

CTS No. 15178/12

Department of National Parks, Recreation, Sport and Racing
DIRECTOR-GENERAL DEPUTATION BRIEFING NOTE
Friday 26 October 2012, 9.30am
Councillor Greg Rogerson, Sunshine Coast Regional Council
Ms Robyn Douglas, Sunshine Coast Regional Council

Noted
Further information required
DG
Dated

J. Klaassen
26/10/12

TO: Director-General

SUBJECT: Director-General meeting with Sunshine Coast Regional Council regarding motorsports.

DEP REP: Ben Klaassen (Sport and Recreation Services, Ph: 3235 4303)
Jason Jacobi (Queensland Parks and Wildlife Service, Ph: 3330 5268)

BACKGROUND

- Sunshine Coast Regional Council (SCRC) has requested a meeting to progress discussions in regard to the investigation and potential establishment of regional infrastructure for 'difficult to locate' sports on the Sunshine Coast.
- 'Difficult-to-locate' sports are facilities based activities undertaken typically on a competitive basis that generate higher than normal levels of noise for extended periods of time or involve personal danger, requiring extensive buffer areas and include motorsports and shooting sports.
- Two wheel motorsports include motocross, enduro, recreational trail riding, supercross, dirt track, observed trials, minikhana and freestyle. Four wheel motorsports include speedway, drag racing, karting, car races, hillclimbing, drifting, rallyroad, motorkhana, khanacross, observed trials and recreational four wheel driving. Different two and four wheel motorsport disciplines have specific track or facility requirements.
- In 2007 SCRC, in response to the growing challenges facing many 'difficult-to-locate' sports facilities across the region, established a working group to undertake extensive consultation and research which resulted in the publication of the *Difficult-to-locate Sports Study 2009-2028*. The Study's Executive Summary and findings from the land suitability mapping are at (**Attachment 1**).
- The study identified facilities for junior motocross and a Driver and Rider Education Precinct as key motorsport needs. In addition, a broader South East Queensland (SEQ) issue is accessing sites for recreational trail bike riding (particularly for unlicensed riders or those using unregistered bikes not able to access the road network).
- The location of current publicly accessible commercial and club-based motorsports facilities within SCRC is indicated at (**Attachment 2**). (This map does not include roads which are available for motorcycling by licensed riders on registered bikes, including through areas of state forest and national parks, except where excluded by gates and/or signage).
- Eight local governments in SEQ contributed financially to the development of the Queensland Moto Park, Wyaralong (QMP) however SCRC and Moreton Bay Regional Council (MBRC) did not contribute as it was considered that residents of these local government areas would not travel to the site. Motorcycling Queensland has advised that on an 'ordinary' (non-event) weekend approximately 4.4 percent of the QMP users were residents of MBRC whilst 0.8 percent were residents of SCRC.

Author Name: Kathy Kingsford Position: Manager Tel No: 3235 4592 Date: 16 October 2012	Cleared by Name: Mandy Downes Position: Director, SRS Tel No: 30330588 Name: Jason Jacobi Position: A/Executive Director, Terrestrial Planning, QPWS Tel No: 33305268	Cleared by Name: Ben Klaassen Position: A/DDG Tel No: 3235 4303	Name: Annie Moody Position: DDG - QPWS Tel No: 3330 5268
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File Ref:

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- **Consultation:**
 - David West, General Manager, Stewardship and Risk, HQ Plantations Pty Ltd (Ph: 3882 8212)
 - John Brun, Manager, Land Planning and Development, Property Services Group (Ph: 3898 0562)
 - Steve White, Regional Manager, North Coast Region, Sport and Recreation Services (Ph: 5352 7296)

CURRENT ISSUES

Suncoast Junior Motorcycle Club at Quanda Road, Cooloom

- For the last 10 years, the Suncoast Junior Motorcycle Club has been based on a 12 hectare site at Quanda Road, Cooloom. The land on which the Club is based is fee simple (freehold) in the name of the Minister for Industrial Development of Queensland (MIDQ). The Property Services Group (PSG) acts on behalf of the Minister and operates under the *Industrial Development Act 1963*.
- The Club, which has over 1,000 active members, regularly holds State and National championships at the venue that attract over 4,000 spectators.
- The lease to the Club has been extended several times however PSG has an approved development application to sell the land as commercial lots from 2016 and has advised Sport and Recreation Services (SRS) that no further extension to the lease will be made. Further information regarding the issues associated with the site is at **(Attachment 3)**.
- Preliminary investigations have been undertaken for alternate sites for location of an alternate motocross track and include an area within Beerwah State Forest - Mooloolah Section **(Attachment 4)**. The site warrants further investigation.
- PSG has advised that land in a proposed industrial estate (and/or in the adjacent state forest) at Caloundra South should be considered as a replacement site for the Club **(Attachment 5)**. However this area is immediately adjacent to the Caloundra South Urban Development Area **(Attachment 6)** and noise may constrain Club operations.

Suggested Response

- The department will continue to investigate a small disturbed area within the Beerwah State Forest-Mooloolah Section as a potential replacement site for the Suncoast Junior Motorcycle Club.

Sunshine Coast Employment and Driver Training Complex

- A proposal has been prepared by private developers for a multi purpose Sunshine Coast Employment and Driver Training Complex comprising educational, sporting and social components. The proposed facility will cater for a variety of land and water based motor sports including drag racing, speedway, V8 racing circuit, truck racing, motocross, 4 x 4 racing, jet boat sprints, and mower racing. Day and night events seven days per week are proposed.
- The proposal also identifies facilities such as restaurants, on-site speciality shops, workshops, club meeting rooms and on-site storage.
- The proponent's preferred site for the proposed facility is the Beerwah State Forest-Mooloolah Section, due to its position adjacent to the Bruce Highway and Steve Irwin Way and its topography.
- A summary of the constraints associated with use of the State Forest for these types of motorsports and proposed facility is at **(Attachment 7)**.

Suggested Response

- There is limited availability of suitable state-owned land for the range of activities proposed for inclusion within the Sunshine Coast Employment and Driver Training Complex.

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Off-road motorcycling facility

- The facilities in SEQ where underage and unlicensed riders and those with unregistered motorcycles can participate in off-road motorcycling are limited. Market research conducted in 2009 by SRS in conjunction with the Council of Mayors SEQ, indicated that 76.4 percent of riders from Brisbane's northern suburbs and 69.5 percent of riders from Sunshine Coast ride at illegal sites. This research found that the two major reasons for riding at illegal sites are proximity to home and ease of access.
- Of concern, unlawful riding on roads by under-aged and unlicensed riders or owners of unregistered bikes has resulted in serious accidents and deaths in areas such as the roads through State forests in the Glass House Mountains area.

Suggested Response

- A site assessment of state forests within the Glass House Mountains area has identified that portions of Peachester State Forest and surrounding Beerburum West State Forest are the most appropriate and sustainable for motorised recreation. A site assessment report for Peachester State Forest is at (**Attachment 8**).
- A purpose-built facility in this location also provides access (for licensed riders on registered bikes) to the road network which is already extensively used by motorcyclists and four-wheel drivers within the adjoining plantation forest on freehold land managed by HQ Plantations Pty Limited (HQP).
- HQP has indicated a willingness to consider options for making the land available, under appropriate management arrangements, to provide for the improved management of off-road motorcycling and four wheel driving within the Glass House Mountains area.
- HQP have indicated that this would be conditional on the state implementing a holistic enforcement strategy in partnership with HQP over other plantation license areas.
- In addition to off-road motorcycling disciplines, Peachester State Forest may also be suitable for co-locating other motorsport activities such as hill climbs.
- NPRSR intends to progress further assessment of this forest for this purpose in association with the Department of Agriculture, Fisheries and Forestry and HQP.

Motorsports Strategy for SEQ region

- Decisions regarding the demand for, and location of, motorsport facilities have not been made with a full appreciation of needs in relation to the range of activities, user groups and/or location.
- Key stakeholders within this industry include: local governments, state government agencies, industry bodies, commercial venue operators and individual motorsports participants and spectators.
- Currently, there is no systematic coordination across these stakeholders when considering development of facilities in south east Queensland.

Suggested Response

- SRS is preparing a motorsports facility strategy for SEQ, due for completion in February 2013, which aims to:
 - facilitate more efficient and appropriate location and development of motorsports facilities across the south east Queensland region;
 - provide a consistent basis for evaluating and responding to individual facilities proposals when they are raised;
 - explore potential funding models to promote efficient use of available resources and maximise returns on investment; and
 - include two northern sites currently under investigation to accommodate off-road motorcycling one between Brisbane and the Sunshine Coast and the other between the Sunshine Coast and Maryborough.

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- The strategy will contain a number of elements including:
 - a gap analysis to measure the difference between demand and supply;
 - options for land ownership and management; and
 - options for funding and ongoing management including private, local government, peak body, user models (and any combination of these).

DIRECTOR-GENERAL'S COMMENTS

ATTACHMENTS

- Attachment 1: Excerpt from *Difficult-to-locate sports study 2009-2028*
- Attachment 2: Commercial and club-based motorsports facilities in and near SCRC
- Attachment 3: Summary of issues re Suncoast Junior Motorcycle Club at Quanda Road, Coolum
- Attachment 4: Site assessment report for Mooloolah Logging Area
- Attachment 5: Map of proposed Caloundra South Industrial estate and adjacent State Forest
- Attachment 6: Excerpt from Caloundra South Urban Development Area Development Scheme
- Attachment 7: Summary of constraints associated with use of the Mooloolah Logging Area for use as the Sunshine Coast Employment and Driver Training Complex
- Attachment 8: Site Assessment Report for Peachester State Forest

NPSR RTI DELETED

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Executive Summary

Difficult-to-locate sports are facility based activities undertaken typically on a competitive basis that generate higher than normal levels of noise for extended periods of time or involve personal danger, requiring extensive buffer areas. They often tend to be a form of motor sport (water and land based) or shooting sport (rifle/pistol/shotgun). There are many forms of difficult-to-locate sports and the facilities required for these activities are as varied as the sports themselves; however the issues facing these activities are often similar.

Common issues include:

- encroachment from conflicting land-uses (e.g. residential);
- poor facility design that does not facilitate noise reduction;
- public perception that noisy sports are a noxious activity;
- inappropriate location of the facility initially;
- small club membership numbers; and
- large areas of land required either for the activity area itself or the associated buffer area.

In response to the growing challenges facing many difficult-to-locate sports facilities across the region, the Sunshine Coast Regional Organisation of Councils (SunROC) established a 'Working Group' to oversee the preparation and development of a Sunshine Coast Difficult-to-Locate Sports Study. In developing this Study a Working Group spent 18 months involved in extensive consultation and research to develop a comprehensive understanding of issues surrounding the involved sports and has prepared a series of documents which reflect this.

The Study's vision is to attain:

"a network of sustainable 'Difficult-to-Locate Sports' precincts and venues that adequately cater for the growing needs of the Sunshine Coast community".

The Study comprises two volumes as follows:

- Volume 1: Difficult-to-Locate Sports Strategy and Action Plan; and
- Volume 2: Noisy and Hard-to-Locate - Background Documentation.

The Study was previously referred to as the Noisy and Hard-to-Locate Sports Study, however this label proved to be problematic. A Confidential Site Identification and Preliminary Assessment has also been undertaken to inform the Study, but this confidential assessment does not form part of the final draft Study due to the confidential nature of information relating to private property.

A key component of this study was developing criteria for land assessment. A series of hard constraints were developed and mapped to identify both constrained and unconstrained land areas across the region. This revealed a distinct lack of opportunities (particularly involving Council owned and/or controlled land); and unconstrained lots in freehold ownership to accommodate noisy sports precincts (e.g. a shooting complex or a motor sport complex). This also highlighted that, if difficult-to-locate sports precincts were to be pursued, then it is highly likely that crown land would need to be secured to achieve the desired land holding sizes.

Further research was conducted and a series of planning principles were developed to inform a Strategy and Action Plan. This plan was prepared around seven key strategic areas designed to assist in meeting the needs and demands of difficult-to-locate sport participants over the next **20-30 years**. These are:

1. Protect and enhance existing sustainable venues;
2. Sustainable venues for radio controlled cars (on and off-road), bowhunting, mower racing and field archery;
3. Create a driver and rider education precinct;
4. Create a shooting precinct;
5. Create a water sports venue;
6. Other potential venues; and
7. Research and training.

To support key recommendations within this Study Council will need to:

- ensure that existing sustainable venues identified within this study are recognised and protected as a land use through the planning scheme;
- influence opportunities for difficult-to-locate sports within future industrial precincts for radio controlled cars, some shooting sports and junior motocross;
- create opportunities for future post extractive freshwater lakes for water skiing and jet skiing;
- plan for suitable sites within priority Greenfield areas for shooting sports, particularly bowhunting and field archery;
- acquire a minimum 18 ha site for a shooting precinct;
- consider discontinued waste management sites for the future placement of suitable difficult-to-locate sports; and
- partner with the State to resolve:
 - a SEQ shortfall for a Driver and Rider Education Precinct north of Brisbane and secure State land; and
 - long term leases for the current difficult-to-locate sports of Motocross and Model Aero's at Quanda Road, Coolum.

4.1.5 Findings from Land Suitability Mapping

From this land suitability mapping, it is evident that once the constraints are applied, there are not too many large areas of unconstrained land across the Study Area potentially suitable for new difficult-to-locate sport venues.

In general terms, a large proportion of the coastal plain is unsuitable owing to the extent of existing and committed urban and rural residential settlement areas. To the west of the coastal plain, the influence of steep land is evident which constrains a significant proportion of the hinterland and rural parts of the Study Area. In addition, many of the larger land holdings are given over to National Parks, Conservation Parks and Forest Reserves, effectively excluding these areas from consideration as potential candidate sites.

Specific comments on the broad areas that were identified through the land suitability mapping as containing land potentially suitable for difficult-to-locate sports are outlined in the table below.

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Area	Comments/Assessment
<p>Beerburum East State Forest, generally south of Bells Creek Road and east of the Bruce Highway.</p>	<p>This area comprises the largest extent of land which is separated from residential land uses within the Study Area. Most of this forestry area (primarily under pine plantation) is controlled by Forestry Plantations Queensland. Setting aside tenure issues, this area provides a significant opportunity for difficult-to-locate sports given its relatively high levels of access (from Bruce Highway interchanges), flat terrain, separation to existing and planned settlement areas and the possible relocation of the Caloundra-Caboolture Aerodrome.</p>
<p>State Forestry (Beerburum West State Forest) to the west of Beerburum on the Beerburum-Woodford Road.</p>	<p>Provides a reasonably large area of land which is separated from residential land uses, largely under the control of Forestry Plantations Queensland. Access is not as good compared to the Beerburum East State Forest Area.</p>
<p>Areas to the east, south and north-west of Conondale township.</p>	<p>These areas are part of the Mary River Valley, displaying gentle slopes, generally cleared and displaying predominantly larger lot sizes (i.e. less density of subdivision) and a reasonable standard of access via the Maleny-Kenilworth Road. The area to the east of Conondale township includes Green Park which currently accommodates a difficult-to-locate sports activity (Sunshine Coast Motorcycle Club). The area south of Conondale whilst generally lacking physical constraints incorporates the "Crystal Waters" residential community which limits potential. The broad area north-west of Conondale incorporates a number of larger landholdings which are worthy of further consideration.</p>
<p>Witta (north-west of Maleny) off the Maleny-Kenilworth Road</p>	<p>This area has been identified in the land suitability mapping given the relative absence of constraints (cleared and relatively flat terrain, separated from designated settlement areas). Whilst this area includes some reasonably large lots, many of the surrounding lots are predominantly smaller rural living lots effectively rendering this area unsuitable for further consideration.</p>
<p>Some limited areas around Belli Park in the former Maroochy Shire (in the vicinity of Eumundi-Kenilworth Road, Skyring Creek Road and Cedar Pocket Road).</p>	<p>The suitable land in this area is reasonably patchy due to the prevailing topography (dissected hills and valleys). The area is also relatively closely subdivided which limits opportunities and the area does not generally enjoy high levels of access. Landholdings around the southern margins of West Cooroy State Forest (eastern side of Skyring Creek Road and northern side of Eumundi Kenilworth Road) provides the best opportunities due to relative lack of constraints and relatively larger lot sizes.</p>

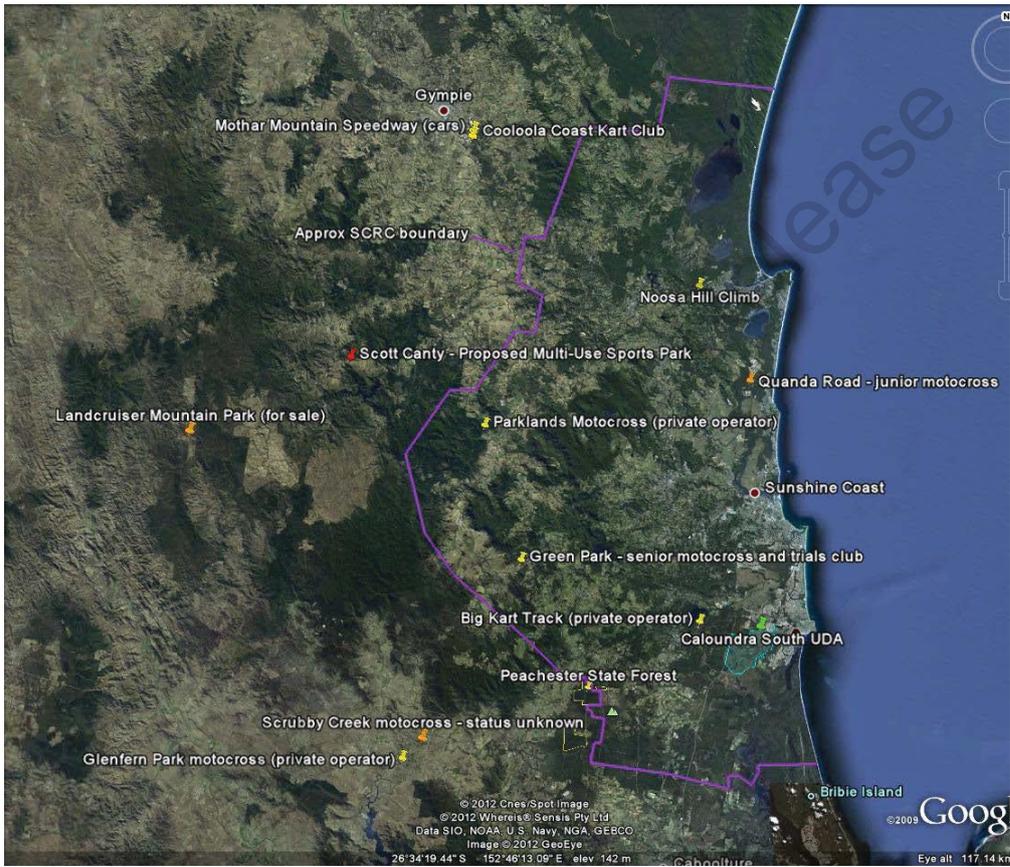
Area	Comments/Assessment
Areas adjoining the southern and western margins of Mapleton Forest Reserve (Gheerulla)	Some relatively unconstrained larger land holdings are located between Mapleton Forest Reserve and the eastern side of Eumundi-Kenilworth Road.
Woondum Forest Reserve No. 1 in the former Noosa Shire (Bacon Road, Cedar Pocket).	This landholding has been declared as a forest reserve under the SEQ Forest Agreement. Its future intended (protective) tenure is National Park, National Park (Recovery) and new horse riding tenure. As a result, its potential to be used for difficult-to-locate sports is limited.
Cootharaba area west of Boreen Point.	This area generally drains to Lake Cootharaba via the Great Sandy National Park which may present constraints to development. In addition, the siting of difficult-to-locate sports, such as shooting or motor sports is not likely to be compatible with the prevailing character, lifestyle and environment of this particular part of the Study Area. Finally, accessibility to this area from the central and southern parts of the Sunshine Coast is not ideal.

The broad areas identified above require further detailed investigation to ultimately determine their suitability to accommodate difficult-to-locate sports.

In particular, the investigation process used in this Study has been carried out primarily as a desktop-based exercise at a broad Study area level, based on available data provided by the respective Council's.

As such, it is important to note that the findings in this current Study are based on a preliminary assessment only and that further detailed assessment (including ground-truthing) and data collection would need to be undertaken at a site-specific level.

ATTACHMENT 2: Commercial and club-based motorsports facilities in and near Sunshine Coast Regional Council (SCRC)



ATTACHMENT 3: Quanda Road, Coolum

- For the past 10 years, the Suncoast Junior Motorcycle Club has been based on a 12 hectare site located at Quanda Road, Coolum. This land (lot 110 on SP104283) is owned fee simple (freehold) in the name of the 'Minister for Industrial Development of Queensland' (MIDQ), which is a corporate statutory authority. The Property Services Group (PSG) acts on behalf of the MIDQ and operates under the *Industrial Development Act 1963*.
- The club has over 1,000 active members and regularly holds state and national championships that attract over 4,000 spectators. The Australian Junior Motorcycle Championships held at the venue in September 2012 was reported in the local media as providing an economic boost to the local economy of approximately \$5 million.
- Sunshine Coast Regional Council and Sport and Recreation Services have previously held discussions with PSG, to explore the possibility of the club being granted a long term lease or permanency at the site. The PSG considers the site to be too valuable as commercial land and will not grant long term tenure to the club.
- In 2008-2009 the Sunshine Coast Regional Council commissioned a "Difficult to Locate Sports Study" for the Sunshine Coast that made recommendations on the current and future needs of sports such as archery, motor sports, shooting, water skiing and jet skiing on the Sunshine Coast. This study, adopted by Council in October 2009, recommended that the Council negotiate with the State to secure long term tenure for the club and protect the existing use of the Quanda Road motorcycle venue through the Sunshine Coast Regional Council Planning Scheme.
- On 8 September 2009, the Premier, in his former role as Chairman of the Council of Mayors (SEQ) Pty Ltd, wrote to the former Minister for Child Safety and Sport, regarding Quanda Road facility (MC09.1627). In relation to the facility, Mr Newman stated:
"Given this, a site that is separated from sensitive uses should have significant support from government and the community."
The letter further requested (for the Council of Mayors): ". . . that the State consider:
 - *The importance of maintaining safe and legal sites such as the Sunshine Coast Junior Motorcycle Club and*
 - *The implications that relocating/removing this facility will have on the amenity of the local community through increased illegal activity . . ."*
- The lease to Suncoast Junior Motorcycle club has been extended several times. The land in question is stage 2 of a proposed industrial estate and land in stage 1 of the development has not sold as quickly as the PSG originally envisaged.
- The current site has been ideal for the club as it is located in an industrial precinct that borders the Sunshine Coast Motorway. The club would further develop the site but is unable to do so due to the short term tenure.
- Whilst Sport and Recreation Services has been investigating alternative sites for off-road motorcycling on the Sunshine Coast, there does not appear to be any alternatives located close to Coolum. Closing Quanda Road would, therefore, impact junior riders who are less able to travel independently to more distant legal venues.
- According to anecdotal advice from Council Officers, the maintenance of the club at the existing facility may have noise impacts upon the Peregrine Springs residential development, however the current stance endorsed by Council through its *Difficult to Locate Sports Study* is that the club should remain at the existing site and that this site should be protected in the planning scheme.

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- It is possible that further development of industrial land around the motorcycle venue could assist to buffer noise impacts.

Image 1: Suncoast Junior Motocross Club facility at Quanda Road

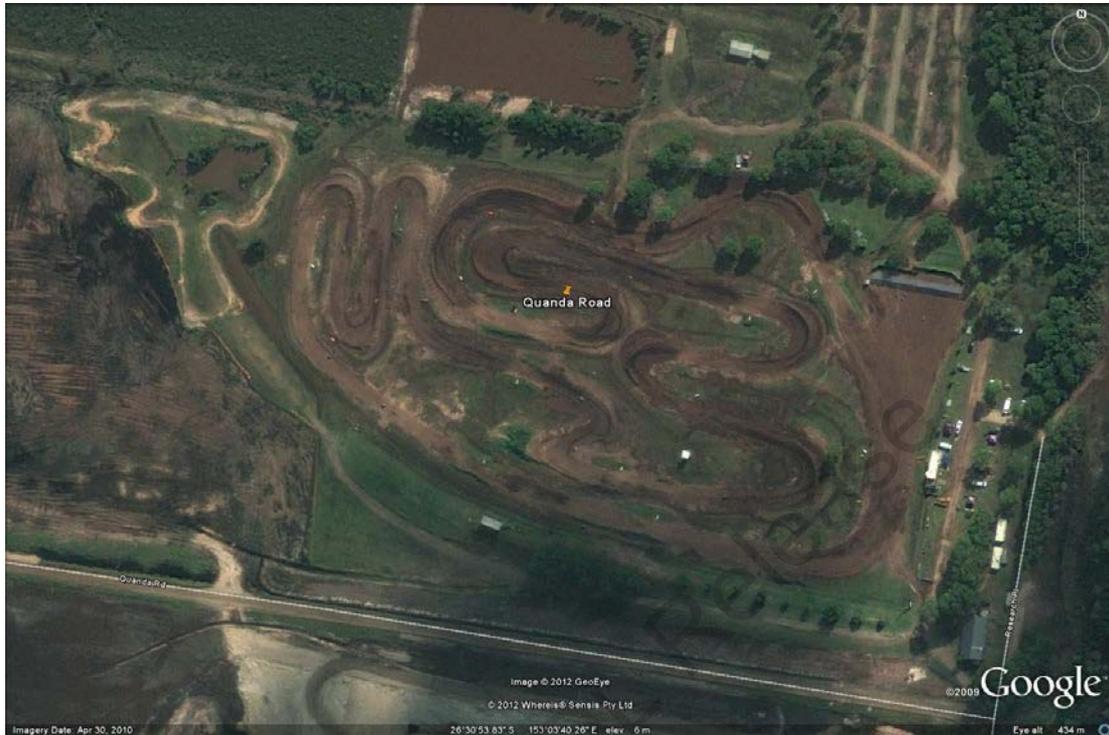
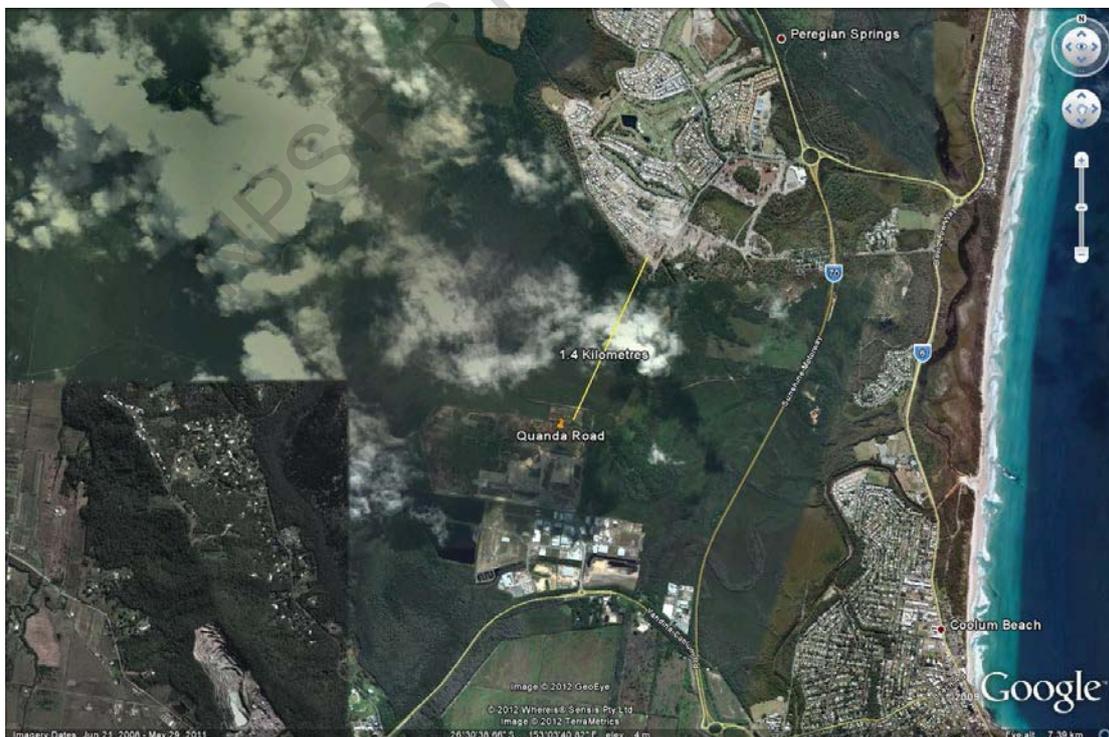


Image 2: Quanda Road and Peregian Springs



ATTACHMENT 4: Mooloolah Logging Area Site Assessment for Off-Road Motorcycling

Local Government Area	Sunshine Coast Regional Council
State Electorate	Caloundra
Lot/Plan number	Lot 561 on FTY1655
Size	534 hectares (area south of Steve Irwin Way)
Tenure	State Forest
Location:	4 kilometres east of the town of Landsborough, 8 kilometres west of Caloundra.
Owner/Management	State Forest managed by QPWS under the provisions of the <i>Forestry Act 1959</i> . The Forest Products unit within the Department of Agriculture, Fisheries and Forestry (DAFF) has responsibility for the management of native forest log timber production and associated harvesting.
Leases	Crown Castle Pty Ltd currently holds an occupation permit for an area in the south east of the MLA. Several communications companies (Telstra, Vodafone and Optus) have licenses to broadcast from the site. There is a high voltage powerline corridor in the area which is not (currently) formally authorised.
Primary LG planning scheme zoning	Rural (Draft Sunshine Coast Regional Council Planning Scheme, 2012)
Native title constraints*	No current Native Title claim or Indigenous Land Use Agreement (ILUA) in place for Beerwah State Forest
Conservation values*	There are 11 regional ecosystems in MLA: 2 have a Biodiversity Status of <i>Endangered</i> and 4 are <i>Of Concern</i> .
Surrounding land uses	Common boundaries with private holdings in the north, east and south west including private residences, a golf course, paddocks for horse agistment and a service station. The Mooloolah Cemetery also adjoins the MLA.
Timber Production and Harvesting	DAFF completed harvesting in the western section (the area of interest) in 2004 and in the eastern section in 2001 while the central section is scheduled for harvesting within the next few years. (Need to refer to DAFF in regard to any future timber supply arrangements that are binding on the State. A one-off payment or final harvest may be all that is needed, or the State may be able to allow harvesting from another area to make up any potential shortfall).
Other non recreation existing uses, proposed future uses and timing*	<ul style="list-style-type: none"> • MLA contains 2 active apiary sites (exact location to be confirmed by DAFF) • No current foliage harvesting permits. • Horse trail riding, mountain bike tours; as well as group activity permits for the Department of Defence and the Australian Native Plants Society, and commercial activity permits for television shows and tour groups • The Department of Transport and Main Roads propose a new northbound entry ramp from the Sunshine Motorway to the Bruce Highway in the form of a 'fly-over' approximately 20m above ground level which will impact approximately 100 hectares in the north eastern part of MLA.

Mooloolah Logging Area (MLA), Beerwah State Forest	
Current recreation uses	The MLA is accessible via locked gates. Illegal use by motorcycles currently occurs. A variety of recreational/tourism activities are already permitted in the general area including bushwalking, horse trail riding, mountain bike tours and adventure races.
Physical characteristics (contours, soil, flooding)*	Soils in the area are sandy, erodible and poorly drained. Poor drainage limits use of low lying areas. Sand base would not be suitable for motocross tracks so alternate material would be required for track surfaces.
Amenity (noise, dust)	Noise impact a consideration with noise sensitive receptors within reasonably close proximity (approx. 1km) to proposed site
Access, traffic volume and road works*	<p>The Steve Irwin Way runs along the northern boundary of the MLA, the Bruce Highway runs along part of the eastern boundary. Unsealed roads provide access into MLA from Steve Irwin Way and via old Caloundra Road which runs along the southern boundary where the MLA adjoins the exotic pine plantation under licence to HQ Plantations Pty Limited.</p> <p>DTMR would need to be consulted re the need for turning lanes from Steve Irwin Way. Development of an access road is likely to be a major expense.</p> <p>The site is approximately:</p> <ul style="list-style-type: none"> • 19 km and 25 minutes travel time from Caloundra • 69 km and 75 minutes travel time from Carseldine
Infrastructure (water, power, sewerage)*	Utilities such as water, sewage and power would be available to residences to the north of MLA along Steve Irwin Way
Proximity to existing off-road motorcycling facilities	<p>Recreational trail riding, both legal and illegal (by non licensed riders an/or on unregistered bikes) occurs throughout adjacent HQP estate. Illegal use on MLA as the area is gated.</p> <p>Club based junior motocross at Quanda Road Coolum (45 km and 35 minutes travel time).</p> <p>Senior motocross, vintage motocross and observed trials at Green Park, Conondale (38 km and 35 minutes travel time)</p> <p>Other motorcycling disciplines at Nudgee (e.g. dirt track, speedway).</p>
Proximity to conflicting land use	Distances to noise sensitive receptors
Potential management issues	Access will need to be controlled via fencing and gates.

Appropriate for off-road motorcycling	ORM Discipline	Appropriate	Reason
	Observed Trials	Yes	Requires small land area with undulating topography and various trail surfaces (rock, dirt, water), on natural terrain.
	Motocross	Yes	Requires flat to moderately sloping terrain and purpose-built tracks shaped from natural terrain or using imported fill. Tracks are usually between 1400 m and 2500 m in length
	Supercross	Possibly	Condensed form of motocross which requires small land area with flat to moderately sloping terrain, on specially built jumps. Spectator-focused. Depends on area available
	Dirt Track	No	Requires closed, flat tracks (graded dirt or grass) of various shapes with left and right hand turns, of approx. 1800 m in length. Probably insufficient land available.
	Enduro Riding	No	Insufficient length of suitable tracks available
	Recreational Trail Riding	No	Requires medium to long-distance trails. Insufficient suitable land available because of topography, poor run-off and conservation values as well as proximity to noise sensitive receptors.
	Freestyle Motocross	No	Uses specially built jumps with spectator focus
	Minikhana	Yes	Small flat land area using uncomplicated trails of varying length for juniors. Uses small, lower-powered motorcycles for younger riders
	Supermoto	No	Requires 800 - 1700 m bitumen and dirt circuit

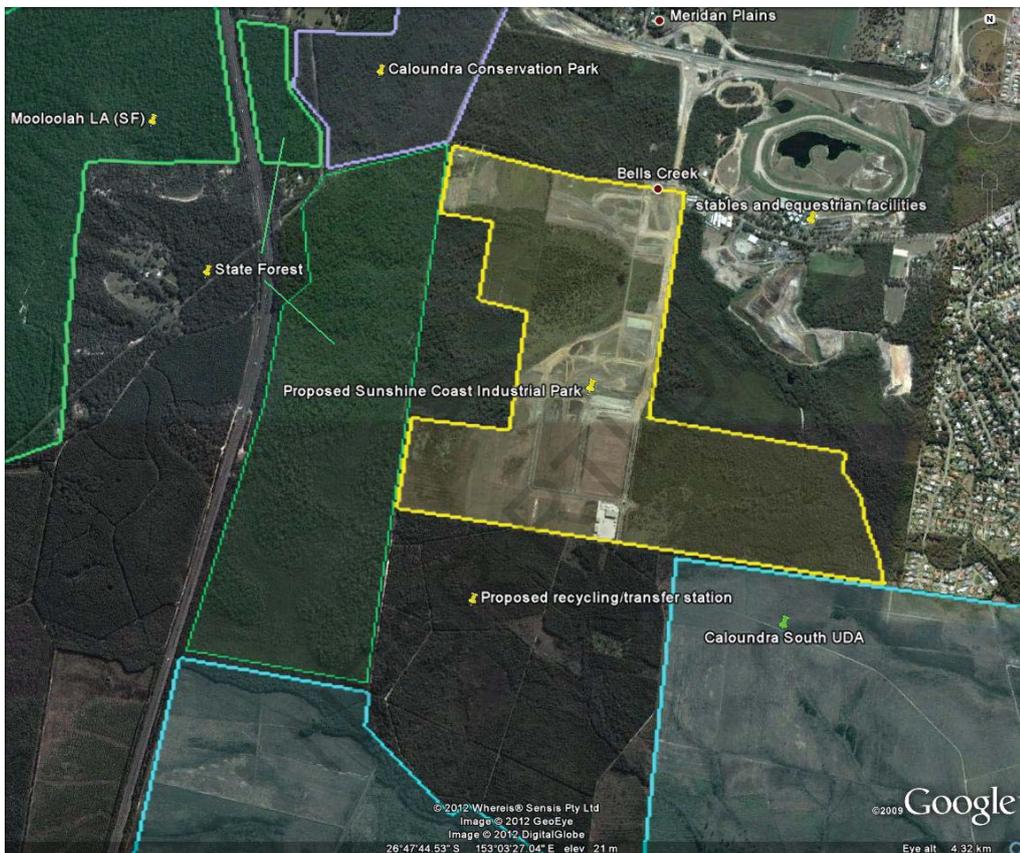
Mooloolah Logging Area (MLA), Beerwah State Forest	
Overall Suitability	<p>A significant area of MLA is low lying and boggy. Other parts are not suitable as they are steep terrain. Land in the northern section of MLA is not suitable for motorsports because of proximity to noise sensitive receptors.</p> <p>An area of approx 14 hectares, currently under lease to HQP provides suitable undulating topography which is not of significant environmental value.</p> <p>An area of this size would possibly not be commercially viable but would be suitable for a club based venue.</p> <p>Road access from Steve Irwin Way may be a major expense.</p>

Proposed site: Mooloolah Logging Area

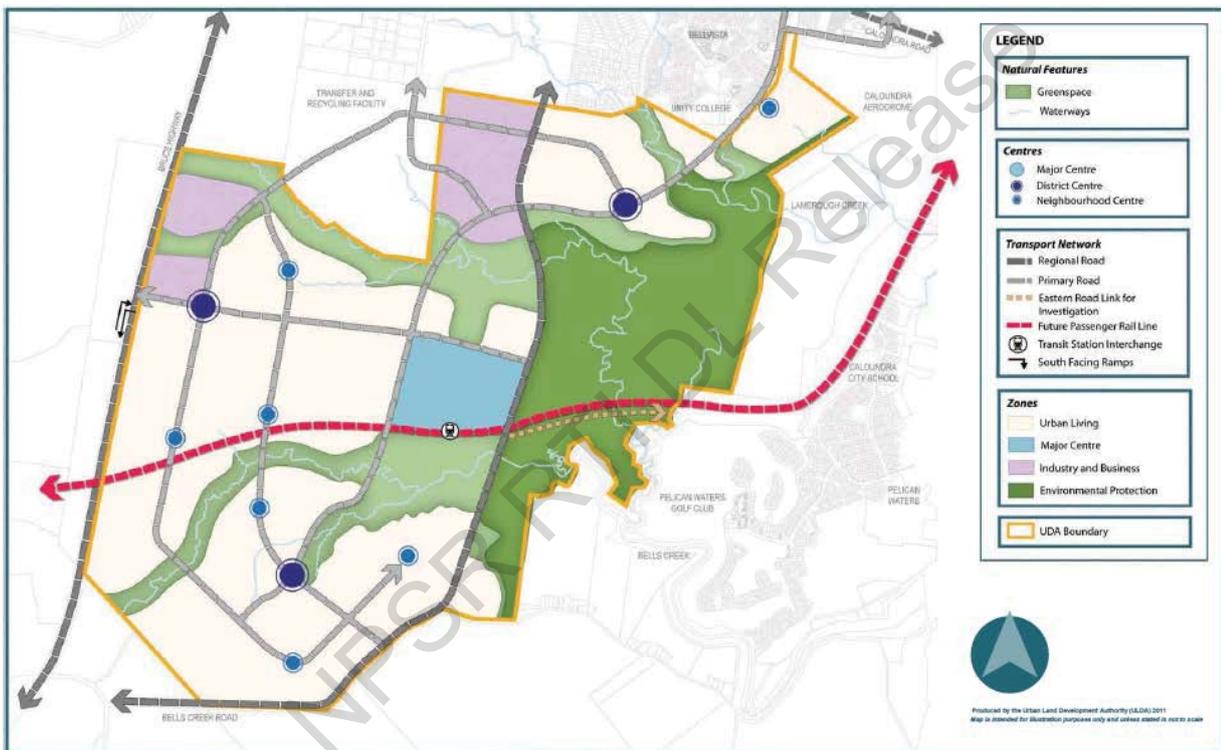


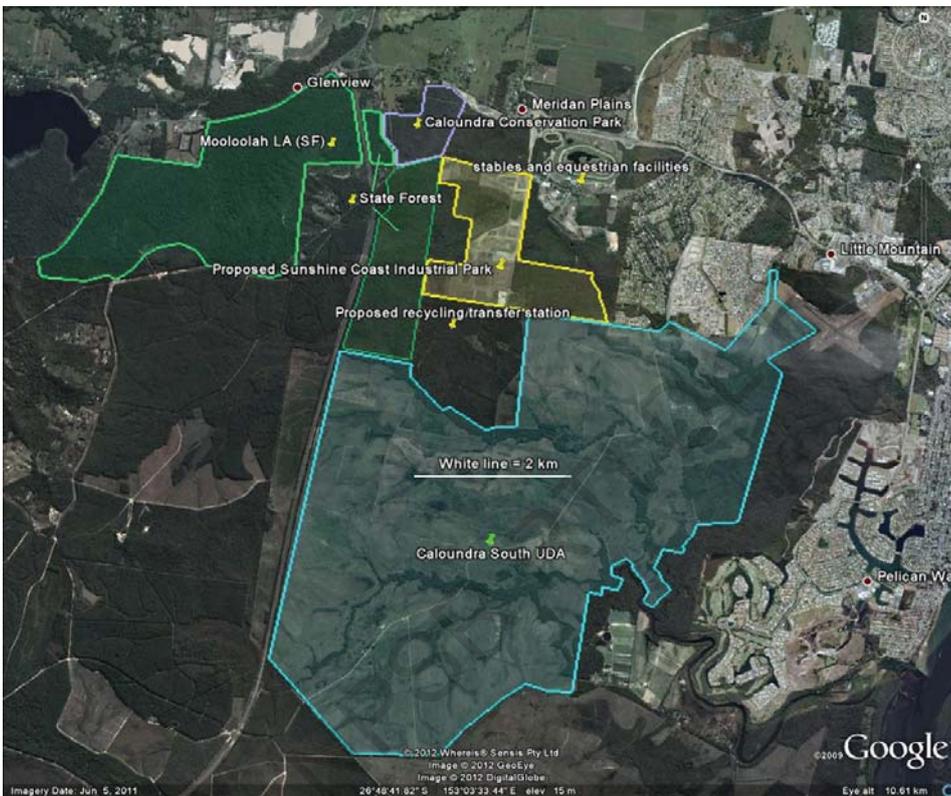


ATTACHMENT 5: Proposed Caloundra South Industrial estate and adjacent State Forest



ATTACHMENT 6: Excerpt from Caloundra South Urban Development Area Development Scheme





ATTACHMENT 7: Constraints on Mooloolah Logging Area (MLA) as a site for the Sunshine Coast Employment and Driver Training Complex

The site provides a number of constraints as a site for the proposed Sunshine Coast Motorsports Park including:

- The area contains eleven regional ecosystems, two of which are listed as “endangered” and four are “of concern”. A total of 11 mammals, 56 bird, 6 reptile and 13 amphibian species were recorded in the MLA in January 2012. Clearing an area of conservation significance may not be favourably viewed by parts of the community;
 - The topography includes steep slopes and gullies not suitable for some activities within the proposal (e.g. drag strip) which require flat land whilst the flat land is boggy and poorly drained;
 - The geology and soil type does not lend itself to persistent motorised use and construction activities may prove difficult in low lying areas. Damage and erosion in MLA as a result of unauthorised motorbike and other vehicular use has been recorded as a result of the highly erodible sandy soils;
 - Crown Castle Pty Ltd currently hold an occupation permit for a communication tower within the MLA and several communications companies (Telstra, Vodafone and Optus) have licenses to broadcast from the site and require access for maintenance purposes;
 - MLA provides significant non motorised recreation values and uses (e.g. mountain biking, walking, trail running, bird watching);
 - A variety of recreational/tourism activities are already permitted in the general area including: horse trail riding, mountain bike tours; as well as group activity permits for the Department of Defence and the Australian Native Plants Society, and commercial activity permits for television shows and tour groups;
 - There are private residences, a cemetery, a golf course and an area offering horse agistment adjacent to the MLA which would be impacted by noise generated by motorised vehicles.
- The Department of Transport and Main Roads propose a new northbound entry ramp from the Sunshine Motorway to the Bruce Highway in the form of a ‘fly-over’ approximately 20m above ground level which will impact approximately 100 hectares in the north eastern part of MLA.
 - A significant constraint is whether the proposal is consistent with the cardinal principle to be observed in the management of State Forests i.e. the permanent reservation of such areas for the purpose of producing timber and associated products in perpetuity and of protecting a watershed therein. To date, occupation permits under s35 of the *Forestry Act 1959* have been granted for uses inconsistent with the management principles if a proposal has benefits for the department, the State or the broader community **and** there is no suitable alternative land available for the purpose.
 - Under s32 of the *Forestry Act 1959* the MLA could be revoked by regulation, in whole or in part, if the Minister is satisfied, having regard to the purposes of the Act and the public interest, that it is desirable to make land in the State Forest available for “providing accommodation or recreational facilities for encouraging or promoting the tourist industry”.
 - Land excluded from a State Forest under s32 is unallocated State land. The revoked land could be set aside as a reserve for community purposes and a trustee put in place to manage the land for the intended purpose. However, if the land was revoked, native title would need to be considered and the land would no longer be exempt from the requirements of the *Vegetation Management Act 1999*.

ATTACHMENT 8: Site Assessment Report for Peachester State Forest

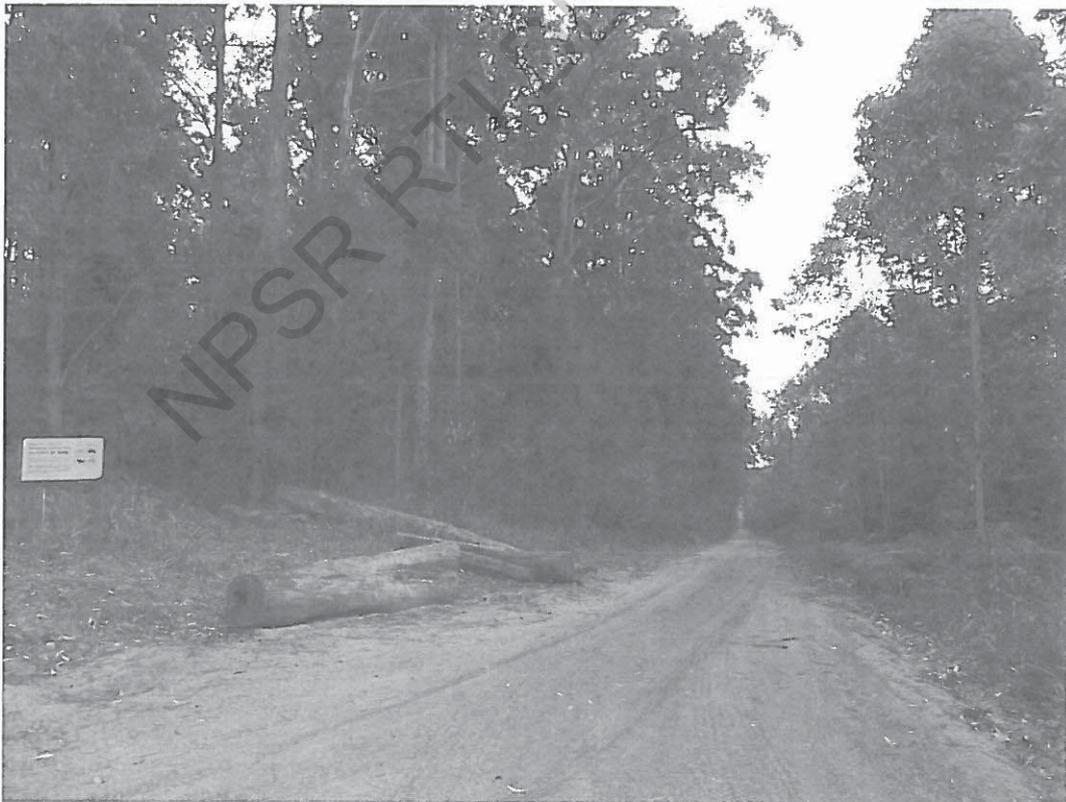
Peachester State Forest, Beerburum West State Forest	
Local Government Area	Sunshine Coast Regional Council and Moreton Bay Regional Council
State Electorate	Glass House
Lot/Plan number	Lot ? on FTY1182
Size	734 hectares
Tenure	State Forest
Location:	Off the Kilcoy – Beerwah Road approximately 5 kilometres from Peachester
Owner/Management	The State Forest is managed by QPWS under the provisions of the <i>Forestry Act 1959</i> . The Forest Products unit within the Department of Agriculture, Fisheries and Forestry (DAFF) has responsibility for the management of native forest log timber production and associated harvesting.
Leases	Nil. There are two high voltage powerline corridors which are not formalised via an easement.
Primary LG planning scheme zoning	Rural (Draft Sunshine Coast Regional Council Planning Scheme, 2012) Check Moreton Bay Regional Council zoning
Native title constraints*	This area is covered by the Jinibara claim and there is now an ILUA in place for this claim. The Jinibara people would need to be involved in the decision making process and most likely a new ILUA would need to be developed with the help of Crown Law.
Conservation values*	Predominantly remnant vegetation with small areas containing <i>Of Concern</i> regional ecosystems. A large portion of the forest consists of Vegetation Management Act Essential Regrowth Habitat for koalas. There are small areas of high value regrowth that is a <i>least concern</i> regional ecosystem.
Surrounding land uses	The land in the immediate vicinity is rural residential to the north and west with the land to the east and south primarily exotic pine plantation managed by HQ Plantations Pty Ltd (HQP).
Timber Production and Harvesting	The DAFF has completed the current cycle of harvesting in the northern section of the State Forest, while the western and eastern parts of the southern section are currently under sale. (Need to refer to DAFF in regard to any future timber supply arrangements that are binding on the State. A one-off payment or final harvest may be all that is needed, or the State may be able to allow harvesting from another area to make up any potential shortfall).
Other non recreation existing uses, proposed future uses and timing*	<ul style="list-style-type: none"> The area contains 5 apiary sites (exact location to be confirmed by DAFF) Nil authorised foliage harvesting
Current recreation uses	The State forest and the land to the south owned by HQP as freehold (known as Swain's Logging Area) experiences intense motorised recreation (4WD and motorcycle) causing erosion and track damage, and other environmental damage. The area is also a popular location for other activities such as endurance horse riding.

<p>Physical characteristics (contours, soil, flooding)*</p>	<p>Some boggy areas but also sufficient elevated areas to accommodate purpose-built tracks for a variety of motorcycle disciplines.</p>
<p>Amenity (noise, dust)</p>	<p>Area has high scenic amenity value, adjacent to Mt Beerwah Requires suitable placement of high intensity motorcycle tracks (e.g. motocross) away from residences in north and south-west to limit noise impact.</p>
<p>Access, traffic volume and road works*</p>	<p>For a proposed facility in the south-east portion, unsealed road access from the east (2 km to via Mt Beerwah Road to Mt Beerwah picnic area) or south-east via Connection Road would be the most suitable. Other access points (e.g. via unsealed road to the north of the property via Page Lane and Reserve Lane off Commissioner's Flat Road, which is sealed) would not be recommended. Access from the west via Cove Road is also unsuitable due to low lying areas. HQP have currently closed access to Peachester SF via Mt Beerwah Road. Developing access to the site from the south or south-east is likely to require negotiation with HQP and / or Australia Zoo as adjoining landowners. Development of an access road is likely to be a major expense.</p>
<p>Infrastructure (water, power, sewerage)*</p>	<p>Need to check status of water, sewage and power connections to residences in north and west.</p>
<p>Proximity to existing off-road motorcycling facilities</p>	<p>Recreational trail riding, both legal and illegal (by non licensed riders and/or on unregistered bikes), currently occurs throughout Peachester SF and the adjacent HQP estate.</p>
<p>Proximity to conflicting land use</p>	<p></p>
<p>Potential management issues</p>	<p>Unless tracks of sufficient length, variety and degree of difficulty can be provided within the facility (50km or more in length), free and illegal use will continue outside the facility. Financial viability of a facility is dependant on the ability to cater for sufficient variety of tracks as well as different demographics (e.g. family groups) and rider preferences (e.g. motocross, supercross, recreational trail riding). Access will need to be controlled via fencing and gates.</p>

Appropriate for off-road motorcycling	ORM Discipline	Appropriate	Reason
	Observed Trials	Yes	Requires small land area with undulating topography and various trail surfaces (rock, dirt, water), on natural terrain.
	Motocross	Yes	Requires flat to moderately sloping terrain and purpose-built tracks shaped from natural terrain or using imported fill. Tracks are usually between 1400 m and 2500 m in length
	Supercross	Yes	Condensed form of motocross which requires small land area with flat to moderately sloping terrain, on specially built jumps. Spectator-focused.
	Dirt Track	Possibly	Requires closed, flat tracks (graded dirt or grass) of various shapes with left and right hand turns, of approx. 1800 m in length. Depends on area available.
	Enduro Riding	Yes	Variety of tracks available, if linked to adjacent HQP estate for cross-country racing on trails incorporating fast open sections and tight bush sections for road-registered motorcycles.
	Recreational Trail Riding	Yes	Existing logging tracks traversing variety of topography/terrain using. Also provides access to HQP estate for licensed riders on registered bikes.
	Freestyle Motocross	Yes	Specially built jumps can be provided for, if required and space permits, allowing for spectator area as well.
	Minikhana	Yes	Small flat land area using uncomplicated trails of varying length for juniors. Uses small, lower-powered motorcycles for younger riders
	Supermoto	No	Requires 800 - 1700 m bitumen and dirt circuit. Possibly not consistent use of State forest with bitumen track.
Overall Suitability	<p>An area of suitable topography of approx. 70 hectares in the south east has the capacity to cater for a number of different off-road motorcycle disciplines and is adequately distant from noise sensitive receptors. Disciplines provided for should be determined by an assessment of demand.</p> <p>A facility offering tracks similar to the Queensland Moto Park (Wyaralong) could be established, offering sufficient opportunities to support a commercial venture. However, costs associated with establishing road access may be a limitation. Another constraint includes negotiation of a new ILUA which could increase the time required to establish a facility on this site.</p> <p>Given the possible costs associated with providing utilities, a facility with basic amenities is recommended.</p>		

Proposed site: Peachester State Forest





Looking north along south east corner of Peachester SF (on left) and adjacent HQP land



Looking east from Peachester SF along Mt Beerwah Road

NPSR RTI DL Release

Investigation of Mooloolah Logging Area



Department of
**National Parks, Recreation,
Sport and Racing**

File Note: Meeting 19 August 2013

Attendees:

SRS: Richard Watson, Paige Ridgewell, Kathy Kingsford

QPWS: Jason Jacobi, Peter Monaghan, Andrew Lowe (Apology: Kamilla Wyeth)

1. Investigation area and activities

- The Minister acknowledges that the site will not offer the same opportunities as the Queensland Moto Park but requests that the maximum area of MLA be used (excluding those areas with constraints as identified by the ROSS Planning Feasibility Study) and including land to the south of Old Caloundra Road (Area A on attached map).
- An additional HQPlantations licence area to the south of Old Caloundra Road is also to be considered in the assessment with discussions to be held with HQPlantations. (Area B on attached map).
- A one-way enduro loop is to be considered, potentially following the route ridden by the Minister during his visit.
- Camping is also to be included in the consideration of recreation opportunities to be provided.

2. Tenure and Native Title implications

- A table outlining the advantages /disadvantages of each of the possible tenure options was discussed. A review of the *Forestry Act 1959* (currently underway) offers opportunities to address some of the identified disadvantages of the land remaining State forest.
- Further information about the scope of the development is required before progressing any further native title investigations or discussion.
- The fencing of the area (to ensure appropriate management and commercial viability) and enable exclusive use may impact upon the exercise of native title.

3. Development approval and funding options

- Based on advice from DSDIP, development approval will be required, incorporating public consultation. It is anticipated that there will be considerable community opposition to the development.
- There are considerable costs associated with preparing a development application (e.g. noise studies, traffic studies, environmental studies). It has not yet been determined who the proponent would be to prepare and progress the development application but the costs need to be identified.
- Similarly, it has not yet been determined at what stage the project would be handed over for an Expression of Interest to carry through to facility development, or what the make up of funding contributions might be. At this stage it is unknown if the Council of Mayors SEQ and individual local governments will contribute to a facility which is potentially not of the same scale as the Queensland Moto Park.

4. Liaison with Council of Mayors SEQ and Sunshine Coast Council (SCC)

- SCC will soon be seeking an update on the site assessment/feasibility study as they were aware that the project report was to be completed by 30 August 2013. Similarly, the Council of Mayors SEQ, which the Minister briefed on 28 June, will also be seeking a status report at their September meeting.
- Richard indicated that the Minister is happy to respond to these entities.

5. New scope of works

- Development of concept plans and an identification of detailed costings to be 'shovel ready' are the priority.
- ROSS Planning as an independent contractor is to be asked to provide the costings for both the planning and development of the facility (expenses are available for the Queensland Moto Park and for facilities such as amenities blocks and carparks in QPWS-managed areas for comparison).
- Final costings are to include, in addition to the motorcycling facility and tracks/trails:
 - possible costs of development of an ILUA and compensation to the Gubbi Gubbi*
 - possible compensation to HQPlantations as well as to Forest Products (DAFF)*
 - studies which will be required as part of the development application and for engagement of a consultant to prepare the application
 - any required access road upgrades and turning lanes and, if required by the concept plan, changes to gazetted roads, survey costs and associated compensation costs
 - costs for connection of utilities (power, sewerage, water)

* these costs are to be provided by NPRSR following consultation with the appropriate entity

ACTIONS:

Task	Responsibility	Status
Meeting with HQPlantations to be arranged	Jason	Scheduled for 3 September 2013
Scope of project to be expanded, confirmed and cost negotiated with ROSS Planning	Kathy	Meeting scheduled for 22 August 2013

File Note

Meeting between Sport and Recreation Services and Department of Agriculture, Fisheries and Forestry (DAFF) re Mooloolah Logging Area site

4.30pm – 5.45pm, 25 November 2013, 80 Ann Street

Attendees:

Bill Gordon, Manager, Sales and Marketing, Forest Products, DAFF
John Ludlow, Manager, South East Forestry Management Area, DAFF
David Taylor, Quarry Production Manager, South East Forestry Management Area, DAFF
Kathy Kingsford, Manager, Sport and Recreation Services, NPRSR

- The meeting arose as a consequence of a further request to DAFF for access to quarry materials for roadworks from the Mooloolah Logging Area (MLA)
- SRS provided an update on the ROSS Planning Feasibility Report, the Concept Plan option 5, the associated Master Plan and costings. The options for 'development approval' and associated timelines and barriers were also discussed.
- At this stage, the timelines for calling for Expressions of Interest and subsequent development of the site are dependent on a decision of the Deputy Premier. Irrespective of the process which is decided upon (DA, DA followed by 'call in', Ministerial designation, or development of State Planning Regulatory Provisions), it is unlikely that development could commence until late 2014, at the earliest.
- DAFF identified a number of matters to be considered re the MLA:
 - a recent request for 200,000 cubic metres of soil (preferably from the old hardwood plantation site);
 - the status of the four apiary sites (although permits have been issued, are they being used?);
 - access to the MLA for foliage collection (permits current to 31/10/16);
 - adequate time to arrange for logging of timber from MLA (selective logging as well as extensive clearing in some areas). It was noted that this would provide 3-4 years supply of timber for the mills that processed the species found in MLA.
- SRS do not wish to see gravel removed if it subsequently leads to increased costs for facility development.
- Timing for removal of gravel is unknown, because subsequent to DAFF approval a contractor would still need to obtain approval for the removal and transport of the material from Sunshine Coast Council.

ACTIONS:

1. DAFF staff will visit the MLA this week to review where gravel might be extracted and its relationship to the Concept Plan/Master Plan and associated infrastructure (although SRS emphasised that these Plans are indicative only). Potentially gravel extraction could assist in construction of dams on site.
2. SRS will provide final copies of Feasibility Report and associated maps, to assist DAFF in briefings and further in-house discussion.
3. DAFF will identify and clarify requirements and timelines with respect to arrangements for logging so that SRS can build these into timelines provided to the NPRSR Minister.
4. SRS will include DAFF in the development of the Expression of Interest to be prepared to call for interest in development of the facility to ensure that DAFF requirements to enable access for logging are incorporated.

File Note

Meeting between Sport and Recreation Services and Department of Transport and Main Roads (DTMR) re Mooloolah Logging Area site

7.-00pm – 8.00am, 29 November 2013, Old Caloundra Road

Attendees:

- Minister Steve Dickson
 - Neil Scales, Director-General, Department of Transport and Main Roads
 - Alan Cook, A/Regional Director, North Coast Region, Department of Transport and Main Roads
 - Richard Watson, Deputy Director-General, Sport and Recreation Services, NPRSR
 - Kathy Kingsford, Manager, Sport and Recreation Services, NPRSR
-
- The purpose of the meeting was to discuss the development of turning lanes off Steve Irwin Way into Old Caloundra Road and the upgrade of 2 kilometres of Old Caloundra Road to support the establishment of an off-road motorcycling facility in the Mooloolah Logging Area (MLA) (refer attached Google Earth imagery)
 - SRS provided an overview of the proposed facility, as per the Concept Plan and Master Plan. The Minister indicated that:
 - the project was a priority of the Premier
 - the Deputy Premier would 'call in' the development to expedite construction
 - an Expression of Interest would be called after Christmas.
 - The Minister made it very clear that DTMR would be expected to fund both the turning lanes off Steve Irwin Way as well as any upgrade to Old Caloundra Road even though it was a local government managed road.
 - DTMR provided an overview of their proposed works to upgrade the Bruce Highway/Caloundra Road interchange. DTMR indicated that their timeline for completion of this work was 4 years
 - DTMR indicated that land resumptions would be required to build turning lanes at the Steve Irwin Way/Old Caloundra Rd intersection. These could prove to be expensive and difficult due to the location of a major water pipeline from Ewen Maddock dam.
 - The 2 kilometre section of Old Caloundra Rd to the proposed site entry was reviewed with DTMR expressing concern at the cost to develop a 2 land road and to make it all weather. DTMR indicated that it may be better to enter the site directly from Steve Irwin Way and that it would be better (from a financial perspective) if the roadwork could be associated with the Bruce Highway/Caloundra Road interchange work.
 - The Minister indicated that the revocation of part of the State Forest for the Bruce Highway/Caloundra Road interchange work (and the payment generally attributed to NPRSR) could potentially be offset by the roadworks for a turning lane and site access road.
 - DTMR asked why access via Old Caloundra Rd had been chosen. SRS indicated that:
 - (a) DTMR had indicated that another access road close to the proposed interchange was not possible
 - (b) The Feasibility Study had shown that the entry to the site from the north would be via boggy areas and significant wetlands (EPBC listed species)The water course and drainage map prepared by ROSS Planning was reviewed and DTMR requested access to all available information and research undertaken to date.

ACTION: SRS to provide both electronic and hard copy versions of relevant maps and other information to Neil Scales by COB Friday 29 November

File Note

- DTMR undertook to review the maps and determine other possible accesses to the proposed facility directly off Steve Irwin Way.
- Subsequent to the meeting the Minister asked that SRS request DTMR to consider resuming part of freehold land at Lot 22 on SP221902 (the land where a water park is proposed for development). The landholder may consider the resumption advantageous if, in return, a road is provided into the proposed water park facility in addition to providing entry to the off-road motorcycling facility.

ACTION: SRS to request DTMR to consider this option

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File Note

Meeting between SRS, QPWS and Department of Agriculture, Fisheries and Forestry (DAFF) re Mooloolah Logging Area site

10.00am – 11.00am, 18 February 2014, 400 George Street

Attendees:

QPWS:

Neil Cambourn, Executive Director, Operations East

Sally Burgess, Director, Strategy and Policy

Bob Hoey, Team Leader, Policy and Legislation

DAFF:

Barry Underhill, A/Director, Forest Policy and Industry Development

Bill Gordon, Manager, Sales and Marketing, Forest Products, DAFF

John Ludlow, Manager, South East Forestry Management Area, DAFF (via teleconference)

SRS:

Kathy Kingsford, Manager, Infrastructure Planning and Development

- The meeting's purpose was to:
 - provide an update to DAFF on the progress with discussions re the proposed facility in the Mooloolah Logging Area (MLA)
 - discuss issues related to the request to access additional land for the facility from HQPlantations
 - discuss potential staging of clearing of site by DAFF (Forest Products).

EOI and SPRP

- SRS provided an update on the proposed timelines for release of the EOI and ITO and the relationship of these to the Cabinet process and public consultation for the SPRP. As a consequence of these timelines, it is unlikely that development could commence until late 2014.

s.49 - Commercial information

File Note

Forest Products

- DAFF reiterated difficulty in commencing the clearing of select native timber, or clear felling of areas required for infrastructure development, in the absence of a confirmed site plan.
- Concern was raised re public perception if significant harvesting commenced before the SPRP public consultation.
- It would be useful to commence with selective clearing of timber for girders and poles and to review those areas not logged recently (i.e. bring forward their scheduled harvesting). This would provide 2-3 years of timber to local mills and impact upon supply agreements.
- DAFF confirmed that it would not remove stumps as part of their harvesting process. Removal of stumps, where required, would be the responsibility of the developer/operator.
- The location and timing of the development of the access road from Steve Irwin Way in the second half of 2014 was discussed and its implications for any harvesting. DAFF would be keen to assist in clearing of timber along the road alignment.
- The Minister's offer to provide gravel to TMR to assist with roadworks was discussed. DAFF will await a request from TMR however, it was difficult to determine the best place for removal of gravel in the absence of a site plan.
- DAFF will need to notify current holders of permits for apiary sites and foliage collection (permits current to 31/10/16) when the EOI is released and inform them that their permits remains current, although they will need to liaise with the developer/operator re access. These issues have also been highlighted in the EOI for the information of the developer/operator.

ACTIONS:

1. John Ludlow to prepare correspondence to permit holders, in consultation with SRS, for sending concurrent with the release of the EOI.
2. SRS to consider implication (possibly in the SPRP) of the commitment made by the Minister to Sunshine Coast Councillors during the site visit on 6 February 2014 that a 100m vegetation buffer would be retained around the site.

Mooloolah Logging Area and land to the south of Old Caloundra Road (Areas A and B) for inclusion in feasibility study



CTS No. 07701/13

Department of National Parks, Recreation, Sport and Racing
DIRECTOR-GENERAL BRIEFING NOTE

Approved	<u>Not Approved</u>	Noted
Further information required		
A/DG.....	Blaasen	
Dated	19 / 4 / 13	

TO: Acting Director-General, National Parks,
Recreation, Sport and Racing

SUBJECT: Procurement Plan to determine the feasibility of developing an off-road motorcycling facility in Mooloolah Logging Area.

TIMEFRAME

- Approval of this briefing note is required urgently to enable Requests for Quotation to be invited by 26 April 2013.

RECOMMENDATION

It is recommended that the Acting Director-General:

- **approve** the Procurement Plan (**Attachment 1**) for obtaining the services of a consultant to determine the feasibility of developing an off-road motorcycling facility in Mooloolah Logging Area.

BACKGROUND/KEY ISSUES

- In August 2012, Sport and Recreation Services (SRS) commenced the assessment of State forests in the Sunshine Coast area to determine their suitability for the development of a regional off-road motorcycling facility similar to the Queensland Moto Park at Wyaralong (QMP).
- The QMP currently offers the following for public, non club-based access:
 - basic camping area (unpowered), day parking area, toilets, showers, equipment storage, administration office
 - three motocross tracks, a freestyle motocross area, a pee wee track, two moto-trials areas, 50 kilometres of enduro trails
 - quad bike friendly tracks and trails.
- Site assessments were conducted of the Mooloolah Logging Area (MLA) in Beerwah State Forest, Peachester State Forest, and Flats and Blackrock Logging Areas within Beerburum West State Forest.
- Each of these sites presented different opportunities as well as constraints with respect to the development of a regional off-road motorcycling facility.
- Based on an analysis of the constraints of each site and combining the impacts of current and past use, emerging usage patterns and the range of opportunities in the area at large, Peachester State Forest and parts of the nearby Beerburum West State Forest were deemed the most appropriate and sustainable for motorised recreation. Based on an initial assessment, these areas provide opportunities for some clearing of an area for purpose built tracks for disciplines such as motocross, supercross, dirt track, observed trials, minikhana and freestyle with the development of trails (not on a road) for enduro and recreational trail riding (refer CTS 12636/12).
- On 8 April 2013, the Minister for National Parks, Recreation, Sport and Racing requested the department to investigate the feasibility of the MLA for development of a regional off-road motorcycling facility.
- The procurement process is being used to determine how MLA may be developed to cater for a "Wyaralong-type" off-road motorcycling facility.

Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 15 April 2013	Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212 Date: 15 April 2013	Endorsed by Name: Richard Watson Position: Deputy Director-General Tel No: 3338 9209 Date: 18 April 2013
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- Concurrent to this process, to ensure all aspects of site development have been considered, the department will progress a number of actions which it is better placed to undertake, including:
 - investigation of the most appropriate tenure, should a facility be developed (unless the tenure enables resolution of an identified constraint)
 - investigation of the impact of an off-road motorcycling facility on existing activities within MLA (example. logging, apiary sites, foliage collection, non-motorised recreation)
 - investigation of implications of the *Transport Operations (Road Use Management) Act 1995*
 - investigation of potential or preferred management options, should a facility be developed
 - sources of funding for the development of the proposed facility
 - native title and cultural heritage issues.
- *Consultation:*
 - Mr Geoff Brittingham, Regional Manager, Sunshine and Fraser Coast Region, QPWS. Telephone: 07 54596112.
 - Ms Peta Arrowsmith, Senior Procurement Officer, Procurement Services, Corporate Services Partnership. Telephone: 07 3330 5668.
- *Key Communication Messages:* Not Applicable

DIRECTOR-GENERAL'S COMMENTS

ATTACHMENT

Attachment 1 – Procurement Plan

NPSR RTI DL Release

<p>Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 15 April 2013</p>	<p>Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212 Date: 15 April 2013</p>	<p>Endorsed by Name: Richard Watson Position: Deputy Director-General Tel No: 3338 9209 Date: 18 April 2013</p>
--	--	--

Author:	Name: Kathy Kingsford Phone: 33389215 Position: Manager Business Unit: Policy, Research and Planning, SRS Signature: _____ Date: _____
Manager Endorsement: <i>I endorse that the information contained herein is correct and that the procurement will meet future requirements and provide a benefit to the department.</i>	Name: Paige Ridgewell Phone: 3338 9212 Position: Director Business Unit: Policy, Research and Planning Division/Branch/Region: Sport and Recreation Services Signature: _____ Date: _____
Financial Delegate: <i>I certify that funds are available in the allocated WBS Element for this project to the expected value stated in the plan.</i> For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)	Name: Richard Watson Phone: 3338 9209 Position: Deputy Director General Financial Delegation: 1 Signature: _____ Date: _____ WBS Element: GBBAYDAY39
Procurement Officer Endorsement: <i>I certify that this Plan meets the requirements of the State Procurement Policy and the DERM Procurement Policy and Procedures.</i> For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)	Name: Peta Arrowsmith Phone: 3330 5668 Procurement Delegation: 3 Signature: _____ Date: _____
Director-General APPROVAL	
<ul style="list-style-type: none"> Approval from the Director-General is required for ANY consultancy engagement from a non-competitive procurement process 	Name: Ben Klaassen Phone: _____ Position: A/Director-General Signature: <u>Ben Klaassen</u> Date: <u>19/4/13</u> Comments:

Privacy statement: The information on this form is to be used to inform and to gain the approval of the relevant parties prior to any procurement process being undertaken. This information will only be disclosed externally if required by law.

Author:	Name: Kathy Kingsford Phone: 33389215 Position: Manager Business Unit: Policy, Research and Planning, SRS Signature: _____ Date: _____
Manager Endorsement: <i>I endorse that the information contained herein is correct and that the procurement will meet future requirements and provide a benefit to the department.</i>	Name: Paige Ridgewell Phone: 3338 9212 Position: Director Business Unit: Policy, Research and Planning Division/Branch/Region: Sport and Recreation Services Signature: _____ Date: _____
Financial Delegate: <i>I certify that funds are available in the allocated WBS Element for this project to the expected value stated in the plan.</i> For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)	Name: Richard Watson Phone: 3338 9209 Position: Deputy Director General Financial Delegate: s.49 - Signature Signature: _____ Date: 24/4/13 WBS Element: GBBAYDAY39
Procurement Officer Endorsement: <i>I certify that this Plan meets the requirements of the State Procurement Policy and the DERM Procurement Policy and Procedures.</i> For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)	Name: Peter Arrowsmith Phone: 3330 5668 Procurement Delegation: 3 Signature: _____ Date: 23/4/13
Director-General APPROVAL	
<ul style="list-style-type: none"> Approval from the Director-General is required for ANY consultancy engagement from a non-competitive procurement process 	Name: Ben Klaassen Phone: _____ Position: A/Director-General Signature: <u>B. Klaassen</u> Date: 19/4/13 Comments:

Privacy statement: The information on this form is to be used to inform and to gain the approval of the relevant parties prior to any procurement process being undertaken. This information will only be disclosed externally if required by law.

Department of National Parks, Recreation, Sport and Racing
DEPUTY DIRECTOR-GENERAL BRIEFING NOTE

Approved	Not Approved	Noted
Further information required		
DDG SRS	s.49 - Signature	
Dated	21/9/13	

TO: Deputy Director-General
Sport and Recreation Services

SUBJECT: Variation to contracts with ROSS Planning Pty Ltd

RECOMMENDATION

It is recommended that the Deputy Director-General:

- sign the two Deeds of Variation at (**Attachments 1 and 2**)
- note that the signed Deeds of Variation will be provided to ROSS Planning Pty Ltd to be counter-signed.

BACKGROUND/KEY ISSUES

- In June 2013, Sport and Recreation Services (SRS) and ROSS Planning Pty Ltd (the Contractor) established contracts for two projects:
 - Under NPRSR1315 the Contractor is required to conduct a study into the feasibility of using an area within Mooloolah Logging Area (MLA) in Beerwah State Forest for use as a regional off-road motorcycling facility

s.73 - Not relevant

- SRS and the Contractor have agreed informally to vary these contracts. The nature of the proposed variations and the reasons for making them are outlined below.

NPRSR1315

- Proposed variations to this contract include:
 - the inclusion of additional land to be assessed, identified in Annexure 2 to the proposed Deed of Variation (for example Annexure 2 to **Attachment 1**). This land is currently under plantation forests managed by HQPlantations Pty Ltd
 - identification of costs for the planning and development of a proposed off-road motorcycling facility. This will include the development of basic concept plans for three optional designs, with the preferred option being progressed to a detailed, fully costed master plan
 - amendments to the total contract price and schedule for payment of fees.
- The proposed variations will incur an additional cost to the Department of National Parks, Recreation, Sport and Racing (the department) of \$15 525 lifting the total contract price from \$27 800 to \$43 325 excluding GST.
- On 23 July 2013, the Contractor briefed the department on a range of constraints on the potential use of the MLA as a regional off-road motorcycling facility. These constraints included site limitations on the range of motorcycling activities able to be accommodated, impacting upon the possible financial viability of the site for a commercial operator. As a consequence, at the direction of the Honourable Steve Dickson MP, Minister for National Parks, Recreation, Sport and Racing, the scope of the study was required to be expanded to include HQPlantations Pty Ltd licence area and to provide detailed costings.

s.73 - Not relevant

Author Name: Paul Kennett Position: Principal Policy Officer Tel No: 3338 9226 Date: 30 August 2013	Recommended Name: Paige Ridgewell Position: Director Tel No: 3338 9212 Date: 30 August 2013	Recommended Name: Mandy Downes Position: Director Tel No: 3338 9213 Date:
--	--	--

s.73 - Not relevant

• *Consultation:*

- Variations to NPRSR1315 have been discussed on 28 August 2013 with Mr Scott Walker, Managing Director, ROSS Planning Pty Ltd, telephone (07) 3901 0730

s.73 - Not relevant

DEPUTY DIRECTOR-GENERAL'S COMMENTS

ATTACHMENTS

- Attachment 1: Deed of Variation for NPRSR1315

s.73 - Not relevant

NPSR RTI DL Release

Author Name: Paul Kennett Position: Principal Policy Officer Tel No: 3338 9226 Date: 30 August 2013	Recommended Name: Paige Ridgwell Position: Director Tel No: 3338 9212 Date: 30 August 2013	Recommended Name: Mandy Downes Position: Director Tel No: 3338 9213 Date:
--	---	--



Deed of Variation

made at Brisbane on the day of 2013

Between **State of Queensland** acting through the **Department of National Parks, Recreation, Sport and Racing ABN 11 322 391 452.**

(Department)

ROSS Planning Pty Ltd ABN 32 508 029 959

(the Contractor)

Background

- A. The Department and the Contractor entered into a written agreement dated 28 May 2013 for the provision of services outlined in NPRSR1315 and the ROSS Planning Quotation titled "Department of National Parks, Recreation, Sport and Racing Feasibility study for a regional off-road motorcycling facility in the Mooloolah Logging Area Response to Quotation NPRSR1315", dated 13 May 2013.
- B. By clause 28 (Conditions of Contract for the provision of Goods and/or Services, Version 004 - dated 1 July 2012) the parties may vary the Agreement by a document signed by or on behalf of each party.
- C. The parties now wish to record their agreement as to the variation and extension of the Agreement in this deed, which consists of:
 - (a) this cover page and the signing page;
 - (b) Schedule 1 – Deed details; [and]
 - (c) Schedule 2 – Terms and conditions [; and]
 - (d) Annexure 1 – Agreement (copy of Conditions of Contract Schedules, as signed 28 May 2013.);
 - (e) Annexure 2 - Amended Study Site
 - (f)
- D. Capitalised words and phrases have the meanings specified in clause 4.

Pages 43 through 49 redacted for the following reasons:

s.49 - Commercial Information

NPSR RTI DL Release



Queensland
Government

Office of the
Director-General

Department of
**National Parks, Recreation,
Sport and Racing**

Ref: CTS 22548/13

Mr Neil Scales
Director-General
Department of Transport and Main Roads
GPO Box 1549
BRISBANE QLD 4001

Neil
Dear Mr Scales

The Honourable Steve Dickson MP, Minister for National Parks, Recreation, Sport and Racing recently discussed the Premier's initiative to establish an off-road motorcycling facility in the Mooloolah Logging Area in Beerwah State Forest, with Mr Peter Walsh, Chief of Staff to the Honourable Scott Emerson MP, Minister for Transport and Main Roads.

Following that discussion, I would like to ask that the Department of Transport and Main Roads include the construction of a turning lane to provide access from Steve Irwin Way into the planned facility as a priority in its capital works budget.

The Department of National Parks, Recreation, Sport and Racing has contracted a consultant to finalise concept plans for the facility. The consultant's work will include consideration of traffic and road access needs. I will ensure this information is supplied to you once it is available. The consultant's report is expected at the end of October 2013.

In addition, endorsement-in-principle of the project by the Council of Mayors (SEQ) has been obtained.

Should you have any enquiries regarding this matter, please contact me on telephone (07) 3338 9306 or via email John.Glaister@nprsr.qld.gov.au.

Yours sincerely

John Glaister
John Glaister
Director-General

20/9/13

Level 7
111 George Street Brisbane
PO Box 15187 City East
Queensland 4002 Australia
Telephone + 61 7 3338 9301
Facsimile + 61 7 3338 9335
Website www.nprsr.qld.gov.au
ABN 11 322 391 452

Department of National Parks, Recreation, Sport and Racing
DIRECTOR-GENERAL BRIEFING NOTE

Approved Not Approved Noted Further information required
DG.....
Dated / /

TO: **Director-General, National Parks, Recreation,
 Sport and Racing**

SUBJECT: **Options for ongoing assessment of State forests in the Sunshine Coast region
 for a regional off-road motorcycling facility**

TIMEFRAME

- Approval of this briefing note is required by **26 July 2013** to enable the department to provide further direction to the contractors.

RECOMMENDATION

It is recommended that the Director-General:

- approve** a variation to the contract with ROSS Planning (and negotiation of an amendment to the contract cost) to enable assessment of the suitability other State forests in the Sunshine Coast region for the development of a regional off-road motorcycling facility.

BACKGROUND/KEY ISSUES

- In August 2012, the department commenced the assessment of State forests in the Sunshine Coast area to determine their suitability for the development of a regional off-road motorcycling facility similar to the Queensland Moto Park at Wyaralong (QMP).
- The QMP currently offers the following for public, non club-based access:
 - basic camping area (unpowered), day parking area, toilets, showers, equipment storage, administration office
 - three motocross tracks, a freestyle motocross area, a pee wee track, two moto-trials areas, 50 kilometres of enduro trails
 - quad bike friendly tracks and trails.
- Site assessments were conducted of the Mooloolah Logging Area (MLA) in Beerwah State Forest, Peachester State Forest, and Flats and Blackrock Logging Areas within Beerburum West State Forest.
- Each of these sites presented different opportunities as well as constraints with respect to the development of a regional off-road motorcycling facility.
- Based on an analysis of the constraints of each site and combining the impacts of current and past use, emerging usage patterns and the range of opportunities in the area at large, Peachester State Forest and parts of the nearby Beerburum West State Forest were deemed the most appropriate and sustainable for motorised recreation. Based on an initial assessment, these areas provide opportunities for some clearing of an area for purpose built tracks for disciplines such as motocross, supercross, dirt track, observed trials, minikhana and freestyle with the development of trails (not on a road) for enduro and recreational trail riding (**Attachment 1: CTS 12636-12**).
- On 8 April 2013, the Minister for National Parks, Recreation, Sport and Racing requested the department to investigate the feasibility of MLA for development of a regional off-road motorcycling facility.
- On 19 April 2013 the Acting Director-General, Ben Klaassen approved the procurement of a contractor to undertake the feasibility of developing a facility in the MLA which could offer similar opportunities to those provided at QMP (**Attachment 2: CTS 07701-13**). Following the limited extension of Requests for Quotation, ROSS Planning was appointed on 28 May 2013, with a final report required by 30 August 2013.
- Specifically, the contractor was required to:

Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 24 July 2013	Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212	Endorsed by Name: Richard Watson Position: Deputy Director-General Tel No: 33389209	Recommended: Name: Tel No: Date:
	Name: Mandy Downes Position: Director Tel No: 3338 9212	Name: Position: Tel No:	

- identify potential constraints on the development of an off-road motorcycling facility catering for a variety of disciplines (similar to those available at QMP);
- identify solutions to constraints, or mitigation options;
- prepare concept plan options (to include site planning and sketch designs) indicating location of proposed tracks and trails (should the site be considered feasible).
- Concurrent to this process, to ensure all aspects of site development have been considered, the Department has progressed a number of actions including:
 - investigation of the most appropriate tenure, should a facility be developed;
 - investigation of the impact of an off-road motorcycling facility on existing activities within MLA (e.g. logging, apiary sites, foliage collection, non-motorised recreation);
 - investigation of potential or preferred management options, should a facility be developed; and
 - native title and cultural heritage issues.
- On 28 June 2013 the Minister for National Parks, Recreation, Sport and Racing addressed a meeting of the Council of Mayors (SEQ) to provide an overview of the Queensland Government's investigation of MLA and to discuss future funding of a regional facility, should the site be deemed feasible.
- On 23 July 2013 the contractors presented their preliminary findings to staff from Sport and Recreation Services and Queensland Parks and Wildlife Services. These findings were based on an assessment of:
 - draft Sunshine Coast Council Planning Scheme
 - relevant local laws, State and Commonwealth legislation
 - traffic and road access
 - flora, fauna and environmental values
 - water catchment values
 - fire and flood hazards
 - topography, surface hydrology and drainage
 - geology and soils
 - noise impact
 - access to utilities (water, electricity, waste disposal)
- A summary of the site constraints identified to date are at **Attachment 3**. The implications of these constraints are that significant areas of the site cannot be developed and as a consequence the site is not suitable for the development of a regional off-road motorcycling facility similar to the Queensland Moto Park at Wyaralong.
- The site may be able to accommodate some tracks for motorcycling (for example, motocross tracks), but cannot provide for the range of motorcycling activities or suitable length of tracks for enduro or cross country riding to secure financial viability for a commercial operator. Tracks for enduro or cross country riding, particularly for unlicensed (underage) riders or riders using unregistered bikes, is a major component of strategies to reduce unlawful riding in State forests and national parks. The cost/benefit of development of a small scale facility on the site is therefore questionable.
- Approval for the development of any facility will also require referral to the Australian Government under the requirements of the *Environmental Protection and Biodiversity Protection Act 1999* due to the site's environmental values and may be difficult to obtain.
- As a consequence, a range of options have been considered for progressing the feasibility assessment project (**Attachment 4**) with the recommended option being a variation of the contract to assess alternate State forests in the Sunshine Coast region.

DIRECTOR-GENERAL'S COMMENTS

ATTACHMENTS

Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 24 July 2013	Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212	Endorsed by Name: Richard Watson Position: Deputy Director-General Tel No: 33389209	Recommended: Name: Tel No: Date:
	Name: Mandy Downes Position: Director Tel No: 3338 9212	Name: Position: Tel No:	

- Attachment 1: CTS 12636-12 Assessment of suitability of State Forests in the vicinity of the Glass House Mountains for motorsports
- Attachment 2: CTS 07701-13 Procurement approval for MLA feasibility study
- Attachment 3: Summary of the MLA site constraints
- Attachment 4: Options for progressing the feasibility assessment project

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Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 24 July 2013	Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212	Endorsed by Name: Richard Watson Position: Deputy Director- General Tel No: 33389209	Recommended: Name: Tel No: Date:
	Name: Mandy Downes Position: Director Tel No: 3338 9212	Name: Position: Tel No:	

CTS No. 12636/12.

Department of National Parks, Recreation, Sport and Racing
MINISTERIAL BRIEFING NOTE

TO: Minister for National Parks, Recreation, Sport and Racing
CC: Assistant Minister for Sport and Racing

Chief of Staff	OK
Dated / /	
Approved	Not Approved
Further information required	
Minister.....	
Dated / /	

SUBJECT: Assessment of suitability of State Forests in the vicinity of the Glass House Mountains for motorsports

TIMEFRAME

- Noting of this briefing note is not urgent.

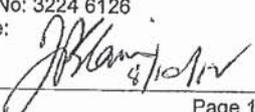
RECOMMENDATION

It is recommended that the Minister:

- note that the area around Peachester State Forest and Beerburum West State Forest potentially provides a suitable site for a motorised recreation facility within the Glass House Mountains area.
- note further investigation of this area will be undertaken in association with other departmental officers.

BACKGROUND/KEY ISSUES

- Off-road motorcycling is a legitimate sport and recreation pursuit and includes a number of different disciplines including motocross, enduro, recreational trail riding, supercross, dirt track, observed trials, minikhana and freestyle. Each discipline has a different track or facility requirement.
- All disciplines of off-road motorcycling are considered 'difficult to locate' as they generate higher than normal levels of noise for extended periods of time and generally require large parcels of space. As a result, there is a lack of appropriate legal facilities for off-road motorcyclists to use in South East Queensland (SEQ).
- The facilities in SEQ where underage and unlicensed riders and those with unregistered motorcycles can participate in off-road motorcycling are limited. Market research into off-road motorcycling in SEQ, conducted in 2009 by Sport and Recreation Services (SRS) in conjunction with the Council of Mayors SEQ, indicated that 76.4 per cent of riders from Brisbane's northern suburbs and 69.5 per cent of riders from Sunshine Coast ride at illegal sites. This research found that the two major reasons for riding at illegal sites are proximity (close to home) and ease of access.
- Of concern, unlawful riding on roads by under-aged and unlicensed riders or owners of unregistered bikes has resulted in serious accidents and deaths in areas such as the roads through State forests in the Glass House Mountains area.
- A site assessment of State forests within the Glass House Mountains area was undertaken on 23 August 2012 by staff from Queensland Parks and Wildlife Service (QPWS), SRS and the Department of Agriculture, Fisheries and Forestry (DAFF) to assess the suitability of land for the establishment of a purpose-built facility for one or more off-road motorcycling disciplines and any other compatible activity (e.g. vehicular motorsports). A Site Assessment Report is at (Attachment 1).
- When combining the impacts of current and past use, emerging usage patterns and the range of opportunities in the area at large, Peachester State Forest and surrounding Beerburum West State Forest were deemed the most appropriate and sustainable for motorised recreation.

Author Name: Kathy Kingsford Position: Manager Tel No: 3235 4592 Date: 21 September 2012	Endorsed by Name: Paige Ridgewell Position: Director, SRS Tel No: 30330588	Endorsed by Name: Ben Klaassen Position: A/DDG, SRS Tel No: 3235 4303	Recommended: Name: John Glaister Director-General, NPRSR Tel No: 3224 6126 Date: 
	Name: Jason Jacobi Position: Director, QPWS Tel No: 3330 5272	Name: Position: Tel No:	

File Ref:

Based on an initial assessment, these areas provide opportunities for some clearing of an area for purpose built tracks for disciplines such as motocross, supercross, dirt track, observed trials, minikhana and freestyle with the development of trails (not on a road) for enduro and recreational trail riding.

- Peachester State Forest and surrounding Beerburrum West State Forest is preferable based on an assessment of the following:
 - vegetation
 - proximity of noise sensitive receptors
 - soil type and topography
 - access
 - other users
 - adjoining uses.
- A purpose-built facility in this location also provides access (for licensed riders on registered bikes) to the road network which is already extensively used by motorcyclists and four-wheel drivers within the adjoining plantation forest on freehold land managed by HQ Plantations Pty Limited (HQP).
- In addition to off-road motorcycling disciplines, the site may also be suitable for co-locating other motorsport activities such as drag racing, hill climbs, mower racing, remote controlled cars, etc.
- Whilst initial assessment indicates that these areas might provide a suitable location for a facility for some motorsports, a significant consideration is whether off-road motorcycle/motorsport activities are consistent with the cardinal principle to be observed in the management of State Forests i.e. the permanent reservation of such areas for the purpose of producing timber and associated products in perpetuity and of protecting a watershed therein. To date, occupation permits under *s35 of the Forestry Act 1959* have been granted for uses inconsistent with the management principles if a proposal has benefits for the department, the state or the broader community and there is no suitable alternative land available for the purpose.
- Alternatively, under *s32 of the Forestry Act 1959* the area of State forest could be revoked by regulation, in whole or in part, if the Minister is satisfied, having regard to the purposes of the Act and the public interest, that it is desirable to make land in the State forest available for "providing accommodation or recreational facilities for encouraging or promoting the tourist industry". Land excluded from a State forest under *s32* is unallocated State land. The revoked land could be set aside as a reserve for community purposes and a trustee put in place to manage the land for the intended purpose.
- There are a number of broader considerations relevant to the future use of these areas for off-road motorcycle/motorsport activities, including:
 - Most appropriate tenure for a facility, based on preferred future management model(s) and the impact of other legislation (e.g. *Vegetation Management Act 1999* and *Native Title Act 1993*), needs to be determined.
 - Unless unlawful free use of roads and tracks in the surrounding area is appropriately monitored, use will continue outside the facility thereby limiting its financial viability.
 - Development Approval (DA) by Sunshine Coast Regional Council and/or Moreton Bay Regional Council would be required, depending on the location of a facility.
 - A preferred management model for a facility needs to be determined and an open and accountable process held to select a facility developer and/or manager to be granted an occupation permit or a lease.
 - In addition to DA, Commonwealth approvals under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) may apply.
 - The construction of a facility on state land constitutes a "Future Act" under the *Native Title Act 1993* and may require the state to enter into negotiations with traditional owners for an Indigenous Land Use Agreement. These negotiations may involve compensation to the native title party.
 - The cost and practicality of providing basic services (water, electricity) to the site.

Author Name: Kathy Kingsford Position: Manager Tel No: 3235 4592 Date: 21 September 2012	Endorsed by Name: Paige Ridgewell Position: Director, SRS Tel No: 30330588	Endorsed by Name: Ben Klaassen Position: A/DDG, SRS Tel No: 3235 4303	Recommended: Name: John Glaister Director-General, NPRSR Tel No: 3224 6126 Date:
	Name: Jason Jacobi Position: Director, QPWS Tel No: 3330 5272	Name: Position: Tel No:	

File Ref:

Page 2

- Expected vocal opposition from Timber Queensland and the timber industry in regard to the loss of such area for on-going native forest timber production.
- Displacement of other legitimate forest users such as apiarists, horse riders and other non motorised sports.
- Many of these broader issues are currently being investigated by SRS in consultation with QPWS and other agencies as part of the preparation of a Motorsport Strategy for the south east Queensland region.
- *Consultation:*
 - Stephen Price, Operations Manager, Sunshine Coast Burnett, QPWS on telephone 07 5459 6131 and Jamie Seeleither, Senior Ranger, Sunshine Coast Burnett, QPWS on telephone 07 5459 6130.
 - Bill Gordon, Manager, Sales and Marketing, Forest Products on telephone 07 3247 4258 and John Ludlow, Manager, South East FMA, Forest Products on telephone 07 5480 5352 DAFF, regarding harvesting status and other forest product matters.
- *Five Point Action Plan for Queensland:*
 - An off-road motorcycling/motorsport facility would deliver on growing a four pillar economy by boosting tourism and economic development in the area and providing local jobs.

MINISTER'S COMMENTS

ATTACHMENTS

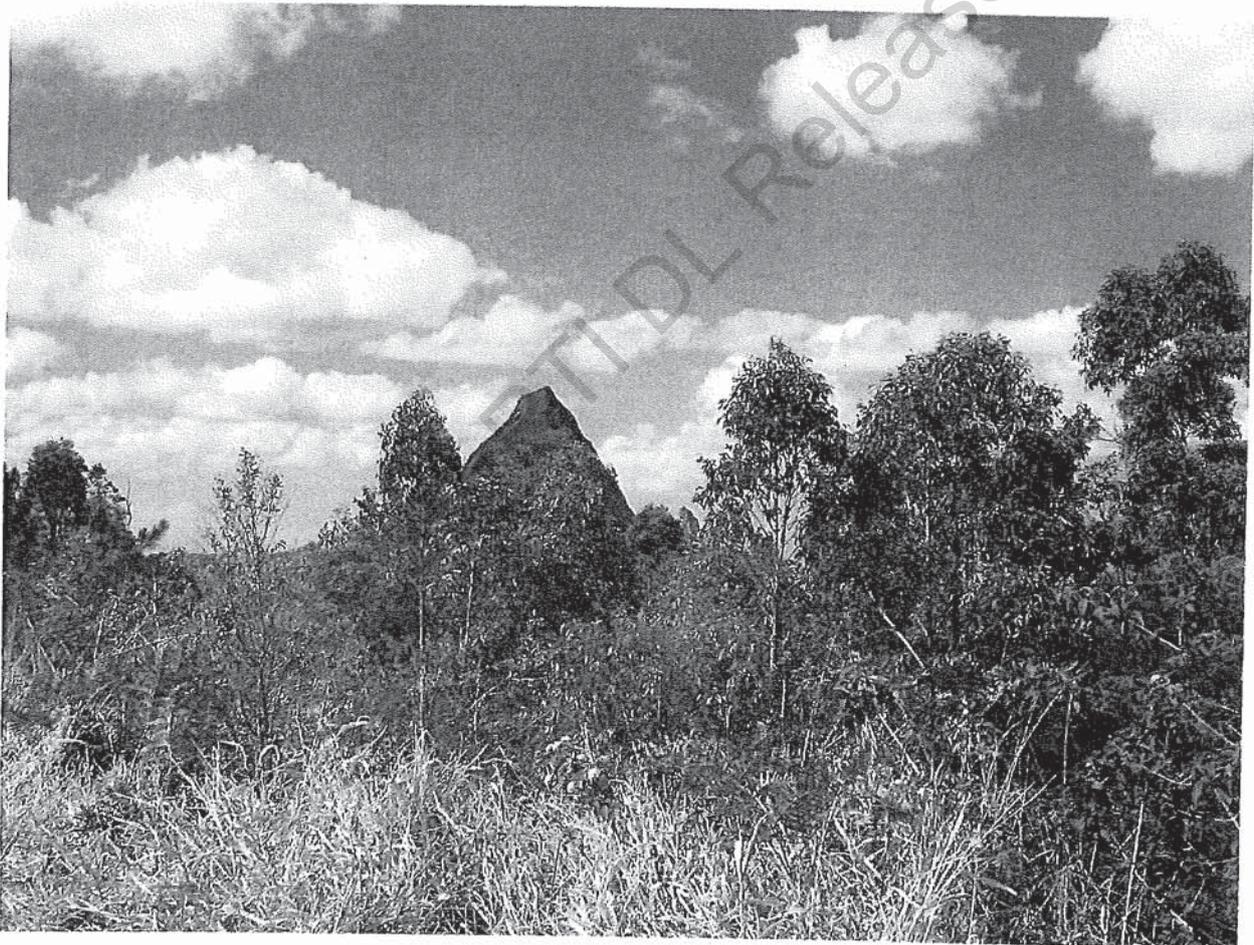
- Attachment 1: – Site Assessment Report for Peachester and Beerburum West State Forests

NPSR RTI DL Release

Author Name: Kathy Kingsford Position: Manager Tel No: 3235 4592 Date: 21 September 2012	Endorsed by Name: Paige Ridgewell Position: Director, SRS Tel No: 30330588	Endorsed by Name: Ben Klaassen Position: A/DDG, SRS Tel No: 3235 4303	Recommended: Name: John Glaister Director-General, NPRSR Tel No: 3224 6126 Date:
	Name: Jason Jacobi Position: Director, QPWS Tel No: 3330 5272	Name: Position: Tel No:	

Field Inspection Report
PEACHESTER AND BEERBURRUM WEST
STATE FORESTS

23 August 2012



Department of National Parks, Recreation, Sport and Racing

August 2012

NPSR RTI DL Release

Prepared by:

Kathy Kingsford

Sport and Recreation Services

Department of National Parks, Recreation, Sport and Racing (DNPRSR)

in consultation with

- Stephen Price, Operations Manager, Sunshine Coast - Burnett, Queensland Parks and Wildlife Service, DNPRSR
- Jamie Seeleither, Senior Ranger, Sunshine Coast - Burnett, Queensland Parks and Wildlife Service, DNPRSR
- Bill Gordon, Manager, Sales and Marketing, Forest Products, Department of Agriculture, Fisheries and Forestry (DAFF)
- John Ludlow, Manager, South East FMA, Forest Products, DAFF.

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1. Introduction

State Forests within the Glass House Mountains region were identified as potential locations for an off-road motorcycling facility, similar to the Queensland Moto Park (Wyaralong). The Queensland Moto Park (Wyaralong) was developed on 745 hectares of state-owned land with a number of different off-road motorcycling disciplines catered for, including:

- Natural terrain motocross
- Observed trials
- Freestyle
- Enduro
- Recreational trail bike riding
- Supercross.

Each of these disciplines has a specific facility and spatial requirement (Appendix 1).

A site inspection of State Forests in the Glass House Mountains region to the west of the Bruce Highway was carried out on 23 August 2012 to determine their suitability for some or all of the off-road motorcycling disciplines listed above, as well as any other compatible motorsports.

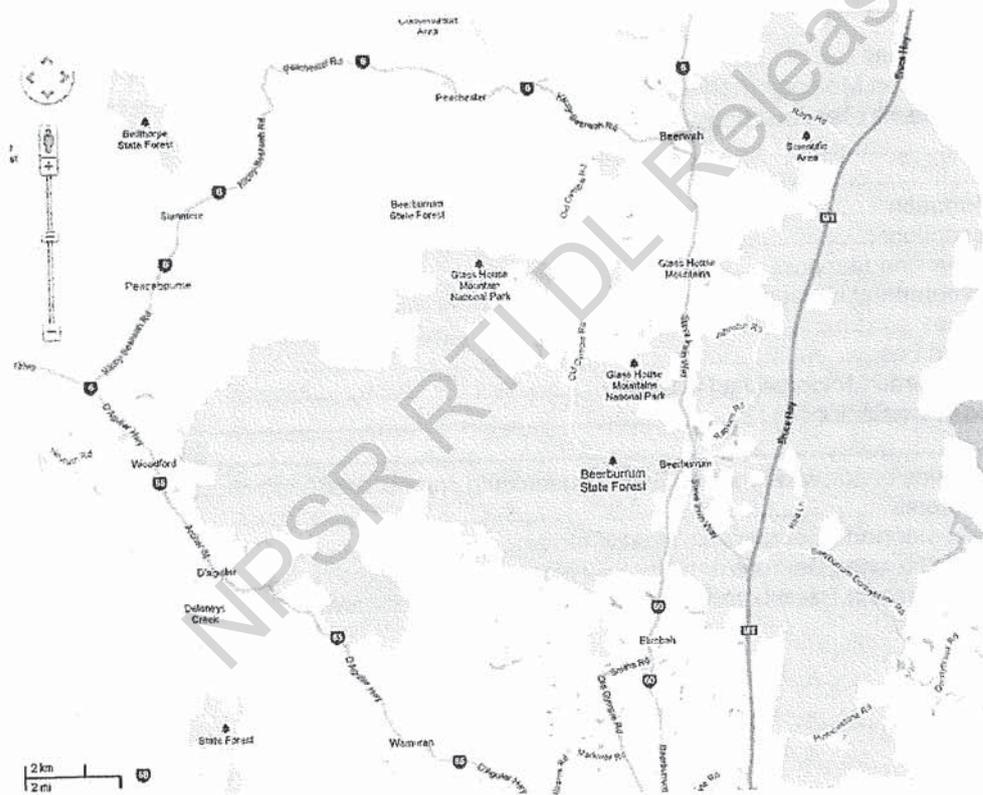


Figure 1: Overview of the extent of State Forest within the Glasshouse Mountains region (excluding freehold plantation forest)

Specifically, Peachester State Forest and portions of Beerburum West State Forest (Blackrock Logging Area, Flats Logging Area) were assessed. The specific sites assessed are shown at Figure 2.

Areas within these State Forests are managed by the Queensland Parks and Wildlife Service (QPWS) within the Department of National Parks, Recreation, Sport and Racing (DNPSR) under the provisions of the *Forestry Act 1959* as DNPSR is responsible for the custodial management of State Forests. The Forest Products unit within the Department of Agriculture, Fisheries and

Forestry (DAFF) has responsibility for the management of native forest log timber production and associated harvesting on available State Forest within this area.

The remainder of Beerburrum West State Forest is made up of exotic pine plantation under licence to HQ Plantations Pty Limited (HQP). HQP also manages a considerable area of exotic pine plantation on freehold land in the area. Figure 3 provides an indication of the areas under licence to HQP and other national parks and conservation parks in the area.

Areas of State Forest to the east of the Bruce Highway are under licence to HQP and were not assessed.

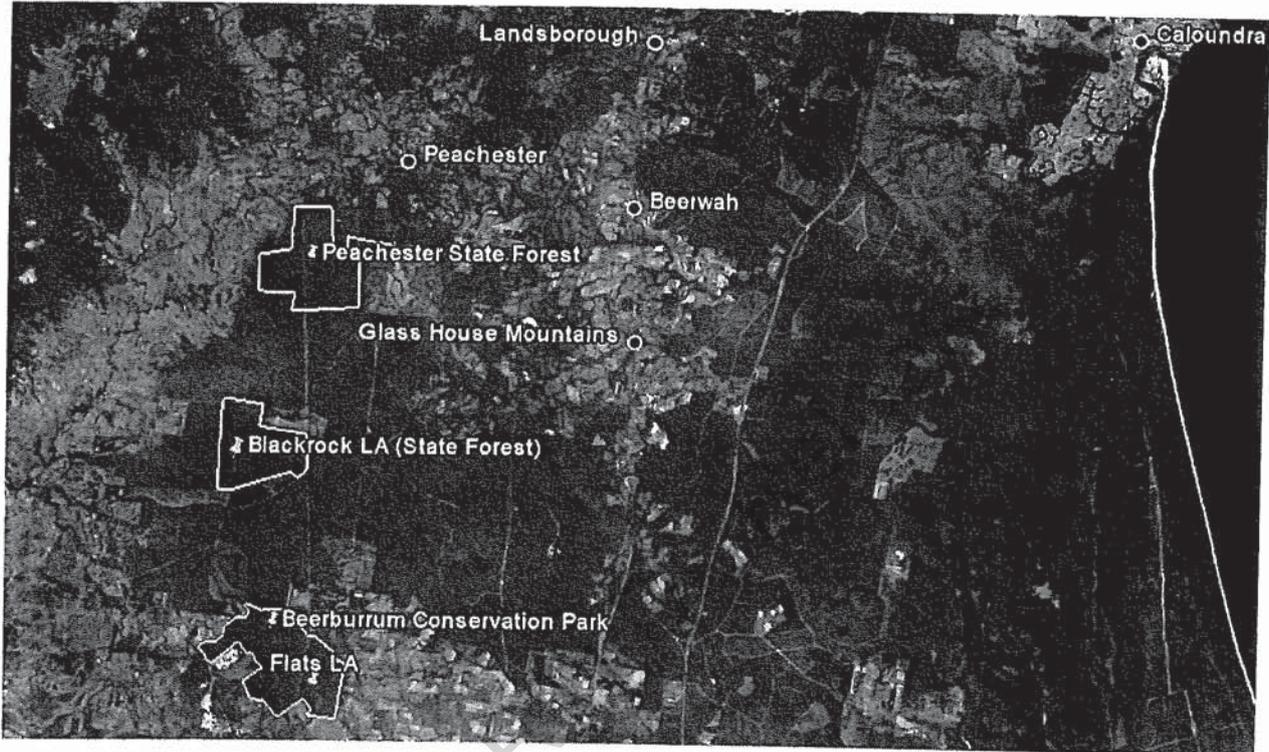


Figure 2: Location of Peachester State Forest, and Flats and Blackrock Logging Areas (LA)

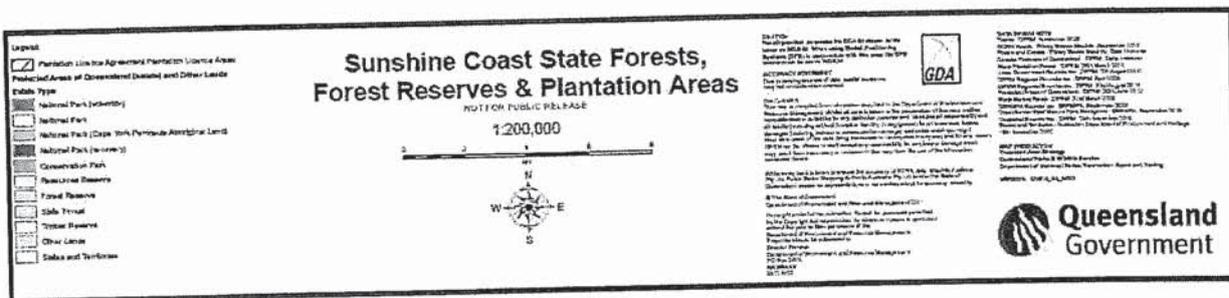
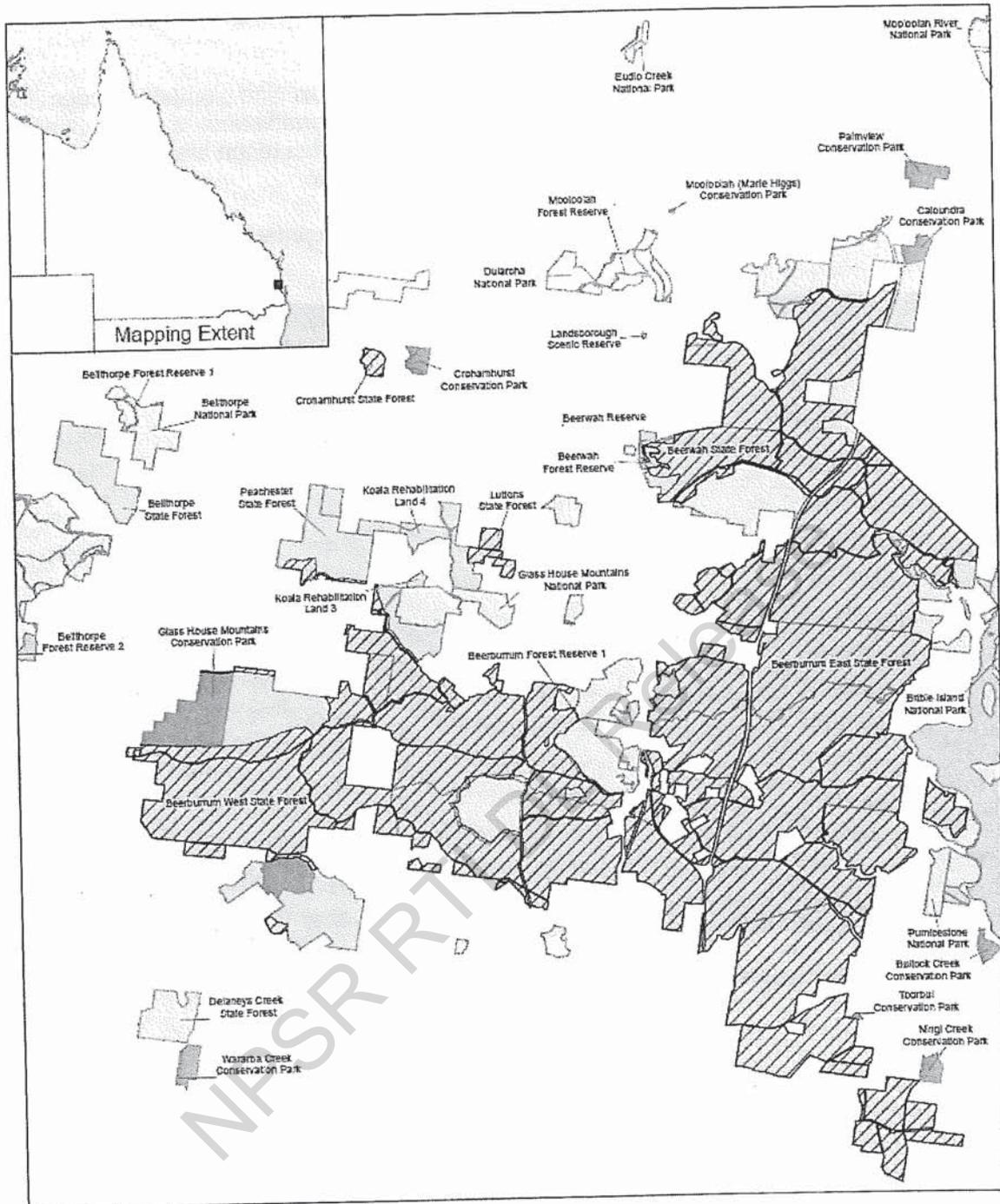


Figure 3: Areas under licence to HQP and other national parks and conservation parks in the area

2. Peachester State Forest

2.1 Location:

Peachester State Forest is located off the Kilcoy – Beerwah Road approximately 5 kilometres from Peachester.

Extensive areas of exotic pine plantation, managed by HQP as freehold, lie to the south (e.g. Swain's Logging Area, Swain's Lookout). There are some common boundaries with rural residential private holdings in the north, east and west.

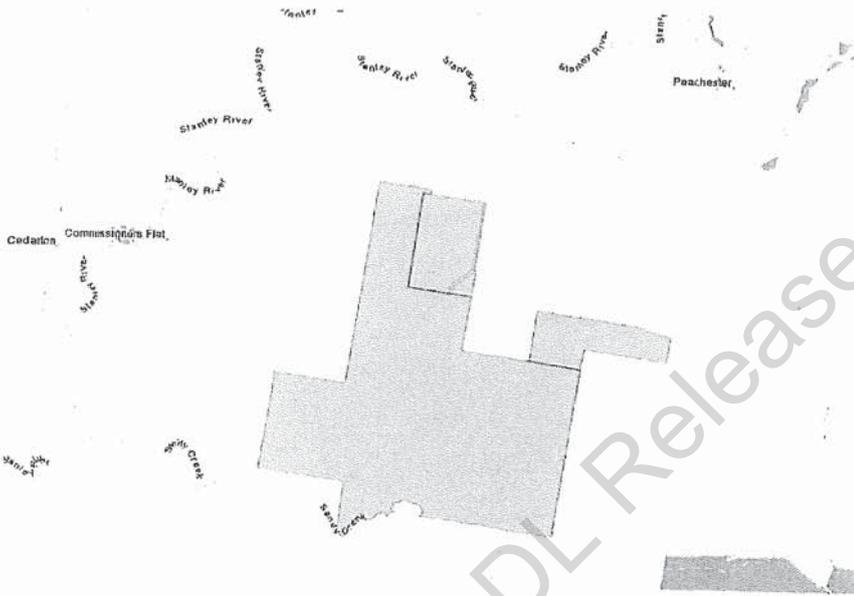


Figure 4: Road access to Peachester State Forest

2.2 Access:

Access via unsealed road to the property is available via Page Lane and Reserve Lane (off Commissioner's Flat Road, which is sealed) and Mawhinney Road to the east. Roads throughout the property are unsealed.



Figure 5: Internal service road

Site Assessment Report Glass House Mountains region State Forests
23 August 2012

2.3 Property Information:

Council: Sunshine Coast Regional Council and Moreton Bay Regional Council
State Electorate: Glass House
Primary Zoning: Rural (Draft Sunshine Coast Regional Council Planning Scheme, 2012)

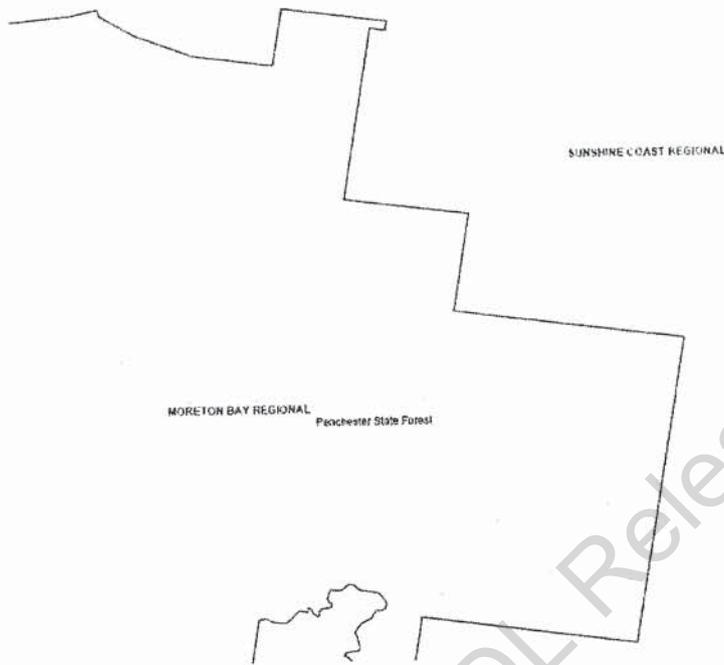


Figure 6: Peachester State Forest is located in two regional council areas

2.4 Property Description:

The total area of Peachester State Forest is 734 hectares. The topography of Peachester State Forest (Figure 7 and Appendix 2) consists of relatively flat land to the north, rising to a high point of 200m above sea level in the south-east portion.

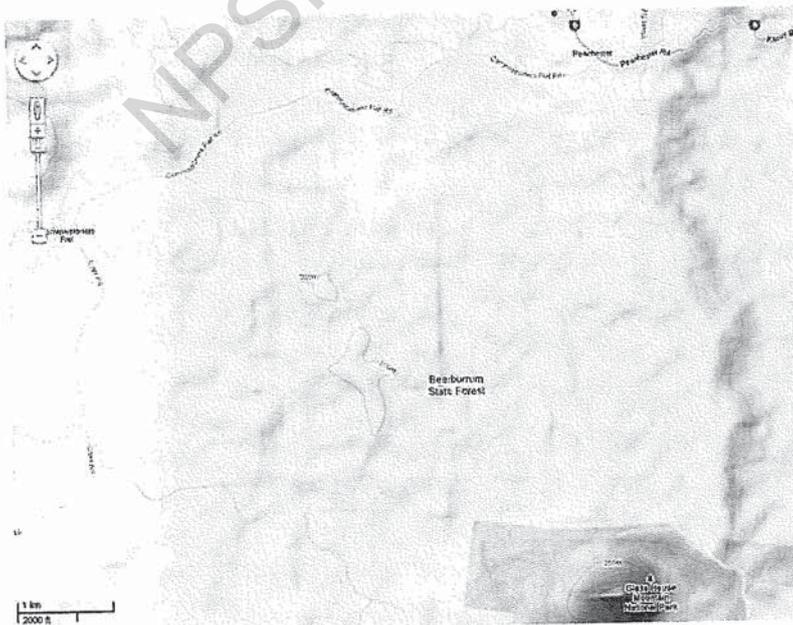


Figure 7: Topography of Peachester State Forest

Site Assessment Report Glass House Mountains region State Forests
23 August 2012



Figure 8: Gentle rise in elevation in Peachester State Forest

2.5 Vegetation cover and fauna:

A wide variety of vegetation communities are present including grassy open forest and tall eucalypt forest.



Figure 9: Typical vegetation cover in Peachester State Forest

Peachester State Forest is predominantly remnant vegetation (grey shaded area, figure 10) with small areas of high value regrowth that is a least concern regional ecosystem (green shading).

Figure 11 identifies small areas of remnant vegetation containing 'Of Concern' regional ecosystems and identifies that a large portion of the forest consists of Vegetation Management Act Essential Regrowth Habitat for koalas.

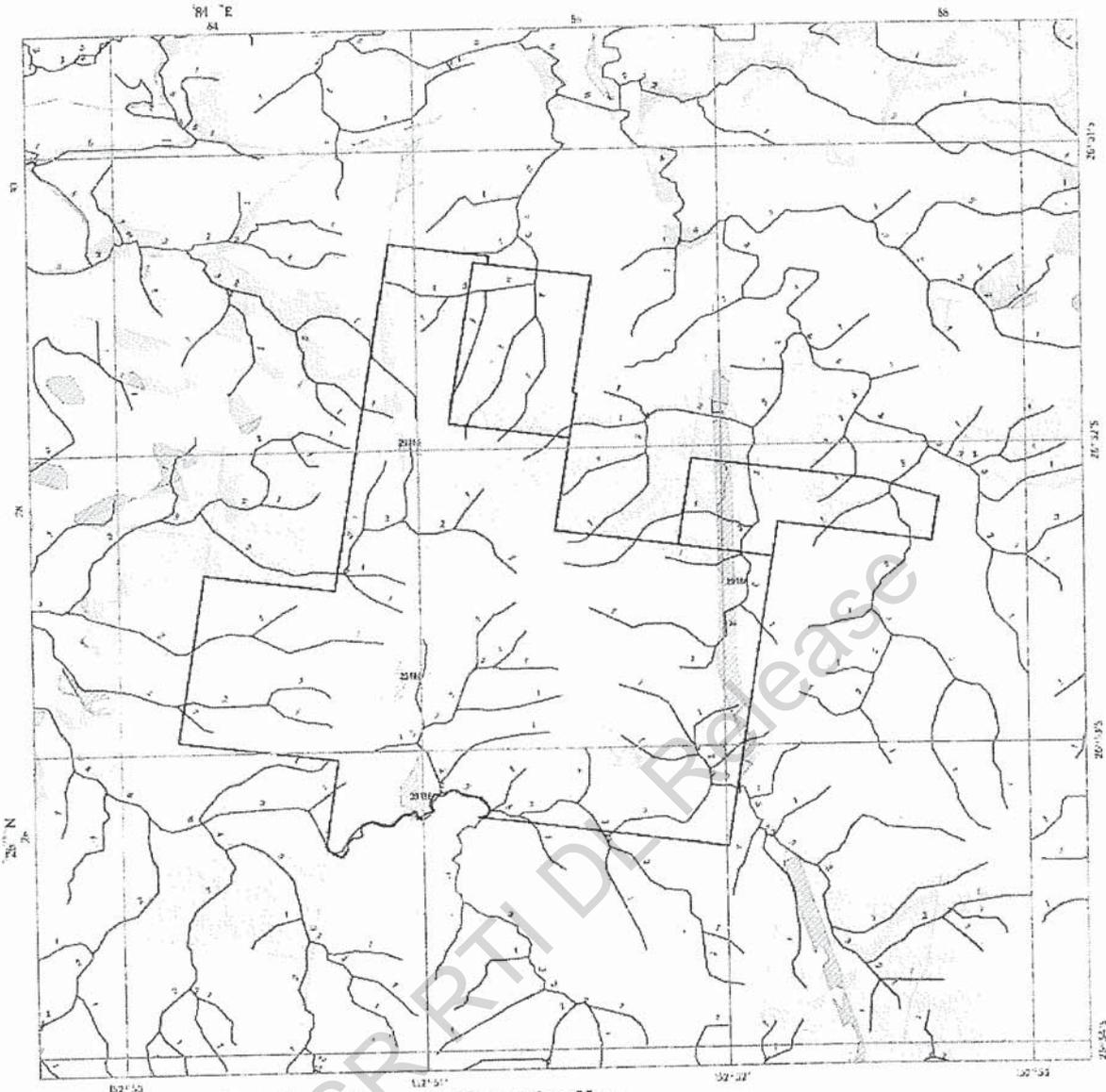
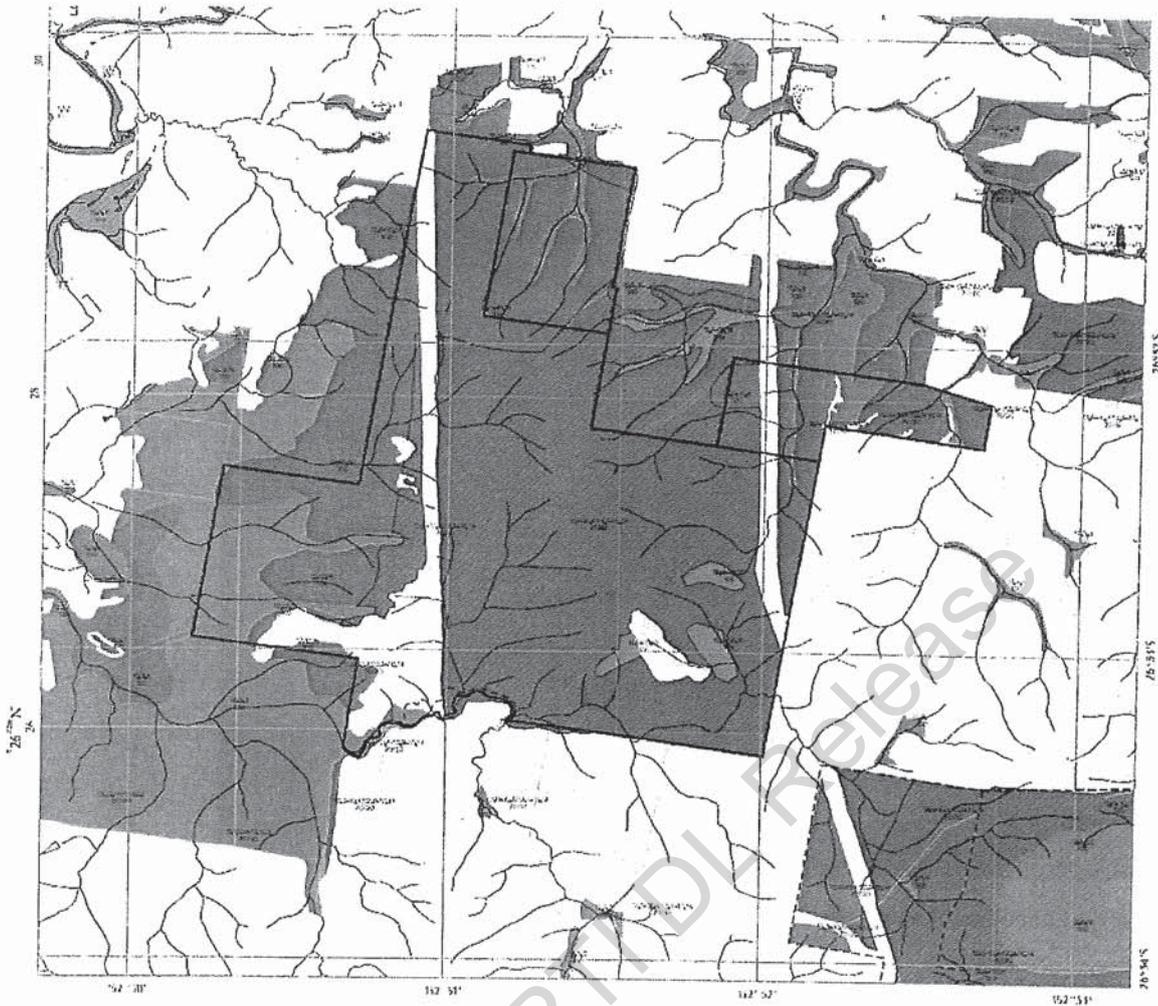


Figure 10: Peachester State Forest Regrowth Vegetation Map

Figure 11: Peachester State Forest Regional Ecosystems Map



- Remnant vegetation containing endangered regional ecosystems
- Remnant vegetation containing of concern regional ecosystems
- Remnant vegetation that is a least concern regional ecosystem
- Remnant vegetation under Section 20AH of the VMA
- Non-remnant
- Plantation Forest
- Dam or Reservoir
- Remnant Vegetation
- PMAV Category X area
- Great Barrier Reef Wetlands
- Vegetation Management Act Essential Habitat
For further information on VMA Essential Habitat, please see the attached VMA Essential Habitat map.
- Subject Lot
- Watercourse (Stream order shown as black number against stream where available)
- Bioregion boundary
- Roads
- National Park, Conservation Area State Forest and other reserves
- Cadastral line
Property boundaries shown are provided as a locational aid only.
- Towns

2.6 Potential environmental impacts

(a) Noise Sensitive receptors

There are some common boundaries with private holdings with the location of the nearest noise sensitive receptors identified in Figure 12.



Figure 12: Location of noise sensitive receptors adjacent to Peachester State Forest

2.7 Current land use:

- Native Forest Log Timber Production and Harvesting
The DAFF has completed the current cycle of harvesting in the northern section of the State Forest, while the western and eastern parts of the southern section is currently under sale. (refer Figure 13). These areas of Peachester State Forest continue to be managed by DAFF for ongoing commercial timber production to help supply the dependent regional hardwood sawmills with their future requirements for native forest sawlogs and for other log timber products.

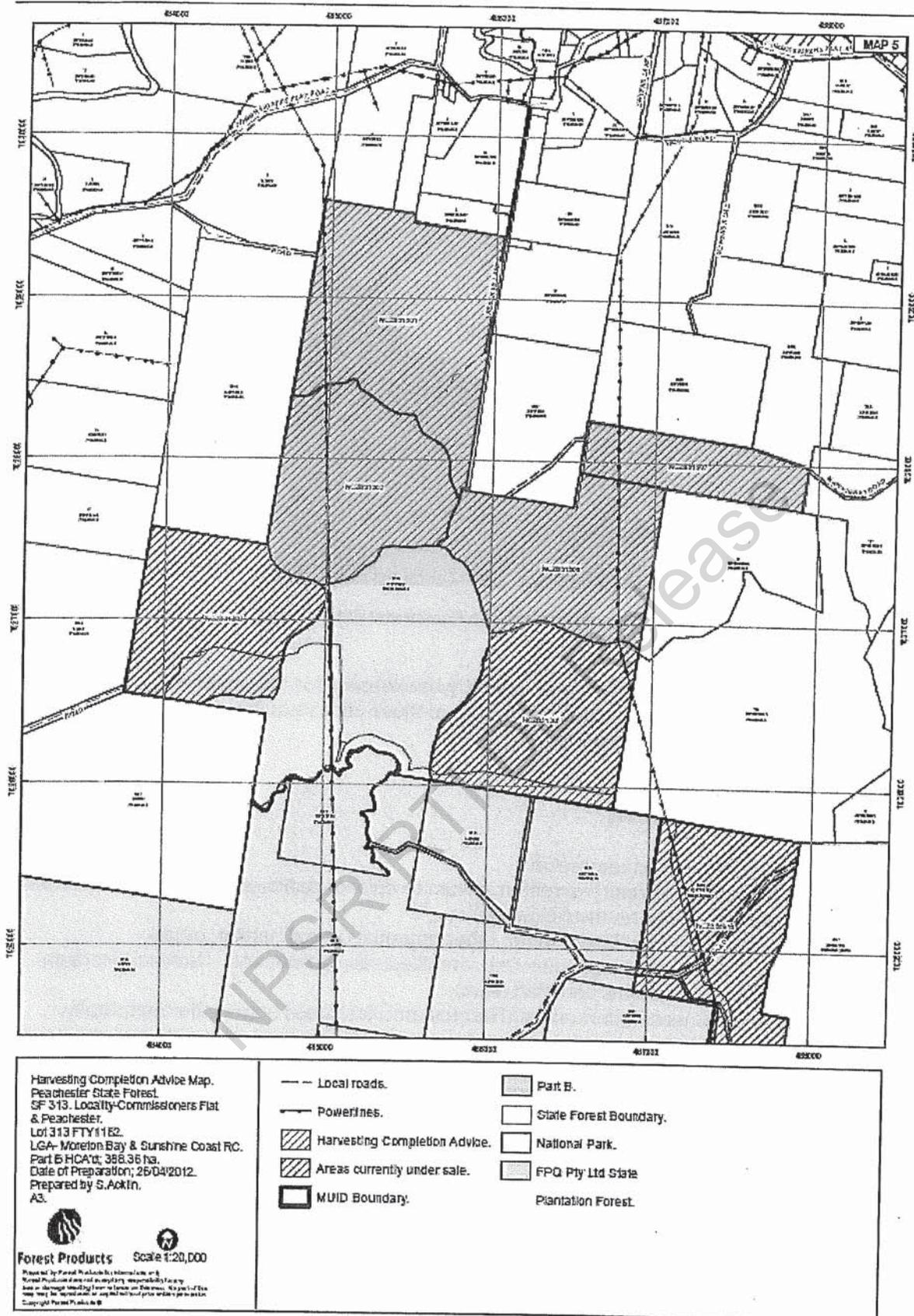


Figure 13: Peachester State Forest harvesting status

- **Utilities**

There are two high voltage powerline corridors through the area. These are not formalised via an easement however ongoing access for maintenance along these corridors by the relevant power corporations is required.



Figure 14: High voltage powerline corridor in Peachester State Forest

- **Apiary Sites**
The area contains five (5) apiary sites used by beekeepers for the placement of their beehives and associated honey production. Use of these sites is authorised by the issue of apiary site permits under the *Forestry Act 1959*.
- **Foliage Harvesting**
Nil authorised foliage harvesting.
- **Motorised and non motorised recreation**
QPWS has allocated provisional recreation zones to regional parks and forests on the basis of landscape setting, as well as the following:
 - Conservation (Regional Ecosystems, other potential critical habitat, other)
 - Cultural Heritage (Indigenous sites e.g. identified sacred sites etc., National Heritage and Other non-indigenous identified sites)
 - Existing on-park uses/opportunities (Recreation Sites/uses) across the opportunity spectrum
 - Sustainability of existing recreational use at the site in question
 - Visual Amenity (Regional Visual amenity)
 - Off-park tourism opportunities (nearby outdoor rec sites)
 - Access (Ease of access or constraints to access)
 - Population growth (by Statistical Local Area)
 - Safety (mines, uxos, access, fire hazard etc.)
 - Ease of management (access, proximity to other sites)

Based on the above, Peachester State Forest has been identified as Recreation Zone 3, which indicates that the area is suitable for active nature-based recreation, which may include motorised recreation where roads and Fire Management Trails are open to public access.

2.8 Surrounding land use:

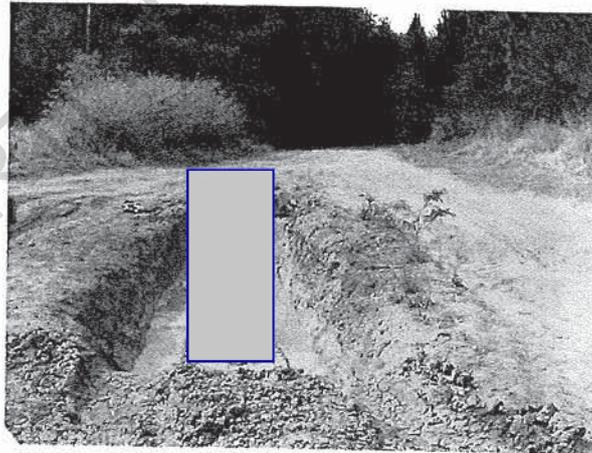
The land in the immediate vicinity of Peachester State Forest is rural residential to the north and west with the land to the east and south primarily exotic pine plantation.

The land to the south of Peachester State Forest owned by HQP as freehold (known as Swain's Logging Area) experiences intense motorised recreation causing erosion and track damage, and other environmental damage.



Figure 15: Southern boundary of Peachester State Forest with HQP freehold land

Figure 16: Environmental damage caused by motorised recreation at southern boundary of Peachester State Forest with HQP freehold land



2.9 Suitability for Off-road Motorcycling Facility

Peachester State Forest provides the following constraints as a location for off-road motorcycling and other motorsports:

- The area contains small pockets of regional ecosystems listed as “endangered” and “of concern”;
- There are private residences within close proximity to parts of the State Forest which would be impacted by noise generated by motorised vehicles and which would impact upon the location of tracks;
- As the site is covered with regrowth vegetation, significant clearing would be required to enable construction of purpose-built tracks;
- As the site has no services (electricity, water, sewage) and is accessible via unsealed roads, establishment costs will be considerable;

- While used extensively by trail bikes and 4WD, the area is also a popular location for other activities such as horse riding.

Although further detailed site investigation is required, overall the topography and location of the site would be suitable for a facility catering for a range of purpose-built tracks for off-road motorcycling disciplines such as motocross, supercross and freestyle, as well as for an area for observed trials.

Careful location of purpose-built tracks within the State Forest would be required to minimise noise impact on surrounding rural residential properties and to minimise impact on identified environmental values.

The site also provides an opportunity to link to publicly accessible roads throughout the HQP estate suitable for four wheel driving, recreational trail riding and enduro (for licensed riders on registered bikes). Location of a facility in this area may enable improved management of roads within the HQP estate (e.g. closure of some roads). Links via unsealed public road to the adjoining Blackrock Logging Area may also enhance the attraction of a site in Peachester State Forest.

The area (both Peachester State Forest, Blackrock Logging Area and the adjoining HQP estate) is of high scenic amenity value for riders/drivers.



Figure 17: The area is of high scenic amenity value

3. Blackrock Logging Area in Beerburum West State Forest

3.1 Location:

Blackrock Logging Area (LA) is located off the Beerburum-Woodford Road.

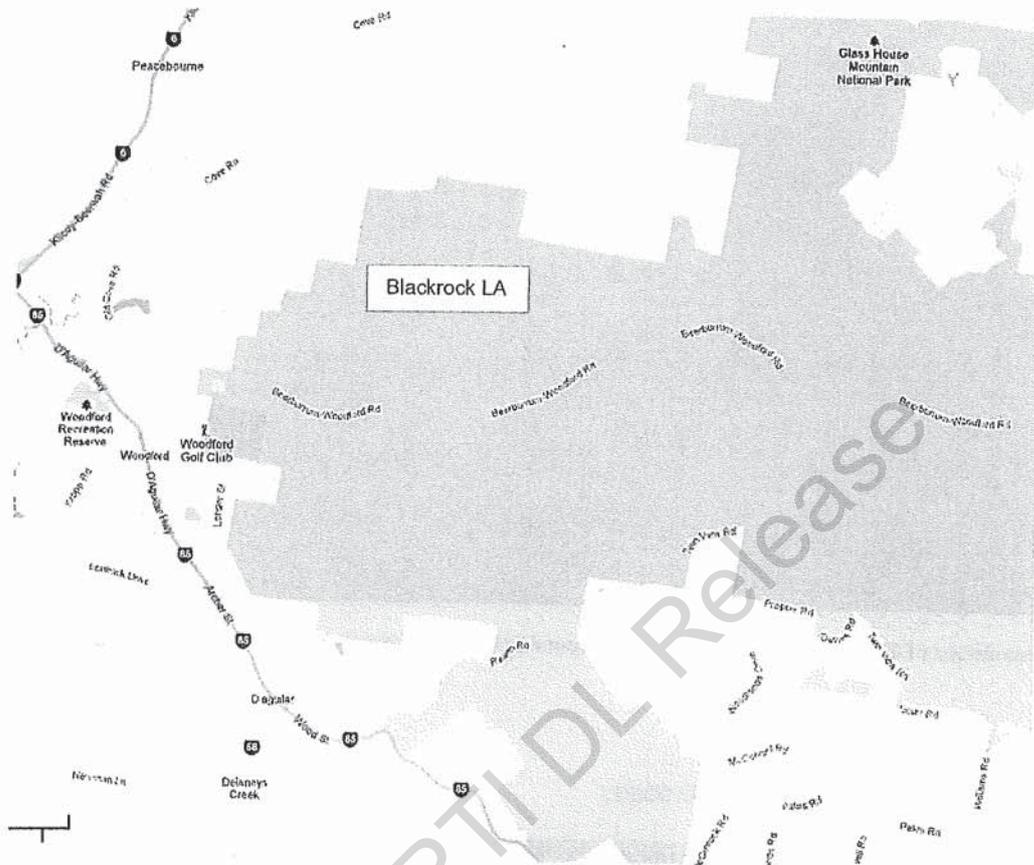


Figure 18: Location of Blackrock LA

Extensive areas of exotic pine plantation, managed by HQP, lie to the north (known as Swain's Logging Area), south and east, with Glass House Mountains Conservation Park to the west. There is one common boundary with a rural residential private holding in the north east.

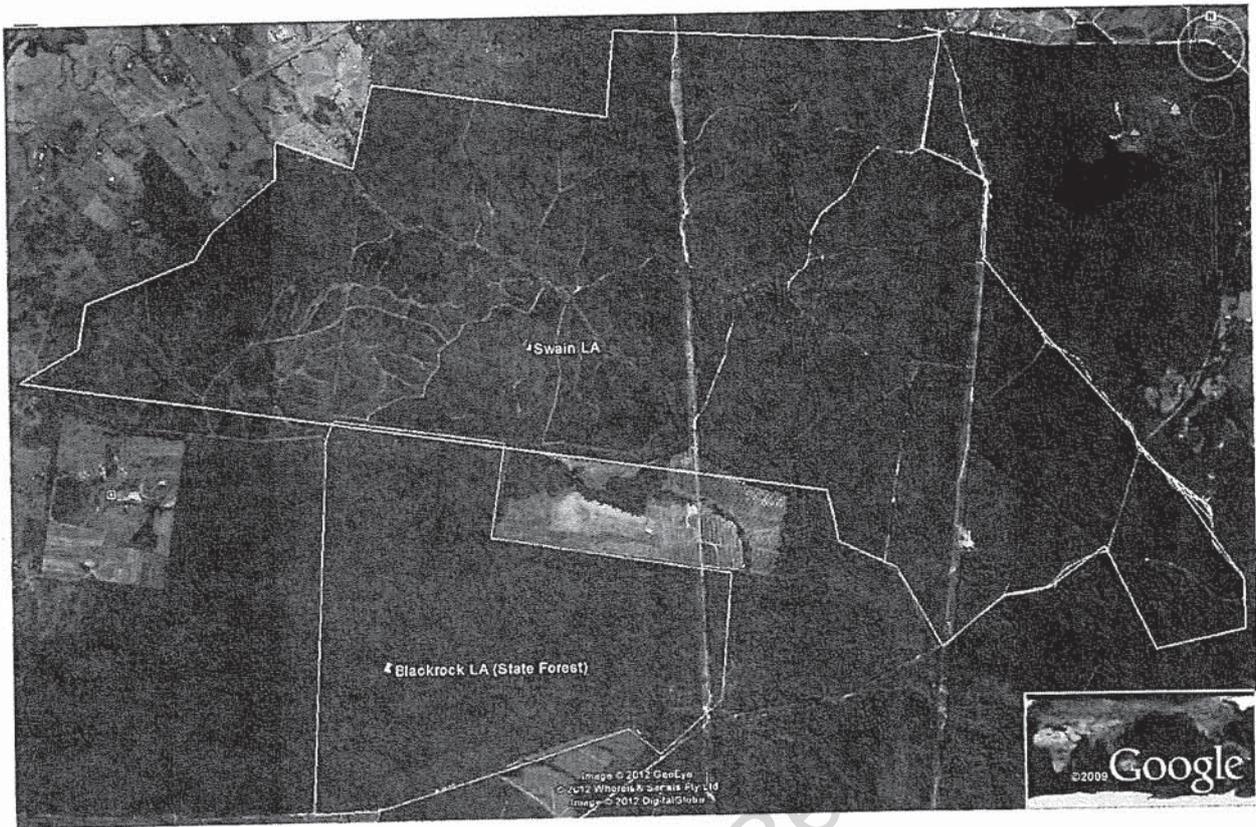


Figure 19: Proximity of Blackrock LA to HQP area known as Swains and private freehold in north east

3.2 Access:

Access to the property is via unsealed roads.



Figure 20: Internal service road Blackrock LA

3.3 Property Information:

Council: Moreton Bay Regional Council
State Electorate: Glass House
Primary Zoning: Rural

Site Assessment Report Glass House Mountains region State Forests
 23 August 2012

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FOR INTERNAL USE ONLY: NOT GOVERNMENT POLICY

3.4 Property Description:

The total area of Blackrock Logging Area is approximately 600 hectares.

The topography of Blackrock Logging Area (Appendix 2 and Figure 21) consists of relatively flat land.

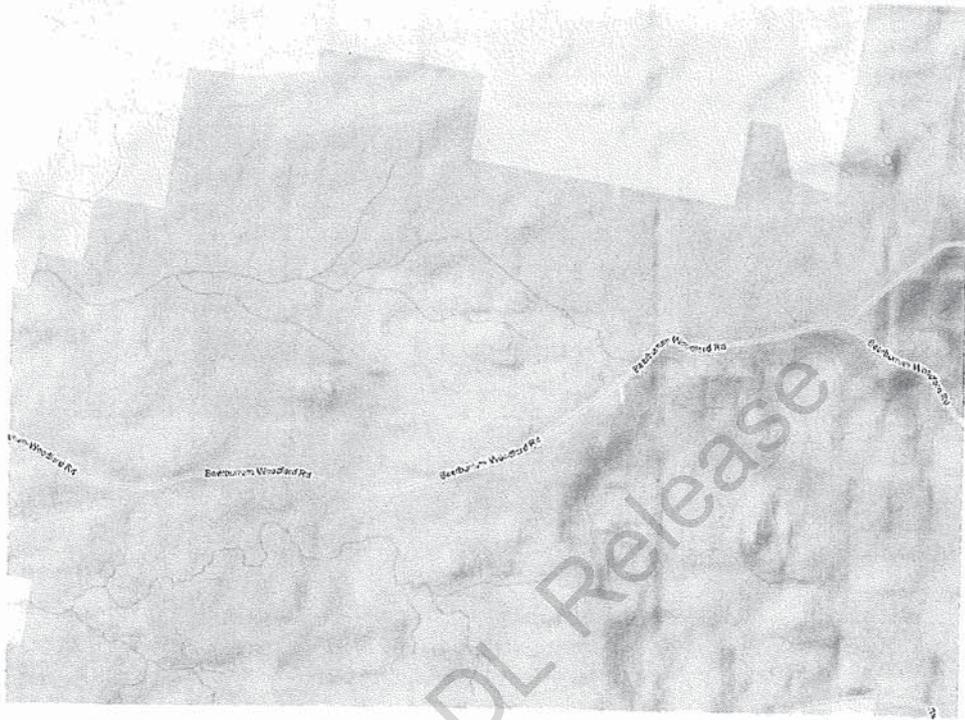


Figure 21: Topography of Blackrock LA

3.5 Vegetation cover and fauna:



Figure 22: Typical vegetation cover Blackrock LA

Blackrock LA consists primarily of regional ecosystems listed as "not of concern" (Figure 23 and Appendix 3) and areas of local and regional biodiversity significance (Appendix 4).

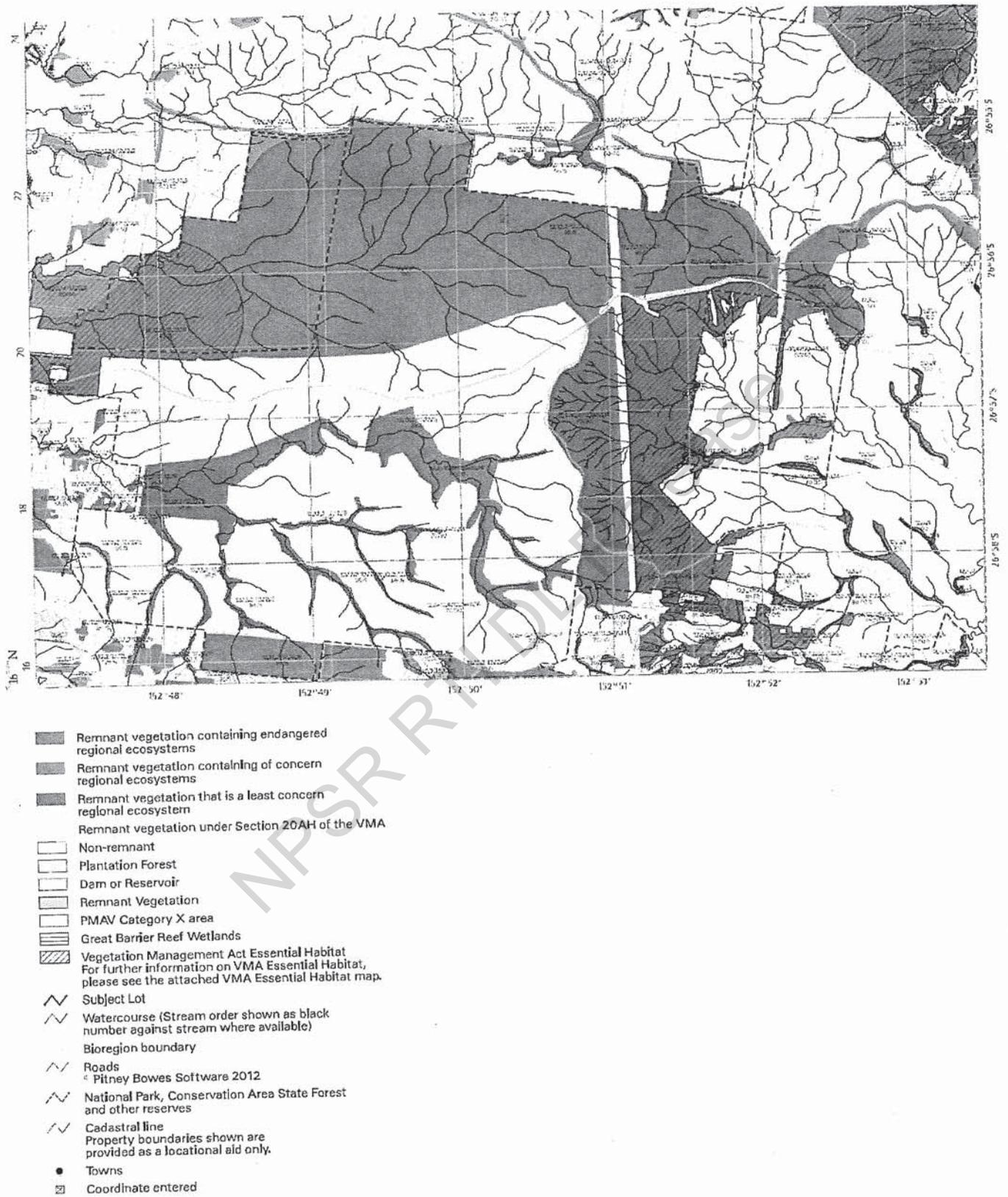


Figure 23: Blackrock LA Regional Ecosystems Map

Blackrock LA is primarily remnant vegetation (Figure 24).

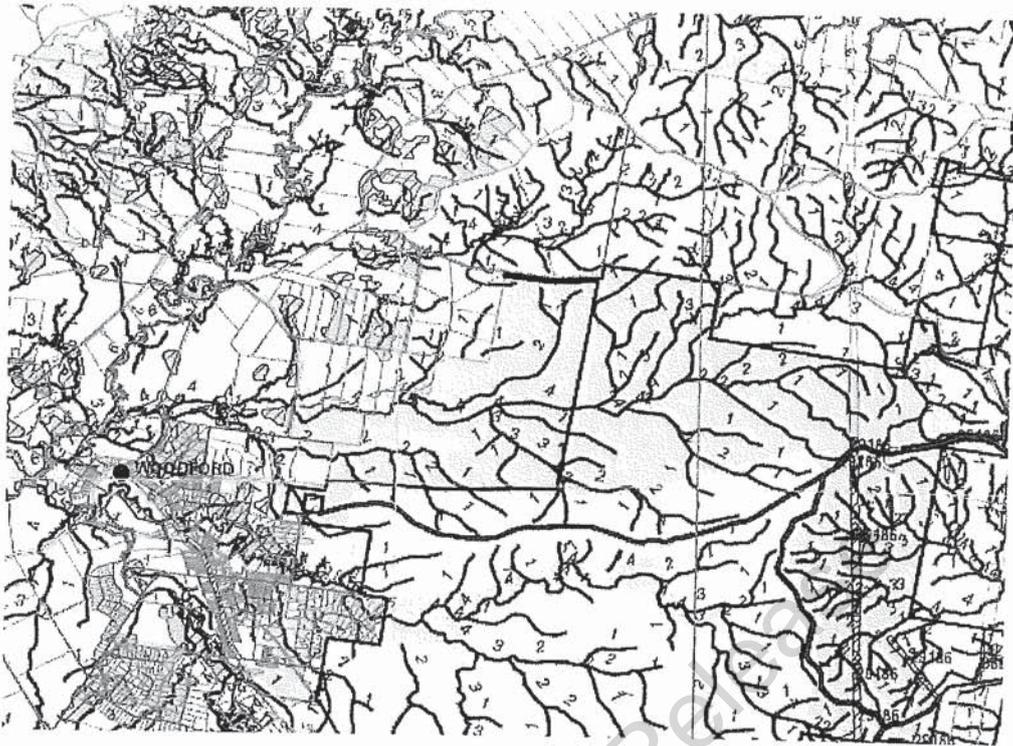


Figure 24: Blackrock LA Regrowth Vegetation Map

3.6 Potential environmental impacts

(a) Noise Sensitive receptors

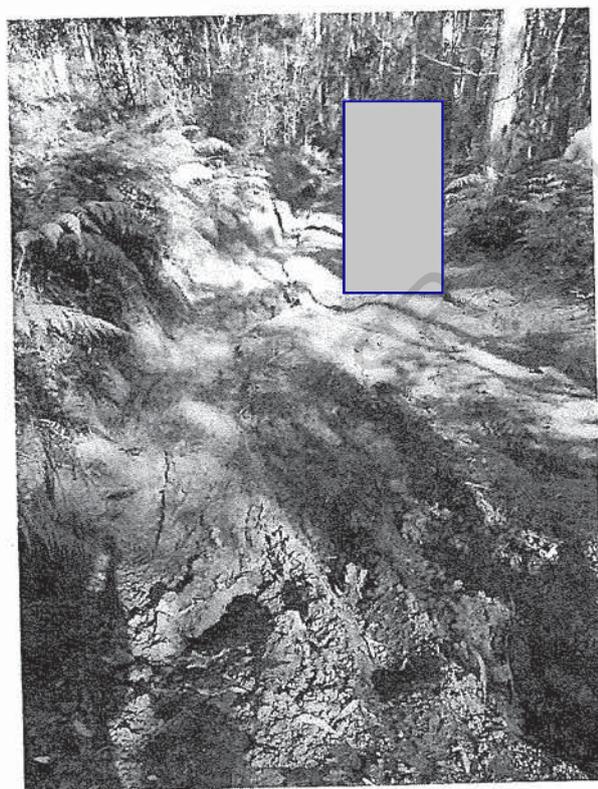
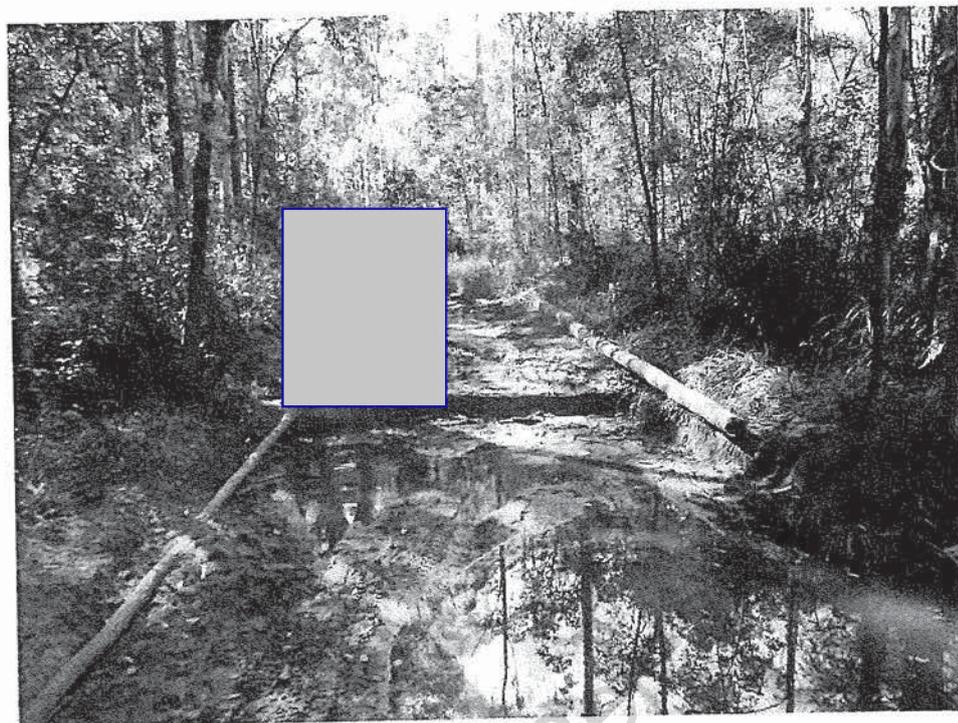
There is one common boundary with a private holding (apart from HQP freehold).



Figure 25: Noise sensitive receptors in the vicinity of Blackrock LA

(b) Soil type

The soils in the area are sandy and easily erodible.



Figures 26, 27, 28: Evidence of erosion in Blackrock LA

3.7 Current land use:

- Native Forest Log Timber Production and Harvesting
The DAFF has completed the current cycle of harvesting in the eastern section of Blackrock LA while the western section is currently under sale (refer Figure 29). These areas of Beerburum West State Forest continue to be managed by DAFF for ongoing commercial timber production to help supply the dependent regional hardwood sawmills with their future requirements for native forest sawlogs and for other log timber products.

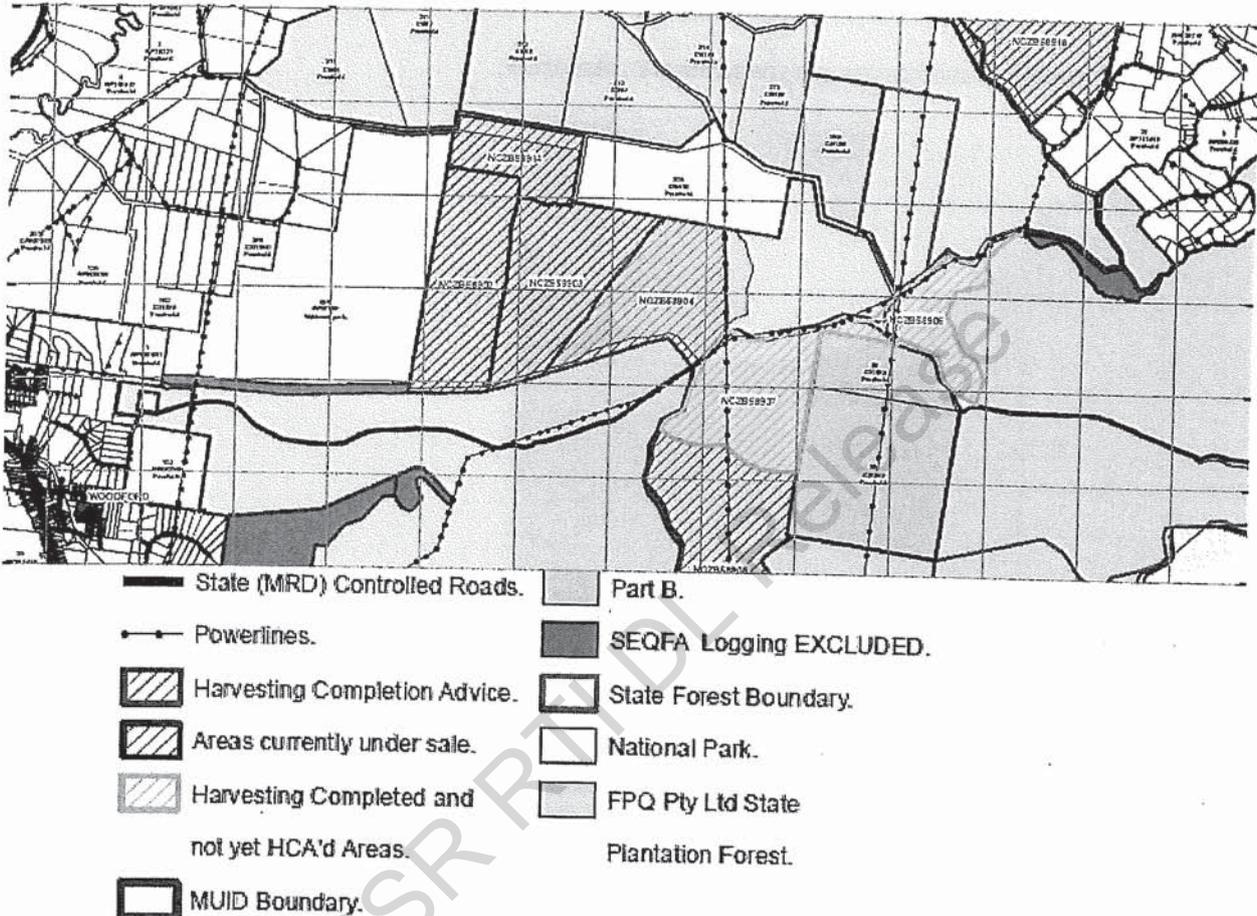


Figure 29: Harvesting status of Blackrock LA

- Apiary Sites**
The area contains seven (7) apiary sites used by beekeepers for the placement of their beehives and associated honey production. Use of these sites is authorised by the issue of apiary site permits under the *Forestry Act 1959*.
- Foliage Harvesting**
There are two highly productive areas with the native forest area of Blackrock LA that are held under permit issued under the *Forestry Act 1959* for the harvest of significant quantities of steel grass (grasstree foliage) and umbrella fern, which are exported to the international flower markets.
- Motorised and non motorised recreation**
Blackrock LA has been identified as Recreation Zone 3, which indicates that the area is suitable for active nature-based recreation, which may include motorised recreation where roads and Fire Management Trails are open to public access.

The area is a popular site for trail bike riding and 4WDing however the site is also popular for horse riding activities including use for competitive endurance riding events.

3.8 Surrounding land use:

Blackrock LA is adjoined to the west by Glasshouse Mountains Conservation Park. HQP holds the licence on plantations to the south, in the remainder of Beerburum West State Forest as well as private freehold land (known as Swain's LA) to the north. The Swains area in particular is used extensively for motorised recreation, resulting in severe environmental damage.

The adjacent freehold land contains a macadamia plantation.

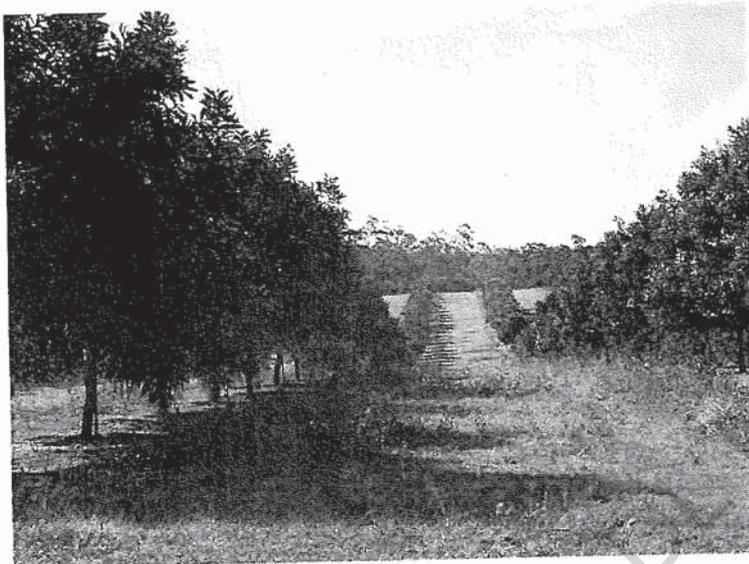


Figure 30: Looking north from Blackrock LA into private freehold lot



Figure 31: Boundary of Blackrock LA with private freehold lot

3.9 Suitability for Off-road Motorcycling Facility

Blackrock LA provides the following constraints as a location for off-road motorcycling and other motorsports:

- The geology and soil type does not lend itself to persistent motorised use and track construction would need to be undertaken to reduce erosion and minimise impact of run-off;
- There is private freehold land within close proximity to part of the LA which would be impacted by noise generated by motorised vehicles and which would impact upon the location of tracks;
- As the site is covered with regrowth vegetation, significant clearing would be required to enable construction of purpose-built tracks;
- As the site has no services (electricity, water, sewage) and is accessible via unsealed roads, establishment costs will be considerable.

Similar to Peachester State Forest, the Blackrock LA topography and location of the site would potentially be suitable for a facility catering for a range of purpose-built tracks for off-road motorcycling disciplines such as motocross, supercross and freestyle, as well as for an area for observed trials. Further detailed site investigation is required.

Careful location of purpose-built tracks within the LA would be required to minimise noise impact on the adjoining rural freehold property and to minimise impact on identified environmental values.

The site also provides an opportunity to link to publicly accessible roads throughout the HQP estate suitable for four wheel driving, recreational trail riding and enduro (for licensed riders on registered bikes). As with Peachester State Forest, location of a facility in Blackrock LA may enable improved management of roads within the HQP estate.

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4. Flats Logging Area in Beerburrum West State Forest

4.1 Location:

Flats Logging Area is located in Beerburrum West State Forest approximately 10 kilometres from Woodford.

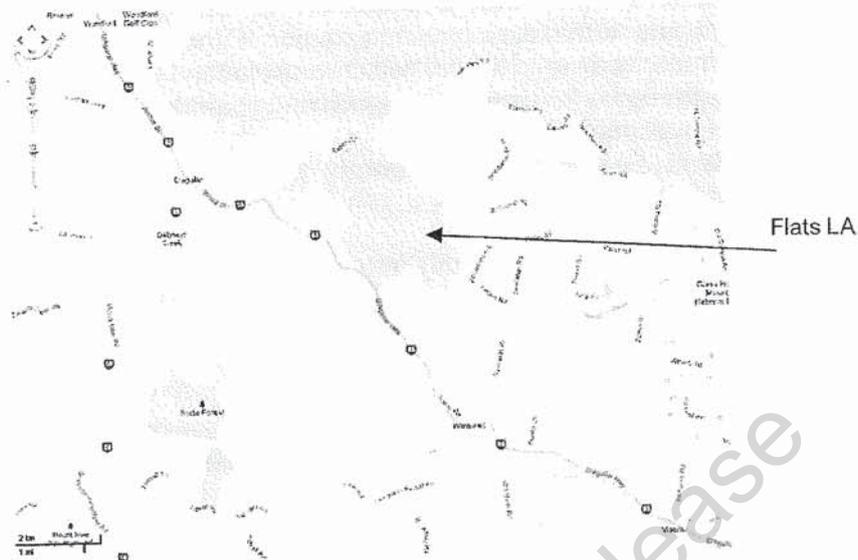


Figure 32: Location of Flats LA

4.2 Access:

Access to the property via unsealed roads is via Raaens Road to the north and O'Shea Road to the south. Both roads are accessed from the D'Aguilar Highway.

4.3 Property Information:

Council: Moreton Bay Regional Council
State Electorate: Glass House
Primary Zoning: Rural

4.4 Property Description:

The total area of Flats Logging Area is approximately 615 hectares. The topography of Flats Logging Area is depicted in Figure 33 and Appendix 2 with a prominent ridge bisecting the LA.

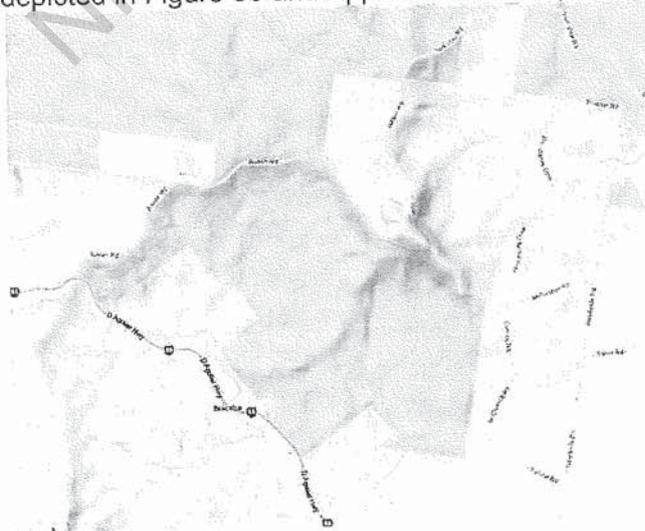


Figure 33: Topography of Flats LA:

4.5 Vegetation cover and fauna:

Flats LA consists of regional ecosystems listed as “not of concern” in the north western section and “endangered dominant” in the south eastern section (Figure 34 and Appendix 3). The remnant vegetation in the south east area provides habitat for the wallum froglet and wallum rocket frog.

Figure 34: Flats LA Regional Ecosystems Map



- Remnant vegetation containing endangered regional ecosystems
- Remnant vegetation containing of concern regional ecosystems
- Remnant vegetation that is a least concern regional ecosystem
- Remnant vegetation under Section 20AH of the VMA
- Non-remnant
- Plantation Forest
- Dam or Reservoir
- Remnant Vegetation
- PMAV Category X area
- ▨ Great Barrier Reef Wetlands
- ▨ Vegetation Management Act Essential Habitat
For further information on VMA Essential Habitat, please see the attached VMA Essential Habitat map.
- ∟ Subject Lot
- ∟ Watercourse (Stream order shown as black number against stream where available)
- ∟ Bioregion boundary
- ∟ Roads
- ∟ Pitney Bowes Software 2012
- ∟ National Park, Conservation Area State Forest and other reserves
- ∟ Cadastral line
Property boundaries shown are provided as a locational aid only.
- Towns
- ⊗ Coordinate entered



Figure 35: Vegetation in Flats LA

4.6 Potential environmental impacts

(a) Noise Sensitive receptors

Most of the boundary of Flats LA is surrounded by rural residential development (Figures 36, 37). A quarry adjoins the north west property boundary.

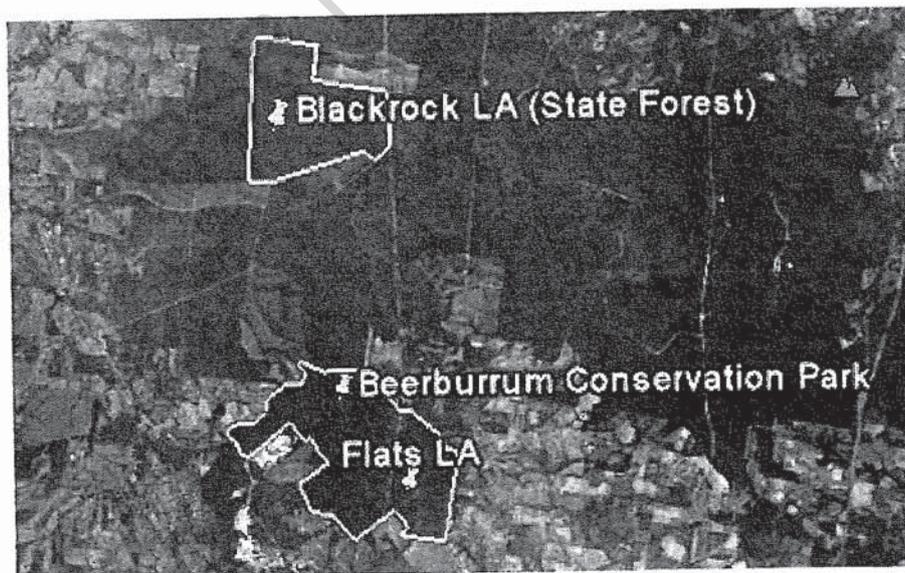


Figure 36: Surrounding rural residential development



Figure 37: Boundary of Flats LA with adjoining rural residential property

(b) Soil type

The soils in the area are sandy and alluvial.

4.7 Current land use:

- **Native Forest Log Timber Production and Harvesting**
The DAFF has completed the current cycle of harvesting in Flats LA (refer Figure 38). This area however continues to be managed by DAFF for ongoing commercial timber production to help supply the dependent regional hardwood sawmills with their future requirements for native forest sawlogs and for other log timber products.
- **Apiary Sites**
The area contains five (5) apiary sites used by beekeepers for the placement of their beehives and associated honey production. Use of these sites is authorised by the issue of apiary site permits under the *Forestry Act 1959*.
- **Foliage Harvesting**
Nil authorised foliage harvesting.

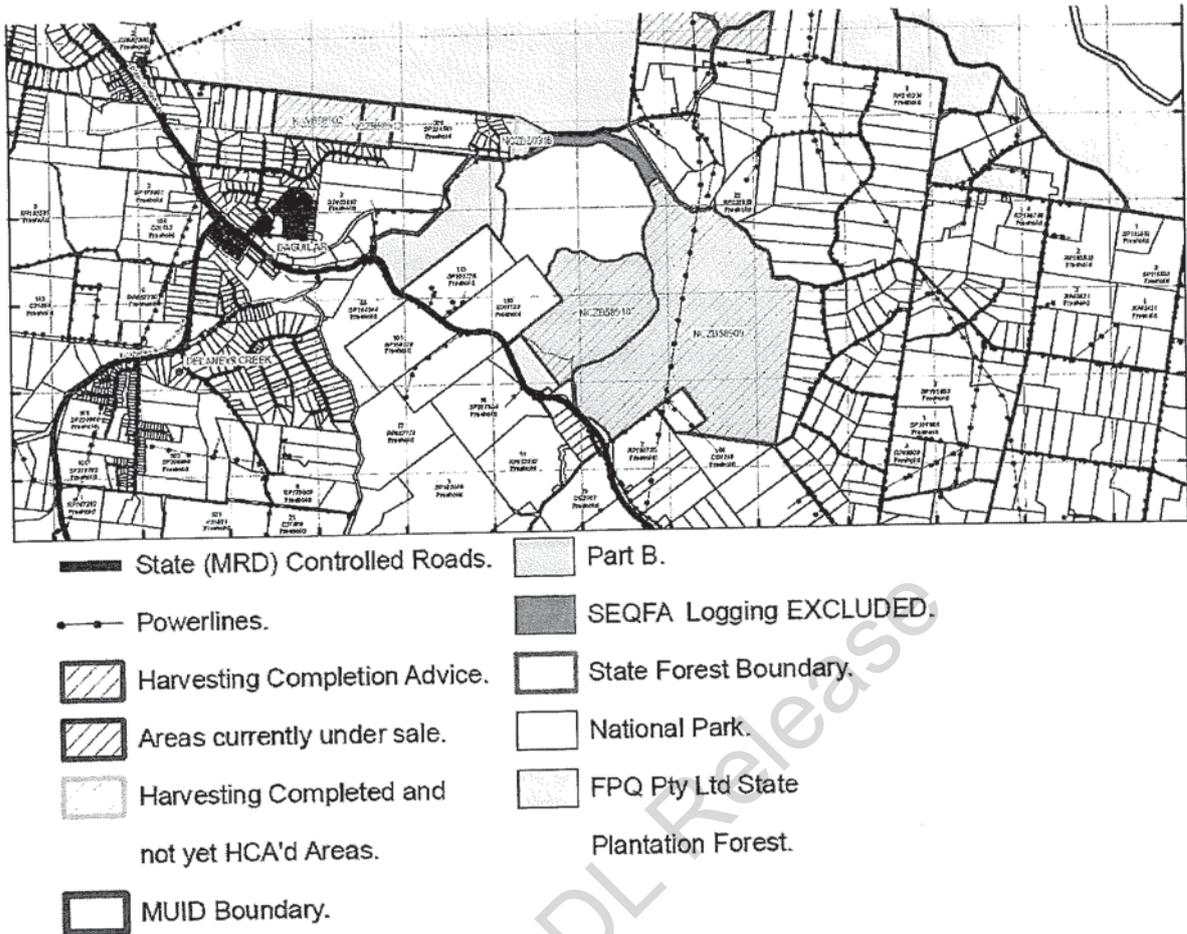


Figure 38: Harvesting status Flats LA

- Motorised and non motorised recreation
 The area is used extensively for non motorised recreation (mountain biking, walking, horse trail riding, endurance horse riding) with a number of well marked single and multi-use trails Figures 39, 40). QPWS has determined Flats LA as a Recreation Zone 3 although, based on the extensive non motorised use, motorised recreation is only permissible for organised clubs through a self-regulated club roster system and is not available for non club use.

The area is popular for horse riding and is used to run competitive endurance horse riding events.

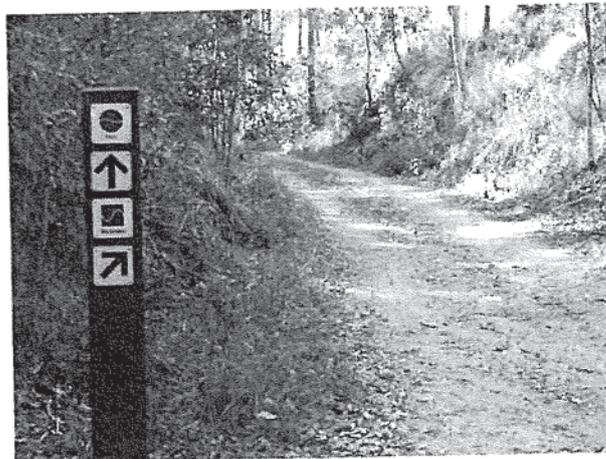


Figure 39: Multi use trail in Flats LA



Figure40: Multi use trail in Flats LA

4.8 Surrounding land use:

Surrounding land use is primarily rural residential with associated agriculture.

4.9 Suitability for Off-road Motorcycling Facility

Flats LA provides a major constraint as a location for off-road motorcycling and other motorsports as it is currently used extensively for non motorised recreation. In addition, there is private freehold land within close proximity to most of the LA which would be impacted by noise generated by motorised vehicles and which would impact upon the location of tracks. Numerous properties with horses are located close to the LA.

NPSR RTI Release

Conclusion/recommendation(s)

When combining the impacts of current and past use, emerging usage patterns, the constraints and the range of opportunities in the area at large, motorised use was deemed most appropriate and sustainable within Peachester State Forest and Blackrock LA in Beerburrum West State Forest.

Peachester State Forest and the Blackrock LA within Beerburrum West State Forest is preferable based on an assessment of the following:

- vegetation
- proximity of noise sensitive receptors
- soil type and topography
- access
- other users
- adjoining uses.

These areas provide opportunities for some clearing of an area for purpose built tracks for disciplines such as motocross, supercross, dirt track, observed trials, minikhana and freestyle with the development of trails (not on a road) for enduro and recreational trail riding.

A purpose-built facility at these sites also provides an opportunity to link to publicly accessible roads throughout the HQP estate suitable for four wheel driving, recreational trail riding and enduro (for licensed riders on registered bikes). This area is already extensively used by motorcyclists and four-wheel drivers within the adjoining plantation forest on freehold land managed by HQP and the opportunity exists for improved management of roads within the HQP estate.

In addition to off-road motorcycling disciplines, these sites may also be suitable for co-locating other motorsport activities such as drag racing, hill climbs, mower racing, remote controlled cars, etc.

Whilst initial assessment indicates that Peachester State Forest and/or Blackrock LA in Beerburrum West State Forest might provide a suitable location for a facility for some motorsports, a significant consideration is whether off-road motorcycle/motorsport activities are consistent with the cardinal principle to be observed in the management of State Forests i.e. the permanent reservation of such areas for the purpose of producing timber and associated products in perpetuity and of protecting a watershed therein. To date, occupation permits under s35 of the *Forestry Act 1959* have been granted for uses inconsistent with the management principles if a proposal has benefits for the department, the State or the broader community **and** there is no suitable alternative land available for the purpose.

Under s32 of the *Forestry Act 1959* the State Forest area could be revoked by regulation, in whole or in part, if the Minister is satisfied, having regard to the purposes of the Act and the public interest, that it is desirable to make land in the State Forest available for "providing accommodation or recreational facilities for encouraging or promoting the tourist industry".

Land excluded from a State Forest under s32 is unallocated State land. The revoked land could be set aside as a reserve for community purposes and a trustee put in place to manage the land for the intended purpose. However, if the land was revoked, native title would need to be considered and the land would no longer be exempt from the requirements of the *Vegetation Management Act 1999*.

Other considerations relevant to the establishment of an off-road motorcycle/motorsport facility in Peachester State Forest or Blackrock LA include:

- Most appropriate tenure for a facility, based on preferred future management model(s) and the impact of other legislation (e.g. *Vegetation Management Act 1999* and *Native Title Act 1993*), needs to be determined.

- Unless unlawful free use of roads and tracks in the surrounding area is appropriately monitored, use will continue outside the facility thereby limiting its financial viability.
- Development approval (DA) by Sunshine Coast Regional Council and/or Moreton Bay Regional Council would be required, depending on the location of a facility.
- A preferred management model for a facility needs to be determined and an open and accountable process held to select a facility developer and/or manager to be granted an occupation permit or a lease.
- In addition to DA, Commonwealth approvals under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) may apply.
- The construction of a facility on State land constitutes a "Future Act" under the *Native Title Act 1993* and may require the State to enter into negotiations with traditional owners for an Indigenous Land Use Agreement. These negotiations may involve compensation to the native title party.
- The cost and practicality of providing basic services (water, electricity) to the site.
- Expected vocal opposition from Timber Queensland and the timber industry in regard to the loss of such area for on-going native forest timber production.
- Displacement of other legitimate forest users such as apiarists, horse riders and other non motorised sports.

Further detailed assessment of the land within Peachester State Forest and Blackrock LA and the broader issues is recommended.

NPSR RTI DL Release

Appendices

Appendix 1: Disciplines¹ of off-road motorcycle riding including recreational and competitive activities and their land requirements

Discipline	Activity type	Definition	Area of land required
Motocross and Classic motocross	Club / competitive / recreational	Racing on formed, purpose-built tracks shaped from natural terrain or using imported fill. Tracks are usually between 1400 m and 2500 m in length. Motocross is one of the most physically demanding forms of motorbike sport. Specialised motocross bikes are required. Classic motocross uses motorbikes built before 1985 – tracks are modified to suit older motorbikes.	Small (1) to medium (2) land area with flat to moderately sloping terrain, on a built track.
Supercross	Club / competitive	Supercross is a condensed form of motocross conducted in both indoor stadiums and outdoor venues. Includes larger, more demanding jumps. Spectator-focused. Usually commercially organised.	Small land area with flat to moderately sloping terrain, on specially built jumps.
Speedway and Classic speedway	Competitive	Competitive racing on speedway bikes with no brakes and only simple suspension, travelling in one direction on a fully-fenced, oval dirt circuit, including both solo and sidecar racing. Length of track varies with the level of the competition.	Small to medium, flat land area, on a built track.
Dirt track and Classic dirt track	Club / recreational	Racing is conducted on closed, flat tracks of various shapes with left and right hand turns, of approximately 1800 m in length. The track surface can be graded dirt or grass. Classic dirt track uses motorcycles built before 1985.	Small to medium, flat land area, on a built track.
Observed trials	Competitive / recreational	In observed trials, speed is not an important factor. Rather, competitions demonstrate the riders' skill in conquering various types of difficult obstacles, including steep hills and boulders, without stopping or allowing their feet to touch the ground. Typical observed trials machines are light and nimble, usually with minimal seat padding.	Small land area with undulating topography and various trail surfaces (rock, dirt, water), on natural terrain.
Enduro riding	Competitive	Longer distance, cross-country racing on trails incorporating fast open sections and tight bush sections. Usually requires road-registered motorcycles.	Large (3) land area with varying topography, including flat and sloping sections, on tracks formed for other purposes.

¹ Strategic Leisure Ltd (2002) Gold Coast City Council Planning Principles for Off-Road Motorcycles
Site Assessment Report Glass House Mountains region State Forests
23 August 2012

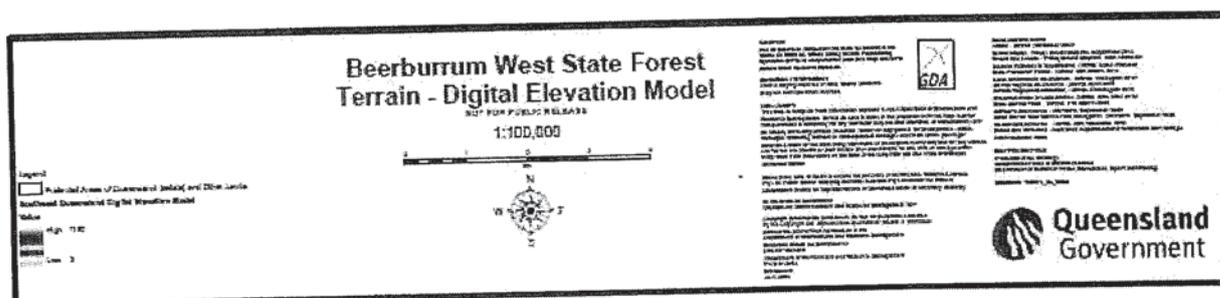
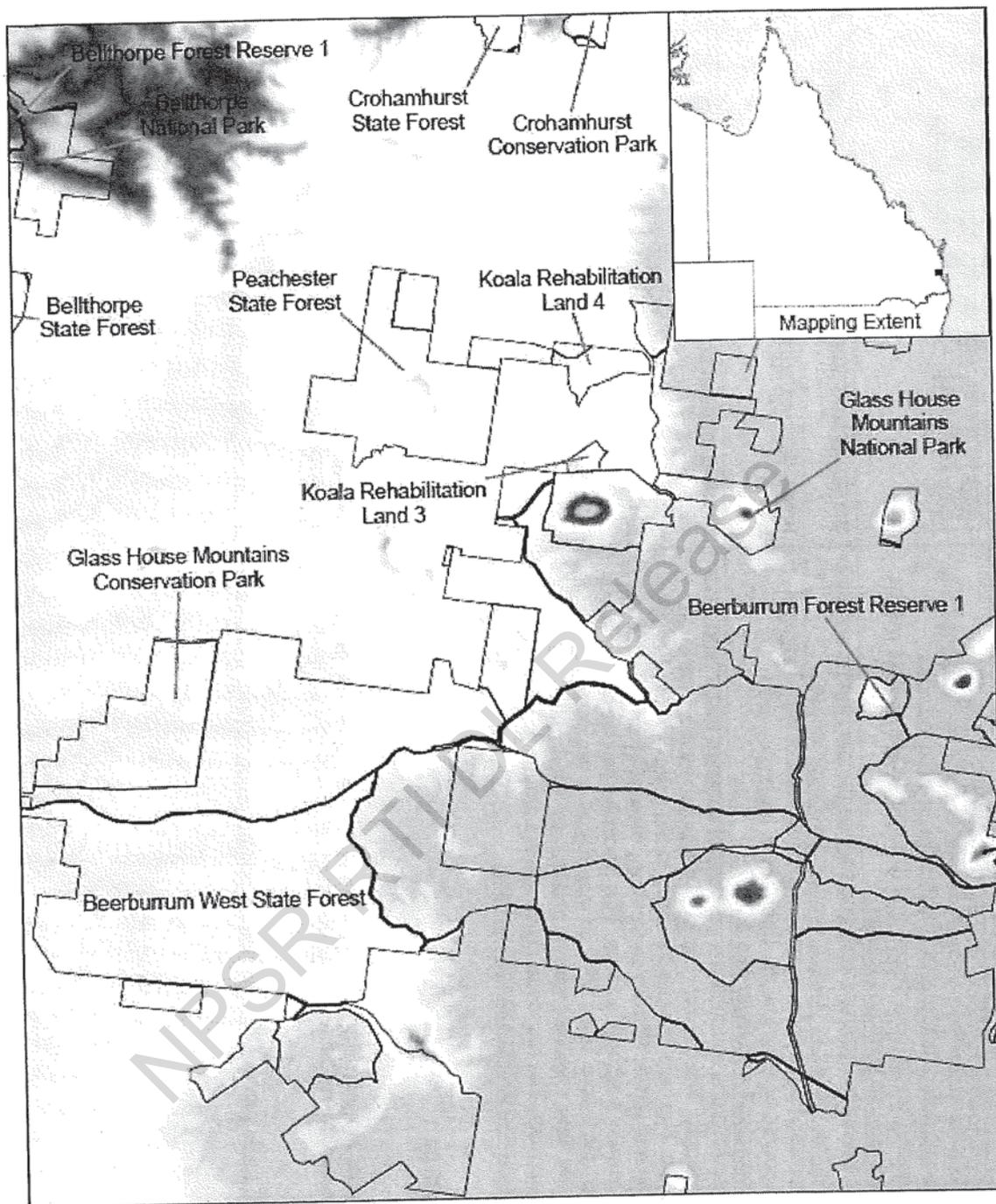
Discipline	Activity type	Definition	Area of land required
Recreational trail riding	Recreational	Medium to long-distance, off-road riding with a focus on exploration and enjoying the landscape in some applications on a road-registered motorcycle. This discipline often includes accessing roads (both sealed and unsealed/unformed) as well as tracks through bush and forests.	Large land area with varying topography. Long, linear trails – on public roads, tracks.
Freestyle	Competitive	Commercially organised including very demanding jumps and trick obstacles. Indoor or outdoor venues. Spectator focused.	Small, flat land area, using specially built jumps.
Minikhana	Educational / recreational	Organised competition on uncomplicated trails of varying length and course type for juniors. Uses small, lower-powered motorcycles for younger riders.	Small, flat land area.
Supermotard	Competitive	Supermotard is conducted on circuits of between 800 m and 1700 m in length. The circuits consist of a bitumen section and a dirt section. The ratio of sealed surface to dirt usually varies between 70:30 and 80:20. The dirt section may also have small jumps but is basically a smooth surface. This discipline can be conducted on road race tracks. Uses off-road motorbikes or motocross bikes that usually have road bike wheels and brakes, fitted with lowered suspension. The races are short with the emphasis on heavy braking and sliding into tight corners.	Small to medium area of land, on built tracks.

- (1) Small = up to approximately 50 ha
 (2) Medium = approximately 50 ha to 400 ha
 (3) Large = > 400 ha

For the competitive disciplines to operate under Motorcycling Australia's authority, most also require specially designed and built tracks. Motorcycling Queensland provides all relevant information, although enduro and observed trials have no written standards and rely on tracks formed for other uses such as forestry haul roads, fire breaks and walking paths.

Unlicensed riders and riders on unregistered bikes can only legally ride on private property (with permission), at commercial motorsport or off-road vehicle parks and at specific facilities operated by clubs

Appendix 2: Peachester and Beerburum West SF terrain



CTS No. 07701/13

Department of National Parks, Recreation, Sport and Racing
DIRECTOR-GENERAL BRIEFING NOTE

TO: Acting Director-General, National Parks,
Recreation, Sport and Racing

Approved	<u>Not Approved</u>	Noted
Further information required		
A/DG	Blaasen	
Dated	19 / 4 / 13	

SUBJECT: Procurement Plan to determine the feasibility of developing an off-road motorcycling facility in Mooloolah Logging Area.

TIMEFRAME

- Approval of this briefing note is required urgently to enable Requests for Quotation to be invited by 26 April 2013.

RECOMMENDATION

It is recommended that the Acting Director-General:

- **approve** the Procurement Plan (**Attachment 1**) for obtaining the services of a consultant to determine the feasibility of developing an off-road motorcycling facility in Mooloolah Logging Area.

BACKGROUND/KEY ISSUES

- In August 2012, Sport and Recreation Services (SRS) commenced the assessment of State forests in the Sunshine Coast area to determine their suitability for the development of a regional off-road motorcycling facility similar to the Queensland Moto Park at Wyaralong (QMP).
- The QMP currently offers the following for public, non club-based access:
 - basic camping area (unpowered), day parking area, toilets, showers, equipment storage, administration office
 - three motocross tracks, a freestyle motocross area, a pee wee track, two moto-trials areas, 50 kilometres of enduro trails
 - quad bike friendly tracks and trails.
- Site assessments were conducted of the Mooloolah Logging Area (MLA) in Beerwah State Forest, Peachester State Forest, and Flats and Blackrock Logging Areas within Beerburum West State Forest.
- Each of these sites presented different opportunities as well as constraints with respect to the development of a regional off-road motorcycling facility.
- Based on an analysis of the constraints of each site and combining the impacts of current and past use, emerging usage patterns and the range of opportunities in the area at large, Peachester State Forest and parts of the nearby Beerburum West State Forest were deemed the most appropriate and sustainable for motorised recreation. Based on an initial assessment, these areas provide opportunities for some clearing of an area for purpose built tracks for disciplines such as motocross, supercross, dirt track, observed trials, minikhana and freestyle with the development of trails (not on a road) for enduro and recreational trail riding (refer CTS 12636/12).
- On 8 April 2013, the Minister for National Parks, Recreation, Sport and Racing requested the department to investigate the feasibility of the MLA for development of a regional off-road motorcycling facility.
- The procurement process is being used to determine how MLA may be developed to cater for a "Wyaralong-type" off-road motorcycling facility.

Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 15 April 2013	Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212 Date: 15 April 2013	Endorsed by Name: Richard Watson Position: Deputy Director-General Tel No: 3338 9209 Date: 18 April 2013
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- Concurrent to this process, to ensure all aspects of site development have been considered, the department will progress a number of actions which it is better placed to undertake, including:
 - investigation of the most appropriate tenure, should a facility be developed (unless the tenure enables resolution of an identified constraint)
 - investigation of the impact of an off-road motorcycling facility on existing activities within MLA (example. logging, apiary sites, foliage collection, non-motorised recreation)
 - investigation of implications of the *Transport Operations (Road Use Management) Act 1995*
 - investigation of potential or preferred management options, should a facility be developed
 - sources of funding for the development of the proposed facility
 - native title and cultural heritage issues.
- *Consultation:*
 - Mr Geoff Brittingham, Regional Manager, Sunshine and Fraser Coast Region, QPWS. Telephone: 07 54596112.
 - Ms Peta Arrowsmith, Senior Procurement Officer, Procurement Services, Corporate Services Partnership. Telephone: 07 3330 5668.
- *Key Communication Messages:* Not Applicable

DIRECTOR-GENERAL'S COMMENTS

ATTACHMENT

Attachment 1 – Procurement Plan

NPSR RTI DL Release

<p>Author Name: Kathy Kingsford Position: Manager Tel No: 3338 9215 Date: 15 April 2013</p>	<p>Endorsed by Name: Paige Ridgewell Position: Director Tel No: 3338 9212 Date: 15 April 2013</p>	<p>Endorsed by Name: Richard Watson Position: Deputy Director-General Tel No: 3338 9209 Date: 18 April 2013</p>
--	--	--

Author:	Name: Kathy Kingsford Phone: 33389215 Position: Manager Business Unit: Policy, Research and Planning, SRS Signature: _____ Date: _____
Manager Endorsement: <i>I endorse that the information contained herein is correct and that the procurement will meet future requirements and provide a benefit to the department.</i>	Name: Paige Ridgewell Phone: 3338 9212 Position: Director Business Unit: Policy, Research and Planning Division/Branch/Region: Sport and Recreation Services Signature: _____ Date: _____
Financial Delegate: <i>I certify that funds are available in the allocated WBS Element for this project to the expected value stated in the plan.</i> For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)	Name: Richard Watson Phone: 3338 9209 Position: Deputy Director General Financial Delegation: 1 Signature: _____ Date: _____ WBS Element: GBBAYDAY39
Procurement Officer Endorsement: <i>I certify that this Plan meets the requirements of the State Procurement Policy and the DERM Procurement Policy and Procedures.</i> For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)	Name: Peta Arrowsmith Phone: 3330 5668 Procurement Delegation: 3 Signature: _____ Date: _____
Director-General APPROVAL	
<ul style="list-style-type: none"> Approval from the Director-General is required for ANY consultancy engagement from a non-competitive procurement process 	Name: Ben Klaassen Phone: _____ Position: A/Director-General Signature: s.49 - Signature Date: 27/4/13 Comments:

Privacy statement: The information on this form is to be used to inform and to gain the approval of the relevant parties prior to any procurement process being undertaken. This information will only be disclosed externally if required by law.

Author:	Name: Kathy Kingsford Phone: 33389215 Position: Manager Business Unit: Policy, Research and Planning, SRS Signature: _____ Date: _____
Manager Endorsement: <i>I endorse that the information contained herein is correct and that the procurement will meet future requirements and provide a benefit to the department.</i>	Name: Paige Ridgewell Phone: 3338 9212 Position: Director Business Unit: Policy, Research and Planning Division/Branch/Region: Sport and Recreation Services Signature: _____ Date: _____
Financial Delegate: <i>I certify that funds are available in the allocated WBS Element for this project to the expected value stated in the plan. For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)</i>	Name: Richard Watson Phone: 3338 9209 Position: Deputy Director General Financial Delegate: [Redacted] Signature: s.49 - Signature Date: 24/4/13 WBS Element: GBBAYDAY39
Procurement Officer Endorsement: <i>I certify that this Plan meets the requirements of the State Procurement Policy and the DERM Procurement Policy and Procedures. For a limited supply strategy, ensure appropriate Holder of Office approval is obtained (Page 21, DERM Procurement Procedures)</i>	Name: ^{Henley Dillon} Peta Arrowsmith Phone: 3330 5668 Procurement Delegation: 3 Signature: s.49 - Signature Date: 23/4/13
Director-General APPROVAL	
<ul style="list-style-type: none"> Approval from the Director-General is required for ANY consultancy engagement from a non-competitive procurement process 	Name: Ben Klaassen Phone: _____ Position: A/Director-General Signature: <i>Ben Klaassen</i> Date: 19/4/13 Comments:

Privacy statement: The information on this form is to be used to inform and to gain the approval of the relevant parties prior to any procurement process being undertaken. This information will only be disclosed externally if required by law.

CTS 17424-13 ATTACHMENT 3: Summary of the MLA site constraints

Major Constraints	Relevant legislation or other	Possible mitigation option
Off-road motorcycling facility is an inconsistent land use in a Rural zone	Draft Sunshine Coast Planning Scheme	<ul style="list-style-type: none"> Amend planning scheme following public consultation Designate land for community infrastructure (also requires public consultation)
Codes relevant to the following apply: Koala habitat area; Wetlands and riparian protection area; high and medium bushfire hazard area; Landslide and steep land areas (slopes greater than 25%); Acid sulphate soils	Draft Sunshine Coast Planning Scheme	<ul style="list-style-type: none"> Compliance with Codes Designate land for community infrastructure
<p>Flora:</p> <p>6 'vulnerable', 4 'endangered' and 1 'critically endangered' plant species;</p> <p>2 rainforest communities listed as 'critically endangered'</p> <p>Areas of 'Endangered' and 'Of Concern' regional ecosystems</p>	<p><i>Environmental Protection and Biodiversity Conservation Act 1999 (EPBC)</i></p> <p>EPBC</p> <p><i>Vegetation Management Act 1999</i></p>	No development in areas where these species are located
<p>Fauna:</p> <p>11 birds are EPBC Migratory Species recognised under international agreements 7 species</p> <p>A number of listed species (e.g. Glossy Black Cockatoo listed as 'vulnerable')</p> <p>Site is an essential part of a larger bioregional vegetation corridor contributing significantly in terms of biological functioning</p>	<p>EPBC</p> <p>Schedule 5 of the Nature Conservation (Wildlife) Regulation</p> <p>Sunshine Coast Biodiversity Strategy 2010-2020</p>	<p>No development in wetland areas where these species are located</p> <p>No development in areas/clearing of vegetation where these species are located</p>
Upper slopes identified as land subject to landslides and stability hazards. Vegetation clearing and trail bike riding likely to cause erosion and landslides	Draft Sunshine Coast Planning Scheme Landslide and steep land areas code	Avoid use of these areas or significant costs associated with track construction
No existing electricity, water or sewerage connections in proximity to the site	N/A	Significant cost for connection of utilities
A number of noise sensitive receivers (e.g. houses) within close proximity to the site	<i>Environmental Protection Act 1994</i>	Approx 1.5 to 2km separation distance is recommended, depending on topography, number of bikes, density of vegetation, etc. or significant noise barriers need to be constructed
Significant areas of permanent and temporary riparian and wetlands systems which are not desirable for off-	N/A	Extensive track and trail works required which may include altering wetland systems (which are protected

CTS 17424-13 ATTACHMENT 3: Summary of the MLA site constraints

road riding		by State or Commonwealth legislation or local government planning scheme)
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NPSR RTI DL Release

CTS 17424-13 ATTACHMENT 4: Options for progressing the feasibility assessment project

Option	Comment
1. Complete project as per contract	ROSS Planning will prepare a draft Report, incorporating mitigation options for constraints and concept plans for any possible facility development (but NOT for a 'Wyaralong type' regional off-road motorcycling facility as this is not feasible). Following feedback from NPRSR, a Final Report will be supplied by 30 August 2013
2. Cease the project	ROSS Planning will provide a project report detailing the outcomes of their assessment and recommendations re the feasibility of the site. (A reduced final payment will be negotiated, as per ROSS Planning's tender)
3. Amend the project scope and negotiate a variation to the contract	Negotiate a variation of the contract to engage ROSS PLANNING to undertake a similar assessment of Peachester State Forest and Blackrock Logging Area (Beerburrum West State Forest) (for a negotiated additional cost). ROSS Planning to complete final stages of project (preparation of draft Report and Final Report) as per original methodology but with a different site. This is the preferred option

DEPARTMENT OF NATIONAL PARKS, RECREATION, SPORT & RACING

RESPONSE TO DEPUTY DIRECTOR-GENERAL QUERY/WORK REQUEST

REQUEST DATE: 7 August 2013

ISSUE: Update on searches for land for off-road motorcycling in south east Queensland

Gold Coast clubs

- A motocross facility at Reedy Creek, home to the Gold Coast Motocross Club, was forced to close in 2012, primarily due to urban encroachment. Another facility, home to the Albert District Motorcycle Club at Stanmore Park, Yatala, has had its activities constrained to junior riders. The combined membership of these two clubs was approaching 2,000 and land searches for possible alternate sites have proved unsuccessful to date.
- On 10 July 2013 the department was advised by NRM that 2,635 hectares of land which had been acquired by the State at Tabragalba to the east of Beaudesert as part of the proposed Glendower Dam site is no longer required. **Attachment 1** shows the distance to the Gold Coast club facilities.
- NRM is preparing a submission which will be considered by Economic Development Queensland (EDQ) at the end of August 2013 re disposal of the land.
- Brief CTS 16484-13 indicates existing sport and recreation interests on the land (Rifle club and motorcycling) and proposes that part of the area could be suitable for a noisy sport precinct for shooting and motorsport. The brief also indicates that policies within the draft *State Planning Policy (April 2013)* require protection of existing and approved sport and recreation facilities that may cause nuisance or adverse impacts. As a consequence, existing use of the Tabragalba land for sport and recreation activities such as shooting and motorsport, including the Beaudesert Rifle club site, should be protected and appropriate buffers preserved.
- NRM and SRS staff met with Scenic Rim Regional Council (SRRC) staff on 31 July 2013. SRRC indicated support for a club-based noisy sport precinct in the area and indicated they would be willing to be trustee of a reserve (sport and recreation). **Attachment 2** indicates the area of land proposed for a precinct.
- NRM and SRS staff met with representatives of the Beaudesert Rifle Club and Motorcycling Queensland on 2 August 2013. The Rifle club has a Range Development Plan and is seeking to enlarge their facility to enable it to attract international events.
- Lindsay Granger, General Manager of Motorcycling Queensland, confirmed that part of the land would be suitable for a variety of club-based motorsports: road racing (bike) and karting on a sealed surface; motocross, short track (dirt track) and trials.
- Previous acoustic testing indicates that the construction of significant earth mounds and/or acoustic fences around tracks would be required, and or significant reduction of noise output (i.e. quieter mufflers) or a reduction in type and engine capacity of bikes.
- The land at Tabragalba could provide an alternate site for the Gold Coast motocross clubs, should EDQ be prepared to forgo the revenue that could be obtained from sale of the land.

Fort Lytton Motocross Club

- Staff from the Department of the Premier and Cabinet (DPC) met with Mr Neil Symes MP, Member for Lytton, on 2 July 2013 regarding options for the relocation of the Fort Lytton Motocross Club (FLMC). DPC provided a commitment to further investigate two locations discussed during the meeting, namely the Sleeman Sports Complex at Chandler and the Willowbank Motorsport Precinct.

Prepared by: Kathy Kingsford Title: Manager Bus Area: PRP, SRS Telephone: 3338 9215 Date Prepared: 7 August 2013	Endorsed by: Mandy Downes Title: Director Bus Area: PRP, SRS Telephone: 3338 9212 Date: 8 August 2013	Recommended by: Richard Watson Title: Deputy Director-General, NPRSR Telephone: 3338 9209 Date Approved:
Date Received in MO:	MO Clearance by:	Date Cleared:

- On 5 July 2013 SRS was requested to provide advice on the suitability of each location for motocross activities (practice/training and/or racing) and the potential for the club to use these locations for one or all of their activities.
- CTS 16458-13 provides a response, indicating that the Sleeman Sports Complex cannot accommodate the club in the short, medium or longer term due to future site development being undertaken (for 2018 Commonwealth Games) and other site concepts currently under consideration.
- SRS also indicated that the FLMC is not able to be accommodated at the Ipswich Motorsport Precinct in the short term as there is no existing motocross track. Capacity to meet the needs of the FLMC in the medium to longer term is subject to the intentions of Ipswich City Council with respect to development of the site.
- On 2 August 2013, Michelle Parker (DPC) requested via email a contact in Ipswich City Council that she could talk to about their proposal/tender to develop motocross tracks at the Ipswich Motorsport Precinct. Contact details of Craig Maudsley, Director, Health, Parks and Recreation, were provided on 2 August 2013.

Regional Off-Road Motorcycling facility

Between Brisbane and the Sunshine Coast

- A Feasibility Study has being undertaken by ROSS Planning to determine the suitability of the Mooloolah Logging Area (MLA) for a 'Wyaralong type' Regional Off-Road Motorcycling facility catering for motocross, trials, endure, pee-wees, quad bikes and supercross.
- On 23 July ROSS Planning briefed NPRSR staff re their conclusion that the MLA was not suited to the development of a 'Wyaralong type' Regional Off-Road Motorcycling facility
- The Minister visited the MLA on 3 August 2013 and will visit the Queensland Moto Park at Wyaralong on 15 August 2013.

Between the Sunshine Coast and Maryborough

- Scott Canty, of Scott Canty and Sons Pty Ltd (a privately owned construction company located on the Sunshine Coast) submitted a Development Application (DA) to Gympie Regional Council in November 2010 for the Sunshine Coast Multi Use Park. The proposed range of activities to be offered at the park will include, but not be limited to, dirt bike, mountain bike, and 4X4 park with an ancillary kiosk, cabins and camping facilities The DA was re-submitted on 31 May 2012.
- On 15 August 2012 Gympie Regional Council refused the DA on the following grounds:
 - The development does not comply with the Cooloola Shire Planning Scheme.
 - The application does not adequately demonstrate that adverse noise impacts from the development will not result on the surrounding area.
 - Bella Creek Road, being the lead-in road to the development, is not currently adequate to cater for the traffic to be generated and it is not considered reasonable to condition the roadworks required to make the road adequate.
 - The development will result in an unacceptable impact on the rural character and amenity of the area.
 - The development site is isolated for extended periods during times of flood which poses an unacceptable risk to public safety and an unacceptable imposition on local emergency services, including Council.
 - Kingaham Road, connecting the development site and Landcruiser Mountain Park to the west, is not suitable to cater for additional traffic and given the likelihood of additional traffic on this road as a result of the development, will pose an unacceptable safety risk.
 - Having regard to the number of objections and concerns expressed in the objections, Council considers that the proposal is contrary to community expectations and not in the public interest.

Prepared by: Kathy Kingsford Title: Manager Bus Area: PRP, SRS Telephone: 3338 9215 Date Prepared: 7 August 2013	Endorsed by: Mandy Downes Title: Director Bus Area: PRP, SRS Telephone: 3338 9212 Date: 8 August 2013	Recommended by: Richard Watson Title: Deputy Director-General, NPRSR Telephone: 3338 9209 Date Approved:
Date Received in MO:	MO Clearance by:	Date Cleared:

- The development will result in an unacceptable bushfire risk.
- On 20 September 2012 Scott Canty submitted an appeal to the Planning and Environment Court. A date for a hearing has not been set.
- SRS has been advised that Mr Canty is also considering an alternate access to the site, although there is likely to be issues from landowners in the vicinity of this access as well.
- Alternate locations for a regional off-road motorcycling facility might exist on land in the Mary Valley acquired for the Traveston Dam. SRS has not investigated these possibilities because:
 - (a) a facility in this area would adversely impact the viability of the Sunshine Coast Multi Use Park, should its development proceed; and
 - (b) the Queensland Government is seeking to dispose of the Mary Valley land through the open market at market value via tenders, open listings and auctions.

NPSR RTI DL Release

Prepared by: Kathy Kingsford Title: Manager Bus Area: PRP, SRS Telephone: 3338 9215 Date Prepared: 7 August 2013	Endorsed by: Mandy Downes Title: Director Bus Area: PRP, SRS Telephone: 3338 9212 Date: 8 August 2013	Recommended by: Richard Watson Title: Deputy Director-General, NPRSR Telephone: 3338 9209 Date Approved:
Date Received in MO:	MO Clearance by:	Date Cleared:

ANICI Damian

From: Downes Mandy
Sent: Thursday, 8 August 2013 4:58 PM
To: Watson Richard
Cc: Paige Ridgewell (Paige.ridgewell@nprsr.qld.gov.au); Kingsford Kathleen (Kathleen.Kingsford@nprsr.qld.gov.au)
Subject: ORMC in SEQ (CTS18777-13)
Attachments: Attachment 1 Distance to other sites.docx; Attachment 2 Proposed land for nois sport precinctSKMBT_C452 13080715380.pdf

Richard,

I thought it might be worthwhile in sending this update through regarding ORMC across SEQ.

Gold Coast clubs

- Earlier this year and late last year the Gold Coast Motocross Club (Reedy Creek) and the Albert District Motorcycle Club at Stanmore Park, Yatala closed or had activity restrictions imposed (respectively). The response from SRS was that this was a local issue that GCCC needed to address.
- SRS also advised at the time that we were watching a number of large land holdings at Tabragalba (2,635 hectares) which was acquired by the State as part of the proposed Glendower Dam.
- On 10 July 2013 the department was advised by NRM that the Tabragalba land (to the east of Beaudesert) was no longer required. **Attachment 1** shows the distance to the Gold Coast club facilities.
- NRM and SRS staff met with Scenic Rim Regional Council (SRRC) staff on 31 July 2013. SRRC indicated support for a club-based noisy sport precinct in the area and indicated they would be willing to be trustee of a reserve (for sport and recreation). **Attachment 2** indicates the area of land proposed for a precinct.
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- The land at Tabragalba could provide an alternate site for the Gold Coast motocross clubs, should EDQ be prepared to forgo the revenue that could be obtained from sale of the land.
- NRM is preparing a submission which will be considered by Economic Development Queensland (EDQ) at the end of August 2013 re disposal of the land.

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Regional Off-Road Motorcycling facility

Between Brisbane and the Sunshine Coast

- Following a meeting today between the Minister and yourself, we understand that the regional facility in this location is now not required.
- PRP will develop a Ministerial Briefing Note to confirm the proposed use of the land in the MLA and seek Ministerial direction on the future of the feasibility study and proposed investment on this site.

Between the Sunshine Coast and Maryborough

- SRS has been monitoring the development of the Sunshine Coast Multi Use Park by Scott Canty following DA being refused by Gympie Regional Council on 15 August 2012.
- SRS understands that Mr Canty is in regular contact with the Minister's office, however, the content of these discussions is unknown.
- We know that on 20 September 2012 Scott Canty submitted an appeal to the Planning and Environment Court. A date for a hearing has not been set.
- SRS has been advised that Mr Canty is also considering an alternate access to the site, although there is likely to be issues from landowners in the vicinity of this access as well.
- Although the State Government is disposing of land in the Mary Valley area, SRS has not investigated any of this land given the potential impacts on Mr Canty's proposal. Conversely, should Mr Canty's proposal not go ahead, we will have missed the opportunity to potentially acquire land which might be suitable in this vicinity.

We will continue to keep you updated on these initiatives.

Regards

Mandy

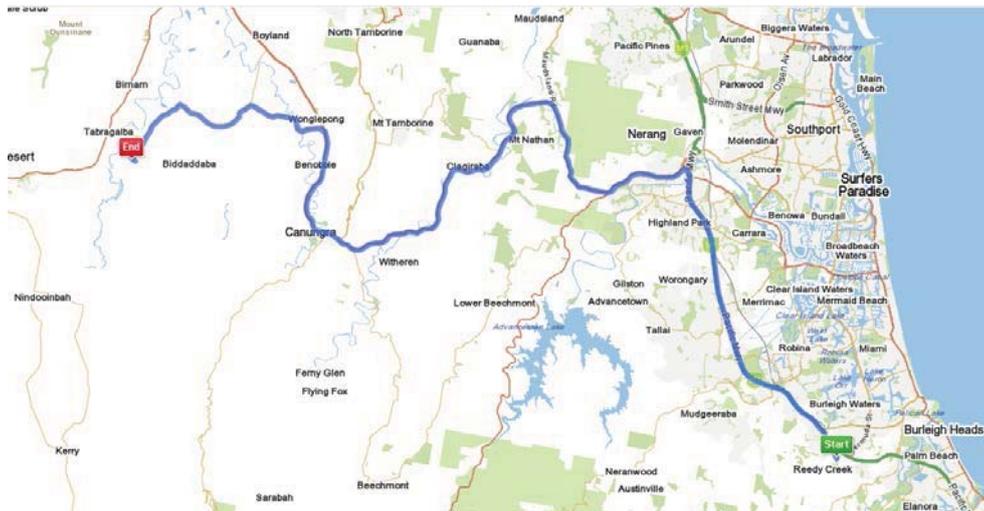
Mandy Downes | Director
Policy, Research and Planning | Sport and Recreation Services |
Department of National Parks, Recreation, Sport and Racing

L8, 111 George Street, Brisbane Q 4000
T: 07 3338 9212 | M: sch4p4(6) Perso F: 07 3898 0925
E: mandy.downes@nprsr.qld.gov.au

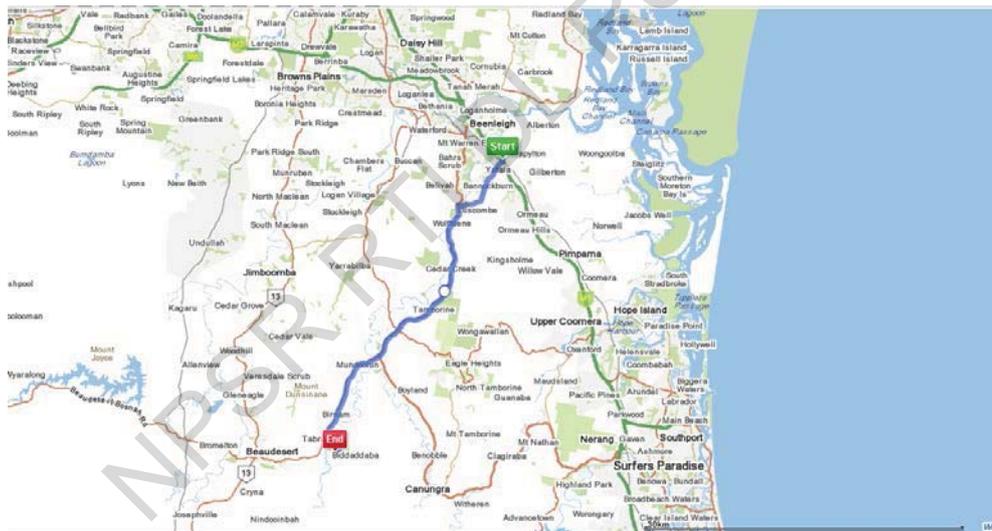
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Attachment 1: Location of Gold Coast Motocross clubs with respect to Tabragalba



Distance from Gold Coast Motocross Club, Reedy Creek (closed) to Tabragalba – 61km, 51 min



Distance from Stanmore Park, Yatala (Albert District Motocross Club, now restricted to under 18 year old riders only) to Tabragalba - 39 km, 31 min

Motorsport

Shooting



ANICI Damian

From: TURNS Victoria
Sent: Wednesday, 16 April 2014 1:07 PM
To: COOK Jessica
Subject: CTS number FW: MLA noise dot points for meeting with Minister
Attachments: 140416 MLA Noise DDG dot points.docx

Hi Jess

Can you please provide a CTS number for: Advice to Deputy Director-General on noise impacts at the MLA for a conversation with the Minister. Can you please track this as having gone to the DDG via email?

Thanks

Victoria Turns | Principal Policy Officer
Policy, Research and Planning | Sport and Recreation Services |
Department of National Parks, Recreation, Sport and Racing
T: 07 3338 9223
F: 07 3607 2276
E: Victoria.Turns@nprsr.qld.gov.au



From: TURNS Victoria
Sent: Wednesday, 16 April 2014 12:41 PM
To: WATSON Richard
Cc: Lawrence Deirdre (Deirdre.lawrence@nprsr.qld.gov.au); Downes Mandy (Mandy.Downes@nprsr.qld.gov.au); RIDGEWELL Paige; Kennett Paul (Paul.kennett@nprsr.qld.gov.au)
Subject: MLA noise dot points for meeting with Minister

Hi Richard

We have clarified the noise issue and legal implications with EHP and legal services. Advice for your meeting with the Minister this afternoon is attached.

Kind Regards

Victoria Turns | Principal Policy Officer
Policy, Research and Planning | Sport and Recreation Services |
Department of National Parks, Recreation, Sport and Racing
T: 07 3338 9223
F: 07 3607 2276
E: Victoria.Turns@nprsr.qld.gov.au



MLA Noise Impact Assessment

Background

- Presently, the draft SPRP establishes that facility must not exceed a noise limit of 45 dBA outdoors at a sensitive land use i.e. a house.
- The limit of 45 dBA was used as this was
 - the limit imposed at the Queensland Moto Park (QMP) at Wyaralong
 - the limit recommended by Parsons Brinkerhoff in its 2009 report, "*Preliminary Trail Bike Noise Planning Policy*", which is included as an appendix to the department's publication "*Providing Opportunities for Off-road Motorcycling: A Guide for Local Governments*"
 - the limit recommended by the Department of Environment and Heritage Protection (EHP) as it is consistent with the *Environmental Protection (Noise) Policy 2008*.
- It is likely that a facility under normal to busy operating conditions would result in noise emissions greater than 45 dBA at up to 11 - 14 residences.
- The Assessment Report concludes that noise mitigation measures will not be effective in reducing noise impacts at residences to 45 dBA outdoors.
- The Assessment Report considers noise mitigation measures including developing an eight metre earth mound surrounding the entire site, relocating trails away from noise sensitive receptors and implementing a noise management plan.
- Noise modelling undertaken by ASK Consulting Engineers Pty Ltd (ASK Consulting) demonstrates that to achieve the 45 dBA limit at residences surrounding the facility, the maximum use of the facility would be restricted to 10 motorbikes operating in the intensive use (motocross) area and 5 bikes on enduro trails. Given this scenario the facility would not be viable.
- EHP reviewed the draft Assessment Report and advised NPRSR that its methodology is sound and defensible.

Issue

- The facility will not be viable if a noise limit of 45 dBA is imposed by the SPRPs. However despite advice from EHP and other sources that the limit is appropriate, the department is not required under existing legislation to include it in the SPRPs.
- The Department has received advice from EHP that the facility is exempt from noise nuisance provisions in the *Environmental Protection Act 2008* (EP ACT) as schedule 1 of the EP Act outlines that off-road motorcycling regulated by the *Police Powers and Responsibilities Act 2000* (PPRA) is exempted. The department understand that it is likely that the Mooloolah Logging Area (MLA) facility would fit under this exemption, provided only motorbikes are allowed.
- The PPRA regulates excessive noise from motorcycles operated in off-road areas. It is unlikely however that action under the PPRA for excessive noise would be taken as the PPRA says that in deciding whether noise is excessive, the police may consider the nature of the lawful uses permitted for premises from which the noise is being emitted.
- The Department may need to make an amendment to schedule 1 of the EP Act to specifically exempt the facility from noise nuisance provisions to ensure other types of noise e.g. cars, PA systems are exempt.
- Other types of nuisance, for example related to dust will continue to be regulated by the EP Act, however the SPRPs will require the facility operator to control dust emissions.
- EHP has advised that based on the Assessment Report, it strongly believes that the facility will cause a noise nuisance and will result in community complaints.

Recommendation

It is recommended that the DDG seek clarification from the Minister that:

1. the 45 dBA recommended level cannot be imposed through the SPRPs at the MLA as it would make the facility unviable.
2. a 55 dBA limit should be applied in the SPRPs, however note that based on advice from EHP this limit and actual noise from the facility would result in complaints.
3. the SPRP establish some limit on noise emissions as to not do so could subject the community to unreasonable excessive noise.
4. the Department commence consultation with EHP to amend Schedule 1 of the EP Act to specifically exempt the facility from noise nuisance provisions as a precautionary measure.

NPSR RTI DL Release

ANICI Damian

From: WATSON Richard
Sent: Wednesday, 16 April 2014 12:57 PM
To: TURNS Victoria
Cc: LAWRENCE Deirdre; DOWNES Mandy; RIDGEWELL Paige; KENNETT Paul; DIXON Janene; PETERS Toni
Subject: Re: MLA noise dot points for meeting with Minister

Thanks Team for pulling this together. Excellent.

One last question on this, whilst Off Road motorbikes may be exempt where would that put a "driver training" facility?

Could you check.

Regards

Richard Watson
Deputy Director General
Sport and Recreation Services
Department of National Parks, Recreation, Sport and Racing
Telephone: (07) 3338 9209, s.49
Sent from my iPad

On 16/04/2014, at 12:41 PM, "TURNS Victoria" <Victoria.turns@npsr.qld.gov.au> wrote:

Hi Richard

We have clarified the noise issue and legal implications with EHP and legal services. Advice for your meeting with the Minister this afternoon is attached.

Kind Regards

Victoria Turns | Principal Policy Officer
Policy, Research and Planning | Sport and Recreation Services |
Department of National Parks, Recreation, Sport and Racing
T: 07 3338 9223
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E: Victoria.Turns@npsr.qld.gov.au

<image001.jpg>

<140416 MLA Noise DDG dot points.docx>

MLA Noise Impact Assessment

Background

- Presently, the draft SPRP establishes that facility must not exceed a noise limit of 45 dBA outdoors at a sensitive land use i.e. a house.
- The limit of 45 dBA was used as this was
 - the limit imposed at the Queensland Moto Park (QMP) at Wyaralong
 - the limit recommended by Parsons Brinkerhoff in its 2009 report, "*Preliminary Trail Bike Noise Planning Policy*", which is included as an appendix to the department's publication "*Providing Opportunities for Off-road Motorcycling: A Guide for Local Governments*"
 - the limit recommended by the Department of Environment and Heritage Protection (EHP) as it is consistent with the *Environmental Protection (Noise) Policy 2008*.
- It is likely that a facility under normal to busy operating conditions would result in noise emissions greater than 45 dBA at up to 11 - 14 residences.
- The Assessment Report concludes that noise mitigation measures will not be effective in reducing noise impacts at residences to 45 dBA outdoors.
- The Assessment Report considers noise mitigation measures including developing an eight metre earth mound surrounding the entire site, relocating trails away from noise sensitive receptors and implementing a noise management plan.
- Noise modelling undertaken by ASK Consulting Engineers Pty Ltd (ASK Consulting) demonstrates that to achieve the 45 dBA limit at residences surrounding the facility, the maximum use of the facility would be restricted to 10 motorbikes operating in the intensive use (motocross) area and 5 bikes on enduro trails. Given this scenario the facility would not be viable.
- EHP reviewed the draft Assessment Report and advised NPRSR that its methodology is sound and defensible.

Issue

- The facility will not be viable if a noise limit of 45 dBA is imposed by the SPRPs. However despite advice from EHP and other sources that the limit is appropriate, the department is not required under existing legislation to include it in the SPRPs.
- The Department has received advice from EHP that the facility is exempt from noise nuisance provisions in the *Environmental Protection Act 2008* (EP ACT) as schedule 1 of the EP Act outlines that off-road motorcycling regulated by the *Police Powers and Responsibilities Act 2000* (PPRA) is exempted. The department understand that it is likely that the Mooloolah Logging Area (MLA) facility would fit under this exemption, provided only motorbikes are allowed.
- The PPRA regulates excessive noise from motorcycles operated in off-road areas. It is unlikely however that action under the PPRA for excessive noise would be taken as the PPRA says that in deciding whether noise is excessive, the police may consider the nature of the lawful uses permitted for premises from which the noise is being emitted.
- The Department may need to make an amendment to schedule 1 of the EP Act to specifically exempt the facility from noise nuisance provisions to ensure other types of noise e.g. cars, PA systems are exempt.
- Other types of nuisance, for example related to dust will continue to be regulated by the EP Act, however the SPRPs will require the facility operator to control dust emissions.
- EHP has advised that based on the Assessment Report, it strongly believes that the facility will cause a noise nuisance and will result in community complaints.

Recommendation

It is recommended that the DDG seek clarification from the Minister that:

1. the 45 dBA recommended level cannot be imposed through the SPRPs at the MLA as it would make the facility unviable.
2. a 55 dBA limit should be applied in the SPRPs, however note that based on advice from EHP this limit and actual noise from the facility would result in complaints.
3. the SPRP establish some limit on noise emissions as to not do so could subject the community to unreasonable excessive noise.
4. the Department commence consultation with EHP to amend Schedule 1 of the EP Act to specifically exempt the facility from noise nuisance provisions as a precautionary measure.

NPSR RTI DL Release

ANICI Damian

From: GLAISTER John
Sent: Thursday, 1 May 2014 11:28 AM
To: mark.jamieson@sunshinecoast.qld.gov.au
Cc: mail@sunshinecoast.qld.gov.au
Subject: Correspondence for Cr Mark Jamieson
Attachments: DG letter to Jamieson.pdf; Enclosure.pdf

Hi Mark

Please find attached a letter under my cover responding to the email of 23 April 2014 from Mr Warren Bunker, Director, Regional Strategy and Planning to the Honourable Steve Dickson MP, Minister for National Parks, Recreation, Sport and Racing. This letter relates to the proposed expansion of the existing Mooloolah Cemetery area. The original has also been posted.

Regards,

Dr John Glaister

Director-General

Department of National Parks, Recreation, Sport and Racing

Level 7 | 111 George Street | BRISBANE 4000 | PO Box 15187 | CITY EAST 4002 |

Telephone: 07 3338 9307

Email: john.glaister@nprsr.qld.gov.au



NPSR RTI DL Release



Queensland
Government

Office of the
Director-General

Department of
**National Parks, Recreation,
Sport and Racing**

Our Ref: CTS 10155/14

Councillor Mark Jamieson
Mayor
Sunshine Coast Regional Council
Locked Bag 72
SUNSHINE COAST MAIL CENTRE QLD 4560

Dear Mayor

I refer to the email of 23 April 2014 from Mr Warren Bunker, Director, Regional Strategy and Planning to the Honourable Steve Dickson MP, Minister for National Parks, Recreation, Sport and Racing concerning the Sunshine Coast Council's (the Council) proposed expansion of the existing Mooloolah Cemetery area. I also acknowledge Council's request for additional information about the proposed off-road motorcycling facility in the adjacent Mooloolah Logging Area (MLA) to inform the council's decision making regarding the cemetery site. The Minister has asked me to respond on his behalf.

With respect to the off-road motorcycling facility, the Department of National Parks, Recreation, Sport and Racing (NPRSR) is currently assessing the Expressions of Interest (EOI) applications received for development and operation of the proposed facility. Work at the site is anticipated to commence in late 2014 with a view to the site opening for business by mid-2015. Assessment of the EOIs includes consideration of the financial capacity of the applicant to contribute to the development of the facility.

The Department of Transport and Main Roads has undertaken a preliminary investigation of the most appropriate access to the proposed facility from Steve Irwin Way and is currently finalising their detailed designs. The proposed entrance from Steve Irwin Way is indicated in the attached map.

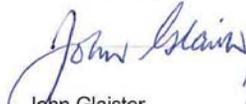
NPRSR is currently developing State Planning Regulatory Provisions (SPRPs) to ensure any possible impacts on the site and surrounding areas are mitigated through conditions placed on the facility's development and operation. It is anticipated that the draft SPRPs will be released for public consultation in early June 2014.

Contractors have undertaken noise studies and modelling on the MLA site and this information will be used by the developer to inform the location of intensive motor sport activities and the overall capacity of the site. The operator selected through the EOI process will need to undertake an acoustic assessment as part of the development process to ensure any facility complies with the SPRPs. The SPRPs will also likely include provisions which will regulate the development of any new noise sensitive places (such as homes) surrounding the facility within a defined noise attenuation zone.

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ABN 11 322 391 452

I hope this information has been of assistance to inform your discussions regarding the Mooloolah Cemetery site. Should you have any further enquiries please do not hesitate to contact me direct on (07) 3338 9306 or via email john.glaister@npsr.qld.gov.au.

Yours sincerely

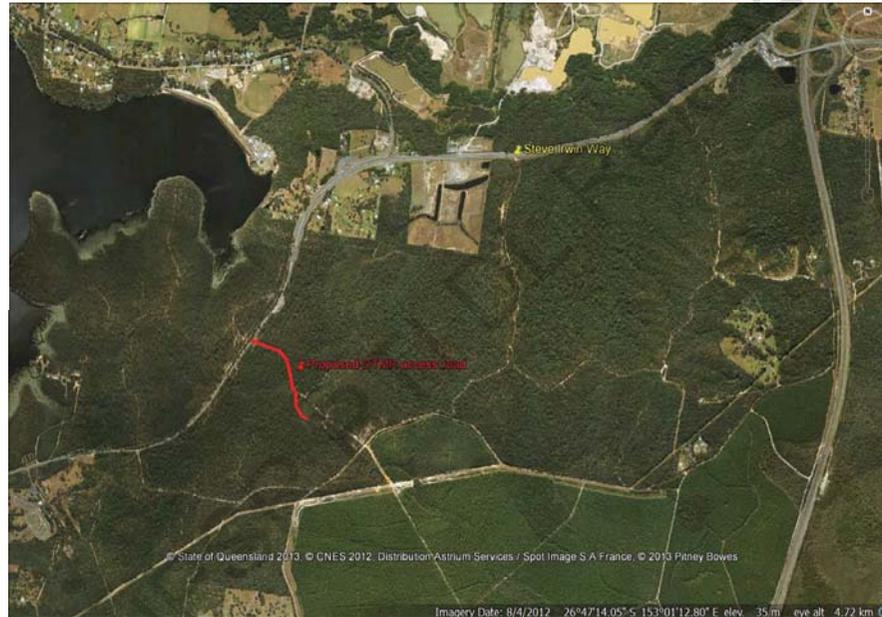

John Glaister
Director-General

1/5/14

Encl

NPSR RTI DL Release

Attachment 1: Location of DTMR proposed access road into Mooloolah Logging Area off-road motorcycling facility



From: Watson Richard [richard.watson@nprsr.qld.gov.au]
Sent: Tuesday, 4 March 2014 5:35 PM
To: Kingsford Kathleen; Turns Victoria; Downes Mandy; Ridgewell Paige
Subject: FW: MLA - Noise modelling

FYI. Thanks for gathering the info together.

Richard Watson | Deputy Director-General
Sport and Recreation Services | Department of National Parks, Recreation, Sport and Racing
T: 3338 9209 (ext. 79209) | M:
E: richard.watson@nprsr.qld.gov.au

From: Watson Richard
Sent: Tuesday, 4 March 2014 5:26 PM
To: Section 78B; Johanna DeWinter (Johanna.DeWinter@ministerial.qld.gov.au)
Cc: GLAISTER John; O'Dwyer Kerry; Dixon Janene; Peters Toni
Subject: MLA - Noise modelling

Johanna and Lachlan

Further to the Mins inquiries today about the noise modelling I can provide the following. In short we will not have the results this week but we have the information around the process that should be able to assist with any inquiries. Can you please provide this to the Minister.

- We have called the noise consultants again. As they are still undertaking their base-line measurements to feed into the modelling they cannot provide any indication yet as to the noise impacts at the Mooloolah Logging Area. At this stage they would not be able to give us any indication of noise impacts until early – mid next week. The consultant is on track with the timeframes that the Department provided – which was draft modelled noise contour maps provided by 14 March, with a final report provided by 21 March 2014.

The noise modelling that is being undertaken for the off-road motorcycling site at the Mooloolah Logging Area will:

- identify the noise impacts arising from the proposed development on noise sensitive receptors (ie. existing residences) within or in close proximity to MLA site
- provides advice as to whether noise impacts upon existing noise sensitive receptors can be attenuated through the development of the facility and provide options for attenuation
- present modelled noise contours to define a noise affected zone around the proposed facility within which building requirements could be imposed to ensure that noise levels in future noise sensitive places do not impact health and well-being.

This information will inform the development of the State Planning Regulatory Provisions (SPRPs) to regulate the development to control noise emissions. The successful developer will be required to undertake noise modelling to ensure that they meet the conditions of the SPRPs.

Attachment 3 to the EOI provides an indicative Development and Operations Framework for the Off-Road Motorcycling Facility in the Mooloolah Logging Area. This Framework requires that the Facility be designed and managed in accordance with the recommendations and conclusions outlined in the SPRPs and the preliminary Acoustic Report.

Regards

Richard Watson | Deputy Director-General

Sport and Recreation Services | Department of National Parks, Recreation, Sport and Racing

T: 3338 9209 (ext. 79209) |

E: richard.watson@nprsr.qld.gov.au

NPSR RTI DL Release

From: Turns Victoria [Victoria.turns@nprsr.qld.gov.au]

Sent: Tuesday, 4 March 2014 4:32 PM

To: Watson Richard

CC: Kingsford Kathleen; Downes Mandy (Mandy.Downes@nprsr.qld.gov.au); Ridgewell Paige; Dixon Janene

Subject: Noise modelling at the MLA

Richard

I have called the noise consultants again. As they are still undertaking their base-line measurements to feed into the modelling they cannot provide any indication yet as to the noise impacts at the Mooloolah Logging Area. At this stage they would not be able to give us any indication of noise impacts until early – mid next week. The consultant is on track with the timeframes that the Department provided – which was draft modelled noise contour maps provided by 14 March, with a final report provided by 21 March 2014.

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Kind Regards

Victoria Turns | Principal Policy Officer

Policy, Research and Planning | Sport and Recreation Services |

Department of National Parks, Recreation, Sport and Racing

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F: 3898 0925

E: Victoria.Turns@nprsr.qld.gov.au

nprsr-email-signature



From: Downes Mandy [Mandy.Downes@nprsr.qld.gov.au]
Sent: Tuesday, 4 March 2014 11:16 AM
To: Barlow Frances
CC: Turns Victoria; Kingsford Kathleen; Ridgewell Paige
Subject: FW: CTS No 05038/14: MLA - Noise and Soil and unlawful riding
Attachments: Mooloolo LA Soils and geology 2012_b.pdf

Frances

Can you please register this advice in MECS?

Thanks

Mandy

Mandy Downes | Director
Policy, Research and Planning | Sport and Recreation Services |
Department of National Parks, Recreation, Sport and Racing

T: 07 3338 9212 | M: s.49 | F: 07 3898 0925
E: mandy.downes@nprsr.qld.gov.au

From: Downes Mandy
Sent: Tuesday, 4 March 2014 11:11 AM
To: Dixon Janene
Cc: Kingsford Kathleen (Kathleen.Kingsford@nprsr.qld.gov.au); Victoria Turns (Victoria.turns@nprsr.qld.gov.au); Paige Ridgewell (Paige.ridgewell@nprsr.qld.gov.au)
Subject: FW: CTS No 05038/14: MLA - Noise and Soil and unlawful riding

Janene

Below are some notes as per the Minister's and Minister's Office requests this morning. While we are awaiting figures regarding unlawful riding this information the remaining information is finalised. The Sunshine Coast Regional Office of QPWS is preparing information on unlawful riding compliance activities and are aware of the timeframes.

Let me know if anything further is needed.

Mandy

Mandy Downes | Director
Policy, Research and Planning | Sport and Recreation Services |
Department of National Parks, Recreation, Sport and Racing

T: 07 3338 9212 | M: s.49 | F: 07 3898 0925
E: mandy.downes@nprsr.qld.gov.au

Unlawful Riding at the Sunshine Coast and Brisbane Northern Suburbs

- The facilities in SEQ where underage and unlicensed riders and those with unregistered motorcycles can

participate in off-road motorcycling are limited. Market research conducted in 2009 by SRS in conjunction with the Council of Mayors SEQ, indicated that 76.4 per cent of survey respondents from Brisbane's northern suburbs and 69.5 per cent of survey respondents from Sunshine Coast ride at illegal sites. This research found that the two major reasons for riding at illegal sites are proximity to home and ease of access.

- Of concern, unlawful riding on roads by under-aged and unlicensed riders or owners of unregistered bikes has resulted in serious accidents and deaths in areas such as the roads through State forests in the Glass House Mountains area.
- The Sunshine Coast Regional Office of Queensland Parks and Wildlife Service is preparing some additional data on compliance activities undertaken in the Glass House Mountains Region.
- The Department does not have Queensland Police offence data. This would be available upon request, however may take some time as it would require a search of their QPrime data base and timing would be subject to the Queensland Police Services' priorities.

Acoustic assessment of noise emissions from the proposed Mooloolah Logging Area Facility

- To inform the development of the State Planning Regulatory Provisions (SPRPs) the Department has contracted ASK consulting to undertake an assessment of noise emissions from the proposed off-road motorcycling facility at the Mooloolah Logging Area (MLA).
- The noise modelling will include an assessment of noise impacts on any existing noise sensitive receptors surrounding the MLA facility (such as houses) and will inform the identification of a noise attenuation zone surrounding the facility.
- The noise attenuation zone will be defined in the SPRPs and will regulate the future development of noise sensitive places surrounding the facility by providing building specifications for such development.
- ASK consulting are due to provide the draft results of the noise modelling with contour maps by 14 March 2014. The final report is due to be provided by 21 March 2014.
- ASK consulting has set up noise loggers at the MLA site to determine ambient noise levels – these loggers will be retrieved mid this week.
- ASK consulting has received ground topography information of the MLA site to be used as the basis for the noise modelling.
- ASK consulting attended the Queensland Moto Park on Saturday 1 March 2014 to conduct noise measurements of motorbikes to inform the noise modelling.
- The noise modelling is taking into consideration the 100m buffer zone between any tracks and the site boundary.

Soil

- The SPRPs will ensure that air quality is not adversely impacted by dust emissions.
- The SPRPs are currently under development – however it is proposed that it will require the following:
 - a management plan that will include operational actions to ensure air quality is not adversely impacted by dust nuisance on adjoining and nearby properties
 - irrigation systems and a supply of water (dams) which will be sufficient to prevent dust nuisance as a result of use
 - vegetated buffers of a minimum of 100 metres between recreational riding trails and existing development on land adjoining the site.
- The feasibility study investigated the soil, slope and terrain at the MLA site – the SPRPs and lease arrangements will be used to manage the development in light of the following:
 - the upper slopes of the site are fairly steep and have been mapped as areas prone to landslides and erosion
 - impacts of clearing and trail bike riding may cause erosion and landslides, resulting in sediment runoff within and downstream of the site

- much of the site comprises both permanent or temporary wetland areas
- there are few tracks that are navigable during inclement weather - the rest are impassable and can become boggy and slippery during wet weather
- the site is subject to an acid sulphate soils overlay.
- QPWS have provided the attached map which is a visual representation of the MLA soils and geology. QPWS advice is that the map shows soils are sandy, erodible and poorly drained.

Begin forwarded message:

From: "Watson Richard" <richard.watson@nprsr.qld.gov.au>
Date: 4 March 2014 8:26:25 am AEST
To: "Downes Mandy" <Mandy.Downes@nprsr.qld.gov.au>, "Ridgewell Paige" <Paige.ridgewell@nprsr.qld.gov.au>, "Kingsford Kathleen" <Kathleen.Kingsford@nprsr.qld.gov.au>, "Peisker Tim" <tim.peisker@nprsr.qld.gov.au>
Subject: MLA - Noise and Soil

Team

I have just had the Minister on the phone inquiring about the noise study and questions around the soil.

Noise – The question was where are we with the results of the study, can we have an update, the Min is fielding questions from the Council, he is looking for the results now, I know we don't have but we need to check on progress.

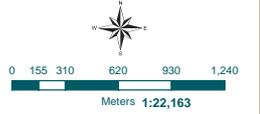
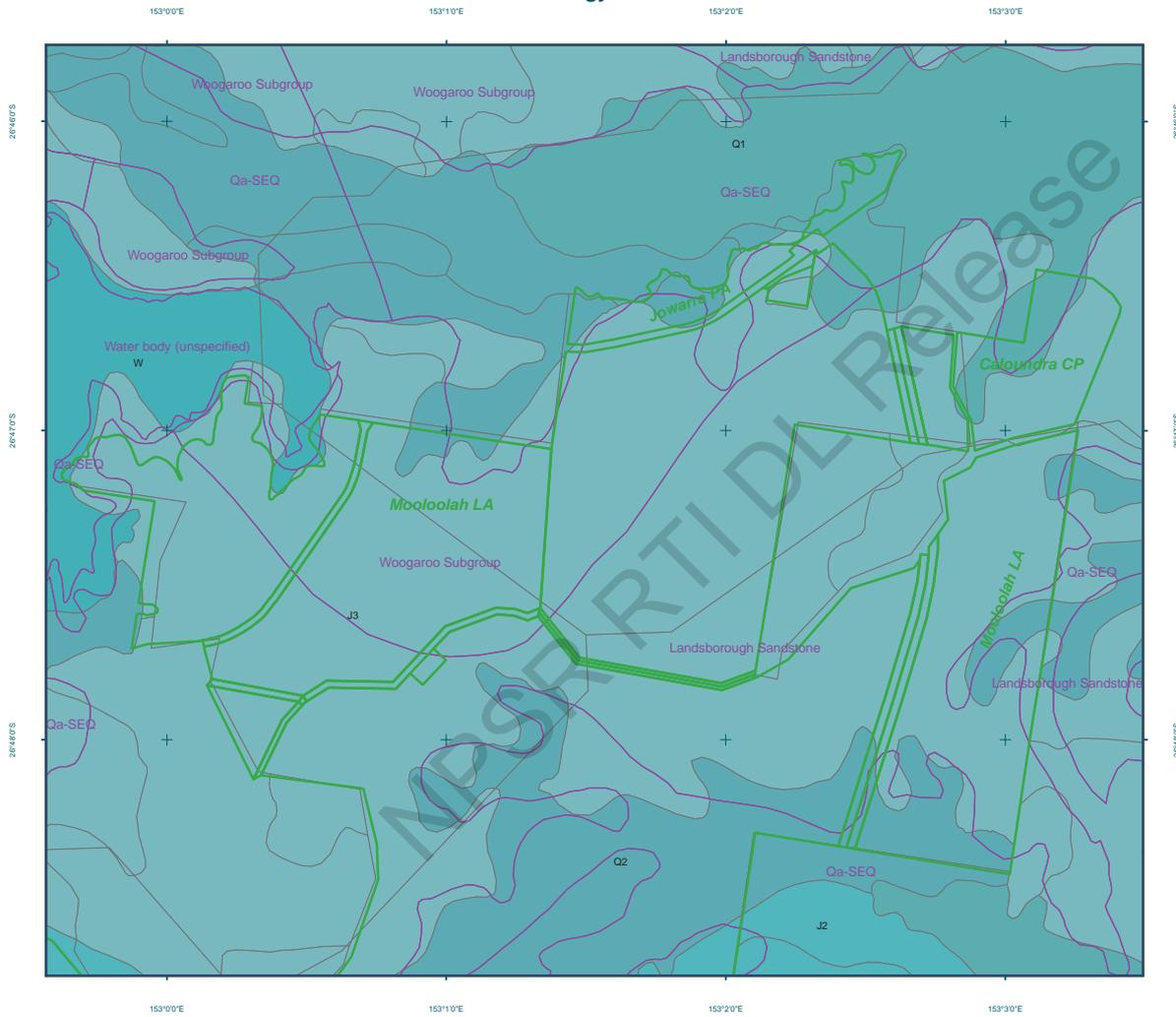
Soil – Is there any information within the feasibility about the soil type and analysis from a technical perspective. The Council has raised concerns about dust etc. The Min keeps mentioning the 100m buffer zone. Can you dig up the key points on the soil etc

Keen for this this morning if possible.

Thanks

Richard Watson | Deputy Director-General
Sport and Recreation Services | Department of National Parks, Recreation, Sport and Racing
T: 3338 9209 (ext. 79209) | s.49
E: richard.watson@nprsr.qld.gov.au

Beerwah State Forest - Mooloolah LA Soils and Geology



Legend

-  estate
-  seqgeol_v2
- J3 sandy soil



Projection: MGA Zone 56,
Australian Spheroid, GDA94.



Data origin note
Estate Boundary, DERM Feb 2010
Geology, NRM Aug 2009
Soils, NRM Sept 2005

Accuracy Statement
While every care is taken to ensure the accuracy of this data, the State of Queensland makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. Due to varying sources of data, spatial locations may not coincide when overlaid.

This map is not intended for use outside government.

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MAP PRODUCTION
Estate Services
Sunshine Coast/Burnett Region
Queensland Parks and Wildlife - NPRSR
Maroochydore



24 August 2012

Version 20110308.SN

Pages 126 through 191 redacted for the following reasons:

Schedule 3(8) - Breach of Confidence

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