Birthplace of Our Nation

14 December 2021
Our Ref: IN21/13C291EF

«Name»
«Address_1»
«Address_2»

Dear «Dear»,

Re: Neighbour Notification of Modification of Development Application No. 2021.004/1 "Recreation Facility (Outdoor) – Motorcycle Event" From 14 & 15 May 2022 & 13 & 14 May 2023 With alternate date October Long Weekend. Dates inclusive for a 3 year approval.

Tenterfield Shire Council has received a Modification to Development Application for *"Recreation Facility (Outdoor) Motorcycle Event."*

The current approval dates are as follows:

- *5th & 8th March 2021*
- *4th & 7th March 2022*
- *3rd & 6th March 2023*

It is now proposed a change of dates as follows:

- *14th & 15th May 2022*
- *13th & 14th May 2023*

As your property neighbours the proposed development, Council is providing neighbour notification. Should you wish to provide a submission which includes an objection to the proposal, the grounds of objection must be given in writing, and must be provided to Council prior to 4.30 on Friday 7 January 2022.

Please find attached details of the proposed development, which can also be viewed on Council's website at www.tenterfield.nsw.gov.au

All correspondence should be addressed to:
Chief Executive Tenterfield Shire Council
247 Rouse Street (PO Box 214) TENTERFIELD NSW 2372
Telephone: (02) 6736 6000 email: council@tenterfield.nsw.gov.au website: www.tenterfield.nsw.gov.au
ABN: 85 010 810 083

Should you require any further information please do not hesitate to contact Council's Planning & Development Services Department on (02) 6736 6002.

Yours sincerely,

Tamai Davidson
Manager Planning & Development Services
Encl.

Australian Motorcyclist Association

Event Management Plan

Location: 1590 Upper Rocky River Road Rocky River NSW

Term of event March 14 & 15 May 2022 / May 13 & 14 2023

Version 0.2

13 December 2022

Table of Contents

Australian Motorcyclist Association Inc

Site Address:	1590 Upper Rocky River Road Rocky River NSW 2372
Purpose:	OFF ROAD MOTORCYCLE EVENT
Applicant:	Australian Motorcyclist Association Inc
Prepared for:	TENTERFIELD COUNCIL NSW

SPONSORS

1 Executive Summary

The Australian Motorcyclist Association Inc (AMA), aims to develop and run enduro events that appealed to families. Key to this is to ensure tracks provide loads of fun, whilst keeping an element of difficultly and challenge for skilled riders. The AMA now has around six national events planned across the country over the next 18 months all of which are on private land.

This event in particular will consist of two days of competitive riding (14 & 15 May 2022) including junior and senior riders. The estimated maximum number of people attending the event including both riders, officials, family is 900.

2 Introduction

The purpose of this risk management is to:

1. Ensure levels of risk and uncertainty are identified early and well before the event by the Steering Committee;
2. That risk mitigation measures are implemented and managed in a professional and structured manner;
3. Ensure the RFA that the Steering Committee is committed to the ongoing and in-event monitoring and compliance of both foreseen and unforeseen risk;
4. Establish processes that ensure any new or unforeseen risks are addressed immediately, and;
5. Ensure the project is completed successfully and safely.

The Steering Committee acknowledges that risk management is an ongoing process, over the life of the event. This Risk Management Plan should therefore be considered a 'snap shot' of relevant risks at one point in time.

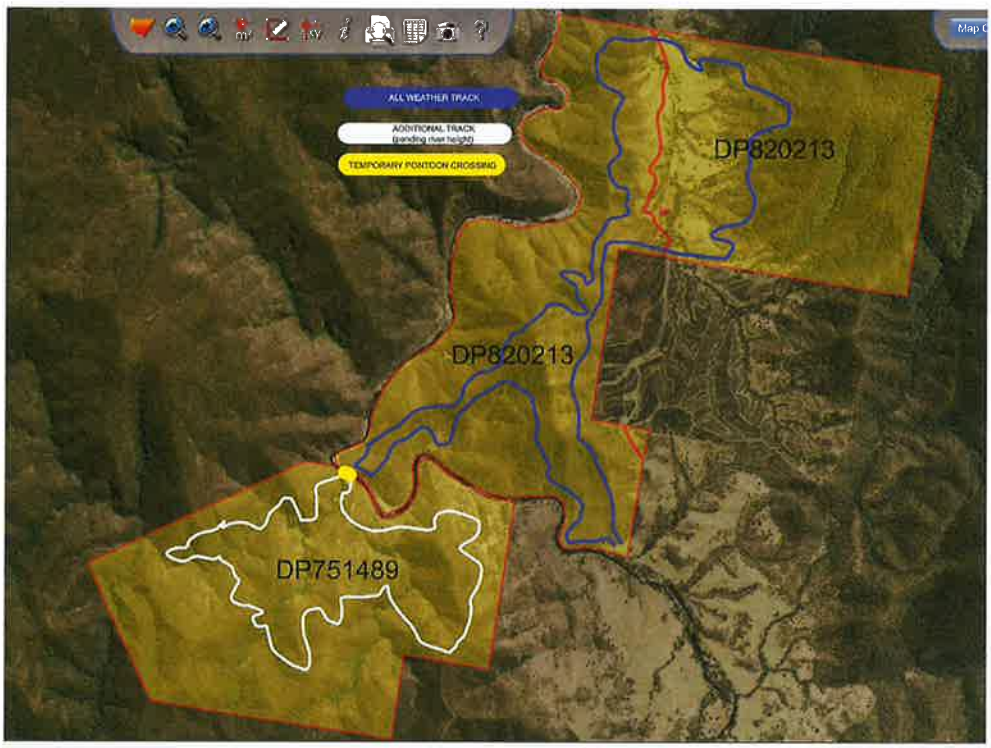
Where required, the process of risk identification, assessment and the development of countermeasures will involve consultation with the Steering Committee members, stakeholders, landholders, event team members and council.

Whilst developing a professionally run and family-oriented event, our primarily focus is to be safe and reduce any associated risk, the relationship we have today and into the future with the council is crucial to our success, so we would like to make it very clear that we are here to support, respect and take advice from the council at all times.

3 Risk Assessment

3.1 Location

The event will be held on private property and a working farm 1590 Upper Rocky River Road Rocky River NSW



3.2 Track Design

There will two separate tracks in place, a junior track and seniors track
The track design will take into account ease of access for our medical crew and sweep riders to attend to an injured rider and possible extraction or mechanical issues.
The track (white) located on DP751489 is not to be used if:
a)The river height and/or flow does not permit safe crossing (please note, the location of the crossing is normally less than knee deep and is mostly solid rock base)
b)No pontoons are in place to form bridge (see page 6)

3.3 Risk identification – General

3.3.1 Access to the venue

Access to the venue is Upper Rocky River Rd, it is constructed of hard packed earth and is in good condition and easy to access.

3.3.2 Directional Signage

No directional signage will be erected outside of the property boundary. Organisers will however erect signage on site in conjunction with the private land owners and at the entrance of the event.

3.3.3 Insurance

Insurance covers council, the property and its assets, the property owner/s and anyone invited by the Australian Motorcyclist Association (the promoter of the event) onto the property.

Below is the pontoon bridge that will be used for the crossing

The crossing will be double the wide of what is displayed above, this is to facilitate safe crossing for bikes and medical buggies that we have attend each event

3.3.4 Noise
The property has no immediate neighbours however the event will be restricted to the hours of between 0800 and 1730. All bikes will meet the 95db rating for the comfort of spectators and other riders.

3.3.5 Camping

Note that the below conditions for camping will be governed by public health orders set by NSW Health relating to Covid19 at the time of the event.

Camping is permitted at the property by the owners for the duration of the event.
Each campsite will be clearly marked and easily accessible.
Portable Toilets will be provided by a reputable rental company with all waste taken off site and disposed of in a proper waste management facility.

3.3.6 Vehicle parking layout and access/egress details
A dedicated and clearly marked temporary parking area will be allocated within the property boundary, parking marshals will be on site to assist. Access and egress is via a formed driveway that runs off Upper Rock River road onto the property, the driveway is currently used by the property owner for accessing fields with heavy equipment and trucks so is deemed suitable for standard vehicles.

3.3.7 Alcohol
Alcohol will not sold at the event.

3.3.8 Environmental damage and control parameters
The property is a working farm. As a result, the tracks will follow existing preformed tracks through the property. The composition of the terrain where the majority of the track layout is located, is very rocky so erosion is not expected to be a concern and if any ruts do form, they will be filled in and erosion control netting installed post event. Where the track is located on the flat grass paddock areas, erosion will not be a concern, however organisers have an agreement with owners that track remediation work including seeding will be undertaken post the event where needed.

3.3.9 Fuel, flammable liquids and bike maintenance
Fuelling and maintenance of bikes can only be carried out by riders within the designated pit area. It is also a requirement of registration in the event that ALL refuelling occurs over an approved enviromat to capture any spillage and prevent contamination of the environment. No flammable liquids will be located anywhere else on the property or track.

3.3.10 Waste management
Large garbage bags will be issued to every rider attending, during the riders briefing. It will be explained that the property is be left clean and rubbish free by all participants – **"take in in, take it out'**! We will also "sweep" the property to ensure no rubbish is left behind post event. All rubbish will be disposed of at a licensed facility.

3.3.11 Mobile Phone Coverage
Mobile phone coverage for all major carriers across the entire property is deemed very poor. The event crew communicate & coordinate via UHF radio, the event crew also carry EPIRBS (emergency position indicating radio beacons) & a satellite phone in the event of We have established an open and clear landing area in the case of a medivac.

3.3.12 Exits
As noted in the adjacent map, the venue / property / track has a dedicated entry and emergency exit point. Laminated copies of this map including all relevant rules for the public / spectators will be given to each group / vehicle, by marshals upon entry with a specific focus on fire prevention.

3.3.13 Vendors

Note that the below conditions for catering (Vendors) & amenities will be governed by public health orders set by NSW Health relating to Covid19 at the time of the event.

Vendors will be required to submit all license accreditation to the event coordinator one week prior to the event. Licensing relates to such things as a license to prepare and sell food to procedural compliance which state safe work practices and all relevant legislation.

3.3.14 Amenities

Note that the below conditions for amenities will be governed by public health orders set by NSW Health relating to Covid19 at the time of the event.

Portable toilets will be brought on site from a reputable hire companies such as Kennards, Coates Hire etc, the final number of toilets will be determined by the final amount of entries. All waste will disposed of offsite at an appropriate licenced waste management facility.

3.4 Risk identification – Specific (Medical)

3.4.1 First Aid

Professional paramedical services will be engaged and remain onsite throughout the event.

The track is marked as being directional, one way only as it the standard for all tracks.

It is a condition of all enduro events that the track is 'swept' by a pair of riders prior to a heat or race. Sweep riders will ride the track in pairs throughout the day. It is a condition of entry that all riders report an injury or relay a message back to the control area of an injured rider. This is made very clear with all correspondence and registration packs, at the initial rider briefings daily and supported by the mandatory rule that all riders participating in the event MUST carry a fully charged and working mobile phone whilst riding with the "Emergency Plus App" downloaded on their mobile phone.

3.4.2 Medical Evacuation by helicopter (Medi-Vac)

The Steering Committee has identified and set aside a designated landing area for a medical evacuation by helicopter. These areas are situated:

Area 1: Directly adjacent to the entrance of the event in the flat and clear paddock.
MEDI VAC LANDING AREA CO-ORDS -29.306345 152.244587

https://www.google.com/maps/place/29%C2%B018'22.8%22S+152%C2%B014'40.5%22E/@-29.306345,152.244587,17z/data=!3m1!4b1!4m5!3m4!1s0x0:0x0!8m2!3d-29.306345!4d152.244587

Note: A one-page briefing with clear maps will be emailed to both local police and ground ambulance services, one-week prior to the event. The Event Director will also have four smoke canisters ready to provide a landing indication to aerial medical services.

3.5 Risk identification and Mitigation – Specific (Fire)

Mitigation of risks involves the identification of actions to reduce the likelihood that a threat will occur (preventative action) and/or reduce the impact of a threat that does occur (contingency action). This strategy also involves identifying the stage of the event when the action should be undertaken, either prior to the start of or during the event.

Risk mitigation strategies to reduce the chance that a risk will be realised and/or reduce the seriousness of a risk, if it is realised, have been developed. The following table is useful to determine how risks will be treated by the Steering Committee in terms of preparation and/or deployment of mitigation strategies during the event. Mitigation strategies are being prepared and/or deployed for Grades A through to C, however where an existing risk graded at D appears likely to be upgraded, mitigation strategies will be prepared.

Grade	Possible Action
A	Mitigation actions, to reduce the likelihood and seriousness, to be identified and implemented as soon as the project commences as a priority.
B	Mitigation actions, to reduce the likelihood and seriousness, to be identified and appropriate actions implemented during project execution.
C	Mitigation actions, to reduce the likelihood and seriousness, to be identified and costed for possible action.
D	To be noted; no action is needed unless grading increases over time.
N	To be noted; no action is needed unless grading increases over time.

3.5.1 Internal access – pedestrian movement, footpaths/separation and marshalling of pedestrian, cycle and motor vehicle traffic

At an event like this it is crucial that all pedestrian traffic be controlled. We cannot and will not allow spectators to walk off designated tracks into other areas of the property. As a result path-ways for pedestrian access will be clearly marked throughout the entire event with signage. Marshalls will also ensure that at all times, non-participants are aware that they are to stay on designated tracks and if seen 'wondering off' quickly asked not to do so.

Marshalling areas will be clearly separated from the public and signage erected accordingly.

3.5.2 Analysis – Public heading off track and becoming lost

Likelihood	Seriousness				
		Low	Medium	High	EXTREME
	Low	N	D	C	B
	Medium	D	D	C	B
	High	D	D	C	A

3.5.3 Evaluation and Mitigation

The Steering Committee determined that the chances of a fire occurring from pedestrian movement alone is low to moderate. We've also determined that the risk is greater the deeper spectators proceed into the track. For instance, the higher elevations have denser foliage compared to lower levels, which are categorised as dusty, dry and with little ground cover.

As a result, foreseeable fire triggers by a member of public on the track, have been determined and a summary of our thoughts are as follows:

- A spectator throwing a hot cigarette butt onto the ground;
- Most spectators will congregate at the lower end of the track around the area deemed to have a lower fire risk profile, and;
- Only a hand-full of spectators will venture to the higher areas of the track.

Mitigation

The Steering Committee has addressed these issues and concluded:

- This is an outdoor event so it makes it very difficult for us by law to stop people from smoking;
- We will encourage spectators to stay at the lower end of the track and not proceed higher;
- Marshalls will constantly ask spectators to access the track by designated routes only;
- Fire extinguishers and the mobile fire unit can be called upon quickly

Responsible entity: Steering Committee

3.5.4 Chance of a fire from a bike

The Steering Committee believes that it is almost impossible to determine whether there is a greater chance of a fire occurring from a spectator than a bike on the track. Regardless, we have taken specific measures for bikes and have adjusted our risk grading accordingly.

3.5.5 Analysis – risk of fire from a bike

Likelihood	Seriousness				
		Low	Medium	High	EXTREME
	Low	N	D	C	A
	Medium	D	C	B	A
	High	C	B	A	A

3.5.6 Evaluation and Mitigation

Motor vehicles, other than motorcycles involved in the event, will not be permitted to be driven while onsite apart from entering and existing the property. All motorcycles on the other hand, are to be ridden at walking pace in the pit area and whilst not on the track.

As a result:

- The Steering Committee accepts that the highest fire risk emanates from a competitor, who's bike crashes and catches on fire;
- Australian Motorcyclist Associaiton Inc is a big supporter of the *Reckless Fires Cost Lives* campaign initiated in Victoria in 2018 between Crime Stoppers and the CFA; https://adbmag.com.au/editorial/fire-safety/

- By any international measure and when one empirically assess dozens of some of the worlds largest and most professionally run enduro events – with some allowing over 500 riders to compete daily – it is extremely rare to see a bike catch on fire. In fact, a simple Google search of '…bikes that catch fire at a hard enduro event internationally' provides no examples.

Mitigation
With the above noted we take this issue very serious and have addressed mitigation as follows:

- The event has a designated mobile fire unit stationed at the top of the track;
- This unit has a capacity of 500 litres and is equipped with a petrol pump and 30 metres of hose;
- We will only allow maintenance equipment like grinders and welders – welders are very rare - to be used in the designated pit area;
- We will have a minimum of 14 fire extinguishers stationed around the venue including within the pit area, and;
- With marshals stationed along the entire length of the track on a full-time basis and with both hand held radios, mobile phones and assigned fire extinguishers, if a small fire did start from a crash, the Steering Committee estimates that the reaction time to address the fire would be no longer than four minutes.

Responsible entity: Steering Committee

3.5.7 Chance of a fire from the pit area

The Steering Committee has determined that given the location of the pit area and the lack of ground cover and foliage, that the risk of a fire starting as a direct result of pit activity is low.

3.5.8 Analysis – chance of a fire from the pit area

Likelihood	Seriousness				
		Low	Medium	High	EXTREME
	Low	N	D	C	C
	Medium	D	D	C	B
	High	D	D	C	B

3.5.9 Evaluation and Mitigation

As noted all motorcycles are to be ridden at walking pace in the pit area and whilst not on the race track, with it being mandatory to conduct all maintenance in the pit area only.

Mitigation

- The Steering Committee will not allow maintenance on bikes to occur outside of the pit area;

- Maintenance equipment like grinders and welders can only be used in the designated pit area, and;
- The pit area will have the largest concentration of marshals, competitors and public therefore ensuring swift action in the event of a fire.

Responsible entity: Steering Committee

3.5.10 Chance of a fire from the camp ground

The Steering Committee has determined that there is a low to moderate risk of a fire occurring in the camp-ground primarily due to stupidity or someone blatantly disobeying rules of entry.

3.5.11 Analysis

Likelihood	Seriousness				
		Low	Medium	High	EXTREME
	Low	N	D	C	C
	Medium	D	D	C	B
	High	D	D	C	B

3.5.12 Evaluation and Mitigation

As previously noted small campfires are permitted across the entire venue for the duration of the event. Gas cookers are also allowed to facilitate cooking, meals, hot drinks etc.

Mitigation

- The Steering committee will monitor the situation daily - notably in and around mornings and at the end of the day when people like to light fires.

Responsible entity: Steering Committee

---

4 Risk Monitoring

Risk Management is an iterative process that should be built into the management processes for any project. It must be closely linked with Issues Management, as untreated issues may become significant risks. If prevention strategies are being effective, some of the Grade A and B Risks should be able to be downgraded fairly soon into the project.

4.1 Process – risk briefing sheet

The Steering Committee has developed a daily laminated 'Risk Briefing Sheet' for all marshals and senior staff that they must carry. The Risk Briefing Sheet highlights the following:

- The times for and associated briefing schedule:
  - Senior staff and marshals conduct two in-house briefings daily – one in the morning at 0630 and one at the end of days event at 1900;

- In-house briefings occur prior to rider pre-event briefings and immediately after the close of the event. Note: we've allocated 1900 to ensure marshals have time to get back to the pit area after the event.
- Identifies all agreed potential risks that need to be monitored, and;
- Process for raising unforeseen and new risks that emerge and addressing mitigation measures.

Note: All Steering Committee members and marshals must attend designated briefings.

4.2 Process – Risk monitoring frequency

Marshals and senior staff will treat the risk of fire as the major priority and monitor any potential risks on a constant basis.

4.3 Process – Risk Registry

A risk register will be compiled one-week prior to the event and form the basis of the Risk Briefing sheet. The Steering Committee will also add to the Risk Registry any issues, risks, perceived threats, concerns etc that emanate from briefings.

---

5 Roles and Responsibilities

Steering Committee

Ultimate responsibility for ensuring appropriate risk management processes are applied rests with the Steering Committee. The Steering Committee has been involved in the initial risk identification and analysis process. Each member is fully aware of their responsibilities regarding the event.

Steering Committee members are as follows:

Greg Peterson – Ph. 0414 864 493

Ryan Peterson – Ph.0474 224 555

Daryl Petch – Ph. 0476 783 090

6. Stakeholders

Elizabeth Margaret Watts 0438 285 890

Local Emergency Services:
Emergency Contact 000

7. Communication Protocol

7.1 Minor Incident

In the event of a minor incident – minor crash that warrants first aid and the rider continues – marshals have the discretion to attend to the issue immediately but must:

- Notify other marshals by radio that a rider is injured but able to continue racing once first aid is applied
- Notify the Event Director by telephone once the rider has re-entered the event summarising the nature of the accident and first aid rendered.

Further Action

As part of the debriefing process the Event Director will de-brief all minor incidents at the nightly briefing. The Event Director will also ensure that the incident is logged in the Risk Registry.

7.2 Major Accident

In the event of a major or serious incident to a rider the marshal must:

- Radio to all marshals that a major incident has occurred;
- Immediately seek support over the radio if support is not close by;
- Immediately seek a mobile stretcher if one is not close by – note there will be three mobile stretchers on course at all times;
- Ensure it is safe to do so, attend to the rider before any further communications are made;
- Ascertain quickly if emergency services are needed and immediately call the Event Director by any means and provide clear instructions on the nature of the incident, potential injuries and location.

Note: All communication with emergency services will be delivered directly and only by the Event Director. If the Event Director is incapacitated or off-site, then a delegate will be assigned in his absence.

7.3 Minor Grass Fire

If a minor grass fire starts marshals are to:

- Notify all marshals by radio immediately;
- Seek support regardless of how small the fire seems;
- Put the fire out by any means possible;
- Radio that the fire is out but do not leave the immediate vicinity for at least 30minutes to ensure the fire has not started again;
- Notify the Event Director of the outcome.

7.4 More Serious Fire

If a more serious fire starts – for instance a bike catches on fire – marshals are to:

- Immediately call the fire in over the radio and seek urgent support;
- Request that the fire tanker move to that location immediately;

Note: All marshals in that immediately area are to respond and attend to the fire with fire extinguishers. The fire tanker is to be taken directly to the location immediately. The event Director is to head directly to the location immediately. All communications with emergency services is delivered directly by the Event Director

8. Laminated Cheat Sheets and Information

Event schedule and emergency procedure cards will be displayed at the event and each rider will receive a full briefing in the final Instructions/riders briefing

APPENDIX A:RISK REGISTER (AS AT 18/04/2019)

Rating for Likelihood and Seriousness for each risk			
L	Rated as Low	E	Rated as Extreme (Used for Seriousness only)
M	Rated as Medium	NA	Not Assessed
H	Rated as High		

Recommended actions for grades of risk	
Grade	**Risk mitigation actions**
A	Mitigation actions, to reduce the likelihood and seriousness, to be identified and implemented as soon as the project commences as a priority.
B	Mitigation actions, to reduce the likelihood and seriousness, to be identified and appropriate actions implemented during project execution.
C	Mitigation actions, to reduce the likelihood and seriousness, to be identified and costed for possible action .
D	To be noted - no action is needed unless grading increases over time.
N	To be noted - no action is needed unless grading increases over time.

Change to Grade since last assessment			
NEW	New risk	↓	Grading decreased
—	No change to Grade	↑	Grading increased

GRASSROOTS ENDURO MOTORCYCLE EVENT - **Risk Register (as at 25/04/2019)**

Id	Description of Risk	Impact on Project (Identification of consequences[1])	L [2]	S [3]	G [4]	Change	Date of Review	Mitigation Actions (Preventative or Contingency)	Individual/ Group responsible for mitigation action(s)	Timeline for mitigation action(s)	WBS [5]
1	*Member of the public starting an open camp fire.*	*Given proximity – camp ground / low vegetation / flat / dry – impact is low but considered potentially serious.*	*C*	*H*	*-*	*Nil*	*18 April*	*- Ensure each participant is provided an electronic copy of the 'Entry Briefing' via email as part of registration.* *- Ensure all cars entering the venue are provided an 'Entry Briefing' sheet outlining all event rules.* *- Reinforce at all times NO FIRES.* *- Reinforce NO FIRE policy at all briefings and pre-event emails*	*- Steering Committee members.* *- Marshals.* *- Registered event participants.*	- One week prior to event. - During event.	*tba*
2	*Use of gas stoves on the event circuit.*	*Low potential but considered potentially serious.*	*C*	*H*	*-*	*Nil*	*18 April*	*- Ensure participants and public are aware of the potential hazard.* *- Outline potential hazard on 'Entry Briefing'.*	*- Steering Committee members.* *- Marshals.*	*- One week prior to event.* *- During event.*	*tba*

1 This can be useful in identifying appropriate mitigation actions.
2 Assessment of Likelihood.
3 Assessment of Seriousness.
4 Grade (combined effect of Likelihood/Seriousness).
5 Work Breakdown Structure – specify if the mitigation action has been included in the WBS or workplan.

3	Bike crash and potential of fire.	Very rare, however deemed to have moderate potential and could be serious if not contained immediately.	B	M	-	Nil	18 April	Preventative: - Ensure all marshals have quick access to fire extinguishers. - Confirm at briefings the role of both riders and marshals if a bike catches on fire that regardless of the value of the asset the fire MUST be immediately extinguished. - Address mitigation measures during briefings.	- Steering Committee members. - Marshals. - Registered event participants.	- One week prior to event. - During event.	tba
4	Bike crash that leads to minor injury	Very likely to occur.	H	A	-	Nil	18 April	Contingency: - Ensure first aid officers are readily available and spread evenly throughout the track. - Ensure marshals are trained on the use of extinguishers.	- Steering Committee members. - Marshals. - First aid officers.	- One week prior to event. - During event.	tba

5	Bike crash that leads to 'major' injury.	- Assess the potential of the incident to close the race. - Address based on the seriousness of the incident whether the race should continue or be cancelled.	H	A	-	Nil	18 April	Preventative: - Ensure marshals are trained on the procedure to declare a 'major' incident. - Clearly display the procedure on the marshal's laminated 'briefing sheet'. - Ensure ALL marshals are clear on the chain of command for calling emergency services. For example in the case of a major incident or injury: - All marshal communications should be directed to the event Director. - Only the Event Director is to liaise with and communicate with emergency services.	- Steering Committee members. - Marshals. - First aid officers	- One week prior to event. - During event.	tba

DOCUMENT ACCEPTANCE and RELEASE NOTICE

This is Version 0.1 dated 31 May 2019 of the Event Risk Management Plan. The Risk Management Plan is a managed document. For identification of amendments each page contains a release number and a page number. Changes will only be issued as complete replacement. Recipients should remove superseded versions from circulation. This document is authorised for release once all signatures have been obtained.

PREPARED: _____ DATE: ___/___/___
(for acceptance) (Dean Logan – CEO SMEA)

ACCEPTED: _____ DATE: ___/___/___
(for release) (Greg Peterson – Applicant / Event Director)

1. BUILD STATUS:

The most recent amendment first.

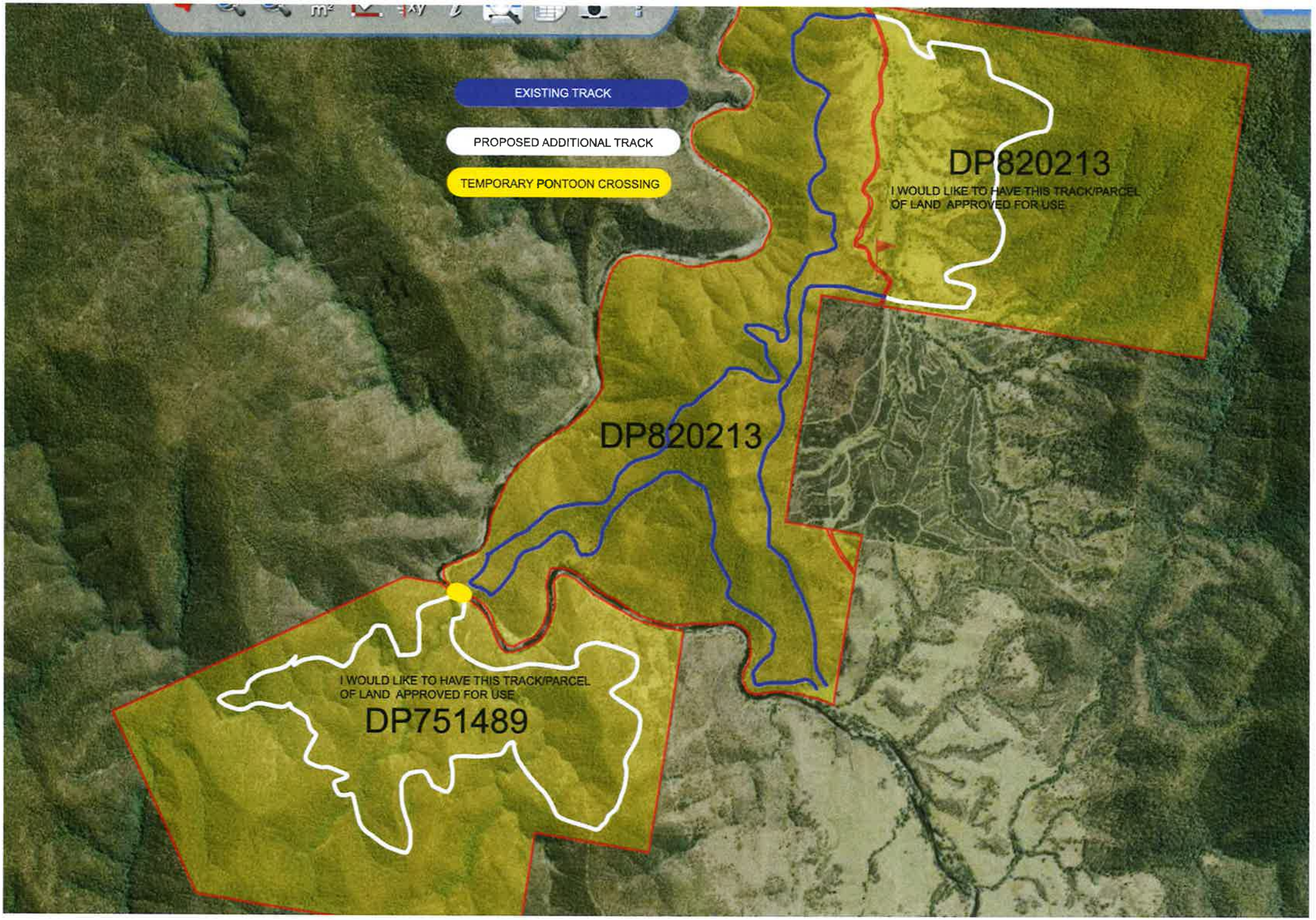
Version	Date	Author	Reason	Sections
0.2	13 DEC 2022	Dean Logan	Final Draft	All

2. AMENDMENTS IN THIS RELEASE:

Section Title	Section Number	Amendment Summary
Track Design	3.2	Change track length to 24km
Directional Signage	3.2.2	Remove 'Illuminated'

3. ELECTRONIC DISTRIBUTION:

Copy No	Version	Issue Date	Issued To
1	0.1	December 1 2020	Greg Peterson
2	0.2	December 1 2020	Dean Logan/ Tenterfield Shire Council


EXISTING TRACK
PROPOSED ADDITIONAL TRACK
TEMPORARY PONTOON CROSSING
DP820213
I WOULD LIKE TO HAVE THIS TRACK/PARCEL OF LAND APPROVED FOR USE
DP820213
I WOULD LIKE TO HAVE THIS TRACK/PARCEL OF LAND APPROVED FOR USE
DP751489

Proposed Track & Site Changes for 2022-2023

I would like to have (white) additional tracks approved.
I have a emailed council requesting to have the affected section of road closed for the term of the event.
The use of **DP751489** would be dependent on the river height at the time of the event, the area where the proposed crossing is located is easily accessible and rocky, to mitigate any chance of erosion we would install temporary pontoons that are designed for vehicular use, these would be removed after the event.

The pontoons are assembled and held together with PVC piping, there is no need to disturb with ground with fixings, the pontoons shown below are the exact same as we would use.

I have also amended the amount of camp sites, although the previously approved sites may be used, it would be rare as they are less favorable when compared to the use of the main campsite, our desired outcome is to use the main campsite only.
You can view our preferred setup here: https://goo.gl/maps/pdRADHLqyQ2L8pU47


TENTERFIELD CAMP SITE &...
By Grassroots Enduro Australia - 5 places
FOLLOW
INCLUDES CAMPGROUND & MEDICS LOCATION PLUS LANDING ZONES
29°17'59.4"S 152°14'39.6"E
(-29.299828, 152.244343)
Dropped pin
(-29.334729, 152.241655)
29°20'02.8"S 152°14'28.2"E
(-29.334121, 152.241154)
CAMPGROUND
29°20'03.4"S 152°14'32.8"E
(-29.334269, 152.242450)
AIR AMBULANCE LANDING ZONE 2
29°20'02.2"S 152°14'30.0"E
(-29.333953, 152.241672)
EMERGENCY ASSEMBLY AREA
Sign in
Spirabo
Layers
Google