

Gold Coast Tweed Motorsporting Club Inc.

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Submission from Gold Coast and Tweed Motor Sporting Club Inc.

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INTRODUCTION

This submission is made on behalf of Gold Coast and Tweed Motor Sporting Club Inc. (hereinafter referred to as GCTMC) whose primary aim is to support, promote and organise motor sporting events which include club through to state level events. The club is over fifty years old and is affiliated with the Confederation of Australian Motor Sport (CAMS - which will be renamed at the beginning of 2020 to Motor Sport Australia).

In this submission we will outline the contribution made by events we organise and how these benefit regional communities and create employment opportunities in the motor trades that supply the vehicle builders.

In addition, we will discuss the role a similar club in NSW is playing in the development of driving skills in young people through motor sport and how, with government support, we can replicate this program on the Gold Coast.

Club level motor sport desperately needs Government intervention to facilitate its progress, be at state championship level rallying or at the starting point of Motorkhanas and Khanacross.

To build capability our club is seeking a small parcel of land to establish a training / competition facility, streamlining of the multi-agency process to run events, and improved access to forestry and shire roads.



The varying levels of competition organised by the GCTMC can be seen here. The rare Quattro worth hundreds of thousands of dollars; the 13-year-old in Dad's car who has moved onto to be a leading young talent; Champion driver and one of Australia's fastest drivers using a practice car to hone his skills. All these photos are taken at events conducted by the GCTMC.

Part A: Economic impact of motor sport

The GCTMC co-operates with similar clubs in SE Queensland and NSW to run the Queensland and NSW Rally Championship as well as the Classic Series. These championships usually consist of 4 to 6 major rallies, usually run over 2 to 3 days, and 4 short course rallies which are one day events. The various

clubs take it in turns to run one or two of these events with support from members of the associated clubs.

A typical rally will have between 50 and 90 competitors (driver and navigator) supported by their respective service crews. It requires around 120 to 200 volunteers to be the officials at a rally. These are drawn from the various car clubs.

Rallies are run on generally unsealed, shire and forest roads in rural communities.

A rally brings an enormous boost to these small rural communities from the local service organisations selling food to the competitors and officials during the rally as well as accommodation, food and drink and services such as fuel and repairs to competitors, officials and spectators. A rally usually attracts around 350 people competing in, organising and officiating at an event. Plus, the rallies attract a wide range of spectators. The boost to a small rural town with the influx of 300 to 400 people for a weekend is a significant increase in revenue for these small communities, and the rallies are warmly welcomed each season.

In addition to the impact on the rural communities from the running of these rallies the motor trades throughout SE Queensland also benefit from the building of the cars which cost between \$25,000 and \$100,000 each. Ongoing servicing of these vehicles is also a major expenditure. Not only does this benefit the motor trades financially but the skills required in building these cars is higher than normal vehicle maintenance enhancing the skills of Queensland's workforce.

There are multiple businesses specialising in the preparation and maintenance of vehicles that compete in basic club level to high level circuit and rally competition. These businesses range in size. There are numerous small family run businesses employing 5 to 7 people with advanced trade skills which are complimented by much larger corporate sized businesses. For example, *DJR Penske* are located on the northern end of the Gold Coast. *Techno*, currently at Yatla are relocating to NSW due to the availability of NSW funding. There were twelve V8 Super Car teams on the Gold Coast a decade ago; there will be one, possibly two, by 2020.

It is fair to say that this sport has a multi-million-dollar impact on the Queensland economy.



The driver of this car, a Queenslander, competes in GCTMC events but was also one of the main organisers of the World Rally Championship in Australia. Next year he will be working for the New Zealand event.

Part B: Contribution to tourism

As stated in part a) above, each rally event brings hundreds of visitors to small rural communities and the larger events often attract interstate and even international competitors. This has been a significant impact on tourism revenue in these communities.

Currently the GCTMC has been conducting most of its events northern NSW because the venues have been made available with the support of NSW communities and town Councils, and the NSW Police. The club conducts a dual state rally championship (Queensland & NSW) in northern NSW which brings into a small country town approximately \$100,000 over just one weekend.

There are a couple of other Queensland rally-based clubs conducting events in Queensland, but these clubs are also finding it increasing difficult to run events economically.

We require the Queensland State Government to show leadership with local councils to make training facilities and venues available. This includes access to shire roads and forestry roads at an economically viable cost.

We have overseas, interstate, intrastate competitors and officials attending our events. Spectator attendance is additional to these people. All these people contribute to the tourist dollar in these communities.

If we had access to training facilities and competition venues, we could vastly increase our tourism contribution dollar. Without facilities we cannot achieve anything.



The crew competing here in a GCTMC Rally are from New Zealand. He is a multiyear national champion. He is competing here in a car owner by a GCTMC member and prepared here on the Gold Coast. This driver regularly comes to Australia for GCTMC events.

Part C: Legislative Framework

CAMS governed motorsport is strictly regulated and controlled. CAMS set the safety and regulatory framework for the high safety standards both the cars and the event must meet

The governments and council's legislative and regulatory framework the sport has to operate within can be complex and difficult to navigate for each event.

In addition, each event requires permits to operate as well as to close roads from the local councils/shires, police, and emergency services (both ambulance and fire brigade). This process takes up to a year as the requirements vary year on year with each government department and also vary from council/shire to council/shire. This permitting process is one of the most frustrating and time-consuming parts of organising events.

Recent regulations introduced by the Queensland Government has made owning and running a road going competition vehicle such as a rally car in Queensland very difficult. A number of our club members have moved their cars interstate or to New Zealand for competition; or moved away from the sport completely.

The Governments adoption of **Special Interest Vehicles on Concessional & Conditional Registration** allows owners of classic and special interest vehicles to obtain concessional/conditional registration for their vehicle(s), subject to certain restrictions on the use of these vehicles. This needs to be maintained or expanded if possible.

Owning classic vehicles in not always by the wealthy and some members often own more than one vehicle. Allowing them less expensive registration often allows our members to own a classic vehicle.

The introduction by the Government of **Impromptu Events** is also allowing members greater use of their vehicles.

Members are more likely to stay with the club and retain their car if they are able to use it more consistently. Having said this the total distance travelled in a year is still probably less than a family car is used in less than a month.



The owner of this vehicle is a Gold Coast resident. The car is worth well in excess of \$100,000 and is serviced here on the Gold Coast but competes mainly interstate.



The owner of this vehicle also lives on the Gold Coast. He has a number of vehicles and is dual state rally champion.

He recently sponsored a dual state championship rally organised by the GCTMC.

Part D: Improvement of safety of participants

As stated above the sport is highly regulated by the CAMS and very high standards of safety are enforced for the cars, driver protection, and the control and management of the event. The result of this is that the sport has a very good safety record.

Of major concern is the lack of training and development for young drivers. This training is growing even more difficult with limited facilities being made available for driver training and club level motor sport where the skills required for advanced driving are practised and developed. These club level events include motorkhana and khanacross and allow participants as young as 12 to gain the discipline and skills required to safely handle a motor vehicle.



The skills learned here at a GCTMC event may one day save this young fella's life!

Part E: The impact on youth training, community engagement and mental health outcomes.

The GCTMC is keen to engage with and develop of people's driving skills. The primary avenue is to bring them into introductory events such as Motorkhanas and Khanacross.

The GCTMC co-operate with the Murwillumbah Sporting Car Club (MSCC) from NSW to run khanacross. The Murwillumbah club enjoys strong community support and run a driver training program with the local high school. The participants are taught car control and advanced driver techniques by skilled drivers from the car club.

The MSCC owns two cars suitably prepared vehicles used in the training of young people. As part of their training the school participants get to compete in the club's cars at these club events to practice their driving skills. This is a fantastic way to engage with the youth in the community and allows them to drive and practice advanced skills like skid control in a safe and controlled environment. The positive outcomes are that the participants become better drivers practising these advanced skills in a controlled manner rather than putting themselves and others in danger on public roads.

CAMS assisted the MSCC to access NSW government funding to purchase these vehicles and equipment. The Murwillumbah Council has granted access to a venue at the Showgrounds.

We require the Queensland State Government to liaise with the local Council to provide access to facilities so we may access funding to carry out these programmes in our local area. Funding is always depended on having secure tenure to a facility which we could develop for training through competition.

The controlling body (CAMS) have a clear and positive anti-drug policy and this is reinforced actively through all forms of regular competition.

Through participation in structured motorsporting activity, which includes contact across all age groups, participants learn everyday social skills and discipline, and also learn to accept significant personal responsibility. Learning is always more responsive when it is centered around competition.

It should be noted that drivers between the ages on 12 to 70+ may participate in the training and competition provided by the GCTMC. Many 'mature' people have a desire to come back to the sport, or even freshly join the club, with the intent of socialising with like minded people. The kids have left home and they have a few spare dollars to finally have a go at motor sport. They do not want series competition, just a fun day with friends. Khanacross and motorkhanas offer this opportunity so they too will benefit from a training / competition facility.



The owner of this car we call "Pops". He is seventy years of age, competes regularly and most often wins the days competition. However, he is called "Pops" because he allows young people to compete in his cars so they have the opportunity to learn skills whilst competing at a club level GCTMC events.

The GCTMC combine with the MSCC to conduct 'khanacross' at the Murwillumbah Showground.

The MSCC has purchased two cars to conduct training programme at the khanacross in conjunction with the local high school



Part F: Impact on road safety outcomes

Top level motor sport competitors are highly skilled drivers and develop an awareness that can quickly and safely avoid dangerous situations on our public roads. These advanced skills can be passed on to the younger generation of drivers through a program as outlined in e) above.

This advanced training has two significant safety impacts.

1. The skills learnt may save the drivers and their passenger's life one day in an emergency situation on a public road. Participation in these training programs / competition events will prepare them to anticipate and avoid dangerous situations.
2. Positive outcomes of the participation of young people in competition events in a controlled and disciplined environment provides a safe outlet for the youthful enthusiasm that could otherwise lead to serious injury or a fatality through dangerous driving on public roads.
3. Understanding the need to have a car in good roadworthy condition is also an outcome of competition. To compete safely, cars are always scrutineered (checked for safety by a CAMS

official) prior to the start of each event. This car preparation carries over to their normal driving habits.



Taking responsibility for car preparation is a skill learned that transfers over to everyday life.

Part G: Challenges facing the industry

Because of limited access to training and competition venues the numbering of people participating in motor sport is diminishing with the result that many small businesses (e.g.; local car preparation and repair businesses, spare parts sales outlets, tyre shops and allied suppliers) are closing their doors. There is a loss of skilled trades people and a lack of training of future aspirants.

Access to suitable roads is restricted as more and more land is being locked up in National Parks and growing restrictions on access to State Forest roads. As mentioned in paragraph c) the approvals process is complex and involves multiple government bodies. Whilst we enjoy strong local community support from small towns to run events, the long approvals process and uncertainty in getting them makes setting a competition calendar extremely difficult.

Historically rallies were welcomed as the clubs helped clear and maintain forest roads and the use by competitors swept the roads of leaf and twig litter and small regrowth. Locals saw this as a huge advantage as access to the forests was easier during bush fire season.

The other issue we face is finding suitable venues on the Gold Coast to run these training / competition events (Motorkhanas and Khanacross). Sites traditionally used have been turned over to housing or are now adjoining housing and so introducing restrictions on dust and noise.



Two more local rally drivers and extremely successful businessmen in very expensive classic machinery. Both cars are prepared here on the Gold Coast and are transported to events in pantechicons; but again, mainly compete interstate.

Part H: How the government can help

- Supporting training / competition schemes for drivers of all ages. We are keen to replicate the NSW approach on the Gold Coast but need land to construct the necessary training / competition venue. A long-term lease at nominal rent of vacant government land, not adjacent to housing, would be welcome. We would require around 10 Hectares to create a reasonable training and competition facility which will become self-funding once we have gained permanent access.
- Gaining the necessary permits to run an event, liaising with multiple government departments and local councils is time consuming and complex. A 'one stop shop' process hosted by a single government department would make this process much easier for competition organisers.
- Better access to forestry at a reasonable cost and council venues would allow for wider participation levels.

Once a permanent venue is secured then applications for further grants to purchase necessary equipment can be made. Currently we cannot do this as we do not have a permanent venue. Suitable training vehicles would enable us to go forward to local high schools with the same package as being offered in Murwillumbah (NSW).

The attached appendix is a copy of a submission to both the State Government and the Gold Coast City Council from over a decade ago. This submission was seeking a combined motor sporting complex where karts, bikes, and cars could compete on their own tracks / courses. Some of the clubs listed who participated in this submission have either gone into hibernation, combined with other clubs and using overcrowded facilities, stopped organising events, or folded because of the lack of suitable venues or facilities.

The GCTMC is continually trying to garnish local support through the Council to no avail.

If a combined facility could be built it would be fully utilised and mostly self-funded. However, it needs Government action if it is to exist.

For and on behalf of the Gold Coast and Tweed Motor Sporting Club Inc

Yours faithfully



John Jones
President – Gold Coast Tweed Motorsporting Club

Date: 25th November 2019

Appendix

Gold Coast Motorsport Association:

Albert Districts Motorcross Club Inc.

Gold Coast Kart Club Inc.

Gold Coast MG Car Club Inc.

Gold Coast Motorcycling & Sporting Club Ltd.

Gold Coast MX Club Inc.

Gold Coast Tweed Motorsporting Club Inc.

Mike Hatcher Junior Motorcycle Club Inc.

Surfers Paradise Auto Racing Club Inc.

Queensland Stadium Motorcross Club Inc.



Another day at the races - Local motorcross competition (Photo: Wayne Reed - Osella Photographics).

1. Synopsis

To present a proposal for a combined motorsport facility to cater for the immediate and future needs of existing, established and active motorsport clubs here on the Gold Coast.

Specifically for the required land areas to be made available for use by the involved Clubs on a leasehold basis from Gold Coast City Council / State Government or appropriate authority.

2. Background

There are presently 9 clubs on the Gold Coast catering for 2 and 4 wheel motorsport. Of these clubs 5 presently have leased or owned facilities in the Gold Coast environs. There are 4 clubs who have no facilities or grounds at present and for which there are no alternative facilities available for use within the Gold Coast environs.

Of the clubs that presently have access to land or own facilities, each is either approaching an expiring lease term (From Gold Coast City Council or the Queensland State Government) or have been given notice that their property is to be resumed.

The majority of the clubs represented here have had ongoing discussions with Gold Coast City Council representatives over many years to identify and secure future locations for their clubs activities. In each case these discussions have proven fruitless to date and no commitment for new locations or facilities has been achieved.

Significantly, the Gold Coast region does not have a quality motor sport precinct, despite it being a major Australian city, it hosting numerous high end sporting events and it having a high concentration of professional motorsport teams based in its immediate locale.

We note that during an extended period of population and (land) area expansion for the Gold Coast and environs over many years, there have in fact been no resources allocated to the sports involved here for nearly 30 years.



Close racing, Gold Coast Kart Club (Photo: Horizon Photography).

3. Proposal

The clubs involved have consulted with each other over the past 12 months and identified a total land area of approx 150 to 200 Ha will be required for direct competition/club use.

This land area is sufficient to co - locate all the existing motorcycle, kart and car clubs involved, to provide room for future expansion of those clubs and to cater for future motorsport and allied action sporting activities.

The initial requirement is for the land area to be made available, a central or shared access road be constructed, services (water and power) be made available to each club area and possibly that the perimeter areas be fenced.

Each of the clubs involved here have a varying level of improvements and infrastructure at their present facilities. It would be expected that some contribution or assistance be entered into with each club dependant upon their circumstances in replacing the facilities that will be forgone if the club relocates.

Additionally there is a clearly understood requirement for a buffer area in which there is to be no future residential development adjacent to the proposed facility.

We have attached as Annexure A, profile details of what a suitable site and its use would comprise.

Please note these details have been provided addressing the headings that Council required in their report on Candidate trail Bike sites approximately 3 years ago.

4. The Clubs

Each of the clubs represented here are long established and are either actively conducting motorsport

activity on the Gold Coast at present or have a history of same over many years.

Each club is financially viable and self funding at their present level of activity.

The Clubs are all part of larger National and International bodies and operate under an existing, well proven and well-established regime of licensing and risk management.

Importantly, each club's activities is covered by significant existing public liability insurances that are already in place.



Girl power! MG Car Club competitor at khanacross event.

5. Activity / participation levels

The clubs represented here comprise approximately 3500 members at this time.

There are also another 500 plus licensed motorsport competitors in the Gold Coast area that presently compete outside the local area. It is estimated that a significant proportion of these would become regular users of the proposed precinct over time as regular competition is established there.

In addition there are substantial numbers of "future competitors" who have not participated directly in motorsporting activities to date simply because the existing clubs cannot provide sufficient access to existing facilities (due to existing competitor numbers and or existing access/ curfew limitations) or to any facilities / areas at this time.

With the continued vigorous population growth of the Gold Coast, participation levels for all motorsport clubs will continue to increase, placing further strain or demand on existing and / or non existent facilities.



Ready for the next race - motorcross startline (Photo: Megan Gow Photography).

6. Economic value to local business

Motorsport, even at club or amateur level is a relatively expensive sporting activity. However, there are differing levels of participation. The clubs that make up this group are mainly comprised of club level competitors who spend their sporting dollar in the immediate business community only.

The dollar spend for the direct membership of the clubs involved here is approximately \$21Million per annum in the Gold Coast area.

This spend figure is made up of core costs only, that is vehicle / motorcycle purchases, repairs and maintenance, component replacement, safety apparel and consumables, fuel, oil etc. It does not include the significant on costs of fuel expenses for transport to events, general travel, food and beverage and in some cases accommodation costs.

The above estimates take into account only the current participant members of the involved clubs.

On top of this there is also significant expenditure by visiting competitors attending regional and state rounds of competition who bring themselves and their families to the Gold Coast to compete, effectively adding to the “tourist” dollars spent in our City.

Additionally there are motorsport participants including many professional racing teams located on the Gold Coast that participate nationally and indeed internationally.

This groups financial impact into the local economy is far higher again, with the contribution by the local V8 Supercar teams alone estimated at \$70M per annum to the South East Queensland economy (Gold Coast Business Oct 2006).

While this second group are not likely to be direct users of the facilities proposed here, it is from the club level and junior competitors in local clubs that this second group draw their participants (whether owners/riders/drivers).



A small part of the field, local kart club race, approx \$120k invested in karts and safety apparel in this shot (Photo: Horizon Photography).

7. Social Impact

Motorsport, whether in 2 or 4 wheel form is a family friendly activity that encourages participation across all age groups. It is one of very few sports where fathers, mothers and their children can all compete in similar activities, usually on the same day and at the same facility, within their own capabilities.

As well as this positive social impact, the sports that the association represents all involve a very high degree of, outdoor, sporting, physical activity.

Both local Council and the Queensland State Government have recognized the importance of increasing the opportunities for Queenslanders to get active and improve their quality of life, physically, socially and emotionally.

All of the controlling bodies that the various clubs operate under have clear and positive anti drug policies and this is reinforced actively through all forms of regular competition.

Through participation in structured motorsporting activity, which includes contact across all age groups, participants learn everyday social skills and also learn to accept significant responsibility.

8. Driver / Rider Education

There is no doubt that in the broader community today there are issues to be addressed as regards road safety and behavior by younger licensed driver and riders.

Every day the press contains stories on the road toll and anti social behavior by an element of road users.

All the clubs involved here vigorously support youth development programs, training and coaching that sees young participants obtain experience in their chosen sport in a properly licensed, controlled (supervised) and insured environment.

While there is little reliable statistical information on the subject, anecdotal evidence and common sense is that younger riders and drivers that learn to compete in properly supervised and administered competition activities do not go on to demonstrate the poor driver / rider behaviors that we see commonly on our roads today.

We are also aware that an increasing number of recreational riders use the facilities of the existing clubs on a regular basis. Should an alternative area not be provided long term, these riders will unfortunately simply resort to using public open space and public road for their recreation. While these riders do not form part of the membership of the clubs involved here, they have the potential to develop into a problem far beyond the present perceived problems of “car hooning” on the Gold Coast.

Note that one of the clubs involved here alone (Albert & Districts MX Club) catered for some 5000 “day rides*” by recreational riders last year (* One rider riding for one day as a non member at club facilities).



Junior driver (14 yo) with instructor at khanacross event.

9. Community Involvement

As well as providing structured activities, training, coaching and competition for participants as outlined above, the clubs involved here have all had close ties with charity and community groups over many years.

These include Starlight Foundation, Neuroblastoma Cancer Research at the Royal Brisbane Hospital, Domestic Violence / DVconnect, Paradise Kids and Arundel Riding For The Disabled.

Once again most of the clubs are in the position where the amount of support they can offer these community groups, whether financial or via activities, is being limited either by the lack of capacity and restrictions on use of existing facilities or the complete lack of facilities for those clubs so effected.

10. The Proposal Summary And Other Factors

The benefit proposition in this proposal to Gold Coast City Council and Queensland State Government is broad based but clear.

Practical benefits of similar sporting activities being co located a dedicated precinct:

- a) Each of the clubs operating on existing leases or owned properties is under pressure to be relocated. In each instance this need for relocation has come about through the creep of residential development over time.
- b) There is recognition, that while not the present Councils' sole responsibility, some of this "creep" has occurred through development being approved by past Councils far too close to the club operating areas.
- c) The co-location of the clubs involved here will allow a proper precinct to be established with buffer zones to be respected long term. It will largely remove the ongoing issues and complaints that residents, who, after moving into these existing areas long after the tracks/facilities were established, continue to raise with Council.
- d) The establishment of a dedicated precinct will also cater for several long established existing clubs that have not been able to secure access to land for their activities as well as cater for future motorsport and allied action sporting activities.



Junior speedway action, Mike Hatcher Raceway Arundel.

Financial benefit to Gold Coast City Council and / or Queensland State Government through existing clubs and future stakeholders being re located / located away from current residentially impacted sites.

- a) All the existing facilities and some previously identified potential future sites (for single club use) are in areas where development continues to encroach on the surrounding areas.
- b) This has seen these land areas change over the years from relatively remote locations to, in some cases, well located highly valued land holdings.
- c) Preliminary discussions with local experienced specialist land valuers indicate that the combined value of the Reedy Creek, Stanmore and Arundel facilities would conservatively be estimated at some \$19,000,000. It is acknowledged that a significant proportion of this estimated value is represented by the Mike Hatcher Raceway at Arundel.
- d) This is based on the premise of a highest and best use and realistic expectations as to the various sites potential future use. This does not include the value of the Gold Coast Kart Clubs property which is owned freehold.
- e) Put simply, the cost of any required acquisition and redevelopment of a new combined motorsport precinct would be significantly if not completely offset by the value of the properties that this would be replacing.
- f) As an example the cost of low grade rural or sugar cane type land in the Pimpama area (only used as an example) is advised to be approx \$30,000 per hectare. Based on that land value a 200 Ha site (largest area proposed in this submission) would represent about \$6,000,000 or approximately 1 third of the value of the sites that it would be replacing.

The above information is considered to present simply compelling evidence that it is financially viable to undertake the proposed relocation and redevelopment that a dedicated precinct will entail.

Growing sports and growing city , but no facilities:

- a) The sports represented here, now and in the future, have a large and active base of

participants but in practically all cases the growth of these sports is being hampered by the lack of or limited availability of facilities.

- b) Motorsport in all its forms continues to be a burgeoning sporting activity with high demand for facilities. Existing clubs that cannot provide regular access to suitable facilities are being severely constrained both in the sporting events they can organize but also in their future growth.
- c) Amarna, the external consultants employed by the Gold Coast City Council to look at the strategic direction of motorsport have identified the lack of facilities for this group of sports as the single biggest single issue facing the clubs and participants today.
- d) The Gold Coast is a major destination city, both internationally and nationally and continues to grow in permanent population well beyond national averages for similar growth. This growth continues to bring existing participants into the city from other areas as well as fuel growth in new participants coming into these sports for the first time.
- e) Against this background we have the position where there has not been any support nor expenditure at Club level for facilities for these sports in the Gold Coast area for approximately 30 years.
- f) At the time of writing in nearly all cases the limited facilities that do exist are no longer in appropriate locations.
- g) For a modern city the size of the Gold Coast it is considered entirely appropriate that it have a dedicated motorsport precinct and its local clubs be able to offer events and activities to meet the demands of existing resident participants as well as for future generations.



Modern club level rally car – approx \$40k investment.

Recognition of economic impact

- a) The club members involved make a substantial financial investment with local Gold Coast business's year in year out. The simple economic spend per annum is presently estimated at some \$21Million, a significant sum. They support a myriad of mechanical, retail and wholesale business's which employ hundreds of people on the Gold Coast.
- b) These include the numerous motorcycle shops, engineers, general and specialized mechanics, engine builders , apparel retailers etc.
- c) This spend figure does not include the significant "on costs" of attending events with fuel expenditure for transport, food and beverage, accommodation in some cases etc.

Positive social impact

- a) Each of the clubs involved here have youth development programs that offer both positive social interaction and development as well as the acquisition of appropriate skills related to the sport.
- b) Every day the media reports on the adverse social effects of young men and women who fall by the wayside of regular social and sporting activities as they get older.|
- c) We also read and see nearly everyday of the disproportionate contribution our young people make to the national road toll.
- d) Motorsport activity, across all its forms reinforces the significant responsibility of operating a motorised vehicle. As well as providing an environment where our younger competitors interact with all age groups, they are also learning life skills that will go a long way to making them better citizens on our roads

11. Summary

It is considered self evident that there is a strong need for a facility along the lines sought with this proposal.

- a) There are significant participation levels for the sports represented here (across all ages) and this level of participation is largely limited by the restrictions on use or limited space that the existing facilities presently suffer.
- b) The sports involved inject significant expenditure into our local community year in year out.

- c) There have been no resources or significant funds allocated to the sports involved for nearly 30 years.
- d) Independent consultants engaged by Gold Coast City Council have confirmed that the lack of facilities is the biggest single issue facing this sport on the Gold Coast.
- e) The Gold Coast is a major modern city but the existing club facilities are now no longer appropriately located and are in need of relocation and updating.
- f) It is evident that it is financially viable to consider the establishment of a new precinct in an area where the land value will represent a significantly reduced investment value to the stakeholders compared to the current facility sites.

This proposal has been submitted as an outline of what needs to be put in place and why, however we recognize it is a starting point and we look forward to the discussions that should follow between the association members, Council, the Queensland Department Of Sport & Recreation and other stakeholders to bring this to fruition.

Yours faithfully

Shaun Brown

On behalf of the Gold Coast Motorsport



Local Kart racing, Gold Coast Kart Club (Photo: Horizon Photography).

Annexure A: Candidate Site Profile

The following provides a profile for a likely suitable site and its use.

This description is based on the various factors and characteristics as raised previously by Gold Coast City Council in considering “Candidate trail Bike Sites” over the last 2 to 3 years.

Site Details

As indicated an ideal total site size would be approx 150 to 200 Ha Hectares. There is no requirement for any particular shape site, within reason practically any shape would suffice.

The actual areas used to hold club activities are obviously smaller than indicated however the area requested provides for:

- a) various club facilities (canteens, club houses etc)
- b) access and carparking
- c) rotation / flexibility of the individual club areas as well as allowing for parts of the site which would be un-useable (ie treed or steeply sloped). ie We are envisaging that an area available would likely be an unused/ unimproved rural holding of mixed quality
- d) room for expansion of existing clubs
- e) room for as yet unidentified sporting groups and clubs.
- f) Services required on site will be water and electricity.

There should also be recognition that a significant buffer area will be required around the site.

This would not be accessed by club participants and would likely comprise rural or industrial land

Site Characteristics

An ideal topography would be the majority of the site being generally level with parts of the sit being on a slope (hillside).

Obviously the better drained a property the better, however parts of the overall site being flood prone may not be a problem (say up to 10 - 20%). As mentioned further on under Environmental Issues dust control is one area that the clubs address in different ways and depending upon the soil types present. A site that stayed damp in places following rain could possibly be advantageous.

Compatibility

We would anticipate a suitable site being located in a rural area or possibly in and around an

industrial area.

Other potential general areas would be (a) near an existing quarrying operation, (b) an area adjacent to railway lines or motorway (c) a disused farm / rural property where ongoing agricultural activities have proven unsustainable (unprofitable due to poor soil etc).

It is generally accepted that a suitable site will be located remotely from existing or planned residential areas.

Accessibility

It is anticipated that the layout of the proposed combined facility will include a common access road with multiple access / egress points to each club area.

Safety

Obviously the main thing we wish to avoid is a heavily treed site, however the presence of some trees on site would not be an issue. It is hoped that a reasonably mixed open area would form the main useable part of the site, however parts of the site being treed or the presence of various "stands / clusters of trees should not be an issue.

Visibility

There should be no real concerns either way in this regard. Provided a suitable buffer area is maintained to residential precincts, visibility of the complex from local arterial /access roads or railway lines should present no adverse issues to either the involved clubs, Gold Coast City Council nor Queensland Department of Sport & Rec.

We note that one of the clubs involved (Gold Coast Tweed Motorsport Club Inc) have in fact in the past held events in highly visible locations such as the car park opposite Carrara Stadium (Broadbeach Nerang Rd) to no detriment and specifically no cause for complaint by members of the public.

Noise Attenuation

We would anticipate that given that we will ideally be operating in a rural or possibly industrial area and the natural absorption of noise that occurs in these areas (ie usually from nearby bushland) noise should not be an issue.

We also note that each of the Clubs involved are required to meet noise limits for their

vehicles/motorcycles as imposed by their national governing bodies.

Environmental Issues

Given the nature of the activities the member Clubs are involved in we would not propose that any complex should be sited in an area with any significant environmental issues.

Having said this, all the member Clubs are in agreement that we would be desirous of having the input of appropriate environmental officers of Council, in determining the most suitable plantings of native plant species to the perimeter / landscaped areas of the site.

The majority of the competition surface for the motorcycle clubs involved comprises hard packed or loam bare earth.

The initial surface for competition and / or driver training activities conducted by the motorsport (car) clubs involved would in be grass or similar. Past experience has been that this recovers quite well within a 4 to 6 week period and the club area sought is such that the areas used will be rotated to allow this to occur.

In due course it is anticipated that a packed earth competition area will be constructed along with other facilities which may include a hot mix bitumen competition area.

The competition area for karting activities is hot mix bitumen.

Dust control is an issue that each of the effected clubs addresses as appropriate. Generally, the motorcycle clubs utilize an installed semi permanent sprinkler system that keeps the track areas damp while the car clubs have historically used water trucks as required.

Proximity to other facilities

Ideally a suitable property would be located within reasonable driving distance of a service station so that club members can obtain drinks, fuel etc.

We would anticipate that any similar business located near the proposed facility would experience a significant improvement in trade from the weekly activities of the clubs involved.

Existing Resource Users

The overall area sought caters for the co location of a number of motorcycle clubs that are involved with similar activities. It is noted however that the sheer numbers of participants in each existing club will require them to each maintain their own separate club areas/tracks and facilities.

The area proposed for 4 wheel motorsport (other than karting) will be utilized by a core of three established clubs. It is anticipated that once regular competition gets underway that members of various Brisbane based clubs would also compete with Gold Coast clubs at the venue.

We are also aware that there are some other sharing arrangements in place where other clubs utilize the facilities of the existing motorcycle clubs (ie Vintage Speedway Assoc use the facilities at Mike Hatcher Raceway for demonstration events etc). It will be up to the initial core of involved clubs to maintain these arrangements as separate matters.

