

Sydney Speedway Relocation

Motorsport Australia's
Submission Concerning the
Relocation of Sydney
Speedway to the Sydney
Motorsport Precinct

16 September 2020



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1.Executive Summary

Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports ('Precinct') contains Sydney Motorsport Park, Sydney Dragway and is the proposed location for the relocation of the Sydney International Speedway. Within the explicitly dedicated motorsport tracks and layouts of the Precinct are ancillary areas that host Motorsport Australia-sanctioned motorsport events focusing on grassroots participation and junior development.

These Motorsport Australia-sanctioned events utilise these ancillary areas (e.g. carparks, access roads and open paddocks) to provide vitally important participation opportunities and junior development programs run by Motorsport Australia affiliated clubs. These events are vital in providing entry level opportunities to New South Wales residents of all ages and ability levels to experience motorsport and become part of the NSW's thriving motorsport community.

The areas / venues that this submission will be making reference to, are:

- Pipeline Park (Appendix 1); and
- Sydney Dragway.

The loss of access to these venues and ancillary areas where these participation opportunities can be offered would have a significant impact on motorsport that will reduce the number of events held In NSW, reduce social benefits to participants as well as result in an economic loss through a reduction in events. These issues will be further compounded as there are no similar venues within metropolitan Sydney that offer the breadth of motorsport opportunities that are available within the Precinct. These factors are all key in retaining Sydney's reputation as the hub for motorsport in Australia.

Motorsport Australia makes this revised submission to provide valuable input into the integration of the Sydney International Speedway, with the aim of also being able to support the motorsport opportunities that the Precinct currently provides for grassroots and junior development.

With a view to enabling the implementation of the Sydney International Speedway and support the level of current grassroots and junior development motorsport events, Motorsport Australia is seeking:

- ongoing engagement and consultation with government entities and representatives during the planning and design processes, to enable and ensure optimum value and utility from the relocation of Sydney International Speedway
- identification of an alternative location for the extensive number of grassroots and junior events that presently take place on 'Pipeline Park', as noted in the Environmental Impact Statement. Pipeline Park ("Construction Area 7") will no longer be available for any motorsport activities to take place, due to the relocation of excess earth. A potential site has been identified that is believed to be under the control of the Western Sydney Parklands Trust (Appendix 4);
- access to Pipeline Park (Construction Area 7) up to the date that the Development Application is approved and within a reasonable timeframe from when the scheduled earth works begin. It is believed that this will occur in either November or December 2020;
- flexibility in the design of the Sydney International Speedway relocation to allow the continued support of the current range of Motorsport Australia-sanctioned motorsport events

2. About Motorsport Australia

2.1 About

Motorsport Australia is a not-for-profit member-based organisation focused on the development, regulation and administration of four wheeled motorsport across Australia. It has been the custodian of four wheeled motorsport in Australia since 1953.

Motorsport Australia is the delegated National Sporting Authority by the FIA. The FIA is the governing body for world four wheeled motorsport and the federation of the world's leading motoring organisations, a responsibility held since 1958.

Motorsport Australia is the recognised National Sporting Organisation for motorsport as designated by the Commonwealth Government through Sport Australia. The role of Motorsport Australia is outlined below.

Regulate motorsport in Australia by:

- Administering rules and regulations needed to support competition and safety at events
- Licencing venues, participants and officials for events and competition
- Providing training and promoting principles that ensure safety, fairness and social responsibility in the conduct of motorsport in Australia

Advocate for motorsport in Australia by:

- Providing an operating environment that engages with and responds to the needs of members, customers, stakeholders and communities
- Fostering and developing strategic partnerships locally, nationally and internationally that contribute to an integrated approach to achieving the objectives of Motorsport Australia and their partners
- Advocating on behalf of members and stakeholders to governments in relation to policies and programs that can benefit the sport, economy, community and environment.

Develop motorsport in

- Delivering leadership, innovation and customer focussed services that positively contribute to increased participation, interest, high performance and the social capital of Australian communities
- Implementing proactive sport, club, community and member development programs that provide an environment for members that helps them experience motorsport in a positive, enjoyable and effortless manner
- Focusing on increasing equity and diversity within the sport and organisation through the delivery of proactive inclusion and integration programs that transcend race, religion, gender, age and creed, including but not limited to youth, women, disabled, indigenous and culturally diverse groups
- Nurturing an organisational culture and ethos that builds on club-level activity and promotes volunteerism and Motorsport Australia as an organisation of choice
- Proactively engaging and encouraging motoring enthusiasts using appropriate affiliation packages, programs and initiatives.

2.2 Participation

As noted in its most recently published Annual Report (2019), Motorsport Australia reported more than 27,800 competition licence holders and 10,000 accredited officials. Motorsport Australia sanctioned in excess of 3,000 events and comprises a network of 591 affiliated car clubs.¹

NSW has the highest levels of motorsport participation in Australia as categorised by the following statistical highlights:

- 165 Car Clubs affiliated with Motorsport Australia;
- Over 3,000 Motorsport Australia Accredited Officials;
- Over 7,500 Motorsport Australia Competition Licence Holders; and
- Over 800 Motorsport Australia permitted events

3. About North Shore Sporting Car Club Ltd

3.1 Participation

North Shore Sporting Car Club Ltd ('the Club') was formed in 1952, is based in Sydney and is a Motorsport Australia affiliated club.

With a current membership base of 550, the Club is considered one of Australia's largest car clubs with a clear focus on the path of our juniors to adulthood, with a strong focus on driver education, training, safety and compliance.

The Club is a wholly volunteer club and a not for profit company, registered with the Australian Securities and Investments Commission.

Annually, the Club runs a wide range of events for its membership base, including:

- 2 State level Rallies;
- 1 State level Rallysprint;
- 5 Tarmac Rallysprints;
- 5 Junior Khanacrosses;
- 5 Motorkhanas (in collaboration with the Christian Autosports Club of Australia); and
- 12 monthly social brunch events – 'Autobrunch' events.

Annual Events	Month	Venue	Average Entries
State Rallysprint	May	Sydney Dragway	60
Tarmac Rallysprint Round 1	October	Sydney Dragway	90
Tarmac Rallysprint Round 2	November	Sydney Dragway	90

¹ Motorsport Australia 2019 Annual Report, available at https://www.motorsport.org.au/docs/default-source/media-accreditation/annual-report/2019-annual-report.pdf?sfvrsn=b5bd9253_3

Tarmac Rallysprint Round 3	December	Sydney Dragway	90
Tarmac Rallysprint Round 4	February	Sydney Dragway	90
Tarmac Rallysprint Round 5	March	Sydney Dragway	90
Junior Khanacross Round 1	March	Pipeline Park	40
Junior Khanacross Round 2	May	Pipeline Park	40
Junior Khanacross Round 3	June	Pipeline Park	40
Junior Khanacross Round 4	August	Pipeline Park	40
Junior Khanacross Round 5	September	Pipeline Park	40
Motorkhana Round 1	February / March	Pipeline Park	40
Motorkhana Round 2	April	Pipeline Park	40
Motorkhana Round 3	June	Pipeline Park	40
Motorkhana Round 4	July	Pipeline Park	40
Motorkhana Round 5	September	Pipeline Park	40
Total Participants			820

Figure 1: Annual Participation at the Club's events held at Sydney Dragway²

The Club runs many successful events within the Sydney Dragway, including at Pipeline Park.

All the events listed in Figure 1 are held at Sydney Dragway, so the relocation of the Sydney International Speedway will have a significant impact on the viability of, and ability to stage, these events as no alternate venues are locally available.

The events held at Sydney Dragway are the lifeblood of the Club and the loss of these events will have a significant financial impact. The impact in its totality would likely result in the Club not being able to survive. The loss of the ability to stage these events will have a detrimental impact not only on its members but the motorsport community in Sydney and New South Wales.

As indicated in Figure 1, a significant portion of the events held make up the Club's grassroots junior motorsport program in conjunction with the Christian Autosports Club Of Australia. Junior motorsport programs are important to the Australian motorsport landscape and are essential for developing the sport and paving the way for future motorsport champions. Besides contributing to the success in Australian motorsport, junior participation at the club acts as a feeder to introduce new members to The Club and thus ensure its future viability.³

3.2 Engagement with Volunteers and Local Community Organisations

The Club prides itself for its volunteer engagement which is critical to the viability of the Club. The Club attracts several volunteers both to assist with the administration of events as well as officials that are critical in the staging

² Measured by Motorsport Australia Permit database

³ Information obtained from the Club's website via www.nsscc.com.au

of the event. Volunteer and community engagement are equally as important as competitor engagement for the club and add further social capital.

The staging of the events at Pipeline Park also allow for greater engagement with community organisations who greatly benefit from events held by the Club. One such example is the Blacktown Ponds Lions Club Inc, who provide catering services at the Club's events that are held at Sydney Dragway. This has allowed that organisation to generate in excess of \$10,000 to assist with the provision of services for the organisation's members (Appendix 3).

3.3 Impact of Environmental Impact Statement

Within the Environmental Impact Statement (EIS), the Club is mentioned on pages 31 and 40 as an entity categorised as 'Existing users of the wider Western Sydney Parklands' precincts and adjoining lands' (Page 31) and is also mentioned due to the submission of correspondence for consideration.

It was assessed that, in its current capacity, the land (Construction Area 7) currently used by the Club to stage some of its key Motorsport Australia-sanctioned activities will cease due to the relocation of Sydney International Speedway.

The EIS states that the Western Sydney Parklands Trust (Trust) "*would aim to provide an appropriate venue for all existing motorsport users in this Precinct*", however, the Trust has not detailed how this will be addressed for the Club and its investment in Construction Area 7.

The relocation of the Sydney International Speedway into the Western Sydney Motor Sport Precinct (Precinct) is removing one form of defined motorsport activities, in order to replace them with a different form of defined motorsport.

By doing so, the range and diversity of the motorsport activities within the Precinct is not increasing or improving.

Should the Club's current Motorsport Australia-sanctioned motorsport activities not be able to be accommodated elsewhere within the Precinct, a key avenue of grassroots junior development and driver education within the Greater Sydney region will be lost.

In the relocation of the Sydney International Speedway, the Club requests that the Sydney Metro team carefully considers the needs of a venue / venues that will enable the Club to continue to provide the same frequency and range of motorsport events that it currently does.

At the date of this submission, the Club has been advised that it is unable to access Construction Area 7 from November 2020 onwards. It is understood that a Development Application (DA) for this area has yet to be approved and may be done so later in 2020. During the time until the DA has been approved and the beginning of the preparation of the storage of earth, the Club seeks to be allowed access to Construction Area 7 in order to stage Motorsport Australia-sanctioned events, on the basis that it is not yet required as part of the relocation.

With respect to the Club's above request, it is accepted that the North Section remain as is, as the Club appreciates it is a prohibited area, until such time the matters concerning Aboriginal Heritage are finalised.

If the Club were to lose access to either Construction Area 7 (partially or wholly) and / or access to the internal roads within the Sydney Dragway it would have a detrimental impact on the future of the Club and its ability to continue to facilitate the grassroots pathways. The pathways are essential to providing participation opportunities to children and adults in the Greater Sydney area.⁴

4. Activities within the Precinct Potentially Impacted by the Relocation of Sydney International Speedway

The Precinct is where multiple Motorsport Australia sanctioned four-wheeled motorsport events of different disciplines (e.g. non-speed, race, rally / road, speed) and levels (e.g. club, multiclub, state, national and international)) take place. These events are staged by Motorsport Australia, event promoters and Motorsport Australia's affiliated car clubs. The Precinct is unique in that it is the only facility in Sydney that offers a venue that can support the kinds of motorsport opportunities that it does.

The relocation of Sydney International Speedway to the Precinct will have a significant impact on the capacity for motorsport activities to be conducted within the geographical boundaries of Sydney. This submission seeks to highlight the potential impact of the proposed relocation of the Motorsport Australia sanctioned motorsport activities currently taking place within the Precinct.

This submission seeks to highlight matters for consideration regarding the relocation, to ensure that the existing Motorsport Australia-sanctioned motorsport activities that currently take place within the Precinct can continue after the proposed relocation of the Sydney International Speedway. It should be an important objective of the Precinct to offer more motorsport participation opportunities once the proposed relocation has been completed.

It is acknowledged that the venue within the Precinct known as Sydney Motorsport Park stages numerous mainstream and well-recognised motorsport activities that are sanctioned by Motorsport Australia, through Motorsport Australia, event promoters and affiliated clubs, one of which is the Australian Racing Drivers Club. As the relocation of the Sydney International Speedway will primarily impact the surrounding areas of the Precinct, the focus of this submission is restricted to these surrounding areas and the respective grassroots motorsport activities supported.

4.1 Pipeline Park referred in the Environmental Impact Statement as the "Southern Area" (Area 7)

One of the areas within the Precinct that stage Motorsport Australia-sanctioned motorsport events is known as 'Pipeline Park'. Pipeline Park ("Construction Area 7") is located on the opposite side of Ferrers Road from the southern end of Sydney Dragway. Appendix 1 contains an image of the approximate location. This land is believed to be under the control of Sydney Dragway

⁴ This position supplied in this section was provided by the North Shore Sporting Car Club Ltd.

When access was provided to Pipeline Park approximately two and a half years ago, representatives of the Club and the Christian Autosports Club of Australia agreed that there was a need for a significant amount of work to be performed on the venue. This work was necessary to enable it to be suitable for Motorsport Australia-sanctioned motorsport activities. Initial work on the land included remediation activities including, but were not limited to:

- rubbish removal;
- levelling of the earth;
- removal of weeds;
- professional land clearing; and
- improvements for safe road access onto and off of Ferrers Road.

Once the initial remediation work on the land was completed, a number of improvements were undertaken, including, but not limited to:

- repairing of the access points with Ferrers Road;
- erosion control (for maintenance purposes); and
- the creation of an all-weather road surface for the safe passage of vehicles within some areas of Pipeline Park.

Once Pipeline Park had achieved a standard where Motorsport Australia-sanctioned motorsport events could be held, there were still a number of improvements that were required to maintain Pipeline Park to a suitable standard. Some of these items were:

- commercial-grade ride on mower and line trimmers;
- three storage containers (each with a capacity of 20 ft x 8 ft);
- star pickets (approximately one hundred);
- safety barriers; and
- entry and exit signage (including roadside).

It is estimated that the Club has utilised in excess of two hundred (200) volunteer to maintain the venue at a level fit for purpose. The investment that both clubs have made in ensuring that Pipeline Park is a suitable venue for Motorsport Australia-sanctioned motorsport events is estimated to be in excess of \$55,000 including the purchasing of three storage containers that are stored within the Precinct, as per arrangement with Sydney Dragway.

4.1 (a) Recommendations

- Currently the EIS notes that excess soil from the new North Car Park D (originally the 4WD Hill) in the Sydney Dragway complex will be moved to Construction Area 7 during the initial construction:
 - After construction, excess soil will be “grassed over” and remain in the form of a sizeable mound, effectively making the South End of Pipeline Park unusable (Chapter 2, Table 2.4 Figure 12-9 Page 183 image).
 - During the final phase of earthworks:
 - make the whole (Construction Area 7) area level (The South Section) and grassed over with suitable design for the future use of the grass as a venue for Motorsport Australia-sanctioned motorsport activities.
 - Ensure the existing water path earth cross over is suitable for long lasting future use
 - Make the access in and out of the venue safe and secure utilising:
 - Clear and correct signage

- Gates
- Ferrers Road access with stable gravel
- Leave any infrastructure in place that may be usable such as:
 - Boundary fencing
 - Formed internal roads or tracks
 - Any dust mitigation equipment, sprays, barriers, etc.

4.2 Sydney Dragway

Another area within the Precinct that stages Motorsport Australia-sanctioned motorsport events is the Sydney Dragway. These events do not take place on the Dragway's tarmac drag strips and utilise other gravel and tarmac surface access roads within the Dragway's boundaries. For context, basic course maps used for these events are located in Appendix 2.

The Club has a well-established tarmac ralliesprint that takes place within the Sydney Dragway, utilising multiple areas of the Dragway. In 2019, the 2018/19 Whiteline Tarmac Ralliesprint Series was awarded the Motorsport Australia NSW / ACT Event of the Year⁵

Based on the implementation of the Sydney International Speedway, the future conduct of this event will be in jeopardy, without relevant considerations being taken into account with respect to the Sydney International Speedway's setup and configuration.

Through the staging of these events, the Club has been able to foster greater community ties with the local motorsport and automotive industries, generating sponsorship and additional revenue streams for the club. It has also become an event that provides participation opportunities for motorsport beginners and also has the challenge that is attractive for high level rally competitors, including Australian Rally Champions.

The venue allows the Club to:

- facilitate its junior development (the events staged at Pipeline Park) and also its social event program;
- invest in the Club's safety equipment, such as fire extinguishers, safety barriers and tents (this equipment is also available for other grassroots motorsport clubs to use at their events);
- provide to Sydney Dragway, for communal use:
 - 70 road safety barriers;
 - 10 concrete safety barriers;
 - a permanent timing system that is built into the course;
 - 2 support vehicles; and
 - 10 pop up tents.

4.3 The New "4WD Hill" North Car Park D

The following observations were made with respect to the North Car Park, based on the EIS:

⁵ <https://www.youtube.com/watch?v=W9bdGUk-JJ4> (showing a course overview of the layout)
<https://www.youtube.com/watch?v=xhHvbHQBAB4> (highlights from a recent event)

- Currently, the EIS notes that the North Car Park (originally the 4WD Hill) in the Sydney Dragway complex will be constructed.
- With respect to the current design, it:
 - has lighting towers (including kerbing, guttering and possibly storm drains) in the centre of the car parks and not on the boundary;
 - requires access to the upper level via a separate (new) road to the Ticket Box Link Road;
 - requires access to the lower level via a separate road to the Ticket box Link Road.

The Ticket Box Link Road is a vital link between the North and South of the Dragway Venue, the current design for the new “4WD Hill” North Car Park D. If this were to be used as it is currently for Motorsport Australia events, the closure of the Link Road would be required to utilise the two car park levels, causing potential difficulties in staging an event.

4.3 (a) Recommendations

The following recommendations are put forward with the aim of being able to retain the facilitation of Motorsport Australia-sanctioned motorsport activities within the venue:

- Amend the design of the (two) tier design to allow an additional internal access road from the lower to upper level. This design will not affect car parking numbers, as the proposed road can be blocked (with temporary barriers) during car parking when major events take place. The following are proposed:
 - Ensure two gates (e.g. 8 metres) are constructed on the boundary of the new Car Park (Western End of Area 2) and the existing pit area of Sydney Dragway:
 - One close as possible to Ferrers Road
 - One as east as possible
 - Both gates need to align with existing asphalt roads in the pit area of Sydney Dragway;
 - Ensure two gates (e.g. 8 metres) are constructed on the two eastern intersections of Link Road;
 - Reposition light towers to positions on the car park boundary and ensure that no curbing, guttering, or drainage grates are installed in a position other than on the car park boundary.

4.3 (b) Benefits of Recommended Actions

Benefits of installing extra internal road to link the upper and lower level of the Sydney Dragway are:

- the ability to allow a closed course venue to stage certain Motorsport Australia-sanctioned motorsport activities without requiring access on and off the Ticket Box Link Road;
- other events such as cycling events could use the two levels whilst not interrupting other activities taking place at the venue;

Benefits of installing the two sets of extra gates to the west (as outlined above) and two extra to the eastern intersection of the Link Road at the Sydney Dragway are:

- the likely increase of the available hard paved areas for the venue to stage other events;
- added flexibility to the venue’s overall usage;
- combine the pit area to the new 4WD Hill Car Park;
- potentially increase the use of the Sydney Dragway;
- potentially more hire revenue generated for the Sydney Dragway.

Benefits of moving the light towers, curbing, guttering and storm drains from the centre of the Car Park D out to the car park's boundaries are that it:

- allows more flexibility in the use of the area, not solely for the parking of vehicles;
- reduces the risk of bicycles and vehicles hitting kerbs, light poles and getting stuck in drains;
- potentially could be hired out for motorsport activities;
- potentially increases the use of the Sydney Dragway;
- potentially generates more hire revenue for the Sydney Dragway.

4.4 The New Car Park (located in Sydney Dragway)

The following observations are put forward, based on the EIS:

- Currently, the EIS notes that the Car Park C (originally the Red Star Transport Yard) in the Sydney Dragway will be constructed:
- With respect to the current design, it:
 - requires access in very close proximity to the roundabout at the Ticket Box Link Road junction;
 - the Ticket Box Link Road is a vital link between the North and South of the Dragway Venue, the current design for the new Car Park C. If this were to be used as it is currently (e.g. for a Motorsport Australia-sanctioned ralliesprint), large amounts of traffic congestion would result and this would potentially limit access to the North into Sydney Dragway and the South into the Sydney International Speedway;
 - also limits the ability of the entirety of the car park to be integrated into a wholistic use strategy where the car park could be used more often;
 - has lighting towers (kerbing, guttering and potentially storm drains) in the centre of the car park and not on the boundary.

4.4 (a) Recommendations

The following recommendations are put forward, based on the EIS.

- amend the design of entrance in order to:
 - Maintain the current design and ensure the current access area that is gravel be added to the design as paved area; and
 - Add an extra access road between the current plan and the main entrance gates (to the west). This design will not affect car parking numbers, as the proposed road can be blocked (with temporary barriers) during car parking when major events take place;
 - ensure two gates (e.g. 8 metres) are constructed across both access roads, one nearest the roundabout and the other on the suggested new access road outlined above;
 - reposition light towers to positions on the car park boundary and ensure that no curbing, guttering, or drainage grates are installed in a position other than on the car park boundary.

4.4 (b) Benefits of Recommended Actions

i) Potential benefits to installing extra internal road to link the current plan and the main entrance gates of Sydney Dragway are:

- the ability to allow a closed course venue to stage certain Motorsport Australia-sanctioned motorsport activities without requiring access on and off the Ticket Box Link Road;
- other events could use the car park whilst not interrupting other activities taking place at the venue;

With specific attention to the Ticket Box Link Road roundabout and potential traffic congestion, it is noted that:

- by having this option to enter Car Park C before the Link Road roundabout, it would likely reduce the amount of traffic congestion at the roundabout;
 - it would add more flexibility in spectator parking options when traffic is heavy entering the Sydney International Speedway via the roundabout;
 - allows other events to occur concurrently that require constant access to the roundabout, keeping the Car Park C independent of other events taking place (e.g. cyclists should be able to use this new access and the car park safely, with the roundabout entrance option being able to be sealed off by gates, whilst another hirer can still have unobstructed access through the roundabout to Ticket Box Link Road).
 - Potential benefits to installing the two extra gates (as outlined above) at the Sydney Dragway are:
 - the likely increase of the available hard paved areas for the venue to stage other events;
 - added flexibility to the venue's overall usage;
 - enabling Car Park C to be combined with other areas within Sydney Dragway for more efficient use;
- ii) Potential benefits to moving the light towers, curbing, guttering and storm drains from the centre of the Car Park D out to the car park's boundaries are:
- allows more flexibility in the use of the area, not solely for the parking of vehicles;
 - reduces the risk of bicycles and vehicles hitting kerbs, light poles and getting stuck in drains;
 - potentially could be hired out for motorsport activities;
 - potentially increase the use of the Sydney Dragway;
 - potentially more hire revenue generated for the Sydney Dragway.

4.5 The New Car Park A (located in Sydney International Speedway)

The following observations are put forward, based on the EIS. Currently, the EIS notes that the Sydney Dragway Car Park A in the Sydney International Speedway complex will be constructed:

- With respect to the current design, it:
 - requires complete and total access via the roundabout at the Ticket Box Link Road junction;
 - the Ticket Box Link Road is a vital link between the North and South of the Dragway Venue, the current design for the new Car Park A. If this were to be used as it is currently (e.g. for a Motorsport Australia-sanctioned ralliesprint), large amounts of traffic congestion would result and this would potentially limit access to the North into Sydney Dragway and the East into the Sydney Dragway's maintenance compound;
 - also limits the ability of the entirety of the car park to be integrated into a wholistic use strategy where the car park could be used more often;
 - has lighting towers (kerbing, guttering and potentially storm drains) in the centre of the car park and not on the boundary.

4.5 (a) Recommendations

The following recommendations are put forward, based on the EIS, with the aim of being able to retain the facilitation of Motorsport Australia-sanctioned motorsport activities within the venue:

- Amend the design of entrance:
- Maintain the current design; and

- Add an extra access road between the current planned road and the main entrance gates (to the west). This design will not affect car parking numbers, as the proposed road can be blocked (with temporary barriers) during car parking when major events take place.
- As there is believed to be water retention within this venue, if a sprinkler system is installed that is able to collect the venue's reticulated water for the purposes of reuse.
- Ensure two gates (e.g. 8 metres) are constructed across both access roads, one nearest the roundabout and the other on the suggested new access road outlined above.
- Reposition light towers to positions on the car park boundary and ensure that no curbing, guttering, or drainage grates are installed in a position other than on the car park boundary.

4.5 (b) Benefits of Recommended Actions

- i) The benefits to installing extra internal road to link the current plan and the main entrance gates of Sydney Dragway are:
 - the ability to allow a closed course venue to stage certain Motorsport Australia-sanctioned motorsport activities without requiring access on and off the Ticket Box Link Road;
 - other events could use the car park whilst not interrupting other activities taking place at the venue;
 - potentially increase the use of the Sydney International Speedway;
 - Potentially more hire options to offer;
 - Potentially increase the diversity of motorsport activities at the Precinct;
 - allows the eastern portion of the Car Park to be hired out, whilst still allowing access to the venue along the western boundary of Ferrers Road (in the inside of the facility);
 - Potentially more hire revenue generated for the Sydney International Speedway.
- ii) With specific attention to the Ticket Box Link Road roundabout and potential traffic congestion:
 - By having this option to enter the car park before the Link Road roundabout, it would likely reduce the amount of traffic congestion at the roundabout;
 - It would add more flexibility in spectator parking options when traffic is heavy exiting the Sydney International Speedway via the roundabout;
 - Allows other events to occur concurrently that require constant access to the roundabout, keeping the Car Park independent of other events taking place.
- iii) Potential benefits to installing the two extra gates (as outlined above) at the Sydney Dragway are:
 - the likely increase of the available hard paved areas for the venue to stage other events;
 - added flexibility to the venue's overall usage;
 - enable the Car Park area to be combined with other areas for more efficient usage;
 - potentially increase the use of the Sydney International Speedway;
 - potentially more hire revenue generated for the Sydney International Speedway.
- iv) Potential benefits to moving the light towers, curbing, guttering and storm drains from the centre of the Car Park A out to the car park's boundaries are:
 - allows more flexibility in the use of the area, not solely for the parking of vehicles;
 - reduces the risk of bicycles and vehicles hitting kerbs, light poles and getting stuck in drains;
 - Potentially could be hired out for motorsport activities;

- v) Potential benefits to installing a water sprinkler system to part of or all of this car park:
 - the ability to allow a closed course venue to stage certain Motorsport Australia-sanctioned motorsport driver training activities;
 - potentially increase the use of the Sydney International Speedway;
 - Potentially more hire options to offer;
 - Potentially more revenue generated for the Sydney International Speedway.
- vi) Potential benefits to moving the light towers, curbing, guttering and storm drains from the centre of the Car Park A out to the car park's boundaries are: An additional venue for grassroots Motorsport Australia-sanctioned motorsport activities (e.g. junior development and driver education (for motorsport purposes) to take place could be facilitated.

4.6 The New Car Park B and Internal Link Road (in Sydney International Speedway South)

The following observations are put forward, based on the Environmental Impact Statement (EIS):

- Currently, the EIS notes that the Sydney Dragway Car Park B in the Sydney International Speedway complex will be constructed:
- With respect to the current design, it:
 - requires complete and total internal access via the "one way internal road parallel to Ferrers Road"
 - The link road is a vital internal connector to the North and South of the Sydney International Speedway Car Parks A and B

4.6 (a) Recommendations

The following recommendations are put forward, based on the EIS. These recommendations are put forward with the aim of being able to retain the facilitation of Motorsport Australia-sanctioned motorsport activities within the venue:

- Amend the design of the Link Road:
- Ensure the road is as wide as possible; and
- Has no central kerbing that restricts maximum width use.

4.7 The New Car Park B and Internal Link Road to the Gravel Access Road on Sydney Dragway (in Sydney International Speedway South East)

The following observations are put forward, based on the Environmental Impact Statement (EIS):

- Currently, the EIS notes that the Sydney Dragway Car Park B in the Sydney International Speedway complex will be constructed:
- With respect to the current design, it:
 - requires a finished level and boundary that stops the continued use of the gravel access road that is vital for the continued staging of Motorsport Australia-sanctioned motorsport events by the North Shore Sporting Car Club

4.7 (a) Recommendations

The following recommendations are put forward, based on the EIS). These recommendations are put forward with the aim of being able to retain the facilitation of Motorsport Australia-sanctioned motorsport activities within the venue:

- Amend the design of the earthworks at the back of the Sydney International Speedway Machinery Shed to:
- Ensure a road is constructed:
- that links up to the existing gravel road that is on the perimeter of the South and Eastern side of the Sydney Dragway venue; and
- the road is as wide as possible *and*
- has an 8 metre gate on the Sydney International Speedway / Sydney Dragway boundary
- has a smooth transition onto an asphalt road within the Sydney International Speedway Car Park B
- is constructed for gravel rally car vehicle movements in both directions, with minimal earthworks to maintain it (ie, hard, compact gravel)

4.7 (b) Benefits of Recommended Actions

Some of the benefits in provisioning this road include:

- The continuation of an event that facilitates junior driver training and gets children involved in Motorsport Australia-sanctioned activities at the grassroots level.
- The continued sustainability of the North Shore Sporting Car Club, as the entity that stages the events that require the road.
- Continued and ongoing participation opportunities in Greater Sydney for children
- Potentially more hire options to offer
- Potentially more hire revenue generated for the Sydney International Speedway
- The continued level of diversity of motorsport activities within the Western Sydney Motor Sport Precinct

5. Proposed Outcomes

In summary, based on the information provided in this submission, the following outcomes are sought by Motorsport Australia:

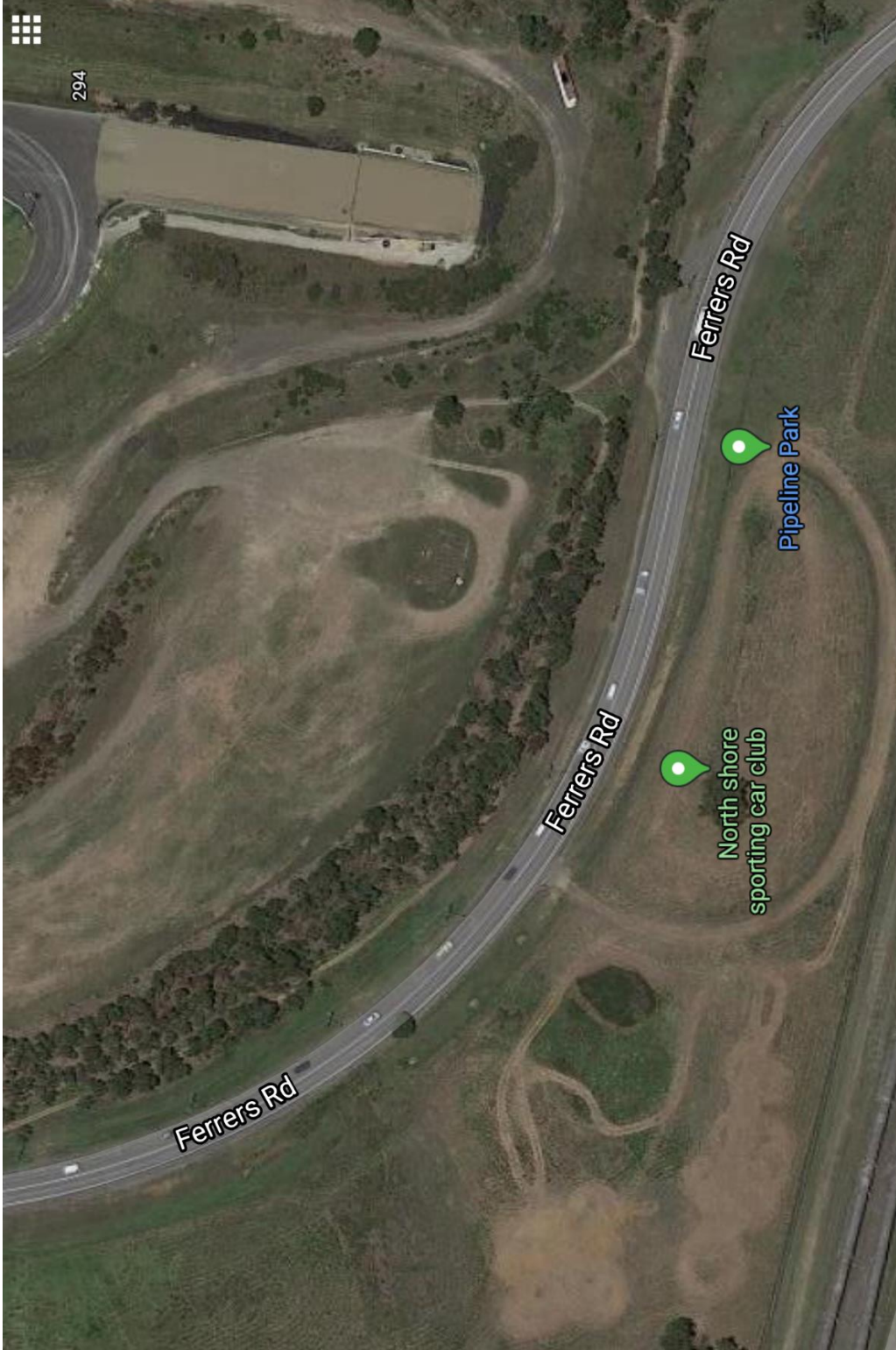
- a) Motorsport Australia be allowed to view the proposed drawings of the Sydney International Speedway as soon as practicable, with a view to providing input on how the continuation of Motorsport Australia sanctioned motorsport activities can continue during and after the relocation of the Sydney International Speedway. This may allow mutually beneficial input relating to:
 - Vehicle access to enable better use of the venue for more motorsport events to be staged at the venue concurrently (i.e. a tunnel off the Speedway under the spectator mounds at the northern end to enable north / south access).
 - The minimisation of curbing and guttering in car parks
 - Optimal placement of light poles on boundaries of proposed car parks
 - Reviewing the main entrance roundabout to enable existing motorsport events (including those sanctioned by Motorsport Australia) to continue to be staged at the venue.
- b) Motorsport Australia's affiliated clubs to be permitted to work with other stakeholders regarding the "multiuse" plans of the new Sydney International Speedway and integrate with past and future events that

are already in place (or planned) at the Sydney Dragway venue, including those that take place outside the tarmac drag strip. A possibility of achieving this could be through the inclusion of a different clay base for internal use of the Sydney International Speedway that enables the facilitation of other Motorsport Australia sanctioned motorsport events at the venue, such as rallycross.

- c) Sydney International Speedway to allow the existing events staged by Motorsport Australia's affiliated clubs to continue in a manner that enables revenue to be generated.
 - Should the venue referred to in this submission as 'Pipeline Park' no longer be viable to for continued use due to the relocation of the Sydney International Speedway, engage in discussions with Motorsport Australia to determine an alternative venue to be sought. An image with accompanying approximate coordinates relating to an identified site can be found in Appendix 4.

6. Appendices

a. Appendix 1 – Location of Pipeline Park

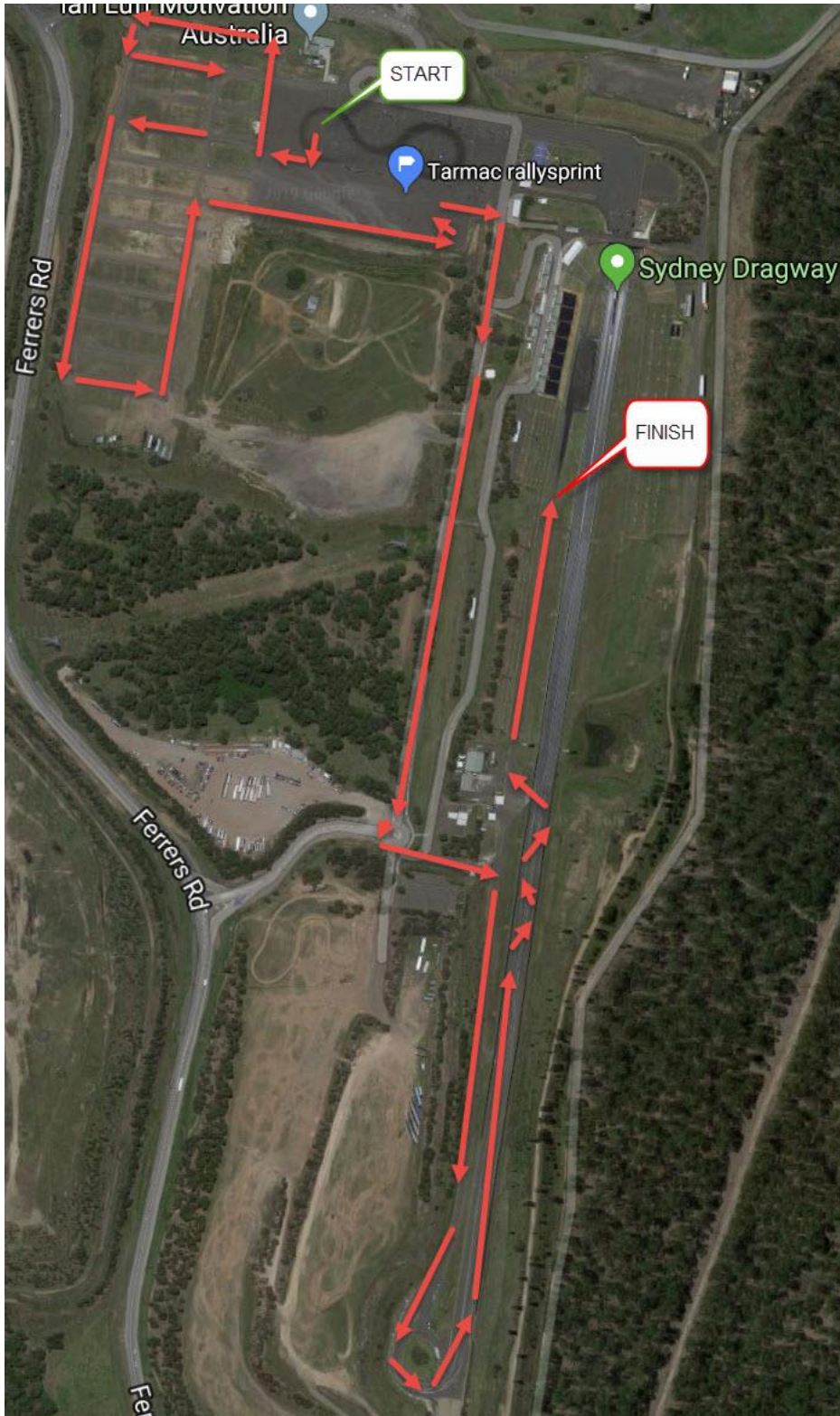


Coordinates: -33.822699, 150.869264

b. **Appendix 2 - Examples of Current Use of Sydney Dragway for Motorsport Australia-Sanctioned Events**



Appendix 2 - Examples of Current Use of Sydney Dragway for Motorsport Australia-Sanctioned Events (continued)



c. Appendix 3 – Community Impact - Blacktown Ponds Lions Club Inc

BLACKTOWN PONDS LIONS CLUB Inc

District 201N5 Club 127158 ABN 42927943207

All correspondence to : P.O Box 37, Stanhope Gardens, NSW, 2768



8th April 2020

RE: North Shore Sporting Car Club

To whom it may concern,

I am writing this letter to outline the valued relationship of our club enjoys with North Shore Sporting Car Club.

The Blacktown Ponds Lions club Inc. run a BBQ at many events of North Shore Sporting Car Club at the Sydney Dragway. Over the past 5 years these BBQ's has raised in excess of AUD\$10,000.

As with all Lions Clubs worldwide, our constitution ensures 100% of profit goes to our community and charitable projects such as...

- Walking frames for children with cerebral palsy
- Equipment for Blacktown Hospital
- Playground equipment at The Ponds School for handicapped Children
- Currently building Healing Garden for the Children's Ward of Mt Druitt Hospital.

We also donate to various charities, such as the Childhood Cancer Foundation, Deaf Camps. Fire and drought relief etc.

Not a single dollar is taken for administration.

The future success of the events run by the North Shore Sporting Car club helps to assist us to continue serving the community the way Lions Clubs have for over 100 years.

If you require more information please do not hesitate to contact me: rissa.mcinnnes@gmail.com mobile: 0414947135

Faithfully Yours,

Lion Rissa McInnes

Blacktown Ponds Lions Club Inc.

President

District GMT Family & Women's Specialist

blacktownponds_president@lions.sydney

<https://web.facebook.com/PondsLion/>

<http://blacktownponds.nsw.lions.org.au/>

Email: rissa.mcinnnes@gmail.com

Mobile: 0414947135

In Lions together "We Serve"

To empower volunteers to serve their communities, meet humanitarian needs, encourage peace and promote international understanding through Lions clubs.

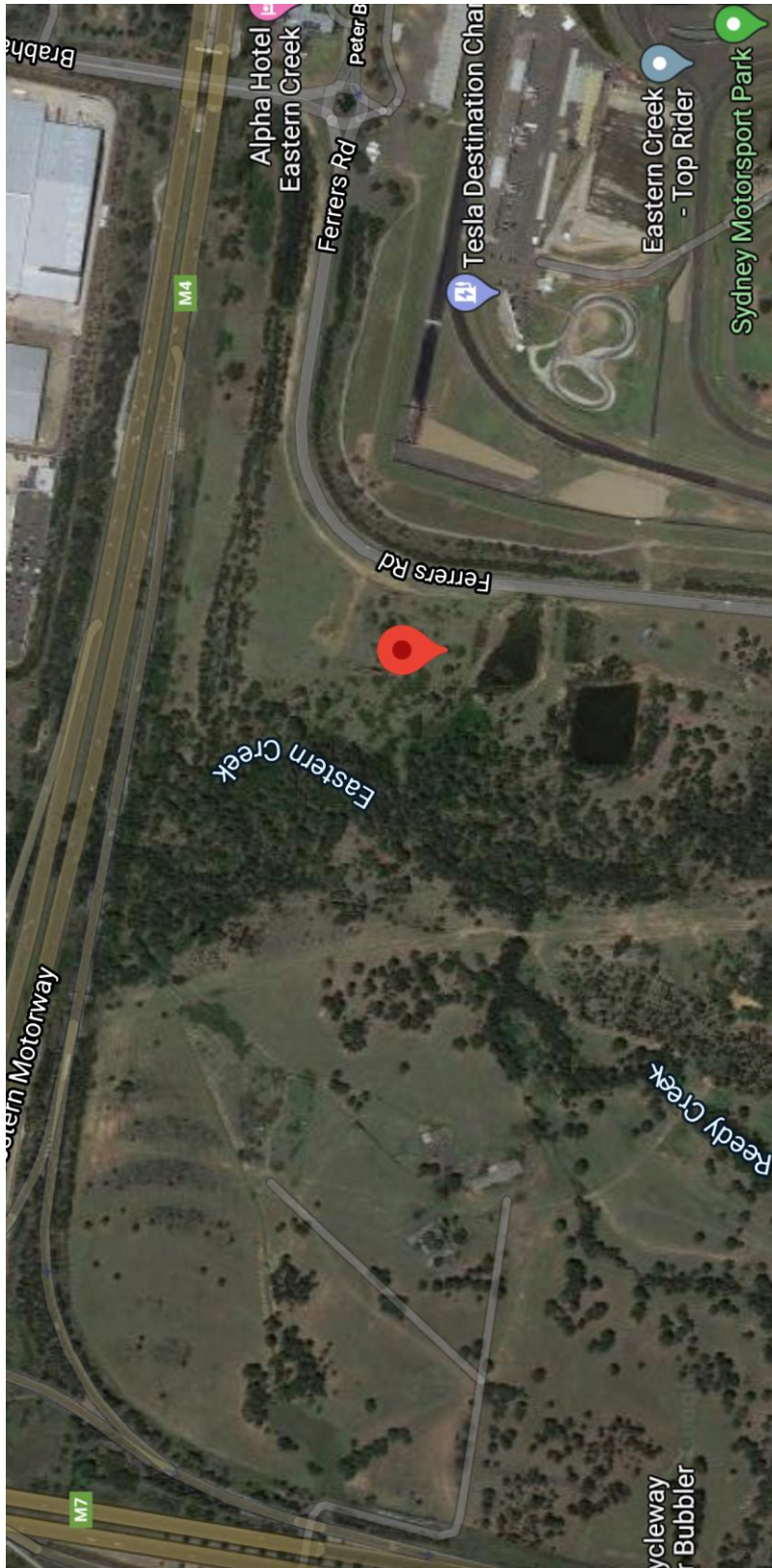
"Be careful with your criticism and liberal with your praise build up do not destroy."

President
Rissa McInnes
0414947135

Secretary
Kevin Coomerawel
0411510324

Treasurer
Vinal Singh
0425256202

d. **Appendix 4 – Identified Site for Potential Relocation of ‘Pipeline Park’**



Coordinates: -33.803333, 150.863694

7. Submission Contact

Further enquiries relating to this submission can be directed to:

Shawn Fitzgerald
Motorsport Australia
National Club Coordinator
PO Box 172
Canterbury, Victoria. 3126

T: 1300 883 959
E: nsw@motorsport.org.au