



REGIONAL FACILITIES PLAN FOR DIFFICULT TO LOCATE SPORTS

NOOSA, SUNSHINE COAST, GYMPIE

Consultation Draft - August 2018

Prepared by Otium Planning Group Pty Ltd



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The Queensland Government provided financial assistance under the Sport and Recreation Planning Program to develop this Regional Difficult to Locate Sports Facility Plan in Sunshine Coast, Noosa and Gympie Regional Council areas

1 BACKGROUND

In a collaborative effort, Noosa Shire Council (NSC), Sunshine Coast Council (SCC) and Gympie Regional Council (GRC) are seeking to address the ongoing challenges of difficult to locate sports facility provision by planning and developing these facilities on a region-wide basis. Funding has been allocated by the three

Councils and the Queensland Government (Sport and Recreation Services), under the Sport and Recreation Planning Program, to develop a regional sports facility plan that will focus on the four (4) specified “difficult to locate” and high priority sports only.

1.1 ABOUT THIS DOCUMENT

The overall plan is comprised of two documents:

1. The Regional Plan (this document);
2. The Background Report and Implementation Plan (comprising the detailed background information and analysis used to inform the Regional Plan and an action plan for the three Councils).

1.2 PROJECT PURPOSE

The purpose of this work is to provide a planned and consistent approach to provision of regional level facilities for the four selected “difficult to locate” sports within the catchment of the three Council areas: Sunshine Coast Council, Noosa Shire Council and Gympie Regional Council.

A key objective is to reduce duplication in facility provision, development and management and to provide guidance on regional priorities. In preparing the plan, a ‘desired standard of service’ for regional facilities has been articulated for each sport, as well as identifying/ determining, where possible, the preferred site locations for regional facilities for each sport.

The sports that are specifically included in the Plan are:

- Regional competitive powered water sports
- Shooting – all disciplines
- Motor cycling sports – competitive and recreational
- Aviation (including hang-gliders, para-gliders, model aeroplanes, fixed wing/ ultra-light)

The Plan lists the priority recommendations for infrastructure development across the study area and, where applicable, links to regional and State needs for each sport as identified by peak bodies.

1.3 PROJECT APPROACH

The project was completed over five stages comprising:

1. Background research including an analysis of demographics, relevant literature including previous planning and trends within sport and recreation activities;
2. Consultation/ engagement with key stakeholders;
3. An inventory of existing facilities within the study area;
4. Assessment and analysis of findings including identification of suitable existing facilities for upgrade to regional level;
5. Draft and final reports for review by the Councils and Sport and Recreation Services.

Figure 1: Project Stages



1.4 STRATEGIC CONTEXT

Planning and provision of facilities for Difficult to Locate Sports (those that are generally noisy or have other impacts or safety requirements making them hard to locate) is a challenge for local governments and for the sports themselves, especially in rapidly growing and changing regions. There are often pressures on existing facilities from urban growth, population growth and encroaching non-compatible development. These pressures make it difficult to protect existing use sites and to identify new sites for facility development. In acknowledging these difficulties, this report's analysis of options has included recommendations for appropriate protection of existing regional level facilities that could be upgraded.

As the main focus of this report is the provision of regional level facilities, there has been an emphasis on identifying the regional competition needs of the subject sports and what needs and options there are to develop new regional level facilities or enhance the capacity of existing facilities to meet regional standards.

In recognition of the challenges involved in locating, developing and managing facilities for difficult to locate sports, the three Councils have agreed on a collaborative approach that aims to share the overall planning and investment priorities for the four specific sports.

Prior planning undertaken by the individual Councils focused on local provision and was inconclusive in regard to regional facilities servicing the study area. Similarly, the respective State level sporting bodies are at different stages in their overall facility planning.

Some sports such as motor cycling, have had success in confirming a facility presence and have continued to invest in their capacity to host competition events but suffer from uncertainty of tenure at a key location.

Other sports have developed facilities on available land within their limited club resources or currently rely on participants travelling outside the study area to access regional competition facilities. All of the sports have indicated some issues with confirming or developing facilities within the study area for competition for some disciplines. In addition, some sports (such as shooting), are already used to a more regionally focused approach to facility provision and competition planning.

Sunshine Coast Council (which included Noosa Shire at the time) has a current Difficult to Locate Sports Strategy (2009-2028). The analysis and (still to be implemented) recommendations relevant to regional facilities from the current strategy have been considered in this project. GRC investigated the feasibility of the development of a combined multi-discipline regional shooting facility in the Curra Forest and decided not to proceed due to the implications of the findings. North of the study area, the Wide Bay Burnett Regional Organisation of Councils (WBBROC¹) is currently reviewing and updating their regional sport and recreation strategy; the 2010 version included a range of recommendations for difficult to locate sports.

The study area houses approx. 8.2% of the State's population (2016), with this projected to increase to 8.4% by 2026 and 8.5% by 2036². The Sunshine Coast LGA is the fifth largest (population) area in Queensland; the study area is the fourth largest (population)³ area. As the study area develops, its role in the provision of regional sport and recreation facilities will continue to be important for the benefit of its residents and to support its increasing profile as a destination.

TERMINOLOGY

In the context of this plan:

- ▶ The area covered by the three combined Councils is referred to as 'the study area' or the 'three combined Councils';
- ▶ The use of 'region' refers to South East Queensland and/ or Wide Bay Burnett and will be identified as such, and includes the three combined Councils; and
- ▶ 'Regional' will be used to identify the hierarchy of sports facilities and refers to the scale as being above that of district or local Council area and usually implies that it services a regional catchment comprised of more than one Council area. Regional facilities are generally those that support competition events above the local level and will cater for the broader "regional" catchment of the three combined Councils (the study area).

¹ Gympie Regional Council is a member of WBBROC

² Analysis completed using Queensland Government population projections, 2015 edition; Australian Bureau of Statistics, Population by age and sex, regions of Australia, 2014

³ Determined from Regional Population Growth, Australia, 2016-17 and Queensland Treasury and Trade estimates; published by Queensland Government Statisticians Office.

1.5 FINDINGS FROM CONSULTATION

The four difficult to locate sports have current access to local opportunities or facilities catering for varying levels of recreation and competition. The exception being motorised water sports, where the options are limited mostly to recreation uses on a lake and some river sections. No club-managed competitive facilities exist.

Participation levels across the four sports within the scope of the study are static or increasing slightly.

In the main, local clubs and groups are satisfied to very satisfied with the standard, provision and location of their current facilities, with lease/ tenure uncertainty and minor upgrades regarded as the main area of attention needed to increase satisfaction levels. Very few of these existing local facilities have the attributes that lend themselves to expansion in order to provide a regional level of service. For some activities, providing a single regional facility that meets all competition needs is extremely difficult. For example, the range of shooting disciplines creates a complex mix of site needs for a regional facility. This means that a more feasible strategy may be to provide for different disciplines at different regional level sites.

Previous facility investigations and planning for these activities have identified a number of challenges in determining a viable and accepted solution for regional level facilities due to spatial requirements, safety needs and the difficulty of managing or mitigating impacts on surrounding land uses.

Discussions with respective State level organisations for the four sports indicated that State level facility planning for each the four sports has not been completed. This is because some of these organisations have not had a focus on regional and/ or state facility planning. All State level organisations supported the need for further facility planning within the study area and subsequently provided information that has been incorporated in the formulation of facility options, standards of service, facility specifications and plan recommendations.

Aviation Sports

Aviation groups indicated that the National and State associations do not have a role in facility planning. They identified that there are a number of local groups with facilities. Some of these have limited certainty around longer term occupation and some had aspirations for improving their facility. There are current plans for national/ international events to be conducted within the study area, which suggest that there is a strong justification for regional facility planning and provision. A number of regional aerodromes within the study area are important as bases for launching and landing for ultra-lights, parachuting and gliding.

Motor cycling sports

Discussions with the peak body for motor cycling sport indicated that their facility planning and development focus has shifted over recent years to place a higher priority on recreational facilities (as opposed to a previous focus on competition). A key SEQ regional facility for both competition and recreation was developed at Wyaralong (in Scenic Rim Regional Council) and is managed by the peak body (Motorcycling Queensland) who also observed that a number of private facilities are in use and more are in development. Given this shift in focus, a state facility plan has not been prepared and guidance on regional facility needs and priorities for the study area was offered. Discussions with sporting clubs in the study area identified that an existing club managed facility on the Sunshine Coast has developed its infrastructure and reputation for hosting regional and higher-level competition events in motocross. This facility was seen by users as the priority for retention and enhancement, but it has an uncertain future due to tenure issues.

Competitive Motorised Water sports

Competitive motorised water sports have limited options for influence and control over facility planning and provision options as they are mostly reliant on lakes and rivers (with the exception of ocean racing). Growth has been experienced in the ownership and registration of personal water craft (jet skis) such that they outnumber ownership of sport/ ski boats⁴. However, jet ski owners are not necessarily participating in competition or racing just as water-ski and wakeboard users are more likely to be recreational than competitive. Water skiing and related sports have indicated that they would like to have a competition facility within the region. However, they acknowledge that none of the existing recreational or club use areas could really support competitive use. The exception being the commercially operated and constructed facility at Quanda Lake, which has some limited potential to host competitive use, however clubs have not been able to reach an agreement to use the facility.

Regionally, water ski sports have been used to travelling within the wider SEQ region for competitive events, with the nearest competition facility at Lake Kurwongbah, managed by Seqwater who allow event only use of the lake for most ski sports competitions, with the exception of jumps competition.

⁴ This does not include fishing and pleasure craft.

Shooting

None of the peak shooting organisations (which are arranged around disciplines) have a state facilities plan, with the exception being Sporting Shooters Association (Queensland). The three shooting sports that were part of the 2018 Commonwealth Games program have had upgrades to their State facilities at the Belmont Shooting complex in Brisbane and generally this facility serves as the State and regional facility for those disciplines. A number of club facilities exist within the Sunshine Coast and Gympie Council areas. Some of these have potential for further enhancement to accommodate regional competition in specific disciplines. There is a strong desire within the sport to develop regional event capacity around a limited number of facilities.

Prior efforts by GRC to identify a suitable location for an integrated competition and club shooting facility have been acknowledged by the sport, however the indications are that while a club (local) level shared facility may be possible, identifying a suitable site and developing a single regional multi-discipline facility that can cater for all competition needs is likely to be extremely difficult.



2 REGIONAL FACILITIES PLAN

2.1 PLAN OVERVIEW

The Regional Facilities Plan for Difficult to Locate Sports has been developed to identify the preferred option for meeting the regional facility needs of the selected sports. The plan has been based on advice from the various sports and their peak bodies regarding the required features of a regional facility to host regional or higher level competitive events, along with assessments of the existing facilities and opportunities for development of new facilities. The sports that are specifically included in the Plan are:

- › Regional competitive powered water sports
- › Shooting – all disciplines
- › Motor cycling sports – competitive and recreational
- › Aviation (including hang-gliders, para-gliders, model aeroplanes, fixed wing/ ultra-light)

Participation levels, trends and facility demand arising from participation growth, is not a significant driver in the formulation of the Regional Facilities Plan for Difficult to Locate Sports. In comparison with other activities available to the community, the reported participation in the activities within scope are relatively low and participation growth is also limited.

The impacts of urban growth and expanding development, the role of the three combined Councils as a significant sub-region within South East Queensland and the need to coordinate investment and planning, are the key drivers for this plan. Urban growth puts displacement pressure on existing facilities and compounds this by reducing available land for relocated or new facilities.

The difficult to locate sports within the study area currently draw participants from across the region and the need to focus limited availability of investment dollars and strengthen viability of event capable facilities, means that it is a more sustainable strategy for the three combined Councils to combine their planning and future investment into a single set of solutions, rather than the uncoordinated development of three individual plans. This Plan, therefore, aims to guide the three combined Councils in confirming the priorities for planning and development of regional facilities to service the overall study area.

In general, this plan focuses on public land and community-based clubs and sport. It does not deal with private facilities or the aspirations of commercial operators for business development, however some of the recommendations may refer to or require consideration of public/ private partnerships.

State level organisations, regional associations and local clubs were invited to provide input in the consultation phase of this study. The purpose of which was to engage with these organisations in a detailed examination of their activities and the capability of existing facilities within the study area. The investigations sought to understand emerging trends in participation and membership, determine any plans for facility expansion and the ideal characteristics for a regional facility to meet future needs.

2.2 PLANNING OBJECTIVES

The plan has been developed with consideration for the following objectives:

- › Establishment of a single plan for regional facilities that can be agreed across the three Councils;
- › Minimise or prevent duplication of investment in regional facilities;
- › Encourage a study area wide approach and shared investment; and
- › Develop sustainable solutions which consider the need to mitigate impacts from regional facilities.

2.3 FACILITY SPECIFICATIONS

In order to guide the development of options/ recommendations, a set of facility specifications and site characteristics has been developed. Based on advice from the individual sports a Desired Standards of Service (DSS) for regional level facilities for the four sports has been developed. The following tables summarise key elements:

Table 1: Land and Site Characteristics for a regional level facility

Discipline	Size	Access	Topography/ Landscape
Aviation			
Hang-gliding	< 1 ha	Walk/ portage from car-park to launch site	Sited to take advantage of advantageous wind direction with sufficient up lift; inland sites in areas with sufficient thermal activity and height.
Parachuting	Launching – aerodrome/ airport Landing – large and open; within distance from airport	Vehicle access to launch and landing sites	Launching – aerodrome/ airport Landing – open and obstacle free
Gliding and soaring	Aerodrome suitable for launching tow aircraft; runway that is minimum of 2000m x 120m	Vehicle access, aircraft access	Launching and landing – aerodrome/ airport
Fixed wing small aircraft and ultralights	Aerodrome suitable for light aircraft launching	Vehicle access, aircraft access	Launching and landing – aerodrome/ airport
Operation of Model or miniature aircraft	40-80ha is preferred, 30ha overfly area is minimum. Flying area which is 900m x 900m (distance in front, and to right and left of pilot) in order to operate an aircraft avoiding flying over roads, heavily occupied areas such as schools or houses etc. Main use focus is: Airfield/ landing areas need to be minimum 400m with 300m cross runway for take-off and landing.	All weather access to the take-off and landing area is preferred, car parking for 100 cars.	Flat, open and obstacle free flying area (preferred 900m x 900m area in front, and to right and left of pilot). Maximum height for flight is 120m

Discipline	Size	Access	Topography/ Landscape
Motor Cycling Sports			
Dirt (Motocross, Supercross and Dirt Track; ATV; Enduro trials)	Motocross – 20 – 40 ha provides sufficient space for varying track configurations; Enduro trials requires 200 ha to accommodate appropriate loop configuration (note that single motocross only facilities can be a much smaller footprint).	All weather, located within approx. 2 hours driving time of major population area; suitable for vehicle towing trailer, caravans.	Flat to undulating, capable of some modification to provide track. Soil type/ profile is key – sand base provides one success factor for Coolum Pines Motocross.
Track/ Trail (Track; Trial; ATV)	200 ha to accommodate high/ long trail distances. Looping will contain a trail within a smaller site.		Flat to undulating, capable of some modification to provide track. Vegetated areas provide variety of landscape and conditions for the trail route. ATV and Trials can use a range of tracks and terrains. Trials needs diverse and challenging terrain.
Road Speedway	Distance greater than 500m; Motorcycling Australia license venues for road racing		Usually flat with some undulations for variety.
Recreational	20ha to 100 ha		Flat to undulating, capable of some modification to provide tracks
Motorised Water Sports			
Water skiing (jump, tricks, slalom)	Clear water - course for events - 650-850m long	All weather – suitable for vehicle towing trailer, caravans etc. Stable access to water via 2-lane established ramp (min). Waterside operations areas for set up and competitor loading.	Flat clear water, minimal wind interference.
Barefoot skiing (jump, tricks, slalom)	Clear water - course for events - 650-850m long		Characteristics of water bodies to provide long periods of flat, glassy water surface include tapered banks (absorb boat wash) and vegetated banks (wind break).
Wakeboarding	Clear water		Generally as above
Jet skiing	Racing - exclusive use of an area of water (off-shore, lake or constructed) - minimum of 500m wide by 1200m long.		Ability to buffer/ contain/ not be concerned by noise (while racing); Shoreline that can absorb the wash; Length of sandy beach for operations ('beaching' skis and skiers between racing).
Ski Racing	Clear water, large areas or linear distances to enable extended races of several kilometres or circuits		Undertaken in open water (offshore where calm) as well as large water bodies

Discipline	Size	Access	Topography/ Landscape
Shooting Sports			
Sporting Shooters	3000m x 1000m (300 ha) will accommodate all range templates, access and amenities	All-weather, located within approx. 2 hours driving time of major population area.	Obstacle and hill free, vegetated safety template area
Pistol Shooting	3.5 – 4 ha contains number of range lengths. Indoor complex is preferable; possible location within industrial area, subject to planning scheme treatment of Indoor sport and recreation as consistent.		“No danger” outdoor range design or indoor range requires limited safety template, noise attenuation properties to shield surrounding uses.
Rifle Shooting	15-20 ha, with length of 1200m-1500m.		Range to be clear of obstacles. Vegetated safety template area (beyond range/ targets)
Shotgun – clay target	20m length x 3m per trap pit plus safety envelope		Clear of obstacles, flat
Shotgun sporting clays	No smaller than 14ha. Could be accommodated in disused quarry		Natural terrain, some slope, vegetated so as to simulate ‘live quarry ⁵ ’ shooting.

⁴ In this context “quarry” means targets



Table 2: Compatibility and Infrastructure servicing

Discipline	Co-location Compatibility	Infrastructure requirements
Aviation		
Hang-gliding	Launching and landing sites can be in parks or on beaches with permits	Minimal, wind and thermal action dependent, some semi-hardening of launch ramp/ site to protect surrounding environment.
Parachuting	Landing sites can be in parks or on beaches with permits	Launch at existing aerodrome; identified landing area with facilities and ability to manage public access
Gliding and soaring	Motor cycling Motor sports Indoor shooting complex/ range	<ul style="list-style-type: none"> › 800m2 hangar space suitable for 15 gliders, › 200m2 clubhouse/ briefing room, › Bunk house or area for camping, › Room to expand on the above, › Spectator areas, › Amenities and change.
Fixed wing small aircraft and ultralights		<ul style="list-style-type: none"> › Hangar space suitable for storage of craft/ outdoor secure areas for aircraft parking, › Clubhouse/ briefing room, amenities and change facilities › Spectator areas
Operation of Model or miniature aircraft		<ul style="list-style-type: none"> › Pit area with shade covering and concrete floor, 5m x 100m › Shade areas for pilots, family and visitors; › Adequate toilet and shower amenities; › Adequate car parking › Kitchen, canteen › Storage for grounds maintenance and general equipment
Motor Cycling Sports		
Dirt (Motocross, Supercross and Dirt Track; ATV; Enduro trials)	Shooting Equestrian Remote-controlled car racing Model aero	<ul style="list-style-type: none"> › Track tower (for timing, scoring and event officials) › First Aid Room (required for competitive activities) › Amenities: female, male and disability toilets and showers › Irrigation system: including pipelines, pump house, automated watering system, and internal dam for track preparation, dust suppression and maintenance. › Pit Areas: Large, flat open pit areas within the facility to accommodate riders, vehicles, vans and trailers (approx. 500 riders). › Spectator Parking: Large flat open areas within the facility to accommodate the parking of vehicles during local club events and larger National and State motor cycling sporting events. › Viewing Mounds for spectators and club members. (Large National events can attract over 5000 spectators/visitors) › Large Machinery Shed: to house machinery and equipment › Storage: large storage shed & container › Canteen Facility: Large canteen to service members, participants and spectators at local and National events. › Clubhouse: Meeting place for members, and covered area for visitors.
Track/ Trail (Track; Trial; ATV)		

Discipline	Co-location Compatibility	Infrastructure requirements
Road Speedway	Karting Remote-controlled car racing	<ul style="list-style-type: none"> › Track tower (for timing, scoring and event officials). › First Aid Room (required for competitive activities). › Amenities: female, male and disability toilets and showers. › Pit Areas: Large, flat open pit areas within the facility to accommodate riders, vehicles, vans and trailers (approx. 500 riders). › Spectator Parking: Large flat open areas within the facility to accommodate the parking of vehicles during local club events and larger National and State motor cycling sporting events. › Spectator seating – grandstand type. › Canteen Facility: Large canteen to service members, participants and spectators at local and National events.
Recreational	Shooting Equestrian Remote-controlled car racing	<ul style="list-style-type: none"> › Carparking. › Amenities: female, male and disability toilets and showers. › Viewing areas, shelter/ shade for spectators and visitors. › Large machinery shed: to house machinery and equipment. › Canteen Facility: Large canteen to service participants and visitors.
Motorised Water Sports		
Water skiing (jump, tricks, slalom) Barefoot skiing (jump, tricks, slalom) Wakeboard- ing Jet skiing Ski Racing	Adjacent noise generating sports. Remote control model boats	<ul style="list-style-type: none"> › Two lane boat ramp for all launching and retrieval › Availability of power, water, shade, toilets › Area/s <ul style="list-style-type: none"> - for parking and camping - for 'pit area' for repairs, tool storage/ access - for airlift evacuation in case of medical emergency - able to be bunded for fuel storage - for installation of temporary spectator seating
Shooting Sports		
Sporting Shooters Pistol Shooting Rifle Shooting Shotgun – clay target Shotgun - sporting clays	Motor cycling Motor Sports Archery	<ul style="list-style-type: none"> › Athletes' areas/ toilets/ change rooms (relax, change clothes etc) near the finals and qualification ranges. › Meeting rooms for use by officials, committees and juries. › Rooms for offices, target scoring, production of results and storage of targets and related material. › A main scoreboard for posting official results and notices and smaller scoreboards on each range for posting preliminary results. › An arms and equipment control area, with area for secure arms storage. › A gunsmith's shop with suitable work benches and vices. › Wireless internet and email communication services. › Security system for whole complex

3 RECOMMENDATIONS

This section outlines the major findings and the plan's recommendations for each of the four sports.

3.1 AVIATION

Activities that fall within this broad category are:

- › Hang-gliding
- › Parachuting
- › Gliding and soaring
- › Fixed wing small aircraft and ultralights
- › Operation of Model or miniature aircraft⁶

Information from 14 aviation related peak/ State level organisations, regional associations and local clubs indicated that current and emerging trends impacting (or potentially impacting) on aviation sports are as follows:

- › Flyers need a formal place to fly. An airfield is the best option. The alternative of flying aircraft from council parks, school grounds or the beach is, in most cases, illegal;
- › Clubs that have tenure over their airfield do better because people are more willing to contribute if they have ownership;
- › The introduction of drones and competitions within the sport;
- › With the exception of model aeronautical activities, the aviation disciplines require a launch site and a landing site (usually separate) and both with requirements that need to be met and maintained;
- › Participation in paragliding is generally increasing and in hang-gliding is static. Competitive hang-gliding/ paragliding is best located in inland areas where thermals are more prevalent and reliable, with coastal launching sites utilised for recreational and free flying;
- › Participation and subsequent demand from the sport disciplines directly is static to declining, exception being model aero flyers, which reports an increase;
- › Airfields are the best option for most disciplines (excluding model aero), preferably with secure tenure;
- › Approval of sites are subject to CASA – in relation to safety of air navigation in the area;
- › Clubs are generally satisfied, but seeking improvements to current facilities or security of tenure;
- › Current and any future facilities (including airfields, launching and landing areas) are impacted by proximity to highly populated areas and airports.

General facility requirements are discipline specific and it is difficult to determine an arrangement that would accommodate all aviation aspects at one regional facility. Similarly, the catchments for the various aviation disciplines differ. Participants indicated that travel to facilities with the required level of infrastructure is common.

3.1.1 Need for Regional Competition Facilities

Considerations for developing facilities/ sites that offer regional level infrastructure and competition opportunities for each discipline are:

- › **Identification and development of one regional level model aeronautical site**, with the possibility of relocating existing clubs to this site, if they were required to relinquish existing sites. Recognising that at least three clubs have indicated no desire or need to relocate in the short to medium term. A key existing competition site may need to be decommissioned in the future as a result of impact from the Sunshine Coast Airport expansion. There are also issues with the security of tenure at this site due to conflicting future land use aspirations by the State government and the requirements of the planning scheme. An additional club is currently impacted by a site management plan that does not envisage model aero as a continuing use. Relocation of these clubs to the preferred regional site is proposed, rather than development of new facilities.
- › **Requirements for launching gliding and fixed wing small aircraft, ultralight and parachute transport are currently catered for across the four airports/ aerodromes in the study area.** No new regional facility is needed. This includes landing areas for aircraft. However, parachute landing facilities require large open, obstacle free areas, with the size dependent on type of skydiving. There are a number of arrangements on private properties that currently meet needs. No general regional competition facility (for landing) is recommended for parachuting.

⁶ Drones are specifically excluded from this investigation and planning, evidence could not be found of competition involving drones

- ▶ **South Queensland Parachute Council⁷ indicates that a “swoop pond” which facilitates Canopy Piloting, does not exist in the region.** Canopy Piloting is reportedly one of the most exciting and spectator friendly versions of parachuting. Many talented local canopy pilots of international standard are compelled to leave the region to train and compete in this discipline. There are two of these sites operating in Australia; in Perth and in a remote area west of St George in south-west Queensland, with a third under development in South Australia. **Provision of a second Queensland facility has not been recommended for the study area.**
- ▶ **Competitive hang-gliding/ paragliding is best located in inland areas** where thermals are more prevalent and reliable, with coastal launching sites utilised for recreational and free flying. **No need for provision of a regional competition facility within the study area was identified.**
- ▶ **Paragliding aerobatics is a competitive form that is required to be held over a large waterbody, enabling tow launching (boat);** with the conduct of competitions being weather dependent. Lake Kawana and the Mooloolah River (at Mooloolaba) have been considered by Sunshine Coast Sports Aviators as options for this within the study area. The location constraints mitigated against this use (motorised craft are not permitted on Lake Kawana) and the level of demand would be for a single facility in the wider SEQ region. **Therefore, provision of a competition facility in the study area is not proposed.** Exploration of event use of Lake Kurwongbah may meet intermittent event needs.
- ▶ Previous planning for difficult to locate sports has identified the need for Councils’ **planning schemes to recognise the impact of these uses and to incorporate appropriate scheme amendments for protection of established significant sites;** in aviation the specific mentions have been for the protection and enhancement of Coolum Model aero facility, Caloundra aerodrome and protection of existing difficult to locate sports sites.

3.1.2 Recommendations for Aviation

1. Aero modelling sports identified the need for a regional facility to accommodate events. Two preferred options were initially identified and the recommended option is to designate the Tin Can Bay Model Flying Club airfield as the regional facility; the Suncoast Model Flying airfield is unlikely be retained or enhanced as a regional facility.
2. The Suncoast Model Flying airfield at Coolum, while a good location for development of the regional competition facility, has a limited future, primarily due to new constraints arising from the expansion of Sunshine Coast Airport and tenure uncertainty due to State government aspirations for the land to be used for high impact industrial uses. When this club finally has to vacate the current site, it is recommended they relocate to the Tin Can Bay facility.
3. There are a number of local model aero airfields, with varying issues that will likely impact on their long-term operations; if, due to changes in current circumstances any of these are required to relocate, then it is recommended that model aero use be consolidated at the proposed regional facility (Tin Can Bay Model Flying club airfield). Due to the large spatial requirements of the sport there were no other alternative sites immediately identified. In the event of clubs relocating to the regional facility, either shared club arrangements or amalgamation could be considered.
4. For gliding, small aircraft and Ultra-Light participants it is important that existing facilities and access be maintained at the four airport/ aerodrome facilities and that access to the North Shore Landing Ground be retained (Ultra-Light use).
5. Should Caloundra Airport be relocated, retention of its existing capacity to support aviation sports (including airside facilities) is recommended to be included at the new site.
6. For other Aviation sports, no specific need was identified for a new regional facility to accommodate events and competitions.



⁷ Area governed by South Queensland Parachute Council is between the Tropic of Capricorn and Byron Bay, and in this context region refers to the area governed.

3.2 MOTOR CYCLING SPORTS

Disciplines that fall within motor cycling sports are:

- › Enduro Trials
- › Motocross, Supercross and Dirt Track
- › Speedway
- › Track
- › Trial
- › All Terrain Vehicles (ATV)
- › Road racing
- › Supermoto
- › Minikhana

Information from five (5) motor cycling sports related peak/ State level organisations, regional associations and local clubs indicated that current and emerging trends impacting (or potentially impacting) on motor cycling sports are as follows:

- › Volunteers are becoming harder and harder to find and hold; 18-30yo seem to be the primary cohort that won't or don't volunteer;
- › There has been an increase in membership/ participation, when comparing 2014 to 2017. This increase may be attributed to the opportunities that the club offers riders of all ages and abilities on the Sunshine Coast. Also, the profile of the Coolum Pines Facility, and its proximity to major infrastructure may contribute to the popularity of both recreational and competitive motor cycling in the study area;
- › The Club and facility must continue to evolve to meet the requirements of members and the local community;
- › Participation is increasing;
- › Clubs are satisfied with existing venues;
- › The issue of long term tenure at Coolum Pines Motocross requires resolution to ensure club survival;
- › Previous efforts to secure additional locations have been unsuccessful due to noise and amenity issues or other State Government planning priorities or land use restrictions;
- › In response to demand, a major recreational and competition site was developed on public land at Wyaralong. Investigations by the state government to duplicate a similar facility north of Brisbane have to date been unsuccessful. A number of recreational riding areas and private tracks have been developed by private property owners, however these do not cater for competition.

3.2.1 Need for Regional Competition Facilities

Considerations for developing facilities/ sites that offer regional level infrastructure and competition opportunities for each discipline are:

- › Motorcycling Queensland (MQ) does not have a specific state facility plan, with rounds of State and National championships hosted at various club facilities. With the growth over recent years in recreational riding, **the traditional focus of MQ on competition has shifted towards identifying and seeking opportunities for land acquisition and new/ improved facilities that will meet the needs of recreational riders** and operators of clubs.
- › In general, **facility requirements for the majority of motor cycling disciplines could be met with the development of one regional facility** with different surfaces (road, dirt etc). Long-distance trail events require identification of a site that could access event use of adjacent lands as a secondary use.
- › The evidence from the state government and others is that **identifying a single all inclusive facility will be a significant challenge**. As the study area already has two established competition facilities (catering to different events), it is considered that consolidation of use at those sites is a better strategy.
- › Recreational riding has increased and for the State body, has become a more prevalent focus. The catchment for recreational use is broad, however the indications are that **participants seek locations within the study area catchment and that unlawful riding is a large part of this provision**.
- › **For regional level competitive events, participants are prepared to travel** some distances to access facilities that provide the required level of infrastructure.
- › During the development of the regional facilities plan, some **concern was expressed at the absence of a motor sports precinct (accommodating road racing for motor cycles) within the study area**. Although road racing is currently provided for at Lakeside (Moreton Bay Regional Council south of the study area), this facility has constraints on the number of events due to noise and nearby residential impacts. The current difficult-to-locate sports study for Sunshine Coast has identified a future motor sport and driver education facility in the Inter Urban Break (IUB) south of Caloundra. The acquisition of land in the IUB has been confirmed in the recently approved Environment and Liveability Strategy (SCC).

- ▶ Previous planning for difficult to locate sports has identified the need for Councils' planning schemes to recognise the impact of these uses and to, therefore, **incorporate appropriate scheme amendments or protection for significant sites.** Specific unresolved recommendations from previous planning included the investigation and advocacy for motor sports site/s. This study concluded that the current motocross use at Coolum Pines facility is not incompatible with high impact industrial uses and that finding an alternative location would be difficult, possibly more so than finding additional industrial land.

3.2.2 Recommendations for Motor cycling sports

7. The preferred option for a regional motocross competition facility is to retain and upgrade the Coolum Pines Motocross facility, this facility has unresolved long-term tenure due to the current state government preferred use of the land for high impact industrial use.
8. The adoption of the Coolum Pines Motocross site as the regional facility requires negotiation with the Queensland Government to confirm the regional importance of this facility and the need to transfer the land to SCC to manage the lease and ongoing sport use. This would allow for Suncoast Junior Motorcycle Club Inc to gain a lease that can be renewed into the future and for investment to be planned. As this recommendation is inconsistent with SCC's endorsed Environment and Liveability Strategy (ELS), a policy amendment will be required if transfer of this land to Council proceeds.
9. Should there be no prospect of resolving the tenure and proposed industrial use of the land, investigate alternative suitable options
10. Motor cycling trails on private land adjacent to Conondale Memorial Recreation Reserve and the facilities under the control of the club are recommended as the potential regional facility for trails, trials and enduro disciplines and the Sunshine Coast Motorcycle Club is supported to deliver the approved development and improvements to this facility.
11. Further facility development to accommodate recreational riding as well as longer distance trail competition events will continue to be problematic. Investigations into a potential "Northern SEQ" recreational riding site should remain a responsibility of the state government and is not considered further in this study. Identification of a potential mixed tenure route for event (permit) purposes only requires a dedicated study that is warranted when such an event is proposed and the study should be driven by the sport or event proponent.
12. Motor cycle road racing needs would not, on their own, warrant a new road (motor cycle) facility to service the study area. The recommended long-term approach is to include race track capability at the proposed motor sports precinct planned⁸ for the Inter-urban Break. In the short to medium term supplement the available capacity of Lakeside with potential shared use of the go-kart tracks at Mothar Mountain for junior motor cycle road racing.



⁸ As identified in the Sunshine Coast DTL plan and discussed in the Background Report.

3.3 MOTORISED WATER SPORTS

Activities/ sports that fall within this category are:

- › Wakeboarding
- › Jet ski racing
- › Ski Racing
- › Water skiing (jump, tricks, slalom)
- › Barefoot skiing (jump, tricks, slalom)

Information from nine (9) motorised water sports related peak/ State level organisations, regional associations and local clubs indicated that current and emerging trends impacting (or potentially impacting) on motorised water sports are as follows:

- › The Queensland climate makes most of the State conducive to year round skiing;
- › Participants in the various disciplines are largely oriented around family groups, with ages ranging between 8yo and the mid-70's;
- › The majority of participation is recreational;
- › The focus of participants is to build on and better their own performance;
- › Approximately 5% of members/ participants are estimated to be classified as participating within the elite competition levels.

3.3.1 Need for Regional Facilities

While water sports and the various disciplines have little in the way of facility plans, there are some issues and needs which did emerge from the investigation:

- › Different water sports require different water body and access characteristics. River, lake and ocean water bodies can be used for diverse activities, however, **the majority of demand is for recreational access**. Competitive uses can vary but generally they require both launching facilities and spectator areas.
- › In general, the **key facility locations are lakes, rivers and ocean areas, but some artificial facilities constructed for wakeboarding, skiing and jet boat racing can accommodate both recreation and competition uses**.
- › Key elements for **competition use are the amount/ area of water available and access for spectators** to view the event.
- › The **existing lakes and water storages are insufficient in size** for potential spectator facilities and have limited potential for additional infrastructure to support competitive use.

- › **Availability of appropriate/ accessible water bodies is the primary limiting factor** for coverage of and access to the activity, the size of these water areas and the associated land-based amenities/ facilities provides the limiting factor to the scale of events, resulting in catchments for these sports being very large and extended travel to competitive events is common.
- › Noosa and Maroochy Rivers (in particular) are experiencing high levels of adjacent environmental, rural and urban land use, which means that **it is problematic to assign a dedicated space for competitive motorised water sports**, which create a range of impacts. As development continues within the catchments, further **use and development of the rivers will focus on increased shared use** which prohibits the speeds and noise impacts of motorised water sport. Additional provision of moorings and marinas, and recreational paddle or fishing access is likely to prevail.
- › **Water skiing and related sports have indicated that they would like to have a competition facility** within the region. However, they acknowledge that none of the existing recreational or club use areas are able to support competitive use.
- › The most promising option for long term investigation of a motorised water sport site is the re-use of an exhausted resource extraction site (quarries). A brief overview of inactive extraction sites located in and across the Sunshine Coast Council area indicates that most are either too small for development of motorised water sports or will not contain water bodies as part of final void planning. An example of an exhausted (or previous extraction site) that has been used for motorised water sports is Marshalls Ski Lakes and Camping site adjacent to the Bruce Highway in Chevallum, however the area of water on this site is insufficient to support competitive uses. Previous investigations identified a number of candidate sites however all had limitations as to the scale of activity they could support. Across the study area a dedicated study may be able to find a number of candidate sites where proactive post-use planning can allow for an eventual use for water sport.

- › **Lake Kurwongbah is regionally important for competitive motorised water sports** and this should be reinforced with Seqwater. Further, some investigations into the increased water access opportunities at Quanda Lake, Cooloom for community-based water ski clubs could be undertaken when an opportunity arises for a review of the existing tenure arrangement.
- › The Department of Transport and Main Roads *Recreational Boating Facilities Demand Forecasting Study 2017* indicates a combined **shortfall of landing facilities (ramps and landing facilities) across the three local government areas of 3.7 by 2021, increasing to 17.7 by 2036.**
- › **No regional facility needs can be applied to off-shore jet ski racing** as their main need is access to ocean boat ramp facilities.
- › Previous planning for difficult to locate sports has identified the **need for Councils' planning schemes to recognise the impact of these uses and to, therefore, incorporate appropriate scheme amendments or protection for significant sites.** Previous difficult to locate sport planning by Sunshine Coast recommended that extractive sites within the Meridan Extractive Resource area be investigated for post use planning of a site for a freshwater motorised water sport facility.

3.3.2 Recommendations for Motorised Water Sports

13. No single recommended site to accommodate regional competition use is likely to be identified due to the characteristics required for the activities and the low demand for competition focused facilities.
14. The importance of Lake Kurwongbah as an SEQ regional competitive water skiing and wakeboarding facility be reinforced with the Queensland Government and Seqwater. This facility should be recognised as the main regional facility servicing the study area.
15. Over the medium term, undertake a program to assess extractive sites within 5 years of exhaustion for sites with the ability to provide a final water filled void suitable for water sport use. The focus should be on those within public lands and outside residential growth areas. This investigation should target sites (such as Meridan), where there is an opportunity to prepare a post use plan that guides the shape, depth and potential use of a final void and where water quality can be managed.
16. Investigate current lease arrangements over Quanda Lake as there were reported issues with use of the site for competition. Consider revising lease conditions to improve access for clubs to hold competitions.
17. Offshore racing for jet skis and other craft are not facility dependent activities and no specific regional facility recommendations apply. Usage is event driven only and no permanent facility provisions are needed.



3.4 SHOOTING SPORTS

There are a number of variations and therefore facility implications within the four broad disciplines, with differences influenced by weapon calibre, length of range and International governing rules.

- › Rifle Shooting
- › Shotgun – clay target and sporting clays
- › Pistol Shooting
- › Sporting Shooters

Information from twenty-three (23) shooting related peak/ State level organisations, regional associations and local clubs indicated that current and emerging trends impacting (or potentially impacting) on shooting sports are as follows:

- › Continual growth in demand (including from visitors) across all shooting disciplines, clay target shoots, pistol shooting, etc.
- › Costs associated with participating in the sport are always increasing and the cost of running a range is constantly growing and remains a challenge for the clubs to remain viable without increasing fees too dramatically for members.
- › An ageing demographic in the area has contributed to increased demand for shooting sports ranges, including increasing interest from prospective members who enquire that it is a family orientated sport where juniors from 11 years of age to seniors can participate with other members of their family. Increasing interest from females.
- › Shooting is an option for those who are not physically capable of engaging in high levels of agility or physical strength/ fitness required for sports such as soccer or football.
- › Club facilities needed to be expanded, although there have been recent improvements at some ranges.
- › Media exposure of pistol shooting at the Commonwealth and Olympic Games has contributed to the image of the sport. The government's push for active participation in sports has increased participation.
- › Firearms safety courses are in constant demand and the number of participants has not declined.
- › Participation is generally static within the disciplines, with growth in Sporting Shooters (SSAA), and changes/ shifts in the demographic profile of participants.

- › Relatively high number of facilities and clubs in shooting disciplines, mostly operating at the local level.
- › SSAA Qld is seeking a new site for a regional/ state facility in Wide Bay area, which will assist in meeting the needs for regional facility provision generally.
- › Clubs are generally satisfied with their facilities, many of which are reluctant to relocate, given the connection with and level of investment in their current location and facility.
- › Through the site investigations and consultation for this plan, it became apparent that the development of a single regional facility that meets the brief and aligns with the facility planning and development needs of peak associations and clubs is extremely unlikely to eventuate and may not result in a regional shooting facility that would be the 'home' of a number of relocated clubs.

3.4.1 Need for Regional Competition Facilities

The range of disciplines and number of facilities in the study area, along with diversity in aspirations for recreational vs competition use means that the need for regional level facilities should consider:

- › Facility requirements for shooting sports are specific to the discipline, with technical standards and weapons licensing approvals required.
- › To service the broader SEQ region and the State, there has been significant investment in the Belmont facility as a result of the scale of the facility and host role in 2018 Commonwealth Games. Duplication of that capacity is not recommended, rather **complementary development to cater for additional disciplines should be the focus.**
- › State legislation for licensing and compliance means that access to local facilities and clubs is highly desirable. The **need for regional facilities for competitive events is driven more by sporting needs of the individual disciplines.** However, the difficult to locate nature of shooting sports means that most facilities are servicing a regional catchment and this helps with the viability of club based facilities.

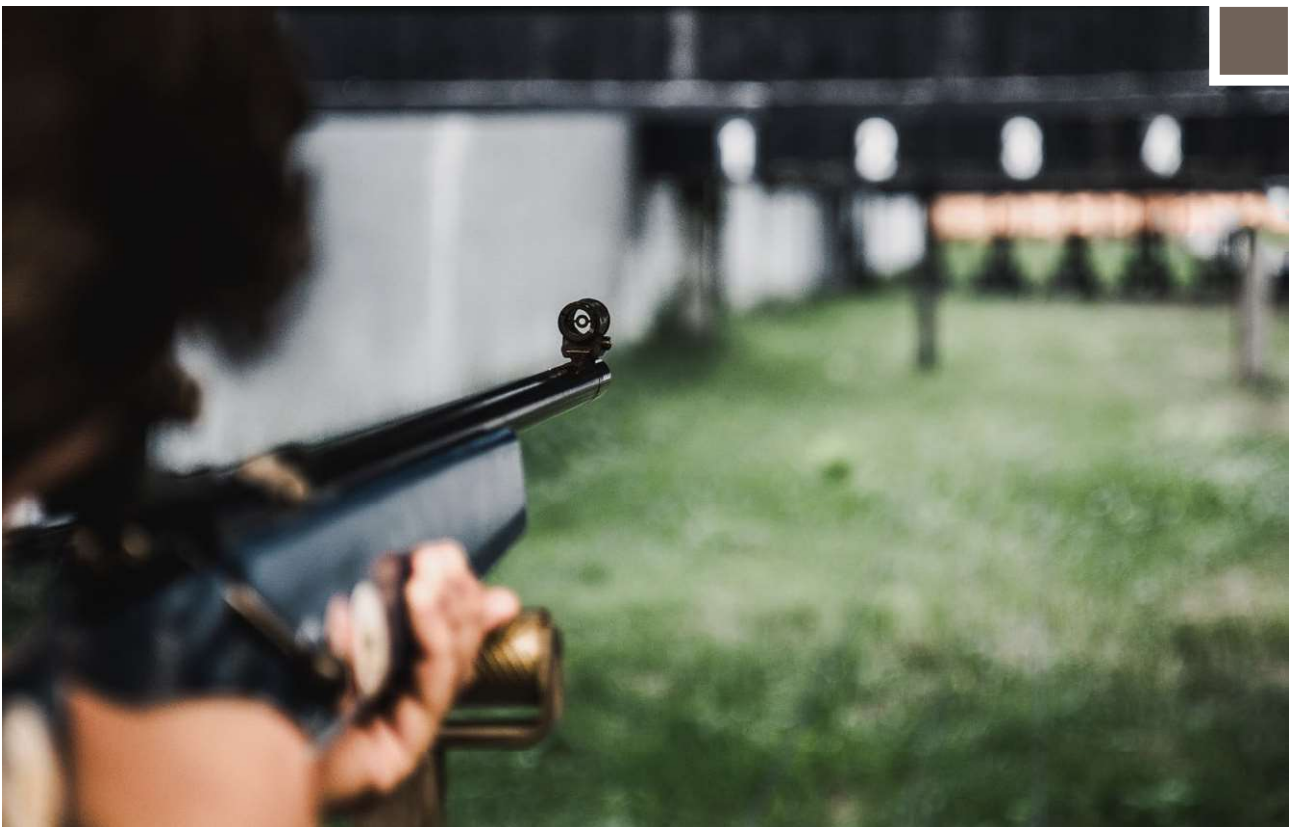
- ▶ Previous planning for difficult to locate sports has identified the need for Councils' **planning schemes to recognise the impact of these uses and to incorporate appropriate scheme amendments or protections for significant sites**, including appropriate buffers and land acquisition at Davison Range Target Sports Complex and the development of a multi-discipline shooting facility within the GRC area.
- ▶ There is a need to accommodate regional competition within a range of disciplines, many of which are already catered for at existing club managed sites. Any new facility proposals or expansions should seek to provide for those disciplines which aren't already catered for. This means that where possible existing facilities should be the focus for regional provision and that a focus on short range vs long range could help distinguish future options.

3.4.2 Recommendations for Shooting Sports

18. Shooting disciplines identified the need for facilities appropriate to conduct regional events. The preferred approach is the development of regional shooting facilities to be designed to be complementary to the regional and State facilities already provided at Belmont Shooting Complex. This

means that disciplines not catered for at Belmont should be considered for the new or expanded regional facilities planned for development within the study area.

19. The recommended option is to designate Cooloolabin Range as a regional facility for short-range disciplines and support further development of ranges and potential development of an indoor pistol range.
20. Davison Range should be designated as a regional facility for shotgun, rifle and longer-range disciplines. There may be potential to consider this site as an alternative for the development of an indoor pistol range.
21. Designate and acquire a site within an industrial area in GRC for development of an indoor pistol range.
22. In the longer-term support GRC efforts to secure a suitable single integrated site for a new facility enabling co-location of local clubs. The specifications of this site to be designed in order to be complementary with the facilities and opportunities available at Belmont Shooting Complex and the two regional facilities identified above. This facility should focus more on local (within the Council area) provision rather than regional needs.



4 REGIONAL FACILITIES PLAN AT A GLANCE

Table 3 summarises the Regional Difficult to Locate Facilities Plan.

A more detailed implementation plan for each Council has been developed and is provided in a separate document. Overall these recommendations rely strongly on collaboration between the three Councils, the State government and with the sports involved. There are some challenges involved to achieve the desired outcome as well as a need for the sports themselves to lead, in some cases, where the demand and ongoing viability of future facilities is yet to be confirmed.

The achievement of regional facilities for the four sports may not be able to be achieved (in all instances) on publicly owned land, therefore the three combined Councils will also need to work with private sector organisations to deliver facilities that meet the sports' specifications and relevant planning scheme requirements.



Table 3: Regional Facility options, sites and recommendations

Regional Facility Plan Recommendations	Implementation priorities (short, medium, long ⁹)
Aviation	
<ol style="list-style-type: none"> 1. Aero modelling sports identified the need for a regional facility to accommodate events. Two preferred options were initially identified and the recommended option is to designate the Tin Can Bay Model Flying Club airfield as the regional facility; the Suncoast Model Flying airfield is unlikely be retained or enhanced as a regional facility. 2. The Suncoast Model Flying airfield at Coolum, while a good location for development of the regional competition facility, has a limited future, primarily due to new constraints arising from the expansion of Sunshine Coast Airport and tenure uncertainty due to State government aspirations for the land to be used for high impact industrial uses. When this club finally has to vacate the current site it is recommended they relocate to the Tin Can Bay facility. 3. There are a number of local model aero airfields, with varying issues that will likely impact on their long-term operations; if, due to changes in current circumstances any of these are required to relocate, then it is recommended that model aero use be consolidated at the proposed regional facility (Tin Can Bay Model Flying club airfield). Due to the large spatial requirements of the sport there were no other alternative sites immediately identified. In the event of clubs relocating to the regional facility, either shared club arrangements or amalgamation could be considered. 4. For gliding, small aircraft and Ultra-Light participants it is important that existing facilities and access be maintained at the four airport/ aerodrome facilities and that access to the North Shore Landing Ground be retained (Ultra-Light use). 5. Should Caloundra Airport be relocated, retention of its existing capacity to support aviation sports (including airside facilities) is recommended to be included at the new site. 6. For other Aviation sports, no specific need was identified for a new regional facility to accommodate events and competitions. 	<p>Short-term</p> <ol style="list-style-type: none"> a. Confirm Caloundra and Gympie aerodromes as sites for recreational and sport flying (light aircraft, parachute and gliding launching). b. Seek clarification and a final outcome from the Sunshine Coast Airport expansion plan as to the impact on the continuing use by Suncoast Model Flyers at Coolum. If the expansion plan does not preclude the club's activities then: c. Advocate to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) to: <ul style="list-style-type: none"> - Reconsider the current plan to dislocate the Suncoast Model Flyers; - Allow the transfer of the land to SCC to enable a secure lease to be established for the club. d. If the model aero use can stay at Coolum then this is the preferred regional facility to host competition events. e. If the Sunshine Coast Flyers are unable to remain on their current site then designate the Tin Can Bay Model Flying Club as the regional facility and begin planning to relocate the club's activities to Tin Can Bay unless the club chooses to identify and relocate to a facility on private land. <p>Medium-term</p> <ol style="list-style-type: none"> f. If (e) above eventuates then partner with Queensland Government to prepare a detailed master plan for Tin Can Bay Model flying club site. Considerations should include: <ul style="list-style-type: none"> - Closure of Rifle Fish Rd (if road reserve) and incorporation into the property (Lot 69 on CP910971). Adjacent part of same allotment should be included in the master plan. - Possible relocation of the adjacent Tin Can Bay SSAA club to new SSAA regional facility and expansion of model aero activities into this site. g. Resolve tenure and certainty for those local clubs that require it and if unsuccessful, work towards relocation to the Tin Can Bay Flyers field. <p>Long-term</p> <ol style="list-style-type: none"> h. Ensure that any planning for relocation of the Caloundra airport includes transfer of the aviation sport uses to the new site.

⁹ Short = within 1 to 3 years; Medium = within 4 to 10 years; Long = within 11 to 20 years

Regional Facility Plan Recommendations	Implementation priorities (short, medium, long ⁹)
Motor Cycling Sports	
<p>7. The preferred option for a regional motocross competition facility is to retain and upgrade the Coolum Pines Motocross facility, this facility has unresolved long-term tenure due to the current state government preferred use of the land for high impact industrial use.</p> <p>8. The adoption of the Coolum Pines Motocross site as the regional facility requires negotiation with the Queensland Government to confirm the regional importance of this facility and the need to transfer the land to SCC to manage the lease and ongoing motocross use. This would allow for Suncoast Junior Motorcycle Club Inc to gain a lease that can be renewed into the future and for investment to be planned. As this recommendation is inconsistent with SCC's endorsed Environment and Liveability Strategy (ELS), a policy amendment will be required if transfer of this land to Council proceeds.</p> <p>9. Should there be no prospect of resolving the tenure and proposed industrial use of the land, investigate alternative suitable options.</p> <p>10. Motor cycling trails on private land adjacent to Conondale Memorial Recreation Reserve and the facilities under the control of the club are recommended as the potential regional facility for trails, trials and enduro disciplines and the Sunshine Coast Motorcycle Club is supported to deliver the approved development and improvements to this facility.</p> <p>11. Further facility development to accommodate recreational riding as well as longer distance trail competition events will continue to be problematic. Investigations into a potential "Northern SEQ" recreational riding site should remain a responsibility of the state government and is not considered further in this study. Identification of a potential mixed tenure route for event (permit) purposes only requires a dedicated study that is warranted when such an event is proposed and the study should be driven by the sport or event proponent.</p> <p>12. Motor cycle road racing needs would not, on their own, warrant a new road (motor cycle) facility to service the study area. The recommended long-term approach is to include race track capability at the proposed motor sports precinct planned¹⁰ for the Inter-urban Break. In the short to medium term supplement the available capacity of Lakeside with potential shared use of the go-kart tracks at Mothar Mountain for junior motor cycle road racing.</p>	<p>Short-term</p> <p>a. In adopting this plan, the Sunshine Coast Council will be required to consider an amendment to the ELS, Part C Network Plan, specifically to Council-wide recommendations in 'The Environment we Create' for Specific purpose sports to remove 'and motocross' from second recommendation in this section.</p> <p>b. Advocate to State Government (DSDMIP) to either:</p> <ol style="list-style-type: none"> 1. Provide a long term lease to Suncoast Junior Motorcycle Club; or 2. Transfer the site to SCC; with SCC to renew lease in negotiation with the club. Councils to assist with identification of substitute industrial land as part of compensation for either 1 or 2. <p>c. Continue to implement the Conondale Memorial Recreation Park Master Plan to support improved motor cycling/ community facilities, including support for Sunshine Coast Motorcycling Club to improve and develop the trail aspects of their facilities.</p> <p>Medium-term</p> <p>d. Detailed plan for the Coolum Pines Motocross site to maximise/ optimise the provision of infrastructure and amenities for the site as a regional facility for motocross.</p> <p>e. In the event that (a) and/ or (b) above are unsuccessful, further detailed investigation of alternative sites should progress.</p> <p>f. Continue to advocate to and work with the State Government to identify and investigate options for the development of "Northern SEQ" recreational riding site.</p> <p>g. Work with Motorcycling Queensland with a view to sanctioning existing go-kart tracks for junior motor cycle road racing.</p> <p>Long-term</p> <p>h. In the event that planning, investigations and design are commenced for a new motor racing precinct in the Inter-urban Break (IUB), capability for motor cycle road racing is to be included.</p>

⁹ Short = within 1 to 3 years; Medium = within 4 to 10 years; Long = within 11 to 20 years

¹⁰ As identified in the Sunshine Coast Difficult-to-locate sports study 2009-2028 and discussed in the Background Report.

Regional Facility Plan Recommendations	Implementation priorities (short, medium, long ⁹)
Motorised Water Sports	
<p>13. No single recommended site to accommodate regional competition use is likely to be identified due to the characteristics required for the activities and the low demand for competition focused facilities.</p> <p>14. The importance of Lake Kurwongbah as an SEQ regional competitive water skiing and wakeboarding facility be reinforced with the Queensland Government and Seqwater. This facility should be recognised as the main regional facility servicing the study area.</p> <p>15. Over the medium term, undertake a program to assess extractive sites within 5 years of exhaustion for sites with the ability to provide a final water filled void suitable for water sport use. The focus should be on those within public lands and outside residential growth areas. This investigation should target sites (such as Meridan), where there is an opportunity to prepare a post use plan that guides the shape, depth and potential use of a final void and where water quality can be managed.</p> <p>16. Investigate current lease arrangements with Quanda Lake as there were reported issues with use of the site for competition. Consider revising lease conditions to improve access for clubs to hold competitions.</p> <p>17. Offshore racing for jet skis and other craft are not facility dependent activities and no specific regional facility recommendations apply. Usage is event driven only and no permanent facility provisions are needed.</p>	<p>Short-term</p> <p>a. Continue use of Lake Kurwongbah, including advocacy to Seqwater to retain this use.</p> <p>b. Continue to advocate for additional club competitive use opportunities at Quanda Lake (Oz Ski Resort).</p> <p>Long-term</p> <p>c. Assess extractive sites close to exhaustion of resources, for ability to hold/ retain water and assess characteristics against the technical specifications.</p> <p>Ongoing</p> <p>d. Continue to support Maroochy River Water Ski Association's current use at Eudlo Creek as well as access to alternative suitable sites for competitive activities.</p>

⁹ Short = within 1 to 3 years; Medium = within 4 to 10 years; Long = within 11 to 20 years

Regional Facility Plan Recommendations	Implementation priorities (short, medium, long ⁹)
Shooting Sports	
<p>18. Shooting disciplines identified the need for facilities appropriate to conduct regional events. The preferred approach is the development of regional shooting facilities to be designed to be complementary to the regional and State facilities already provided at Belmont Shooting Complex. This means that disciplines not catered for at Belmont should be considered for the new or expanded regional facilities planned for development within the study area.</p> <p>19. The recommended option is to designate Cooloolabin Range as a regional facility for short-range disciplines and support further development of ranges and potential development of an indoor pistol range.</p> <p>20. Davison Range should be designated as a regional facility for shotgun, rifle and longer-range disciplines. There may be potential to consider this site as an alternative for the development of an indoor pistol range.</p> <p>21. Designate and acquire a site within an industrial area in GRC for development of an indoor pistol range.</p> <p>22. In the longer-term support GRC efforts to secure a suitable single integrated site for a new facility enabling co-location of local clubs. The specifications of this site to be designed in order to be complementary with the facilities and opportunities available at Belmont Shooting Complex and the two regional facilities identified above. This facility should focus more on local (within the Council area) provision rather than regional needs.</p>	<p>Short to medium term</p> <ul style="list-style-type: none"> a. Support the development approvals required for a new regional facility to be acquired by Sporting Shooters Association (SSAA Qld) to service the Wide Bay region, if at a GRC governed site/ property. b. Designate Cooloolabin Range as a regional facility for short range disciplines and support further development of ranges and development of an indoor pistol range. c. Designate Davison Range as a regional facility for shotgun, rifle and longer-range disciplines and as an alternative site for an indoor pistol range, with consideration of acquisition of adjacent land to ensure longer-term viability of site as regional facility and to ensure on-going viability of Sporting Shooters branch. d. Designate and acquire a site within an industrial area in GRC for development of an indoor pistol range <p>Medium term</p> <ul style="list-style-type: none"> e. GRC to continue investigating acquisition of site/s to meet the co-location priority (Cooloolaba Range) and consider the design and configuration of this new facility be complementary with the facilities and opportunities available at Belmont Shooting Complex and the two regional facilities identified above. Overall this facility to focus on meeting local (Gympie Regional Council area) needs, rather than perform a regional function.



⁹ Short = within 1 to 3 years; Medium = within 4 to 10 years; Long = within 11 to 20 years

5 WARRANTIES AND DISCLAIMERS

The information contained in this report is provided in good faith. While Otium Planning Group has applied their own experience to the task, they have relied upon information supplied to them by other persons and organisations.

We have not conducted an audit of the information provided by others but have accepted it in good faith. Some of the information may have been provided 'commercial in confidence' and as such these venues or sources of information are not specifically identified. Readers should be aware that the preparation of this report may have necessitated projections of the future that are inherently uncertain and that our opinion is based on the underlying representations, assumptions and projections detailed in this report.

There will be differences between projected and actual results, because events and circumstances frequently do not occur as expected and those differences may be material. We do not express an opinion as to whether actual results will approximate projected results, nor can we confirm, underwrite or guarantee the achievability of the projections as it is not possible to substantiate assumptions which are based on future events.

Accordingly, neither Otium Planning Group, nor any member or employee of Otium Planning Group, undertakes responsibility arising in any way whatsoever to any persons other than client in respect of this report, for any errors or omissions herein, arising through negligence or otherwise however caused.



