

SUMMARY OF GRAND PRIX ACCESS CHANGES AS LEGISLATED

Prepared by Hugo Armstrong 15 October 2025

- The 3-week lockout extension will apply, but there will be more public access areas carved out (ie areas which will have access for probably weeks 1 & 3. This will need to be confirmed in detail with AGPC).
- The aquatic precinct at the South Melbourne end of the lake will now be accessible in weeks 1 and 3. This means sailing and rowing clubs there should have the access they have had in the past, although this needs to be confirmed. Access to the aquatic precinct will be from a single point off Albert Road.
- The AGPC says they will also arrange access to the Lakeside Pavilion (ie Lord Somers) for rowing club members. Some kind of access pass system may be involved, ie lists of names of registered club members may need to be provided to the AGPC. The AGPC will have this clarified by the time of the annual consultation meeting with sports clubs in November.
- The lake path will not be accessible for the full 21 day lockout period. This will be a big blow to walkers, dogs, joggers and the broader community.
- Land-based sports clubs, which are generally off their sportsfields for much longer anyway, will not be greatly affected. They will continue to be able to use sports fields at the St Kilda end of the Park for training on a tightly rostered basis in weeks 1 and 3, as previously.
- A map was tabled in Parliament of the new lockout arrangements, which is attached.
- Aughtie Drive, the community playground, and the MSAC/Driving Range carparks will be shut for 3 weeks, although these venues will be able to open for weeks 1 and 3.
- The AGPC has the power to change access arrangements at short notice.
- An extra new compensation scheme has been legislated to cover losses suffered by clubs, businesses and groups over the 3-week period. This will be available to all official park tenants as of 1/1/2026. The previous compensation scheme (which only applied to organisations in existence in 1995, and is significantly inadequate) and private arrangements with the AGPC will continue to apply. This amendment is complex and will require further examination, but it appears that the inadequacies of the old scheme have NOT been remedied. But the devil will be in the detail.
- There won't be any change to past arrangements for the golf course. Under this arrangement the owner of the golf course lease closes by arrangement with the AGPC for 3 or more weeks, and is compensated
- There is no change to the provision in the bill allowing the AGPC to organise other events (which may or may not be related to motor racing) within the Park at other times of the year. This remains a massive concern, as the Government has talked about this as a direct fundraising strategy for the AGPC. It is fine for the AGPC to run events elsewhere, but it is absolutely unacceptable for new events to be staged within Albert Park Reserve. The Park's existing users already suffer excessively because of the Grand Prix. Further takeovers will cause even more disruption.
- The annual payment from AGPC to Parks Victoria increases from \$100k to \$200k. The new figure is effectively a 30 year CPI increase on the figure specified in the original Act in 1995. Even at the new rate this barely covers the cost to PV of supervising the AGPC's set up, pack up and rehabilitation activities. It does not contribute to the overall management of development of the Park in any way.
- There is no recognition or response to the broader issue about the massive imbalance between government money for the GP, and government money for anything else in Albert Park Reserve., or for Parks Victoria outside the \$100k increase already in the bill.
- Out of the blue, the Government announced in Parliament that Parks Victoria was going to establish a new Albert Park Advisory Committee, which she said it was already working on. This is not in the bill, is complete news, and we have no idea what they have in mind, or who will be represented. There has (as usual) been no consultation with any stakeholder about this that we know of.
- The Government continues to cite safety as its motive, but has provided no serious evidence justifying the need for the changes, and tied itself in a mess in parliament on this. It also refused to address claims that secret contractual obligations to F1 are the real driver for these changes.

