

TOWN OF PORT HEDLAND

Needs Assessment, Concept Design
and Implementation Plan for the
Port Hedland Turf Club

NEEDS ASSESSMENT REPORT

DRAFT REPORT FOR COMMENT V3
SEPTEMBER 2012



EXECUTIVE SUMMARY

Background

The Town of Port Hedland engaged A Balanced View (ABV) Leisure Consultancy Services to conduct the “Needs Assessment, Concept Design and Implementation Plan for the Port Hedland Turf Club” study. This study will provide a long term vision for the future of equestrian sports in Port Hedland.

The first component of this study is the Needs Assessment. Detailed research and consultation has been conducted to develop clear findings regarding the facility requirements for the equestrian community and the preferred location of the Port Hedland Turf Club (PHTC).

The Town of Port Hedland is planning for the transformation of the Port/South Town sites into a major urban population of 50,000 persons over the next two decades and land for residential development is scarce. A decision on the future location of the PHTC is of key importance for the planning and future development of the Port Hedland town site given its size and impact on the form and function of the area. This study identifies and assesses multiple potential site locations, including the current site, to identify a viable future location for the PHTC and for the other current and potential future equestrian groups of the Town.

Facility Needs

Ideally, equestrian activities would be catered for in a specialised equestrian precinct promoting the benefits of collocation of compatible users and reducing unnecessary duplication of resources. It is envisaged that a total area of approximately 200 ha would allow the development of a comprehensive equestrian precinct that provides adequate room for growth in the future. Such a precinct would include:

- Fully turfed racing track
- Irrigated dirt training track (with fast and slow lanes)
- Multi-use clubhouse including function/conference facilities and potential collocation of a recreation club.
- High standard male/female jockey and horse facilities for race meetings.
- Agistment lots/stables with comfortable accommodation for trainers and staff visiting for the racing season. Potential would exist for the accommodation to be hired out on a short term basis for the FIFO workforce outside of the racing season as a means of generating additional income.
- Potentially disabled accessible facilities to accommodate a Riding for Disabled program.
- Multi-purpose arenas for Pony Club activities, gymkhanas, show jumping, polo etc.
- A covered arena to enable all weather use and better accommodate disabled riders.
- Cross country trails for juniors and seniors.
- Turn out paddocks for spelling horses.

It is acknowledged, however, that such a large area of suitable land would be very difficult to identify given the topographical constraints of the region. As such, it is likely that multiple sites will be required to cater for the various equestrian groups for the foreseeable future.



Site Analysis Key Findings

The Site Analysis sought to identify the preferred location for the Port Hedland Turf Club. This is a key planning issue for the Port Hedland town site as it encompasses an area of 43 hectares in the centre of town.

SHOATA has long been regarded as a potential site for the relocation of the PHTC; however, investigations reveal that this site falls within the Boodarie Industrial Buffer Special Control Area. TPS 5 does not permit the development of dwellings or facilities that attracts persons within this area. Furthermore, the entire area of land is utilised by the SHOATA organisation and any further loss of land would negatively impact on their ability to accommodate a sufficient number of horses to race in the North West racing season.

Of the identified potential sites for the future location of the Port Hedland Turf Club, the current site appears to be the most suitable solution that balances expressed user group needs and financial considerations, and is considerate of indicative forward planning.

The benefits of retaining the race track in its current location are as follows:

- Lowest cost to reconstruct PHTC facilities in this location. It would not require a complete rebuild as it would at the other identified locations.
- Potential to provide an impressive entry statement into Port Hedland.
- Retains and continues the operation of a historically significant facility for the Town of Port Hedland, having been in operation for over 100 years in its current location.
- The centre of the race track can be used to meet a large proportion of the town's active open space requirements as per the Active Open Space Strategy 2011 (identified need for 40 ha).
- Does not adversely impact on the operations/capacity of other equestrian groups (i.e. SHOATA).
- Benefits from sea breezes and does not have odour issues that the SHOATA site has, providing an improved level of amenity for spectators.
- Is located in an area that will provide a useful buffer from dust blowing in from the adjacent BHP stockpiles.
- Is agreeable to all equestrian user groups.

A major challenge for retaining the PHTC in its current location is ensuring that use of the area in the centre of the track is maximised for community benefit. It would require innovative design solutions to enable substantial active, and potentially passive, public open space and recreational facilities to be developed that are readily accessible to the growing community.



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1 INTRODUCTION

The Town of Port Hedland engaged A Balanced View (ABV) Leisure Consultancy Services to conduct the “Needs Assessment, Concept Design and Implementation Plan for the Port Hedland Turf Club” study. This study will provide a long term vision for the future of equestrian sports in Port Hedland.

The first stage of the report is this Needs Assessment. Dependant on the need being established and opportunities being identified, this study will progress to the Concept Design phase to develop design options that respond to the identified needs. The feasibility of the preferred option will then be assessed in the Business/Implementation Plan phase.

This study has been underpinned by a broad consultative approach, researching and establishing the current and future needs of key stakeholders and matching them with current provision and industry trends to ensure that appropriate facility needs are identified.

2 BACKGROUND

The Town of Port Hedland has an active equestrian community with a long history at Port Hedland. The Port Hedland Turf Club is one of the original institutions of Port Hedland having been formed in 1896 and racing conducted at the present venue since 1908.

Currently there are four equine related venues that exist in Port Hedland; South Hedland Owners and Trainers Association (SHOATA), Port Hedland Pony Club (PHPC), the Port Hedland Turf Club (PHTC) and the Drovers Rodeo Equestrian Centre.

The Town of Port Hedland is experiencing a major transformation into a regional city. The Town is planning for a target resident population of 40,000 residents, plus a further 10,000 workers and visitors by 2035. This is a substantial increase from the Town’s current resident population of 15,000 and will likely cause a significant increase in persons participating in equestrian activities and horse ownership.

The major changes that are being planned for the Town of Port Hedland have significant implications for the Town’s equestrian organisations. There is a need for large areas of land suitable for residential housing to be identified and developed to ensure there is sufficient capacity for the growing population. The PHTC has a footprint of some 40 ha and is located centrally within the Port Hedland town site. Recent planning documents including the Active Open Space Strategy and the Pilbara’s Port City Growth Plan suggest the relocation of this facility to make way for urban commercial and residential development. These plans are subject to a detailed master plan being undertaken. Relocation of the PHPC has also been identified as a means to make way for residential development at Pretty Pool.

A decision on the future location of the PHTC is of key importance for the planning and future development of the Port Hedland town site given its size and impact on the form and function of the area. This study identifies and assesses multiple potential site locations, including the current site, to identify a viable future location for the PHTC and for the other current and potential future equestrian groups of the Town.

This planning process will ensure that the Council can make an informed decision on the facility developments that will best meet the requirements of the Town’s equestrian groups ensuring that residents have the best possible opportunity to be involved with equestrian based sports at all levels.



3 DEMOGRAPHIC REVIEW

3.1 Town of Port Hedland Demographic Overview

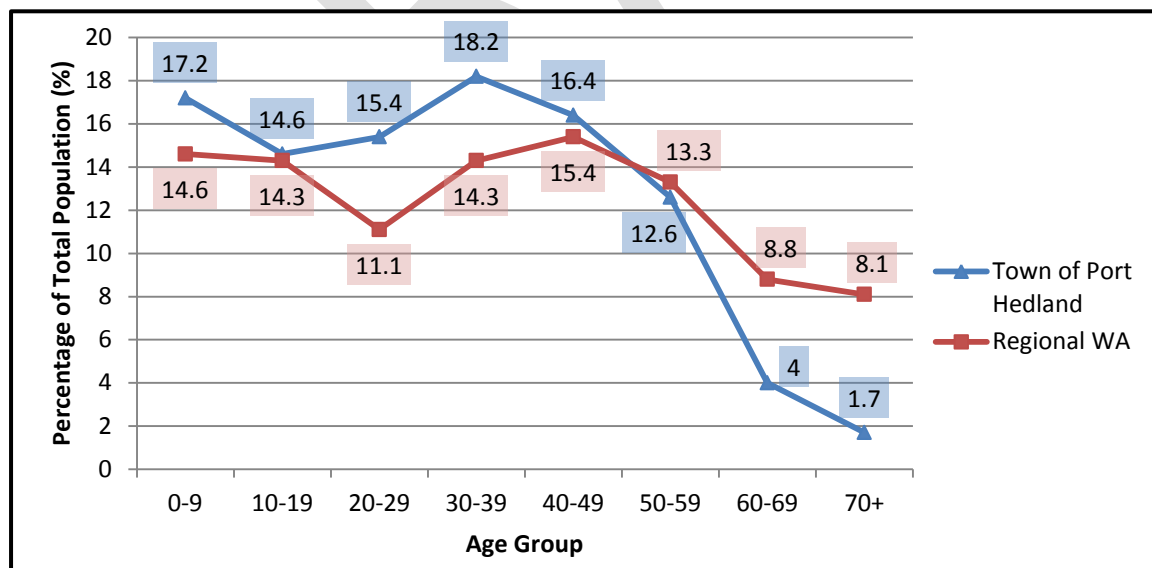
Over the decades the population of Port Hedland has fluctuated with the fortunes of the resources industry, which is now going through an immense expansion phase. To provide some context for this study, key demographic data is compared with the Regional WA average below:

Table 1. Town of Port Hedland Demographic Overview

Category	Town of Port Hedland	Regional WA
Population (Estimated Resident Population 30 June 2011)	15,046	597,445
Indigenous Population	15.0%	7.3%
Overseas Born	14%	15%
Median Age	31	37
High Income Households (Greater than \$1,700 per week)	15%	20%
Low Income Households (\$649 per week or less)	12%	30%
Index of Socio-Economic Advantage and Disadvantage	84 th Percentile	-

* Compared to other West Australian LGA's, the Town of Port Hedland ranks in the 84th Percentile (1 being the lowest, 100 being the highest).

Figure 1. Town of Port Hedland Age Profile Comparison



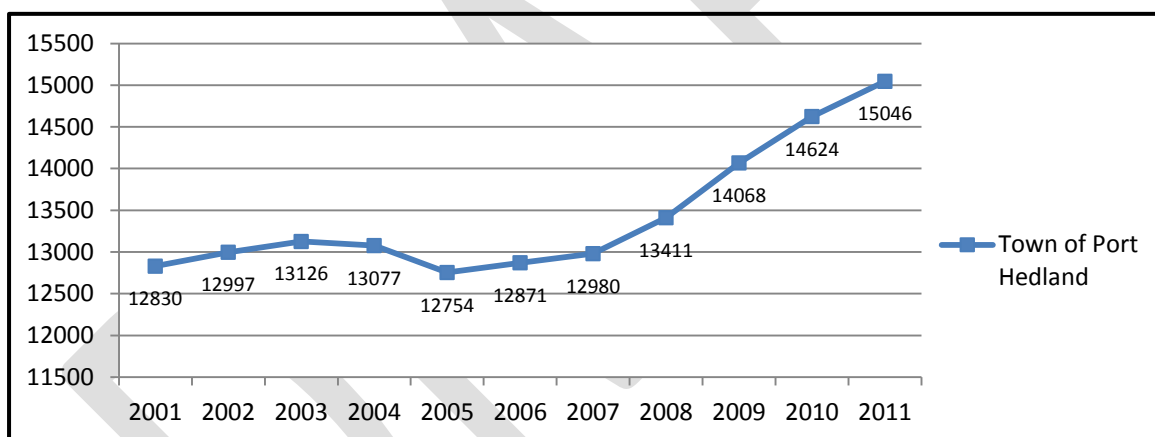
Source: Australian Bureau of Statistics, Census of Population and Housing, 2006.
Regional Population Growth Australia, 3218.0 (ABS – March 2012)

Key demographic differences between the Town of Port Hedland and the Regional WA average include:

- Port Hedland has a much higher proportion of the population under 40 years of age, and a much lower proportion of the population over 40 years of age. This is likely due in large part to the resources industry attracting many younger working age people/families to the Town of Port Hedland. In many other regional towns, the populations are often older due to younger people leaving for Perth or the mines for tertiary education or employment.
- Port Hedland has a significantly smaller proportion of low income households, and lower proportion of high income households than the Regional WA average – signifying a larger proportion of middle income households.
- The Socio-Economic Index for the Town is quite high at the 84th percentile. In conjunction with the income data, it appears that Port Hedland is relatively affluent; however, it is known that there are significant areas of disadvantage in parts of the community. Housing costs and shortages of housing are a source of significant social issues. Overall, it is known that the residential areas of the Port Hedland township are significantly more affluent than the South Hedland township which is reflected in real estate property values.

3.2 Population Projections

The Town of Port Hedland is undergoing substantial growth the graph below demonstrates.



Source: Regional Population Growth, Cat. 3218.0, Australian Bureau of Statistics, March 2011.

The Town of Port Hedland Population has begun to grow rapidly since 2007, adding approximately 500 persons per year since that time. This represents population growth of approximately 3.5% per annum.

The development of the Town of Port Hedland as a regional city of the north is a major priority for the State Government as evidenced by the Pilbara Cities Vision which aims to build the population of Karratha and Port Hedland into cities of 50,000 people, and Newman to 15,000 people by 2035. This will ensure that skilled workforces can be accommodated for major economic projects in the Pilbara. The State Government has committed over \$1 billion dollars through Royalties for Regions funding to help achieve this aim.

The Town of Port Hedland is working with the State Government to plan for a population of 50,000 (40,000 permanent residents) being reached by 2035 which will require modern facilities and services. The Town's Growth Plan shows a need for over 20,000 new dwellings to be developed of which Port Hedland will accommodate one third and South Hedland accommodating two thirds.



The large population growth will likely result in increased demand for use of equestrian facilities, and greater spectator capacity requirements for major race days held by the Port Hedland Turf Club. Increased numbers of people involved with equestrian activities would also be expected to rise with a significantly increased population.

The need for a large volume of land suitable for residential development to meet expected demand is also be an issue for consideration within this study given the large footprint area required for a racetrack.

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4 INDUSTRY TRENDS

Horse racing has a strong standing in Australia's sporting history which continues through to the current day. Horse racing began with the first colonists of Australia, and by 1836 races were being organised in Western Australia. Today, Australia ranks behind only the USA in the number of horses starting in races (27,000 individual horses raced 2008/09), and third behind the US and Japan in prize money (\$401 million in 2008/09), but has the most race tracks of any country (354) with a ratio of approximately one track per 62,000 persons. In 2009, \$14.5 billion was wagered on Australian horse races. (WA Thoroughbred Strategic Plan 2010, RWWA; www.progroupacing.com.au)

Within Australia, horse racing is the second most popular sport for spectator attendance, with only Australian Rules Football being more popular. Over 11% of the population attended a race meeting during 2009/10 (Australian Bureau of Statistics, 4174.0, 2010).

It is evident that horse racing is an integral feature of Australia's sporting culture.

4.1 Spectator Attendance Statistics

The Australian Bureau of Statistics produced the *Spectator Attendance at Sporting Events 2009/10 (4174.0)* report which provides statistical information relating to attendance at sporting events. The survey collected data about the characteristics of persons aged 15 years and over who attended sporting events as spectators (excluding junior and school sport), including attendance at horse races.

4.1.1 Australia

Over two-fifths of the Australian population aged 15 years and over (43% or 7.6 million) reported that they had attended a sporting event at least once during the 12 months prior to interview in 2009-10. The highest attendance rates were reported for Australian Rules football (16.2%) and horse racing (11.1%, 1.94 million persons).

The Australian attendance rate at horse races has declined from 2005/06 levels of 12.5% (2.00 million) indicating that whilst the population is growing, the number of spectators attending horse races has not.

The majority of persons who attend a horse race do so only once or twice per year (74% of race goers).

4.1.2 Western Australia

Within Western Australia, the number of spectators attending horse races in 2005/06 was similar to the Australian average (12.5%, 195,800); however, this number has declined significantly in the 2009/10 survey (9.2%, 162,800). WA's population grew by 11.3% over the same time period, whilst the number of persons attending a race event declined by 17%, indicating that population growth is not resulting in higher spectator attendances at races in WA.



4.2 Western Australian Thoroughbred Racing Strategic Direction

Racing and Wagering Western Australia (RWWA) has produced a Thoroughbred Strategic Plan for WA, with key findings released to the public in the *Securing the Future: A Vision of Sustainability for the WA Thoroughbred Industry*. This report highlights the following two key challenges facing the WA thoroughbred racing industry: financial sustainability; and infrastructure funding.

The financial sustainability of thoroughbred racing requires improvement to ensure its viability into the future. Distributions to the thoroughbred industry paid by RWWA are heavily subsidised (65%) by wagering on racing and sports events from interstate and international jurisdictions, with net income derived from wagering on WA thoroughbred racing comprising 35% of distributions. With the proliferation of online gambling options providing aggressive competition to the RWWA, in addition to the increased competition resulting from progressive deregulation of wagering across Australia, RWWA reports this level of subsidisation is unlikely to be sustainable into the future.

Funding for infrastructure development and improvements in Western Australia's racing venues is a significant issue to ensure WA racing clubs remain viable into the future. Optimal thoroughbred venues are facilities that:

- Address occupational health and safety standards.
- Provide suitable protective stalls for horses whilst on-course.
- Provide modern on-course public amenities (stands, food and beverage, betting facilities and toilets) to maximise on-course patronage and income.
- Ensure compliance with environmental standards both current and emerging
- Maintain adequate access to raw material supplies such as water, turf and sand for racing and training surfaces.
- Provide an attractive entertainment option for the community and meeting the needs of the horses, owners and trainers.

An area of significant focus for the RWWA is that of training sustainability. RWWA places a high degree of importance on the ability of the provincial race venues – Bunbury, Pinjarra, Northam, Albany, Geraldton and Kalgoorlie, to provide high quality training facilities and will continue to be the focus of track and training investment.

RWWA reports that from a country and community perspective (such as the Port Hedland Turf Club and other north west clubs), these venues will need to rely strongly on government and Royalties for Regions funding for further track and facility enhancements as the level of capital infrastructure investment from RWWA will be minimal.

Overall, the key strategic direction for the WA thoroughbred racing industry is to improve the quality of the product as opposed to increasing the quantity. From a facilities perspective, this means a club's focus should be on providing improved facilities for both participants and spectators including jockey and stewards rooms, track surface, pavilion and other supporting amenities, stables etc. The Strategic Plan document states that there is limited scope for increasing the number of country or community race meets of which the Port Hedland Turf Club is included.

It is important to note that the strategic directions for harness and greyhound racing are similar to that of thoroughbred racing, with the focus being placed on improving the current facilities rather than developing new facilities. The implication for this study is that RWWA is unlikely to support the development of a greyhound or trotting facility in Port Hedland in the foreseeable future.



4.3 Interstate Thoroughbred Strategic Direction

4.3.1 Racing Victoria

Racing Victoria has developed a strategic direction document entitled *Racing To 2020: Racing Victoria's Vision for the Victorian Thoroughbred Racing Industry, November 2008*.

The key challenges noted in this document are similar to that in the WA report, with competition from online gambling and a deregulated wagering market having a large impact on the long term financial viability of racing in Victoria, and the need for substantial capital infrastructure improvements to renew existing venues.

A key facilities based strategy identified in this report is the revitalisation of racecourses as multi-use community facilities. This strategy incorporates more effective use of limited resources, minimising duplication of expensive facilities such as substantial social and amenities. Multi-use facilities have access to a greater range of funding opportunities and are more attractive projects for State or Federal grant programs due to the increased number of user groups that will benefit.

4.3.2 Racing NSW

Racing NSW has developed the Racing NSW Strategic Plan 2010 to guide the future development of thoroughbred racing in NSW.

As with its Western Australian and Victorian counterparts, the key challenges facing the industry in Victoria are threats to financial sustainability and the need to improve the quality of facilities provided.

The NSW Strategic Plan specifically notes that a key characteristic of Generation X is that it is more discriminating in its expectations than preceding generations. As such, an important element of engaging with Generation X is to improve facilities for racegoers, corporate customers and sponsors.

It is expected that suitable facilities will become even more important in coming years as this generation moves toward middle age and will likely become more discerning and seek greater levels of comfort.

4.4 Summary

Overall, it can be seen that horse racing is an integral component of Australian sporting culture being the second most popular sport for spectator attendance, with over 11% of Australians aged 15 and over attending at least one race in a year.

The industry is facing significant challenges to its revenue stream with the advent of internet gambling and the deregulation of the wagering market, and with the number of spectator attendees declining as a proportion of the population.

There is a clear focus by RWWA and its Victorian and NSW counterparts for the upgrade and improvement of existing race venues to assist in the retention of existing participants and spectators as well as attracting new participants and spectators to the sport.

In summary, the overriding trend for country racing facilities in Western Australia is for the thoroughbred industry focus to be placed on improvement of the quality of the facilities as opposed to increasing the quantity of facilities.



5 FACILITY REVIEW

5.1 Port Hedland Turf Club



Port Hedland Turf Club Aerial View



Race Track on Main Straight



Licensed Area and Pavilion

5.1.1 Description

- 1950m irregular oval circuit including a 100m chute on the south western bend for 1600m races.
- The track is part turf (650m along main straight and western bend) and part dirt.
- There is 6 hectares of sporting fields (cricket) inside the track, on the north western boundary including three synthetic wickets and a four wicket practice net facility.
- 50m x 6m sheltered horse bays.
- Temporary Jockeys Facility.
- Pavilion with outdoor licensed area, servery and small office accommodation.
- Tote area.
- Turfed spectator area along the length of the main straight.
- Informal gravel parking area



5.1.2 Condition

- The condition of all supporting facilities to the race track including the pavilion are generally ageing and in poor to very poor condition. Replacement of most built facilities is required.
- The track is in good condition overall but provides two surfaces for horses to negotiate (grass and dirt).
- The ovals are reticulated and in good condition for sports competition and training.

5.1.3 Strengths

- Located in the Port Hedland town site. Close proximity to supporting facilities such as restaurants, bars etc for patrons before and after race meetings. Many people are able to walk to the races due to its proximity to much of the residential area of Port Hedland.
- Close to the coastal area, benefits from sea breezes.
- Close proximity to existing stabling and training track at Pretty Pool.
- Historical significance of over 100 years of racing history

5.1.4 Weaknesses

- Unable to grow grass around south eastern part of track due to salinity problems.
- Most supporting facilities are in need of replacement.
- The site is constrained, the shape of the track does not allow for 1,000m or 1,800m race distances.

5.1.5 Opportunities

- Potential to redevelop with modern, multi-purpose facilities that can be shared with other Port Hedland based sporting groups such as rugby, soccer, tennis, Pony Club events etc.
- Provide the Town with a high quality formal function community facility.
- Multi functional facilities fully fenced, enabling large events (music, circus etc) and to house various community groups – i.e. skydivers

5.1.6 Threats

- The development of the Town of Port Hedland into a regional city of 50,000 total population will significantly increase pressure for the land the Club occupies to be released for urban development due to its central location.
- There is significant pressure for the Pretty Pool agistment and training track facilities to be relocated for residential development within the short term to assist in meeting current and future housing requirements.
- State Government funding support will likely be required for any redevelopment plans for the facility due to the costs involved.



5.2 SHOATA Complex



SHOATA Complex Aerial View



Stables



Main Arena

5.2.1 Description

- Large 100 hectare site consisting of two leased areas, Lot 254 SHOATA Road and part of Lot 5164/Reserve 35915 shared with the golf course. Currently caters for approximately 40 horses (in agistment).
- Located east of South Hedland Township, within Boodarie Industrial Buffer Special Control Area.
- 24 hectares of the site consists of agistment lots with stabling and some basic accommodation for trainers.
- Large open spaces used as short and long term spelling paddocks.
- 1,800m oval dirt training track (oiled in the past) for fast work.
- 2,500m training track for slow work, irregular shape.
- Main arena - 140m x 70m, dirt, fully fenced.
- Small arena – 65m x 30m, dirt, fully fenced.

5.2.2 Condition

- Stables and sheds on agistment lots are in varying condition.
- The training tracks and arenas are adequate.

5.2.3 Strengths

- Limited as a potential equestrian precinct venue due to limited capacity to accommodate growth and the Town Planning Scheme not permitting such developments.



5.2.4 Weaknesses

- Location within Boodarie Industrial Buffer Special Control Area prohibits any development of dwellings or facilities that attract persons as stated in the Town Planning Scheme.
- Smell from sewage treatment on particular days.

5.2.5 Opportunities

- None due to Town Planning Scheme restrictions.

5.2.6 Threats

- Current developments on the site are non-conforming because the developments that exist attract persons.
- It appears that an upgrade to the golf course would also be subject to being non conforming on the same grounds as above, however these facilities would appear to be protected under the Non Conforming Use Rights (Section 8.1) part of the TPS text, however, future additional facility development on these areas may be not be permissible.

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5.3 Port Hedland Pony Club



Port Hedland Pony Club Aerial View

5.3.1 Description

- 6 hectare site consisting of agistment sites and stabling, a main central arena approximately 90m x 130m and a smaller dressage arena 65m x 25m.
- Agistment sites include some temporary accommodation facilities including dongers for trainers to use during the racing season.
- Located in Pretty Pool area, 1km via dirt track to the beach.
- Training track

5.3.2 Condition

- Stables and short term accommodation are in varying condition.
- Fencing and arenas are adequate.

5.3.3 Strengths

- Close to the ocean providing highly desirable horse exercising opportunities.
- Close proximity for Port Hedland residents.
- Currently provides nearby agistment opportunities for PHTC members and visiting trainers.

5.3.4 Weaknesses

- There is significant pressure for the Pretty Pool agistment facilities to be relocated for residential development within the short term to assist in meeting current and future housing requirements.
- Use of the Town beach areas by horses is prohibited under the Reserves and Foreshores Local Law as the Town has not designated any areas on the foreshore for equestrian use.
- Limited power to sections of the site.



5.3.5 Opportunities

- Limited due to future residential development plans for the area.

5.3.6 Threats

- Future residential development plans for the Pretty Pool area require relocation of the PHPC.

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6 CONSULTATION KEY FINDINGS

Extensive consultation with key stakeholders and relevant organisations and individuals has been undertaken for this study. Furthermore, a 200 response phone survey of the general community was undertaken.

6.1 Key Stakeholder Groups and Individuals Consultation

Consultation has occurred with the following parties:

- Project Control Group
- BHP Billiton
- Pilbara Institute
- Port Hedland Chamber of Commerce Inc
- RPS Planners
- Kelly Howlett, Mayor of Port Hedland
- Racing and Wagering Western Australia⁴
- Port Hedland Golf Club
- Dixie Solly, Former Chairman of Country Racing WA
- Landcorp
- Water Corporation
- Port Hedland Pony Club
- Port Hedland Turf Club
- South Hedland Owners & Trainers Association
- Drivers Rodeo Equestrian Centre
- Hedland Canine Club
- Port Hedland Tennis Club
- Port Hedland Hockey Association
- Hedland Junior Soccer Association
- Port Hedland Hawks Rugby League Club
- Broome Turf Club
- Carnarvon Race Club
- Norwest Jockeys' Club
- Cranbourne Football and Netball Club
- Newman Gymkhana and Polocrosse Association
- Darwin Touch Association
- Shire of Plantagenet
- Kalgoorlie-Boulder Racing Club
- Equestrian Western Australia
- Australian Bushmen's Campdraft and Rodeo Association Ltd
- Pony Club Association of Western Australia
- Dave McGowan, Local Resident



The full Key Stakeholders and Relevant Organisation and Individuals Consultation Report can be seen attached as Appendix 1 to this report. The key consultation findings of this report are as follows:

- All Port Hedland equestrian organisations have a preference for the status quo.
- Noise along the railway lines in Port Hedland (south of Turf Club) will significantly increase as output is doubled. There will also be increased dust from larger stockpiles occurring at the port. A buffer area is required along Wilson Street to limit the impact on residents.
- The east end precinct including the race track location is currently under detailed design phase by Landcorp. Current structure planning shows the PHTC race track area as active public open space serving as a buffer from future BHP stockpiles to be located directly adjacent to the railway lines.
- The sewage ponds in Port Hedland are due to be removed and the South Hedland waste water treatment plan upgraded by mid 2014. The upgrade will include odour control measures to reduce the smell; however, the more than doubling the size of the ponds may negate any improvements.
- The PHTC vision for the turf club track is for a major racing/equestrian facility with all the facilities in place, including being fully turfed and having multiple users on site.
- With strong population growth, it is a possibility that the PHTC could become a provincial venue and host more race meetings each year.
- Large investment by the State Government in the Pilbara region presents as a rare opportunity for the PHTC and other equestrian groups to have upgraded facilities.
- The race tracks in the North-West region have a unique requirement to provide accommodation at their agistment lots for trainers who reside at the track for the racing season, including at Port Hedland. Racing horses must be under the care of their trainers at all times to ensure their horses are not compromised for the races.
- The land from the race track to the Pretty Pool location is subject to flooding and storm surges. Considerable landfill will be required to make this land suitable for development; however, it is simply a matter of time before it will become economical for developers to develop this land including the substantial fill requirements.
- The PHTC would not like to be located at the SHOATA complex due to:
 - No breeze to help cool horses
 - No water for hosing horses down
 - Too far from ancillary features such as restaurants, night life etc which compliment the race events.
 - Strong odour from the sewage treatment ponds which are to be expanded.
 - It would be a 50km round trip for people from Port Hedland to feed the horses.
 - It would be too far from the training track and agistment grounds at Pretty Pool.
- SHOATA oppose any further loss of their leased area of land as it would not allow them to accommodate and train a sufficient number of horses to service the NW racing season.
- The SHOATA site is within the Boodarie Industrial Buffer Special Control Area which prohibits the development of dwellings or facilities that attract persons (Town Planning Scheme 5). The Department of State Development would likely be strongly opposed to any changes to the Town Planning Scheme that weakens these conditions.
- The owner of Drivers Rodeo Equestrian Centre has invested approximately \$500,000 (and approximately same amount for in-kind labour) in the existing facilities and therefore has a strong preference to remain in current location.



- An equine industry training package provided by the Pilbara Institute would require a significant need to be expressed from the local industry. To date there has not been any need expressed to the Institute.
- There is little desire for regional training opportunities for the equine industry amongst other North West turf clubs. This is due to the limited time frame of the racing season.
- Facility development planning should take into consideration anything that can help keep the horses cool and out of the sun where possible.
- There is an opportunity to collocate groups that can benefit from a licensed community meeting place.

6.2 Port Hedland Race Track Community Survey

A random community phone survey of 200 households within the Town of Port Hedland was conducted by the Hello Marketing Department of Royal Life Saving WA in July 2012.

Respondents were asked questions in regards to their attendance to the races, race track facility upgrade requirements and their preference for the location of the race track. The full results summary from the survey can be seen attached as Appendix 4.

Key findings from the survey are as follows:

Demographic Characteristics

Survey Respondents had the following characteristics:

- 52% Male, 48% Female
- Age Profile

Age	Proportion
15-24	4.8%
25-39	31.3%
40-54	35.6%
55-64	22.6%
65+	5.8%

- Household Type

Household Type	Proportion
Single	14.5%
Couple - no children	27.5%
Family 1-2 Children	36.2%
Family more than 2 Children	18.8%
Shared House	2.9%

- Awareness of the Port Hedland Race Track – Yes 97%, No 3%



Race Track Attendance

- 70% of respondents have visited the Race Track in the past 3 years, 30% have not.
- Of those that have attended a race in the past 3 years, in 2011:
 - 17% did not attend a race
 - 51% attended 1-2 races (36% of all respondents)
 - 21% attended 3-5 races (15% of all respondents)
 - 11% attended 6 races (full race season) (8% of all respondents).
- Of those that have attended a race in the past 3 years, in 2012 at the time of the survey (3 races conducted):
 - 25% had attended a race (18% of all respondents), 75% had not.

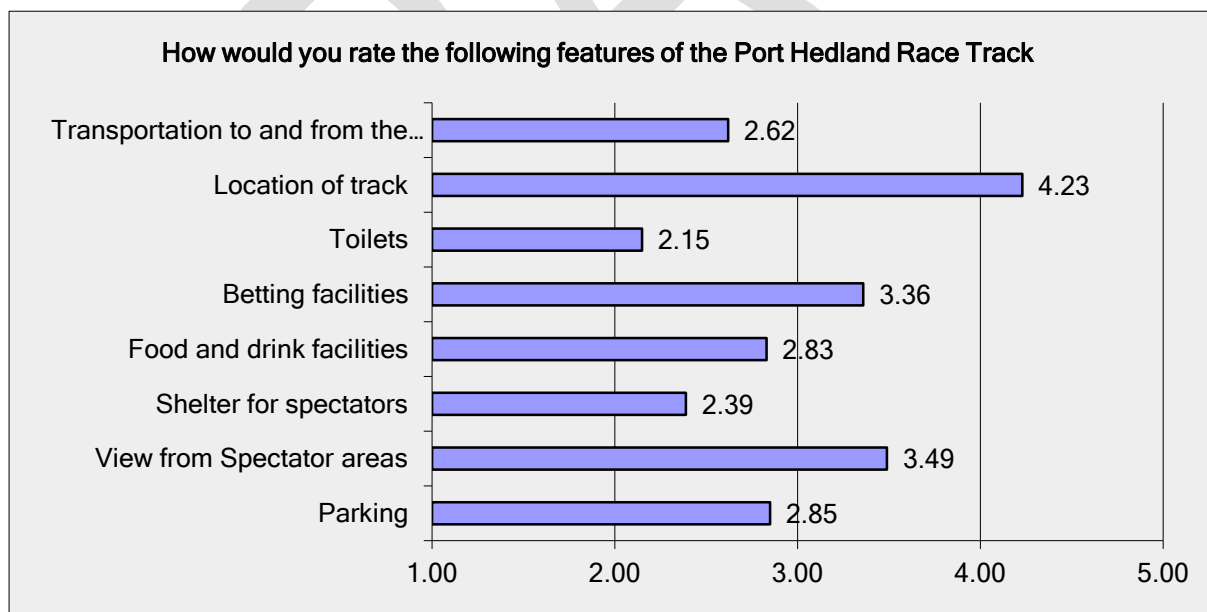
These attendance figures support the view that the race meets are community events, with over half of those surveyed having attended at least one race in a calendar year.

Overall Experience at Race Track

- When asked to rate their satisfaction level of the overall experience at the race track on a scale of 1-5 (1 being lowest, 5 being highest), the average rating response was 3.4.
- Only 15% of respondents rated the overall experience 1 or 2, indicating respondents are generally satisfied.

Satisfaction with Existing Features

When asked to rate their satisfaction level of the following features of the race track on a scale of 1-5 (1 being lowest, 5 being highest), the average rating responses were as follows:

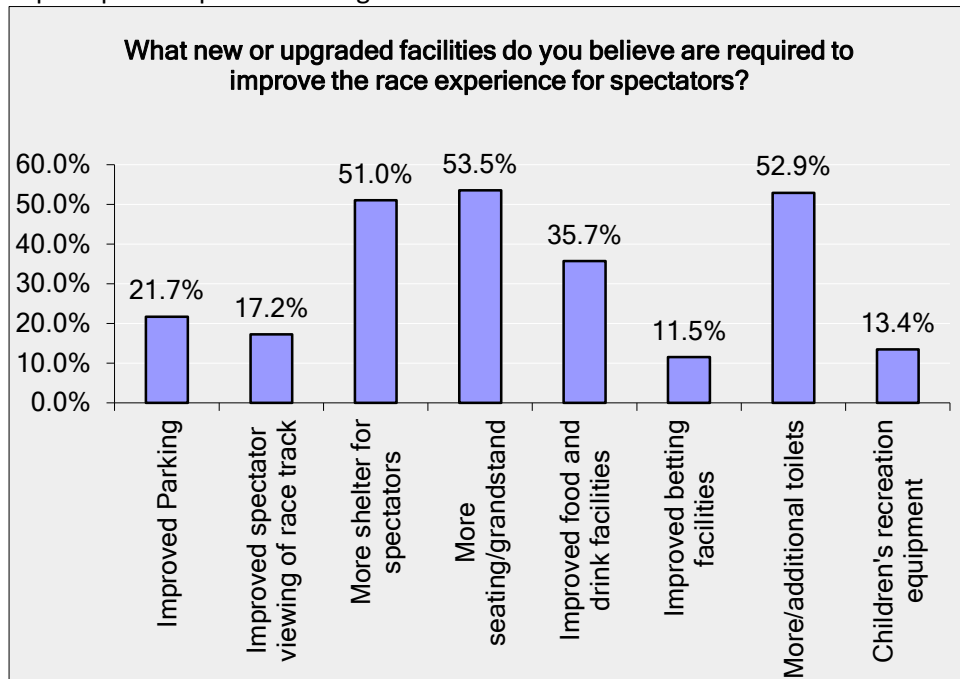


These ratings indicate that respondents generally find the features of the race track substandard with the exceptions being the location of the track which received the highest rating (4.23), view from spectator areas (3.49) and betting facilities (3.36).



Desired New or Upgraded Facilities

When asked what new or upgraded facilities the respondent believes are required, the following unprompted responses were given:



Each of these responses should be considered in planning for a new or upgraded race track facility, with special consideration given to improved spectator shelter, seating and toilet facilities.

Agreement with the Following Statements

Respondents generally strongly agreed with the following statements:

- The Port Hedland Race Track in its current location is important for the Town.
- The Port Hedland Race Track provides a great visual entry statement for the Town.
- The Port Hedland Race Track had great historical significance for the Town.
- The Port Hedland Race Track plays an important social role in the Town.
- The Port Hedland Race Track can be an important shared sporting facility.
- The Port Hedland Race Track should be located in the Port Hedland Town area.
- The Port Hedland Race Track could be the location for a number of community activities and not just horse racing.

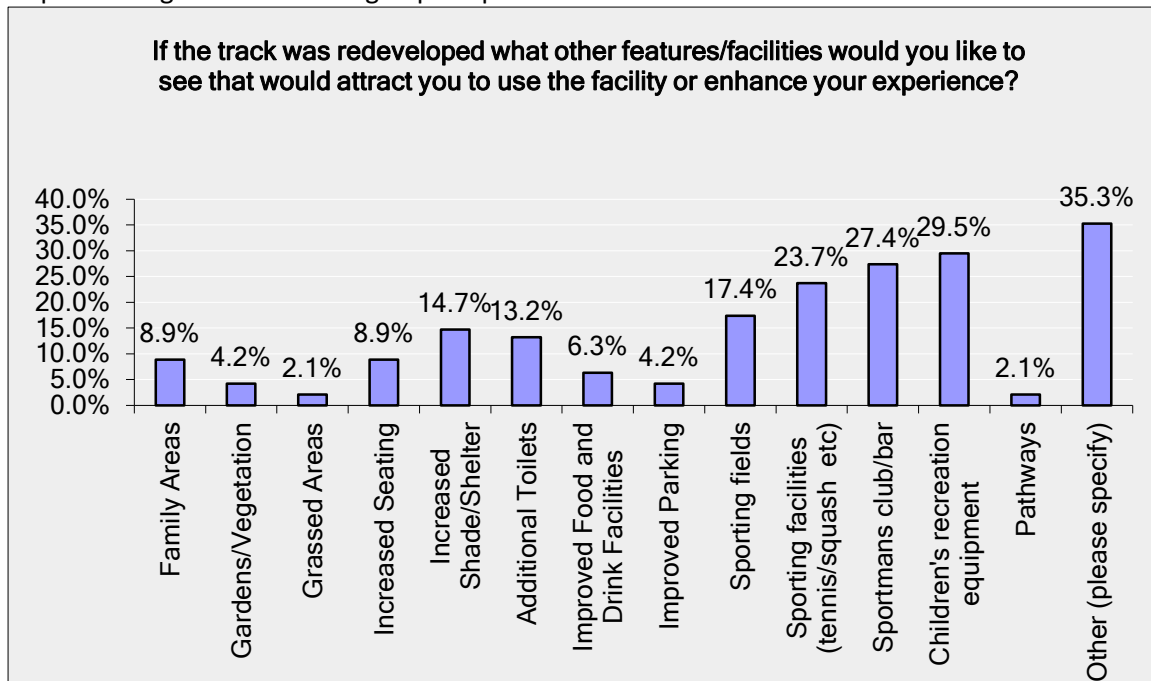
Track Location Preference

- 62% of respondents prefer the current location of the race track, 22% would prefer it to move, 16% have no preference.
- The primary reasons given by respondents for the track to stay in its current location is its historical significance, proximity to their homes, and the perception that there are no other sites as good as the existing.
- When asked if they would be as likely to attend the races if the track was moved, 45% said yes, 46% said no, 9 % did not know.



Other Desired Facilities for the Race Track

When asked what other facilities they would like to see at a redeveloped race track facility, respondents gave the following unprompted answers:



These responses show a wide range of facilities that respondents desire for a redeveloped race track which should be considered in any future plans. Special emphasis should be given to children's recreation equipment, a sportsman club/bar, sporting facilities, sporting fields and passive parkland features.

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7 LAND VALUE OF PORT HEDLAND TURF CLUB SITE

Professional analysis of the land value of the current Port Hedland Turf Club site was undertaken by the AEC Group to ascertain a more accurate understanding of the potential financial impact of making this land available or not available for residential development.

A high land value could mean that the sale of this land to developers could raise funds for developing a race track and sporting facilities elsewhere, whereas a low or negative land value will make sale of the land and relocation of the facilities less feasible.

The *Port Hedland Race Course Site Evaluation, AEC Group 2012* document can be seen attached as Appendix 3 to this report. Key findings from this site evaluation are as follows:

- The site (43 ha) could accommodate around 1,160 dwellings (in a range of lot sizes). This would equate to an average yield of around 27 dwellings per hectare which would make it one of the most densely populated parts of the town.
- Using a range of market metrics and averages, AEC Group estimates the average lot price on the Race Course site to be around \$108 m². At this rate the total value of the site is estimated to be around \$37.3 million, if it were unconstrained.
- The area is low lying and would require an estimated 3 m³ of fill across the site (1.29 million cubic metres of fill total) at an estimated total cost of \$51.6 million @ \$40m³.
- When taking fill costs into consideration, the net site value is -\$14.3 million. This makes the land effectively worthless to a developer.

It can be seen from this analysis that the release of the Port Hedland Turf Club land at McGregor Street does not represent a potential source of revenue from which to fund the relocation costs of the Turf Club and development of other sporting facilities. Rather, it is apparent that the developer would require a significant financial incentive to be enticed to develop the land.



8 THOROUGHBRED RACECOURSE KEY SUCCESS FACTORS

The key success factors of thoroughbred racecourses have been identified through the consultation process and from the Comparative Review which can be seen attached as Appendix 2 to this report. The following summarises these findings in relation to the Port Hedland facility:

- In general – a successful venue requires quality facilities for participants including the track design and surface quality, jockey facilities, horse facilities and officials facilities; and also for spectators including a function room with a bar and catering facilities, adequate toilets and large spectator viewing areas with plenty of shelter,
- A high quality track surface is integral to a successful race venue. A fully turfed surface is ideal. Plentiful water supply is required.
- A large turfed spectator area along the finishing straight, with the provision of large shade sails is important for feature events that attract large crowds.
- Most tracks have a track circuit distance of 1,800m – 2,000m with the addition of chutes to enable various distances to be raced. Wide turns and long straights are highly desirable.
- Shapes of race tracks vary, often depending on the constraints of the site. An oval shape is the most common.
- Pavilions are typically located on the western side of the track so spectators are not looking into the afternoon sun.
- Turf Club's are well suited for utilising their facilities as function venues as they often have substantial function room and kitchen facilities to cater for race meetings and generally have considerable spare capacity for their increased utilisation.
- Sporting fields on the interior of race tracks can operate successfully with appropriate planning and facility design. Features such as an underpass (thus reducing wear and tear on the track from crossings) reduces the impact and the use of the sporting fields as overflow fields for training needs and games as required.
- Most race courses are single use, with the interior of the race track often only featuring a training track and other equestrian activities.
- Several tracks in the northern parts of Australia use oiled dirt tracks for ease of upkeep compared to turf. These tracks do not have a need for training tracks.
- Agistment sites with accommodation for trainers and their staff is required during the racing season. Whilst there are a few local trainers at these venues, many trainers come from other locations and stay for the North West racing season held over the winter months. Reasonably well appointed facilities will be required to attract new trainers in future years.
- Locales near ocean provide cooling effects for the race track users.
- Location in close proximity to the outskirts of town.
- Located within close proximity to agistment properties to allow ease of access.



9 NEEDS ANALYSIS

Extensive research and consultation has been undertaken to identify the current and future needs of the key stakeholders of this study. Potential options have been proposed that take into consideration the challenges and constraints that impact on how these facility needs can be met.

9.1 Facility Needs

The facility needs of the key stakeholders, interpreted from extensive research and consultation, have been identified as follows:

9.1.1 Port Hedland Turf Club

Overall, the Port Hedland Turf Club venue is in need of a major redevelopment of its facilities. Whilst the track itself is satisfactory, almost all supporting facilities are in poor/very poor condition and are in need of replacement. This includes the pavilion and spectator facilities, jockey facilities and horse facilities. Ideally, modifications could also be made to the track to allow a full range of distances to be raced and the full track be upgraded to turf.

With the planned transformation of the Town of Port Hedland into a regional city, the Port Hedland Turf Club has potential to become a provincial level racing venue similar to Bunbury, Albany and Kalgoorlie-Boulder. Demand for additional races to be held is likely to increase as the population within Port Hedland and the greater Pilbara region grows. A provincial level facility will bring with it an expectation of higher standard facilities across the board, including a fully turfed track, substantial spectator facilities such as a large sheltered grand stand, a pavilion with high standard function/conference facilities and appropriate jockey and horse facilities to ensure all participants and horses are comfortably accommodated.

The collocation of a Recreation Club or similar at the PHTC facility is also highly desirable. Major facility components such as a commercial kitchen, large function room and toilets could be shared and would enable year round use of the PHTC facilities. It would help develop a strong social culture amongst the equestrian community and other potential community groups that may be based at the PHTC in the future and facilitate the venue operating as a premium function/conference facility.

9.1.2 McGregor Street Reserve Sports Facilities

The sporting facilities located at the McGregor Street Reserve are basic and ageing. This includes the rugby, soccer, tennis, scout and dog obedience facilities. The Hockey Club lacks a hockey field to play on, and currently use the synthetic tennis courts. Previous planning has been undertaken for redevelopment of the McGregor Street Reserve including the Active Open Space Strategy 2011 and the Hedland's Future Today 2010 reports. A decision on the future location of the PHTC facility should be made before any final decisions and actions can be made for the redevelopment of the reserve sports facilities.

9.1.3 Pretty Pool Equestrian Facilities

The Pretty Pool equestrian facilities including the Pony Club facilities and agistment lots are located on highly desirable residential development areas as indicated in the ToPH Growth Plan and specific site planning by Landcorp. A new location for the Pony Club and agistment lots is required to allow for their future relocation.



The training track on the southern side of Styles Road is situated on unallocated Crown Land that Landcorp will soon be releasing to the market. There is potential that the training track may become unavailable for use by members of the PHTC in the short term. There will then be a need for access to an alternative training track.

There is considerable doubt as to whether the SHOATA complex would be able to accommodate the Pretty Pool equestrian facility users. The site would require the development of additional agistment and riding facilities which are not permitted for this site under the current Town Planning Scheme (5) due to the conditions of the Boodarie Industrial Buffer Special Control Area.

In the long term, population growth may see a considerable increase in the number of horse owners. More land will likely be required for agistment and for a fully functional Pony Club facility than is currently provided at Pretty Pool.

9.1.4 SHOATA Complex

The SHOATA facilities are adequate for the current needs of the SHOATA organisation. The entire area of land is utilised for agistment lots, training tracks, gymkhana arena and turn out paddocks, however, there is capacity for some of the paddock space to be developed into additional agistment lots in the future.

There is considerable doubt as to the future development capacity of the SHOATA Complex due to its location within the Boodarie Industrial Buffer Special Control Area. All dwellings and developments that attract persons are not permitted according to TPS 5. Whilst existing non-conforming uses are protected, additional new developments would not be.

9.1.5 Rodeo and Campdraft

The facility needs for rodeo and campdraft events can be accommodated at SHOATA or any other equestrian precinct location if the need arose in the future. A multi-use arena and livestock yards would adequately accommodate rodeo and campdraft events.

It is noted, however, that the Drovers Rodeo Equestrian Centre intends to remain in its current location for the long term and continue to develop its facilities, therefore it is anticipated that rodeo and campdraft activities will be adequately accommodated at this facility into the future.

9.1.6 Potential Future Equestrian Groups

An increased horse owner population in the future is likely to result in new equestrian groups forming. The Riding for Disabled organisation is a potential group that could significantly benefit the Pilbara region, and the State body, RDWA, has indicated it would be interested in investigating such an opportunity for Port Hedland.

There are a range of specialised equestrian groups that could form in the future such as dressage, show jumping, reining and carriage driving groups to name a few. A polo and polocrosse club is another future possibility.

There is a need for multi-use arenas to cater for a range of equestrian groups, both current and yet to form. Access to amenities and a pavilion will be important as these organisations develop and grow.



9.2 Potential Options for Meeting Needs

There are two obvious development options for the accommodation of current and future equestrian facility needs of the community:

Firstly, a single equestrian precinct could be developed to collocate all equestrian users and agistment needs in the one location. This would facilitate the development of high quality facilities that all user groups can share, maximising utilisation and minimising duplication of resources.

Alternatively, the equestrian facility needs of the community can be met through the provision of facilities at multiple sites. This may be a necessary option if a suitable parcel of land for single equestrian precinct cannot be identified or other options are proven to be more feasible and have more support from stakeholders.

These two options are further explored in the following sections:

9.2.1 Single Equestrian Precinct

Ideally, all equestrian groups and agistment lots would be accommodated in a comprehensive equestrian precinct. This would require a very large, flat area of land to be identified that is not subject to regular flooding and suitable for developing a range of facilities.

Currently, the SHOATA complex (110 ha), Port Hedland Turf Club (40 ha) and Pretty Pool Facilities (Pony Club 6 ha, training track 20 ha) have a combined total land area of approximately 176 hectares, however, there is some duplication of land area that would not need to occur if a single precinct was created. Mainly, only one training track facility would be required, as opposed to the current two. A single training track facility would result in a land area savings of approximately 20 ha.

In the short term, a 150 - 160 ha site would be sufficient for all current equestrian groups (including the PHTC) and agistment lot requirements. In the longer term, additional area will be required for a likely growing horse population. An additional 40-50 ha would allow for a significant increase in the accommodation of horses through the provision of additional agistment spaces and a turning out paddock.

It is envisaged that a total area of approximately 200 ha would allow the development of a comprehensive equestrian precinct that provides significant room for growth in the future. Such a precinct would include:

- Fully turfed racing track
- Irrigated dirt training track (with fast and slow lanes)
- Multi-use clubhouse including function/conference facilities and potential collocation of a recreation club.
- High standard male/female jockey and horse facilities for race meetings.
- Agistment lots/stables with comfortable accommodation for trainers and staff visiting for the racing season. Potential would exist for the accommodation to be hired out on a short term basis for the FIFO workforce outside of the racing season as a means of generating additional income.
- Potentially disabled accessible facilities
 - To accommodate a Riding for Disabled program.
 - Multi-purpose arenas for Pony Club activities, gymkhanas, show jumping, polo etc.



- A covered arena to enable all weather use and better accommodate disabled riders.
- Cross country trails for juniors and seniors.
- Turn out paddocks for spelling horses.

It is acknowledged, however, that such a large area of suitable land would be very difficult to identify given the topographical constraints of the region and the planned land developments.

9.2.2 Multiple Sites

If a feasible 200 ha site that is suitable for all user groups cannot be identified, multiple sites will be required to accommodate current and future equestrian groups and agistment lot requirements.

The location determined for the PHTC will influence how the equestrian user groups would be distributed across the multiple sites.

Inner Urban Location

If an inner urban location for the PHTC is identified, such as the current location, it would result in a high level of need for the inner track area to be utilised for sporting fields. The Active Open Space Strategy has identified an ultimate future need of approximately 40ha of active open space for the Port town site. It would be logical and efficient for the inside of the race track to be utilised for active open space enabling the Town of Port Hedland to meet a significant proportion of this objective. The current ToPH Growth Plan shows provision of a 23 hectare district level active open space site, 17 hectares short of the need identified in the Active Open Space Strategy. A significant proportion of this shortfall could be made up utilising land within the interior of the race track.

Sporting clubs would benefit from high level social facilities that could be shared with the PHTC. With appropriate design, some supporting amenities are able to be located in the track centre to support sporting fields located there.

A separate parcel of land for a training track, agistment lots and other equestrian group facilities would be required. The SHOATA complex may not be able to serve this function in the long term due to the conditions of the Boodarie Industrial Buffer Special Control Area.

Ideally a larger parcel of land that allows for long term growth in equestrian activities and agistment requirements is required. An additional 50 ha to the existing 110 ha available at SHOATA would provide significant room for future growth.

Again, it is acknowledged that finding such a large, suitable parcel of land could prove difficult given the topographical constraints of the region. An equestrian precinct that caters for all user groups (apart from the PHTC) would be more efficient and effective for the equestrian community than a separate location being utilised to accommodate growth as this would result in further duplications of facilities.

Out of Town Location

If a location outside of the current Port or South Hedland town-sites was chosen for the relocation of the PHTC, it would be advantageous to collocate the Pony Club and any other equestrian organisations that may form in the future (i.e. Riding for Disabled, Polo etc) at the new race track venue.



The Pony Club and other groups would be able to share the high level clubhouse facilities of the PHTC and construct their arenas within the centre of the track. Ideally, the available parcel of land would allow for the development of cross country tracks also.

The training track facilities would be best collocated with the primary agistment site to enable ease of access for owners and trainers. This is currently the case at the SHOATA complex.

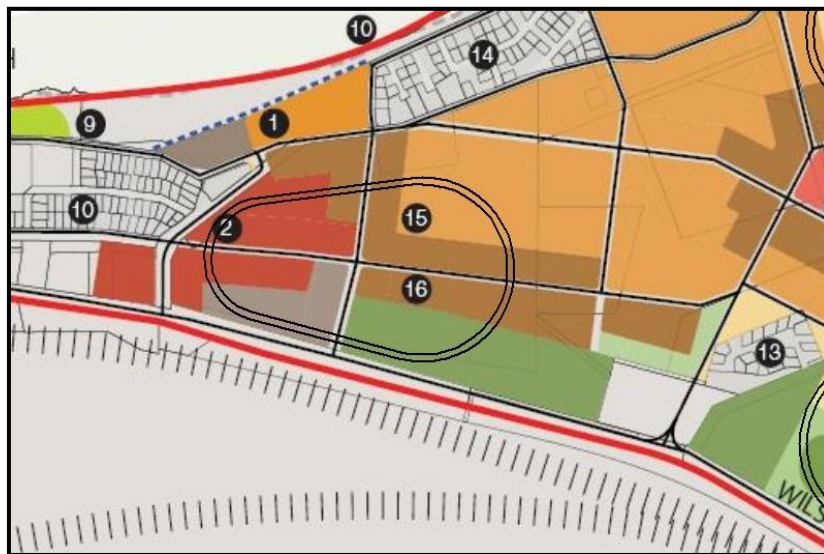
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10 SITE ANALYSIS

An initial assessment of the identified potential sites for the future location of the Port Hedland Turf Club has been made. The site analysis has been conducted with the primary aim of identifying a new location for the PHTC and, ideally, a location for a single equestrian precinct. The advantages and disadvantages of each site have been identified and listed below:

10.1 Current Site



Advantages

- The current site is of historical significance to the Town of Port Hedland. It has been the site of the Turf Club for over 100 years.
- It has great potential to provide an impressive entrance statement to the Town.
- Capital costs to redevelop will be significantly lower than the cost to build new elsewhere as it is already established and much of the facility can be utilised.
- Sporting ovals are already developed there.
- It will continue to provide buffer from significantly increased rail traffic noise and dust for new and existing residents.
- Time to start construction will be shorter due to the avoidance of pre-construction work including gaining relevant permits, re-zoning, change of ownership etc.
- Is the preferred location of the Port Hedland Turf Club. All key stakeholder groups have expressed a strong desire to remain in their existing locations.
- Benefits from the sea breezes being in close proximity to the ocean.
- It is within walking distance of many Port Hedland town residents and in close proximity to the supporting facilities (shops, restaurants etc) that the CBD area of the town provides.
- Landcorp has identified the current site as the preferred location for the PHTC if no other site outside of town can be identified as it would provide a buffer from the BHP stockpiles in this location.



Disadvantages

- The site is constrained and does not allow for the development of chutes to accommodate the 1,000 and 1,800m track lengths.
- Grass is difficult to grow at the south east end due to flooding and salinity.
- Dust coming from the dirt track may become an issue in future as housing is developed around it.
- It is not a suitable location for agistment due to its urban location.
- It does not enable the creation of an equestrian precinct as it is not ideal to have horses located in highly populated areas due to safety risks. This will become an increasing issue in future years as the East End precinct experiences in-fill with urban residential and commercial development.
- It will not be ideal from a town planning perspective to have a fully fenced 40+ hectare facility in an increasingly populated area. The facility would need to be utilised for active open space to assist the Town in meeting the 40 hectares of active open space requirements identified in the Active Open Space Strategy 2011. Equestrian facilities need to be fully fenced to ensure horses cannot escape and cause serious injury to themselves or the public.
- Sports utilising a racing venue space is workable but not ideal due to the racing season coinciding with the sporting season, sensitivities of disturbing the track from frequent crossing to the centre and the considerable distance from the centre oval to the clubhouse facilities including public toilets and changerooms.
- The likely future relocation of the Pony Club facilities at Pretty pool including agistment/stabling facilities means that the current Turf Club location could be a significant distance from where the horses are kept in the future.
- The training track used by the PHTC south of Styles Road is located on unallocated crown land. Landcorp is planning for its release to the market for around July 2012. This could potentially mean the loss of the training track in the short term which will disadvantage PHTC members. It will likely require all training to occur at the SHOATA training track.
- Retention of the track (some 40 hectares) will impact upon the urban development targets of the Town's Growth Plan, as it is situated in an area of identified developable land. A lack of land suitable for housing is a major issue for the Town of Port Hedland.



10.2 Athol Street / Cooke Point Road Location



Advantages

- Within walking distance from the Port Hedland town site, good proximity to supporting facilities including shops and restaurants.
- Good ambience being close to ocean, benefitting from sea breeze.

Disadvantages

- Increasing pressure in future for land to be released for residential use. This location would reduce 40+ ha of developable urban area in the East End Precinct as identified in the Growth Plan. This impact on housing is greater than at sites along Wilson Street, as none of this land is required for a buffer zone.
- Lot 5552 – Crown Land vested in ToPH is not large enough to fit a full size race track. It would require use of the adjacent unallocated Crown Land that surrounds the waterway.
- The land is subject to extensive regular flooding, evidenced by its lack of vegetation. It would require major site works to develop a racetrack facility.
- Requires a complete rebuild of facilities.
- This area does not have any significant advantages over the current turf club site.
- Low level of the land likely requiring significant levels of fill.



10.3 Wilson Street / Styles Road



Advantages

- Similar benefits to current site location;
- Provides extended buffer area for planned residential development from train line and traffic.
- Partially fits in with Growth Plan priorities, by covering some area that has been identified as sporting ovals/buffer zone for new residential areas. It also frees up the western end of the race track site for the development of a neighbourhood centre and high density residential development as per the Growth Plan.
- Town location provides good access to supporting facilities such as shops and restaurants.
- Close to ocean, gain benefits of proximity to ocean with cooler temperature.

Disadvantages

- Similar disadvantages to current site location including conflict of residential/equestrian uses of land in an urban setting.
- Is reliant on substantial remodelling of the road network and lot boundaries being completed prior to construction. (Could take a considerable amount of time).
- Requires complete rebuild of PHTC facilities without resolving many of the issues of the current site location. A large volume of costly fill would be required. Note: Landcorp advises \$40 per m³ of fill to be imported. The cost of fill for a new turf club site is likely to be measured in the millions of dollars.



10.4 Airport



Advantages

- There is currently large area of undeveloped land (unallocated Crown Land) that could potentially fit an entire equestrian precinct.
- It has good access to the highway between Port and South providing ease of access from both directions.
- Frees up land for residential development in Port Hedland.

Disadvantages

- Requires complete new facilities build.
- Low lying land may require substantial fill.
- Aircraft noise, increasing over time, may not be compatible for equestrian use.
- It is not appropriate use of airport zoned land. This location would impact on planning being conducted for airport site, including plans for FIFO accommodation.
- Inland location is considered to be warmer than the Port Hedland sites due to increased distance from the ocean.
- Land is reserved for air transport/accommodation related developments.



10.5 SHOATA



Advantages

- It is a large site (110 ha), however, some of the land is being lost to new road works and realignment of the Great Northern Highway.
- Has easy access from Great Northern Highway.
- The land is already being used for equestrian purposes including a training track and agistment lots.

Disadvantages

- Is located within the Boodarie Industrial Buffer Special Control Area as identified in the current Town Planning Scheme. TPS 5, Section 7.2.1 states that dwellings and developments that attract persons are not permitted within this area. The development of further equestrian facilities including agistment with provision for short term accommodation and a race track would be contrary to the TPS text.
- The Department of State Development (DSD) states that the Boodarie Industrial Estate has long been planned to support the growth of downstream processing in the Port Hedland area and that appropriate zoning and infrastructure plans are in place to allow resource processing projects to locate on the estate. It appears highly likely that DSD would strongly oppose any changes to the TPS text regarding weakening of the conditions related to the Boodarie Industrial Buffer Special Control Area if the Town wished to do so.
- The whole site is being utilised by SHOATA members for training on the training tracks and turning out on the paddocks. Any further loss of land would negatively impact on their potential to accommodate horses. The SHOATA complex plays an integral role in providing a sufficient number of horses for the North West racing season.
- There is a significant odour noticeable from the waste water treatment plant. Odour control is planned in the upgrades and expansion but the Water Corporation cannot say at this stage how much of an improvement there will be.
- If the odour is not improved significantly, it would be a significant issue for race day events.



- Requires complete rebuild of racetrack facilities with likely need for importation of fill (significant expense).
- A shared pavilion with the golf club is unlikely to be a viable location for the PHTC. Spectators along the main straight and at the pavilion would be facing the full glare and heat of the afternoon sun from this location, creating an inhospitable environment for spectators.
- The inland location results in significantly warmer conditions than the Port Hedland sites due to increased distance from the ocean (anecdotal evidence of this difference only).
- Does not have close proximity to shops or restaurants as the current location does.
- Significant distance from current track – current PHTC members are likely to be inconvenienced due to additional travel time. The majority of PHTC members are currently from Port Hedland (although this is possible that it could change over time).
- Is an undesirable location for Pony Club and Turf Club members.
- FMG planned road being developed will intersect the south western corner of the site. This reduces the capacity of SHOATA to accommodate additional horses.

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10.6 North East of Golf Course



Advantages

- Further away from waste water treatment plant, therefore less odour, better ambience than SHOATA location.

Disadvantages

- Located within the Boodarie Industrial Buffer Special Control Area which has conditions that does not permit the development of any facilities that attract persons.
- Requires complete new build of all PHTC facilities.
- Site constrained by seasonal creek. Would not be possible to develop a full equestrian precinct for all user groups in this location.
- Low lying area will require significant fill to develop track.
- Site has been identified as a potential golf course residential area in Growth Plan.



10.7 Key Findings

Overall, it is readily apparent that there is no single ideal future location for the Port Hedland Turf Club. The Port Hedland locations will face increasing pressure for development as residential areas and the removal of the training track and potential relocation of the Port Hedland Pony Club in the future will make these locations less convenient for users. The other identified sites around South Hedland have significant constraints that may make each unsuitable for development as a new race track venue. Relocation of the PHTC to South Hedland is not supported by any of the key stakeholder groups.

All sites other than the existing are likely to face considerable construction costs due to the flood/storm surge prone nature of the available land. The importation of fill alone could cost many millions of dollars. There will be no funds raised from the sale of the existing PHTC site to contribute to construction costs of a track elsewhere as the cost of development (including over \$51.6 million of fill) significantly outweighs the potential sale value of the land.

SHOATA has long been regarded as a potential site for the relocation of the PHTC; however, investigations reveal that this site falls within the Boodarie Industrial Buffer Special Control Area. TPS 5 does not permit the development of dwellings or facilities that attracts persons within this area. Furthermore, the entire area of land is utilised by the SHOATA organisation and any further loss of land would negatively impact on their ability to accommodate a sufficient number of horses to race in the North West racing season.

Additionally, previous plans of a racing venue at the SHOATA complex have shown a shared use pavilion with the golf club. In its current layout positioning, this would result in very poor spectator viewing for the race track which is a critical element for successful race events to be conducted. Changes to golf course design would require significant course changes and expense to accommodate a suitable race track clubhouse facility.

Of the identified potential sites, only the Wilson Street/Styles Road site (Port Hedland) offers a reasonable opportunity for the development of a racing facility (apart from retaining the existing site).

An area of land large enough for the ideal development of a single equestrian precinct has not been identified (150-200 ha required), however; consultation with Landcorp and RPS reveals that the Southern Precinct, as identified in the Growth Plan may be suitable for investigation as it is on the outskirts of South Hedland and would be a compatible use of rural residential zoned land.

Of the identified potential sites for the future location of the Port Hedland Turf Club, the current site appears to be the most suitable solution that balances expressed user group needs and financial considerations, and is considerate of indicative forward planning.

The benefits of retaining the race track in its current location are as follows:

- Lowest cost to reconstruct PHTC facilities in this location. It would not require a complete rebuild as it would at the other identified locations.
- Potential to provide an impressive entry statement into Port Hedland.
- Retains and continues the operation of a historically significant facility for the Town of Port Hedland, having been in operation for over 100 years in its current location.
- The centre of the race track can be used to meet a large proportion of the town's active open space requirements as per the Active Open Space Strategy 2011 (identified need for approximately 40 ha)



- Does not adversely impact on the operations/capacity of other equestrian groups (i.e. SHOATA).
- Benefits from sea breezes and does not have odour issues that the SHOATA site has, providing an improved level of amenity for spectators.
- Is located in an area that will provide a useful buffer from dust blowing in from the adjacent BHP stockpiles.
- Is agreeable to all equestrian user groups.
- Is fenced and suitable for major events.

A major challenge for retaining the PHTC in its current location is ensuring that use of the area in the centre of the track is maximised for community benefit. It would require innovative design solutions to enable substantial active, and potentially passive, public open space and recreational facilities to be developed that are readily accessible to the growing community.

It appears a greenfields site is likely be required for the long term relocation of users of the Port Hedland Pony Club facilities in order to allow the Pretty Pool residential development plans to progress. Short to mid term, the relocation of the Pony Club and supporting agistment facilities could be relocated to SHOATA. Further mid to long term development of the SHOATA complex appears to be impermissible according to the conditions of the Boodarie Industrial Buffer Special Control Area as per TPS 5. Any identified greenfields site should provide capacity for significant future growth in demand for agistment sites. Ideally, a suitable greenfields site could also allow for the future collocation of SHOATA and all other potential equestrian groups that may form in the future.

Further works on facilities concept design will explore the specific potential for the preferred site.

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11 APPENDICES

- Appendix 1. Consultation Report**
- Appendix 2. Comparative Review**
- Appendix 3. Port Hedland Race Course Site Evaluation**
- Appendix 4. Port Hedland Race Track Community Survey Results**

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APPENDIX 1

**KEY STAKEHOLDERS AND RELEVANT ORGANISATIONS
AND INDIVIDUALS CONSULTATION REPORT**



1 CONSULTATION

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1.1 Project Control Group

Meeting with Project Control Group, 13th March

A meeting was held with the Project Control Group at the completion of the first site visit trip to discuss the consultation findings.

Key Findings

- All equestrian organisations have a preference for the status quo.
 - 6 potential site locations for the Turf Club have been identified so far (to be narrowed to four).
1. Remain in current location in Port Hedland.
 2. Move the track slightly east of its current position.
 3. Vacant land south of Athol Street, east of Cooke Point Road.
 4. Vacant land near the airport.
 5. On Spoil Bank
 6. SHOATA:
 - A. Current SHOATA site
 - B. North east of the golf course

Feedback

- The Spoil Bank location would be very difficult to develop as a race course. The land is not stable and the beaches are known to be moving. Barbeques that were once installed were washed out to sea. It is highly likely to be cost prohibitive to develop.
- Grass is difficult to grow in South Hedland.
- There is a lack of good float parking area at the Turf Club.
- The cricket club moving provides opportunities for the centre of the race track.
- SHOATA has 2-3 shows per year, and special shows are held at the Turf Club.
- Dressage and hacking prefer a grass surface, where as show jumping prefers red dirt.
- Athol Street is considered a good location. It has good accessibility.
- A minimum of three playing surfaces are required for McGregor Street. The CCS report identified a need for 60ha of active open space for the Town of Port Hedland in the future.
- The Town is looking at linking active reserve development with a potential new school (K-12).
- There would be good synergies with collocating a facility like the Cooke Point Recreation Club with the Turf Club. They have a full liquor licence and are skilled in hosting functions and events.
- The Turf Club building is run down and in need of an upgrade.
- The Turf Club could accept a move of the track slightly to the east. The Pony Club and SHOATA would be happy with this move.
- The Turf Club has developed plans for a \$2.3 million upgrade of the pavilion (priced in 2009) including a stand with seating for 250 under cover and fully glazed on an upper level, new toilets and bar underneath and a function centre behind with views out to the track.



1.2 BHP Billiton

Leahne Rowley, Superintendent Community Projects

- Noise along the railway lines in Port Hedland (south of Turf Club) will increase as output is doubled. This will impact on new housing.
- BHP sees the development of residential housing as a positive thing.

1.3 Pilbara Institute

Eileen Roe, Simon Liddle

- The Pilbara Institute conducts on-site training courses in the community for organisations.
- To offer an equine training package it would require a significant need to be expressed from the local industry but to date there has not been any need expressed directly.
- The equine package could be part of the agriculture course.
- Lecturing staff are hard to find for the Pilbara region and is an ongoing challenge.
- Facility requirements for the operation of an equine course are a class room with the practical facilities close by, so that students can move back and forth between the two.
- Port Hedland could be a central point for training in the equine industry for certificates 2,3 and 4.
- Practical work could be done on site (i.e. turf club, SHOATA stables etc).
- The Pilbara Institute provides student accommodation for up to two weeks per term.

1.4 Port Hedland Chamber of Commerce Inc

Richard Whitwell, Member; Serge Doumergue, Member

The PHCCI provided the following information for consideration in this study:

- The value of the land at the Race Track could be 3 – 5 times that from around South Hedland.
- SHOATA would not be a good venue for relocation of the Turf Club as it would be a long distance from the agistment and training track facilities at Pretty Pool. It also has hot summer winds and a strong odour from the sewage treatment plant.
- The Race Track is an underutilised space and could be used better. The McKay Turf Club is a good example and includes a grey hound track and learn to drive venue in the centre area of the track. It hosts markets and circuses etc.
- Both the SHOATA and existing race track sites would require increasing the land level to make suitable for residential development.
- Port Hedland has a more affluent demographic than South Hedland, and less social issues. A consequence is that people interested in horses are more likely to live in Port Hedland.
- The race track should only be relocated if it is cost effective to do so.



1.5 RPS Planners

Fillipe Vieira

- A Growth Plan has been created for the Town of Port Hedland, with an implementation plan under development.
- The east end precinct including the race track location is currently under the detailed design phase by Landcorp.
- The Growth Plan indicates the relocation of the race track to make way for urban development.
- Spoilbank could be a potential race track location. It would fit in with the purpose of the area by providing an events venue.
- Near the tip site could also be a potential location for a race track.
- The population will need to grow by 4% p.a. to reach 50,000 by 2031. This is unlikely to occur whilst land affordability and availability remains an issue.
- The Boodarie Industrial Estate has long been planned by the Department of Stated Development (DSD) for heavy industries which requires a substantial buffer area restricting potential land uses in that area.
- The whole SHOATA site is within the Boodarie Industrial Buffer Special Control Area. Under the current Town Planning Scheme, section 7.2, no dwelling is permitted and no development is permitted which would attract persons. Therefore, the current use of the SHOATA site would appear to be non-conforming, and any further development including agistment with temporary trainer accommodation and/or the development of a race track facility at the site would also appear to be non-conforming.
- DSD would likely be strongly opposed to any TPS amendment that weakened the current conditions of the Boodarie Industrial Buffer Special Control Area.
- The Southern Precinct identified within the Growth Plan is a rural residential area to the south east of South Hedland. It could be a suitable site for the development of an equestrian precinct including a race track. There may be Native Title issues to be dealt with first prior to any works occurring.

1.6 Kelly Howlett, Mayor of Port Hedland

- The turf club track is currently a multipurpose venue, providing a venue for circuses as an example. Possible uses include learn to ride and show jumping.
- There is a need for the facility to be secure to stop motor bikes going on the track.
- A further race track site option may include a move slightly to the east as there are residential issues where it currently is located (lighting issues for nearby residents).
- There will be extra train traffic and noise following the upgrade of the port. This will require a buffer area from the train tracks.
- The sewage ponds are planned to be moved in the short term.
- Transportation is important for any potential site location. Busses can be utilised on event days if the location is out of walking distance.
- A possibility is for the track to remain in its current location, modified, in the short and medium term, and be relocated out to SHOATA in the long term. With the increase in capacity of the sewage treatment plant in South Hedland, there will be virtually unlimited water supply for a greased track.



- The vision for the turf club track is for a major racing/equestrian facility with all the facilities in place, including being fully turfed and having multiple users on site.

1.7 Racing and Wagering Western Australia

Ken Norquay, General Manager Racing

- RWWA favour multi-use facilities as a way of maximising use of racing venues for the benefit of the community.
- The RWWA does not provide funding towards facility upgrades of racing venues but would support applications made to other government organisations such as Royalties for Regions.
- There is a trend towards the installation of synthetic tracks in Australia and globally for improved consistency of good track conditions.
- It is important for clubs in the north west to have agistment with accommodation in close proximity for trainers and their racing horses. The trainers are responsible for ensuring their horses are not tampered with or affected in any way for the races. Good security is important.
- With strong population growth, it is a possibility that the Port Hedland Turf Club could become a provincial venue and host more race meetings each year.
- The Kalgoorlie Boulder Racing Club is an example of a good provincial venue.

1.8 Port Hedland Golf Club

Peter Maidment, President; Jeff Brockman (and 6 additional members)

Current Facilities

- 18 hole course with irrigated fairways and sand greens.
- Driving range
- Clubhouse including function room and bar.
- The course and all facilities have been constructed by the Club.

Facility Usage

- 320 members, expected to increase with population growth.
- Course used all year round.
- Functions are held all year round on most weekends (Friday and Saturday nights).
- A pro am and corporate days are also conducted at the course.
- The Club is fully self sufficient and employ three full time staff.
- The lease agreement has expired and requires renewing.

Requirements

- The Club is looking into its own facility upgrades in the near future.
- The Club's position is that it does not wish to share facilities apart from the possibility of public ablutions, a sealed driveway entrance and a car parking area.



1.9 Dixie Solly, Former Chairman of Country Racing WA

Dixie Solly has made the following contributions as his personal views on the future development of the Port Hedland Turf Club facilities:

- The Port Hedland Turf Club has been successfully developed and operated through the dedication and hard work of many volunteers for over a century. The value of the contribution they have made to the social fabric of the Town of Port Hedland is immense and must be recognised by the relevant planners and agencies involved in planning for the redevelopment of Port Hedland.
- It is fully understandable that the PHTC do not want to be relocated from their home of over 100 years. However, it appears that it is inevitable that relocation will become necessary at some point in time in the future due to the development of Port Hedland.
- Relocation of the Pretty Pool equestrian facilities may meet some resistance as the current tenants may be concerned about potential loss of income. Horse boxes are hired out at a rate of around \$10 per day. There are approximately 100 horse boxes at Pretty Pool. It is also a location that enjoys close proximity to the beach and sand dunes which are excellent horse training facilities.
- The PHTC hosts 6 races per year, pressure will continue to mount to make more effective use of this prime location in the future. The same pressures will apply to the agistment and Pony Club facilities at Pretty Pool.
- It is an opportune time now to develop a state of the art multi-purpose equestrian precinct that caters for current user groups as well as new ones that will develop once there are quality facilities provided. The development of new facilities is not something that country racing clubs can afford on their own, therefore, the PHTC and other equestrian groups should take advantage of the massive investment the State Government is making in the Pilbara region currently as this may not be available in the future. Essentially, the equestrian community is potentially facing a once in a lifetime opportunity for the development of an integrated equestrian precinct that would be a major drawcard for a range of equestrian and related events and festivals.
- Additional equestrian activities that could readily form due to the provision of new facilities could include:
 - Indigenous riding
 - Riding for disabled
 - Carriage riding
 - Polo crosse
 - Show jumping, and a range of other activities
- A location near South Hedland would be a better long term site for the race track / equestrian precinct given it is the major population centre of the Town.
- Good spectator viewing is essential for a race track. On the Port Hedland Cup Day there are up to 7,000 spectators that congregate all down the straight under tents. Westerly views into the afternoon sun would be unacceptable.
- Tracks can be of many shapes and sizes and be designed to fit into a given area. An 1800m circuit with various chutes to accommodate a range of distances would be adequate.
- Innovative design features from around the country should be considered including an underpass into the centre of the track, and even having the centre of the track somewhat sunken so that spectators can use this area whilst the pavilion area still has full views of the entire track such as occurs at Moonee Valley. A study tour during the feasibility stage would be highly recommended.



- The race tracks in the Nor-West region have a unique requirement to provide accommodation at their agistment lots for trainers who reside at the track for the racing season, including at Port Hedland. Racing horses must be under the care of their trainers to ensure the horses are not compromised for the races.
- Accommodation is not a requirement in the South West due as the trainers are able to make day trips to the racing venues with their horses.
- The accommodation currently provided is barely adequate for the current generation of trainers. They consist of sheds and dongers that are hot and not air-conditioned, and generally very spartan. It is essential to make the participants comfortable to ensure a viable race venue. The current level of accommodation facilities will be unacceptable for the incoming generation of trainers who may well refuse to visit the nor-west region if more suitable facilities are not provided. (Dixie Solly is already aware of acquaintances who have refused to travel to Port Hedland for this reason).
- The accommodation would be required by the trainers and support staff for the 3 month racing season, however, they could be multi-purpose and rented out to the public or mining companies for the remainder of the year to assist in additional revenue generation.
- The provision of a recreation/sportsmans club at the equestrian precinct would be a valuable addition to the facility and could also generate significant additional income. Mt Newman had a sportsmans club at the race track that was very successful until poor management saw its closure. It was the envy of race clubs in WA.

1.10 Landcorp

Grant Singleton, Project Manager

- Landcorp is developing structure plans for the East End Precinct. The current revision meets the intent of the Growth Plan, however; the layout differs significantly in the area of the current race track site.
- Primarily, the Structure Plan show the retention of the race track area as public open space – indicated as a district sporting reserve. It is surrounded by high density housing on all sides apart from the Wilson Street boundary.
- The rationale for retaining the track area as POS is that it provides a buffer from land directly across the railway lines which is licensed for BHP to expand its mineral stockpiles. BHP has expressed support for retaining a buffer to protect urban development from dust.
- The race track area is indicated on the Growth Plan as the site for the primary mixed use/retail area for the Port Hedland town site. The Landcorp Structure Plan has this site relocated eastwards to the centre of the East End Precinct, where the local shopping centre is located on the Growth Plan. This is due to the need to develop a buffer area from BHP stock piles near the current race track site.
- The Landcorp Structure Plan yields approximately 5-6,000 dwellings.
- If the race track was to be retained, and a separate area was required for the district active open space, approximately 1,000 – 1,200 dwellings would be lost.
- Ideally, if the race track was to be retained, the district AOS would be contained within the race track centre provided it could be made highly accessible to the public.
- The land from the race track to the Pretty Pool location is subject to flooding and storm surges. Lots of fill will be required to make this land suitable for development, however, it is simply a matter of time before it will become economical for developers to develop this land including the substantial fill requirements.



- The State Government would likely consider selling the land cheaply to developers in order to improve the economics of developing the land in the East End Precinct, enabling development to occur sooner.
- A large portion of the land through the East End precinct requires up to 4m of fill to reach the desired level of 6.4m. The cost of fill could cost \$40-\$50m3.
- Landcorp does have plans for Unallocated Crown Land Lot 5558, located south of Styles Road where the training track is currently located. It was put on to the market for developers 2 years ago but failed to attract any interest due to potential risks of the site. Landcorp has since been undertaking de-risking planning work such as geo-technical surveys. It will go back on to the market around July (2012). This will mean the loss of the training track.
- From a Town Planning perspective, it would be highly advantageous for the Town of Port Hedland to relocate equestrian activities out of the east end precinct to allow for optimal design of the town and maximise residential housing development potential.

1.11 Port Hedland Equestrian Organisations

1.11.1 Port Hedland Pony Club

Mike Della, President; Kim Gentle, Committee Member

Current Facilities

- Has been located at Pretty Pool for 40 years.
- Approximately 30 day yards (6-8m2 required per horse). The current yards are considered a bit small.

Facility Usage

- The Club currently has 10 children and 20 adult riding members.
- The Club has space to agist 30 horses, with 24 horses currently present. Agistment is \$15 per week.
- The Club has a 10+5+5 year lease that expired in 2009. Currently they are operating on a year by year arrangement.
- Beach riding is a big component of Pony Club activities. It is also important for getting horses fit for the racing season.

Requirements

- 10 acres +
- Day paddocks
- Good size stabling (6-8m2 each) that open to day yards (12-16m2 each).
- Wash bay
- Crush
- Covered shoeing bay
- Clubhouse of approximately 60-80m2 including a kitchen and internal/external access toilets.
- Large hay shed (12m x 8m) fully enclosed.
- Tack room (bridle equipment, first aid, rugs etc 5m x 4m).



- Feed room 5m x 4m
- Public toilet facilities and showers
- Power and water supply
- Round training yard 10-12m in diameter with horse fencing.
- 2 small dressage arenas, 20m x 40m each.
- Main arena 140m x 70m with good drainage and sand surface.
- Bottom rails on horse fencing requires rubber to protect horses hooves.
- Open space
- Cross country track
- Floodlighting for arenas
- A covered arena would be highly desirable.
- Grazing space for horses.
- A vets area (1,000m²) away from main stabling area for the accommodation of ill horses.
 - Currently the vet in town does not have such a facility.
- If sharing with the turf club – a small training track on the inside of the main race track.
- Gates wide enough for bobcat access and sand delivery etc.
- The Club's first preference is to stay at its current location in Pretty Pool. The second preference is to be located in Port Hedland, and thirdly elsewhere. The airport location could be ok, whilst SHOATA is considered too far away.
- If it was to be located at SHOATA, the arenas could be located in the middle of the track.
- The Club is currently investigating Riding for Disabled WA requirements, as it has a desire to provide programs for disabled persons and disadvantaged youth.

1.11.2 Port Hedland Turf Club

Arnold Carter, President; Vicki Brooks, Committee Member

Current Facilities

- The current Turf Club facilities include a 2,000m racing track that is part turf and part dirt. The track itself is in good condition.
- The Club has tried to turf the entire track previously, however, the low lying nature of the ground has made the far side of the track too salty for turf to grow.
- The supporting facilities are in poor condition and require major works or replacement.
- The venue can cater for up to 10,000 spectators.
- The Club has a training track at Pretty Pool which is close by, and 30 – 40 agistment spaces. \$400,000 was recently spent on the stables.

Facility Usage

- The Club has 200 members.
- The Club holds 6 events at the Turf Club each year and is used for trials throughout the year. All training occurs at the training track at Pretty Pool.
- Sky divers have been using the venue.
- The local school has been using the turf section of the track for some activities such as 100m races etc.



Requirements

- The Club reports a strong need to remain in close proximity to Pretty Pool where it has a training track and 30-40 agistment spaces where the horses are kept. This is needed to minimise travel times.
- New toilets are required. There is insufficient water pressure for temporary toilets.
- An improved jockeys area for females is required.
- The Club has drawn up plans in 2009 for upgrades including a multipurpose grand stand, a dance school facility, new office space, toilets, and a country club style top floor addition (social facilities with bar and outlook over track). It was valued at \$3.4 million at the time.
- The Club is happy to share facilities (with other equestrian clubs and sporting clubs) and be part of a shared management committee (e.g. a sports association).

Location Preference

- The Club has a strong desire to stay in its current location due to its historical significance and its close proximity to the Pretty Pool facilities and beach on which horses are allowed to be exercised.
- The Club would not like to be located at the SHOATA complex due to:
 - No breeze to help cool horses
 - No water for hosing horses down
 - Too far from ancillary features such as restaurants, night life etc which compliment the race events.
 - Strong odour from the sewage treatment ponds which are to be expanded.
 - It would be a 50km round trip for people from Port Hedland to feed the horses.
 - It would be too far from the training track and agistment grounds at Pretty Pool.
- The Club would be prepared to shift the track east from its current location to allow some urban development along the western side of the reserve.
- The Club reports that the current turf club site could require considerable fill to raise the land to a suitable height for residential construction and would be cost prohibitive.

1.11.3 South Hedland Owners & Trainers Association

Bob Beattie, Member; Phillip Murray, Secretary and Treasurer

Current Facilities

- The SHOATA area consists of two parcels of land, one leased from the Shire (SHOATA Paddock) and the other leased directly from the State Government (DRDL Paddock).
- SHOATA is made up of hobby race horse owners/trainers, community members, Equestrian Federation of Australia members that host equestrian events.
- There is a 1600m oil training track which is easy to maintain, and an inside track.
- SHOATA have taken over the old EFA arena (was turf, now sand) at the Turf Club and for the past 2 years have used the rugby ground for hacking and dressage.
- There is a fully enclosed and fenced dirt gymkhana ground in the SHOATA paddock which is an insurance requirement. It is the only facility of its kind in the Pilbara.
- The SHOATA facility includes lots for horse accommodation that can be improved and can be sold. The lots have their own power and water meters.
- Fortescue Minerals Group are building a road through the lower SHOATA paddock for large trucks which will take up 30% of that portion of land.
- Water comes from the Yule River which is pumped into water tanks on site. Water pressure from the recycled water dams is insufficient.



- The Golf Club is 300m away.

Facility Usage

- There are currently 50-55 members, and 40-45 horses at SHOATA.
- Gymkhana arena is used for novelties, show jumping and stock horse events.
- The training track is used by 35-40 horses daily.
- Membership fees are \$80 single, \$100 family, and \$100 per month for maintenance on common grounds.
- The two paddocks are used for summer turnout of horses. Two paddocks are required to keep apart horses that fight.
- Traveller trainers (30) stay and train at the track all day.
- There is a horse of the year event that is based in a different town each year in the northern region from Broome to Karratha. It is a large event.

Requirements

- SHOATA would prefer to stay in its current location.
- The existing Turf Club track is unable to have 1000m or 1800m races due to its shape. A new track should have chutes for these events
- Two dirt tracks are required for inside and outside training. A turf track would not be able to withstand the current or future level of wear and tear.
- The DRDL area has some stabling areas and will have more developed on it in future as demand increases. The paddock area is used for weekly and long term turning out of horses.
- SHOATA is against any further loss of their land as it would not allow them to accommodate and train a sufficient number of horses to service the NW racing season.

1.11.4 Drovers Rodeo Equestrian Centre

Frank Edwards, Owner

- The rodeo grounds are on an 8 hectare lot of land, leased from the Town. 15+6 yr peppercorn lease, expires 2021.
- There are a further 2 leased areas consisting of 14 blocks of horse paddocks - 4 hectares each.
- An application to the State Government for additional land to be acquired for the Rodeo Equestrian Centre, consisting of another 11 blocks around the rodeo grounds, with one being 8 hectares for an intended equestrian centre.
- A rodeo was held in 2006, approximately 1,000 people attended.
- Rodeos are currently held at Robe River Panawonica with up to 4,000 people and 120 horses attending.
- The owner is planning on hosting a monthly event at the rodeo grounds each year, with three events being major rodeo/campdraft events in April, August and December, and the others being practice nights.
- A further aim is to have the centre open each weekend for a range of equestrian related activities including pony rides for families.
- The owner has invested approximately \$500,000 (and approximately same amount for in-kind labour) in the existing facilities and has no intention to relocate in the future.
- A \$30,000 Royalties for Regions grant was received in 2010 for the development of an ablation block.



1.12 Sporting Clubs at McGregor Street Reserve

1.12.1 Hedland Canine Club

Susie Andri, President

Current Facilities

- 65m x 46m grassed dog training area with lighting. Fully fenced with high mesh fencing and lockable gates. Located on west side of tennis courts on McGregor St.
- Small clubroom including male and female toilets and showers, a basic kitchen and a store room (approximately 4m x 4m).
- Outdoor (uncovered) paved area that is suitable for up to 40 persons.

Facility Usage

- The Club conducts training sessions on Tuesday nights from 5:30pm – 9:00pm. Each block of training lasts 8 weeks.
- No sessions are held during January or February due to the climate conditions.
- Each session has 5 trainers working with approximately 30 dogs with owners.
- At the end of each training block an awards night is held.
- There are approximately 120-140 members in total. Some members participate in more than one training block throughout the year.
- Members conduct busy bees etc on weekends to maintain the grounds.
- Evenings are the preferred usage time as most shift workers are entitled to one night off per week, is a good time for persons who work 9-5 and allows activities to be conducted out of the heat.

Requirements

- Same as existing facilities. An improved clubroom with typical facilities (social room, changerooms, kitchen, storage) is desirable, and the club would be willing to share use of the building if it is well located next to its training field.
- A fenced grassed area is essential safety as activities include off leash exercises. Controlling access is very important. Fencing is also important for security of training equipment that is stored on site.
- The training field needs to be a level, smooth reticulated turf area to ensure the safety of dogs and users. Sharing a field with other groups that damage the field would be difficult for safety reasons.
- A Port Hedland location is preferred if relocation was to be required.

1.12.2 Port Hedland Tennis Club

Chris Modra Tennis Club, President

Current Facilities

- 8 synthetic courts, 6 fully lit, 1 partially lit, 1 no lighting. Fully enclosed with mesh fencing.
- Small clubroom building with toilets (no ceiling), basic kitchen, foyer area and social outdoor area with capacity for 20 – 40 persons.
- Cyclone rated equipment storage shed approximately 3m x 4m.



Facility Usage

- The Club at its peak had 120 members who can use the courts at their leisure. Currently there are 80 members. The drop off is believed to have occurred due to difficulties being had with the locks on the gates and the courts having to be shared with hockey.
- Social tennis nights occur on Wednesday evenings and Sunday afternoon and evenings. Approximately 20 persons attend on these nights and 5 – 6 courts are used.
- Junior coaching normally occurs on Tuesday's and Thursday afternoon/evenings on 4 courts.
- There are plans to begin a type of interclub competition with other interested tennis clubs in the region. Details regarding the type of competition have not yet been finalised.
- The Port Hedland Hockey Club also use the southern three tennis courts for social hockey from April through to August on Tuesday and Thursday nights, and once per week throughout the rest of the year.

Requirements

- The Club would essentially like a similar suite of facilities if relocation were to occur, albeit with improvements. These include:
 - A clubroom that includes an indoor social room with air-conditioning to provide a more comfortable environment for spectators and players waiting to play. The club would be happy to share a clubroom facility if required.
 - A well designed storage system is important for proper storage of court hardware and other equipment which requires proper shelving.
 - 8 courts fully lit, with the pole layout to be in-between courts rather than on the corners so that the lights do not interfere while trying to serve. 8 courts are sufficient for current needs and will allow for some growth into the future.
 - Four courts should be synthetic and four should be an accredited national/international hard court surface to help improve junior development.
 - The courts should be singly marked for tennis. The Club does not wish to play on multi-marked courts as they are more difficult to play on.
 - The Club reports a strong need to stay within the Port Hedland township as it is very important for people to be able to easily access the courts including walking and cycling. They report that a location even a short distance outside the town would be a significant disincentive for people to play there.

1.12.3 Port Hedland Hockey Association

David Bullock, President

Current Facilities

- The Assoc currently uses the three lit southern tennis courts (synthetic grass) for mixed and junior social hockey games.
- It has access to the toilets.

Facility Usage

- The Assoc has 40 senior members and 16 juniors, numbers are increasing.
- The games are 5 a side and conducted on Tuesday and Thursday evenings from April through to August (18 week season)
- A few 'hard core' players play once a week out of season also.



Requirements

- The Assoc would like to have a lit synthetic hockey turf to play on, and notes that there are none available in the Pilbara region. This surface could be multi-purpose if required (i.e. shared with soccer).
- The Assoc would like access to clubroom facilities and would be happy to share.
- Approximately 20m² of storage for equipment.
- A Port Hedland location is preferred.

1.12.4 Hedland Junior Soccer Association

Mike Pell, President

Current Facilities

- The Club use the soccer grounds on the McGregor St Reserve. The fields are divided into one full size field for the older juniors and two half sized fields for the younger juniors.
- The Club has a basic change room facility, however, most of the toilets are not in working order.
- The Club has a large storage area (part of a shared storage facility at the Reserve) that is sufficient for its needs (approximately 4m x 10m).
- The main field has partial lighting (from rugby light towers to the west).

Facility Usage

- The Club has approximately 160 members consisting of 14 junior teams, ranging from 4 yr olds to 17 yr olds.
- It is an intra club competition. The teams that are created depend on the availability of players from each age group.
- Training occurs on Tuesday nights from 4pm to 7:30pm.
- Competition is on Sundays from 8:30am – 2pm, beginning in April.

Requirements

- The Club is happy with the fields provided, however, if a multi-use synthetic field were to be provided in future it should be fifa rated.
- Access to a clubroom facility would be good, the Club would be prepared to share.
- Current storage is sufficient, if relocation were to occur a similar sized facility should be provided.
- Ideally all the fields would be lit to allow more night time training and competition.
- The Club would want to remain in Port Hedland if it had to relocate.

1.12.5 Port Hedland Hawks Rugby League Club

Trevor Foote, President

Current Facilities

- The Club has a single full size rugby field with lighting at the McGregor St Reserve.
- The lights are not in full working order due to a lack of maintenance.
- The Club is using a transportable as their temporary clubrooms. It is a small room which contains a sink and hot water system.
- The club shares an old toilet/changeroom block with the soccer club which is located over at the soccer ground. It is in poor working order.



- The Club has a storage bay (part of a shared storage facility with cricket and soccer) that is approximately 4m x 10m with a roller door.

Facility Usage

- The club has one senior team.
- A second club (South Hedland Cougars) has gone into recess for the 2012 season due to a number of key volunteers leaving and not being able to be replaced in time (including committee members, coach and strapper).
- FIFO and 12 hour shifts have impacted on the sustainability of sporting groups in town including the rugby clubs. It is difficult to attract enough volunteers to run the club.
- Population growth around the area should be expected to increase the number of people wanting to play rugby.
- The season runs from May to September.
- Training occurs on Tuesday and Thursday evenings.
- The junior rugby club (South Hedland based) play at the Hawks ground on Saturdays throughout the day (9am – 5pm) whilst Senior games are held on Saturday nights.
- The ground is currently not suitable for touch rugby set up due to the positioning of the light poles too close to the boundary lines, not allowing two fields to be created across width of the field. Touch is currently played at Colin Matheson Oval which is reportedly over crowded from multiple sports. There are 16 teams that play on Wednesday nights.

Requirements

- The Club was happy with previous plans that have been drawn up for the redevelopment of McGregor St Reserve.
- The Club would like to retain a full rugby field, and notes that it is difficult to share with other sports such as hockey and cricket because they both play during the same winter season and both require short grass, whereas rugby requires longer grass. This makes the ground harder and increases the impact felt by players.
- Lighting of the field will allow night training and competition. The poles should be positioned far off enough from the boundary lines to allow two touch fields to be run across the width of the ground (touch field 80m in length).
- The Club would be happy to share a pavilion with good facilities including senior specified changerooms. It should be located close to the field for spectator viewing.
- The existing storage bay is sufficient.
- The Club is Port Hedland based and would not wish to move outside of the town site.



1.13 Venues Consulted For Comparative Review

1.13.1 Broome Turf Club

Doug Milner, Club Manager

- The Club has a 1900m oil sand track with 4 chutes for additional race distances. The track is used for racing and training.
- It is located next to the ocean at the southern end of Cable beach, and is 3m from the outskirts of the Broome townsite. It situated on a peninsula and therefore has the ocean on three sides of the course.
- The Pavilion is an open air facility which takes advantage of the cool sea breezes. It is a two level facility, with a members tiered deck and bar on the top level, and the same on the bottom level for the general public.
- The Club also has invested extensively in shade sails, and currently has over 2000m² of shade sails it puts up on raced days for spectator shelter. Shade is very important for the comfort of spectators.
- The Club uses shade sails as opposed to marquees for corporate areas because it is cooler through allowing air flow.
- The Club's smallest events attract 2,500+, and its largest races attract up to 9,000 people. The popularity of the events are attributable to the committee having encourage a wide range of community groups to perform at these events, including school groups, dance groups, gymnastics groups etc.
- The track has hosted other user groups such as camel races and foot races in the past, however, insurance premiums has made this unviable. The inside of the track has also been used by a sky diving company as a landing zone in the past.
- The use of the inside of the track is not considered viable as there would be too much conflict of use. The Club uses the track for training as well as racing.
- The major advantages of the Broome Race Club facility are its location and its on site stabling. It is important to be able to stable all of the competing horses on site for events, and its location next to the beach and bush provides good exercising opportunities as well as being significantly cooler than inland locations. Location and onsite stabling are two key factors for a successful racing venue.
- A weakness of the venue is that the driveway is too close to the race track to allow development of additional facilities. This includes not being able to have a large grassed area between the track and pavilion for spectators. Venues such as the Pinjarra and Esperance racecourses are examples of facilities with good lawn areas.
- Broome would have little use for equine industry training as the racing season is very short. There are no permanent trainers based in Broome. The trainers come to Broome just for the racing season and bring required staff with them. There would be a distinct lack of work for persons trained in the equine industry out of racing season, and thus a local training course for would not appear to be a feasible proposition.



1.13.2 Carnarvon Race Club

Geoff Fhal, Chairman

- The Carnarvon Race Club has a 2,200m race track which is reportedly the largest in Western Australia, and also includes three additional chutes for multiple distance options. It is based on the Flemington racecourse design.
- The facilities are ageing and major upgrades are required, however, a new kitchen has recently been built.
- The Club also has on site stables and tracks through the surrounding bushland to utilise.
- The Club has 300 members and has plans to construct a larger members area in the future.
- The track is located 150m from the ocean, benefitting from the cool sea breezes.
- It is an oil sand based track, however, the amount of oil used is minimal when compared to other venues. It is just enough to keep the dirt together and reduce the dust.
- In 2011 the Sky Channel aired all 11 race meets and will continue to do so.
- The Carnarvon Club draws trainers from Geraldton, and thus it competes with the North West area in terms of attracting participants. The number of local trainers are dwindling, most now come from Geraldton.
- The main strengths of the Carnarvon racecourse are its on course stabling and good condition of the race track.
- The biggest issue facing regional race clubs is jockeys. There are few apprentice jockeys progressing to senior jockeys and therefore the numbers are dwindling; it is a constant struggle to acquire jockeys each racing season. It is also difficult to schedule flights for jockeys from Perth, as they have to compete with other race clubs for the same jockeys.
- There is little need for equine industry training being available for Carnarvon as most trainers/staff come in from Geraldton just for the racing season and then leave afterwards.

1.13.3 Norwest Jockeys' Club

Evan Maloney, President

- The Roebourne Race Track holds four races each year in June and July.
- It is important for the race track to be close to agistment so that that the track can be easily accessed for training.
- A norwest race track would ideally have approximately 30 horse yards approximately 10m x 4m and partly covered.
- Space is the key issue for a good racecourse venue. It doesn't need to be central to town as people will travel, busses can be organised.
- Insurance is an issue for multi-use of the race track venue.
- There is little opportunity for equine industry training being utilised in the region. The clubs are all run by volunteers, no-one would have enough time to take on trainees.
- There is a great strain on voluntary resources in regional turf clubs. The advancement of racing requires full time paid professional management at the turf clubs.



1.13.4 Cranbourne Football and Netball Club

Paul Garrett, General Manager

The Cranbourne Football and Netball Club was interviewed about the issues surrounding the locations of its facilities in the centre of the Cranbourne Turf Club race track.

- The CNFC has been has a long history at the race track ground, with the oval being its home ground for over 50 years. The facilities include a senior sized oval and a pavilion, a turf wicket, practice nets and a netball court which in the centre of the grounds.
- In recent years both the cricket and football clubs have moved away from the ground due to the development of the recently developed Casey Fields complex. Essentially all the user groups grew too large to be comfortably accommodated at the same venue. Whilst the club was successfully located at the ground for many years, there was always tension in regards to gaining access to the facilities at the required times and crossing the race track. The Turf Club requires the track to be in excellent condition at all times for the safety of horses and jockeys.
- Races at Cranbourne were always predominantly every second Sunday, which the football club was able to work around.
- The pavilion, located close to the centre of the race track, looking east to the oval, had a low flat roof. Due to the land levels, the pavilion did not obstruct viewing of spectators to the opposite side of the course.
- Football races and games could not be held on the same day or even on the same weekend as the track turf needs to be in very good condition and fully recovered from any damage caused by track crossings.
- Horse training was generally not an issue because it was all early morning. However, a new regional training facility has been built adjacent to the racecourse and all training occurs there now.
- The Oval is now a spill over venue for junior football and junior cricket, and also by other clubs who may need to use an oval if their own is out of order for repairs etc.
- An underpass would have made collocation of the sporting groups and turf club at the reserve much easier.
- The Cranbourne Turf Club has recently added lights to the course and is now running 48 meets per year with half under lights. This makes it more difficult for the venue to accommodate sporting activities.

1.13.5 Newman Gymkhana and Polocrosse Association

Jacinta Ronchi, Secretary

- The Association has a lease on land in Newman which includes a recently built main arena (7 years old) which is used for campdraft and rodeo events.
- The facility includes spectator banks with shade sails, a kitchen and bar, camping area and stock yards.
- The arena has white washed sand that was supplied by BHP. It is expensive to transport sand to Newman.
- The yards and chutes need to be properly designed for the arena to ensure the proper management of livestock.
- The main arena is lit which allows a rodeo event to run from 10am through to 9pm.
- Events are held in march which is not too hot. No activities are held during the middle of the day in summer.



- Fun nights are held once per fortnight under lights for youth, which keeps the horses and riders out of the heat of the sun.

1.13.6 Darwin Touch Association

Isobel Appo, Northern Territory Branch Operational Manager

The Darwin Touch Association (DTA) was interviewed about the issues surrounding the locations of its facilities in the centre of the Darwin Turf Club race track.

- The DTA has 6 touch fields with lighting situated in the centre of the race track, alongside the main straight. The DTA has been based here since 1986.
- DTA meet on Monday, Wednesday and Thursday nights from 6pm onwards. Training sessions and clinics are also organised at other times. School competitions occur during the day time also.
- The track has an oil sand surface, thus it does not have the same maintenance issues as turf.
- The DTA cannot use the track before 9:30am when training is occurring.
- In the past, some touch games have been conducted whilst race meets have been on. Crossing the track has to occur between races.
- The DTA is satisfied with its location within the race track, however, it is trying to get a grant to construct an underpass to resolve the track access issues. It is also seeking to have its own pavilion in the track centre including changeroom, toilet and social facilities. This will be more convenient for players and spectators and reduce the need to cross the track for these amenities.
- The DTA is required to be highly vigilant with ensuring the track is not unduly damaged from pedestrian crossings or rubbish straying on to the track, and ensuring gates are always closed after use.
- The DTA shares bar profits with the Turf Club.
- A negative of being located within the track is that occasionally horses use the touch fields and damage the grounds.

1.13.7 Shire of Plantagenet

John Fathers, Deputy CEO

The Shire of Plantagenet was contacted in regards to its plans to redevelop its racecourse which currently includes two senior sized football/cricket ovals.

- The Shire has preliminary concept plans designed for the redevelopment of Frost Park (home of the Mt Barker Turf Club) and Sounness Park, a sporting reserve located directly across the road from the Turf Club. Detailed plans are being designed that are in line with the overall concepts.
- Currently the Mt Barker Football shares Frost Park with the Turf Club. This has worked reasonably well in the past, however, invariably there are tensions raised due to damage cause to the track from track crossings.
- The Shire has been planning to develop a major sporting field complex at Sounness Park, and an Equestrian precinct at Frost Park – thus relocating the ovals off Frost Park so that all horse and sports facilities/activities are separated.
- The rationale behind the separation of equestrian from sporting facilities is that the two activities are not ideal partners and create safety hazards for users of the sporting fields as well as for the horses and riders themselves. More appropriate facilities that better meets the needs of the user groups when equestrian facilities and sporting facilities are built in their own separate precincts.



- The process was partly instigated by RWWA not being satisfied with the conflict of interests with sporting fields located inside the racing track.
- The quality of the track surface is very important for high quality, safe horse racing. The track must be in very good condition, therefore, activities that impact on the turf quality of the track development are discouraged.

1.13.8 Kalgoorlie-Boulder Racing Club

Steve Routledge, Manager Track and Facilities

- KBRC has a fully turfed race track with a total grassed area of 6.2 ha. The KBRC spends approximately \$250,000 pa on turf maintenance which Steve Routledge feels is at the lower end of the spectrum comparative to other turf venues.
- KBRC has 75 megalitres of capacity in its on-site dams, however, they use approximately 130 – 150 megalitres of water per year to maintain the turf (21-24 megalitres per hectare).
- The venue has an irrigated training track with separate fenced lanes for fast and slow track work. Approximately 120 horses use the training track every morning.
- The KBRC is almost self sufficient with local horses. A total of 140 horses are required to maintain the existing 25 race meeting calendar.
- The KBRC does not have specific plans for the future, but would like to upgrade various aspects of the facilities. Limited funding sources are a major restriction however.
- Investigations have been undertaken into a synthetic track surface which has an estimated cost of \$14-\$16 million. There are some concerns about the longevity and performance of synthetic surfaces however. It is known that it is critical to have good drainage and baseworks for the synthetic surface to be laid on.
- The buildings at KBRC are heritage listed and over 100 years old. The maintenance requirements are high.
- The Club derives some revenue from functions, however, as a not for profit organisation they have some restrictions on advertising which limits the level of business they can attract.



1.14 State Equestrian Associations

1.14.1 Equestrian Western Australia

Martin Shaw, CEO

- EWA is the State Sports Association for equestrian sports (i.e. dressage, show jumping, cross country etc.) They do not contribute to facility development but will provide advice as required.
- Heat is a big issue for equestrian sports in the north of the State.
- Facility development planning should take into consideration anything that can help keep the horses cool and out of the sun where possible, including lights for night riding, wash down bays, evaporative fans, sheltered yards and a covered arena.

1.14.2 Australian Bushmen's Campdraft and Rodeo Association Ltd

Chris Wyhoon, WA Zone Director

- ABCRA is an organisation that assists community organisations to host campdraft and rodeo events, as opposed to private for profit organisations that conduct such events.
- In WA, most campdraft and rodeo events are organised by community groups. There is a substantial amount of organisation required to host an event. ABCRA guides the groups through this process.
- Newman has a recently built campdraft / rodeo facility which is very highly regarded. It's development was funded by BHP.
- An arena should have dimensions of approximately 70m x 35m. An arena fence can be built for approximately \$30,000, and can be portable.
- All facility requirements for a rodeo can be brought in if required.
- As a rule of thumb, the first 1,000 spectators pay for the expenses of running an event.
- Some events such as the Boddington Rodeo raise substantial funds for the organisation. The Lions Club made approximately \$80,000 at the last Boddington Rodeo. Sponsorship paid for all expenses prior to ticket sales.

1.14.3 Pony Club Association of Western Australia

No response to date.





1.15 Public Submissions

1.15.1 Dave McGowan, Local Resident

Dave McGowan - SAS - Norsat Communications [dave.mcgowan@norsat.com.au]

Thursday, 8 March 2012 5:41 PM

'Darren Monument'

'PHCCI'

RE: Turf Club project consultation

Darren,

I won't be able to attend the meeting next week, but as a local of some 37 years, wish to make my point.

I have heard during various versions of shire meetings and general comment that there is serious consideration to relocate the turf club to south Hedland.

This should not go ahead under any circumstances.

The Port Hedland Turf Club has many years of history at its present location, and whilst it needs a major facelift, it is the home of racing in Port Hedland.

As is the Civic centre. That should stay as our fore fathers wished, and it be the civil reception area for Port Hedland. With both sites enjoying the pleasant ocean breezes, some history and of course commanding positions. It is not up for sale to the highest bidder, which would be the case should either move.

Re the turf club, the plans we saw some 2 years ago, with it moving a bit east, and the shopping centre expanding across to the western end of the oval was fine, and logical. Main issue with that plan was the disastrous plan to push all local traffic off Wilson st onto Sutherland st. What a poor choice, making a suburban road into a highway!.

So you get my drift. Leave things alone, and keep the turf club in Port Hedland, Improve the facilities so it can be used all year (Cricket, dogs, Rugby, Tennis etc) and don't let that land become another victim of BHPBilliton's greed and heavy handedness' in our town.

Re the South Hedland horse facilities, Im sure most of the current users would like some additional facilities, as do the Cooke Point ones. Let them decide what they want, and come up with a compromise. Put a caravan park near both of the areas to support the costs of the venues, and help out our town to support the local tourists and travellers, and not keep pandering to the mining Co's and the scourge of FIFO in town.

There is a need for FIFO, but make them pay, and leave a legacy behind (a good one that is in the form of infrastructure). No Camp should be allowed to be constructed bigger than say 200 persons without the buildings being permanent, and suitable as self contained 1 or 2 bedroom units when the initial use is over. Let the locals businesses buy into them, so we have some way of recovering from the absurd costs pushed on us by the big boys. We cant afford the costs to keep staff here because of FIFO, and the construction, so cant compete with the big boys either to earn a living to stay here and take advantage of the busy times.



Its a catch 22. We cant get the staff, accommodation or services to keep the staff, so we can get bigger to become part of the bigger picture. Everything here is being tailored for the bigger companies to blow into town and run rancid all over the rest that has been part of the fabric of this great town for many years.

Thanks and regards

Dave McGowan
Sutherland St
Port Hedland

Dave McGowan
General Manager
SAS-Norsat Communications
Phone: 08 9173 9500
Email: dave.mcgowan@norsat.com.au



APPENDIX 2

COMPARATIVE REVIEW



1 COMPARATIVE REVIEW

This comparative review includes details of other North West turf clubs as well as other Australian turf club facilities. Several tracks with sporting fields to the interior of the track were identified including Cranbourne Turf Club, Fannie Bay Racecourse and the Mt Barker Turf Club.

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1.1 Newman Turf Club



1.1.1 Description

- 1800m irregular oval track with chutes for 1600m and 1000m distances.
- Fully turfed. 1 – 2 races per year.
- Located on the north eastern outskirts of town.
- 900m bitumen go kart track in centre with sheltered spectator area, canteen and toilets.
- Stables for 60 horses (10m x 6m yards with part shelter).
- Horse pens.
- Jockey facilities
- Pavilion
- Turfed spectators' area 40m x 160m.
- Adjacent to race track
 - Gymkhana
 - Agistment blocks (approximately 10 hectares total)
 - Rodeo/campdraft facility
 - Bridle trails

1.1.2 Advantages

- All equestrian activities and agistment land in same area creates an integrated equestrian precinct.
- Fully turfed track provides optimal running surface for horses and good amenity for race goers.



- Collocation of go kart track enables greater utilisation of the land.
- Recently built rodeo/campdraft facilities provided by BHP.

1.1.3 Disadvantages

- Building structures at kart track impede spectator viewing of part of the track.
- More space for agistment is required. There is a reported chronic lack of agistment space in Newman.



1.2 Broome Turf Club



1.2.1 Description

- 1900m oval oil sand track with 4 chutes for the 1,000m, 1,200m, 1,600m and 1,800m distances. The track is used for racing and training.
- There is approximately 4 hectares of agistment yards each with accommodation for trainers and staff for the racing season (12 sites). There is also expansive open space available surrounding the track with trails available for exercising the horses.
- The Club has 11 race days proposed for 2011, running from June through August.
- Located next to the ocean at the southern end of Cable beach, and is 3m from the outskirts of the Broome town site. It situated on a peninsula with the ocean on three sides of the course.
- The pavilion is an open air facility which takes advantage of the cool sea breezes. It is a two level facility, with a members' tiered deck and bar on the top level, and the same on the bottom level for the general public.
- Turfed spectator area on finishing straight approximately 15m x 150m.
- 2000m² of shade sails put up on race days for spectator shelter.
- The Club uses shade sails as opposed to marquees for corporate areas because it is cooler through allowing air flow.
- The Club's smallest events attract 2,500+, and its largest races attract up to 9,000 people. Events include participation from a wide range of community groups.
- The inside of the track is not currently used for other purposes. The track has hosted other user groups such as camel races and foot races in the past, however, insurance premiums has made this unviable. The inside of the track has also been used by a sky diving company as a landing zone in the past.



1.2.2 Advantages

- Prime water front location provides excellent amenity including a significant cooling effect.
- Onsite stabling for horses including accommodation for the trainers who must stay with the horses at all times.
- Close proximity to town.

1.2.3 Disadvantages

- Driveway is too close to the race track to allow development of additional facilities. This includes not being able to have a large grassed area between the track and pavilion for spectators. More space is required.
- Only used for races, not multi-use.



1.3 Carnarvon Race Club



1.3.1 Description

- 2,200m triangular race track (reportedly largest in Western Australia), and also includes three additional chutes for 1,000m, 1,200m and 2,000m options. It is based on the Flemington racecourse design.
- Located 150m from ocean, 1km south of the town site.
- Agistment areas located 3km to the north.
- The pavilion and jockey facilities are ageing and major upgrades are required; however, a new kitchen has recently been built.
- On site stables and tracks through the surrounding bushland to utilise.
- Turfed spectators' area 75m x 20m.
- The Club has 300 members and has plans to construct a larger members' area in the future.
- Oil sand based track, however, the amount of oil used is minimal when compared to other venues. It is just enough to keep the dirt together and reduce the dust.
- 11 races in 2011, all aired on Sky Racing channel.

1.3.2 Advantages

- On course stabling for horses travelling from Geraldton.
- Location next to the ocean providing good cooling effect.
- The track is in very good condition which is attractive for trainers and the Sky Racing channel.
- Close proximity to town.



- Reasonable proximity to agistment areas.

1.3.3 Disadvantages

- Constrained area between driveway and track for development of additional/larger facilities.
- Facilities are ageing.
- Only used for races, not multi-use.



1.4 Roebourne Racecourse



1.4.1 Description

- 2,000m oval dirt track including chutes for the 1,200m, 1,600m and 1,800m distances.
- Hosts four races each year in June and July.
- Located 2km to south east of Roebourne.
- Includes pavilion, jockey facilities and stables on site.
- Spectators' area 230m x 30m, mostly dirt.
- Track area not used for any other purposes.

1.4.2 Advantages

- Situated on a large parcel of land.

1.4.3 Disadvantages

- Not located at the major population centre of Karratha (40km distance).
- Agistment areas are located at Dampier(60km) and Karratha (40km)
- Ageing facilities.
- Pavilion/spectator areas faces west into afternoon sun.
- Only used for races, not multi-use.



1.5 Cranbourne Turf Club



1.5.1 Description

- Turf race track, 1,700m circuit with 2,000m and 1.600m chutes. Fully lit, holds 48 races per year with half at night.
- Greyhound and trotting track in the centre.
- A football/cricket oval and netball court on the eastern side of the centre with pavilion and training wickets. Spectator viewing of the eastern side of the track is not obstructed due to different ground levels and low pitch roof of the pavilion. Oval was previously a home base for football and cricket, however now functions as an overflow venue only.
- Located on the southern outskirts of the City of Casey, Victoria within a rural residential area.
- Adjacent dedicated regional training complex consisting of:
 - Outside Grass 2370m x 27m (straight 404m).
 - Inside Grass 2150m x 26m (straight 412m)
 - Fast Sand 2020m x 15m.
 - Viscoride 1900m x 12m.
 - Slow Sand 1426m x 5m (with jump out chute).
 - Slow Sand 1500m x 8m (no outside rail).
 - Sand Trotting Track.
 - Other facilities include:
 - Administration office
 - Acceptance Office
 - Canteen
 - Farrier shops (3)



- First Aid/Medical room
 - Judge/Broadcaster Video - Tower for race trials
 - Supervisors Control Tower
 - Trainers Viewing Tower
 - Maintenance & Equipment Storage sheds (2)
 - Managers house
 - On course stabling – planned for the future
 - Horse tie-up stalls (462)
 - Horsewashes (16)
 - Sandrolls (10)
 - Horse Swimming Pool
 - Bullring (2 hurdles)
 - Hurdle Chute (Sand) - 3 hurdles
 - Log jumps
 - Mobile Starting Stalls
- The training complex is used by 129 trainers and 750 horses daily.

1.5.2 Advantages

- In a highly populated region, receives very high utilisation throughout the year.
- Good use made of inner track area including trotting, greyhounds, football, cricket and netball.
- Ground level differences allows a clubroom in centre without obstructing views of any part of the track from spectators' area on the finishing straight.
- Lighting allows night use – enabling weeknight races to occur throughout the year.

1.5.3 Disadvantages

- High racing frequency makes sporting use more difficult.
- Lack of an underpass requires crossing of the track for sports field use which causes tension with the turf club.



1.6 Fannie Bay Racecourse (Darwin Turf Club)



1.6.1 Description

- Premier race track of the Northern Territory. 1,800m track with chute for 1,400m. Oil sand track. Located within Darwin residential area, near airport.
- High level supporting facilities including grandstands, function centre, pavilion, stables etc.
- Includes 6 touch fields (lit) in the centre of the track on the western side closest to the pavilion. Home of the Darwin Touch Association (DTA).
- DTA is trying to get a grant to construct an underpass to resolve the track access issues. It is also seeking to have its own pavilion in the track centre including changerooms, toilet and social facilities so they do not have as far to walk.

1.6.2 Advantages

- Good multi-use of site

1.6.3 Disadvantages

- Horses occasionally use the touch fields and damage the grounds, creating safety hazard.



1.7 Mt Barker Turf Club



1.7.1 Description

- Currently 1,600m oval track, fully turfed. 2 chutes for 1,200m and 2,000m distances. Plans for upgrade to larger track with wider bends and a 1,600m chute.
- Located on north western outskirts of Mt Barker.
- 6 race meetings per year, October through to April.
- Current track includes football oval and camp draft arena in the centre of the track. The football oval shares its western wing with the turfed race track surface, barriers are taken down during football season.
- Plans are underway to remove the sporting fields from the race track so that equestrian and sporting activities are separated.
- Future equestrian reserve will include:
 - Irrigation dams
 - Separate training track to the west of the race track, surrounding a pine plantation.
 - Archery area within the training track.
 - Large multi-use indoor arena adjacent clubhouse.
 - Equine camp area within training track area.
 - Upgraded clubhouse
 - Equine facility upgrade including additional stables, washdown bays, roll yard.
 - Senior and junior cross country tracks.
 - Delineated truck parking area in centre of race track area during large events.



- New toilet/changeroom facility to camp draft area in centre of the race track, designed to be inconspicuous from the race track viewing area.

1.7.2 Advantages

- The master plan for the site will develop a state of the art equestrian precinct catering for multiple compatible user groups.
- Close to town.
- Use made of centre of track (camp draft, irrigation lakes, parking)
- Large area allows training track to be developed on separate area, as well as multiple cross country tracks.
- Under cover arena will provide all weather venue for a variety of equestrian disciplines.

1.7.3 Disadvantages

- Campdraft area could be more centrally located to the pavilion



1.8 Kalgoorlie-Boulder Racecourse



1.8.1 Description

- Fully turfed track with 1934m circumference. It is an irregular diamond shape (four straights) and has three chutes allowing up to 1,400m, 1760m and 2,300m distances.
- Turfed spectators area 270m x 35m along finishing straight.
- Located in town centre, surrounded by residential housing on three sides.
- 25 race meetings per year.
- Irrigated training track (with fast and slow lane) in track centre. Also has a small trot work track for warming up the horses prior to galloping. Training track is used by 120 horses daily.
- Dams with 75 megalitre capacity. Track uses 130-150 megalitres per year.
- Pavilion with function facilities available for hire to the public. Used for a variety of functions including weddings. Buildings are heritage listed and over 100 years old.
- Pavilion includes a video room and a museum with various racing artefacts.

1.8.2 Advantages

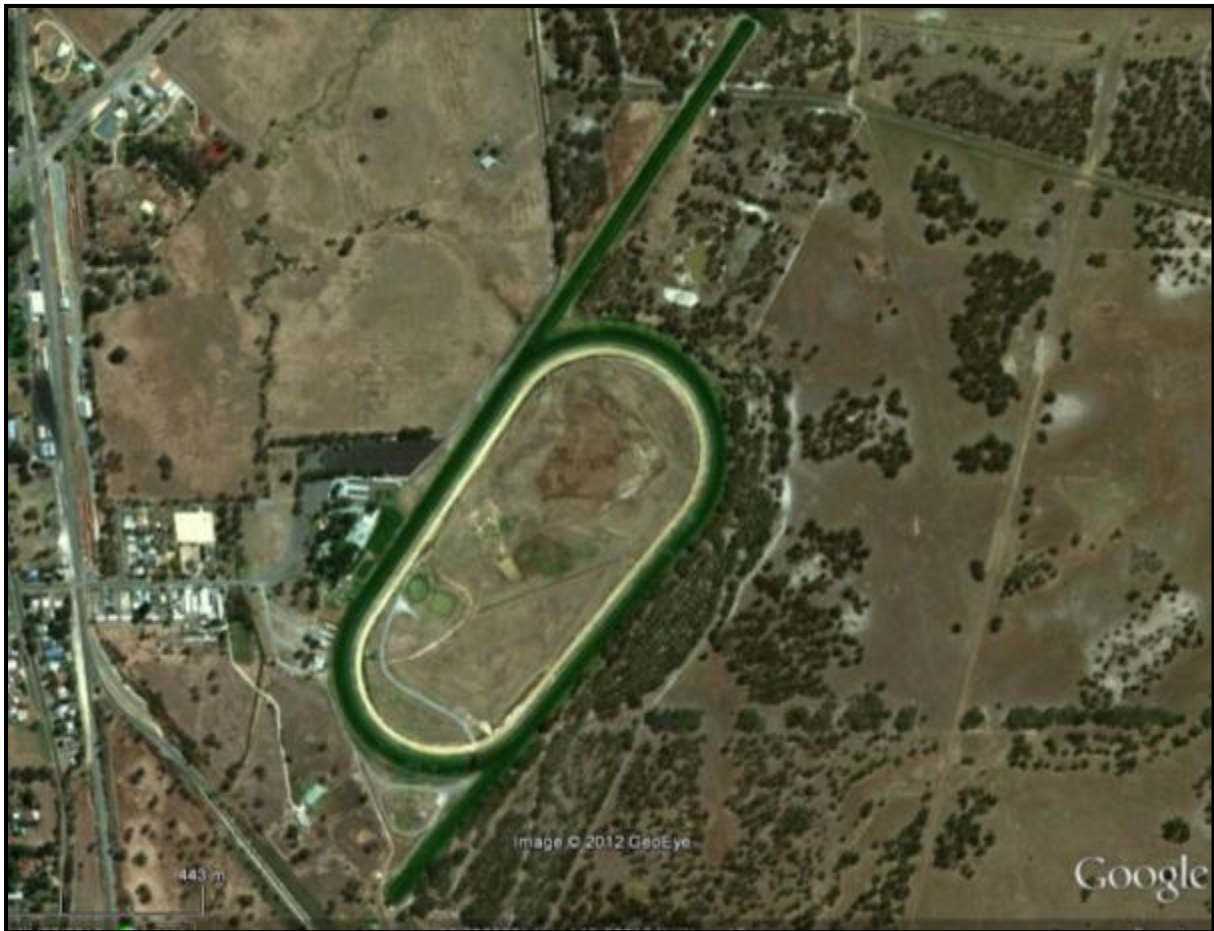
- Urban location is advantageous for the racecourse; many residents are in close proximity.
- Good training track facilities.
- Utilises social facilities (function room, kitchen etc) as a function room throughout the year providing additional revenue to the club.

1.8.3 Disadvantages

- Takes up a large portion of land within a residential area.
- Buildings are ageing and require a lot of maintenance.



1.9 Pinjarra Race Club



1.9.1 Description

- 1850m oval turf track with a 1,000m chute and a 1,700m chute.
- Dirt training track to interior of race track.
- Turf spectators' area 80m x 30m.
- Pavilion facilities including function room hired out to public.
- Located on western outskirts of Pinjarra town site.

1.9.2 Advantages

- Close proximity to town.
- Good spectator area, well regarded.
- Track design includes a straight 1,000m distance, advantageous for racing, not a common feature at racecourses due to large land requirements.

1.9.3 Disadvantages

- Large area inside of track only used for training. Not multi-use.



1.10 Ooralea Racecourse (Mackay, QLD)



1.10.1 Description

- 1,600m bean shaped course (long finishing straight, very short straight on opposite side). No chutes.
- Has 20 midweek races and 8 feature races throughout the year.
- Located on south western outskirts of Mackay in mixture of residential and farmland.
- Includes a large and small training sand training track in the centre.
- Currently undergoing \$8.2 million upgrades including
 - Reconstruct existing turf track (Strathayr synthetic), including new running rail, irrigation, electrical and communications
 - New stewards and camera towers
 - Modify existing sand track
 - New judges and camera tower
 - New functions facility building
 - New jockeys and stewards building
 - New swab stall
 - Mounting yard to be relocated
- Four function areas available for hire including weddings.



1.10.2 Advantages

- Will become a very highly rated race course after upgrades are complete.
- Upgraded functions facilities is a compatible use of club facilities that generates revenue for the club throughout the year.
- Located in close proximity to town.
- Close to hotel accommodation for tourists.

1.10.3 Disadvantages

- Large area inside of track only used for training. Not multi-use.



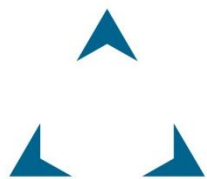
APPENDIX 3

PORT HEDLAND RACE COURSE SITE EVALUATION



Port Hedland Race Course
ABV Consultants

Draft
July 2012



AECgroup
Outcome Driven

Document Control

Job ID: 16477
Job Name: Port Hedland Race Course Residential Assessment
Client: ABV Consultants
Client Contact: Darren Monument
Project Manager: David Larkin
Email: David.Larkin@aecgrouppltd.com
Telephone: 0422 443 461
Document Name: Port Headland Race Course Assessment
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Executive Summary

Background

AECgroup has been commissioned by ABV Consultants to undertake an evaluation of the Port Hedland Race Course to determine the site's potential to accommodate a large scale residential development. This report examines the Port Hedland property market and uses these metrics to estimate the value of the race course site.

The Port Hedland Race Course site is located along McGregor Street in Port Hedland. The site under examination is approximately 43 hectares.

Property Market Assessment

The rapid expansion of the mining sector in Port Hedland has seen its resident population increase rapidly over the past six years, with average growth of around 435 persons per annum. In 2011 the population of Port Hedland (including South Hedland) was estimated at 15,050. If temporary residents such as contract workers and FIFOs was considered the population would be much larger.

AECgroup is forecasting the resident population of Port Hedland to reach around 30,000 by 2031. In order to accommodate this population growth, Port Hedland will need to provide an additional 490 new dwellings per annum over the next two decades.

Currently mooted projects indicate that there is potential for more than 10,000 dwellings to be developed in the Town of Port Hedland over the next 10 years. Of this, approximately one third could be completed during the next five years. Of particular relevance to the subject site are very large residential releases at East End – McGregor Street, Pretty Pool, Style Road and Spoilbank Marina.

The median price of both houses and vacant land has appreciated rapidly in recent years. In the ten years prior to 2004 the median price of vacant land averaged between \$40,000 and \$50,000 per lot. Despite an increasing number of land sales and overall supply, this price now regularly exceeds \$200,000. Similarly, the median price for houses within Port Hedland has increased by around 300% since 2005 to reach around \$1.2 million.

Site Evaluation

Ultimately the mix between low, medium and high density residential will determine the dwelling yield. AECgroup estimates that with a mix more heavily skewed towards townhouse style dwellings, the subject site could accommodate around 1,160 dwellings. Under this scenario this would equate to an average yield of around 27 dwellings per hectare which would make it one of the most densely populated parts of the town.

Using a range of market metrics and averages, AECgroup estimates the average lot price on the Race Course site to be around \$108 per sq.m. At this rate the total value of the site is estimated to be around \$37.3 million, if it were unconstrained.

However, since the area is low lying and would require considerable fill (at an estimated cost of over \$50 million), the land would be considered worthless from a development prospective.

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1. Project Overview

1.1 Project Objectives

Located on the north-west coast of Western Australia, the Town of Port Hedland is one of Australia's most prominent metals exporters. Like many other mining areas of regional Australia, Port Hedland has experienced the pressures of significant development over the past 10 years and the negative challenges that come with rapid economic growth. The continued strength of the mining, mineral processing and transportation activities in Port Hedland will continue to drive the local economy well in to the future, and along with this growth will strong demand for residential dwellings as the population grows.

AECgroup has been commissioned by ABV Consultants to undertake an evaluation of the Port Hedland Race Course on behalf of the Town of Port Hedland to determine the site's potential to accommodate a large scale residential development. Specifically, this report contains the following sections:

- Section 1: Introduction
- Section 2: Overview of the current residential property market and suitability of the site to accommodate residential dwellings.
- Section 3: Overview of the site, estimated dwelling yield and indicative site value.

1.2 Subject Site

The Port Hedland Racecourse is located along McGregor Street. The main regional access to the subject site is via Wilson Street which is the main arterial connecting Port Hedland with South Hedland. Overall the site occupies approximately 43 hectares.

The site is flanked by a number of differing land uses. To the north of the site are predominately low density residential located in wedge between the site itself and the coast line. To the east are large tracts of vacant land and the Water Corporation Effluent Water Ponds, whilst to the south are a number of rail lines utilised by the port. A retail centre containing Woolworths and Harvey Norman is located directly west of the site.

Figure 1.1: Site Local Context



Source: Google Earth



2. Property Market Assessment

This section of the report provides a brief overview of the Port Hedland property market. It assesses the key driver of residential demand, population growth and analyses the historical performance of the residential market. It also contains a discussion related to the relationship of the race course site with the existing planning scheme for Port Hedland.

2.1 Population

2.1.1 Historic and Current

Port Hedland LGA comprises an area of over 18,000 square kilometres. The overwhelming majority of the population however resides within the urban boundaries of Port Hedland Township. Port Hedland actually comprises two separate urban areas, Port Hedland Town which is located along the coast and South Hedland which is located around 15kms inland by road.

Despite being established after Port Hedland, the majority of the population actually resides within the satellite town of South Hedland. Port Hedland is estimated to have a resident population of 4,400 persons whilst South Hedland contains around 9,400 persons. Around 1,000 people reside elsewhere within the LGA.

The strong industrial and mining presence within Port Hedland means the town also contains a large number of contractors, temporary workers and fly-in-fly-out (FIFO) workers. AECgroup estimates that Port Hedland LGA's 'total service population' is over 19,000 persons, once fly-in-fly-out (FIFO), contract workers and short term visitors are included.

The rapid expansion of the mining sector in Port Hedland has seen its population increase rapidly over the past six years, with average growth of around 435 persons per annum, an increase of approximately 17% or over 2,100 people. If growth in temporary residents, such as contract workers, is also taken into account, overall population growth is expected to be even larger. This rapid growth has placed enormous strains on local infrastructure and services and has resulted in large capital appreciations for residential dwellings due to a supply shortage.

Table 2.1: Historic Population, Port Hedland LGA

LGA	Total Population			Average Annual Growth			
	2001	2006	2011	2001-06	2006-11	2001-06	2006-11
Port Hedland	12,830	12,870	15,050	8	436	0.1%	3.2%

Source: ABS (2012)

2.1.2 Projections

In a town as dynamic as Port Hedland accurately forecasting the resident population is problematic. There have been numerous projections and targets prepared which cover a wide range. These are shown below in Table 2.2. These projections have been re-based to 2011 totals. Key points to note are:

- The AECgroup projections represent a high growth scenario. On this scenario the population will reach around 22,450 by 2021, an increase of around 7,000 over the next decade. This total excludes the non-resident population (FIFO/ Construction workers). The resident population is expected to increase further to around 30,000 by 2031. By this year it is estimated that around 7,000 FIFOs may also be working in Port Hedland who will require accommodation. These projections are consistent with advice provided as part of the Port Hedland City Growth Plan.
- Forecasts prepared for the Pilbara Industry Community Council (PICC) were based on a bottom-up approach examining the employment prospects of a number of major companies in the region. These projections anticipate strong growth over the next 5 years, before growth tapers off. Overall the population of Port Hedland is forecast at 17,800 in 2021.

- The WA Department of Planning produces forecasts of the State's estimated resident population. These are based on assumptions about fertility, mortality and migration. According to these projections only minimal growth is forecast over the next 10 years for Port Hedland, with growth averaging around 0.8%. This is lower than forecast for the State at 1.5%.
- The Pilbara Cities initiative aims to encourage more people to live and settle in the Pilbara to support the region's economic projects. The goal of this initiative is to increase the population critical mass of the main Pilbara towns of Port Hedland (and Karratha) to 50,000. In order to achieve this target, the population of Port Hedland would need to average growth of around 5.1% or 1,450 people over the next 25 years, a very unlikely scenario.

Table 2.2: Port Hedland Population Forecasts & Targets

Forecast	Total Population			Average Annual Growth			
	2011	2016	2021	2011-16	2016-21	2011-16	2016-21
AECgroup	15,050	17,750	22,450	540	940	3.4%	4.8%
PICC	15,050	17,640	17,790	518	30	3.2%	0.2%
WAPC	15,050	15,750	16,310	140	112	0.9%	0.7%
Pilbara Cities Initiative	15,050	19,330	24,820	856	1,098	5.1%	5.1%

Source: PICC (2010), WAPC (2010), AECgroup

There are numerous constraints on population growth that prevent the population reaching the aspirational target of 50,000 or even close to this figure. Given current skills sets and future projects, it is highly unlikely that Port Hedland would have a large enough construction workforce to build the required number of houses to deliver this level of population growth. This impediment is complicated further by the anticipated investment in the area and subsequent future requirement for construction personnel and materials. Additionally, construction costs as well as the speed and volume of development that would be required also hamper the delivery of the required housing stock. Naturally, if any of these impediments could be removed, an increase in the future population is possible.

2.1.3 Dwelling Demand

Based on AECgroup projections outlined above, it is estimated to be demand for approximately 1,800 dwellings in Port Hedland currently and a further 4,800 dwellings in South Hedland. The combination of strong residential population growth and declining household sizes over time means that this demand is projected to grow to 4,460 dwellings in Port Hedland in 2031 and 11,950 dwellings in South Hedland.

Clearly evident from Table 2.3 is the contrast between the AECgroup projections and that of the PICC. This level of uncertainty around the future of Port Hedland's population is the primary cause of the volatility that exists within the property market and the lack of investment to date in residential dwellings.

Table 2.3: Port Hedland Dwelling Demand Projections

Area	2011	2031	Average Annual New Demand
AECgroup Projections			
Port Hedland	1,800	4,460	130
South Hedland	4,800	11,950	360
Total Dwellings	6,600	16,410	490
PICC Projections			
Port Hedland	1,800	2,250	20
South Hedland	4,800	5,600	40
Total Dwellings	6,600	7,850	60

Source: PICC (2010), AECgroup

2.2 Property Market Assessment

2.2.1 Existing Supply

As at June 2010, a total of 389 vacant residential lots were available across the Town of Port Hedland. Of this, around a third of the lots (122) were located in Port Hedland with the remainder in South Hedland (267). The majority of these vacant lots were located in the newly developed estates such as Pretty Pool (in Port Hedland) and Department of Housing developed estates in South Hedland.

The table below provides the most recent estimates of current residential land supply, including developed and undeveloped zoned land, in the Town of Port Hedland. As indicated, Port Hedland has considerably low level of undeveloped residential zoned land (approximately 6 ha) in comparison to around 115 ha available in South Hedland.

Table 2.3: Residential Zoned Land Supply - Port and South Hedland, 2010

Zone	Developed (ha)	Undeveloped (ha)	Total (ha)
Residential R12.5/30	17.0	3.0	20.0
Residential R12.5/50	12.0	0.2	12.2
Residential R15	38.5	0.0	38.5
Residential R20	2.6	0.0	2.6
Residential R25	14.3	0.0	14.3
Residential R30	9.4	0.0	9.4
Residential R50	9.0	0.0	9.0
Urban Development	16.1	2.6	18.7
<i>Port Hedland</i>	<i>118.9</i>	<i>5.8</i>	<i>124.7</i>
Residential R20	173.5	14.4	187.9
Residential R30	42.7	17.2	59.9
Residential R30/60	0.9	0.0	0.9
Residential R40	1.1	0.0	1.1
Residential R50	7.9	0.6	8.5
Urban Development R20	21.0	69.7	90.7
Urban Development R30	3.6	7.2	10.8
<i>South Hedland</i>	<i>250.7</i>	<i>109.1</i>	<i>359.8</i>
Total	369.6	114.9	484.5

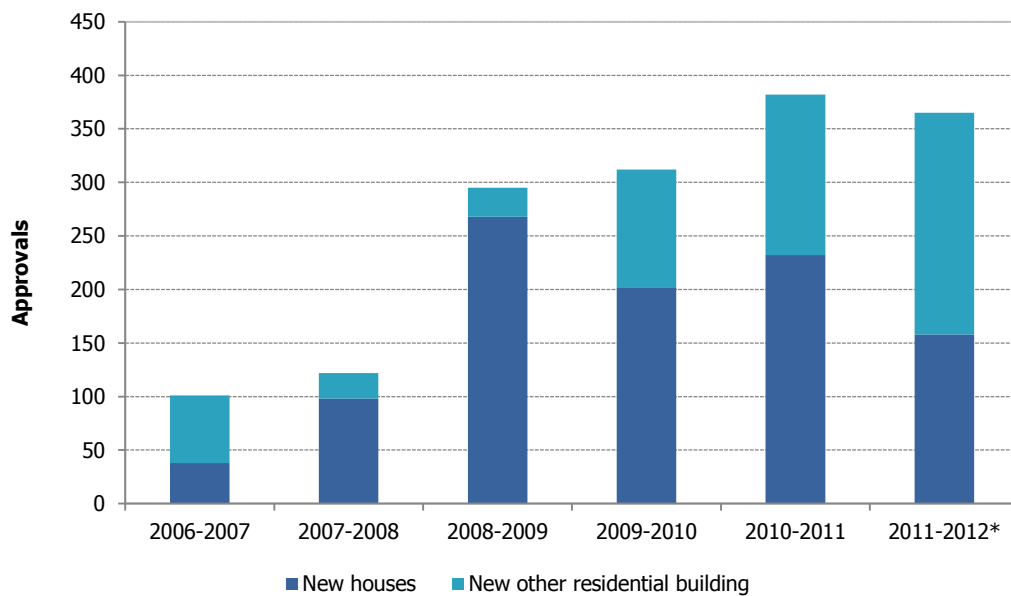
Note: R** is a measure of housing density, where ** indicates the number of dwellings per hectare of land.

Source: Western Australian Planning Commission (2011)

2.2.2 Approvals

While residential approvals have increased in the LGA since 2006, they have remained relatively steady over the last three years, at approximately 350 dwellings per year. However, an increasing proportion of approvals comprise 'other residential' dwellings, such as units, and which made up more than half of the approvals in the most recent period.

Figure 2.1: Building Approvals, Port Hedland LGA



*11 months to May 2012
Source: ABS (2012)

Table 2.4 below indicates the number of residential approvals as at March 2012 across the various stages of development. There are over 2,600 lots in the short term residential pipeline in the Port Hedland LGA, indicating that if they all proceed, residential supply is expected to be significantly augmented.

Table 2.4: Residential Development Activity, Port Hedland LGA, March 2012

LGA	Developer Lodged Applications	Applications Under Assessment	Conditional Approvals	Developers stock of Conditional Approvals	Total
	Proposed Lots	Proposed Lots	Proposed Lots	Proposed Lots	Proposed Lots
Port Hedland	862	898	302	613	2,675

Source: LandCorp (2012)

2.2.3 Future Land Availability

Currently mooted projects indicate that there is potential for more than 10,000 dwellings to be developed in the Town of Port Hedland over the next 10 years. Of this, approximately a third are likely to be completed during the next five years, with the remainder expected to be completed at any time between five to ten years.

The table below outlines some of the major residential land release projects, planned to be undertaken, in the Town of Port Hedland over the next decade.

Table 2.5: Future Land Release Projects, Town of Port Hedland

Project	Dwellings (next 10 years)
East End - McGregor Street (PH127 A), Pretty Pool Creek Precinct (PH127 B), and Style Road (PH127C)	2,500 - 3,000
Pt. Lot 308 (SH131)	2,000
Spoilbank Marina Precinct (PH112)	1,000-1,700
Murdoch Drive (SH65)	1,230 -1,680

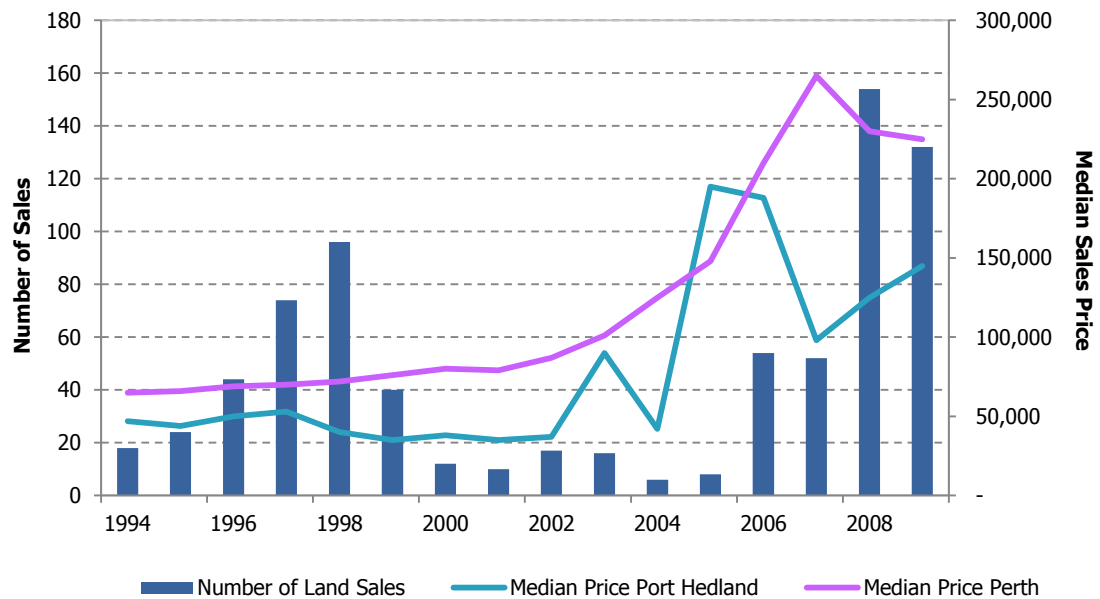
Source: Western Australian Planning Commission (2011)

2.2.4 Land Sales

In recent years both the number and median price of vacant land has spiked dramatically. This increase has been caused by a large increase in demand for vacant serviced land. As noted above, Port Hedland at present does not have a shortage of available land for development however there is a relative shortage of land ready for immediate development which has resulted in the large price appreciation evident.

The historical value of land prior to 2004 (which was generally around the \$40,000 to \$50,000 mark) provides a good indication of the underlying value of vacant serviced land within Port Hedland. Based on an average 600 sq.m lot this equates to around \$75 per sq.m.

Figure 2.2: Land Sales Port Hedland – 1994 to 2009



Source: Real Estate Institute of Western Australia (2010)

2.2.5 Residential Sales

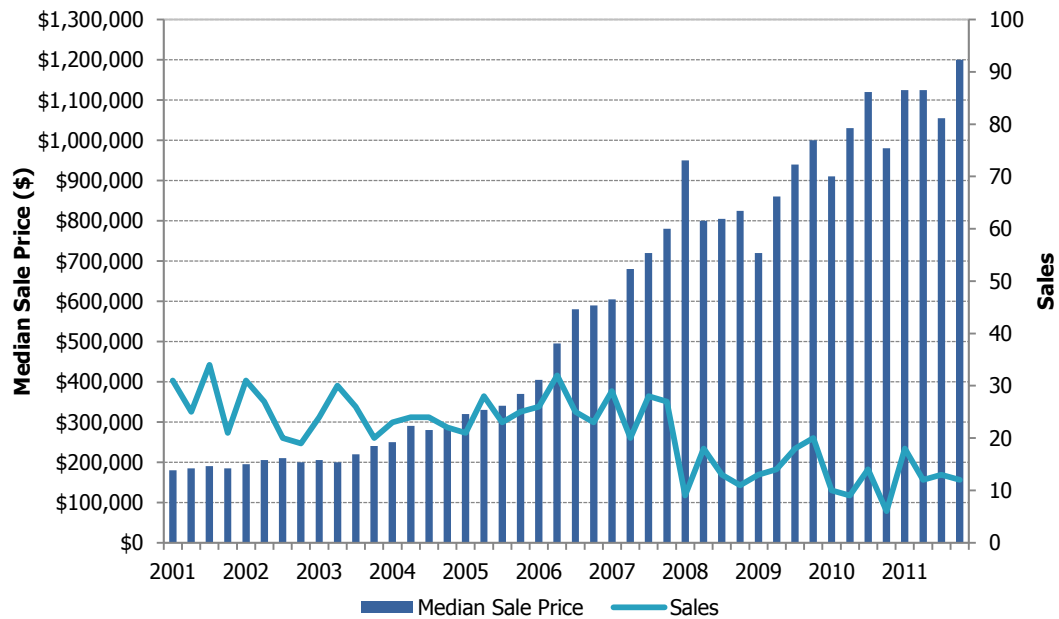
Population growth in the last five years coupled with an ongoing shortage of housing has led to a large increase in dwelling prices across Port Hedland. The extraordinary rate of capital appreciation that has occurred recently is illustrated in Figure 2.3. Some points to note from this are:

- The median price within Port Hedland increased by 300% over the 2005 to 2011 period to reach a median price of approximately \$1.2 million.
- An additional reason for the sharp price appreciation is the declining number of properties offered for sale over the period. Prior to 2008 25 sales per annum was common however the number of property transactions recently has slipped to around 10 per annum.

South Hedland has experienced a similar trend in median prices and sales numbers; however, its median price (\$800,000) is well below that of Port Hedland.

A significant amount of Port Hedland's dwelling stock is either owned or controlled by resource companies. As well as purchasing new homes, the companies rent privately owned properties as they become available. Resource company schemes are also offered to employees to either buy or rent houses on the open market. While provision of rent-subsidised accommodation drives the construction and refurbishment of units it also contributes to a more expensive and volatile housing market.

Figure 2.3: Median Sales Price, Port Hedland*



*Excludes South Hedland
Source: Pilbara Development Commission

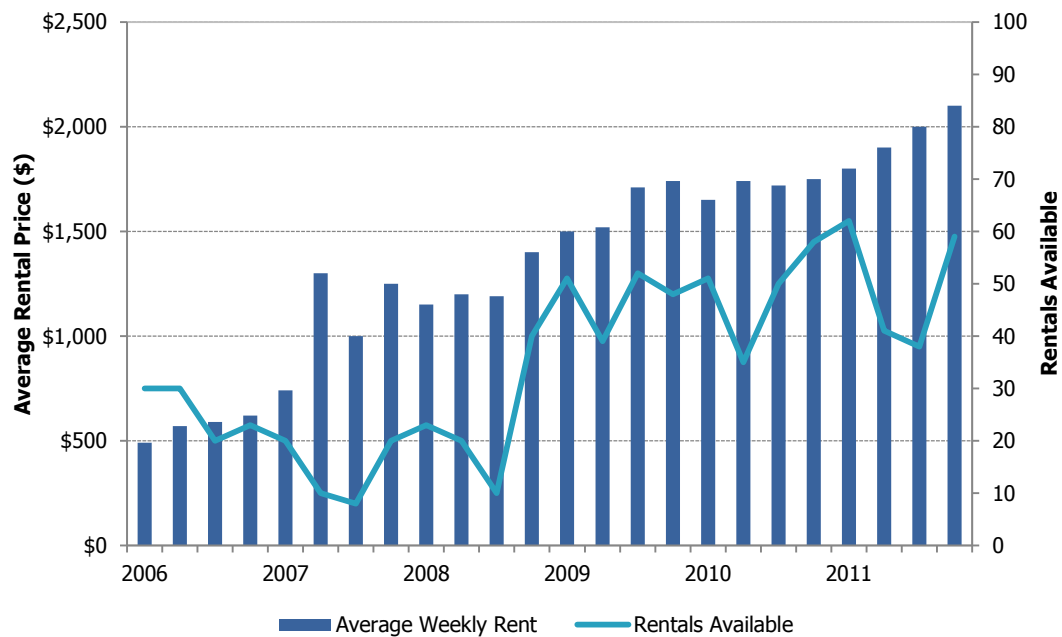
2.2.6 Residential Rentals

The recent strong population growth not only has led to an increase in house prices but a similar increase in residential rental prices within Port Hedland. The growth in average rents is shown in Figure 2.4. Some key points to note from this chart are:

- The average weekly rental price has increased approximately 300% since 2006, reaching a weekly rental asking price of approximately \$2,000, favoured by strong dwelling demand and limited supply.
- While the average rental price has increased considerably, the number of dwellings available for rental has also increased, from approximately 20 dwellings in 2006 to approximately 60 in 2011.
- Rentals yields have remained relatively steady over the past four or five years at around 8.7%. The average yield was approximately 7.1% in 2006; the point at which the capital appreciation really began to accelerate.

Rentals within South Hedland are comparatively more affordable with an average weekly rental price of approximately \$1,700 reflecting the general preference of residents to live in Port Hedland.

Figure 2.4: Average Rental Price, Port Hedland*



*Excludes South Hedland
Source: Pilbara Development Commission

2.2.7 Residential Building Costs

Building costs in the Pilbara region are significantly higher than that of the Perth metropolitan region and most other regional areas across Australia. This is due to a number of factors, such as a lack of competition, distance and freight costs, and high labour costs as a result of labour shortages.

According to the Port Hedland Regional HotSpots Land Supply Update the cost of building a standard home in Pilbara towns in 2011 (four bedroom, two bathroom) is approximately \$400,000-\$500,000 (excluding land costs), while it is approximately \$180,000-\$250,000 to construct in the metropolitan region. Therefore the costs for a similar housing in the Pilbara are approximately double that of the Perth metropolitan region. This creates significant housing affordability issues as it is evident in the region. Estimates from Rawlinsons support similar construction cost figures.

Table 2.6: Estimated Residential Construction Cost Rates (\$ per sq.m)

Type	Finish	2010		2011		2012	
Individual House	Brick Veneer - Medium Standard	1,435	1550	1,465	1580	1,475	1585
Townhouse	Medium Standard	1,650	1780	1,665	1795	1,685	1815
Regional Index							
Perth = Base 100%		155%		155%		160%	

Source: Rawlinsons (2010-2012)

Table 2.7: Estimated Total Dwelling Construction Cost

Type	Gross Floor Area (sq.m)	Construction Cost (\$)	
		Low	High
Individual House	200	472,000	508,000
Townhouse	120	324,000	348,000

Source: Rawlinsons (2012), AECgroup

2.3 Planning Context

2.3.1 Pilbara Port City Growth Plan (2012)

The Pilbara Port City Growth Plan is a strategic document aimed at facilitating sustained growth of Port Hedland to meet its population target of 50,000 people. The document replaces the Land Use Master Plan and provides guidance on how to support long term economic growth in the region, create employment and investment opportunities, attract and retain new residents as well as where and what form of land use are required in the region amongst others.

The document identifies a total of 15 precincts across the municipality of Port Hedland, with precinct 16 being the remainder of the LGA. Each precinct's character, specific outcomes sought, and property and land requirements for each precinct are outlined in the growth plan (Figure 2.1).

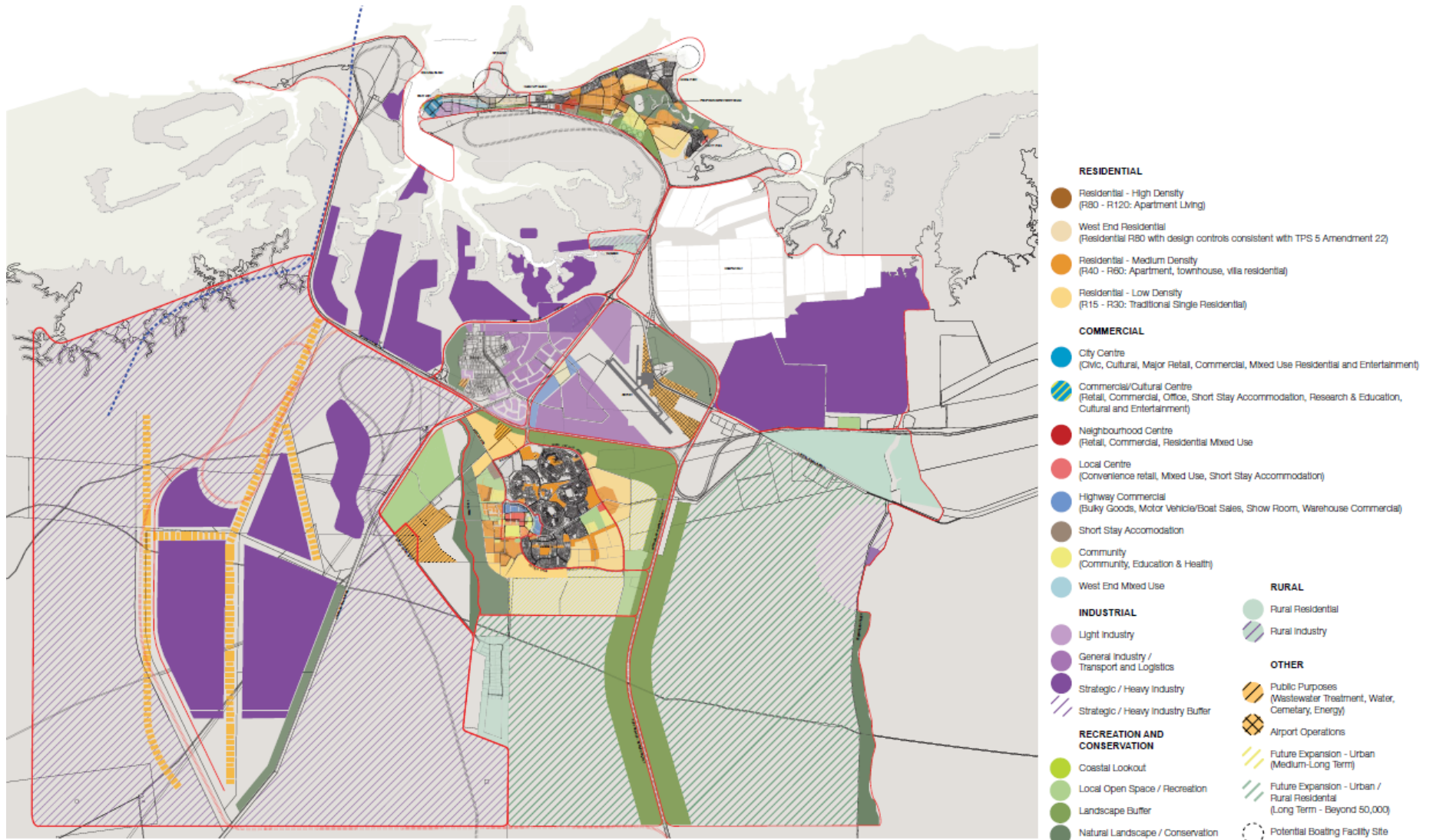
The subject site is located specifically within the East End precinct, which is defined as Port Hedland's primary residential area, offering significant housing density and diversity together with sport and recreation opportunities, and school and community facilities. In addition, the area is recognised as comprising a local neighbourhood retail centre and other smaller scale retail facilities.

East End is identified as having the potential to contribute positively to meeting Port Hedland's future residential requirements through the provision of high amenity traditional and medium and high density housing options, supported by local and regionally significant services and facilities.

The Growth plan estimates up to 5,600 new dwellings can be accommodated in the East End precinct, therefore comprising a total of approximately 6,800 dwellings including existing dwellings. In this regard, the East End area will play a pivotal role in accommodating significant new population growth to meet the township's population target.

Figure 3.2 outlines the precinct plan and indicative uses for the East End area, including the subject site. Higher density uses are prescribed for the western part of East End, including high density residential, retail and short stay accommodation given its proximity to the well-established West End precinct. Progressively less intensive land uses are prescribed towards the eastern part of the area, and primarily comprising low density and medium density residential dwellings, in line with surrounding existing land uses. The document outlines higher density living opportunities within close proximity to a new local centre once the waste water treatment plan is decommissioned.

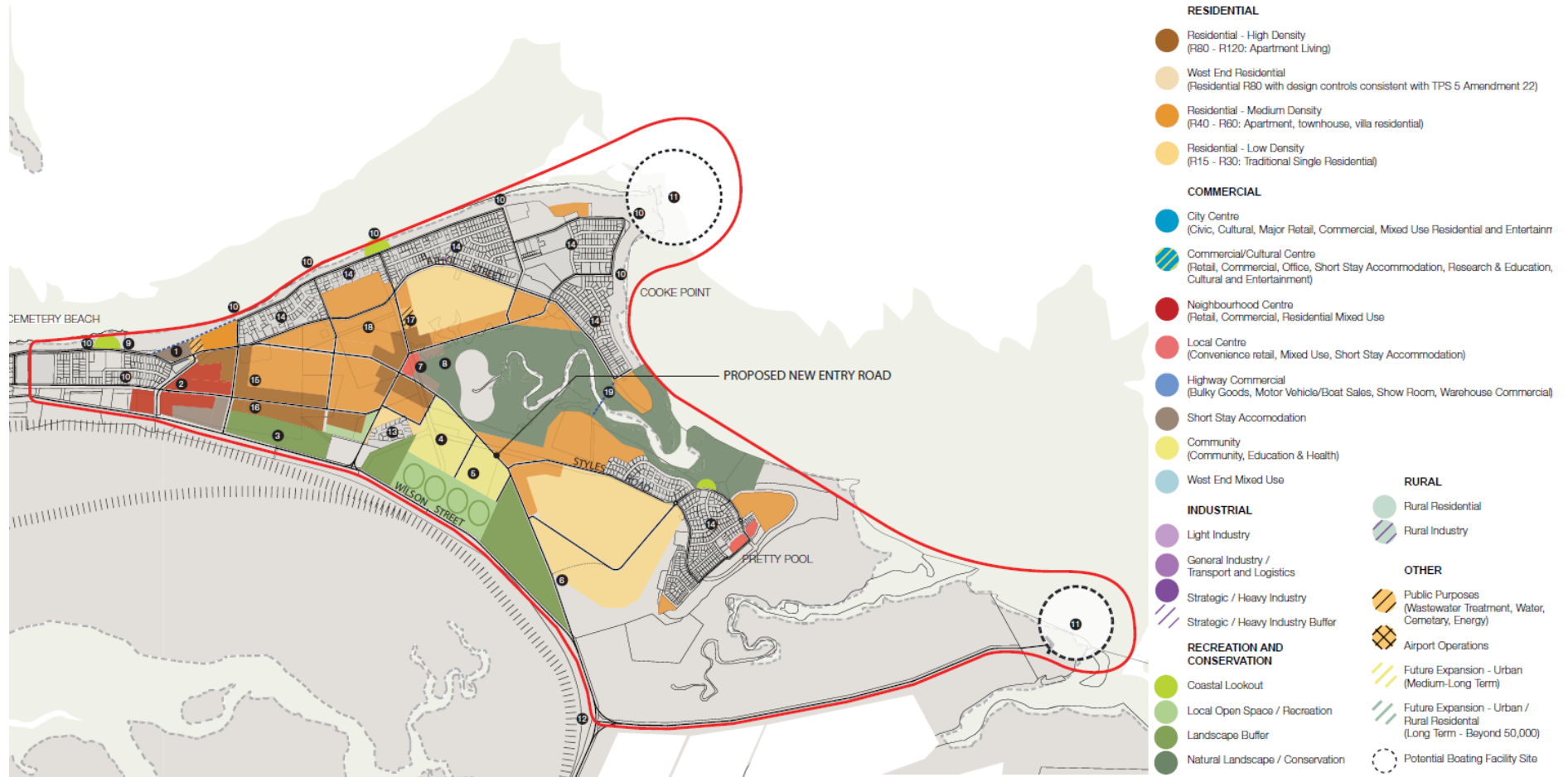
Figure 2.1: Port Hedland Precinct Plan



Source: Pilbara Port City Growth Plan



Figure 2.2: East End Precinct Plan



Source: Pilbara Port City Growth Plan



3. Site Evaluation

This section contains an overview of the key characteristics of the subject site. It provides an estimate of the dwelling potential for the site and also an indicative site value.

3.1 Site Overview

Some of the key characteristics of the site which impact its value include:

- **Port Hedland Location:** Port Hedland is the favoured location for residents compared to South Hedland
- **Coastal Location:** Site is located within very close proximity to the coast providing additional lifestyle amenity
- **Good Access:** Wilson Street provides good regional access whilst McGregor Street is a key route for local access.
- **Low Topography:** The site is low lying and a considerable amount of fill would be needed to bring the land up to a suitable height.
- **Air Quality:** Proximity to the BHP stockpiling operation may cause some issues around dust.
- **Proximity to Retail:** Woolworths / Harvey Norman centre adjacent to site.
- **Adjacent to water treatment plant:** Relocation/decommissioning of water treatment plant will unlock further land for development.

East End in general has a potentially critical role to play in supporting the broader Port Hedland LGA reach its population target of 50,000 people, with an estimated 5,600 new dwellings to be developed in East End according to the city growth plan. Opportunities may exist to increase the supply and diversity of residential housing in East End, in particular at major redevelopment sites, such as the subject site.

3.1.1 Pilbara Port City Growth Plan

The Pilbara Port City Growth Plan identifies a number of indicative uses for the subject site. Given the site's location on the edge of the more established West End precinct, the site is envisioned to comprise a mixture of higher density land uses, such as:

- Residential High Density (R80-R120);
- Residential Medium Density (R40-R60);
- Neighbourhood Centre (mixed use); and
- Short Stay Accommodation.

The document however outlines that no residential occupation should occur within existing 500m odour buffer until such time as the water treatment plan has been decommissioned.

3.2 Dwelling Potential

Table 3.1 on the following page estimates the dwelling potential for the site based on a mix of dwelling types. Overall, we estimate there is potential for approximately 1,169 dwellings on the 43 hectare site.

Ultimately the mix between low, medium and high density residential on the site will determine the dwelling yield. Given the Growth Plan encourages medium to high density residential within this area we have assumed a relatively high proportion of townhouses on the site over houses.

Table 3.2: Race Course Site Estimated Dwelling Yield

Use	Size	Av. Size per Unit (ex. Parking) (sq.m)	Gross Floor Area1 (GFA) (sq.m)	Average No. of Levels (No.)	Ground Floor Building Footprint (sq.m)	Building Site Coverage (%)	Parking Allowance	Garage (No.)	Garage/ Parking Bldg Footprint (sq.m)	Total Building Footprint (sq.m)	Total Required Site Area (sq.m)	Total Required Site Area (ha)
Individual House												
Greenfield House - Individual	1	200	200	1.0	200	37%	1.0 per house	1	15	215	538	0.05
Individual Townhouse												
Townhouse	1	120	120	2.0	60	44%	1.0 per unit	1	15	75	136	0.01
Total Site Residential												
Greenfield House	(# houses)	460	92,021	1.0	92,021	37%	1.0 per house	460	6,902	98,923	247,307	24.7
Townhouse	(# houses)	709	85,090	2.0	42,545	44%	1.0 per house	709	10,636	53,181	96,693	9.7
Total Buildable Area	1,169		177,111		134,566			1,169	17,538	152,104	344,000	34.4
Ancillary Areas												
Roads											64,500	6.5
Open Space											21,500	2.2
TOTAL ANCILLARY AREAS											86,000	8.6
TOTAL SITE AREA											430,000	43.0
<i>Ancillary Share of Total Area</i>											<i>20%</i>	<i>20%</i>

Source: AECgroup

Under the scenario presented the subject site has an average yield of around 27 dwellings per hectare or one dwelling per 370 sq.m. Within residential zoned land presently in Port Hedland the average area per dwelling ranges from a low of 370 sq.m to 950 sq.m per dwelling, meaning the site would be amongst the most densely populated in the City



3.3 Residential Take-up

One of the key factors that will determine the ultimate value of the land is the take-up rate of vacant lots. As noted earlier, the supply pipeline for new residential land is large and any residential development on the Race Course site will only represent a share of Port Hedland's growth into the future.

The table below indicates a number of scenarios for the residential take-up on the site. This exercise is based on the AECgroup population projections, which would see Port Hedland's population increasing from around 15,000 currently to 30,000 by 2031. On these relatively ambitious projections, if the site accommodated 20% of all new dwelling demand going forward, it would take approximately 12 years to build out the site.

Table 3.2: Race Course Site Projected Dwelling Demand

Units	Average Annual Demand	Share of Growth	Average Site Demand	Years to Completion
1,169	490	10%	49	24
1,169	490	20%	98	12
1,169	490	40%	196	6

Source: AECgroup

3.4 Indicative Lot Value

Port Hedland does not and is not likely to suffer from a shortage of zoned residential land over the medium to long term. The key issue which has resulted in the escalation of the prices in recent years is the scarcity of vacant serviced land and available dwellings. If supporting infrastructure was installed to large areas of zoned residential land the price would decline markedly.

Calculating a value of the subject site based on current property and land values is highly problematic for several reasons. These include:

- In order to achieve the population projections outlined there would need to be fundamental shift in the way the local economy is organised. If enough construction workers could be sourced to build these dwellings there would be a significant increase in dwelling supply, which would ultimately result in lower property prices.
- Assumptions relating to the mix of dwelling types on the site will again impact the value. Smaller dwellings like townhouses might yield a higher sale price per square metre but this will also increase the holding cost of undeveloped and unsold land as the number of units that can be accommodated on the site increases.
- Applying the appropriate discount rate, which essentially measures the level of risk associated with uncertain cash flows, is very difficult to determine. Small adjustments result in very large fluctuations to the estimated site value.
- There are a number of unknown variables affecting potential for residential on the land such as the amount of fill required for residential development and potential future air quality issues.

As a consequence of these issues, AECgroup has adopted a bottom-up method to valuing the land. This approach looks at a number of the costs associated with bringing a vacant lot to market along with an allowance for incentive and profit to estimate the underlying value of the land. Our estimates for a 294 sq.m lot (the average lot size under the scenario shown in Table 3.1) are shown in Table 3.3. This methodology is then subtracted from the cost of satisfying the fill requirements for residential development.

Overall, we estimate the underlying value of residential land in Port Hedland to be around \$108 per sq.m or \$31,900 for a 294 sq.m lot. This rate averaged over a typical 600 sq.m lot, which have historically been typical in the market, equates to a value of around \$65,050.

It is important to note the total value represented is an estimation of the value of the site in its current state. If supply of vacant land remains constrained then once the headworks and developer margin are considered the ultimate sale price of the land to

market would far exceed this value. It also does not consider the cost of fill required to facilitate residential development on the site.

For comparison purposes recall from Figure 2.2 the average current vacant land lot price was in excess of \$150,000 or approximately \$250 per sq.m. However the historical average value of land prior to 2005 was around \$75 per sq.m (or \$90 in \$2012). Therefore, our estimated value clearly aligns more closely with the historical average price rather than the current value which has been inflated by the mismatch between supply and demand in the Port Hedland market. In other words, our estimate is based on the assumption that the current efforts to alleviate the housing shortage are successful and pricing in the future will normalise more in line with historic trends.

Table 3.2: Indicative Average Lot Price (\$2012)

Item	Est. Cost (\$) Per Lot
Lot Size = 294 sq.m	
Professional Fees	1,900
Sale Cost	1,280
Infrastructure Charges	15,000
Fees & Other Charges	1,000
Stamp Duty	600
Interest	8,930
Profit & Incentive	3,190
Total	31,900
\$ per sq.m	108

Source: AECgroup

3.5 Cost of Fill

As noted earlier, a significant amount of fill is required on the site before residential construction is permissible. After discussions with Landcorp, AECgroup would estimate that three cubic metres of fill are required across the site, which equates to a total cost around \$51.6 million.

Table 3.3: Estimated Cost of Fill for Race Course Site

	Unit	Total
Fill Cost	<i>\$ per cubic metre</i>	40
Fill Height Required	<i>metres</i>	3.0
Site Area	<i>Square metres</i>	430,000
Estimated Site Fill Cost	<i>\$</i>	51,600,000

Source: Landcorp, AECgroup

3.6 Indicative Land Value

If there were no requirements for fill across the site, an estimated value of site would be around \$37.3 million. However, as noted above the cost of fill across the site is estimated to be around \$51.6 million. This cost must be reflected in the indicative land value. Table 3.4 below factors in this cost to provide an indicative land value. Some of the key points to note from this table are:

- The value of the site without any fill requirements is estimated to be around \$37.3 million. The cost of fill across the site is estimated at \$51.6 million.
- Given the cost of fill exceeds the site value the estimated net site value is -\$14.3 million. This equates to around -\$33 per sq.m across the entire site.

Table 3.4: Port Hedland Race Course Indicative Site Value

Port Hedland Race Course Site	Calculation	Total
Total Residential Site Area (sq.m)	(1)	344,000
Ancillary Area (sq.m)	(2)	86,000
Total Site Area (sq.m)	(3)	430,000
Indicative Site Value		
Average Lot Price (\$ per sq.m)	(4)	108
Total Value (\$)	(5)=(4)x(1)	37,297,130
Fill Requirement (\$)	(6)	51,600,000
Net Site Value (\$)	(7) = (5)-(6)	-14,302,870
Average Site Rate (\$ per sq.m)	(8)=(7)/(3)	-33

Source: AECgroup

It should be noted that this assessment has attempted to establish a value of the property based on current market trends and a development feasibility methodology.

References

- Government of Western Australia (2012) *Pilbara Housing & Land Snapshot – Residential & Commercial*, Pilbara Development Commission
- Rawlinsons (2012) *Construction Cost Guide 2012*, Rawlinsons Publishing, Perth
- Town of Port Hedland (2012), *Pilbara’s Port City Growth Plan – Draft*, Port Hedland
- Western Australian Planning Commission (2011). *Port Hedland Regional Hotspots Land Supply Update*, Perth

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APPENDIX 4



PORT HEDLAND RACE TRACK COMMUNITY SURVEY RESULTS



1. Which of the following age groups do you belong to?

		Response Percent	Response Count
15-24		4.8%	10
25-39		31.3%	65
40-54		35.6%	74
55-64		22.6%	47
65+		5.8%	12
Refused		0.0%	0
answered question			208
skipped question			0

2. RECORD GENDER

		Response Percent	Response Count
Male		52.4%	109
Female		47.6%	99
answered question			208
skipped question			0

3. I am going to read a few household types, please tell me which one best describes yours.

		Response Percent	Response Count
Single		14.5%	30
Couple - no children		27.5%	57
Family 1-2 Children		36.2%	75
Family more than 2 Children		18.8%	39
Shared House		2.9%	6
Other (please specify)			1
answered question			207
skipped question			1











4. Are you aware of the Port Hedland Race Track?

		Response Percent	Response Count
Yes		97.1%	202
No		2.9%	6
answered question			208
skipped question			0

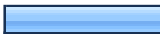

5. Have you been to a race at the Port Hedland Race Track in the past 3 years?

		Response Percent	Response Count
Yes		69.6%	142
No		30.4%	62
answered question			204
skipped question			4






6. How many Races did you attend in 2011?

		Response Percent	Response Count
0		17.1%	24
1		29.3%	41
2		22.1%	31
3		11.4%	16
4		5.0%	7
5		4.3%	6
6		8.6%	12
7		0.7%	1
8		0.0%	0
9		0.7%	1
10		0.7%	1
answered question			140
skipped question			68

7. Have you attended the race season this year (2012)?

		Response Percent	Response Count
Yes		25.0%	35
No		75.0%	105
answered question			140
skipped question			68









8. How would you rate your overall experience at the Port Hedland Race Track races with a number between 1 and 5, where 1 is the lowest rating and 5 the highest?

		Response Percent	Response Count
1		7.1%	9
2		7.9%	10
3		35.4%	45
4		34.6%	44
5		15.0%	19
		answered question	127
		skipped question	81

9. How would you rate the following features of the Port Hedland Race Track

	Very Bad	Slightly Bad	Neither Good or Bad	Slightly good	Very Good	Rating Average	Response Count
Parking	14.6% (26)	21.9% (39)	34.8% (62)	20.8% (37)	7.9% (14)	2.85	178
View from Spectator areas	4.5% (8)	13.5% (24)	28.1% (50)	36.5% (65)	17.4% (31)	3.49	178
Shelter for spectators	21.9% (39)	36.5% (65)	23.6% (42)	16.9% (30)	1.1% (2)	2.39	178
Food and drink facilities	12.9% (23)	25.3% (45)	33.1% (59)	23.0% (41)	5.6% (10)	2.83	178
Betting facilities	3.4% (6)	12.5% (22)	39.2% (69)	34.7% (61)	10.2% (18)	3.36	176
Toilets	29.8% (53)	36.0% (64)	24.7% (44)	9.0% (16)	0.6% (1)	2.15	178
Location of track	2.8% (5)	3.4% (6)	10.7% (19)	34.3% (61)	48.9% (87)	4.23	178
Transportation to and from the track	24.2% (43)	12.4% (22)	46.6% (83)	10.7% (19)	6.2% (11)	2.62	178
answered question							178
skipped question							30




10. What new or upgraded facilities do you believe are required to improve the race experience for spectators? (DO NOT PROMPT)

		Response Percent	Response Count
Improved Parking		21.7%	34
Improved spectator viewing of race track		17.2%	27
More shelter for spectators		51.0%	80
More seating/grandstand		53.5%	84
Improved food and drink facilities		35.7%	56
Improved betting facilities		11.5%	18
More/additional toilets		52.9%	83
Children's recreation equipment		13.4%	21
	Other (please specify)		57
answered question			157
skipped question			51










11. I'm going to read you a series of statements and I would like you to tell me if you agree or disagree with each one (if agree/disagree ask Is that strongly or mildly agree/disagree)

	Strongly Disagree	Mildly Disagree	Neither agree or disagree	Mildly Agree	Strongly Agree	Rating Average	Response Count
The Port Hedland Race Track in its current location is important for the town	8.2% (16)	8.7% (17)	7.7% (15)	26.0% (51)	49.5% (97)	4.00	196
The Port Hedland Race Track provides a great visual entry statement for the town	12.7% (25)	12.7% (25)	9.6% (19)	30.5% (60)	34.5% (68)	3.61	197
The Port Hedland Race Track had great historical significance for the town	5.1% (10)	3.6% (7)	12.2% (24)	26.4% (52)	52.8% (104)	4.18	197
The Port Hedland Race Track plays an important social role in the town	2.5% (5)	5.6% (11)	3.6% (7)	43.1% (85)	45.2% (89)	4.23	197
The Port Hedland Race Track can be an important shared sporting facility	3.0% (6)	4.6% (9)	2.5% (5)	32.5% (64)	57.4% (113)	4.37	197
The Port Hedland Race Track should be located in the Port Hedland town area	11.2% (22)	10.7% (21)	11.7% (23)	22.3% (44)	44.2% (87)	3.78	197
The Port Hedland Race Track could be the location for a number of community activities and not just horse racing	2.0% (4)	4.6% (9)	1.5% (3)	28.4% (56)	63.5% (125)	4.47	197
answered question							197
skipped question							11




12. With a redevelopment of the Port Hedland Race Track it is possible that the facility could be moved to a different location. Do you have a preference for the track to stay in its current location or move?

		Response Percent	Response Count
Preference - Track to Stay		62.4%	123
Preference - Track to move		21.8%	43
No Preference		15.7%	31
		answered question	197
		skipped question	11




13. What is the main reason you want it to stay or move? (DO NOT PROMPT)

		Response Percent	Response Count
STAY - Proximity to personal residential address		12.7%	22
STAY - Green area in CBD (entry statement etc)		6.4%	11
STAY - Historical significance of site		24.9%	43
STAY - Cooler - gets sea breeze		0.6%	1
STAY - No other sites as good as current site		12.7%	22
MOVE - Need more space for urban development in Port Hedland		8.7%	15
MOVE - Closer to South Hedland - Major population centre		8.7%	15
MOVE - Need a larger space		3.5%	6
Other (please specify - orefix comment with STAY or MOVE)		22.0%	38
		answered question	173
		skipped question	35




14. Are you aware of the following sites?

		Response Percent	Response Count
Rodeo Site (located on 12 Mile Creek Road, near the speedway)		50.3%	99
Southern Precinct (2km South of South Hedland, East of Bosna Rural Estate)		49.2%	97
Neither		39.6%	78
answered question			197
skipped question			11






15. If the Port Hedland Race Track does need to move, do you have a preference for a new location from one of these sites?

		Response Percent	Response Count
PREFERENCE - Rodeo Site		16.0%	19
PREFERENCE - Southern Precinct		26.1%	31
NO PREFERENCE		58.0%	69
answered question			119
skipped question			89











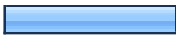



16. If the Port Hedland Race Track was relocated, would you still be as likely to attend races in the future?

		Response Percent	Response Count
Yes		45.2%	89
No		46.2%	91
Don't know		8.6%	17
answered question			197
skipped question			11

17. Why do you say that? DO NOT PROMPT

		Response Percent	Response Count
Location (from house)		47.8%	43
Proximity to other facilities you would use		14.4%	13
Too hot - no sea breeze		1.1%	1
Loss of historical significance		5.6%	5
Other (please specify)		31.1%	28
answered question			90
skipped question			118

18. If the track was redeveloped what other features/facilities would you like to see that would attract you to use the facility or enhance your experience? DO NOT PROMPT

		Response Percent	Response Count
Family Areas		8.9%	17
Gardens/Vegetation		4.2%	8
Grassed Areas		2.1%	4
Increased Seating		8.9%	17
Increased Shade/Shelter		14.7%	28
Additional Toilets		13.2%	25
Improved Food and Drink Facilities		6.3%	12
Improved Parking		4.2%	8
Sporting fields		17.4%	33
Sporting facilities (tennis/squash etc)		23.7%	45
Sportmans club/bar		27.4%	52
Children's recreation equipment		29.5%	56
Pathways		2.1%	4
Other (please specify)		35.3%	67
answered question			190
skipped question			18