



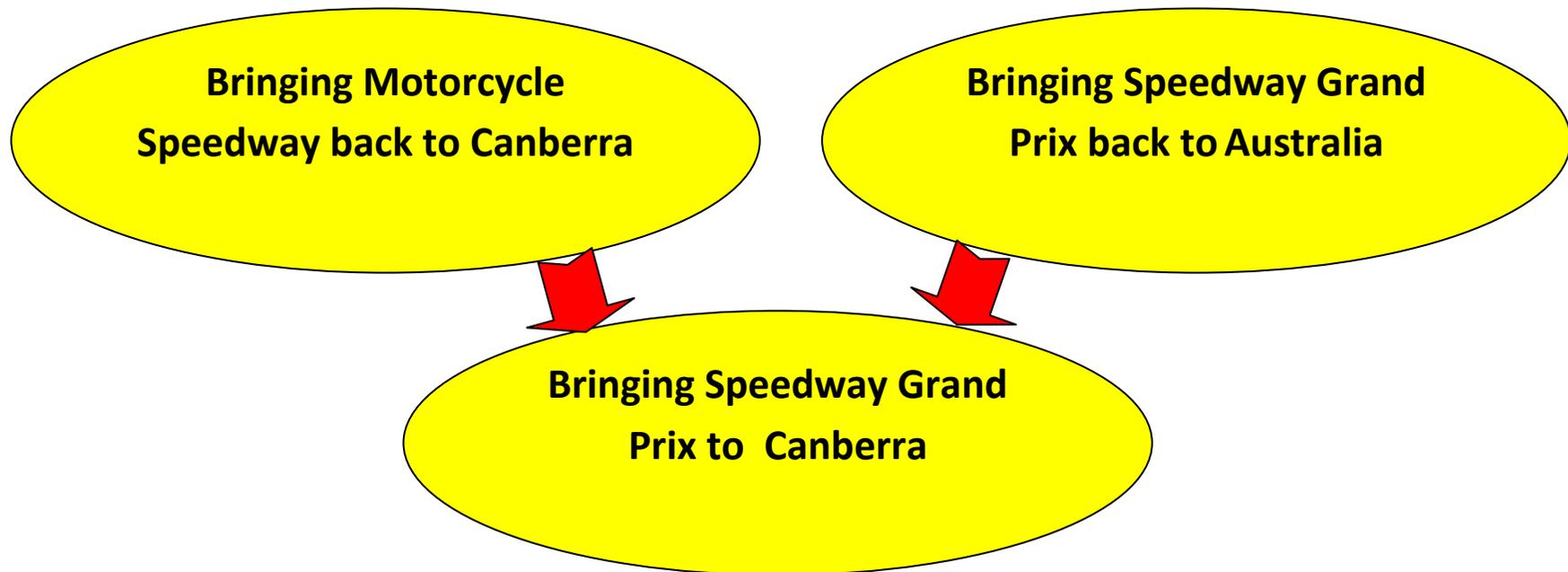
**Canberra Bulls
Speedway Club**

Bringing Motorcycle Speedway Back to Canberra

then

Bringing Speedway Grand Prix to Canberra

A Staged Facilities Development Plan



This document sets out a staged facilities development plan,

- aimed initially at bringing motorcycle speedway back to Canberra as quickly and cost-effectively as possible, and
- aimed ultimately at making Canberra the home of an annual Australian Speedway Grand Prix.

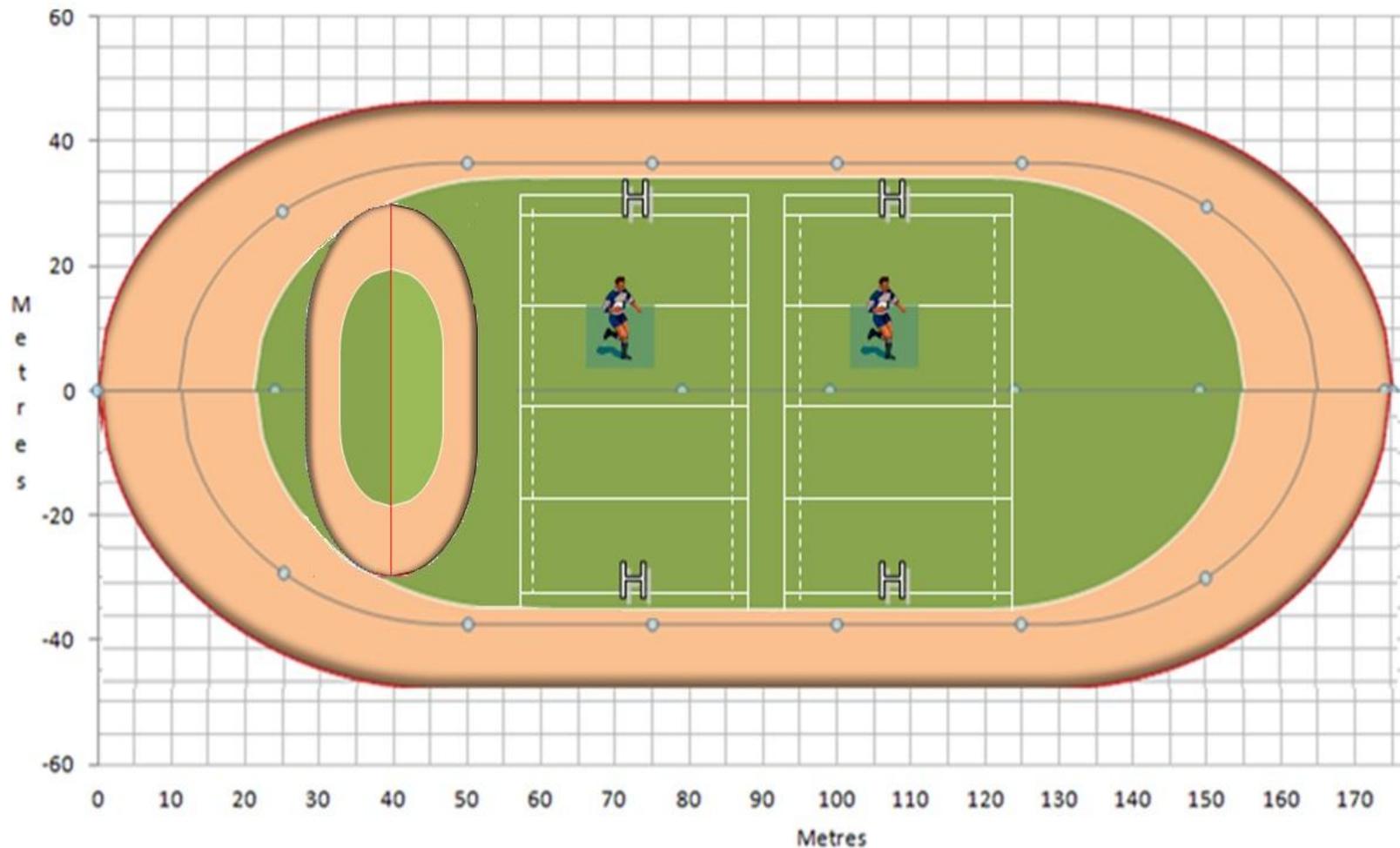
Motorcycle speedway has not been seen in Canberra since the mid-1980s. None of the tracks that staged speedway then are still in existence. This document assumes that a suitable greenfield site can be found, for the staged construction of a stadium.

The stadium would be designed from the very beginning as a multi-purpose facility that will benefit residents of the ACT and the surrounding region.

- Stage 1 would provide a 355m speedway track, a 120m junior speedway track, a 400m athletics track, and two junior rugby pitches, with earth embankments doubling as spectator areas and noise barriers, and with basic facilities for competitors and spectators. This could be achieved comparatively quickly and cheaply, and would provide a venue for local level activities.
- Stage 2 would add an air-fence to the speedway track, making it an attractive venue for staging State or National level meets using temporary spectator seating etc. An airfence gives considerably more safety to competitors, and is a necessary step towards international level racing.
- Stage 3 would involve an approach to the ACT Government to assist with the complete upgrade of the stadium to international standard, and an application to host an annual Australian round of the Speedway Grand Prix Series. Currently, while a round of the SGP will be run in Auckland in March 2012, there has been no attempt to hold an SGP round in Australia since 2002 because of the lack of a suitable venue.

Basic Track Dimensions

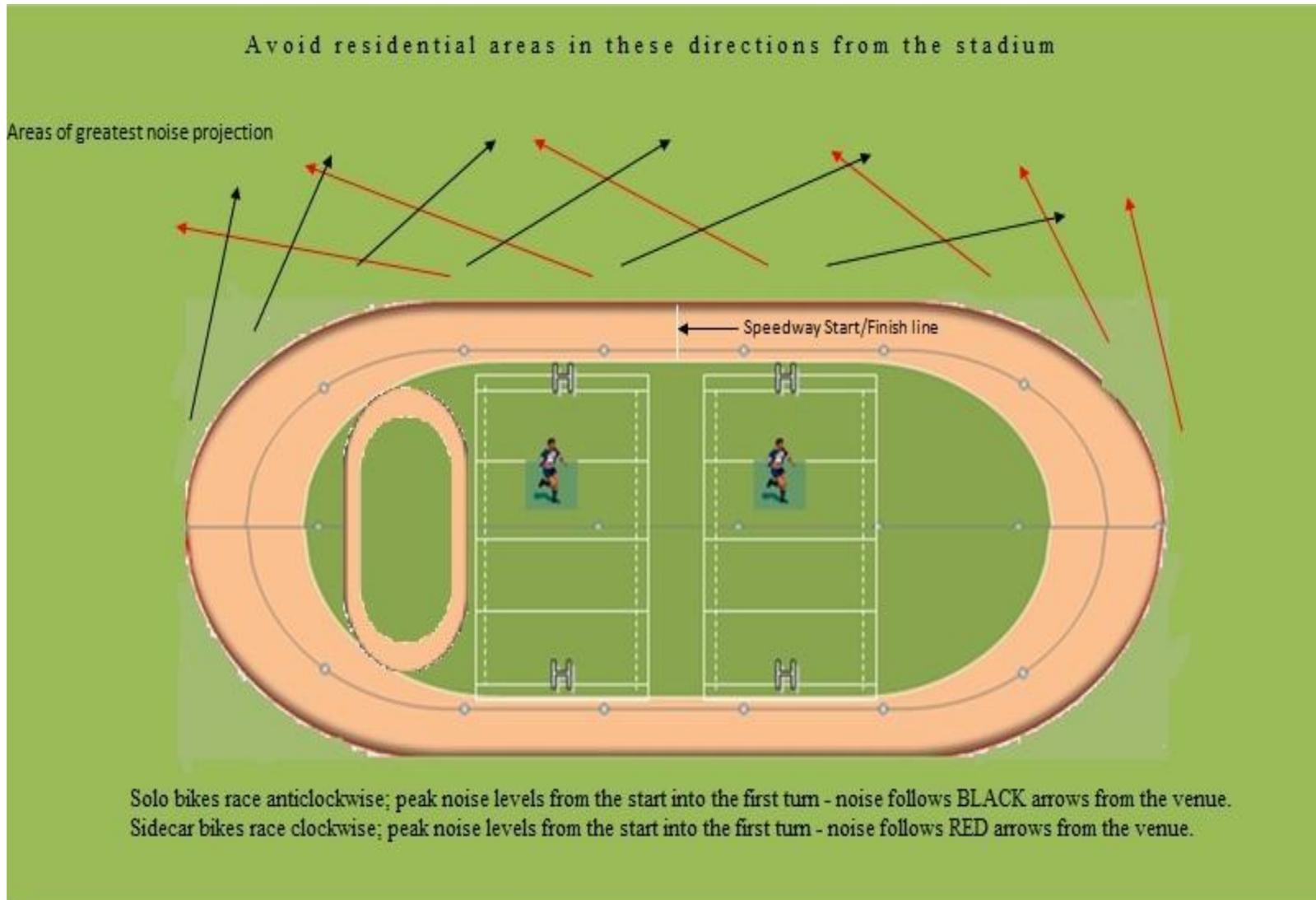
An international standard Speedway track of 355metres can incorporate an 8 lane 400m athletics track, both tracks using the same type of decomposed granite that was once state of the art for athletics tracks. They share the outside line, which would be a chain-mesh safety fence, incorporating gates for access . The athletics lanes are full IAAF width 1.22m, the inside line being shown here with circles. Those parts of the track that are most heavily used by speedway racing are thus inside the line of the athletics track, minimising track preparation issues. While a speedway track needs to have some camber, it is not significant enough to be problematic to athletes. The track itself requires an area of 175m by 90m, but (see later) will require additional ground for spectator safety and facilities. Also shown here are a 120m junior speedway track and two junior rugby pitches. Motorcycle speedway does not permit riders to cross the infield, ensuring a well-kept and safe playing surface for rugby players. This would provide residents of Tuggeranong, the eastern suburbs of Canberra, and Queanbeyan with excellent facilities for training and local-level competition, taking pressure off Bruce Athletics Track and other outdoor sports facilities.



Proposed staging of the development

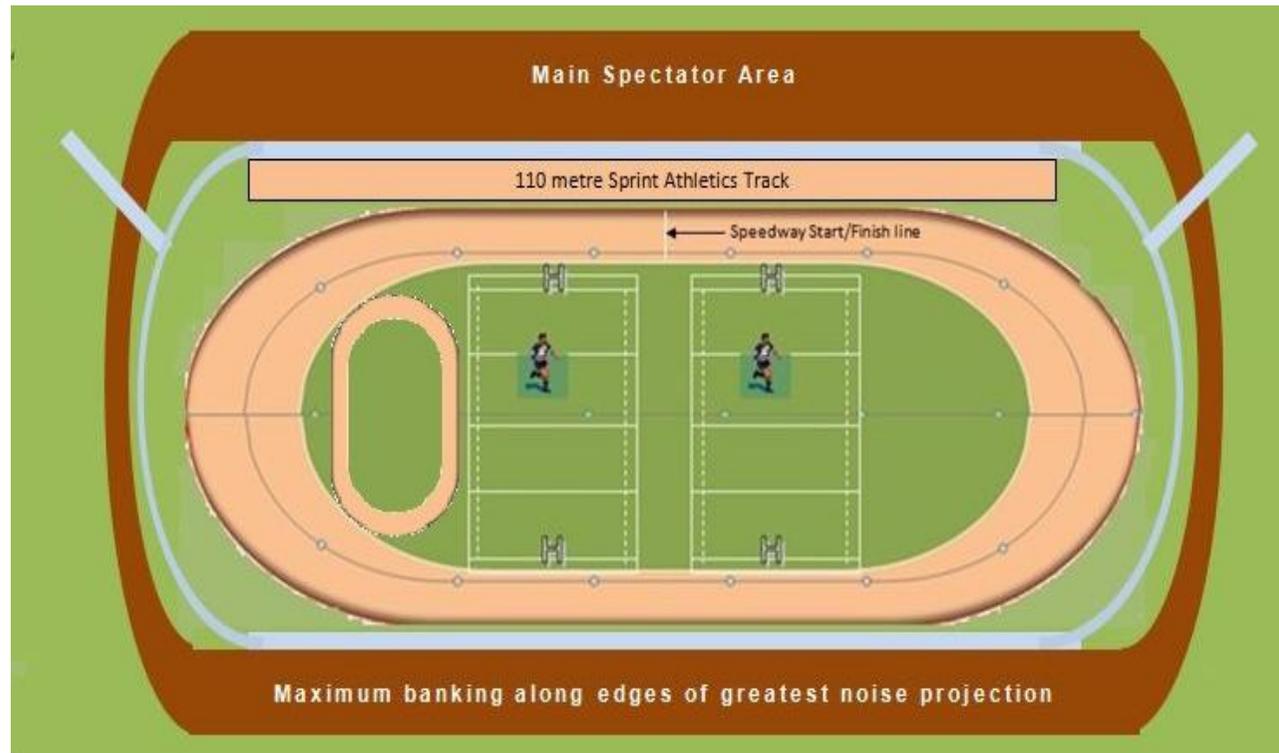
The Canberra Bulls do not expect an instant stadium. We also recognise the need to prove the viability of the project and the benefits to the Canberra region. We suggest that a staged approach suits both our financial and organisational capabilities, and the interests of the ACT. Having identified a suitable site, with minimal drainage and noise issues, the first phase would map out the orientation of the track and develop suitable earthworks. An optimal noise-reduction solution may begin with the following:

Optimising Orientation



Optimising track drainage and sound barriers

While the earthworks are being done for the track itself, it is necessary to think about the drainage and about further noise prevention. We have access to scientific support to ensure that both are effectively done and in an environmentally friendly way. Landfill banking (in brown) is a very cost-effective first step for sound barriers, and can be done in the very earliest stages, including using earth extracted from the levelling of the block. For areas of greatest noise projection, we have identified the installation of freight containers, which can be purchased relatively cheaply, can be repainted to look good, and can be used for storage of equipment. Their costs can be offset by the advertising revenue that can be placed on both inner and outer faces. They raise both the level and the effectiveness of the earth barriers considerably. Notice that, at this point, a standard 110m sprint track can be added along the main spectator area. Speedway regulations require a separation of at least 6m between track and the public, and this space can be utilised effectively for the benefit of the sprinters.



Drainage can be a problem for granite-based tracks, and can lead to event cancellation on the grounds of rider safety. Tracks are often raised half a metre or so, and encircled by spoon drains (in blue) wherever necessary, and a means by which excess water can leave the stadium. While modern speedway machines leave only rubber particles on the track surface, some mechanism will be required to ensure that nothing reaches natural water courses.

With the necessary toilet and other facilities, this configuration would provide a very acceptable amenity for club standard speedway and athletics training and racing, and for staging State or National level meets using temporary spectator seating.

Further Development aimed at State, National or Speedway Grand Prix events.

An Artist's Impression:



[Needs to be replaced by Cox design]

The additional elements required to bring the stadium up to the standard at which we could post a credible application to bring Speedway Grand Prix to Canberra include:

- construction of a main grandstand with full spectator facilities, and areas for the media, sponsors and VIPs.
- development of terraced spectator areas to increase maximum stadium capacity to at least 30,000.
- development of adequate parking and public transport drop-off areas.
- perimeter security fencing to ensure ticketing integrity.

Cox Architecture is a local company, having already contributed extensively to Canberra's existing sports stadiums, and has the expertise to assist us to complete this vision, using wherever possible locally sourced materials and labour.

- Draft variation to re zone land use, Scope for planning
- EIS - Environmental Impact Study
- Traffic management Plan
- Waste Management
- Access, from which roads
- Bushfire Risk Assessment
- Utilities and services including
 - Sewer
 - Stormwater
 - Water
 - Gas
 - Electricity
 - Telecommunication
 - Street lighting
- Crime Prevention
- Verge works
- Costing
- Architectural Plans
- Landscape plans
- Water sensitive urban design.