with the Albany Street Machine Association and other interested parties conducts a feasibility study into the establishment of a Driver Training & Motor Sports complex in Albany.

**The Great Southern Road Safety Coordinating Committee are committed to supporting measures to remove the 'hoon element' and anti-social behaviour off the roads, and in particular from around the Middleton Beach area.**

**The Great Southern Road Safety Coordinating committee are concerned that consideration has not yet been given to the road safety impacts of a driver training centre and the support for a driver training education centre of this kind is contrary to the world wide research for road safety.**

### Research

Driver training and education as a means of improving driving skills among inexperienced drivers, with the ultimate goal of reducing the number of fatalities on our roads, is a complex, often controversial subject. Though there is a broad consensus that more needs to be done, the methods used are many and varied, with not a lot of valid and reliable research.

Williams and Ferguson (2004) state clearly '**despite decades of research indicating driver education does not reduce crash involvement among beginner drivers, it still has tremendous appeal as a means to improve driver safety.**'

Well-intentioned individuals and groups will often appeal for more and better driver education. Though receiving widespread public acceptance, there is no evidence that courses teaching advanced driving manouvers such as skid control improve novice/beginner driver safety, and in fact they can produce adverse outcomes.

The RAC Victoria commissioned a comprehensive review of innovative approaches to driver training and education in 2003. One of the key findings was that **training/education cannot replace the need for novices to receive large amounts of on-road, in car experience at the learner level.**

The RACV review suggested that 'driver education or training programs that focus on providing experience rather than conventional instruction are likely to be more beneficial because they enhance the development of cognitive skills in novice drivers'.

A review by Mayhew and Simpson (2002) concluded that 'education/training programs provide little support for the hypothesis that formal driver instruction is an effective safety measure.'

The research and literature suggest that sufficient and appropriate experience is the key to safer, lower risk driving for novices. Swedish programs have shown a reduction in novice driver crash involvement by up to 35% through markedly increased supervised, on-road experience at the learner level (ie up to 120 accumulated hours on-road driving experience prior to licensing).

**The Great Southern Road Safety Coordinating committee supports any efforts to increase the number of on-road supervised learner hours prior to and after gaining a license.**

Research has also found that schemes that provide time discounts for learners if they complete driver training or education programs are not justified. Any training should not hinder the essential unconscious, experiential learning gained from supervised time behind the wheel.

Evidence is also showing that whatever the causes, the age factor plays out in a more risky driving style among adolescents. Research by Williams and Ferguson (2002) states 'compared with older drivers, younger people are more likely to drive at excessive speeds, follow too closely, violate traffic signs and signals, overtake other vehicles in a risky manner....' Immaturity, inexperience and the thrill of the risk often interact.

### **Possible Solutions**

Collective research is suggesting:

- \* Advanced driver education courses, including off road courses involving teaching crash avoidance techniques, do not reduce the risk of crashing in young drivers, in fact the courses can have the opposite effect.

***Recommendation - Do not support driver education courses for pre-license or probationary drivers at any off-road facility.***

Clear guidelines on the targets groups for the Motor Sport Facility – who it is being aimed at, and what is the purpose of the facility.

***Recommendation – City of Albany develop clear guidelines on user groups, and take into account the 'road safety' impacts this sort of facility may have.***

**References**

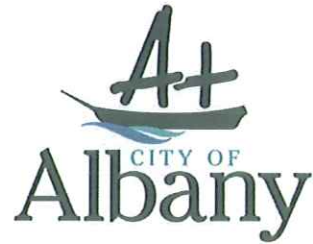
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**MOTOR-SPORT COMPLEX  
FEASIBILITY STUDY**

*Appendix 3:*

*RAC Victoria, review on the effectiveness of driver  
training as a road safety measure*





City of Albany Records  
 Doc No: ICR8067798  
 File: MAN248  
 Date: 17 OCT 2008  
 Officer: RPO1  
 Attach:

# The Effectiveness of Driver Training as a Road Safety Measure

2007 Edition/Update

## Introduction

Debate continues in Australia and overseas about the value of training for car drivers as a means of improving driver behaviour and reducing road crash involvement (1). This document provides an up-to-date summary of scientifically-based Australian and International research about the effectiveness of driver training programs for:

- learner drivers,
- young/recently licensed drivers, and
- experienced drivers.

It summarises and references relevant reports, papers and other publications published in scientific journals, conference proceedings or by reputable sources such as government agencies, universities, and research organisations over the last 30 years. These publications applied scientific principles to the evaluation of the effects of driver training on crash involvement, crash risk or other factors such as driver behaviour

Effectiveness means the degree to which driver training programs reduce the participant's risk of crashing compared with drivers who did not undertake such programs.

While driver training and driver education are not the same, these terms are often used synonymously (2, 3). This summary deals with driver training rather than education per se. However, as many driver training programs have been termed "education" published materials labelled as both "driver education" and "driver training" are considered.

## The effectiveness of driver training for learner drivers

Learner drivers are particular targets for driver training efforts of various types (4-7).

### Pre-licence training programs

Various organisations or groups operate special driver training programs for learners and pre-learners. These programs usually aim to encourage the development of safe driving techniques, and can involve road law knowledge tuition and some in-car components, either on an off-road track or circuit, or on-road under supervision.

The research literature suggests that, beyond imparting basic car control and road law knowledge skills, these courses contribute little to post-licence reductions in casualty crashes or traffic violations (6-13).

In addition, some of these programs that have been made compulsory and offered through high schools in overseas countries, have not been found to be effective and may contribute to increased exposure-to-risk for young drivers, particularly females, by encouraging early solo licensing (14-20).

There is also considerable evidence that driver training that attempts to impart advanced skills such as skid control to learner drivers may contribute to increased crash risk, particularly among young males (7, 18, 21-23). This pattern of results has been confirmed and replicated across numerous studies conducted in Australia, New Zealand, North America, Europe and Scandinavia over the last 30 years (eg 23-31).

Evaluations of pre-licence training programs have generally found no significant differences between learners trained off-road (i.e. at off-road facilities that are not part of the road network) and those trained on-road, in real world driving conditions, in respect of subsequent crash or violation involvement (26, 31, 33, 34). Off-road training is

more expensive to provide than on-road training as off-road facilities are costly to build, operate and maintain (24, 26). Such facilities may also divert scarce funds away from more effective road safety initiatives and countermeasures.

#### **Professional driving instruction for learners**

Basic driver training works at an instructional level. Most people are initially trained to drive by a driving instructor, friends, relatives, or a combination of these, in order to obtain their driver licence. This type of driver training concentrates on basic car control skills, driving techniques, road law knowledge and initial driver licensing (8, 35, 36).

Greater levels of supervised, real world experience during the learner period have been shown to reduce post-licence crash involvement by up to about 35% (37-39). Comparisons of the post-licence crash experience of learners who were trained exclusively by professional driving instructors and those trained exclusively by parents, relatives or friends, is much the same (39). However, research shows that encouraging cooperation between driving schools and parents in learner driver training may be beneficial in increasing the quality of instruction and the quantity of learner driver experience (41, 42).

It may also be useful to provide guidance to professional instructors in respect of the type and extent of pre-licence experience that learner drivers should receive (where, when, how and what) before being presented for initial licence assessment - this proved useful in Denmark (43). Historically, many instructors have focused more narrowly on preparing novices for licence testing.

Research suggests that the best learning environment for the beginning driver is the real road system under the supervision of an experienced driver or instructor (12, 23). Learner drivers under supervision on-road have a low risk of crash involvement, probably the lowest of all driver groups (44-45). The accumulation of an on-road driving "experience bank" is perhaps the major potential contributor to reduced crash risk in solo driving for novice drivers (6, 19).

In some North American States or Provinces, the completion of approved driver education or training (provided by driving instructors or via high school driver education) has allowed learner drivers to shorten their learner permit period or lower the number of experience hours, required for a solo driving licence. Recent research has shown that the provision of these "time discounts" has resulted in significant increases in crash involvement among new drivers granted this discount (46-49). Researchers concluded that driver training or education cannot substitute for driving experience gained as a learner. In light of these findings, driver licensing authorities are moving to remove such time discounts.

## **The effectiveness of driver training for young and/or recently licensed drivers**

Some young or recently licensed drivers attend post-licence driver training courses in the belief that this may improve their driving skills and reduce crash risk. At face value, this has some intuitive appeal. New drivers are at greatest crash risk in the first six months of solo driving (6, 50). However, there would appear to be little evidence that training programs undertaken by young and/or recently licensed drivers are effective in reducing crash risk or traffic violations (6, 18, 51-53). Such training often leads to an increase in confidence and optimism bias (i.e. where novices can believe that they are more skillful than they actually are) and sometimes an increase in crash risk for novices, particularly young males (12, 14-18, 40).

From a theoretical perspective, there is support for the development and application of programs that target optimism bias, over-confidence and attitudinal or motivational factors that influence driving behaviour (23, 54, 55). Several programs using this approach - sometimes referred to as "insight" training - have been trialled in Sweden (56) and the Netherlands (57). Evaluations using behavioural rather than crash-based methods have been undertaken. However, there is little evidence thus far that this type of training reduces crash/violation risk among novices as few crash-based studies of these newer approaches to training have been completed (13, 19).

## **The effectiveness of driver training for experienced drivers**

There is no sound evidence that either advanced or defensive driving courses reduce the crash involvement of experienced drivers who attend them (4, 5, 58). This is perhaps not surprising as such drivers, particularly those between the age of 25 and 59 years, are quite experienced and already have a relatively low crash risk per distance travelled.

There is evidence from US studies that some programs designed to reduce offence rates among drivers with a history of traffic violations may be effective, but this does not seem to translate into reduced crash involvement (59-60).

Driver training may be more effective in fleet settings than for drivers in general (4, 61-63). However, crash reductions among fleets that have been attributed to driver training programs often disappear when the effects of other factors are taken into account (64). Swedish research suggests that other more economical measures, such as group discussion on safety issues and incentive programs may be more effective in crash reduction terms than driver training programs (5, 64).

## Why does driver training not seem to be effective in reducing crashes?

Promoting driver training as a means of improving driving skills and knowledge assumes that there are deficiencies in the skills or knowledge of drivers, and that these can be improved via training. It also assumes that these skill deficiencies increase the risk of crash involvement. These assumptions are largely false and based on beliefs not supported by the weight of research evidence (16, 65, 66).

It may be unreasonable to expect driver training to deliver crash reductions (4, 67). Improving knowledge and skill does not always lead to a change in behaviour among drivers. Furthermore, a driver trainer has little control over the post-course behaviour of trainees, the motivation of trainees to apply what has been learned or the many other risk factors that may contribute to crash causation. Drivers, particularly young drivers, can and do take risks that have little to do with how much skill and/or knowledge they have, but much to do with motivation and psychological factors (4, 6, 66, 68, 69). There is little evidence to suggest that driver training accelerates the development of hazard perception skills, or other cognitive skills. These skills are developed largely via the experience of real world driving (7, 12, 19, 35, 70).

Some driver training programs claim to modify "attitudes". Even if attitudes could be changed it would not necessarily be helpful as there is a poor causal relationship between attitude and actual behaviour (65, 71). In addition, driver training is unlikely to undo firmly established past learning laid down through weeks, months and years of practice and experience, nor alter motivation or change underlying personal values.

## Alternatives to conventional driver training

Research suggests that alternative road safety initiatives may be more beneficial than conventional driver training, particularly among novice drivers. Alternatives worth considering include:

### Increasing the amount of supervised on-road experience that learner drivers receive:

Research shows that learners who received about 118 hours of supervised experience had up to 35% fewer crashes than those who received only 41-47 hours (37). Later research also showed that, those who practised more as learner drivers had lower crash involvement after licensing (72, 73). VicRoads, Transport Accident Commission (TAC), Royal Automobile Club of Victoria (RACV) and other road safety organisations have encouraged learner drivers to gain lots of supervised pre-licence driving experience (45). From July 2007 Victorian learner drivers require a minimum of 120 hours of supervised, on-road instruction/experience prior to solo driving (74).

Programs have been developed by VicRoads, the TAC and RACV to encourage learners to gain greater supervised experience through cooperation between parents and driving instructors (45, 74-77).

### A different type of training:

Improvements in driver training may be achieved in the longer term by concentrating on cognitive and perceptual skills, together with a greater emphasis on how factors such as beliefs and motivation shape driver behaviour (19, 20, 66, 78). This would require a different type of training program than is currently offered. Education programs delivered over several years, perhaps through secondary schools, to foster development of safe attitudinal/motivational factors, have also been suggested as an alternative to short-term driver training (20, 79). While theoretically sound, the effectiveness of such programs in effecting changes in attitude, behaviour or crash risk is yet to be proven (6, 19, 20).

### National novice driver programme trial:

In 2005, the Australian, New South Wales and Victorian Governments together with the Federal Chamber of Automotive Industries (FCAI), the Insurance Australia Group (IAG) and the Royal Automobile Club of Victoria (RACV) announced a trial, to be funded by them, of a special novice driver education program. The trial will involve 7,000 young drivers in New South Wales and 7,000 Victoria and equivalent numbers of young drivers in control groups in the two states. The intent of the trial is to measure the road safety effects of best-practice approaches to the education and development of novice drivers (80). For further details visit the Australian Transport Safety Bureau (ATSB) website (81).

### Graduated licensing schemes:

Under a Graduated Licensing Scheme (GLS) novice drivers do not receive an unrestricted solo driver licence immediately and must gain experience under lower risk conditions (e.g. zero blood alcohol content) and remain relatively offence free over a period of up to three years (7,19). GLS programs have been described as "apprenticeship" systems for new drivers where they gain experience under less risky driving conditions before "graduating" to an open licence with few restrictions (82). While GLS programs vary in content and duration and apply across jurisdictions with minimum solo licensing ages ranging from 15 to 18 years, the central risk reduction aim is the same (19, 76). To be effective, GLS conditions need to apply to all new drivers regardless of where they live as increased crash risk is not confined to rural, regional or urban areas (70, 82).

Research shows that while many individual GLS differ in respect of the conditions they contain, crash-based evaluations in New Zealand and North America show statistically significant reductions in novice driver crashes typically ranging from about 7% to over 20% (19, 82, 83). The most effective GLS are those that contain restrictions on passenger carriage and late night driving in the first six to 12 months of solo driving (18).

Most Australian States and Territories have a GLS of some kind. For example, Victoria applies a GLS approach to novice drivers and in 2006 expanded the program to include restrictions on mobile phone use for novices and the requirement for learner drivers to accumulate at least 120 hours of supervised on-road experience before being eligible for gain a probationary licence (74).

**Higher order testing within a graduated driver licensing program:**

Some graduated driver licensing programs require novices to pass additional tests of higher-order skills to progress to less restricted licensing levels and to "graduate" to full licence status. For example, the NSW GLS requires novices to pass a screen-based Hazard Perception Test (HPT) in order to graduate from the most restricted P1 licence (the first solo licence) to the less restricted P2 licence (84, 85). This is a touch-screen computer test that measures the candidate's ability to recognise and respond to potentially dangerous situations and to react appropriately. Preliminary research from Victoria's use of similar hazard perception testing within the probationary licensing system suggests that such tests can predict novice drivers likely to be at greater crash risk (86). Research into the effectiveness of HPT is continuing in Australia and overseas.

**Comprehensive fleet management safety programs:**

A combination of approaches can help reduce crash risk and involvement within company fleets (62, 64, 87, 88). A multifaceted approach to fleet safety dealing with the selection of vehicles (i.e. purchasing only vehicles with good crashworthiness features) and management of where, when and how vehicles are used may help reduce crash risk. Recent studies have identified ways of increasing fleet safety via the application of best practice approaches (87). This includes the implementation of integrated occupational health and safety policy and practices within the organisation to influence fleet vehicle selection, education about safe vehicle use for employees, incentives for crash free driving (not rewards) and the promotion of a safety culture within the organisation (87, 88). Research into understanding and improving fleet safety continues (89, 90).

**Enforcement:**

Police enforcement is effective, particularly when drivers understand that they will get caught and perhaps lose their license if they break the law (91). The most effective enforcement targets behaviour such as drink-driving, speeding and red light running (92, 93).

## Conclusions

Overall, the research evidence suggests that most driver training contributes little to reductions in accident involvement or crash risk among drivers of all age and experience groups. Low individual crash risk and decay of learning work against the potential effectiveness of driver training programs that concentrate on car control skills or deal with rare events such as emergencies. The high motivation which trainees usually bring to driver training does not compensate for these factors.

Improving driver knowledge and skill does not always lead to a change in on-road behaviour or reduced crash risk among trainees. While skill and knowledge are important, particularly for novice drivers, they have little influence on the driving environment or conditions under which driving behaviour occurs post-training. On-road driving experience is the only way most higher-order cognitive skills related to driving (e.g. hazard perception) are developed and maintained. Conventional driver training is unlikely to undo firmly established past learning laid down over weeks, months and years of practice and experience, nor alter motivation or personal values.

It is of concern that the provision of conventional driver training beyond that required to gain an initial driver licence often leads to increased crash risk among novice drivers. Research suggests that this is because the training can encourage earlier licensing, increase exposure-to-risk and/or unduly increase the confidence of novices about their driving abilities.

Resources committed to traditional driver education/training may also divert scarce funds and community attention away from more effective initiatives likely to reduce crash risk. However, there is some suggestion that, due to its high face validity and popularity, driver training may have a place in risk reduction programs in fleet settings, but only as one small part of an integrated road safety program.

A better alternative for novice drivers is to promote extensive driving experience among learners. This approach has been taken up by most Australian driver licensing jurisdictions and some in North America via the implementation of GLS which provide for and encourage learner drivers to gain more supervised, on-road driving experience before solo driving. However, this approach requires cooperation between novice drivers, parents (or supervisors) and professional driving instructors over a period of months and perhaps years.

Research and development in respect of driver training, including the National Novice Driver Programme Trial may eventually show some approaches to be useful in reducing casualty accident risk/involvement. In the interim, other approaches such as increased supervision and graduated licensing for novice drivers are likely to make greater and more lasting contributions to road safety.

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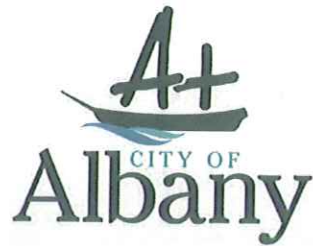
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This revised and updated monograph is based on a report prepared for RACV by Dr Ron Christie of RCSC Services called "The effectiveness of driver training as a road safety measure: A review of the literature".

***RACV***

Royal Automobile Club of Victoria (RACV) Ltd  
ABN 44 004 060 833  
550 Princes Highway Noble Park North  
Victoria 3174 Australia  
RACV MemberLine 13 RACV (13 7228)  
[www.racv.com.au](http://www.racv.com.au)  
email: [care@racv.com.au](mailto:care@racv.com.au)

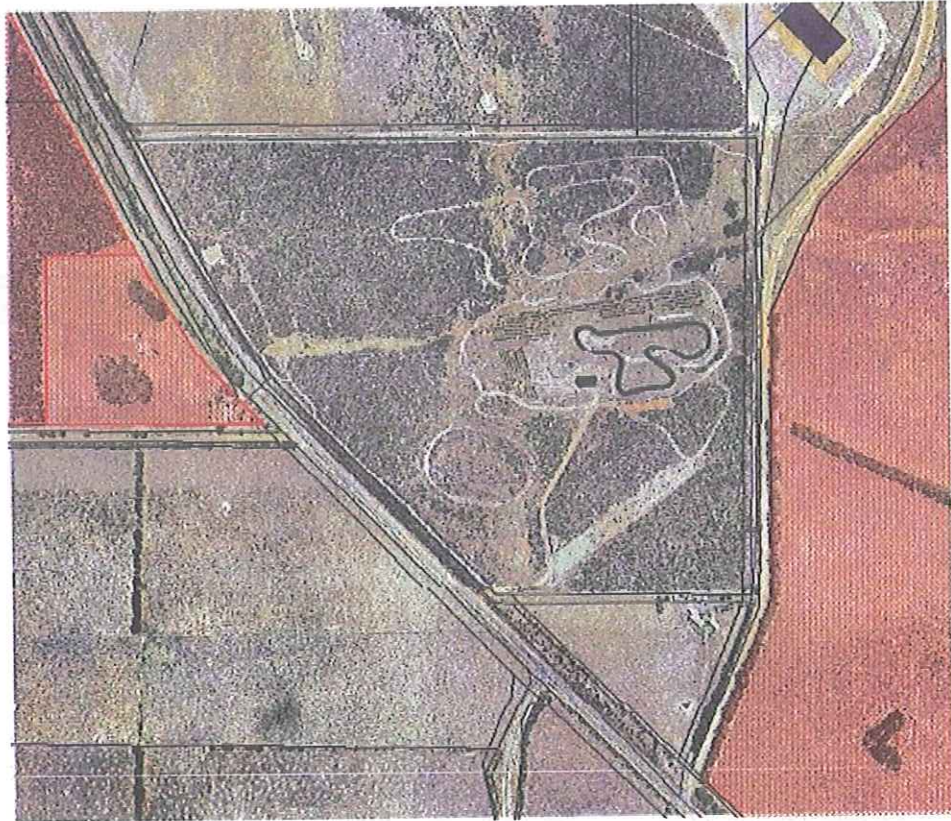


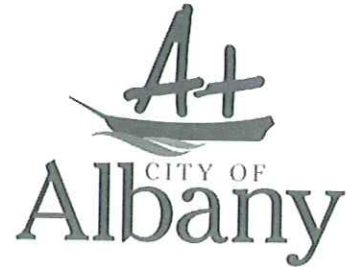
# MOTOR-SPORT COMPLEX FEASIBILITY STUDY

## *Appendix 4:*

*Map 1: Aerial Photograph, Parker Brook Reserve  
(Reserve 1947)*

*Map 1: Aerial Photograph, Parker Brook Reserve (Reserve 1947)*





## **PROPOSED MOTOR-SPORT COMPLEX**

### **Preliminary Impact Assessment Considerations**

## Project Information

### DESCRIPTION OF PROJECT:

The project involves the development of a feasibility study for a proposed motor-sport complex in Albany, which involves the composition of preliminary impact assessment considerations on the preferred site to be included as research documentation.

### PROJECT MANAGEMENT:

The study will be developed 'in-house' by the City of Albany. Manager of Community Development, Mark Weller, is responsible for the overall management of the feasibility study's development. Recreation Planning Officer, Tricia Martin has been engaged to research and develop the feasibility study as the in-house executive officer.

### STAKEHOLDERS:

City of Albany, Department of Water, Water Corporation, Department of Environment and Conservation, Department of Sport and Recreation, Albany Motorcycle Club, Albany City Kart Club, Great Southern Street Machine Association, Great Southern Police Department, Roadwise Great Southern and local residents surrounding preferred site.

### LOCATION OF PROJECT:

The preferred location for the proposed motor-sport complex has been identified as Parker Brook Reserve (reserve 1947) located along Albany Highway, adjacent to the Albany Airport.

Following the briefing of Councils Community and Economic Development Strategy and Policy Committee meeting, at the December 2008 ordinary meeting, Council determined to adopt the concept of a co-located Motorsport facility in the current Kart lease area.

### POTENTIAL OUTCOMES OF PROJECT:

Following receipt of study / recommendations, Council will decide whether to either:

- Undertake the proposal to construct a motor-sport complex as a City project;
- Support the clubs as they undertake planning, design and construction of the proposed motor-sport complex; or
- Not approve continuation of the project.

In accordance with Council's adopted Recreation Planning Strategy 2008-2013, it is likely that following the feasibility study, led by the City of Albany, the clubs will be responsible to undertake future project management including additional design components, funding, construction phase and facility management.

**POTENTIAL BENEFITS OF THE PROJECT:**

- Co-location of facilities (aligned with the City of Albany’s Recreation Planning Strategy, Department of Sport and Recreation SD4 document and the Great Southern Regional Plan for Sport and Recreation)
- Removal of the motocross track from reserve 30495 (Roberts Road), which is located within the South Coast Water reserve (priority 1 area), will alleviate issues pertaining to motor-sport facilities located near sensitive waters such as:
  - clearing of native vegetation;
  - leaks or spills of chemicals or petroleum hydrocarbons from storage areas, mechanical servicing areas and on the race track;
  - turbid or contaminated stormwater runoff;
  - inappropriate containment or disposal of solid waste and waste water from mechanical servicing and wash down areas; and
  - amenities for the congregation of large numbers of people.
- Provision of the proposed motor-sport complex will allow continued operations for relevant clubs.
- Noise complaints regarding Reserve 30495 (Roberts Road) will diminish.
- The proposed motor sport complex will provide appropriate amenities.
- Upon the relocation occurring, there is potential for Reserve 30495 (Roberts Road) to be re-vegetated using local native species, and for the environment weeds to be controlled.
- The soil on the proposed preferred site (Reserve 1947) is typically sandy clays or clay loams, which is less likely to erode compared with the current motocross track site, which is located on the coastal sand plain, causing dust and erosion issues.
- The Albany Motorcycling Club does not have the opportunity to expand / construct infrastructure at its current track site. By relocating the motocross track to Reserve 1947, there will be an opportunity to provide additional amenities and infrastructure.

**POTENTIAL DISADVANTAGES OF THE PROJECT:**

- Capital Costs and allocation of resources
- Noise emissions affecting Reserve 1947 track site residential neighbours and future developments.
- New motocross track and additional infrastructure may require clearing of remnant vegetation, depending on design.

**DOES THE PROJECT AFFECT THE PUBLIC DIRECTLY AND/OR INDIRECTLY?**

YES       NO

**DOES THE PROJECT AFFECT HOW SERVICES ARE PROVIDED?**

YES       NO

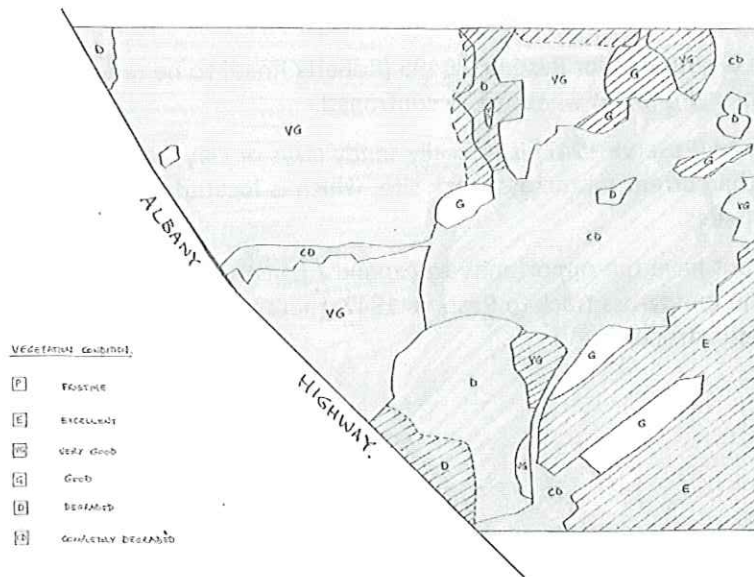
## Environmental Impact Indicators

The Act defines environmental impact very broadly (s.111) to include the potential effects of a proposal either by itself or in combination with the potential effects of another such proposal including physical, biological or cultural transformation of an area; environmental effect on the social system or the ecosystems of an area; or change to the aesthetic, recreational, scientific or other environmental qualities, or values, of an area. It is also defined to include the endangering, or further endangering, of any species of fauna or flora or the environmental effect on any premises or land or their surroundings that has heritage significance.

It is important to identify potential environmental impacts and constraints early in the planning and design phase so as to prepare for alternate solutions including the mitigation and management of those impacts or constraints.

### EXISTING ENVIRONMENTAL CONDITIONS:

The existing environmental condition of the proposed preferred site can be described using the following vegetation condition map:



A vegetation and flora survey was conducted in September 2005 (E.M. Sandiford) and indicated the following points:

- Approximately 33% of the reserve has been cleared for the purpose of motor sport activity (sprint kart).
- The remaining 66% is remnant bushland.
- The topography is either flat or gentle slopes.
- A drainage line traverses the reserve west to east.
- The soils are typically sandy clays or clay loams.
- Laterite capping is very close or at the surface resulting in seasonally wet or waterlogged soils in most areas.
- No declared rare flora was observed, three priority species were recorded – reserve access near the priority 1 notification on one such flora species will need to be restricted (located in south west corner of the reserve).
- All priority species have been recorded in areas of good or very good vegetative areas.
- Because three priority species and the presence of two unusual vegetation units are evident in the area, the reserve is suggested to have a high conservation value.



**POTENTIAL ENVIRONMENTAL IMPACT:**

Through construction design and effective site management planning, including water, flora, fauna, rubbish disposal and design consideration of energy efficient technology, there is potential to achieve minimal impact on the current environment.

As indicated in the existing environmental conditions of the proposed preferred site, one third of the site is defined as degraded. Whilst concept designing and planning, it would be beneficial to utilise this area and restrict access to the other two thirds of the site where the condition of the vegetation is good or very good and priority vegetation has been noted.

**ENVIRONMENTAL MANAGEMENT PLANNING / STUDIES REQUIRED:**

Flora and Fauna Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Noise Management Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Water Management Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO <i>in consultation with Department of Water</i>
Environmental Noise Impact Study	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Flora and Vegetation Survey	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO <i>Completed on proposed preferred site in 2005</i>

**GREENHOUSE GAS EMISSIONS (Consider energy efficiency):**

(Measured against current levels)

- Significant increase     
  Moderate increase     
  No change     
  Moderate decrease     
  Significant decrease

**Comment:** Due to the potential increase in club membership and use of proposed site as well as the trend toward participating in motor-sport activity, it is expected that there may be a slight to moderate increase in greenhouse gas emissions.

Site management planning and construction design can minimise such emissions through implementing energy efficient and sustainable technology and aiming at providing a neutral emissions environment through planting of appropriate vegetation.

**WASTE PRODUCTION** (consider solid, liquid and gaseous waste):

(Measured against current levels)

- Significant increase     
  Moderate increase     
  No change     
  Moderate decrease     
  Significant decrease

**Comment:** It is expected that waste production will remain the same, or if designed with appropriate technology, appropriate disposal techniques and recycling ability, may slightly decrease.

**RESOURCES CONSUMPTION** (ie water, paper, materials, energy):

(Measured against current levels)

- Significant increase     
  Moderate increase     
  No change     
  Moderate decrease     
  Significant decrease

**Comment:** The site has the potential to be water sustainable through construction of catchment basin/s, the amount of water used for the site will increase in relation to the increase and variety of use. Please note that consultation with the Department of Water is required when planning water management strategies.

Site management planning and construction design can increase energy efficiency through use of effective and sustainable technology.

**PRESENCE OF TOXIC AND/OR NON-BIODEGRADABLE SUBSTANCES AND THEIR DISPOSAL** (eg carcinogenic substances in computers, toners, poisons, plastics, etc)

(Measured against current levels)

- Significant increase     
  Moderate increase     
  No change     
  Moderate decrease     
  Significant decrease

**Comment:**

**OTHER POTENTIAL ENVIRONMENTAL INDICATORS RELATED TO THE PROJECT:*****Neighbour Impact***

Further to this feasibility study, an environmental noise impact assessment, developed through an independent source, is required to assess and provide direction on design and management solutions to meet the Environment Protection Authority (EPA) requirements on noise abatement.

The feasibility study process requested information from neighbours (both residential and land owners) and other key stakeholders regarding potential impact on constructing the proposed motor-sport complex at the preferred site, being Parker Brook Reserve. Information received from these stakeholders regarding their concerns and suggestions indicated the following:

***Neighbours of the proposed preferred site:***

There was a mixed response from neighbours of the proposed preferred site.

Concerns were raised by a current residential neighbour regarding the negative impact that an increase in noise emissions would have to their quality of life and the devaluation of their property which they purchased for its potential to sub divide.

Land owners of a development site south of the proposed preferred location for the motor sport complex also expressed their concerns regarding the noise impact and property implications to their future residents (subdivision of 77 special rural lots).

Alternatively, two other submissions from neighbours indicated that locating the motor sport complex at the Parker Brook Reserve would be appropriate considering its current use and surrounding environment, as long as the area is managed appropriately, including removal of rubbish and noise buffer zone indications.

***Neighbours of the current Motocross site***

Neighbours of the current motocross site suggested that club policies/planning/procedures to manage noise and safety issues need to be implemented and that equestrian sports and motor sports should not exist in close proximity.

***Shire of Jerramungup***

The Shire of Jerramungup submitted formal Council support to construct a regional motorsport complex within the noise buffer area at the Albany Regional Airport

***Department of Environment and Conservation***

The Department of Environment and Conservation (DEC) indicated that they are currently amending the noise regulations to include a 'motor-sport' regulation. The regulation would allow noise emissions to exceed the assigned levels provided the venue has a noise management plan approved by the City's CEO, and it was complied with.

Once the new regulation is approved by the DEC, the CEO may also require noise testing of the race vehicles if appropriate for the venue.

The DEC recommended that it would be beneficial to start work on the noise management plan in anticipation of the new regulations, as this would form the basis for managing noise emissions.

***Water Corporation***

The Water Corporation indicated that the existing Motocross facility is inappropriately located on ground water and public drinking water reserve. New facilities should have access to water supply service.

***Peter Watson MLA***

Peter Watson MLA submitted correspondence in relation to neighbour impact of the proposed preferred site inclusive of environmental information. This information was submitted on behalf of a neighbour to the proposed preferred site for the motor sport complex.

***Main Roads WA***

Main Roads indicated that intersection improvements to cater for traffic in and out flow of complex may be required and that adequate advance signage indicating access points is required.

Main Roads suggested that the complex could provide for road safety training for motorists and could provide a small cycle course with traffic signage for children to learn road rule.

## Economic Impact Indicators

**ONCE OFF EXPENDITURE:**

Capital Costs (including initial consultancy and professional fees):	\$2,741,000
Disposal and/or rehabilitation costs:	\$10,000
Other once off costs (specify) - <i>project contingency</i>	\$250,000
Other once off costs (specify) – <i>cost escalation allowance (2012)</i>	\$150,000
<b>TOTAL ONCE OFF EXPENDITURE:</b>	<b>\$3,151,000</b>

**COMMENTS:** Costs include development of feasibility study and project lead by the City of Albany throughout Noise Management Planning and Environmental Management Planning phases. It does not include costs of project management post planning phases as mentioned above.

**ONGOING OPERATING EXPENDITURE:**

**COMMENTS:** Operating expenditure including maintenance costs, energy costs, resources, promotions, equipment purchases and hire, insurance and contract costs are the responsibility of the lease holder. A new lease agreement would require redevelopment and implementation between relevant parties.

**OTHER POTENTIAL ECONOMIC INDICATORS RELATED TO THE PROJECT:**

The Department of Sport and Recreation (external funding body) and the City of Albany (Local Government Authority) have prominently indicated that an improved strategic approach toward the design and sustainability of recreation infrastructure is required through co-location / shared facilities.

As stated in the SD4 document, developed as a strategic direction for the Department of Sport and Recreation, *“Sport and recreation infrastructure planning and provision must fully embrace principles and best practice of; sustainability, evidenced based decision-making, collaborative provision modelling, asset management and life cycle costing.”*

Additionally, the City of Albany’s Recreation Planning Strategy 2008-2013 adopts principles of co-location parameters to ensure resource sustainability, efficiency and effectiveness.

The benefits to the clubs in pursuing a ‘joint-use’ facility will potentially see an increase in their membership, creation of a motor-sport ‘social hub’, shared capital and ongoing operational costs, resources and expertise and maximised use of infrastructure creating project sustainability. The broader community will also benefit through increased tourism, service provision and enterprise sustainability.

## Social Impact Indicators

Detailing social impact indicators, relevant to the subject matter, allows an opportunity to demonstrate beneficial and/or adverse effects on key stakeholders and the community as a whole.

A holistic approach to demonstrating the effect of social indicators is appropriate, involving physical, mental, emotional and cultural aspects.

**EFFECT ON THE QUALITY OF LIFE OF THE COMMUNITY:**

- Significant negative effect     
  Moderate negative effect     
  No effect     
  Moderate positive effect     
  Significant positive effect

**Comment:** Implementation of this project within the community will create a 'social hub', increase club interaction and potential membership and promote a sense of belonging.

**EFFECT ON PEOPLES ABILITY TO GAIN EQUITABLE ACCESS TO SERVICES:**

- Significant reduction     
  Moderate reduction     
  No change     
  Moderate increase     
  Significant increase

**Comment:** There is currently no access or restricted access to infrastructure for the Great Southern Street Machine Association and the Albany Motorcycle Club. Through site construction, access to required infrastructure and services such as power, water, rubbish and recycling collection should be included.

**EFFECT ON THE LEVEL ON PHYSICAL AND CULTURAL ACTIVITY AND/OR ACTIVE CITIZENSHIP:**

- Significant Reduction     
  Moderate reduction     
  No change     
  Moderate increase     
  Significant increase

**Comment:** It is expected that membership and participation in all clubs activities will increase with the construction of a multi-purpose complex

**CULTURAL OR RELIGIOUS IMPLICATIONS:**

- Will cause offence     
  May cause offence     
  No effect     
  May promote harmony     
  Will promote harmony

**Comment:**

**DEPENDENCE ON FOSSIL FUELS:**

- Will increase dependence     
  May increase dependence     
  No change     
  May decrease dependence     
  Will decrease dependence

**Comment:**

**OTHER POTENTIAL SOCIAL INDICATORS RELATED TO THE PROJECT:**

Most key organisations or clubs recognised that through the lack of motocross facility provision, it is likely that an increase in off-road motorcycle use in reserves and on beaches would be imminent. It was also acknowledged that off-road vehicle use of reserves and most beaches is prohibited and would create a major environmental impact.

The Albany Motorcycle Club and its state sporting association, Motorcycling WA, also communicated their concerns regarding the provision of a safe and supervised area that they can participate in their recreational pursuits.

The Great Southern Street Machine Association defined their greatest issue as the lack of appropriate infrastructure available to access so as to perform club competitions. The club is keen to progress this project as they feel that it is a great strategy to assist in the removal of anti-social behaviour from the streets and provides a safer environment where young people can participate in street machine sports.



## Council Strategy

# RECREATION PLANNING STRATEGY 2008-2013

### Major Albany Sport and Recreation Facilities

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Adoption Date: 21/10/08  
Adoption Reference: OCM Item 12.8.2  
Review Date: 30/10/12  
Maintained By: EDDS & Manager Community Development  
Document Reference: MAN185/NS086658

102 North Road, Yakamia WA 6330  
PO Box 484, Albany WA 6331  
Tel: (+61 8) 9841 9333  
Fax: (+61 8) 9841 4099  
staff@albany.wa.gov.au  
www.albany.wa.gov.au

## EXECUTIVE SUMMARY

The purpose of this strategy is to set the framework, goals and action plan for council and community involvement in review and development of Sporting and Recreation Facilities on Council owned land or vested reserves.

Excluded from this review are recreation program delivery, paths, trails, parks, bush and coastal reserves and volunteering as these are now addressed and catered for in other City strategies, plans and policies.

This strategy sets the following key focus area goals and details specific, measurable, achievable, realistic and timely actions for their achievement.

- The location and interrelation of major Albany sporting and recreation facilities will be well planned and communicated
- Maximum likelihood of achievement of planned facilities will be ensured by keeping capital scope within the parameters of reasonably foreseeable, achievable levels of funding.
- Albany's recreation facilities will have the maximum likelihood of sustainable operation by ensuring effective planning and passive design elements
- That the community's resources are effectively prioritised and utilised to efficiently deliver major recreation and sporting facilities
- Major recreation facilities will be recognised as a shared community resource, to be sustainably, efficiently and effectively utilised
- If sustainable in the long term, a full co-location model will be implemented for the development of the next generation of Albany sport and recreation facilities
- Major sport and recreation facilities and infrastructure will be efficiently and effectively well managed and maintained (within the limits of available prioritised resources) to ensure they continue meet their intended purpose to a high degree over time
- Consultation is meaningful and timely while effectively and efficiently utilising community resources
- That there are sufficient motivated, trained and recognised volunteers to support the community's aspirations for the the provision of sport and recreation in Albany

A major focus of outcomes relating to this strategy will be to identify what can be achieved in the short to medium term, within the likely scope of available internal and external funding, while maintaining the integrity of long term planning.



**BACKGROUND/ STRATEGIC CONTEXT**

Council’s original recreation strategy was developed in 2001. Following its adoption the Centennial Park Recreation Precinct Plan and Feasibility Study for Indoor Recreation and Aquatic Facilities were adopted (respectively).

A number of identified priority projects were completed, these include an upgrade of the Albany Leisure and Aquatic Centre (\$14.1 mil, 2008), Synthetic Hockey/ Sports Surface (est. \$450k, 2005) and Sanford Rd Skate park (est. \$450k, 2007).

A paths masterplan and priority projects were undertaken as was the development and implementation of a number of reserve and playground plans.

Work was commenced on concept planning for a Multisport facility at Centennial Park however this was suspended in late 2007 due to uncertainty in relation to the availability of the required level of external capital funding.

After consideration of the need for additional facilities and facility upgrades, as well as the political, economic, social, technological, environmental and legislative environment council determined to review the recreation strategy.

This strategy is presented within the strategic context of the Albany insight beyond 2020 strategic plan. The specific goals and initiatives guiding this strategy are:

***Albany will be a City where ...***

*1.2 Young adults are well catered for.*

*1.3 Recreation facilities provide a diverse range of sporting and exercise opportunities.*

*1.5 Development ...*

- *responds to our unique historical and environmental values;*
- *embraces environmentally responsible approaches to energy and water; consumption; and*
- *incorporates healthy lifestyle activities and access to green space*

***Albany will be a City where ...***

*2.4 Our unique cultural heritage attractions deliver world class tourism experiences.*

***The City of Albany will...***

*4.2 Manage our municipal assets to ensure they are capable of supporting our growing community.*

*4.3 Deliver excellent community services that meet the needs and interests of our diverse communities.”*

## KEY FOCUS AREAS

### Location, Scope, Achievable Development and Provision of New Facilities

#### 1.0 Recreation Master plan

There is a need to complete a master plan which identifies the location of major recreation facilities in Albany. As part of the master plan recommendations will be made on the priority of development of facilities and the process to continue their development.

#### 2.0 New Facility Development Parameters

When new facilities are proposed the proponents (internal and external) undertake a process to determine need and feasibility. In addition to the level of co-location there is a need to assist in setting the initial direction/ scope for internally or externally managed sport and recreation facility developments by identifying the framework and basic parameters/ guidelines to be followed.

#### 3.0 The City's Role In Recreation and Sporting Facility Development and Construction

There is a need to identify which type of facility developments will be led by the City and which will be led by other organisations as well as confirm the process and level of support offered for external/ community group developments by City staff.

### Ongoing Operational Viability of Sporting And Recreational Facilities

#### 4.0 Co-located Recreation Facilities

Co-location (a number of groups sharing facilities) has been seen by the Sport and Recreation industry as the way to improve the operation of clubs and ensure their sustainability. Large scale co-location may not be sustainable in Albany in the short to medium term given:

- the achievability/availability of funding for the capital cost of a single stage major co-location.
- that smaller facilities/ clubs (under 300 members) may be more manageable by volunteers
- the level of community desire (expressed by proposals) for smaller scale facilities

There is a need to define and communicate a sustainable model for co-location.

### **5.0 The City's Role in Recreation and Sporting Facility Operation**

There are a number of historical arrangements governing the operation of Albany facilities.

The cost to council, net fees levied for services and intensity of staff involvement vary for each management scenario.

While volunteers arguably remain the lifeblood of Albany sport and the City does not have the capacity to undertake management and (without the contribution of clubs and individuals) provide for all recreation pursuits. There is a need to conduct a review and identify the parameters for councils role in the management and operation of Albany Recreation facilities, with a focus on priority and equity.

### **Other Focus Areas**

#### **6.0 Consultation**

It is important for stakeholders to be meaningfully involved in decisions affecting them. It is equally important to recognise that community members time is valuable and paid officers and volunteers resources are finite. A balance between effective consultation and action is required.

#### **7.0 Volunteering**

An estimated 7,000 volunteers contribute their time and skills toward of unpaid work in a wide range of agencies and organisations. Over 200 Albany community organisations, staffed by volunteers, manage or operate community facilities or are established to promote specific interests. Finding, recruiting, training and retaining volunteers is a major challenge for the many organisations that require the services of volunteers.

**KEY ACTION PLAN OUTLINE**

**Location, Scope and Achievable Provision of New Facilities**

**1.0 Recreation Master plan**

**GOAL: The Location And Interrelation Of Major Albany Sporting And Recreation Facilities Will Be Well Planned And Communicated**

<b>ACTION: That a recreation master plan is developed which:</b>	
<ul style="list-style-type: none"> <li>• identifies the location of major recreation facilities and infrastructure in Albany in the short-medium term; and makes long term forecasts</li> <li>• identify's specific relevant parameters for their development (in addition to those contained within this strategy)</li> <li>• estimates capital scope and recommends priority order</li> <li>• identifies the lead agency for development of each identified new facility (i.e. City or other agency)</li> </ul>	
Timeframe	Preliminary plan with estimates for council priority consideration March 2009, Finalised plan September 2009.
Resourcing	Officer time, 2008/2009 Recreation master planning budget allocation, proposed allocation for 2009/2010.
Officers	Executive Director Corporate and Community Services (EDCCS), Manager Community Development (MCD), Executive Director Development Services (EDDS), Executive Director Works and Services (EDWS), Manager ALAC (MALAC), Manager City Works (MCW), Manager City Services (MCS), Manager City Assets (MCA).

**GOAL: Maximum Likelihood Of Achievement Of Planned Facilities Will Be Ensured By Keeping Capital Scope Within The Parameters Of Reasonably Foreseeable, Achievable Levels Of Funding.**

<b>ACTION: That the specification and scope of facilities identified in the recreation master plan will involve a focus on achievability, balancing needs to be met within each and the reasonably foreseeable level of available funding. In addition there will be a focus on what can be achieved in the short term while maintaining the integrity of long term planning.</b>	
Timeframe	Preliminary plan with estimates for council priority consideration March 2009, Finalised plan September 2009.
Resourcing	Officer time, 2008/2009 Recreation master planning budget allocation, proposed allocation for 2009/2010.
Officers	Manager Community Development (MCD)

Adoption Date: 21/10/08  
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102 North Road, Yakamia WA 6330  
 PO Box 484, Albany WA 6331  
 Tel: (+61 8) 9841 9333  
 Fax: (+61 8) 9841 4099  
 staff@albany.wa.gov.au  
 www.albany.wa.gov.au

**ACTION:** That the following total scope of funding, currently identified in councils 15 year financial plan, is utilised as councils contribution towards facilities identified in the master plan.

2010/2011	ALAC stage II	\$1,803,000
2011/2012	Centennial Park	\$1,908,000
2015/1016	Ovals North	\$ 730,000
2016/2017	Ovals West	\$3,022,000
<b>TOTAL</b>		<b>\$7,463,000</b>

(however the timing and level of allocation to projects may vary based on need and priority) \*this item is subject to priority determination by the City's finance committee

Timeframe	Determination March – July 2008
Resourcing	5 and 15 year financial plan
Officers	CEO, EDCCS, MFIN, MCD

**ACTION:** That the maximum amount of external funding is leveraged to deliver projects identified in the recreation master plan

Timeframe	Ongoing
Resourcing	Officer time (funding applications), external funding
Officers	CEO, EDCCS, MFIN, MCD

**2.0 New Facility Development Parameters**

**GOAL:** Albany's Recreation Facilities Will Have The Maximum Likelihood Of Sustainable Operation By Ensuring Effective Planning And Passive Design Elements

**ACTION:** Where new major recreation/ sporting facilities are planned conditions for their development will include (where relevant for each case):

- Consideration of and utilisation of the published Department of Sport and Recreation facility development model and Department of Treasury and Finance 'Strategic Asset Management Framework'
- The effects of Climate change and resource scarcity (including but not limited to Energy and Water efficient and carbon footprint reduction design principles)
- Staging of facilities with each stage having integrity in its own right (i.e. transportable buildings or buildings which are planned to be demolished in the medium term are not permitted as these type of facilities invariably become permanent, inefficient structures)
- Buildings which can be added onto for future stages are encouraged
- Organisations predominately servicing junior membership will not be permitted to incorporate a dedicated bar and liquor licence
- Priority will be on playing fields/ surfaces, toilets/change rooms, servery and supporting infrastructure
- Function space will be recommended against if there is sufficient space which can be leased for major events in other reasonable accessible adjacently located existing facilities

Timeframe	Ongoing
Resourcing	Officer time
Officers	EDCCS, EDDS, MCD

**3.0 The City's Role In Recreation and Sporting Facility Development and Construction**

**GOAL:** That The Community's Resources Are Effectively Prioritised and Utilised To Efficiently Deliver Major Recreation and Sport Facilities

Adoption Date: 21/10/08  
 Adoption Reference: OCM Item 12.8.2  
 Review Date: 30/10/12  
 Maintained By: EDDS & Manager Community Development  
 Document Reference: MAN185/NS086658

102 North Road, Yakamia WA 6330  
 PO Box 484, Albany WA 6331  
 Tel: (+61 8) 9841 9333  
 Fax: (+61 8) 9841 4099  
 staff@albany.wa.gov.au  
 www.albany.wa.gov.au

<b>ACTION:</b> That the City will be responsible for feasibility, design, funding and construction of open public/ community use type facilities (to be identified in the Major Recreation Facility Master Plan), such as:	
<ul style="list-style-type: none"> <li>• Leisure and Aquatic Centre Facilities</li> <li>• Major Sporting Grounds/ Fields</li> <li>• Municipal Skate parks</li> <li>• Shared community group administration facility (similar to lotteries house)</li> </ul>	
Timeframe	Ongoing
Resourcing	Officer time, future budgets
Officers	EDCCS, EDDS, EDWS, MCD, MCA, MCW

<b>ACTION:</b> Incorporated community organisations shall be responsible for undertaking the feasibility, design, funding and construction of facilities such as clubrooms and specialised surfaces such as tennis courts and motorsport tracks, in accordance with relevant actions within this strategy and other council strategies, policies, conditions, procedures and guidelines. (Organisations may be eligible to apply for financial assistance under the community financial assistance fund)	
Timeframe	Ongoing
Resourcing	Incorporated organisations
Officers	MCD (facilitation)

<b>ACTION:</b> That a guiding document will be developed outlining the process and providing guidance to groups intending to apply to lease land vested in council, for the purpose of developing community sporting and recreation facilities	
Timeframe	December 2009
Resourcing	Officer time, 09/10 budget
Officers	MCD, EDCCS, EDDS, EDWS, MCA, MCW

<b>ACTION:</b> Where possible within the limits of available resources the City will provide facilitation, in conjunction with the Department of Sport and Recreation, providing guidance to groups at key decision making points, in relation to major recreation facility development on council vested reserves	
Timeframe	Ongoing
Resourcing	Officer time
Officers	MCD

**Ongoing Operational Viability Of Sporting And Recreational Facilities**

**4.0 Co-located Sporting and Recreational Facilities**

**GOAL: Major Recreation Facilities Will Be Recognised As A Shared Community Resource, To Be Sustainably, Efficiently And Effectively Utilised**

<b>ACTION:</b> That co-location related parameters involving 'medium sized' co-location (2-3 compatible groups), rather than 'super facilities' (3+ groups) are developed and utilised by the City. These will be included as part of guiding conditions on development by community organisations seeking use of reserves vested in the City, with the purpose of recreation, for major recreation and sporting facilities to be constructed in the short (2008-2011) to medium term (2012-2018)	
Timeframe	Ongoing
Resourcing	Officer time
Officers	MCD, EDDS

Adoption Date: 21/10/08  
 Adoption Reference: OCM Item 12.8.2  
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**Goal: If Sustainable In The Long Term A Full Co-Location Model Will Be Implemented For The Development Of The Next Generation Of Albany Sport And Recreation Facilities**

<b>ACTION:</b> That given the site will be 'green field', the principles of large scale co-location are considered to form part of the guiding principles of planning for a major sporting precinct, with construction to be staged in the long term (2015-2050) to service the needs of the Bayonet head and Lower King Areas (approx catchment population of 15,000 – 30,000).	
Timeframe	Review of proposal September 2013
Resourcing	Officer time
Officers	EDCCS, EDDS, EDWS, MCD, MCA, MCW

**5.0 The City's Role in Recreation and Sporting Facility Operation**

**GOAL: Major Sport And Recreation Facilities And Infrastructure Will Be Efficiently And Effectively Well Managed And Maintained (Within The Limits Of Available Prioritised Resources) To Ensure They Continue Meet Their Intended Purpose To A High Degree Over Time**

<b>ACTION:</b> That a review is undertaken to investigate the feasibility of the City undertaking responsibility for maintenance, upkeep and bookings of all playing fields in the North rd. Precinct, with usage fees levied taking into account equity, current subsidy, priority and available resources.	
Timeframe	March 2010
Resourcing	Officer time, 09/10 budget
Officers	EDCCS, EDWS, MCD, MCW, MALAC

<b>ACTION:</b> Investigation is undertaken in relation to the feasibility of extending this operational model to other major public sporting fields in Albany (eg Collingwood Park)	
Timeframe	March 2010
Resourcing	Officer time, 09/10 budget
Officers	EDCCS, EDWS, MCD, MCW, MALAC

<b>ACTION:</b> Investigation is undertaken in relation to the feasibility of the City undertaking responsibility for sporting facility lighting maintenance with fess recovered on a full user pays basis.	
Timeframe	March 2010
Resourcing	Officer time, 09/10 budget
Officers	EDCCS, EDWS, MCD, MCW, MALAC

<b>ACTION:</b> That where the location of facilities are identified within the master plan and in accordance with this strategy the City will lease the land to clubs for built facilities (such as clubrooms), to clubs.	
Timeframe	Ongoing
Resourcing	Officer time
Officers	MCS

<b>ACTION: Were clubs lease land for facilities, provisions are contained within the lease to ensure that the built facilities are continually maintained to an acceptable standard. The City will monitor these provisions and take action where standards are not met.</b>	
Timeframe	Ongoing
Resourcing	Officer time
Officers	MCS

<b>ACTION: Clubs are also encouraged wherever possible to create and contribute to reserves for replacement of facilities at the end of their useful life</b>	
Timeframe	Ongoing
Resourcing	Officer time
Officers	MCD, MCS

**Other Focus Areas**

**6.0 Consultation**

**GOAL: Consultation Is Meaningful And Timely While Effectively And Efficiently Utilising Community Resources**

<b>ACTION: Consultation on Major Recreation Strategy initiatives will involve the formation of key focus groups for a set limited time period, relevant to each topic for consideration</b>	
Timeframe	Ongoing
Resourcing	Officer time
Officers	MCD

**7.0 Volunteering**

**GOAL: That There Are Sufficient Motivated, Trained And Recognised Volunteers To Support The Community's Aspirations For The The Provision Of Sport And Recreation In Albany**

<b>ACTION: That the City of Albany 'Volunteer Strategy' specifically address the recruitment and retention of volunteers in the area of Community Sport and Recreation</b>	
Timeframe	Vol strategy completed by July 2009
Resourcing	Officer time
Officers	MCD



### Performance Measurement

A number of qualitative and quantitative measures will be utilised to measure the effectiveness of this strategy, they include:

- Quantitative feedback from community utilising the City's 'climate survey'
- Quantitative evaluation of achievement of strategy actions within given timeframes
- Qualitative evaluation by Councils Community and Economic Development Strategy and Policy Committee
- Qualitative evaluation through discussion, interviews and focus groups with groups, individuals and agencies
- Normative evaluation by officers
- Evaluation and feedback from reference groups such as Seniors, Youth and other relevant Advisory Committees.

### Associated Documents

- City of Albany Corporate Documents Policy (2006).
- City of Albany Financial Assistance Policy (2006).
- City of Albany Community Development Strategy (2007)

### Review

Manager Community Development and Executive Director of Corporate and Community Services to review on or before 30/10/2012



ORDINARY COUNCIL MEETING MINUTES – 16/06/09

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ITEM NUMBER: 18.2  
 ITEM TITLE: APPOINTMENT OF COUNCILLOR REPRESENTATIVES TO 'GREAT SOUTHERN MOTORPLEX GROUP'

**REASON FOR URGENT BUSINESS:**

The submission of this late item was requested by the Mayor.

**THE NATURE OF COUNCIL'S ROLE IN THIS MATTER**

**Advocacy:** Council advocating on behalf of the community on matters affecting the betterment of the City.

<b>File Number or Name of Ward</b>	: MAN 194 (West Ward)
<b>Summary of Key Points</b>	: Nomination of Councillors to External Committee
<b>Land Description</b>	: Reserve 1947 Parker Brook Road
<b>Proponent</b>	: Great Southern Motorplex Group
<b>Owner</b>	: City of Albany
<b>Reporting Officer(s)</b>	: Executive Director Corporate and community Services (P Madigan) Executive Director Development Services (R Fenn) Manager Community Development (M Weller)
<b>Disclosure of Interest</b>	: Nil
<b>Previous Reference</b>	: OCM 17/02/09 – Item 12.8.2
<b>Bulletin Attachment(s)</b>	: Nil
<b>Consulted References</b>	: Nil
<b>Councillors Lounge</b>	: Nil
<b>Maps and Diagrams</b>	: Nil

**BACKGROUND**

1. At the Ordinary Council Meeting of the 17<sup>th</sup> February 2009 council resolved the following:

*"Item 5.4 – Albany Motor sport Facility Feasibility Study"*

(A) THAT Council RECEIVES the 'Motor sports Complex Feasibility Study' and supports the concept of the development of a Motor-Sport Complex on Parker Brook Reserve (reserve 1947), subject to achievement of and council's satisfaction with the following:

1. 'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:
  - Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;
  - Requirements of the Environmental Protection Act 1986; and
  - Requirements of the Environmental Protection (Noise) Regulations 1997.
2. Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval.
3. Approval of the Site Design and 'Environmental Management Plan' by the EPA.

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Item 18.2 continued.

4. *A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:*
    - *- operation and functionality of the site management group*
    - *- responsibilities and entitlements of co-located tenants*
    - *- driver education and training facilities*
    - *- noise management*
    - *- waste management*
    - *- water management*
    - *- facility access and security management*
    - *- asset maintenance and management*
    - *- reserve flora and fauna management*
    - *- principles for major event management at the site*
  5. *The achievement of sufficient external funding to undertake each stage of the proposal.*
  6. *A new/ amended lease over the site containing provisions that the facility is constructed and operated in accordance with EPA approval, council determinations in relation to the items above and any other relevant council strategies, policies, procedures and determinations.*
- (B) *The feasibility study is handed over to the 'Great Southern Motorplex Group' consisting of City of Albany, Albany Motorcycle Club, Great Southern Street Machine Association and Albany City Kart Club who will:*
- *lead and undertake responsibility for the development of the project (including but not limited to the items in recommendation A).*
  - *undertake responsibility for the lease and management of the site.*
- (C) *Council funding, if any, towards the project being directed towards the components of the driver training and education."*

**DISCUSSION**

2. Item (A) outlines the process and approvals required in order for the proposal to be progressed.
3. Item (B) deals with the responsibility for leading and managing the development of the project.
4. Item (C) details that Council funding, if any, would be directed towards the components for driver training. It is estimated that preliminary expenditure for design, acoustic solutions, motocross infrastructure and other elements prior to the development of driver training and education would be in the order of \$700,000 - \$1,500,000.
5. The total cost of the proposed motorsport facility is currently estimated at \$3,070,000.

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Item 18.2 continued.

6. Currently there are no proposed allocation of planning, development, capital funding or staff resources towards the proposed Motorsport Complex within the City's 09/10 budget or 5-year forward plan projections.
7. Given:
  - The wording of the recommendation
  - The joint nature of responsibility for development
  - Current level of Council resource allocation
  - The responsibilities and requirements of the 'Great Southern Motorplex Group' being an official 'Committee of Council' the (the project would in effect become the majority responsibility of Council in contradiction to the joint nature of Councils adopted motion)
  - The increased flexibility achieved and desire of the 'Great Southern Motorplex Group' that the committee be external of council

It is believed that the most appropriate status is for the the 'Great Southern Motorplex Group' to function as an external committee.
8. The City's involvement in the development of the project must be in the context of council policy, procedures, strategies, resource and funding allocation and project development systems.
9. Given the context of these and the items listed in point 8 the City's responsibility as part of the committee would be to attend and provide the following at committee meetings:
  - To act in an advocacy capacity for the project (Councillor representatives)
  - Provide impartial feedback to the committee in the capacity of elected representatives of the community (Councillor representatives)
  - To report back to Councillors and Council Committees in relation to the status of the proposal and outcomes discussed at committee meetings (Councillor and staff representatives)
  - To provide technical, procedural and timeline related advice advice in relation to aspects of the proposal raised at committee meetings, within the context of allocated resources (Staff representatives)
10. Undertaking of any additional roles would be subject to approval and allocation of additional resources via Councils budgetary and project management systems.
11. The Committee will be chaired by a member of one of the represented motorsport groups and will be responsible for the following:
  - Determining the frequency of meetings (currently Monthly)
  - Determining its terms of reference
  - Recording of minutes
  - Pursuing the requirements detailed in OCM17/02/2009, Item 12.8.2 – Committee recommendation 6
12. The Committee would not have the power to commit council to funding, resource allocation or approval of any aspect of the proposal.

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Item 18.2 continued.

13. The current status of the proposal is that the 'Great Southern Motorplex Group' has submitted a funding request to the Great Southern Development Commission to provide funding towards the required 'Environmental noise impact assessment' and 'Environmental noise Management Plan' elements of the proposal.
14. The funding and completion of these elements are required prior to the proposal proceeding further.
15. The group is functioning cohesively, positively and effectively and is believed to be an asset to the project and community.

**PUBLIC CONSULTATION / ENGAGEMENT**

16. The project was recently discussed at a meeting attended by the Mayor, Deputy Mayor, representatives of three entities involved in the 'Great Southern Motorplex Group' ('Great Southern Street machine Association INC', 'Great Southern Go-Karts and the Albany Motorcycle club respectively).
17. This item has been prepared in the content of and with reference to this discussion.
18. This item does not involve a statutory requirement for public consultation

**GOVERNMENT CONSULTATION**

19. While this item does not require government consultation, achievement of the project will require EPA consultation and approval and is also likely to require achievement of Government funding.

**STATUTORY IMPLICATIONS**

20. This item involves appointment of councillors to an external committee (as opposed to a committee of council) and therefore the provisions of the Local Government Act 1995, Part 5 Division 2, 5.8 are not applicable in this instance.

**FINANCIAL IMPLICATIONS**

21. Currently there are no proposed allocation of planning, development, capital funding or staff resources towards the proposed Motorsport Complex within the City's 09/10 budget or 5-year forward plan projections.
22. Adoption of the recommendation of this item does not commit council to further expenditure on the project.

**STRATEGIC IMPLICATIONS & ALIGNMENT TO CORPORATE PLAN**

23. Not applicable

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Item 18.2 continued.

**POLICY IMPLICATIONS**

24. Not applicable

**ALTERNATE OPTIONS & LEGAL IMPLICATIONS**

25. If Council desired a greater involvement in the development of the 'Motorplex' proposal this would require the rescission and amendment of the motion reproduced in point 1. of the 'Background' section of this item as well as allocation of financial and staffing resources within the 09/10 budget and 5 or 15 year financial plan. In this instance it would be recommended that consideration of the item be suspended to allow officers to investigate and fully brief council in relation to alternatives, prior to reconsideration.
26. If council desired lesser involvement in the development of the Motorplex proposal this would require rescission of section (B) contained within the motion reproduced in point 1. of the 'Background' section of this item and its amendment to remove the 'City of Albany' from service as part of the 'Great Southern Motorplex Group'

**SUMMARY CONCLUSION**

27. Council supports the concept of development of a 'Motorsport' complex on reserve 1947 Parker Brook Road subject to conditions detailed within this item.
28. A committee has been formed to oversee the development of the project and has already achieved positive outcomes in the form of completing and submitting a proposal for funding to the 'Great Southern Development Commission'.
29. The recommendation within this item allows for the nomination of two councillors to assist the 'Great Southern Motorplex Group' and confirms the role which would be undertaken by Councillors and City staff, based on Council determinations and current levels of resource allocation.

ORDINARY COUNCIL MEETING MINUTES – 16/06/09  
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Item 18.2 continued.

**ITEM NUMBER 18.1 NOTICE OF MOTION BY MAYOR EVANS  
VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED: COUNCILLOR MATLA  
SECONDED: COUNCILLOR PRICE**

**THAT Council APPOINT Mayor Evans and Cr Wolfe as Council representatives to the “Great Southern Motorplex Group” (external committee).**

**THAT Council CONFIRMS the terms of reference for Councils role on the Great Southern Motorplex Group committee as:**

**Elected representatives:**

- a. To act in an advocacy capacity for the Motorplex project; and
- b. To report back to Council in relation to the status of the proposal and outcomes discussed at the Great Southern Motorplex Group

**City Staff representatives:**

- c. To provide technical, procedural and scheduling advice specific to the Motorplex project proposals.

**MOTION CARRIED 9-0**

Nominations received: Mayor Evans (7), Councillor Kidman (2) and Councillor Wolfe (7).



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**6.2.15 Great Southern Motorplex Group**

Terms of Reference:

Council CONFIRMS the terms of reference for Councils role on the Great Southern Motorplex Group committee as:

- a. To act in an advocacy capacity for the Motorplex project and Elected representatives;
- b. To report back to Council in relation to the status of the proposal and outcomes discussed at the Great Southern Motorplex Group;
- c. To provide technical, procedural and scheduling advice specific to the Motorplex project proposals.

[Two Councillors]

[Past Members: Mayor Evans, Councillors]

[Staff Contact: Executive Director Corporate and community Services (P Madigan), Community Development Officer (Ms Tricia Martin)]

Nominations received from: Mayor Evans and Councillor Sutton

**ITEM 6.2.15 – OFFICER RECOMMENDATION  
VOTING REQUIREMENT: ABSOLUTE MAJORITY**

**MOVED: CR WOLFE  
SECONDED: CR DUFTY**

**THAT Council nominate Mayor Evans and Cr Sutton to the Great Southern Motorplex Group.**

**MOTION CARRIED 11-0  
ABSOLUTE MAJORITY**

**Officer's Comment:**

Council has not provided any resourcing or capacity for this project.



AGENDA ITEM 1.7 REFERS

ELECTED MEMBERS ONLY  
SPECIAL COUNCIL MEETING 10/11/09  
City of Albany Committees and Representation Listing  
As at 5/11/2009

Committee Name	Terms of Reference	Officer's Comment	Meeting Dates, Times, Venue & Comments	Council Officer(s)	Previous Incumbant	Community Representation	File Ref	Appointment Reference
6.2.12 WVA Foundation Inc (External)	The objects of the association are to promote the educational and research activities of the Centre through the provision of financial and other support. Support includes: (a) awarding scholarships to university students from outside the Perth metropolitan area; (b) promoting joint research projects between private enterprises, government and the Centre; underlying selected courses from time to time; (c) carrying out, or enabling the carrying out of, works; (d) providing financial assistance to the Centre for teaching and research; (e) promoting collaboration between:		Mr Alex Campbell WVA Foundation Inc PO Box 5771 ALBANY WA 6332 Mr Randall Jasper, Executive Officer, Development Manager, WVA, Albany Centre Ph: 9842 9810 Fx: 9842 0877 email: randall.jasper@wva.edu.au	Mayor/Liaison Officer (Ms Louise Burger)	Councillor Price		MAN105	Special Council Meeting 06/11/2007 Resolution 6.2.11
6.2.13 WA Local Government Association (WALGA) - Great Southern Zone (External)	The WA Local Government Association is the voice of Local Government in Western Australia. As the peak industry body WALGA advocates on behalf of the State's 142 Local Governments and negotiates service agreements for the sector. WALGA is not a government department or agency. Website: <a href="http://www.walga.asn.au/">http://www.walga.asn.au/</a>		Monthly meetings, via teleconference and face to face in the Great Southern. Zone Secretary: Annabel Pailley Great Southern Zone of the WA Local Government Association PO Box 100 Woodanilling WA 6316 Tel or fax: (08) 9823 1005 Email: annabel13@westnet.com.au	CEO (Paul Richards) Executive Manager Business Governance (Mr Stuart Jamieson) Mayor/Liaison Officer (Ms Louise Burger)	Mayor Evans Councillor Walker - Vacant		GOV 105	Special Council Meeting 06/11/2007 Resolution 6.2.13
6.2.14 Wilson Inlet Drainage Review Stakeholder Group & Wilson Inlet Management Advisory Group (External)	The aim of the Wilson Inlet Drainage Review Stakeholder Group is to develop a management strategy, supported by principles and policy, which allows decisions to be made about when to breach the sandbar. The aim of the Wilson Inlet Management Advisory Group is provide advice & assistance to the Water & Rivers Commission by promoting the values of wetlands & wetlands; effective management of natural resources in Wilson Inlet.	For consistency reasons, staff recommend that the same two Councillors represent Council on both the Wilson Inlet Management Advisory Group and Wilson Inlet Drainage Review Stakeholder Group	Bi Monthly, Meeting held in Denmark.	EDWS (Mr Kevin Kesters) Reserves Officer Part Time (Ms Sandra Mabelevski)	Councillor Stanton & Wolfe		MAN 083	Special Council Meeting 08/11/2007 Resolution 6.2.14
6.2.15 Great Southern Metropolitan Group (External)	That Council CONFIRMS the terms of reference for Council role on the Great Southern Metropolitan Group committee as: a. To act in an advocacy capacity for the Metropolitan project; and b. To report back to Council in relation to the status of the proposal and outcomes discussed at the Great Southern Metropolitan Group c. To provide technical, procedural and scheduling advice specific to the Metropolitan project proposal.	Council has not provided any resourcing or capacity for this project.	On an as required basis.	Executive Director Corporate and community Services (P Madigan) Community Development Officer (Ms Tria Manti)	Mayor Evans Councillor Wolfe	Mr Vince Ruto (Chair)	MAN194	CCM 16/06/2008 Item 18.2



**2.6: GREAT SOUTHERN MOTORPLEX INC. / ALBANY CITY KART CLUB INC. / ALBANY MOTORCYCLE CLUB INC.  
(AMENDED REPORT)**

**File Number (Name of Ward)** : PRO170, PRO176 (West Ward)

**Land description** : Lot 8122 on Plan 26510 and being whole of the land contained in Certificate of Title Volume LR3124 Folio 121

**Disclosure of Interest** : Nil

**Proponents** : Great Southern Motorplex Inc., Albany City Kart Club Inc. and Albany Motorcycle Club Inc.

**Owner** : Crown

**Previous Reference** : OCM 01/07/1992  
OCM 17/09/2002 Item 12.2.5  
OCM 17/02/2009 Item 12.8.2  
OCM 16/06/2009 Item 18.2  
OCM 16/02/2010 Item 13.6.1  
OCM 20/04/2010 Item 19.5

**Appendices** : Location maps  
Design study Motorplex concept plan  
Letter from Great Southern Motorplex Inc.  
Letter from Albany City Kart Club Inc.  
Letter from Albany Motorcycle Club Inc.

**Reporting Officer(s)** : Executive Manager Community Services (D Schober)  
Executive Manager Building and Health Services (K Barnett)  
Amended Report – EM Business Governance (S Jamieson)

**Responsible Officer** : Executive Director, Corporate and Community Services (WP Madigan)

**IN BRIEF**

- Consider request from **Great Southern Motorplex Group Inc.** for in-principle approval of the updated concept plan for the motorsport complex and for funding assistance to complete a Fauna Assessment and Environmental Management Plan of Parker Brook Reserve.
- Consider request from Albany **City Kart Club Inc. (member of Great Southern Motorplex Group Inc)** to surrender current lease over the whole Reserve and apply for a new lease which encapsulates only a portion of the Reserve currently under lease for a term of 10 years, in order to facilitate the Motorplex Group Inc. concept.
- Consider request from **Albany Motorcycle club (member of Great Southern Motorplex Group Inc)** to operate two non-complying events at Roberts Rd site during 2011.



**BACKGROUND****Great Southern Motorplex Inc.**

1. The Great Southern Motorplex Inc. (Motorplex Group) is a body consisting of four motorsport entities. These include:
  - a. Albany City Kart Club Inc.
  - b. Albany Motorsport Group Inc.
  - c. Great Southern Street Machine Association Inc.
  - d. Albany Motorcycle Club Inc.
  
2. The Motorplex Group have been working towards the identification of a suitable portion of land for all four entities to co-locate.
  
3. Council resolved on 17/02/09 to receive the '*Motor sports Complex Feasibility Study*' and support the concept of the development of a Motor-Sport Complex on Parker Brook Reserve (reserve 1947), subject to the following deliverables from the Motorplex Group:
  - a. **Deliverable One (1).** An Environmental Noise Impact Assessment that demonstrates design and management/operational measures compliance, by meeting the requirements of the:
    - Environmental Protection Authority (EPA) for Environmental Impact Assessment;
    - Environmental Protection Act 1986; and
    - Environmental Protection (Noise) Regulations 1997.
  - b. **Deliverable Two (2).** An approved EPA Environmental Impact Assessment on the site design and 'Environmental Management Plan'.
  - c. **Deliverable Three (3).** A facility/operational management plan that demonstrates sustainable operations of the facility.
  - d. The plan is to includes as a minimum:
    - operation and functionality of the site management group
    - responsibilities and entitlements of co-located tenants
    - driver education and training facilities
    - noise management
    - waste management
    - water management
    - facility access and security management
    - asset maintenance and management
    - reserve flora and fauna management
    - principles for major event management at the site
  - e. As not funding was allocated to this 'support in principle' external funding would need to be sourced.
  - f. **Deliverable Four (4).** A new/amended lease over the site containing provisions that encapsulate the conditions detailed above.

- g. The Great Southern Motorplex would be responsible:
- The feasibility study;
  - The development of the project;
  - The lease and management of the site.
- h. That Council funding, if allocated, would be directed towards "Driver training and education" components of the proposed facility.
4. Council appointed Mayor Evans and Councillor Sutton at a Special meeting of Council on 10/11/09 and resolved to confirm the terms of reference for the Council's role on the Great Southern Motorplex committee as:
- a. Elected representatives:
- To act in an advocacy capacity for the Motorplex project and Elected representatives.
  - To report back to Council in relation to the status of the proposal and outcomes discussed at the Great Southern Motorplex Group.
- b. City staff representatives: To provide technical, procedural and scheduling advice specific to the Motorplex project proposals,
5. The Motorplex Group have applied to the Department of Environment and Conservation (DEC) for a permit to clear vegetation from Reserve 1947 Parker Brook Road, Albany in order to develop the site according to the Design Study concept plan attached.
6. The DEC declined to issue a permit and will not process any further applications till the following conditions are met:
- a. **Deliverable One (1).** Council must reconfirm in-principle approval of the co-located facility, based on the updated Concept Plan.
- Note:** The Motorplex Group has written to the City and requested in-principle support for the attached concept plan for the development of Reserve 1947 Parker Brook Road, Albany.
- b. **Deliverable Two (2).** That two reports be produced and provided to DEC, namely;
- Fauna assessment of Parker Brook Reserve; and
  - Site Environmental Management Plan.
- Note:** The Motorplex Group has written to the City and requested Funds of \$4,730 to complete a Fauna assessment of Parker Brook Reserve and a Site Environmental Management Plan.
7. The only information provided to the City from DEC is detailed above, therefore the City is unable to make further comment or form a view on this matter.
8. Staff are not aware of actions undertaken by the Motorplex Group; other than requesting funds from the City to complete the Fauna assessment and Site Environmental Management Plan.



9. Further to these requests the Albany City Kart Club Inc. and Albany Motorcycle Club Inc. have both applied to Council for consideration of their respective leases.

**Albany City Kart Club Inc.**

10. Reserve 1947 Parker Brook Road, Albany is under Management Order H680343 issued to the City of Albany with the power to lease, sub-lease or license for the purpose of Recreation for a term not exceeding 21 years and is subject the consent of the Minister for Lands.
11. Lot 802 on portion of Reserve 1947 is located on Albany Highway, adjacent to, and south of, Albany Regional Airport, Albany.
12. In September 2002 the City of Albany approved a lease to the Albany City Kart Club Inc. for a term of 10 years commencing 1<sup>st</sup> November 2002 and expiring 31<sup>st</sup> October 2012 on Lot 802 for the conducting of motor sport (kart racing). This lease returns a minimum land rate of \$725.00 plus GST per annum.
13. The Albany City Kart Club Inc. has occupied Reserve 1947 since 1988 through a series of new and extended leases with both the Town and City of Albany.
14. The Albany City Kart Club Inc. has written to Council and asked to surrender their lease over the whole of Reserve 1947 Parker Brook Road, Albany and seeks a new lease for only a portion of Lot 802, Reserve 1947, which surrounds and includes their track.

**Albany Motorcycle Club Inc.**

15. Reserve 30495 Roberts Road, Robinson is under Management Order H645992 issued to the City of Albany with the power to lease, sub-lease or licence for the purpose of Recreation for a term not exceeding 21 years and is subject the consent of the Minister for Lands.
16. Lot 7153 on portion of Reserve 30495 is located on Roberts Road, Robinson.
17. In 1992 the former Town of Albany approved a lease to the Albany Motorcycle Club Inc. for a term of 21 years commencing 7<sup>th</sup> July 1992 and expiring 30<sup>th</sup> June 2013 on Lot 7153 for recreational purposes. This lease returns a peppercorn rental of \$10.00 per annum, fixed for the term of lease.
18. Following extensive negotiations, between the Albany Motorcycle Club and the City, Council at the Ordinary Council Meeting on 20<sup>th</sup> April 2010 resolved:  
  
"Item 19.5 – THAT Council approve the Albany Motorcycle Club to operate for a proposed ten days (three club events, two interclub events and five training days) as described in the Site Management Plan for the 2010 season, upon Reserve 30495 Roberts Road, Robinson."
19. The Albany Motorcycle Club Inc. have written to the City requesting permission to stage two events at Roberts Road on Reserve 30495 in 2011. The Club states that it would like to move to the proposed location at Parker Brook Reserve but due to delays experienced by the Motorplex Group this is unlikely to happen in time to host their scheduled 2011 interclub events.

**DISCUSSION**

**Great Southern Motorplex Inc.**

20. The request for in-principle support by the Motorplex Group is in accordance with the stated objectives of Council as determined by Albany Motorsport Complex Feasibility study. While the site design and lay-out has varied the intent of co-location and a suitable site for the purposes of motorsport remain unchanged in the updated site concept plan.

21. While the Motorplex Group have requested funding of \$4,730 to complete a Fauna assessment and Site Environmental Management Plan of Parker Brook Reserve Council has previously resolved that:

*“The achievement of sufficient external funding to undertake each stage of the proposal” and “Council funding, if any, towards the project being directed towards the components of the driver training and education.”* Extracts from Ordinary Council Meeting 17<sup>th</sup> February 2011.

23. Furthermore Council has a moratorium on funding through Community Financial Assistance program for which this funding would normally be made available.

**Albany City Kart Club Inc.**

22. The Albany City Kart Club Inc. have won the rights to host State titles in late 2011. The Club have attracted significant funding, but require a longer term of tenure (current lease due to expire in 2012) before funding bodies will commit to infrastructure funding.

23. The Club are looking to extend their race track and facilities to support this event and grow their association.

24. The Club have indicated in writing that they would be prepared to surrender their current lease over the whole Parker Brook Reserve, in return for a new 10 year lease for a section of the Reserve which meets the needs of their association.

25. The Club also supports the Motorplex Groups’ endeavours for a co-located site for Motorsport and would be accepting of a provision to surrender any new lease over a portion of the Parker Brook Reserve when, and if, the Motorplex Group receive their required approvals and secure funding to develop the site and enter in to a lease for the Great Southern Motorplex Group Inc..

**Albany Motorcycle Club Inc.**

26. The Albany Motorcycle Club supports the Motorplex Groups’ endeavours for a co-located site for Motorsport and need be accepting of a provision to surrender any new lease over a portion of the Parker Brook Reserve when, and if, the Motorplex Group receive their required approvals and secure funding to develop the site.

27. The City has not received any documentation from the Albany Motorcycle Club to confirm this position, nor has it received any request for a new lease.

**PUBLIC CONSULTATION / ENGAGEMENT**

- 28. Staff have consulted with the Great Southern Motorplex Group Inc. which includes members of the four affiliated clubs.
- 29. Staff have met with individual clubs for club specific matters relating to their operation / lease arrangements as required.
- 30. It is not known whether the Albany Motorcycle Club has undertaken any consultation with neighbouring land-owners of Reserve 30495 Roberts Road, Robinson, in relation to this request to conduct a further two meetings at this site (letter dated 25/1/11).
- 31. It is not known whether the Great Southern Motorplex Inc. has undertaken any consultation with adjoining land-owners of Reserve 1947 Parker Brook Road.
- 32. It has not been possible for the City to undertake such consultation as the request was dated 28/01/11, and has not allowed sufficient time for this process to occur.

**STATUTORY IMPLICATIONS**

- 33. Section 18 (1) of the *Land Administration Act 1997* states that a person must not, without the prior approval in writing of the Minister assign, sell, transfer or otherwise deal with interests on Crown land.
- 34. As this is Crown land, under a Management Order H680343 issued to the City of Albany for the purpose of Recreation, Ministerial approval will be required.
- 35. Section 3.58 of the *Local Government Act 1995* deals with the disposal of property, including leased land and buildings.
- 36. Compliance by the Great Southern Motorplex Inc. is required with the *Environmental Protection (Noise) Regulations 1979*, *Environmental Protection Act 1986* and *Land Administration Act 1997*.

**FINANCIAL IMPLICATIONS**

- 37. Council has no budget allocation for these matters and Council resolved on the 20/04/10 to imposed a moratorium on such funding for two years, being:  
  
*"THAT Council INTRODUCES a moratorium on the grant category allocations under the Financial Assistance Program to the years 2010/11 and 2011/12 with the exclusion of rate rebates and Events".*
- 38. Funding of **\$4,730** is sought from the Great Southern Motorplex Group for a Fauna Assessment and Site Environment via a letter dated 28/01/11.
- 39. Request is not in accordance with Council budget.

**STRATEGIC IMPLICATIONS & ALIGNMENT TO CORPORATE PLAN**

40. This item directly relates to the following elements from the Albany Insight ~ Beyond 2020 Corporate Plan. *Albany will be a City where...*

**Lifestyle and Environment. 1.3.** *"Recreational Facilities provide a diverse range of sporting and exercise opportunities".*

**POLICY IMPLICATIONS**

41. Council adopted the Albany Motorsport Complex Feasibility Study 17/02/2009.
42. Council adopted the Recreation Planning Strategy, which specifically states:

*"Incorporated community organisations shall be responsible for undertaking the feasibility, design, funding and construction of facilities such as clubrooms and specialised surfaces such as tennis courts and motorsport tracks, in accordance with relevant actions within this strategy and other council strategies, policies, conditions, procedures and guidelines. (Organisations may be eligible to apply for financial assistance under the community financial assistance fund)"*

43. Council adopted on 20/04/2010:

*"THAT Council INTRODUCES a moratorium on the grant category allocations under the Financial Assistance Program to the years 2010/11 and 2011/12 with the exclusion of rate rebates and Events".*

**ALTERNATE OPTIONS & LEGAL IMPLICATIONS**

44. **Council in principle Support.** Council has two options in relation to the request from Great Southern Motorplex Group in respect to in-principle support for the updated site and concept plan. These are:
- a. **Option One.** Support the updated site and concept plan.
  - b. **Option Two.** Not Support the updated site and concept pan.
45. **Funding Support.** Council has three options in relation to the request from Great Southern Motorplex Group for funding to assist in a Fauna Assessment of Parker Brook Reserve and Environmental Management Plan. These are:
- a. **Option One.** Provide funding of **\$4,730**.
  - b. **Option Two.** Provide part funding up to a specific amount.
  - c. **Option Three.** Provide NO funding.

**\*\*REFER DISCLAIMER\*\***

46. **Lease.** Council has three options in relation to the request from Albany City Kart Club Inc. to surrender current lease over Reserve 1947 Parker Brook Rd and apply for a new lease which encapsulates only a portion of the land currently under lease for a term of 10 years, in order to facilitate the Motorplex concept. These are:
- a. **Option One.** Support application to the Minister for a new lease request for 10 years, subject to a provision to surrender this lease, with a new lease to be entered into by the Great Southern Motorplex Group Inc. when they have sufficient approvals and funds to develop the site.
  - b. **Option Two.** Not agree to the new lease request, continuing with current lease over the whole portion of the Reserve which expires 31/10/12.
  - c. **Option Three.** Not agree to the new lease request, but grant a new lease over the whole site as is the case with the current lease.
47. **Request for non-complying events.** Council has two options in relation to the request from Albany Motorcycle club to hold two non-complying events at Roberts Rd site. These are:
- a. **Option One. GRANT** the Albany Motorcycle Club approval to hold two non-complying events during 2011 in accordance with Regulation 18 of the Environmental Protection (Noise) Regulations 1997.
  - b. **Option Two. REFUSE** the Albany Motorcycle Club approval to hold two non-complying events during 2011.
48. As residents in the neighbourhood have lodged complaints regarding the noise and other issues associated with the motorcycle track, community consultation should be undertaken by the Club in support of its request and information provided to Council prior to making any decision to grant approval for two non-complying events.

**RECOMMENDATION**

**ITEM 2.6: RESOLUTION**

**THAT Responsible Officer Recommendations 1, 3 & 4 be moved EN BLOC.**

**CARRIED 11-0**

**ITEM 2.6: RESPONSIBLE OFFICER RECOMMENDATION 1**

- (i) THAT Council affirms its previous support for the attached concept plan for the development of Reserve 1947 Parker Brook Road, Albany subject to achievement of and Council's satisfaction with the following:
- a. 'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:
    - Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;
    - Requirements of the Environmental Protection Act 1986; and
    - Requirements of the Environmental Protection (Noise) Regulations 1997.
  - b. Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval.
  - c. Approval of the Site Design and 'Environmental Management Plan' by the EPA.
  - d. A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:
    - operation and functionality of the site management group
    - responsibilities and entitlements of co-located tenants
    - driver education and training facilities
    - noise management
    - waste management
    - water management
    - facility access and security management
    - asset maintenance and management
    - reserve flora and fauna management
    - principles for major event management at the site
  - e. The availability of sufficient external funding by the Great Southern Motorplex Group to undertake each stage of the proposal.
  - f. A new/ amended lease over the site containing provisions that the facility is constructed and operated in accordance with EPA approval, council determinations in relation to the items above and any other relevant council strategies, policies, procedures and determinations.
  - g. Community consultation occurring and Council considering that feedback.
- (ii) The feasibility study is handed over to the 'Great Southern Motorplex Group' consisting of City of Albany, Albany Motorcycle Club, Great Southern Street Machine Association and Albany City Kart Club who will:
- lead and undertake responsibility for the development of the project (including but not limited to the items in recommendation (i)).
  - undertake responsibility for the lease and management of the site.

CARRIED EN BLOC

ITEM 2.6: RESPONSIBLE OFFICER RECOMMENDATION 2

THAT Council REFUSE the request for funds of \$4,730 for Great Southern Motorplex Group Inc. to complete a Fauna Assessment and Site Environmental Management Plan of Parker Brook Reserve Council, as no budget allocation has been provided for this proposal and it does not align with Council's previous decision in relation to funding.

**ITEM 2.6: ALTERNATE MOTION BY COUNCILLOR SUTTON**

THAT Responsible Officer Recommendation 2 be laid on the table for a period of one month to allow further investigation by Council of funding options.

ITEM 2.6: RESOLUTION (Alternate Motion Councillor Sutton)

MOVED: COUNCILLOR SUTTON  
SECONDED: MAYOR EVANS

THAT the Alternate Motion by Councillor Sutton be ADOPTED.

CARRIED 11-0

**Councillor Reason:**

As the Motorplex Group has not been granted a lease over the area in question, it is proving difficult to obtain funding in order to carry out the necessary assessment as required by the Department of Conservation.

It is recommended that Council lay this item on the table for a period of one month to allow further investigation by Council of funding options which may be available to the Motorplex Group.

**ITEM 2.6: RESPONSIBLE OFFICER RECOMMENDATION 3**

THAT Council SUPPORT application to the Minister for the Albany City Kart Club Inc. to surrender existing lease over Reserve 1947 Parker Brook Road and instigate a new 10 year lease over a portion of Reserve 1947, Parker Brook Road under the following conditions:

- a. That the Albany City Kart Club Inc. will surrender their new lease over a portion of Reserve 1947, Parker Brook Road when the Great Southern Motorplex Group Inc. have received all available approvals and funding in order to develop Reserve 1947, Parker Brook Road, for the purposes of Motorsport as detailed in the Design study Motorplex concept plan; and
- b. That the Albany City Kart Club Inc. obtain all relevant planning and construction approvals before commencing any alterations to their existing track and/or site.

CARRIED EN BLOC

**ITEM 2.6: AMENDED RESPONSIBLE OFFICER RECOMMENDATION 4**

1. The Council note that in relation to the request by the Albany Motorcycle Club to hold two non-complying events on Reserve 30495, Roberts Road, community consultation will be undertaken with residents and property landowners within a radius of 1.5km;
2. Where objections are received as a result of the community consultation the request shall be considered at the March Ordinary Council Meeting;
3. Where no objections are received Council notes that the CEO will grant approval for two non-complying events in accordance with Regulation 18 of the *Environmental Protection (Noise) Regulations 1997*.

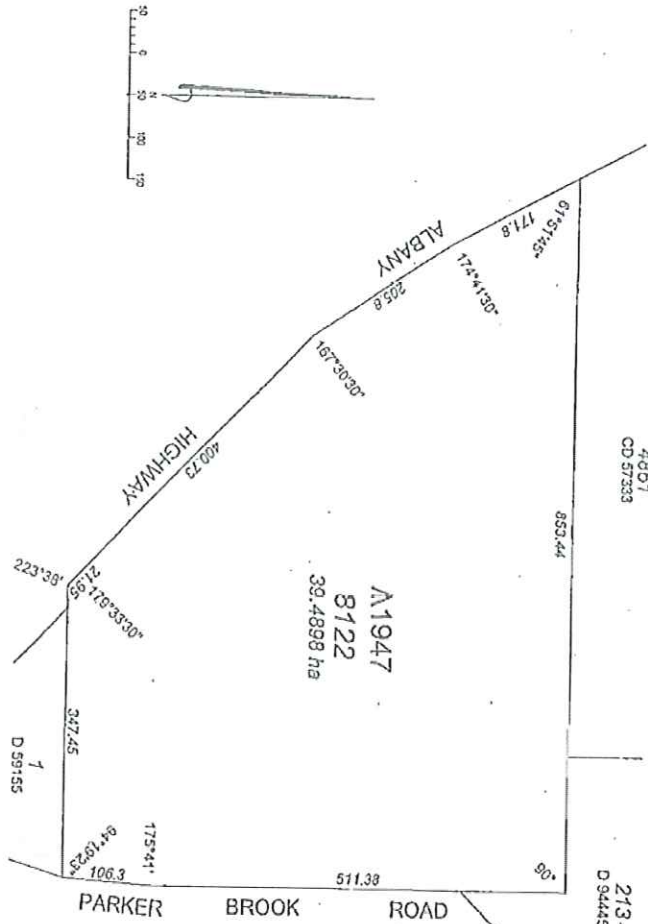
CARRIED EN BLOC

**Officer's Reason (G Bride)**

Council has the capacity to undertake the consultation in an expedient manner.



OFFICIAL  
INTENTIONAL  
PURPOSE ONLY



AGENDA ITEM 2.6 REFERS

APPENDICES  
AGENDA ITEM 2.6 REFERS 8 PAGES

TYPE	CROWN
PURPOSE	CONVERSION
CERTIFICATE OF TITLE	LR 3124/21
COMPILED FROM	CD 44/12, CD 57/105, CD 83957, CD 57338 & CP 65958
DISTRICT	PLANTAGENET
LOCAL AUTHORITY	CITY OF ALBANY
LOCALITY	ALBANY
FORMER TENURE	RECORDED
PLANTAGENET LOCATION 8122 ON CROWN DIAGRAM 44/12	INDEX ON
CSD REFERENCE	PUBLIC
CART-CSD/DT/DB/CSD	SYSTEM HARBOUR 1291 SW
CREATED FOR	CHECKED BY DATE
<p>THE REDEFINITION OF PLANTAGENET LOCATION 8122 AS PREVIOUSLY CREATED ON CROWN DIAGRAM 44/12</p>	
<p>THIS PLAN PROVIDES A GRAPHIC REPRESENTATION OF EXISTING LOT(S) AND ALLOCATES WHOLE LOT(S) LAND DESCRIPTIONS FOR THE CONVERSION TO A DIGITAL REGISTER</p>	<p>DEPOSITED PLAN <b>26510</b></p>
<p>SCALE 1:5000 ALL DIMENSIONS ARE IN METRES</p>	<p>SHEET 1 OF 1 EDITION 1 VERSION 1</p>
<p>DOLA Department of Land Administration</p>	

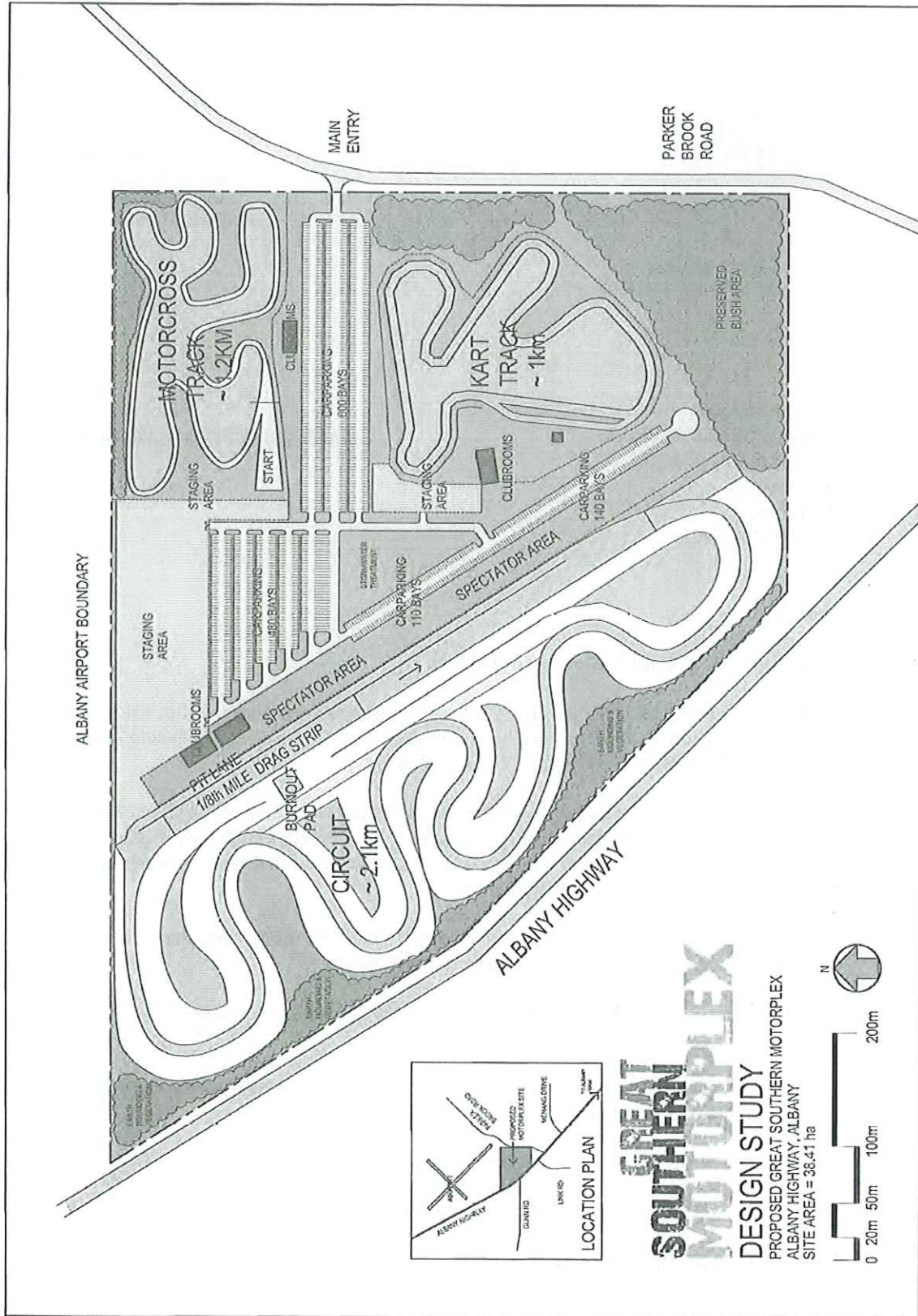


AGENDA ITEM 2.6 REFERS











P O BOX 485  
ALBANY, WA 6331  
PHONE: 08 9892 0314  
MOBILE: 0404 804 264  
FACSIMILE: 08 9841 7867

OUR REF: MH:GA:GSMotorplex  
YOUR REF: MAN248 / LT1037946

28 January 2011

Mr Peter Madigan  
Executive Director, Corporate  
and Community Services  
City of Albany  
P O Box 484  
ALBANY WA 6331

Email: [peterm@albany.wa.gov.au](mailto:peterm@albany.wa.gov.au)

Dear Sir,

**Great Southern Motorplex Group – Urgent Item**

I refer to the meeting of 25 January 2011 between various representatives of Council including Mayor Evans, representatives of the City and various representatives of the motorsport clubs affiliated with Great Southern Motorplex Group (GSMG).

In accordance with the Motorsport Complex Feasibility Study conducted by the City in 2009 and further in accordance with the associated resolution of Council, GSMG has applied to the Department of Environment and Conservation (DEC) for a clearing permit to facilitate the proposed Motorsport Complex development.

The clearing permit relates to the site nominated by the City for the Complex, which is a site that has been used for various motorsport activities for over 30 years.

The DEC has requested that two items be addressed before it can complete its application process:

1. that Council update its in-principle approval of the co-located facility, based on the updated Concept Plan; and
2. that two reports be produced and provided to DEC, namely:
  - a) Fauna Assessment of Parker Brook Reserve; and
  - b) Site Environmental Management Plan.

These requests are detailed below.

28 January 2011

Page 3 of 3

From a timing perspective, it will be important that these issues are considered by Council in its upcoming meeting in early February 2011. The finalisation of these reports and the approval of DEC impacts the imminent requirements of the Albany City Kart Club for track extension works and to an extent the needs of the Albany Motorcycle Club. The GSMG apologises for the late notice of this request, however it has been precipitated by events outside of its control.

Please contact me with any queries, including with respect to any further materials that you may require in order for Council to reach its decision.

Yours faithfully



**Marcus Hodge**  
**President, Great Southern Motorplex Group Inc.**  
[marcus@haynesrobinson.com.au](mailto:marcus@haynesrobinson.com.au)

Encs

CC *Mr Milton Evans*  
*Mayor, City of Albany*  
[miltone@albany.wa.gov.au](mailto:miltone@albany.wa.gov.au)

*Ms Tricia White*  
*Manager of Recreation Services*  
[triciaw@albany.wa.gov.au](mailto:triciaw@albany.wa.gov.au)

APPENDICES  
AGENDA ITEM 2.6 REFERS 8 PAGES



POSTAL ADDRESS  
PO Box 1995, Albany  
Western Australia 6331

TRACK  
Albany Highway, Albany  
(just near the airport)

TELEPHONE  
0416 348 293

ABN: 22 844 229 395

WEBSITE  
[www.albanycitykartclub.com.au](http://www.albanycitykartclub.com.au)

EMAIL  
[secretary@albanycitykartclub.com.au](mailto:secretary@albanycitykartclub.com.au)  
[president@albanycitykartclub.com.au](mailto:president@albanycitykartclub.com.au)

Chief Executive Officer  
City of Albany  
PO Box 484  
ALBANY WA 6331

Attn: Dave Schober

Dear Sir

Following up from our recent meeting at the City, the Albany City Kart Club respectfully requests that the City commence the preparation of a new lease for our club track and facilities. As you would be aware, we seek this lease to support our current proposal for funding from the Department of Sport and Recreation to upgrade and extend the track to enable us to host the 2011 State Titles in October.

The Club is prepared to meet all reasonable costs for the new lease and survey required. The Club also agrees to relinquish all of the rest of the Reserve area not used by us to enable the City to progress the other elements of the motorsport complex for the motocross club etc.

Should you require any further information please don't hesitate to contact me on 9841 4707.

Yours faithfully

**Tony Perrella**  
President Albany City Kart Club Inc.

3 February 2011



APPENDICES  
AGENDA ITEM 2.6 REFERS 8 PAGES



POSTAL ADDRESS  
PO Box 1995, Albany  
Western Australia 6331

TRACK  
Albany Highway, Albany  
(just near the airport)

TELEPHONE



His Worship the Mayor Milton Evans, JP  
City of Albany  
PO Box 484,  
Albany WA 6331

City of Albany Records  
Doc No: ICR1128146  
File: PRO170  
Date: 14 JAN 2011  
Officer: MAYOR1

Attach  
Box  
Vol  
Box+Vol

Dear Milton,

Thank you for giving us the opportunity to meet prior to Christmas at such short notice. As we indicated at our meeting, we are pushing ahead with our track extension plans. Our aim is to host the State Titles at the refurbished track in late-2011 and we are now seeking financial support from the Department of Sport and Recreation with a decision likely in early/mid-2011.

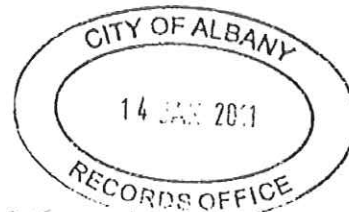
From our discussions, we would formally request that the City approve a new lease for our current premises for a further period of 10 years (although 21 years would be our preference). The granting of a new lease, whilst a modification to the adopted Feasibility Study, would not prejudice the plans for the rest of complex being pursued by the Great Southern Motorplex Group (who we have written to separately to outline our plans).

We look forward to the City's support for our request, please forward any forms/fees etc. required to initiate our lease renewal. Should you have any queries regarding these matters, I would be pleased to discuss them with you and can be contacted on (08) 9848 1021 or 0427 184 913.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Baz Evans', with a horizontal line underneath.

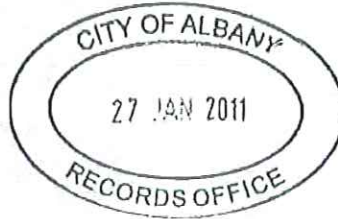
Baz Evans  
Senior Vice President  
13 December 2010



Tony Pavella.. 9841 4707. 0428 945 345  
President.

APPENDICES  
AGENDA ITEM 2.6 REFERS 8 PAGES

Albany Motorcycle Club Inc  
PO Box 907  
Albany 6331  
25<sup>th</sup> Jan 2011



Dear Mr Barnett ,

Following Discussions at the meeting on January 25<sup>th</sup> at Council Offices with Albany Motorcycle Club, Albany City Kart Club, Great Southern Motoplex Committee, Councillors and Council Officials, one of the issues discussed was AMCC's ability to host our two rounds of the 2011 South West Interclub Series, while not currently having a track.

Therefore AMCC would like to apply to hold our two interclub events at Miniup Park, Roberts Rd under section 18 of the Environmental Protection (Noise) Act.

Albany Motorcycle Club is committed to make the move to the Motoplex site, but with delays on approvals from DEC, we will not be able to have a track built to standard in time for these events. Dates have not yet been booked for these two events but a meeting is to be held in early February in Manjimup for the clubs involved to book these dates.

Our Club cannot afford to lose these two events as we will likely never get them back, with so many clubs in the South West area wanting to be a part of the series, if we miss a year, we will lose the clubs biggest money maker. With approximately 150- 200 riders competing in this series many travel for up to four hours to ride here, also most stay in town and spend money on accommodation and food. If these events are lost it will not only impact the club but also the town. Also if we cannot hold these two events, our members cannot participate in the series at other tracks as you need to be a member of a club involved in the series.

We understand that the residents of Robinson have had this issue put before them before, and the Club had no intention of trying to get back out to our track this year. Unfortunately things have not moved as quickly as we expected with the motoplex site, which forces us to ask for approval to hold our two interclub events at Miniup Park for 2011.

We have no interest in asking for approval to hold any other events at Miniup only our two interclubs'. These events will be run as they have been in the past with the same conditions we put in place for 2010, in regards to parking, rubbish removal and on site noise testing of suspect bikes.

I thank you for your time and hope you can see your way clear to grant us approval to hold these two events, thus helping to keep our club alive.

Sincerely  
*B. Draper*  
Mrs Ricci Draper  
AMCC  
Secretary  
0408093654



City of Albany Records  
Doc No ICR1128965  
File PRO176  
Date 27 JAN 2011  
Officer EMHRB  
Attach  
Box  
Vol  
Box+Vol

**2.7: GREAT SOUTHERN MOTORPLEX GROUP INC. - REQUEST FOR FINANCIAL ASSISTANCE**

Land description : Lot 8122 on Plan 26510 and being whole of the land contained in Certificate of Title Volume LR3124 Folio 121  
 Proponents : Great Southern Motorplex Group Inc.  
 Owner : Crown  
 Appendices : Location maps  
 Responsible Officer : A/Executive Director, Corporate and Community Services (P Wignall)

**IN BRIEF**

- Consider request from *Great Southern Motorplex Group Inc.* for funding assistance to complete a Fauna Assessment and Environmental Management Plan of Parker Brook Reserve.

**ITEM 2.7: RESPONSIBLE OFFICER RECOMMENDATION**

THAT Council AGREE to provide \$4,730 to the Great Southern Motorplex Group for the preparation of the Fauna Assessment and Site Environmental Management Plan of the Parker Brook reserve (Reserve 1947).

**ITEM 2.7: RESOLUTION (Responsible Officer Recommendation)**

**MOVED: MAYOR EVANS**  
**SECONDED: COUNCILLOR SUTTON**

THAT the Responsible Officer Recommendation be **ADOPTED**.

**CARRIED 10-0**  
**ABSOLUTE MAJORITY**

**BACKGROUND**

1. The Great Southern Motorplex Inc. (Motorplex Group) is a body consisting of four motorsport entities. These include:
  - a. Albany City Kart Club Inc.
  - b. Albany Motorsport Group Inc.
  - c. Great Southern Street Machine Association Inc.
  - d. Albany Motorcycle Club Inc.

<b>CEO:</b>	<b>RESPONSIBLE OFFICER:</b>
-------------	-----------------------------



2. The Motorplex Group has requested Council to:
- Update its in-principle approval of the co-located facility, based on the updated Concept Plan; and
  - Allocate funding of \$4730 for the preparation of:
    - a) Fauna Assessment of Parker Brook Reserve; and
    - b) Site Environment Management Plan.
3. This request was considered through the February 2011 OCM (Item 2.6) which Council resolved, inter alia, as follows:
- (i) *THAT Council affirms its previous support for the attached concept plan for the development of Reserve 1947 Parker Brook Road, Albany subject to achievement of and Council's satisfaction with the following:*
- a. *'Environmental Noise Impact Assessment' demonstrating the design and management/ operational measures required and the ability of the concept to meet:*
    - *Environmental Protection Authority (EPA) Environmental Impact Assessment Requirements;*
    - *Requirements of the Environmental Protection Act 1986; and*
    - *Requirements of the Environmental Protection (Noise) Regulations 1997.*
  - b. *Site Design and Full 'Environmental Management Plan' of sufficient detail to be submitted to the EPA for Environmental Impact Assessment Approval.*
  - c. *Approval of the Site Design and 'Environmental Management Plan' by the EPA.*
  - d. *A facility/ operational management plan specifying and demonstrating the sustainable operation of the facility including but not limited to:*
    - *operation and functionality of the site management group*
    - *responsibilities and entitlements of co-located tenants*
    - *driver education and training facilities*
    - *noise management*
    - *waste management*
    - *water management*
    - *facility access and security management*
    - *asset maintenance and management*
    - *reserve flora and fauna management*
    - *principles for major event management at the site*
  - e. *The availability of sufficient external funding by the Great Southern Motorplex Group to undertake each stage of the proposal.*
  - f. *A new/ amended lease over the site containing provisions that the facility is constructed and operated in accordance with EPA approval, council determinations in relation to the items above and any other relevant council strategies, policies, procedures and determinations.*
  - g. *Community consultation occurring and Council considering that feedback.*

(ii) *The feasibility study is handed over to the 'Great Southern Motorplex Group' consisting of City of Albany, Albany Motorcycle Club, Great Southern Street Machine Association and Albany City Kart Club who will:*

- *lead and undertake responsibility for the development of the project (including but not limited to the items in recommendation (i)).*
- *undertake responsibility for the lease and management of the site.*

4. The request for funding by the Great Southern Motorplex Group to complete a Fauna Assessment and Site Environmental Management Plan of the Parker Brook Reserve was laid on the table for a period of one month to allow further investigation by Council of funding options.

#### DISCUSSION

5. The group maintains it needs to determine whether the site is suitable for its use prior to committing funds to the project, and is therefore seeking Council's financial assistance in the preparation of the necessary reports.
6. While the Motorplex Group have requested funding of **\$4,730** to complete a Fauna Assessment and Site Environmental Management Plan of Parker Brook Reserve Council has previously resolved that:

*"The achievement of sufficient external funding to undertake each stage of the proposal" and "Council funding, if any, towards the project being directed towards the components of the driver training and education."* Extracts from Ordinary Council Meeting 17<sup>th</sup> February 2011.

7. Furthermore, Council has a moratorium on funding through Community Financial Assistance program for which this funding would normally be made available.
8. This request relates to the provision of funding to undertake Fauna Assessment and Environmental Management Plan of Parker Brook Reserve, and no public consultation has been undertaken.

#### STATUTORY IMPLICATIONS

9. Were Council agree to the request and provide funding, Section 6.8 of the Local Government Act requires:

(i) *"A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure –*

- a. *is incurred in a financial year before the adoption of the annual budget by the local government;*
- b. *is authorised in advance by resolution\*; or*
- c. *is authorised in advance by the mayor or president in an emergency."*

*\*Absolute majority required.*

**FINANCIAL IMPLICATIONS**

10. Council has no budget allocation for these matters and Council resolved on the 20 April 2010 to imposed a moratorium on such funding for two years, being:

*"THAT Council INTRODUCES a moratorium on the grant category allocations under the Financial Assistance Program to the years 2010/11 and 2011/12 with the exclusion of rate rebates and Events".*

11. Request is not in accordance with Council budget.
12. Were Council to agree to the request, funding could be provided from within current budget surplus.

**POLICY IMPLICATIONS**

13. Council adopted the Albany Motorsport Complex Feasibility Study 17/02/2009.
14. Council adopted the Recreation Planning Strategy, which specifically states:

*"Incorporated community organisations shall be responsible for undertaking the feasibility, design, funding and construction of facilities such as clubrooms and specialised surfaces such as tennis courts and motorsport tracks, in accordance with relevant actions within this strategy and other council strategies, policies, conditions, procedures and guidelines. (Organisations may be eligible to apply for financial assistance under the community financial assistance fund)"*

15. Council adopted on 20/04/2010:

*"THAT Council INTRODUCES a moratorium on the grant category allocations under the Financial Assistance Program to the years 2010/11 and 2011/12 with the exclusion of rate rebates and Events".*

16. On 15/02/2011 Council affirmed its support for the concept plan for the development of Reserve 1947 Parker Brook Road.

**ALTERNATE OPTIONS & LEGAL IMPLICATIONS**

17. Council has three options in relation to the request from Great Southern Motorplex Group for funding to assist in a Fauna Assessment of Parker Brook Reserve and Environmental Management Plan. These are:
- a. **Option One.** Provide funding of \$4,730.
  - b. **Option Two.** Provide part funding up to a specific amount.
  - c. **Option Three.** Provide NO funding.





<b>Consulted References</b>	Residential Design Codes (R-Codes) Little Grove Structure Plan Town Planning Scheme No. 3
<b>File Number (Name of Ward)</b>	PRO170, PRO176 (West Ward)
<b>Previous Reference</b>	OCM 01/07/1992 OCM 17/09/2002 Item 12.2.5 OCM 17/02/2009 Item 12.8.2 OCM 16/06/2009 Item 18.2 OCM 16/02/2010 Item 13.6.1 OCM 20/04/2010 Item 19.5 OCM 15/02/2011 Item 2.6





OUR REF: MH:GA:Motorplex GSSMG

P O BOX 485  
ALBANY, WA 6331  
PHONE: 08 9892 0314  
MOBILE: 0404 804 264  
FACSIMILE: 08 9841 7867

13 September 2011

**BY EMAIL**

Copy to: Mr Milton Evans, Mayor

Attention: Pam Wignall

Executive Director,  
Corporate and Community Services  
City of Albany  
PO Box 484  
ALBANY WA 6331

Dear Ms Wignall

**Application for Lease over Reserve 1947 Parker Brook Road – Urgent Item**

The Great Southern Motorplex Group Inc. (**Motorplex Group**) requests, for the reasons outlined below, that its application for a lease over the above Reserve be put to Ordinary Council Meeting of Tuesday, 20 September 2011 as an urgent item. I understand Mayor Evans is supportive of this approach.

Specifically, I refer to Ordinary Council Meeting of 15 February 2011, Item 2.6, recording the Council's affirmation of support for an updated concept plan and a new lease to be granted over the Reserve.

I also refer to previous correspondence, noting that the Motorplex Group would be willing to take a lease over the Reserve in accordance with the resolution of council of 17 February 2009 and as contained in the Motorsports Complex Feasibility Study 2009, subject to the Motorplex Group achieving a Department of Environment and Conservation (**DEC**) permit to clear the Reserve. This has been an ongoing requirement, given the Motorplex Group was not prepared to accept a lease without a clear indication that the Reserve would be able to be developed in the manner required.

The Motorplex Group has now been granted a permit to clear the Reserve (**Permit**). This was achieved with significant support from the City, including direct financial support for the completion of a Fauna Assessment Report and a site Environmental Management Plan. This support has been greatly appreciated by the Motorplex Group.

This application is urgent given the following:

- a) the Permit is granted to the Motorplex Group. As such, we understand the Permit cannot be used until the Motorplex Group has leasehold rights over the Reserve. The Albany City Kart Club and to a lesser extent Albany Motorcycle Club require the immediate ability to clear given track extension/construction works and deadlines relating to hosting key events; and

- b) the Motorplex is not able to pursue funding for the development of the Reserve until a lease is granted. The ability to apply for funding relies on there being a current lease in place to the Motorplex Group and the funding process will remain on hold until that time.

As such, it is essential that a Lease is granted to the Motorplex Group as soon as possible. We have been advised of an indicative deadline of **31 October 2011** for the granting of a lease.

The Motorplex Group requests that a lease be granted by the City on the following general terms:

1. an initial term of 21 years, with two options of 21 years each;
2. peppercorn rental of \$10.00 per annum, fixed for the term of the lease and any renewals;
3. third-party signage to be permitted for display both internally and along all boundaries of the Reserve, including the length of the boundary adjacent to Albany Highway, which signage will be viewable from Albany Highway. City to work with Motorplex Group to obtain all other approvals necessary for this to occur;
4. City to undertake not to approve or permit any new development in the vicinity that would compromise the Reserve and its ability to support a co-located motorsport complex; and
5. lessee right to surrender the lease without penalty, if the site proves incapable of being developed as a co-located motorsport complex.

The Motorplex Group notes that any lease granted will also be subject to the conditions set out in Item 2.6 of the Council's February 2011 resolution, including development approval and EPA approvals, which will in turn require compliance with relevant noise legislation. We request that these aspects be considered following grant of the lease, as part of the development approval process.

Leases currently held by Albany City Kart Club and pending for Albany Motorcycle Club are both subject to the grant of a lease to the Motorplex Group and will terminate at that time. Given the very recent expenditure of these Clubs in establishing new leases, we request consideration is given to the City offsetting these costs against any costs for the newly requested lease.

With respect to its third-party signage request, the Motorplex Group notes the following:

- a) all avenues of funding, including Great Southern Development Commission, Royalties for Regions, and the Department of Sport & Recreation, have confirmed that the proposed development must be proven as economically viable and able to support ongoing operating expenditure requirements in order for funding to be granted;
- b) In addition, funding will not be granted for ongoing operating expenditure by any public funding body;
- c) it is well established in industry that motorsport facilities rely almost exclusively on advertising revenues to fund operating costs;
- d) it will not be possible to attract and maintain sufficient operating capital based on signage viewable only from inside the site, given projected crowd numbers and the likelihood that events will not be televised;
- e) given the Motorplex Group is a not-for-profit organisation, all proceeds from third party signage will be invested in the complex and the community; and

13 September 2011

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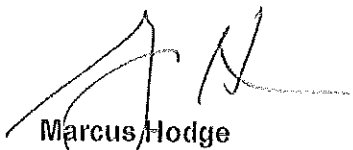
- f) the very significant and often preclusive ongoing cost of operating motorsport facilities places the Motorplex Group and the Reserve in a category that can be distinguished from all others in this regard.

The right to display third-party signage on this site is considered by the Motorplex Group to be the single most significant factor in determining its ability to progress with development of this site.

The Motorplex Group considers its requests are appropriate and consistent with the Feasibility Study as undertaken by the City, as adopted by Council and as directed to the Motorplex Group.

Please contact me if you have any queries.

Yours sincerely



**Marcus Hodge**  
President, Great Southern Motorplex Group Inc.  
[marcus@haynesrobinson.com.au](mailto:marcus@haynesrobinson.com.au)

An aerial sketch of a residential development in Milpara, South Australia. The sketch shows a grid of streets with various building footprints, some with multiple stories, and landscaped areas with trees. The drawing is done in a light, sketchy style with some color washes in shades of purple, blue, and yellow.

**DEVELOPMENT GUIDE PLAN**

**LOTS 870, 876 & 877 JOHN STREET  
LOTS 873-875 MORRIS ROAD  
MILPARA**

**PREPARED FOR HYSNEX PTY LTD  
JULY 2011**



## REVISION INFORMATION

<b>JOB NO:</b>	14246	<b>CLIENT:</b>	Hysnex Pty Ltd
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<b>REV</b>	<b>DATE</b>	<b>AUTHOR</b>	<b>ISSUED TO:</b>
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B	18-07-2011	SDP/GA	City of Albany
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## 1 INTRODUCTION

### 1.1 Applicability

The Development Guide Plan (DGP) applies to Lots 870, 867 and 877 John Street and Lots 873 – 875 Morris Road, Milpara (herein referred to as the 'DGP Site')

### 1.2 Intent

The intent of the DGP is to allow for the development of the DGP Site for industrial land uses, in accordance with the requirements implemented within Amendment No.285 to the City of Albany Town Planning Scheme No.3 (TPS 3).

### 1.3 Outcomes

The Development Guide Plan seeks to ensure that future subdivision and development of the site for industrial uses shall have regard to the following issues:

- Connection of appropriate services, including water and sewer;
- Connection to local and neighbourhood movement networks and pedestrian and cycling networks;
- Retention and protection of remnant vegetation and priority species;
- Suitable setback of development to surrounding sensitive land uses, including residential houses and other uses (including provision of landscaping buffers);
- Appropriate management of run-off and drainage implications of industrial development; and
- Appropriate fire management, with particular respect of vegetation to be retained and protected.

## 2 HISTORY

### 2.1 Amendment No.285 (3)

Amendment No.285 (3) to City of Albany Town Planning Scheme No.3 (TPS 3) is currently awaiting modifications to the Scheme Amendment as requested by the Minister for Planning. Upon receipt of the modifications by the City of Albany, the Amendment No. 285 (3) will be referred to the Minister for Planning for Final Approval.

The purpose of Amendment No.285 (3) is to rezone the DGP Site from 'Rural' to 'Light Industrial' by the City of Albany Town Planning Scheme No.3. Importantly, the Amendment implements the requirement for the adoption and endorsement of a DGP prior to the subdivision and/or development of the DGP Site.

During the Amendment process, the Western Australian Planning Commission (WAPC) originally requested that the Precinct Plan be included within the Amendment. However, upon their subsequent review and consideration of the draft DGP to be re-advertised by the City of Albany, it was decided that both the Precinct Plan and DGP would be included within the Amendment documentation to detail the intent of the subdivision and development proposed in the DGP Site.



## 2.2 Previous Development Guide Plan

The current DGP has resulted from a high degree of liaison and consultation by the relevant State and Local Government authorities and agencies, which has occurred during the Amendment process. When Amendment No.285 (3) was originally submitted with the City of Albany, it also included a DGP for the DGP Site. Previous versions of the DGP sought the following:

- The proposed full development of Lot 870, with remnant vegetation to be included within roads reserves and lots where possible to minimise clearing;
- Lot sizes between 1,800 – 2,200sqm;
- All access to the DGP Site to be from John Street and Rufus Street; and
- A reduced Precinct A to address land use separation and buffers associated with surrounding residential and other sensitive land uses to the proposed industrial development.

The DGP has already been advertised as part of the Amendment process. A number of the outcomes proposed in the previous DGP were not acceptable to various State Government authorities and agencies. The current form of the DGP reflects those submissions received (and subsequent consultation between respective State and Local Government authorities and agencies) during the Amendment process.

The current form of the DGP reflects that which is to be approved as part of Amendment No.285 (3). Originally, the Amendment was only to include a Precinct Plan. However, upon reflection and on the advice of the WAPC, it was necessary to include a DGP to show the intent for the industrial development of the DGP Site within the Amendment.

## 3 OVERARCHING DOCUMENTS

### 3.1 City of Albany Town Planning Scheme No.3

City of Albany Town Planning Scheme No.3 provides all of the requirements for the future subdivision and development of the site. As outlined in Section 3.2 below, the City of Albany Town Planning Scheme No.3 is currently being amended through Amendment No.285 to implement specific controls applicable to the site and ensure the future light industrial development of the site takes into account a number of key constraints, as further outlined in this document.

### 3.2 Amendment No.285 (3) to City of Albany Town Planning Scheme No.3

As identified earlier, Amendment No.285 to City of Albany (TPS 3) is currently awaiting modifications to the Scheme Amendment as requested by the Minister for Planning.. This Amendment implements Clause 5.28 within the Scheme, as well as Schedule VII, which implements specific conditions relating to the development of Light Industrial zones. The site is identified as Light Industrial Zone No.1. The Special Provisions require that subdivision and development of the DGP Site shall generally be in accordance with a DGP endorsed by the Chief Executive Officer and endorsed by the WAPC. The purpose of this DGP is to meet this requirement.



Most pertinent to this DGP are the requirements outlined in Special Provision 2 b), which state:

- The Development Guide Plan is to have regard to the following:
  - The proposed road layout and impacts on the district distributor road system;
  - The requirement for a north-south neighbourhood connector;
  - Restrictions on vehicular access;
  - The proposed pedestrian and cycling layout and impacts on the existing network;
  - Topographic conditions, particularly drainage implications;
  - Landscaping and re-vegetation requirements;
  - Distribution of uses; and
  - Designation of Development Exclusion Zone – ‘Vegetation Retention and Protection’ and ‘Landscape Buffer’.

Also outlined in the Special Provisions of Light Industrial Zone No.1 is the permissibility of uses, which is defined by Precincts. Included within Amendment No.285 is a Precinct Plan. This plan delineates the types of industrial development that can occur within the rezoning area. The predominant purpose of the Precinct Plan is to implement sufficient buffers from industrial land uses to the surrounding ‘Residential’ zoned land, located opposite on Morris Road and neighbouring the western boundary of the site. Therefore, within Precinct A, potential land uses are more limited and subject to greater controls than the uses that can occur within Precinct B. Future subdivision and/or development of the DGP shall be consistent with the permissibility uses identified by the Precinct Plan and adopted by the WAPC and City of Albany.

## 4 DEVELOPMENT GUIDE PLAN

The Development Guide Plan which has been reviewed and considered acceptable by the City of Albany and WAPC is attached to this document. The DGP is proposed to be re-advertised following Council approval.

### 4.1 Lot Sizes

As depicted on the DGP, it is proposed to have lot sizes varying between 2,000 – 2,500sqm. The size of the lots will be dependent on market demand and proposed land uses. Lots are to have a minimum width of 28m, which has been determined as the minimum width suitable for the effective use of industrial lots.

### 4.2 Staging

Subdivision and development of the DGP site will occur in Lots 870 and 877 in the first instance. The subdivision of the remainder of the DGP Site will occur in a westerly then northerly direction. Subdivision applications for the whole DGP site will be required to demonstrate proposed staging applicable to the industrial development.

### 4.3 Servicing

All subdivision and/or development that occurs on the DGP Site will be required to be connected to reticulated water, sewer, telecommunications and electricity. Liaison will occur with service providers as to the required upgrades to



infrastructure required to service future subdivision and development of the DGP Site at the time of subdivision.

#### 4.4 Road Layout and Connectivity

During the Amendment process, liaison has occurred with the City of Albany, WAPC and Main Roads Western Australia regarding the road layout for future subdivision and development on the DGP Site. A Traffic Impact Study has been prepared to support the DGP and has been endorsed by the City of Albany.

##### 4.4.1 Internal Road Network

The internal road reserves are proposed to be 20m in width, with a constructed surface to the engineering standards of the City of Albany. Intersections have been designed to incorporate a 20m corner radius. Temporary cul-de-sacs are proposed on the eastern boundary of the property, with a turning radius of 9m. The single permanent cul-de-sac included on Lot 873 is to have a minimum radius of 18m.

Restrictions on vehicular access have been imposed on specific sections of the DGP (refer to attached plan).

##### 4.4.2 External Road Network

In the short to medium term, all access to the DGP Site will be from John Street. As development extends to the north of the DGP Site, liaison will be required to occur with the City of Albany as to whether it supports the construction of the connection through to Henry Street via Want Street.

Contributions to and upgrades of the road network will be discussed with the City of Albany and Main Roads Western Australia at the time of subdivision

##### 4.4.3 Road Connections

Provision has been made on the DGP for the development of the 'Future Neighbourhood Connector'. This will connect through the DGP Site from the intersection of Morris Road/Want Street and to the southwest corner of the DGP Site, with a future connection to be constructed to Newbey Street. The purpose of this connection is to reduce use of the John Street/Chester Pass Road intersection, which is not constructed to an appropriate standard.

Contribution to the upgrades and construction of the external road network will be discussed with the City of Albany and Main Roads Western Australia at the time of subdivision.

#### 4.5 Pedestrian and Cycling Connectivity

The DGP identifies an indicative cycling and pedestrian layout for the site. The following pedestrian and cycling network is proposed:

- 2.5m wide Shared Use Path (SUP) to be constructed on John Street from Chester Pass Road to the western boundary of the DGP Site. The intent of this SUP is to provide connectivity to the regional path network for cycling access; and
- 1.5m footpaths to be constructed where depicted on the DGP. The intent of this network will be provide local pedestrian access to proposed lots on main internal roads.

It is believed that the proposed pedestrian and cycling network will traffic conflict and ensure good connectivity throughout the DGP Site.



#### 4.6 Drainage and Water Management

An Industrial Water Management Strategy was submitted with Amendment No.285 to TPS 3. All drainage and water management is to be undertaken in accordance with the recommendations of the Industrial Water Management Strategy, which included:

- Water quality is improved/maintained relative to pre-development standards;
- 1:1 yr ARI, 1:10 yr ARI and 1:100yr ARI post development events are attenuated on the site and released as per pre-development and existing stormwater infrastructure downstream;
- Rainwater tanks be plumbed to buildings for non-potable water use;
- Retain the health of natural drainage systems and protect ecosystem health;
- Ensure that stormwater systems are designed for easy maintenance;
- Protect building from flooding and waterlogging;
- Revegetation of buffer zones to improve amenity and provide separation to industrial land uses; and
- Implement a Construction Management Plan at the time of subdivision and/or development to ensure that environmental risks are mitigated during the construction process.
- As per the requirements of the DGP, drainage requirements will further investigated during the subdivision and development processes, as per the requirements of the Industrial Water Management Strategy.

An Industrial Water Management Plan (or Urban Water Management Plan) will be required to be submitted with any subdivision application for the DGP Site, in accordance with the requirements of the Department of Water's Better Urban Water Management guidelines.

#### 4.7 Buffers to Sensitive Land Uses

A Technical Buffer Assessment has been prepared and included within Amendment No.285 (3) to TPS 3. The Technical Buffer Assessment had the following recommendations in relation to the industrial development of the DGP Site:

- A recommended buffer distance of 150m to adjoining residential land uses in which light industrial uses will be limited to those uses which have limited odour, dust and noise emissions; and
- A fully vegetated buffer is implemented between light industrial uses and residential land uses, to be a minimum of 30m in width.

To implement the recommendations of the Technical Buffer Assessment, the following measures have been implemented within the DGP:

- A 'Development Exclusion Zone – Landscape Buffer' adjoins the northern and western boundaries of the DGP Site. The total setback to residential land uses is to be 40m in width. 20m of the buffer will be fully vegetated in most circumstances, with the remainder of the buffer composed of road reserve and associated infrastructure. The 'Development Exclusion Zone – Landscape Buffer' is discussed in **Section 4.9** of this report; and
- Two development Precincts, Precinct A and Precinct B are denoted on the DGP. Development within these Precincts will be required to be in accordance with the requirements of City of Albany Town Planning Scheme No.3. Development within Precinct A is subject to a greater degree of limitations resultant from the need to buffer adjoining/nearby residential land uses. Precinct B is setback in excess of 150m and is





subject to lesser restrictions, but will still be developed for light industrial land uses. This setback reflects the minimum 150m setback recommended by Opus International Consultants in its Technical Buffer Assessment.

The DGP seeks to implement sufficient buffers to the surrounding residential development and other sensitive land uses.

#### 4.8 Vegetation Retention and Protection

A Flora and Fauna Assessment (including a Spring Survey) has been prepared for this DPG and has been endorsed by the City of Albany. Additional information was requested by the WAPC in relation to the protection of Lot 870 and as a result of this request, an onsite meeting was held with the relevant agencies to determine the significance and presence of remnant vegetation and priority species in Lot 870. Further liaison occurred between Bio Diverse Solutions, the Department of Environment and Conservation (DEC), WAPC and the City of Albany to address the following issues:

- The need to protect Declared Rare Flora Priority 4 species *Stylidium plantagineum*;
- The need to protect good quality vegetation; and
- The need to establish an environmental corridor to link remnant vegetation and priority species on Lot 870 to large remnant vegetation areas to the south.

To address the requirements of the Flora and Fauna Survey (and Spring Survey), the DGP proposes to implement the following measures:

- The implementation of the 'Development Exclusion Zone - Vegetation Retention and Protection'. This zone incorporates the majority of Declared Rare Flora Priority 4 species *Stylidium plantagineum* and a large area of good quality vegetation on Lot 870;
- The 'Development Exclusion Zone - Vegetation Retention and Protection' also extends to the south through Lot 870. This forms an environmental corridor linking with larger areas of remnant vegetation to the south;
- During the subdivision and/or development process the 'Development Exclusion Zone - Vegetation Retention and Protection' will be required to be demarcated prior to works occurring; and
- During the subdivision and/or development processes, it is encouraged that remnant trees, vegetation and priority species are retained in road verges, landscaping etc. However, this is not mandatory.

Whilst the Amendment has been endorsed by the City of Albany, final approval of the Amendment is yet to occur, subject to receipt of the requested modifications by the Minister for Planning.

#### 4.9 Landscaping

It is also proposed to include a 'Development Exclusion Zone - Landscape Buffer' in the DPG site. This land is required to be revegetated with endemic species at the time of future subdivision and/or development. The purpose of the buffer is to provide suitable setbacks to the adjoining/adjacent residential and other sensitive land uses. The tenure of this land will be as follows:



- Where possible, the landscape buffer will be included within individual lots and demarcated at the time of subdivision and/or development. Management of the land will then be required by the owner of the future lots; and
- In circumstances where the land cannot be tied to a specific lot, it will be ceded to the Crown free of cost and vested in the City of Albany for future management. This generally applies to the areas of the landscape buffer included on the western boundary of the DGP Site.

In addition to the 'Development Exclusion Zone - Landscape Buffer', future industrial uses will be required to implement landscaping on individual lots and street verges in accordance with the requirements of the City of Albany Town Planning Scheme No.3 or any future Planning Scheme superceding it.

#### 4.10 Fire Management

During the preparation of Amendment No.285 (3) some concerns were raised regarding the fire management of the DGP Site, with particular regard to Lot 870 and surrounds. Should a Fire Management Plan be required to be prepared at the subdivision to address these concerns, this can be undertaken. A Fire Management Plan will be prepared should an approval be forthcoming at the time of subdivision.

## 5 CONCLUSION

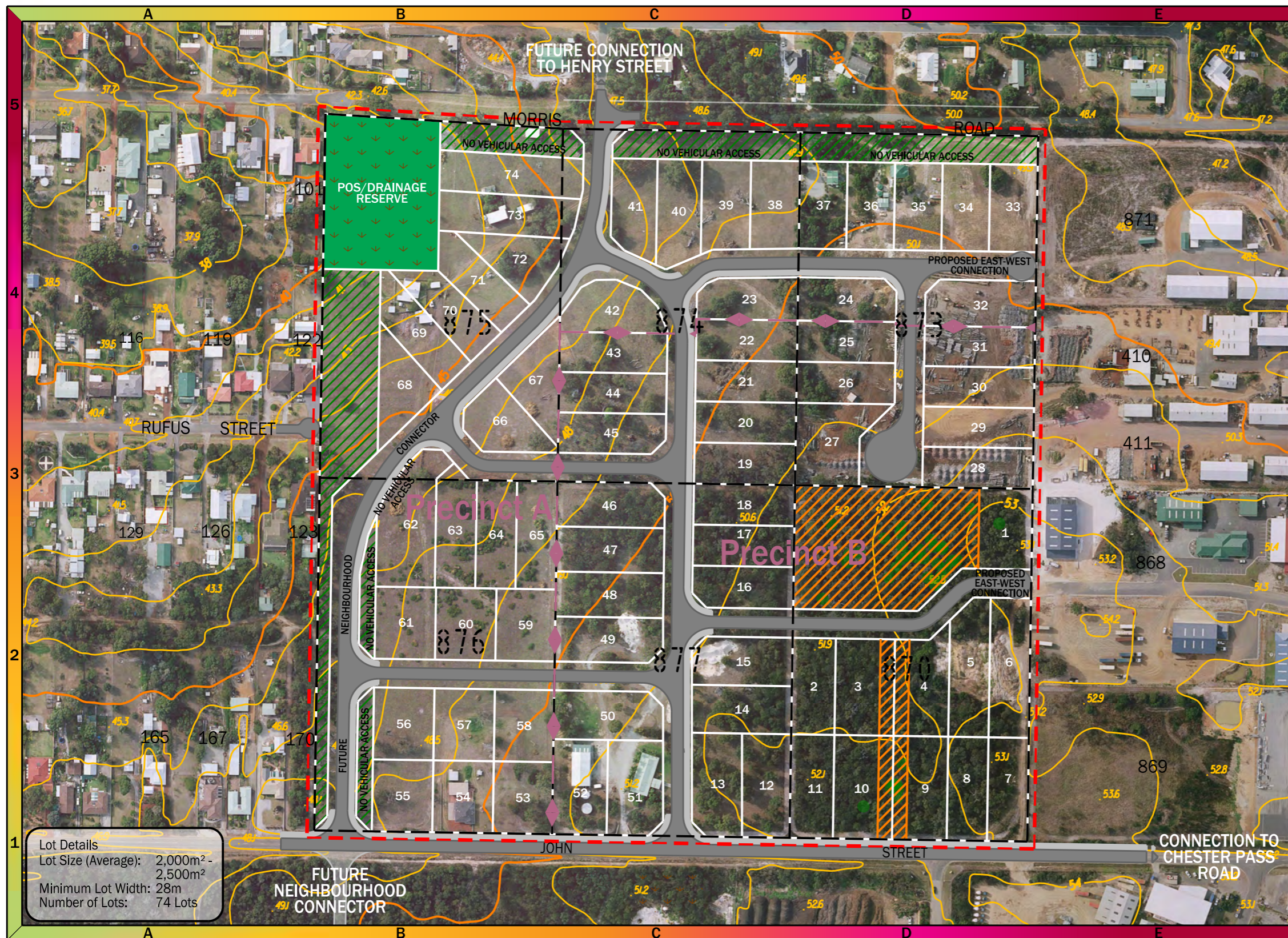
The purpose of this DGP is to describe and outline the requirements applicable to the subdivision and/or development of the DGP Site. It seeks to ensure that future industrial development on the DGP Site is consistent with surrounding land uses and leads to a high quality outcome for future development. As per the requirements outlined on the DGP (refer to attached plan), subdivision and/or development shall have regard to the following:

- a) All lots to be connected to reticulated water and sewer, electricity and telecommunications;
- b) Appropriate setbacks to residential development and other sensitive land uses to be provided within the industrial development;
- c) Appropriate management of urban water run-off and drainage within the industrial development;
- d) Appropriate fire management principles and mechanisms to be implemented within the industrial development;
- e) Vehicular/movement network (local and neighbourhood level), including pedestrian and cycling connections to be provided within and beyond the industrial development;
- f) The 'Development Exclusion Zone - Vegetation Protection and Retention' and 'Development Exclusion Zone - Landscape Buffer' to be surveyed and demarcated prior to subdivision and/or development. No further development and clearing will be permitted in these areas;
- g) The protection of remnant vegetation outside of Development Exclusion Zones in road reserves and within lots wherever practicable;
- h) The construction and maintenance of an ecological corridor through the 'Development Exclusion Zone - Vegetation Protection and Retention';
- i) Building finished floor levels to be in accordance with the City of Albany Subdivision Guidelines (2009); and



j) Landscaping requirements for individual industrial lots to be in accordance with the City of Albany Town Planning Scheme No. 3, or any future Planning Scheme superseding it.

In accordance with the requirements outlined in City of Albany Town Planning Scheme No.3, it is respectfully requested that the DGP is adopted by the City of Albany and endorsed by the WAPC.

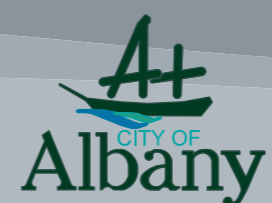


**DEVELOPMENT GUIDE PLAN PROVISIONS**

- Subdivision and/or development shall generally be in accordance with the Development Guide Plan adopted by the City of Albany and endorsed by the WAPC.
- Future subdivision and development shall have regard to the following:
  - All lots to be connected to reticulated water and sewer, electricity and telecommunications;
  - Appropriate setbacks to residential development and other sensitive land uses to be provided within the industrial development;
  - Appropriate management of urban water run-off and drainage within the industrial development;
  - Appropriate fire management principles and mechanisms to be implemented within the industrial development;
  - Vehicular/movement network (local and neighbourhood level), including pedestrian and cycling connections to be provided within and beyond the industrial development;
  - The 'Development Exclusion Zone - Vegetation Protection and Retention' and 'Development Exclusion Zone - Landscape Buffer' to be surveyed and demarcated prior to subdivision and/or development. No further development and clearing will be permitted in these areas;
  - The protection of remnant vegetation outside of Development Exclusion Zones in road reserves and within lots wherever practicable;
  - The construction and maintenance of an ecological corridor through the 'Development Exclusion Zone - Vegetation Protection and Retention';
  - Building finished floor levels to be in accordance with the City of Albany Subdivision Guidelines (2009); and
  - Landscaping requirements for individual industrial lots to be in accordance with the City of Albany Town Planning Scheme No. 3, or any future Planning Scheme superseding it.
- Subdivision and development shall generally be in accordance with the following endorsed documents and / or plans (as appended to Amendment No.285):
  - Traffic Impact Study;
  - Flora and Fauna Assessment Report (Including Spring Survey);
  - Land Capability Assessment Report;
  - Technical Buffer Assessment Report;
  - Fire Management Plan; and
  - Urban Water Management Plan.
- Future subdivision and development shall be consistent with the permissibility of uses as identified within Precincts A and B of the Precinct Plan adopted by the City of Albany and endorsed by the WAPC.

**Development Guide Plan**  
**Lots 870 & 873 - 877**  
**John Street & Morris Road**  
**Milpara**

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 notes:  
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Drawn  
SDP 18-07-11  
 Checked  
GP 18-07-11



This Subdivision Guide Plan has been adopted by Council and signed by the Chief Executive Officer for City of Albany  
 Chief Executive Officer.....Date.....



**116 Serpentine Road. ALBANY WA 6330**  
**T: 08 9841 7333 F: 08 9841 3643**  
**E: hgalb@harleyglobal.com.au**