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Tribute to Elizabeth Jordan – 110th Birthday - Ordinary Council – 27 January 2022

A couple of weeks ago Ipswich had the great honour of recognising our oldest resident, Elizabeth Jordan, on her 110th birthday.

Born in 1912, she is believed to be the seventh oldest person in the country, and, remarkably, lived in her Ebbw Vale home from 1936 until very recently.

Elizabeth was raised in Ipswich West, leaving school at 14 to help the family home, as was the practice at the time.

She married husband Joseph in her early 20s, and they had two children, Peter and Valerie.

Husband Joseph was a coal miner, while Elizabeth looked after the home, cultivating a bursting garden filled with veggies, flowers, plants, and orchids, while making cakes and jams.

When Joseph was forced to retire from work due to illness, Elizabeth became his dedicated nurse for 40 years, supporting the family through dressmaking.

A dedicated member of Dinmore Methodist Church, and a life member of Ipswich Blue Care service, Elizabeth has kept herself busy over the years, playing the organ at church and enjoying indoor bowls.

Described by her family as fiercely independent, she has kept busy with social outings and regular church, until COVID-19 restrictions made life a little more isolated.

During her lifetime spanning two centuries, Elizabeth has witnessed two world wars, two global pandemics, 25 Australian Prime Ministers from Andrew Fisher to Scott Morrison, 21 Queensland Premiers from Digby Denham to Annastacia Palaszczuk, and four Kings and Queens of Great Britain, going back to George V.

Sadly, while husband Joseph passed away in 1996, Elizabeth's two children, five grandchildren, and nine great-grandchildren, continue to spend time with her where possible, chat on the phone, and video call to keep her company.

The last time I had a chat with Mrs Jordan was at the opening of the Ipswich Show last year. She spoke at the opening of the show which she has entered every year since she was 15. Before I gave my speech to open, she leant across to me and she said “please keep it short”. I can tell you now, I followed her instructions to the letter; I welcomed everyone to the show and sat back down.

On behalf of the City of Ipswich, I wish Mrs Jordan many happy returns for her 110th birthday.

Councillor Kate Kunzelmann - Matter of Public Interest – Citizen of the Year Award - Ordinary Council - 27 January 2022

I take great pleasure in presenting the first Matter of Public Interest, this addition to the agenda being approved by Council in December 2021.

Last week, council continued its fine tradition, the Australia Day Awards. The basis of the awards is acknowledgement of the contribution of individuals and organisations to the city of Ipswich. I congratulate all nominees on their participation in our community, and of course the winners.

Most of this activity is built on volunteering. I wish to recognise all those in our community who were not nominated, but continue to contribute to, and improve our community. Just because your name was not up there in lights, does not mean that you are not appreciated. The range of activity in our community is outstanding, and vital for our wellbeing. There are 152 languages spoken in our local government area, but the common language is the language of service.

Volunteering may be taken for granted until it is not there. Covid has meant that many organisations are disadvantaged by the way volunteers have been forced into isolation. This has increased the burden on service providers and agencies. In addition, the sector struggles with a lack of new members, by which I mean young people, and burnout, anecdotally, is becoming more prevalent.

Council encourages and supports community organisations, and those who carry on for extended periods to improve our wellbeing. The connectedness of community volunteering is meaningful, and I encourage more residents to participate.

**Mayor Teresa Harding - Matter of Public Interest - Tonga
Emergency Response - Ordinary Council - 27 January 2022**

It is with great sadness that I send the thoughts of our City to the Tongan community, following the recent eruption and tsunami that have devastated the country.

The eruption of Hunga Tonga-Hunga Ha'apai [hon-ga-ton-ga hon-ga-hah-pay] on 15 January has left many in Tonga, and many in our community, deeply concerned for the welfare of family and loved ones.

Reports from the Government of Tonga indicate that 85% of the country's population has been directly affected by either the immediate effects of the volcanic eruption, or the resulting tsunami.

Combined, these events have spread volcanic ash over crops, towns, and water supplies, damaged homes and vital infrastructure, and led to the loss of food and medical supplies.

This is a devastating event for our brothers and sisters in Tonga, and one I know many in our Tongan community will be feeling very deeply.

The Tongan High Commission in Canberra has said, in a statement, that:

Tonga and its peoples have been brought to their knees but have vowed not to let this devastating event break their spirit.

On behalf of the City of Ipswich, I want to let our Tongan community know that they are in our thoughts at this time, and we wish for good outcomes for everyone still waiting on news from family in Tonga.

I also want to thank our local Defence members in our city and families for their immediate response to help our neighbours.

Crews from RAAF Amberley responded within hours, providing aerial imaging support to assess the degree and extent of the damage, and C-17 crews were the first to land in Tonga bringing emergency aid and response support, with logistics operations continuing out of RAAF Amberley, and other locations around the country.

I also note that HMAS Adelaide is en route to Tonga, full of supplies, equipment, and Defence personnel to assist.

At this time of year, we all want to spend as much time with family as possible, and I want to acknowledge the Defence families who continue to be a part of our national response to support our neighbours in their hour of need.

The Department of Foreign Affairs and Trade has established a hotline for information on Australian citizens and permanent residents in Tonga, on 1300 555 135.

We wish the people of Tonga the very best and want them to know they are in our thoughts at this very challenging time.

Tivoli Motorcycle Racing Facility – Motoland. Shape your Ipswich FAQ's - [Shape Your Ipswich FAQ's](#)

A message from Ipswich City Council

Thank you for taking the time to be informed about the Motoland motorcycle racing facility. Council has received a number of inquiries about the land use and has prepared the below FAQs for your reference.

Council wants you to be informed about the existing land use rights held by Motoland and the actions Council is undertaking to preserve your amenity within the framework of the Environmental Protection Act. It's important that the community has access to the right information.

Who owns the motorcycle facility?

[Motorcycling Queensland](#) (MQ) own the land at 62 Coal Road, Chuwar; 145-179 Robin Street Chuwar and Lot 136 Unnamed Road Chuwar.

Where can I find information about the planning approval?

The approval for the use, was granted by Moreton Shire Council on 4 December 1974. The planning approval for the use of the land for 'motorcycle racing' is available here [Motoland 1974_December_4_-_MSC_Approval_Letter_to_MQ](#)

The approval is quite open and does not include many conditions or requirements. The conditions are as follows;

1. The provision of an effluent disposal system to the satisfaction of the Council
2. The provision of a 2-metre landscaped buffer strip around the perimeter of the property.

The approval did not include any plans identifying the locations of the tracks or other facilities. Accordingly, the shape and location of the track has changed over time all within the authority of this approval.

How long has the facility been operating?

Ownership details identify that the land has been owned by motorsport related entities (such as the Auto Cycle Union of Queensland) since 1948. Historically, the facility itself has existed on the land since the 1960's as shown here;

1968

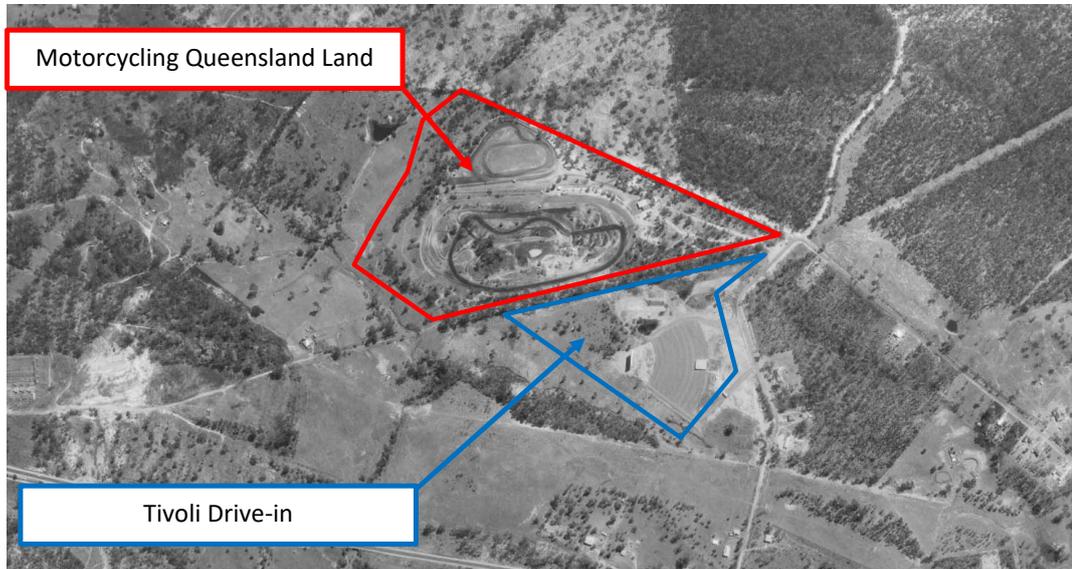


1 February 1968. Source: Qimagery (<https://qimagery.information.qld.gov.au/>)

From this image it can be seen that the facility existed prior to the encroachment of the current large lot residential community.

The 1974 approval essentially formalised the existing arrangements on the site.

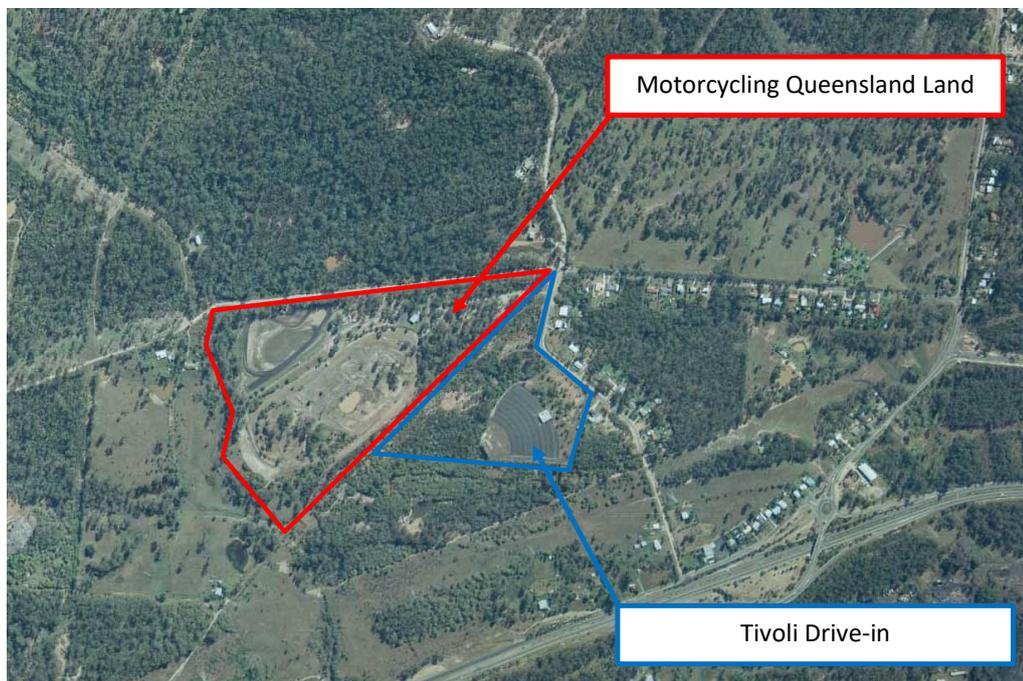
1977



1 January 1977. Source: Qimagery (<https://qimagery.information.qld.gov.au/>)

The site was particularly popular in the 1970's, evident from the expansion shown at this time.

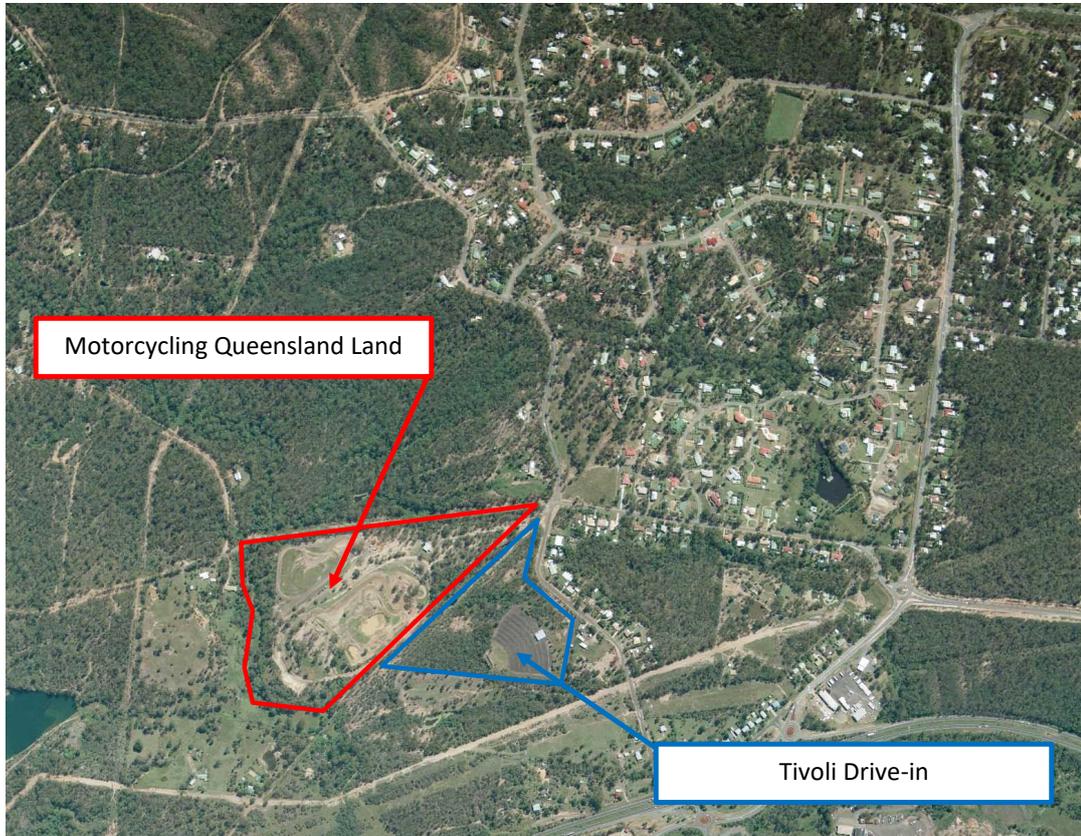
1990



1 June 1990. Source: Qimagery (<https://qimagery.information.qld.gov.au/>)

This image shows the further encroachment of residential uses and what was observed to be a decline in the use of the facility.

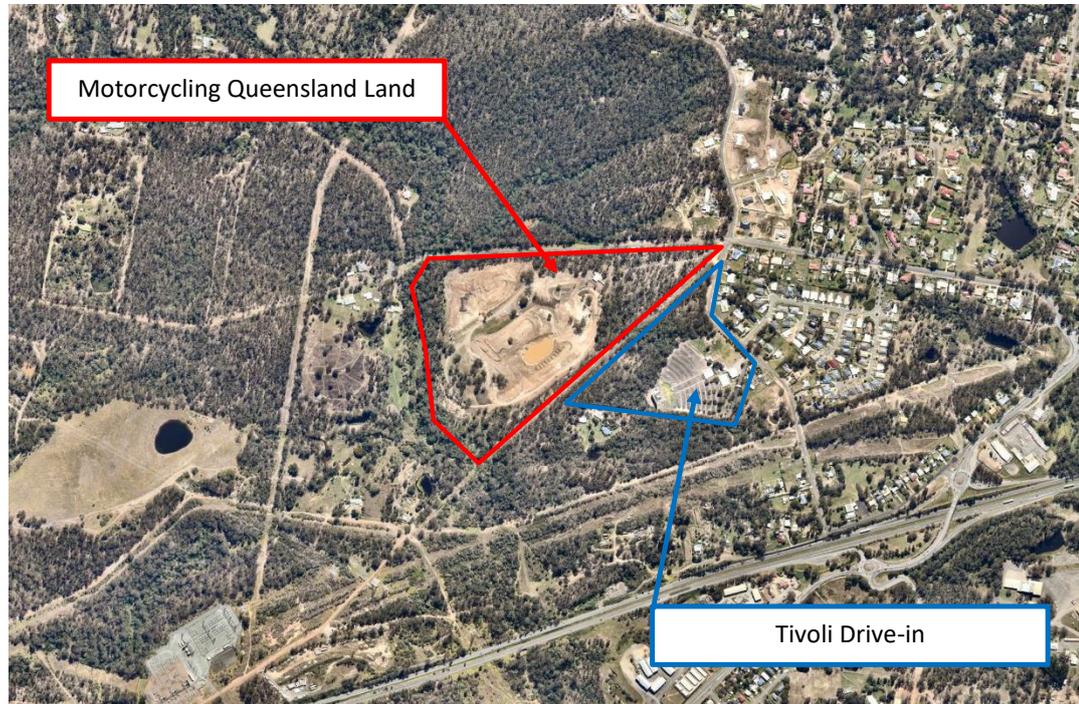
2002



11 March 2002. Source: Qimagery (<https://qimagery.information.qld.gov.au/>)

This image shows a much larger extent of encroachment of residential uses, as well as the more recent track layout which is similar in extent to the track prior to the current use of the site.

2021



27 August 2021. Source: Nearmap (www.nearmap.com)

The most recent aerial imagery shows the early track works.

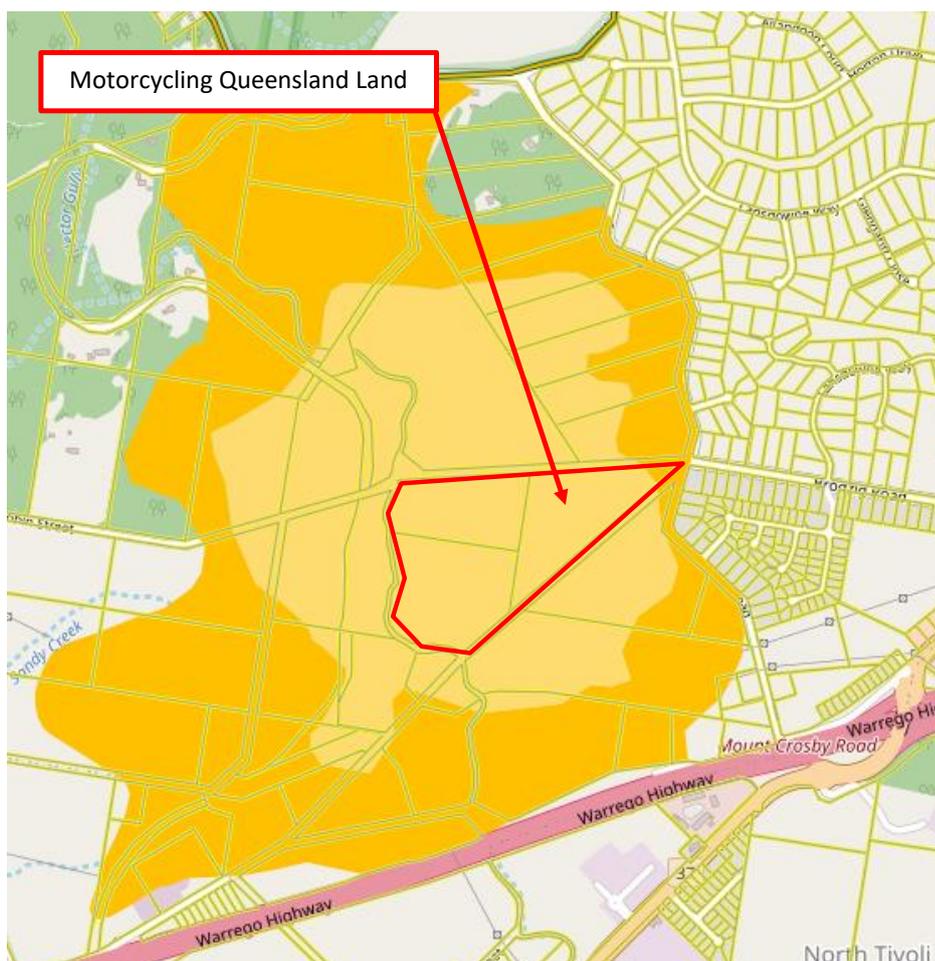
Council’s Planning Scheme

The 2006 Planning Scheme recognised the presence of the track as a legitimate or a lawful land use and identified the potential for reverse amenity impacts on the operations of the track and implemented the motorsports buffer to prevent further encroachment of residential uses within the area identified.

Section 11.4.10 Motorsports Buffers of the Overlays Code states;

The land identified by Map OV8, if inappropriately developed, would compromise the integrity of the operation of the raceways or affect the amenity of new residents

The extent of new residential development has been restricted to the areas outside the motorsports buffer as shown below.



Tivoli Raceway Primary Buffer Area

- Tivoli Raceway Secondary Buffer Area
-

Source: 2006 Planning Scheme Mapping
(<https://maps.ipswich.qld.gov.au/weave/planscheme.html>)

Can the 1974 approval be revoked?

No. Council is unable to revoke or otherwise take away the approval. Once an approval has been given, it ‘runs with the land’ and exists unless it is cancelled by the landowner, abandoned or a new land use is taken up.

The 1974 Letter has continued to have lawful effect via the transitional provisions of the various Planning Acts that have existed over the years.

Can Council change the 1974 approval?

No. Council is unable to make a change to the conditions of the approval without an application being lodged to Council by an applicant.

Most modern development approvals would include plans and conditions which would include restrictions on appropriate noise levels and operating hours. This consent does not include any restrictions on noise levels and operating hours and Council is unable to make changes to include new restrictions.

Did Motoland Pty Ltd get council approval for the new track work and racing every weekend?

No. A new approval is not always required when a new tenant moves to a site (such as a real estate agent office changing to an accountant's office). A new application is not required for the works and activities occurring on the site where the use of the site is in accordance with the existing approval. The open-ended nature of the approval permits motorcycle racing activities on the site, including activities that are ancillary to racing, such as practice sessions or time trials. In most cases, an approval makes references to plans which provide some limit to the areas where activities can occur. The 1974 approval does not make references to any plans.

While Motoland have increased the use of the site recently, Motorcycling Queensland have carried out similar events and track work over the years without changes to the development approval in place. The operation of the site by Motoland instead of Motorcycling Queensland does not material effect the validity of the approval.

Depending on the response to the Environmental Protection Order, there may need to be works that are not consistent with the existing approval. These works may require an application to Council.

Why was there no community consultation on the change in land use?

As there has been no change in the land use, no application is required and therefore no public notification has been undertaken. While the operator of the site has changed from Motorcycling Queensland to Motoland Pty Ltd, the use of the land remains consistent with the existing approval.

Can Council place additional noise, dust and other restrictions on the land use?

Council cannot place additional noise, dust or other restrictions on the land use beyond the restrictions set out in the Environmental Protection Act. The purpose of the Environmental Protection Order that has been issued by Council is to ensure compliance with the Act is achieved. Depending on the results of the noise monitoring, there may be additional attenuation measures put in place.

Why isn't an Entertainment Venue Licence required under a Local Law?

Previously (up to June 2019), Council issued Moreton District Motorcross Inc an Entertainment Venue Licence under Local Law No.3 (Commercial Licencing). The Entertainment Venue Licence included conditions which restricted dust and noise nuisance.

Local Laws are reviewed regularly and in 2019, Council made amendments to the Local Laws, including Local Law No.3 (Commercial Licencing). Further details can be found here;

https://www.ipswich.qld.gov.au/live/issues-and-laws/laws-and-permits-for-residents/local_laws/local_law_making

The relevant amendment to the Local Law in this instance is the change in the definition of Entertainment Venues. The current definition of an Entertainment Venue is specific and includes locations such as the Ipswich Turf Club and the Ipswich Showgrounds. It does not include the Tivoli facility.

The 2013 Local Law definition of an entertainment venue was much wider and did not include specific locations, only types of locations, such as theatres and fair grounds. The Tivoli facility was captured under this definition and was required to obtain an Entertainment Venue License.

Due to the amendment to the Local Laws, it is unnecessary for Motoland to obtain an Entertainment Venue Licence and Council is unable to apply the same conditions under the previous licences.

Does Motoland Pty Ltd have a liquor licence and security staff?

The Queensland liquor licence records and Council's records do not indicate that Motoland Pty Ltd has an application or approved liquor licence.

Liquor licenses and associated security requirements are managed by the Office of Liquor and Gaming Regulation, not by Ipswich City Council.

Information about liquor licenses can be found here:

<https://www.business.qld.gov.au/industries/hospitality-tourism-sport/liquor-gaming/liquor/licensing>

Is the vegetation on the site identified as Koala Habitat protected under the Planning Regulation?

The site is identified as containing some areas of Koala Habitat under the Planning Regulation 2017 (refer map below). The Planning Regulations include several exemptions which allow clearing of Koala Habitat without an application to Council or the State Government.

One of the exemptions is set out in Schedule 10, Part 10, Division 2, section 16A(2) of the Planning Regulation 2017;

Division 2 Prohibited development

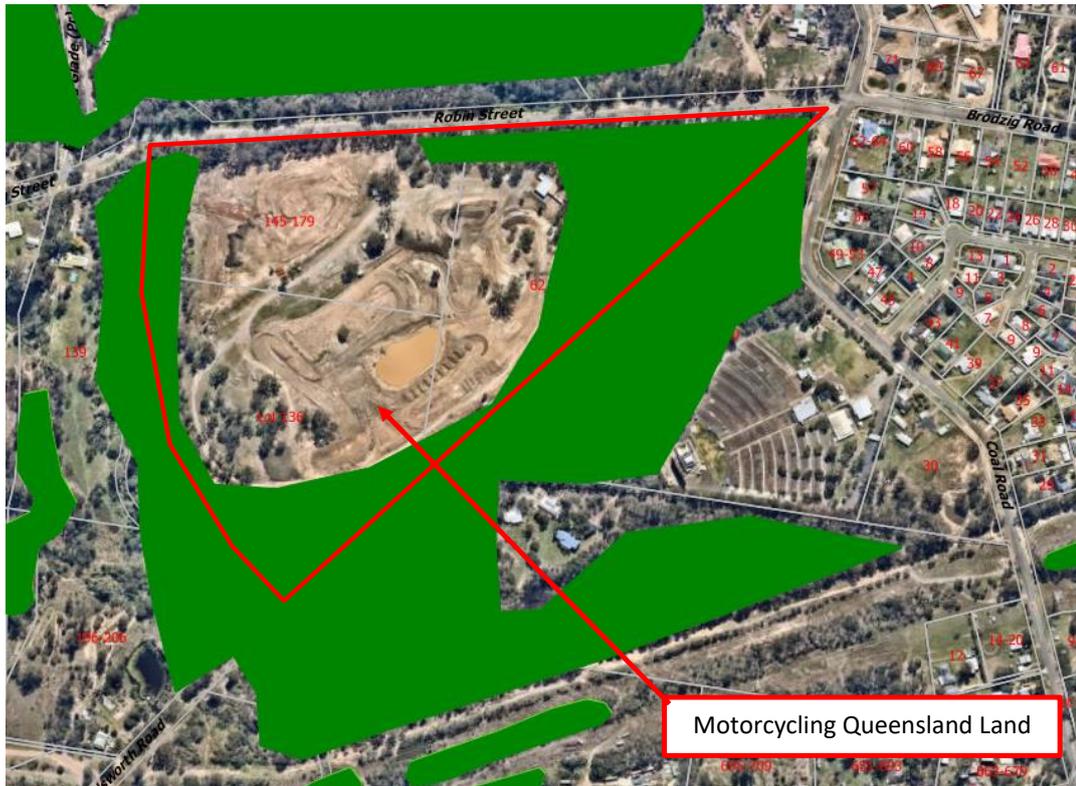
16A Prohibited development—development interfering with koala habitat in koala priority area and koala habitat area

- (1) Development is prohibited development to the extent the development involves interfering with koala habitat in an area that is both—
 - (a) a koala priority area; and
 - (b) a koala habitat area.
- (2) However, subsection (1) does not apply to the extent the development—
 - (a) is exempted development; or
 - (b) is assessable development under section 16C; or
 - (c) is in an identified koala broad-hectare area and is—
 - (i) accepted development, or assessable development, under a local categorising instrument, other than development that is for an extractive industry and is not assessable development under section 16C; or
 - (ii) reconfiguring a lot that is assessable development under part 14, division 1, section 21; or
 - (d) is carried out under a development permit given for an application that was properly made before 7 February 2020; or
 - (e) is consistent with a development approval—
 - (i) in effect for the premises on which the development is carried out; and
 - (ii) given for an application that was properly made before 7 February 2020.

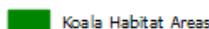
The exemption (16A(2)) allows development where interfering with koala habitat, provided the clearing is consistent with a development approval. The site currently has a valid development approval (being the 1974 consent letter).

Any new application on the site or any sites without a current development approval would require assessment against the Koala Regulations unless an exemption such as 16A is in effect.

Essentially, the existing approval allows for clearing to occur on the site where it is consistent with the broad approval for motorcycle racing. An example of clearing that would not be consistent with the approval, would be clearing that conflicts with the requirement for a 2-metre landscaped buffer strip around the perimeter of the property.



Koala Habitat Areas



27 August 2021. Source: Nearmap (www.nearmap.com)

Has Council met with Motoland to discuss the use it's impacts on residents?

Yes. Council has met with Motoland, both prior to opening and afterwards.

Council met with Motorcycling Queensland in March 2021 as an introductory meeting between MQ and the Mayor and Divisional Councillors.

Topics discussed included:

- a. History of the facility, including the proposal to develop the land for residential purposes and proposal to relocate to Willowbank (both of which did not eventuate)
- b. An indication that MQ was looking to partner with Motoland to use the facility, which was to involve a business case investigating options to revamp amenities and improve the site.
- c. Whether the land use approval would allow for any increase in activity. (After the meeting Council was subsequently supplied with legal advice from MQ that determine the 1974 approval didn't restrict the proposed operations and they did not require a new Material Change of Use application).
- d. Conversations with Council's City Events Manager regarding events at North Ipswich Reserve.

Council met again with Motorcycling Queensland and Motoland representatives in August 2021.

Topics discussed included:

- a. Advise that site works would be occurring soon, beginning with maintenance and then track improvements.
- b. Advise that all planned works were to be in accordance with the existing 1974 approval.

Another meeting was held on 9 December 2021. Topics discussed included:

- a. Residents' concerns and complaints about the use, noise and dust as well as concerns regarding the earthmoving machinery and water truck.
- b. The Environmental Protection Order (EPO) and the obligations to meet broader environmental requirements.
- c. The Merry Motoland event and plans for future communication with residents.

When did Council receive complaints about the use?

From 3 October 2021, Council received complaints regarding environmental nuisance from surrounding residents. The majority were noise related, specifically motorcycle activity and earthworks activity (including the use of a high-capacity storage water truck). There were also complaints raised regarding stormwater contamination and dust nuisance.

What has Council done in response to these complaints?

Multiple noise monitoring inspections were undertaken by Authorised Officers between October and November 2021. These monitoring inspections occurred on 9 October, 17 October, 24 October, 3 November and 6 November 2021.

On 29 October 2021, officers attended the site and discussed erosion and sediment control matters with Motoland staff. This site inspection was a direct response to complaints made in relation to stormwater contamination of Sandy Creek due to the ongoing earthworks and the additional tracks created.

On 18 November 2021 under the Environmental Protection Act 1994 (the Act) an environmental protection order (EPO) was issued to Motoland Pty Ltd.

On 21 November 2021 A request from Motoland's lawyers regarding an extension to requirements listed within the EPO to 31 January 2022.

On 26 November 2021 Council agreed to an extension of 14 days to requirements listed within the EPO.

On 9 December 2021 Council received a request Motoland's lawyers regarding an extension and/or amendment to requirements listed within the EPO.

On 15 December 2021 Council agreed to an extension of 3 days and some minor amendments to requirements listed within the EPO and updated the EPO.

On 24 December 2021 Council received a request from Motoland's lawyers regarding an extension to requirements listed within the EPO. Council is currently awaiting further details from Motoland's lawyers before determining this request.

The EPO is available here [Environmental Protection Order Notice](#)

Motoland has until 24 January 2022 to respond to the EPO.

The intent of the EPO is to require the operator to assess the impacts it is making on the surrounding area, based on the thresholds or requirements set by the State through the Act and where it is demonstrated that these requirements are being exceeded and creating an impact, then the operator has to be able to demonstrate to Council what actions it will be taking to bring the operations into conformity with the Act.

What happened to the proposal to subdivide the land into residential lots?

On 1 May 2018, Motorcycling Queensland lodged a Development Application to Council for a Variation Request and to subdivide the land into 217 residential lots (application reference number 3268/2018/CA).

On 30 May 2018, Council issued a lengthy information request identifying technical issues with the proposal, as well as noting that the area is predominately large lot acreage style housing. The applicant was advised that a wider local planning exercise would occur following public notification to determine the suitability of the proposal.

On 31 July 2018, the applicant commenced public notification of the development application. Council received 35 submissions. The submissions primarily related to the inappropriate size of the

proposed lots, increases to local traffic and concerns about the impact on the Warrego Highway interchange.

On 21 March 2019, the applicant requested to withdraw the application. Accordingly, the proposal was not required to be decided by Council, and the application is no longer of any relevance.

What happened to the proposal to relocate the facility to Willowbank?

Council owns 350-440 Paynes Road, Ebenezer (44.7 ha) to the immediate west of Queensland Raceway.

Motorcycling Queensland commenced a 30-year lease for this site on 1 May 2015 with the aim of developing a world-class off-road facility to compliment the proposed expansion of Willowbank precinct.

As part of preparations for the off-road facility, MQ undertook significant master planning and design option studies.

MQ was required to transfer all motorsport activities from the Chuwar facility as part of the development of the new site within 3 years of receiving tenure.

Motorcycle Queensland requested a lease termination in October 2017.

In April 2018 following the advice from MQ of its intention to surrender the lease, Council terminated the lease.

In the Development Assessment report lodged as part of the application 3268/2018/CA, it is noted that on page 22, that the redevelopment of the site played a “significant part financially ensuring the ability of Motorcycling Queensland to relocate its long-established Chuwar operations which will also be of substantial benefit to the surrounding residential community of Chuwar, ensuring that local residents are no longer impacted by this long-standing approved use that is no longer consistent with local community desires and expectations”.

How much extra money/rates do ICC receive from Motoland activities?

The Rating Category is 43c Commercial (\$500k to \$1m). The General Rates are \$7,443.80 per annum. There are no rates concessions provided to the property.

What happens next?

Council is awaiting the response to the Environmental Protection Order, which is due on 24 January 2022. Depending on the response, such as the results of the noise monitoring, there may be additional attenuation measures or changes to the operation put in place.

The Environmental Protection Order is the only method Council can seek a change to the operation of the site. If compliance with the Environmental Protection Act requirements is achieved and if the site continues to operate within the limits of the existing approval, Council will not be able to take any further action.

Raceway roars back after secret talks

Fassifern Guardian Oct 13 2021

Updated January 7, 2022

Brian Bennion

5 min read

Plans to resurrect Tivoli Raceway as a major destination for motocross have been pushed through with no planning approval and no consultation with surrounding residents.

The raceway reopened this month after major earthworks, upgrades to the clubhouse and hundreds of trees were cleared from the site.

Private company Motoland came in as the saviour of the run down track, taking over the lease from the dwindling membership of the Moreton Districts Motocross in July and marketing the raceway as "Queensland's newest motocross destination".

The group is working with Moreton Districts Motocross and raceway owners Motorcycling Queensland and have made no secret of the expansion plans, promoting the raceway since August with social media posts "Be the first to ride Motoland" and "The Greatest Place On Dirt".

The raceway now features the main track, intermediate track and a pee wee track and is open weekends and public holidays from 7.30am with riding from 8am to 4pm.

The redevelopment includes the three new tracks, multiple raised viewing areas, new toilets and amenities and a new cafe and retail space. The Motoland website indicates more tracks are to be developed soon.

Residents discovered the impact of the plans when capacity crowds of 250 riders lined up from 7am on the Queen's Birthday weekend as Motoland opened to the public.

They said noise levels and dust were like nothing they had experienced before at the raceway and a bulldozer, bobcat and water truck continued operating to midnight to keep the new tracks maintained for the next day.

An Ipswich City Council spokeswoman said council was advised of "maintenance works" on the site in advance of further improvements and changes to the facility in early August.

A council spokeswoman said no development application was lodged for the site or works on the site as the landowner Motorcycling Queensland had current use rights over the land for motorcycle racing and operated under a 1974 approval from the former Moreton Shire Council which provided no conditions to restrict the hours of operation.

However, the council was advised of plans last year according to Motoland and Motorcycling Queensland documents which show they approached Mayor Teresa Harding and councillors in February to set up a meeting on the "Tivoli property project".

Meanwhile neighbouring homeowners were left in the dark on the plans and told the Ipswich Tribune this week they felt deceived by the new raceway operators and Ipswich City Council.

The residents have formed Chuwar Residents Group to force changes on the raceway.

Group spokesman Terry Cantwell said 18 residents met with local councillors Kate Kunzelmann and Russell Milligan after the first days of operation of Motoland.

“What’s been going on in there has been hidden from us,” Mr Cantwell said.

“We thought they were just doing a bit of maintenance, then the trees are gone, you look at it and tracks have been redeveloped and opened, there’s supposed to be pollution control on the creek at Robins Street, there’s none of that.

“It is not the fact that they are out there riding their motorbikes, it is the deception on our community.

“I think the council has been very poor in the way they have treated residents. They know the objections they got on the last application for that site.

This time it is like the council has kept it secretive, that they didn’t want us to know anything.”

The previous council in 2018 had been working on plans to relocate the raceway to the Willowbank motorsports precinct but plans were dropped when residents opposed the small-lot housing subdivision proposed for the site.

Motoland director Adam Bailey said they approached Motorcycling Queensland about a suitable location for a family-friendly environment for people to ride recreational dirt bikes and they singled out the Tivoli Raceway.

“Due to the volunteer nature of the struggling club, it turned out to be a perfect relationship because we could help them develop the site, improve the facilities and improve the track itself for all the members and also for the public to be involved,” he said.

“Our plan has been to revitalise this amazing historic site and bring it back to its former glory. It has been quite run down for a long time.”

Mr Bailey said the site had become run down after the club could not afford regular maintenance and the site had been a target for illegal dumping and the clubhouse subject to vandalism and used by squatters.

Motorcycling Queensland has owned the site since 1948.

“We’ve taken hold of the lease to operate on the same DA that has been existing historically since 1971,” Mr Bailey said.

“We’re actually operating a lot less than what the DA allows for.”

Mr Bailey said they would take on board the residents’ concerns about late night maintenance on the tracks.

“We want to work with the residents cohesively and we want to create a family-friendly environment. We want to be a very responsible member of the community,” he said.

Division 4 Councillor Kate Kunzelmann said complaints were being investigated and council would conduct noise monitoring in coming weekends to determine if there was a contravention of the Environmental Protection Act.

“Cr Milligan and I met with more than a dozen concerned residents who are at their wits end,” Cr Kunzelmann said.

“Residents have raised concerns about noise, dust, increased traffic and the early and late finishes by workers at the raceway.

“While the motorcycling club have been using the facility since the ’70s, Chuwar is a growing residential area and the community are asking for a reasonable quality of life, that they feel is being infringed on by the current works at the raceway.

“We will continue to work for both residents and the users of the raceway to find a suitable way to move forward.”