

18 June 2016

Research Director
Infrastructure Planning and Natural Resources Committee
Parliament House
George Street
Brisbane Q 4000

By email ipnrc@parliament.qld.gov.au

Dear Sir or Madam,

Re: Submission to Queensland's Planning Reform Agenda

1 Parties making this submission

This is a **submission** made on behalf of, and with the authority of, twelve (12) Motor Racing Clubs and/or organisations across Queensland.

Those clubs and organisations, status and their contacts are as follows:

- **MG Car Club of Queensland** (i.e. the Mt Cotton Hill climb) - Largest single marque club in Qld. Contact is Malcolm Spiden (sec) 3266635;
- **Short Circuit Motor Sport Association** - Covering such circuits **Carnell Raceway** and **6 other clubs**. Contact is Fred Berge (sec) 46356997;
- **Queensland Raceway Willowbank** and **Lakeside** - Queensland's most important circuits. Contact John Tetley (owner) 0418 860 444; and
- **The Performance Driving Centre** - Contact Paul Morris (owner) 55461365 and Scott Jennings (manager) 0418 280 852.

This submission is prepared by John Goss a car enthusiast and former MLA for Aspley, and Chris Buckley of TRACT Consultants, who have provided specific input respectively into the challenges facing motor sporting venues and clubs, and the town planning implications for the operators and local government.

Through John Goss, each of the listed clubs and organisations has provided input into this submission.

In preparing this submission Mr Goss relies on his 50 year involvement in motor racing and his familiarity with state and local government across Queensland.

Mr Buckley relies on his town planning experience generally, and specifically his involvement, as an expert retained by the Southern Downs Regional Council, in

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Planning and Environment Court Appeal No 193 of 2013¹ which involved development at the Carnell Sporting Car Club Raceway at Stanthorpe.

Although not a member club or motor vehicle facility associated with this submission, he also gave evidence in and relies on a Planning and Environment Court Appeal² for a 4WD drive facility proponent on a remote site near Tamrookum. The facility now operates as the Scenic Rim Adventure Park.

2 Purpose of Submission

This submission has two primary objects:

1. To summarise for the Committee's attention the on-going and severe impact of urban encroachment on the operations of these facilities; and
2. To make recommendations for the planning reform agenda to address the legitimate concerns of motor sporting clubs, through and with the imprimatur of the state government.

3 Context

Car racing and motor sport is a legitimate and growing sporting and recreational pursuit not just in Queensland but across Australia.

The ABS reports the most popular sports attended by people aged 15 years and over in a 12 month period of its survey were Australian Rules football (16% or 2.8 million), horse racing (11% or 1.9 million), rugby league (9% or 1.6 million) and motor sports (8% or 1.4 million).³

Motor sport has greater spectator attendance than cricket, soccer, rugby union, tennis and harness racing, amongst many other outdoor sports.

Whilst this submission is made on behalf of clubs and owners directly involved in motor sporting venues, this submission is not only about motor sport; but also the important issues of road safety and driver training, as well as the concern for jobs and small business in the automotive and the accommodation/ hospitality sectors of Queensland's economy.

Through urban and semi-urban encroachment, there are a growing number of motor sporting venues coming under increased pressure to reduce their activities,

¹ *Cowan and Cowan and Ors -v- Southern Downs Regional Council and Stanthorpe and District Sporting Car Club 193 of 2013 ; Final Order issued 3 July 2015.*

² *Harris-v-Scenic Rim regional Council;and Halpin; and Barbagallo 2293 of 2013.*

³ *ABS 4174.0 Spectator Attendance at Sporting Events 2009-2010.*

manage their activities to a significant and interventionist degree, or move to another location which means the eventual closure of a facility.

These facilities are valued at millions of dollars.

Arguments advanced in recent disputes, by newer residents and some local government spokespersons include that the facility 'is in the wrong place' and any application for development approval probably would be refused if it was being proposed today.

Some motor sporting venues were established some 30, 40, 50 years ago when there was little or no housing in the respective area and many groups and clubs acted on recommendations of the then Council representatives as to where they should construct their track.

4 The Carnell story - Stanthorpe

Carnell Raceway, for example, opened in 1972 and asked their Council in the 1980's for some security and protection of their site; but the then Council indicated that it was not needed. It is understood the current Mayor has indicated to that club it should have been given protection when the track was constructed.

The application subject to appeal sought a greater number of race days and more flexible hours. After a long legal process approval was issued by the Planning and Environment Court (Final Order issued 3 July 2015 is attached).

Carnell pre-dated nearby rural residential development by 30 years. The operational restriction, as a result of the proximity of houses approved after the commencement of the raceway include quite interventionist requirements such as limitations on when public address systems may be used; the orientation of speakers; and restrictions on when cars may be unloaded on site.

Carnell is a classic case of how unfair the system is to motor sporting community and how local government, in some cases, is either unable to protect the operations of race clubs, or unable to limit the spread of urban and rural residential development.

Because of the severe restrictions Carnell is now unable to provide track time for high school student driver training.

It has been estimated that the Carnell visitors contribute more than \$1.5 million to the Stanthorpe economy. Enthusiasts regularly travel from Victoria to compete at their race days.

5 The Norwell Story – near Yatala

The Norwell Driving Centre is a training facility.

The noise restrictions there can only be described as ridiculous. The dBA limit on the track is far less than what is stipulated for a road going vehicle, the circuit has a sound mound built around it and vehicles on the surrounding roads are far noisier than the vehicles on track. Being in the middle of cane fields the noise of the trucks and tractors is also far greater than the track cars.

The Norwell and Yatala area was fast developing into a motor sport hub for racing teams, car construction and maintenance, however since the severe restrictions on the only local circuit, some of these organisations have moved away or gone interstate.

6 Motor Sport Venues and Clubs – Operational Costs and Implications of Re-establishment

Over the years many of the tracks have developed from graded dirt tracks to high standard bitumen surfaced tracks with a continual upgrade of safety requirements.

All of this comes at a price and over the years the committees and club members have worked hard, many giving up weekend after weekend, to build, upgrade and maintain the facility.

Clubs rely on a regular income to pay rates or lease fees and to maintain the track surface which has to be maintained to a higher standard than the normal suburban streets and roads. Clubs do not have huge funds in the bank to fend off constant legal challenges.

As club venues have restrictions placed upon them, users who can't be accommodated at their usual circuit have to move to another venue and then this increases the risk of complaints at the new venue.

Recently a motor cycle club was closed down in the Gold Coast hinterland, and some of their members have moved their activities, it is understood, to a National Park and others to a State Forest.

Participating clubs report Australia lost a \$20 million to investment due to uncertainty associated with securing a development approval; the money was invested in New Zealand to build a world class circuit.

Because many of the existing tracks were built so long ago and continually upgraded and improved, to replace them would cost millions even for a short circuit. As the clubs do not have such funds,(as most income is spent on improvements and maintenance), then a call for funding will be made to the State Government as any Local Government will be quick to claim that they do not have the funds.

Understandably when local residents move into an area affected by a motor sporting venue, they can see an advantage in agitating to have venues closed for both amenity reasons, and, it is assumed, because it will increase the value of their land.

Any suggestion of moving any track to another location raises three major problems:

1. It is very difficult to find a suitable site especially with reasonable terrain to build a safe and interesting track - the Scenic Rim Adventure Park history demonstrates this;
2. Establishment costs for what are, in the main, voluntary/community groups. Who pays for the land and the construction of the track and other amenities such as control towers, toilets and safety barriers and fencing?
3. Any newly proposed site will no doubt draw objections from residents of that area and claims of those residents will be that they were there first, and a motor sport venue is counter to their reasonable expectations - both valid points.

As an aside, club operators hear claims that cars on the tracks today are noisier. The co-writer⁴ raced at Lakeside in the 1960's and the exhaust noise was indeed really loud and many of the vehicles had straight through exhausts; yet he can never remember anybody complaining.

Today, at Lakeside, the noise levels are limited to a very reasonable 95dBA and the activity times are regulated.

7 Motor Vehicles and youth

⁴ John Goss

State Governments have long complained about younger drivers doing *burnouts* and *drifting* in industrial estates and the associated risk to not only the drivers but also the spectators who tend to stand close to the action.

Fatalities and major injuries (most recently in Logan in January 2016 where one person sustained three broken limbs) are, sadly, a possible and all too regular consequence.

In recent times some young people have taken the initiative to form clubs/ groups to encourage those drivers to use proper motor sporting facilities where the track has safety barriers and medical and fire crews are on standby. The loss of venues places this all at risk.

8 Amateur motor vehicle racing and amateur racing

Amateur motor sport is important.

The authors of this submission acknowledge the significant support the Government has provided to V8 super-car racing in a street circuit. This of course is not for amateurs.

The problem with such an investment is the high cost of erecting and dismantling grandstands, safety barriers and fences, pedestrian bridges and the cost of managing the interruption to normal traffic as well as the cost of storing all the equipment.

Then when the major event is over after probably 4 days, there is no benefit or use of the equipment and facilities for another year.

If all that money was spent on a permanent track then the community would have year round use and the potential for more events. Although there is talk of an international track at Yatala the cost of using that track for amateur sport would be prohibitive.

Amateur motor sport supports many small businesses throughout the State. An average enthusiast would spend \$5000 a year on fuel and minor running costs, plus \$1500 for a set of tyres, when required, and that doesn't include any major engine and/ or gearbox work. One small tyre supplier just north of Brisbane estimates his racing tyre turnover is about \$1.5 million a year.

A large number of people now race cars and they range from the young to retired people in their 70's.

This is a real amateur sport.

The number of people who are engaged in this area of the sport is growing rapidly. It varies greatly from enthusiasts with historic vehicles, classic cars to GT and sports cars to touring cars and modern everyday cars. The club the co-writer belongs to (GEAR), is now seriously considering restrictions on the number of members and the type and year of cars that cannot qualify for our track days.

Some clubs have drive-days or happy-laps where they just drive their road cars around the track at a comfortable speed but above the legal road speed limit. In addition, there is also a great number of people who race motor cycles, both modern and historic, as well as the birth place of many of our motor sporting champions - The Kart Tracks.

Most of our champions started their careers on karts and they have worked their way up via short tracks to national tracks and then onto international tracks. Without these tracks we will not have, in the future, any champions and especially F1 GP winners such as the late Sir Jack Brabham, Alan Jones, Mark Webber and Daniel Ricciardo, along with Will Power.

As well, the V8 supercar drivers had to start somewhere and most did in karts (note the recent remarks by Jamie Wincup on the ABC). Small bike tracks have produced greats such as Wayne Gardner, Michael Doohan and Casey Stoner.

So if we are going to have less tracks, and more people are taking up motor sport, where will the 'events' take place?

9 The Planning Approach

The co-authors are aware of the State Government's consideration of dealing with 'hard to locate' uses and its approach to protecting key industries.

The planning concepts of protecting sensitive land uses, and segregating incompatible land uses are well-understood and well-accepted planning principles.

In this respect, we refer to:

- i. the approach for the *Castlemaine Fouxex Brewery* at Milton, which has legislative support protecting its operations and expansion from third party complaints;
- ii. *State Interest Guideline – July 2014 – Emissions and hazardous activities*; and

- iii. *Planning for shooting and motor sport facilities* - 2013 – the then Department of National Parks Sport and Racing.

It is acknowledged the principles covered in these initiatives should, broadly, find their way into Local Government Planning schemes.

We understand that the *Fourex* initiative is unlikely to be ever replicated; and that item iii above does not have the same statutory weight of say a State Planning Policy ('SPP') or the Guideline mentioned at item ii above.

This low status of item iii is unfortunate as it recommends a separation distance between motor sport facilities and sensitive land uses of 2km. This is twice the recommended separation distance around a Key Resource Area(KRA) that involves blasting under that part of the SPP which seeks to protect key extractive resources.

This shows the degree of intervention required to ensure a motor sport venue can operate without impacting on sensitive land uses.

The motor sporting venues of Queensland ask for this type of protection.

We understand the Infrastructure Planning and Natural Resources Committee can make recommendations that will guide the future focus of legislative action by the State.

On this basis, we strongly recommend that:

1. **Motor sporting venues be recognised as a use warranting recognition as a state interest; and**
2. **The concept of a 2km separation distance be elevated to a state interest guideline.**

The writers would be pleased to speak to this submission and offer support concerning the next step.

Yours faithfully, and on behalf of John Goss



Chris Buckley

Principal - Tract Consultants

3170



In the Planning and Environment Court
Held at: Brisbane

No. 193 of 2013

Between: JONATHAN COWAN AND BEVERLEY COWAN
SALVATORE DI BELLA
IAN JACKSON AND SUE JACKSON
MICHAEL McAULIFFE
JOHN WILSON Appellants

And: SOUTHERN DOWNS REGIONAL COUNCIL Respondent

And: STANTHORPE AND DISTRICT SPORTING CAR CLUB
Co-Respondent

FINAL ORDER

Before: His Honour Judge Searles
Date of Hearing: 3 July 2015
Date of Order: 3 July 2015

THIS MATTER HAVING come on for hearing by way of appeal against the decision of the Respondent to approve in part, subject to conditions, a development application in respect of land located at Lot 183 on Crown Plan BNT56 and Lot 196 on Crown Plan BNT1731 for a development permit for a material change of use (motor sport facility – extension to existing motor racing facility) (**Application**).

UPON THE COURT BEING SATISFIED THAT:

1. Any non-compliance with Chapter 6 of the *Sustainable Planning Act 2009* (Qld) (**SPA**) be excused pursuant to section 440 of the SPA.

IT IS ORDERED THAT:

2. The appeal be allowed in part.
3. The Application be approved in part subject to the approval package attached and marked Appendix A, which is comprised of:
 - (a) Council's conditions, which appear at pages 1 to 8 of Annexure A;

Final Order
Filed on behalf of the Co-Respondent
Form PEC-7

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345 Queen Street Brisbane QLD 4000
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Email: jrolfe@mcw.com.au
Ref: TWG:JLR:98371

98371:5845067_5

FINAL ORDER

- (b) the Department of Transport and Main Roads' concurrence agency response dated 22 January 2013, which appears at pages 9 to 10 of Annexure A;
 - (c) the Department of Environment and Heritage Protection's concurrence agency response dated 12 February 2013, which appears at pages 11 to 12 of Annexure A; and
 - (d) the plans, which appear at pages 13 to 15 of Annexure A.
4. Each party is to bear their own costs of the appeal.



Registrar

Date: 3 July 2015

Filed on: 3 July 2015
Filed by: McInnes Wilson Lawyers
Service address: 345 Queen Street Brisbane QLD 4000
Phone: (07) 3014 6509
Email: jrolfe@mcw.com.au



Annexure A – Southern Downs Regional Council Conditions

Approved Plans

1. The development of the site is to be generally in accordance with the plans identified below.

Plan name	Drawing No	Date
Site Plan	T01.4	12.05.2015
Floor Plan	T03	22.05.2014
Preliminary views	T04	22.05.2014

Land Use & Planning Controls

2. This approval allows the use of the site for:
 - (a) motor racing which:
 - (i) is for a maximum of 20 race days (including practice days) in any calendar year;
 - (ii) does not occur on a day other than a Saturday or Sunday;
 - (iii) does not exceed 15 motor racing events in any calendar year where a motor racing event:
 - (A) may be for 1 or 2 race days provided the maximum number of 20 race days (including practice days) in any calendar year is not exceeded;
 - (B) is not to occur during December or January;
 - (C) is not to occur on a weekend that includes Christmas, Easter, Mother's Day or Father's Day, or on any long weekend (i.e. where a public holiday falls on the Friday before or the Monday after the race meeting);
 - (iv) is to be conducted on the existing track only – no other part of the site may be used for this purpose;
 - (b) a 'show-and-shine' day which is for a maximum of 1 day in any calendar year;
 - (c) driver and rider safety training which:
 - (i) is provided by an accredited provider or other driver or rider education provider, including but not limited to secondary schools;
 - (ii) is for the conduct of safe driver or rider training courses to the public such as defensive driving;



- (iii) is not for race driver or race rider training;
 - (iv) is provided during normal business hours, being between 9.00 am and 5.00 pm, Monday to Friday only;
 - (v) is limited to registered and Australian Design Rule compliant vehicles and motorcycles only;
 - (vi) does not use the public address system;
 - (vii) does not occur more frequently than once per week, on average in a calendar year; and
 - (viii) is conducted on the existing track only – no other part of the site may be used for this purpose.
- (d) camping on the site is permitted provided the camping:
- (i) is limited to participants, their pit crew and officials only for the night prior to, during and following a motor racing event; and;
 - (ii) is subject to the following restrictions:
 - (A) camping must only occur within the designated camping area shown on Site Plan T01.4 dated 12 May 2015;
 - (B) during the night time period (10.00 pm to 7.00 am) the camping area must be quiet;
 - (C) no vehicles are to enter or exit the facility after 10.00 pm or before 7.00 am except:
 - (1) in the case of an emergency; or
 - (2) by a Club official to observe or ensure compliance with these approval conditions or attend to other necessary matters;
 - (D) no amplified music in the facility (other than quiet background music) from 6.00 pm to 7.00 am;
 - (E) no generators operating in the facility between 10.00 pm and 7.00 am.
3. The site is not to be used for any other entertainment event (e.g. a cabaret, concert).
 4. Council must be informed in writing 14 days prior to this approval being acted upon (i.e. whenever one of the following first occurs: the use of the track for the driver or rider training; or the use of the site for camping; or the number of motor racing events exceeds 12 per year).
 5. The Applicant of the site must work with Council to resolve the encroachment of the track and associated areas into the road reserve and the adjoining reserve for sanitary purposes.
 6. The following types of vehicles are prohibited from using the raceway:

- (a) pro stock drag racing vehicles ("pro stock rails");
- (b) top fuel drag racing vehicles ("top fuellers"); and
- (c) trucks.

Public notification of motor racing events

7. At the beginning of each year, the following actions must be undertaken:
 - (a) prepare a calendar of all motor racing events to be held at the Carnell Raceway for that year (driver and rider training and show-and-shine days may, but are not required to be included);
 - (b) publish the calendar in a district newspaper by 31 January each year;
 - (c) affix, and keep posted to the gate of the site the proposed calendar of motor racing events and notification of the Applicant's website which is to:
 - (i) contain details of the motor racing events in the calendar;
 - (ii) be easily identifiable as the website for Carnell Raceway; and
 - (iii) be maintained by the Applicant;
 - (d) forward a copy of that calendar (with any amendments) to the Southern Downs Regional Council by 31 January of that year; and
 - (e) keep a current calendar of all motor racing events on the website mentioned in (c) above from 31 January each year.
8. Events may only be held in accordance with the notified calendar of events. If any scheduled motor race day is cancelled as a result of bad weather not more than 2 hours after the scheduled starting time and there is no further noise from motor racing vehicles or the public address system on that day then that day will not count as a motor race day, and the annual calendar of motor racing events is to be updated accordingly. A cancelled motor racing event cannot be rescheduled sooner than 1 month after the cancelled event. Events that are cancelled for any reason other than bad weather are not permitted.
9. When any motor racing event (not including driver and rider training and a show and shine day) is rescheduled, the following actions must be taken:
 - (a) the Southern Downs Regional Council is to be notified in writing of the details (including date and times) of a rescheduled motor racing event; and
 - (b) details (including date and times) of the rescheduled motor racing event is to be published in a district newspaper.
10. A logbook of motor racing events (not including driver and rider training and a show-and-shine day), is to be maintained. The logbook is to:
 - (a) contain the following details:
 - (i) the time of commencement of unloading and scrutineering of motor racing vehicles;

- (ii) the time of commencement of off track testing or tuning of motor racing vehicles;
- (iii) the time of commencement of the motor racing event;
- (iv) the time of conclusion of the motor racing event;
- (v) the type of motor racing event;
- (b) each entry in the logbook must be signed at the end of each motor racing event by an authorised representative of the applicant;
- (c) be made available for inspection by Council officers upon request and be published on the Applicant's website within 7 business days of the conclusion of each motor racing event.

Noise Control

11. Motor racing may only occur between 10.00 am and 5.00 pm on race days, with allowance for an extension to 6.00 pm in the event of serious mishap, inclement weather or other exceptional circumstance. There must be no vehicles on the track at any other time.
12. Motor racing vehicles may be operated in the pit area only for the purpose of:
 - (a) unloading and scrutineering from 8.30 am on race days, provided that motor racing vehicle engines are started only as necessary and noise is kept as low as practicably possible;
 - (b) off track testing or tuning, from 9.00 am on race days; and
 - (c) loading, until 6.00 pm on race days, or if there is an extension to the motor racing hours in accordance with condition 11, 7.00 pm provided that motor racing vehicle engines are started only as necessary and noise is kept as low as practicably possible.
13. The noise level of each motor racing vehicle must be measured on each race day and be recorded in a logbook. The logbook is to be made available for inspection by Council officers upon request and be published on the Applicant's website within 7 business days of the conclusion of each motor racing event. In this regard:
 - (a) the trackside noise limit for each individual motor racing vehicle is 106dB(A)_{L_{Amax,T}}, measured 10 metres from the edge of the track at the position of possible maximum noise identified on Site Plan T01.4 dated 12 May 2015;
 - (b) any motor racing vehicle which exceeds the above noise limit must be immediately removed from the track and is not permitted to participate in any further racing unless modifications are made to the motor racing vehicle and it can be verified that, post modification, there is compliance with the above noise level.
14. A 'show-and-shine' day is to:

- (a) not involve the use of the existing track other than for the transportation of vehicles at a maximum speed of 40km/hr to and from the area designated on the site to hold the event;
 - (b) involve the unloading of, and transportation of, vehicles from 8:30am on the day of the event provided that vehicle engines are started only as necessary and noise is kept as low as practicably possible;
 - (c) involve the transportation of, and loading of, vehicles until 6:00pm on the day of the event provided that vehicle engines are started only as necessary and noise is kept as low as practicably possible.
15. The public address system:
- (a) may only be used between:
 - (i) 9.00 am and 10.00 am on race days for the limited purpose of calling drivers to race briefings;
 - (ii) otherwise, 10.00 am and 5.00 pm on race days, or if there is an extension to the motor racing hours in accordance with condition 11 above, until 6.00 pm; and
 - (iii) at any show and shine day, between 10.00 am and 5.00 pm;
 - (b) speakers are to be:
 - (i) pointed down; and
 - (ii) orientated away from residences in Lees Mountain Road.
16. The public address system must be positioned and operated so as not to emit noise that exceeds 95 dB(A) when measured at a distance of 3 metres from any loudspeaker. Any presentation podium must face away from nearby residences. There must be no other amplification of noise, for music or otherwise.
17. All service equipment, refrigeration units and generators are to be positioned and operated so as not to cause nuisance or disturbance to persons not connected with the motor racing events conducted on the site.
18. Apart from during the permitted hours of operation on the actual race days, there must be no noise from motor racing vehicles or the public address system.

Amenity and Environmental Controls

19. Dust mitigation measures are to be implemented to reduce dust from the parking, spectator and pit areas. A sufficient number of waste bins are to be provided on the site. All wastes are to be collected immediately following a motor racing event and disposed of at the Stanthorpe Waste Facility.
20. Any lighting device is to be positioned and shielded so as not to cause any glare nuisance to any nearby residential property or passing motorist, or to shine upwards in the night sky.

21. Motor vehicle maintenance and servicing, including refuelling, must be conducted in a dedicated area only. Only minor mechanical repairs such as oil changes are permitted on site. Drip trays or other methods that will prevent the contamination of ground and water must be used at all times when minor mechanical repairs are being conducted. The washing down of motor vehicles is not permitted on site without the prior installation of an approved motor vehicle washdown area.
22. All flammable and combustible liquids must be stored in accordance with *Australian Standard 1940 – The Storage and Handling of Flammable and Combustible Liquids*.
23. Any fuel spills must be cleaned up immediately and the waste fuel disposed of in an appropriate manner to ensure that environmental harm does not occur. A sufficient supply of absorbent material to contain spills must be stored on site at all times.
24. A central point recycling facility for waste oils and coolants is to be provided for participants' use. This facility is to be located within a bunded area.

Food Preparation and Handling

25. Any food stall holders (except non-profit organisations) must have a food business licence under the *Food Act 2006*.

Traffic and Safety

26. All car park areas are to be managed to minimise traffic hazards and ensure the safety of pedestrians.
27. Security lighting is to be provided at the entrance of the site, within the parking area and in the vicinity of the toilets.
28. A fence is to be erected to discourage trespass from the site onto Lot 173 BNT1060.

Roadworks and Stormwater Drainage

29. Any roadworks and drainage works damaged during construction of the development are to be reinstated to the pre-existing condition, unless otherwise required by the Director Engineering Services.
30. Rifle Range Road is to be sealed to a width of 6.0 metres, and include stormwater drainage, from the end of the existing sealed sections to the entrance of the site, within 18 months from this approval being acted upon.

Facilities and Amenities

31. Any portable toilets brought into the site must be water-flush, have hand basins provided and be serviced by a regulated waste transporter with a current registration certificate with the Department of Environment and Heritage Protection. Waste tracking receipts are to be kept by the organiser of the event and available for viewing by an authorised officer.

Water Supply & Sewerage

32. Any water supply point which provides water not suitable for drinking must be labelled "Unsuitable for Drinking" and provided with a symbol which is easily recognisable by non-English speaking people.

33. An adequate supply of potable water, compliant with the National Health and Medical Research Council's Australian Drinking Water Guidelines 2011, must be made available on the site. The provision of bottled water will meet this requirement.
34. A report demonstrating that adequate provision has been made for the supply of water, including a potable water supply, is to be submitted to and approved by the Director Planning and Environment. A water supply is to be provided in accordance with the approved report.

Operational Works

35. All operational works are to be accepted on-maintenance prior to the use of the site commencing, save for the works required under condition 30 of this approval which are to be accepted on-maintenance following the completion of such works to the satisfaction of the Council.

Advisory Notes

- (i) Unless otherwise stated, all conditions of this approval are to be complied with to the satisfaction of the Director Planning and Environment, prior to the use commencing, and then compliance maintained at all times while the use continues..
- (ii) Any proposal to increase the scale or intensity of the use on the subject land, that is assessable development under the Planning Scheme, would be subject to a separate application for assessment in accordance with the *Sustainable Planning Act 2009* and would have to comply with the requirements of the Planning Scheme.
- (iii) No clearing of remnant vegetation or regulated regrowth vegetation is to occur under this approval. A Development Permit for Operational Works must be obtained from the Department of Environment and Resource Management for the clearing of any remnant vegetation, unless exempt under Schedule 24 of the *Sustainable Planning Regulation 2009*.
- (iv) If the storage of fuel and other flammable and combustible liquids on the site is of a volume such that it is a prescribed Environmentally Relevant Activity under Schedule 2 of the *Environmental Protection Regulation 2008*, a development permit must be obtained in accordance with the *Sustainable Planning Act 2009*.
- (v) A Development Permit for Operational Works associated with the development must be obtained in accordance with the *Sustainable Planning Act 2009*. This application must be submitted with the following:
 - (A) Relevant IDAS Forms;
 - (B) The relevant fee in accordance with Council's Schedule of General Fees and Charges;
 - (C) Design, schedules and specifications for all Operational Works, certified by a Registered Professional Engineer in Queensland (RPEQ); and
 - (D) An Erosion and Sediment Control Plan.
- (vi) Operational Works shall be subject to a 12 months Defect Liability Period commencing from the day the works are accepted on-maintenance. A bond will be

held by Council as security, and refunded following a defect-free inspection at the end of the Defect Liability Period.

Aboriginal Cultural Heritage

- (vii) All reasonable and practicable measures must be taken to ensure that no harm is caused to Aboriginal cultural heritage (the “cultural heritage duty of care”). The cultural heritage duty of care is met if the development is conducted in accordance with gazetted cultural heritage duty of care guidelines. Further information on cultural heritage, together with a copy of the duty of care guidelines and cultural heritage search forms, may be obtained from www.datsima.qld.gov.au



Our ref TMR13-005205
Your ref AMM AMM/MCU01294
Enquiries Lachlan Jones

Department of
Transport and Main Roads

22 January 2013

The Chief Executive Officer
Southern Downs Regional Council
PO Box 26
Warwick QLD 4370

SOUTHERN DOWNS REGIONAL COUNCIL WARWICK BRANCH			
RECEIVED			
24 JAN 2013			
Task	Action Officer	<input checked="" type="checkbox"/>	File
Dst			
Fwd			

Attention: Annette Doherty

Dear Sir/Madam

CONCURRENCE AGENCY RESPONSE – NO REQUIREMENTS

Proposed Development: Development Permit for Material Change of Use – Motor Sport Facility – Extension to Existing Motor Racing Facility
Real Property Description: Lot 183BNT56, 196BNT1731
Street Address: Rifle Range Road, Stanthorpe QLD 4380
Assessment Manager ref.: AMM:AMM/MCU01294
Local Government Area: Southern Downs Regional Council

Reference is made to the referral agency material for the development application described above which was received by the Department of Transport and Main Roads (the department) under section 272 of the *Sustainable Planning Act 2009* (SPA) on 21 January 2013.

An assessment of the proposed development has been undertaken against the purposes of the *Transport Infrastructure Act 1994* for state-controlled roads. Based on this jurisdiction, the department provides this concurrence agency response under section 285 of the SPA.

The department advises the assessment manager that it has no requirements relating to the application.

The department may change its concurrence agency response in accordance with section 290(1)(b) of the SPA.

Program Delivery and Operations
Darling Downs Region
Floor 2 1-5 Phillip Street Toowoomba Queensland 4350
Locked Bag 1 Warwick Queensland 4370

Telephone +61 7 4639 0759
Facsimile +61 7 4639 0750
Website www.tmr.qld.gov.au
Email Lachlan.S.Jones@tmr.qld.gov.au
ABN: 29139 407 690

Southern Downs Regional Council



DOC0104398

The department must be provided with a copy of the assessment manager's decision notice regarding the application within five (5) business days after the day the decision is made in accordance with section 334 of the SPA.

A copy of this response has been sent to the applicant for their information.

If you have any queries or wish to seek clarification about any of the details in this response, please contact Lachlan Jones, Student Town Planner (Road System Planning) on 07 4639 0759.

Yours sincerely

B. A. Steele

Bruce Steele
Manager (Road System & Corridor)

C/c Stanthorpe & District Sporting Car Club
C/-NSPIRE Planning & Design
2/1 Finch Street
Warwick QLD 4370

Notice

Concurrence Agency Response

This notice is issued by the chief executive pursuant to section 287 (concurrence agency response) of the Sustainable Planning Act 2009

The Chief Executive Officer
Southern Downs Regional Council
PO Box 26
WARWICK QLD 4370

cc. Stanthorpe & District Sporting Car Club
C/- NSPIRE Planning & Design
2/1 Finch Street
WARWICK QLD 4370

Our reference: 393048/BNE47140

Re: Concurrence Agency Response

1. Application details

Applicant: Stanthorpe & District Sporting Car Club

Assessment Manager ref: AMM:AMM/ MCU\01294

Date application referred to the concurrence agency: 17 January 2013

Development approval applied for: Development permit

Aspect(s) of development:

Assessable development		Referral agency reference
Material change of use – Contaminated land	Sustainable Planning Regulation 2009 – Schedule 7, table 2, item 23	EHP Project ref. no. – 393048 EHP Permit No. SPCL05144313 Application No. 512352

Development description(s): Material Change of Use (Motor sport facility – extension to existing motor racing facility)

Property/Location description(s): Rifle Range Road, STANTHORPE QLD 4380 (Lot 183 on BNT56)
Speranze Land, STANTHORPE QLD 4380 (Lot 196 on BNT1731)

2. Concurrence jurisdiction

The concurrence agency response for the concurrence agency referral jurisdiction for the aspect of development involved with the application the subject of this Notice is to tell the assessment manager as follows:

- a. The concurrence agency has no requirements relating to the application.

Notice
Concurrence Agency Response

3. **General advice to assessment manager**

Pursuant to section 334 and section 363 of the *Sustainable Planning Act 2009*, a copy of a decision notice or negotiated decision notice issued by the assessment manager must be forwarded to the referral agency for the relevant application. Please send a copy of the relevant notice to Waste and Land Contamination, Statewide Environmental Assessments, GPO Box 2454, BRISBANE QLD 4001 and an electronic copy to palm@ehp.qld.gov.au.

The state's Native Title Work Procedures provide that responsibility for assessment of native title issues for an IDAS application rests with the assessment manager.

4. **Additional comments or advice about the application**

NIL

5. **Additional information for applicants**

Contaminated land

It is a requirement of the *Environmental Protection Act 1994* that if an owner or occupier of land becomes aware a Notifiable Activity (as defined in Schedule 3 and Schedule 4 of the *Environmental Protection Act 1994*) is being carried out on the land, or that the land has been, or is being, contaminated by a hazardous contaminant, the owner or occupier must, within 22 business days after becoming so aware, give written notice to the chief executive.

The removal of any contaminated soil from land that is listed on the Environmental Management Register (EMR) requires prior approval from the department, under the section 424 of the *Environmental Protection Act 1994*.



Delegate

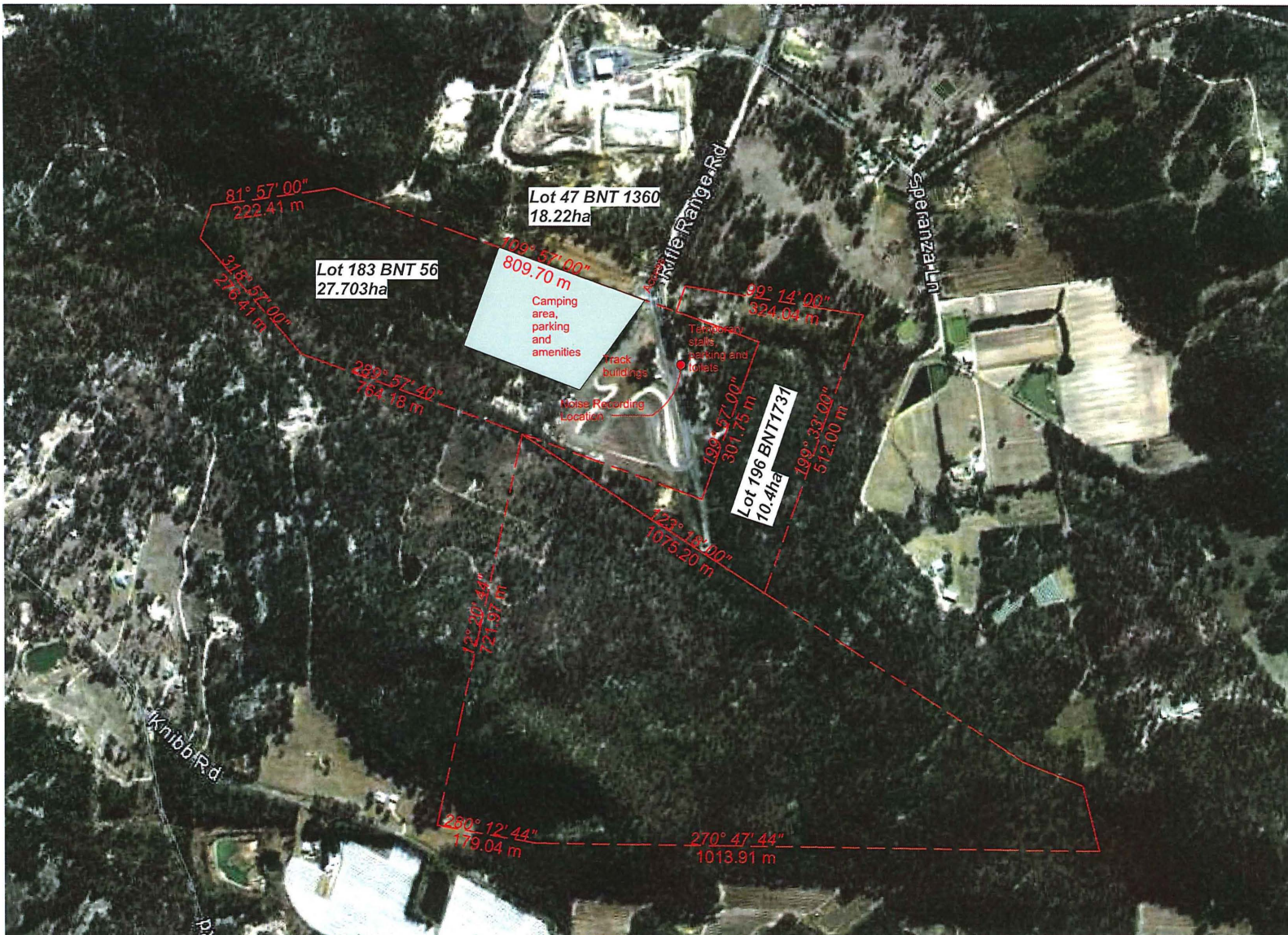
Lindsay Delzoppo
Delegate, Chief Executive administering the *Environmental Protection Act 1994*
Department of Environment and Heritage Protection

Date:

12/02/2013

Enquiries

Simone Croxon
Department of Environment and Heritage Protection
Level 9, 400 George Street, Brisbane Qld 4000
GPO Box 2454, Brisbane Qld 4001
Phone: (07) 3330 5729
Fax: (07) 3330 5875
Email: simone.croxon@ehp.qld.gov.au



Refer to Planning Report for further details

No.	Description	Date
1	Additional Information added	06/09/12
2	Revised application	22/05/14
3	Camping area delineated	29/04/15
4	Noise recoring location added	12/05/15

Stanthorpe and District Sporting Car Club

Carnell Raceway
Rifle Range Road, Stanthorpe

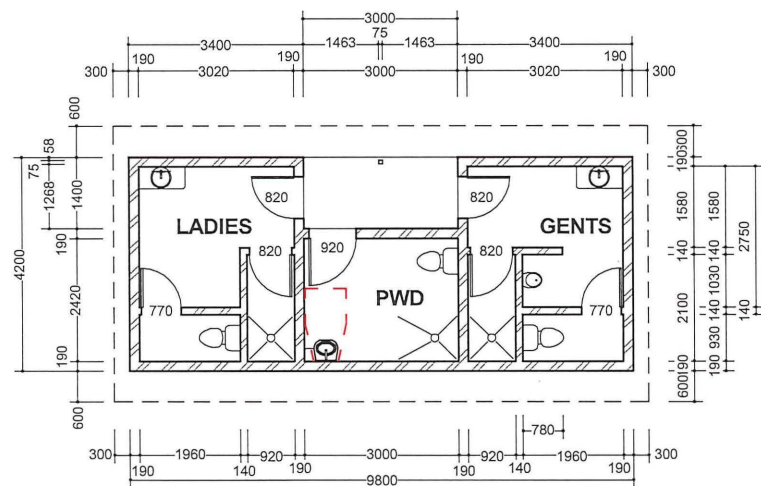


IG and MA Darnell
2/1 Finch Street
Warwick, 4370 Ph/fax: (07) 4661 3714 Email: darnell@nspire.com.au




Site Plan

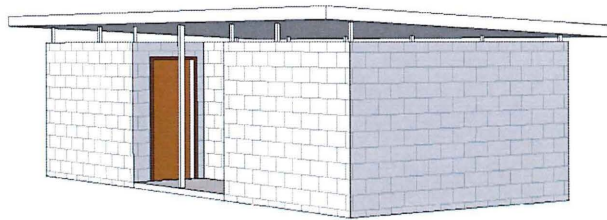
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QBSA Lic No 63353		Scale 1 : 7500
		Full Size A3

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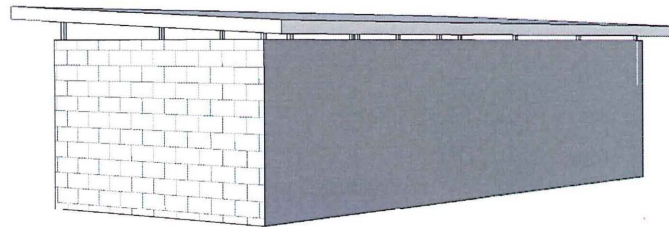


PRELIMINARY

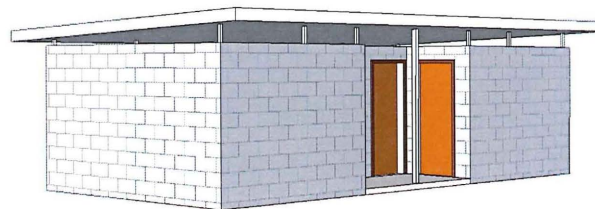
No.	Description	Date	Short Circuit Motor Sport Association Inc	<div> building designers' association of queensland inc.</div> <div> nspire PLANNING & DESIGN</div> <div> ENDORSEED Sustainable Building Design</div> <div>IG and MA Darnell 2/1 Finch Street Warwick, 4370 Ph/fax: (07) 4661 3714 Email: darnell@nspire.com.au</div>	<div>Floor Plan</div> <table><tr><td rowspan="2">Drawn by Ian Darnell</td><td rowspan="2">Designed by Ian Darnell</td><td>Project No</td><td>11CARN</td></tr><tr><td colspan="2">T03</td></tr><tr><td colspan="2">QBSA Lic No 63353</td><td>Scale</td><td>1 : 100</td></tr><tr><td colspan="2">Warwick, 4370 Ph/fax: (07) 4661 3714 Email: darnell@nspire.com.au</td><td>Full Size A3</td><td></td></tr></table>			Drawn by Ian Darnell	Designed by Ian Darnell	Project No	11CARN	T03		QBSA Lic No 63353		Scale	1 : 100	Warwick, 4370 Ph/fax: (07) 4661 3714 Email: darnell@nspire.com.au		Full Size A3	
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Warwick, 4370 Ph/fax: (07) 4661 3714 Email: darnell@nspire.com.au		Full Size A3																			
			Proposed Amenities																		
			Carnell Raceway Stanthorpe																		



① View 1



② View 2



③ View 3

PRELIMINARY

No.	Description	Date	Short Circuit Motor Sport Association Inc			Preliminary Views		
			Proposed Amenities			Drawn by	Designed by	Project No
			Carnell Raceway Stanthorpe			Ian Darnell	Ian Darnell	11CARN
						QBSA Lic No 63353		Scale
						IG and MA Darnell		Full Size A3
						2/1 Finch Street		
						Warwick, 4370 Ph/fax: (07) 4661 3714 Email: darnell@nspire.com.au		



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Scale
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