



Development Services Attachments Wednesday, 17 June 2015

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9. OFFICER'S REPORT

9.1 DEVELOPMENT SERVICES

9.1.4 Targa West Rally Event – Maryville Downs, Lower Chittering*

Applicant	Targa West
File ref	26/01/5 P105/14
Prepared by	Brendan Jeans, Senior Planning Officer
Supervised by	Azhar Awang, Executive Manager Development Services
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	<ol style="list-style-type: none"> 1. Applicant cover letter with Stage plan 2. Traffic Management Plan dated 2 May 2014 3. Risk Management Plan 4. Schedule of Submissions 5. Item 9.1.7 OCM 19 March 2014 6. Consultation Plan

Background

At the 16 December 2009 Ordinary Council Meeting, Council resolved to withdraw their involvement in the Targa West Rally, which was previously consolidated as part of a Heads of Agreement Deed until 2010.

Targa West approached the Shire in January 2014 to seek 'in principle approval from Council', subject to a survey showing strong support for the event in order to submit an application for the rally event and road closures in Maryville Downs.

Council at its 19 March 2014 Ordinary Council Meeting (Attachment 5) resolved as follows:

"That Council writes to Targa West advising that it provides an "In Principle support" for the car rally event in the Maryville Estate to be considered subject to a formal Planning Application to be submitted to Council which will require notification to all affected landowners, and for the following information to be provided as part of the Planning Application:

- 1. A completed Planning Application form and details pertaining to the proposed Targa West Car Rally;*
- 2. A Risk Management Plan;*
- 3. Details of refuelling arrangements; and*
- 4. Toilet facilities at Service and Refuel Parks in accordance with relevant Local Laws."*

Following this, Targa West submitted a Planning Application for the Targa Rally event in the Maryville Downs Estate with a Traffic Management Plan and Risk Management Plan. Targa West has advised no Service or Refuel Parks will be set up for this stage of the rally but has mentioned small refuelling may take place nearby such as Lower Chittering Hall Car Park Area or Western Range Winery if considered acceptable by the Shire (Attachment 1). Targa West have and continue to hold annual Targa Rally events in the City of Perth, City of Kalamunda, City of Swan, Shire of Toodyay and Shire of Mundaring. This event has been held in Toodyay for the last nine consecutive years.

The event, if approved would result in the following roads being used in Lower Chittering and they would be required to be closed from 1:15 to 4:15pm, a total of three (3) hours on the Saturday 16th August 2014;

1. Maine-Anjou Drive
2. Dexter Chase
3. Holstein Loop
4. Portion of Santa Gertrudis Drive
5. Sussex Bend
6. Ayrshire Loop
7. Murray Grey Circle
8. Charolais Trail
9. Limousin Way

The Planning Application has been advertised and now requires Council's determination.

Consultation

The proposed public event was advertised for a period of 28 days in the following ways:

- Advertisement in The Advocate;
- Advertisement on the Shire's website; and
- Referral letters to all affected and nearby landowners (Maryville Downs landowners and other landowners in the near vicinity of Maryville Downs Estate)

A Schedule of Submissions has been attached (Attachment 4). A total of 22 submissions (21 public) were received. The Applicant was provided with the opportunity to respond to the submissions made.

LGIS were also consulted and provided the following advice:

"I can confirm that the plan demonstrates a structured approach has been taken and generally aligns with AS/NZS ISO 31000:2009 Risk Management. The following points highlight key components of the plan in relation to the risk management process prescribed in ISO 31000;

- 1) *Establish the Context (generally aligned to ISO 31000)*
 - *Event context is provided through the event details and principle legal references. Additional information regarding key event stakeholders would be useful but this may be contained in Appendices – distribution list or contact list.*
 - *The risk management context is provided as the risk management matrix documenting the risk assessment and acceptance criteria.*
- 2) *Risk Identification (aligned to ISO 31000)*
 - *Risks / Hazards are identified with risk categories in a risk register.*
- 3) *Risk Analysis (aligned to ISO 31000)*
 - *Risks / Hazards have been analysed in terms of areas of impact, and likelihood and severity to determine a risk rating before and after management of the risks.*
- 4) *Risk Evaluation (partially aligned to ISO 31000)*
 - *No risk / hazard owners are assigned.*
 - *Whilst an evaluation decision for each risk / hazard is not explicitly stated, for each risk the risk rating as documented in the risk management matrix implies the risk evaluation decision.*
- 5) *Risk Treatment (aligned to ISO 31000)*
 - *Risk treatments are documented for each risk / hazard under 'management of the risk'.*
 - *NOTE: Following risk treatment there are still ten high and significant risks remaining. While this may just be the nature of the event, the Shire may wish to seek further*

detailed / supporting information in relation to the prevention, monitoring and response controls in place for those risks.

6) Monitor & Review (not aligned to ISO 31000)

- *There is no mention of monitor and review components or requirements for the risk information or risk management plan, however this may be noted in other appendices such as the distribution list.*

In addition I would also encourage the Shire to undertake your own assessment of the event with respect to the following to determine if you are comfortable accepting the risks based on your risk tolerance:

- *Impacts to local community*
- *Impacts to Shire assets / infrastructure / services*
- *Impacts to Shire's reputation*
- *Impacts to public / participants*
- *Impacts to ongoing compliance*
- *Impacts to City resources*

Please note this advice only comments on the risk management plans alignment with relevant risk management standards providing assurance that the event managers have demonstrated a structured approach to anticipating, understanding and managing event risks. It does not provide assurance that all foreseeable risks are identified and/or risk treatments are appropriate and effective."

Confederation of Australian Motor Sports (CAMS) also provided comments advising that CAMS have received a permit application for the event and that CAMS have provided insurance cover for the event.

Executive Manager Technical Services

Statutory Environment

State: Road Traffic Act 1974

Policy Implications

Local: *Register of Policies*

The Shire's Register of Policies covers Concerts, Events and Organised Gatherings whereby the Shire's Principal Environmental Health Officer shall be the responsible officer. Given the nature of the proposed event, it was considered appropriate that the planning department deal with the application.

State: *Guidelines for Concerts, Events and Organised Gatherings 2009*

The *Guidelines for Concerts, Events and Organised Gatherings 2009* was developed by the Department of Health to prescribe requirements in a format that could be used to guide local government in dealing with and applicants in preparing for an event.

Financial Implications

The costs associated with advertising the planning application have been invoiced to the Applicant.

The damage and 'wear and tear' on the roads have also been raised as concerns by the public. However, if the event is approved, these concerns can be addressed by way of imposing a condition that the Applicant be responsible for any repairs caused as a result of the event.

Strategic Implications

Nil

Site Inspection

Site inspection undertaken: It is expected, that if the event is approved a further site inspection would be undertaken prior to and post-event by the Shire's Technical Services department and Targa West to assess the roads and any damage should the event be supported.

Triple Bottom Line Assessment

Economic Implications

Whilst the events direct economic impact on the Shire's community businesses may be limited and very difficult to measure initially. The high profile nature of the event would provide great tourism opportunities for return visitors after the event. That is, the event may expose the area to visitors that may not have been aware of Chittering had the event not been held here.

The proposed event may provide some economic stimulus (i.e. people coming in to the area to watch/participate) and would provide exposure of the area through national television and media coverage. As mentioned above the event could result in a greater number of visitors to the area throughout the year and possibly increase the interest in property in the area, particularly given the scenery at this time of the year.

Targa West have advised the following media cover and campaign would be undertaken prior to, and during the event;

- **“Television:** 1 hour TV documentary on Channel 73 (7Mate) nationally at 2.00pm on Saturday 18th October 2014. This is then repeated on 7Mate and the Fox Speed Channel numerous times and broadcast internationally through Sky New Zealand; Raceworld in the UK; FoxSports in the USA plus at least another 12 countries.
- **Youtube:** Our own YouTube TV Channel attracts over 25,000 views which shows the highlights of the event during the running of the event.
- **Media:** The West Australian newspaper will be running a 4 page feature in The Motoring Liftout on the Wednesday before and again after the event. In addition articles are printed in the motorsport section prior to the event and at least another 14 Community Papers will print articles on the event. If the Maryville Downs Estate stage is approved we will produce a media release purely on this stage.
- **Radio:** Extensive radio advertising and promotion will take place for the 2 weeks leading up to the rally on 96FM and 6PR.
- **Website:** The Quit Targa West website www.targawest.com.au is the place for the latest information for competitors, residents and spectators. Road Closure times for the various stages are on the website now.
- **Facebook:** The Targa West Events Facebook Page www.facebook.com/targawest has over 4,700 Likes and has a Reach of around 40,000 people during the running of the event.

- **Public Displays:** *We run a public display of the cars promoting the event in Perth City Murray Street Mall a few weeks prior to the rally.*
- **Spectators:** *It is estimated that 25,000 to 30,000 spectators will visit the event at either a spectator points, service parks in Kalamunda, Toodyay and Malaga or the Show'N'Shine in Northbridge on the Friday evening of the rally.*
- **Ceremonial State:** *The rally starts in the centre of the City in Forrest Place on the Thursday Lunch Time and attracts a huge crowd.*
- **The Grand Finale** *of the event (including the Champagne Finish) is the Sunday City Stage held in the CBD on Riverside Drive, Victoria Ave and the Concert Hall Carpark. Thousands of people gather to experience the carnival atmosphere with Classic Car Displays, other race car sprints and of course the main event with the Rally Cars competing over the 3 km Special Stage."*

Targa West has provided an undertaking to provide a \$10,000 donation for the benefit of the local community in the Lower Chittering area. If the event is approved, the application of these funds would be decided by Council

Social implications

The advertising period resulted in 21 submissions; 14 objecting to the event and 7 in support of the event. While the 21 submissions represent a small proportion of the 463 letters that were sent to residents in the area and general public notified of the proposal, the submissions received indicate concerns of public safety and unnecessary inconvenience. The submissions indicating support included reasons of the opportunity for family and friends gathering and the event promoting the area.

Environmental implications

There are no known significant environmental implications associated with this proposal.

Comment

Council's previous decisions

As mentioned in the 'Background' section of the report, Council resolved in 2009 to not support the Targa Rally in the Shire by terminating the Heads of Agreement Deed. This decision was made based on 'considerable opposition' to the event where 74 of the 84 submissions objected to the event in the Shire

Targa West undertook a survey of Maryville residents in 2014, prior to submitting the application for this event. The report to Council for the 19 March 2014 Ordinary Council Meeting to consider 'in principle support' for a Targa Rally event in Maryville Downs in 2014 included the results of the survey undertaken by Targa West which showed a 40% (180/454) response rate, which is one of our higher response rates for a community survey, with 71% (129/180) supporting the event and 20% (37/180) against, the balance not concerned either way.

Maryville 2014 Survey Results

454 / 100% Total number of surveys delivered
 129 / 28% In favour of the event proceeding
 14 / 3% Not concerned either way
 37 / 8% Against the event proceeding
 274 / 60% Did not respond

The total number of surveys received was 180.

Guidelines

The event was assessed with guidance from the *Guidelines for Concerts, Events and Organised Gatherings*. The Guidelines prescribes requirements for various types of events. Guideline 12 relates to motor sports and the recommendation for a motor sports event to be administered by an appropriate authority such as the Confederation of Australian Motor Sports (CAMS). CAMS response indicates this to be the case.

It is considered the documentation provided for the proposed event generally meets the requirements of the Guidelines with the preparation and implementation of a Traffic Management Plan and Risk Management Plan and the support from CAMS.

Submissions

As mentioned in the 'Consultation' section of this report, the proposed event was advertised for a period of 28 days. The process involved the following:

- 463 letters were sent to residents of Maryville Downs and residents in the locality as per the attached plan (Attachment 6) providing the opportunity to make a submission;
- Two advertising signs located at the intersections of Muchea East Road with Santa Gertrudis Drive and Hereford Way;
- An advertisement in The Advocate newspaper; and
- An advertisement on the Shire's website.

Within this period a total of 21 public submissions and 1 agency submission were received. Of the 21 public submissions, 7 were in support of the event and 14 objected to the event. The 1 agency submission did not have any specific comments for the event. It should be noted that the public event was advertised to the Shire population, with specific referral letters to those directly affected in the Maryville Downs Estate area (463 letters). By taking that into consideration the 14 objections received represent a relatively low level of objection to the event given Lower Chittering's total estimated population of over 1,558 people (*ABS 2011-quick stats*).

The Schedule of Submissions (Attachment 4) provides a more detailed account of all the submissions received with a column for the Applicant's response and a column for the Shire's response to each of the points made.

The public submissions objecting to the event being held raised a number of concerns mostly related to:

- Safety to spectators;
- Safety for animals;
- Damage to roads and private property;
- High speed on roads designed for low speed;
- Noise;
- Questioned benefit to the Shire and residents; and
- Reckless driving following the event.

Responses to the individual concerns raised have been addressed in the Schedule of Submissions (Attachment 4). In relation to the above general concerns, it is considered that what can be reasonably addressed has been included in the Traffic Management Plan and Risk Management Plan and the provision of a Rally Safety Plan on the day. The concerns of damage to infrastructure can be addressed through the requirement of a bond and inspections whereby Targa West would be responsible for any costs.

LGIS were also consulted for advice (copy in the 'Consultation' section). Their assessment of the risk management for the event concluded that the Risk Management Plan generally aligned with the relevant International Standard (ISO). The Shire's assessment of the risks of the event has taken into consideration the impact on the local community, the public and Council's assets (i.e. road infrastructure).

As mentioned earlier CAMS were contacted to confirm the requirements of the rally were met and that they confirm their support of the event as mentioned by Targa West.

Conclusion

The second round of public advertising of the public event resulted in a very low response rate 20 in total, as mentioned above. A number of the concerns mentioned in the submissions can be addressed by conditional approval and through the Traffic and Risk Management Plans.

It is believed that the conditions of approval in the Officer's Recommendation address the public concerns by:

1. Requiring the event holder to repair and pay for any damage to Shire roads and infrastructure.
2. Event holder has Public Liability Insurance cover should any damage occur to private property.
3. The approval only be for the period specified in the Traffic Management Plan on the 16 August 2014.
4. The event holder be required to undertake a post-event survey at their cost.
5. The donation of \$10,000 is provided prior to holding the event and its application be determined by Council.

9.1.4 OFFICER RECOMMENDATION

Moved Cr Rossouw / Seconded Cr Mackie

That Council grant approval for the proposed Targa West Rally event in Maryville Downs Estate for 2014 subject to the following conditions:

1. the rally event shall be held on Saturday 16 August 2014 in accordance with the documentation submitted (P105/14);
2. the Maryville Stage course roads being as follows:
 - a. Maine-Anjou Drive
 - b. Dexter Chase
 - c. Holstein Loop
 - d. Portion of Santa Gertrudis Drive
 - e. Sussex Bend
 - f. Ayrshire Loop
 - g. Murray Grey Circle
 - h. Charolais Trail
 - i. Limousin Way

are to be closed for a maximum of 3.0 hours, as requested by the Applicant;

3. the Traffic Management Plan and Risk Management Plan shall be assessed and approved by an independent qualified consultant and a copy provided to the Shire of Chittering a minimum fourteen (14) days prior to the event;

4. the Applicant indemnifying the Shire of all public liability claims and taking out Public Liability Insurance of \$100 Million for the event, and evidence of such insurance to be provided prior to the event;
5. the rally event shall be held in accordance with the approved Traffic Management Plan.
6. refuelling shall only occur at Lower Chittering Hall Car Park to the satisfaction of the Chief Executive Officer;
7. no servicing of cars are permitted on the event course;
8. toilet facilities shall be provided to the satisfaction of the Principal Environmental Health Officer as per the Guidelines for Concerts, Events and Organised Gatherings 2009 (Department of Health) and any other relevant policy, legislation etc;
9. All necessary approvals being obtained by Targa West for the event from the Police and other government departments as necessary, prior to the event being held;
10. site inspections to be held prior to and after the event with the event holder/s and Shire Technical Services department staff;
11. the Applicant shall be responsible for the repair and cost of any damage to the road infrastructure and private property as a result of the event;
12. Targa West provide a letter drop to all effected properties prior to the event no later than one month prior to the event, providing details of the roads to be closed, time and date, and installing electronic advance event warning signs at least 2 weeks before the event at strategic locations as directed by the Shire.
13. temporary signage shall be erected no earlier than fourteen (14) days before the event and removed no later than seven (7) days after the event;
14. submission of an "Application for an order for a road closure" to the Shire of Chittering.
15. Targa West undertaking a survey of residents impacted by the road closure after the event and providing survey results to the Shire.

AMENDMENT

Moved Cr Norton / Seconded Cr Rossouw

That an additional condition be included as follows:

"that Targa underwrite the \$10,000 donation to the Shire of Chittering for the lower chittering community prior to the event."

**THE AMENDMENT WAS PUT AND DECLARED CARRIED 6/1
AND FORMED PART OF THE SUBSTANTIVE MOTION**

AMENDMENT

Moved Cr Norton / Seconded Cr Gibson

That an additional condition be included as follows:

"That Targa provide financial assistance to the people with health issues on the rally route that might need to seek respite or retreat from their homes on that day."

THE AMENDMENT WAS PUT AND DECLARED LOST 2/5

AMENDMENT

Moved Cr Norton/ Seconded Cr Gibson

That condition 15 be amendment as follows:

"15. That Targa West meet the cost of the Shire undertaking a survey of residents impacted by the road closure after the event."

THE AMENDMENT WAS PUT AND DECLARED CARRIED 5/2
AND FORMED PART OF THE SUBSTANTIVE MOTION

AMENDMENT

Moved Cr Norton / Seconded Cr Douglas

That condition 6 be amended as follows:

"6. refuelling shall only occur at a location, other than Lower Chittering Hall, to be agreed upon, to the satisfaction of the Chief Executive Officer;

THE AMENDMENT WAS PUT AND DECLARED CARRIED 6/1
AND FORMED PART OF THE SUBSTANTIVE MOTION

AMENDMENT

Moved Cr Norton / Gibson

That an additional condition be included as follows:

"That the Shire of Chittering seek a bank guarantee or bond of \$50,000 from Targa West to cover any damage to roads or ratepayer property, to ensure prompt repair."

THE AMENDMENT WAS PUT AND DECLARED LOST 2/5

AMENDMENT

Moved Cr Norton / Seconded Cr Gibson

That an additional condition be included as follows:

"That Targa provide temporary safety bollards and/or crash barriers in all the high risk spectator areas."

THE AMENDMENT WAS PUT AND DECLARED LOST 3/4

Cr Mackie requested the following advice be noted:

Mobile phones may not be able to be used in some areas and should be tested prior to the event.

9.1.4 OFFICER RECOMMENDATION / COUNCIL RESOLUTION - 060614

Moved Cr Rossouw / Seconded Cr Mackie

That Council grant approval for the proposed Targa West Rally event in Maryville Downs Estate for 2014 subject to the following conditions:

- 1. the rally event shall be held on Saturday 16 August 2014 in accordance with the documentation submitted (P105/14);**
- 2. the Maryville Stage course roads being as follows:**
 - a. Maine-Anjou Drive**
 - b. Dexter Chase**
 - c. Holstein Loop**
 - d. Portion of Santa Gertrudis Drive**
 - e. Sussex Bend**
 - f. Ayrshire Loop**
 - g. Murray Grey Circle**
 - h. Charolais Trail**
 - i. Limousin Way**

are to be closed for a maximum of 3.0 hours, as requested by the Applicant;

- 3. the Traffic Management Plan and Risk Management Plan shall be assessed and approved by an independent qualified consultant and a copy provided to the Shire of Chittering a minimum fourteen (14) days prior to the event;**
- 4. the Applicant indemnifying the Shire of all public liability claims and taking out Public Liability Insurance of \$100 Million for the event, and evidence of such insurance to be provided prior to the event;**
- 5. the rally event shall be held in accordance with the approved Traffic Management Plan.**
- 6. refuelling shall only occur at a location, other than Lower Chittering Hall, to be agreed upon, to the satisfaction of the Chief Executive Officer;**
- 7. no servicing of cars are permitted on the event course;**
- 8. toilet facilities shall be provided to the satisfaction of the Principal Environmental Health Officer as per the Guidelines for Concerts, Events and Organised Gatherings 2009 (Department of Health) and any other relevant policy, legislation etc;**
- 9. All necessary approvals being obtained by Targa West for the event from the Police and other government departments as necessary, prior to the event being held;**
- 10. site inspections to be held prior to and after the event with the event holder/s and Shire Technical Services department staff;**
- 11. the Applicant shall be responsible for the repair and cost of any damage to the road infrastructure and private property as a result of the event;**
- 12. Targa West provide a letter drop to all effected properties prior to the event no later than one**

month prior to the event, providing details of the roads to be closed, time and date, and installing electronic advance event warning signs at least 2 weeks before the event at strategic locations as directed by the Shire.

13. temporary signage shall be erected no earlier than fourteen (14) days before the event and removed no later than seven (7) days after the event;
14. submission of an "Application for an order for a road closure" to the Shire of Chittering.
15. That Targa West meet the cost of the Shire undertaking a survey of residents impacted by the road closure after the event.
16. that Targa underwrite the \$10,000 donation to the Shire of Chittering for the lower chittering community prior to the event.

**THE SUBSTANTIVE MOTION WAS PUT AND DECLARED CARRIED 4/3
Cr Clarke and Gibson requested their vote against the motion be recorded**



15 January 2015

Mr Gary Tuffin
Chief Executive Officer
Shire of Chittering
PO Box 70
BINDOON WA 6502

Dear Gary

With the very successful running of Quit Targa West in 2014 and the positive Post Event Survey response, we would like to make an application to run Quit Targa West in the Maryville Downs Estate in 2015 on Saturday 15 August.

We would appreciate if you could confirm approval for Quit Targa West to use the roads shown on the attached map. The estimated Road Closure Times are 1:15pm to 4:15pm. These will be confirmed on approval from the Shire and a Road Closure Application form submitted. The stage will be the same as 2014. If we are successful in running the stage in future years we will change it slightly from time to time for variety for the competitors and spectators.

We are now in the early planning stages for the 2015 event. With the success of 2014 it would be our desire to run the stage twice in quick succession in 2015 and future years. The common discussion after 2014 from the spectators was "is that all". By running it twice, we should be able to get all the cars through in 90 minutes.

We would also like to discuss with you and the Council the possibility of a three or five year Memorandum of Understanding for the event to be run in the Maryville Downs Estate. The Shire of Toodyay has already signed a 5 year MOU with us and the Shire of Kalamunda is in the process of doing the same. The City of Swan have also expressed keen interest in doing the same. I have modified a sample of the MOU used to include the Shire of Chittering, see attached.

It will be a requirement of the rally to fully close all roads that make up the Special Stage. In addition to closing off all roads, we will also have to close off all driveways and gates that lead onto the course. The cars will be running at 30 second intervals. We require one hour before the first car to close the roads and driveways and thirty minutes after the last car to reopen them. A team of local volunteers assisted in doing this in 2014 and have indicated they are keen to assist again this year.

To notify the landowners we would contact local newspapers for press coverage and would do two letterbox drops in the area prior to the rally.

We also wish to seek permission to use the Lower Chittering Sports Ground as a refuel point. We are aware the council has concern over fuel spillage. This has never been a problem in our 10 years of operation. To ensure it isn't a problem the cars will be required to refill with a special absorbent matt underneath them. There is no possibility of the nearby creek being contaminated.



Targa West has the support of the Confederation of Australian Motor Sport (CAMS), the controlling body of motor sport in Australia. CAMS also provide the Public Risk Insurance cover for the event of \$100,000,000.00. We are extremely confident in gaining the approval of the Western Australian Police as they have not raised any concerns regarding the running of the event over the past ten years.

We will provide the shire with a Risk Management Plan, Traffic Management Plan and a Rally Safety Plan for the event. The Traffic Management Plan will be produced by Taborda Contracting.

If so desired, the Shire of Chittering will be treated as an event sponsor and your logo will be used in prominent positions in all posters, publications, websites, social media etc. The rally will also be broadcast nationally on Free-to-Air TV a few weeks after the event and then internationally. The broadcast highlights all the regions we compete through.

We would welcome the opportunity to meet with you to provide a run down on the event and to cover any concerns or opportunities the council may wish to discuss.

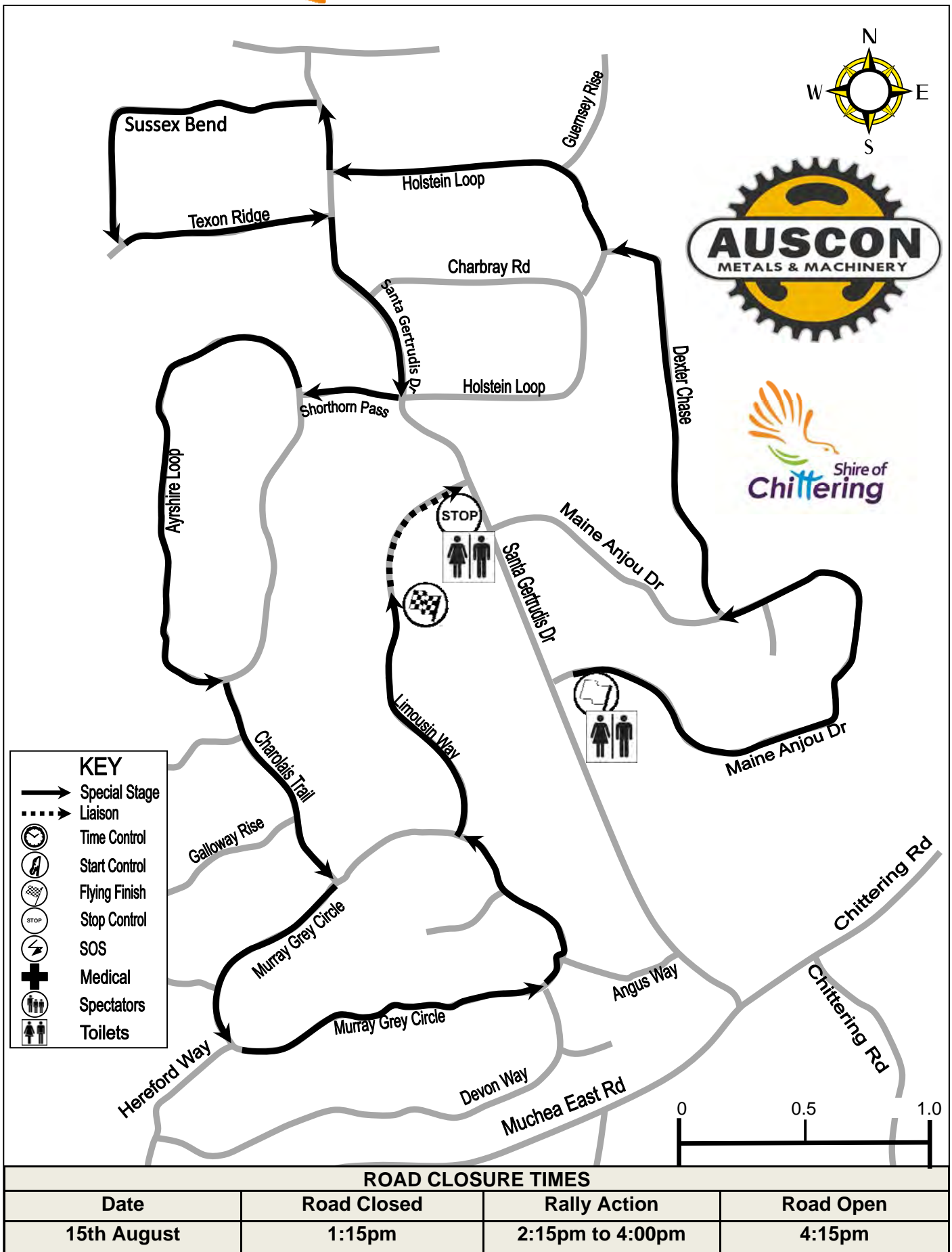
Regards,

Ross Tapper
Clerk of Course / Event Director
0418 950 022
ross@targawest.com.au



Auscon Special Stage

Maryville Downs, Lower Chittering
Saturday 15th August 2015





MEMORANDUM OF UNDERSTANDING (MOU)

between

Shire of Chittering and Targa West Pty Ltd

for the continued operation of the Quit Targa
West Tarmac Rally in Chittering for the next five
(5) years



Description of collaborating organisations**The Shire of Chittering (The Shire)**

The Shire of Chittering is a local government constituted under the Western Australian *Local Government Act 1995*

Targa West Pty Ltd (Targa West)

Targa West Pty Ltd (Targa West) is a private company specialising in the delivery of tarmac rallies and associated events in Western Australia.

Background

It is proposed that:

1. The Shire of Chittering enter into a Memorandum of Understanding (MOU) with the organisers of the Quit Targa West Tarmac Rally for its continued operation in Chittering for the next 5 years;
2. The MOU to include but not be limited to the following:
 - a) Minimising negative impacts on individual community members and businesses;
 - b) Maximising economic and tourism benefits from the event;
 - c) Identifying and supporting opportunities of companion events;
 - d) Identifying and supporting fundraising opportunities for local community groups and charities;
 - e) Liaison, debrief, complaints handling and improvement processes;
 - f) Meet at least once a year with Shire Administration and if required, business and community members for the purpose of planning, monitoring and evaluating outcomes;
 - g) Nothing in this MOU is to be deemed to be a commitment or obligation of funds or services from either party; and
 - h) The process for termination be included in the MOU.

This MOU has been developed to implement the above agreed points.

Recitals

WHEREAS

The Shire of Chittering:

- Is responsible for the good governance of the Shire of Chittering, the Chittering townsite and associated rural areas;
- Is committed to achieving maximum local benefit from events and celebrations within the Shire; and
- Has expressed an interest in entering into a longer term arrangement for the running of stages of the Quit Targa West Tarmac Rally in Chittering.

AND

Targa West Pty Ltd (Targa West):

- Has successfully run the Quit Targa West Event for 10 years, With Chittering being the inaugural Shire to approve Targa West and running a single stage in 2014; and
- Has expressed an interest in locking in Chittering as a host for stages of the event for a longer period.

THE PARTIES WILL:

Work collaboratively to continue the running of Stages of the Quit Targa West Tarmac Rally for the years from 2015 to 2019 and beyond.

The Agreement

This Agreement is an expression of the mutual intention and desire of the parties to co-operate with each other, and the parties acknowledge that it is the entire agreement between the parties and supersedes any other written communication or conversation.

Event Undertakings

The Shire will:

- In a timely manner consider all event applications, road closure applications, traffic management plans, and other approval necessary for the event;
- Include the event in Shire and Visitor Centres newsletters, websites and event calendars;
- Make all race preparations such as road sweeping and additional rubbish receptacles in good and sufficient time for the event;
- Provide details of any damage to public or private property to Targa West as soon as is reasonably practicable after the Shire becomes aware of such damage.
- Provide a current mailing list of affected residents and businesses so details of road closures, maps, times and emergency contact details of Targa representatives can be posted to these residents and businesses.

Targa West will:

- Undertake a mail out exercise to affected residents with details of road closures, maps, times and emergency contact details of Targa representatives.
- In a timely manner deliver to the Shire all event applications, road closure applications, traffic management plans, and other approval requests necessary for the event,
- Organise the event in a professional and workmanlike manner including abiding by any undertakings or obligations contained in any approvals for the event;
- Provide to all businesses, landowners or stakeholders contact details of event organisers available to resolve any problems or issues that may arise during the event;

- Respond in a timely manner to any reports of loss or damage resulting from the event;
- Cooperate with any agreed companion events or activities that may be arranged by the Shire to coincide with the event.

Community Engagement and Consultation

The Shire will:

- Participate with Targa West in community engagement and consultation activities;
- Provide a reasonable opportunity for Targa West to respond to any complaints or issues that may arise during the period of the MOU;
- Provide at least one opportunity each year for Targa West to make a presentation to Council about the plans and outcomes of the event; and
- Participate in meetings and gatherings outside Chittering in support of the promotion of the event.

Targa West will:

- Directly consult with all landowners and businesses affected by road closures as a result of the event;
- Make any reasonable accommodations that are possible to address issues;
- Cooperate with the Shire in promoting any agreed companion events;
- Meet with the Shire at least once per year to liaise, debrief, handle complaints or identify improvements;
- Work with the Shire to review and improve delivery of the event each year.

Sponsorship and Fundraising

The Shire will:

- Provide in kind support to the event through making suitable thoroughfares available for racing, staging and servicing the event;
- Promote the event through Shire and Visitor Centres newsletters, websites and event calendars, and through other events leading up to the rally; and
- Promote participation by volunteer groups in fundraising activities associated with marshalling or organising the event or servicing competitors, supporters or visitors.

Targa West will:

- Recognise the Shire of Chittering as a sponsor of the event in written and digital material leading up to and following the event ;
- Invite the representatives of the Shire to significant promotions and celebrations surrounding the event ;
- Provide to the Shire a Post Event Report detailing the level and extent of publicity and sponsorship value arising from the event; and

- Work with a local charity or service club to support a fund raising event cross promoted with the rally.

Termination and Amendment

The term of this MOU is a period of 5 years from 2015 to 2019.

The parties will seek to renew or extend the MOU, or negotiate a replacement MOU following the conclusion of the 2019 event, with a view to reaching agreement by 31 March 2020.

This MOU may be terminated by mutual consent of the parties. Any party may terminate this MOU upon six months written notice to the other. This right may not be exercised within the first 5 year period without parties first participating in mediation with an agreed third party.

This MOU may only be amended by agreement in writing between the parties.

Confidentiality

For the purposes of this AGREEMENT, “**Confidential Information**” means information that:

- (a) is by its nature confidential;
- (b) is designated by the parties as confidential; or
- (c) the parties know or ought to know is confidential and includes without limitation the terms of this agreement and all information about the parties, their employees, agents, policies and operations which is made available or which becomes known during the term of this agreement or as a result of executing this agreement;

but does not include information which:

- (i) is or becomes public knowledge other than by breach of this agreement; or
- (ii) has been independently developed or acquired by either party.

The parties may exchange Confidential Information relevant to proposed Projects.

Each party undertakes to treat as confidential all Confidential Information obtained from the other party and undertakes not to divulge any Confidential Information to any person without first obtaining the consent of the other party in writing.

Each Party will take such reasonable steps to provide for the safe custody of any and all Confidential Information in its possession and to prevent unauthorised access thereto or use thereof.

At any time upon the written request of a party, the other party must return any documents which embody Confidential Information and must not keep any copies in any form.

Financial Obligations

This MOU does not confer on either party any financial obligations. Any fees or charges shall be set by the Shire in its annual budget. Sponsorship or fundraising commitments, whether cash or in kind, shall be negotiated and agreed each year during the life of the agreement

Executed by the parties:**SIGNED** for and on behalf of**THE SHIRE OF CHITTERING**

By its authorised Officer

In the presence of:

)

).....

) signature

)

).....

) print name

.....
witness signature.....
witness print name**SIGNED** for and on behalf of**Targa West Pty Ltd**

By its authorised Officer

In the presence of:

)

)

).....

) signature

)

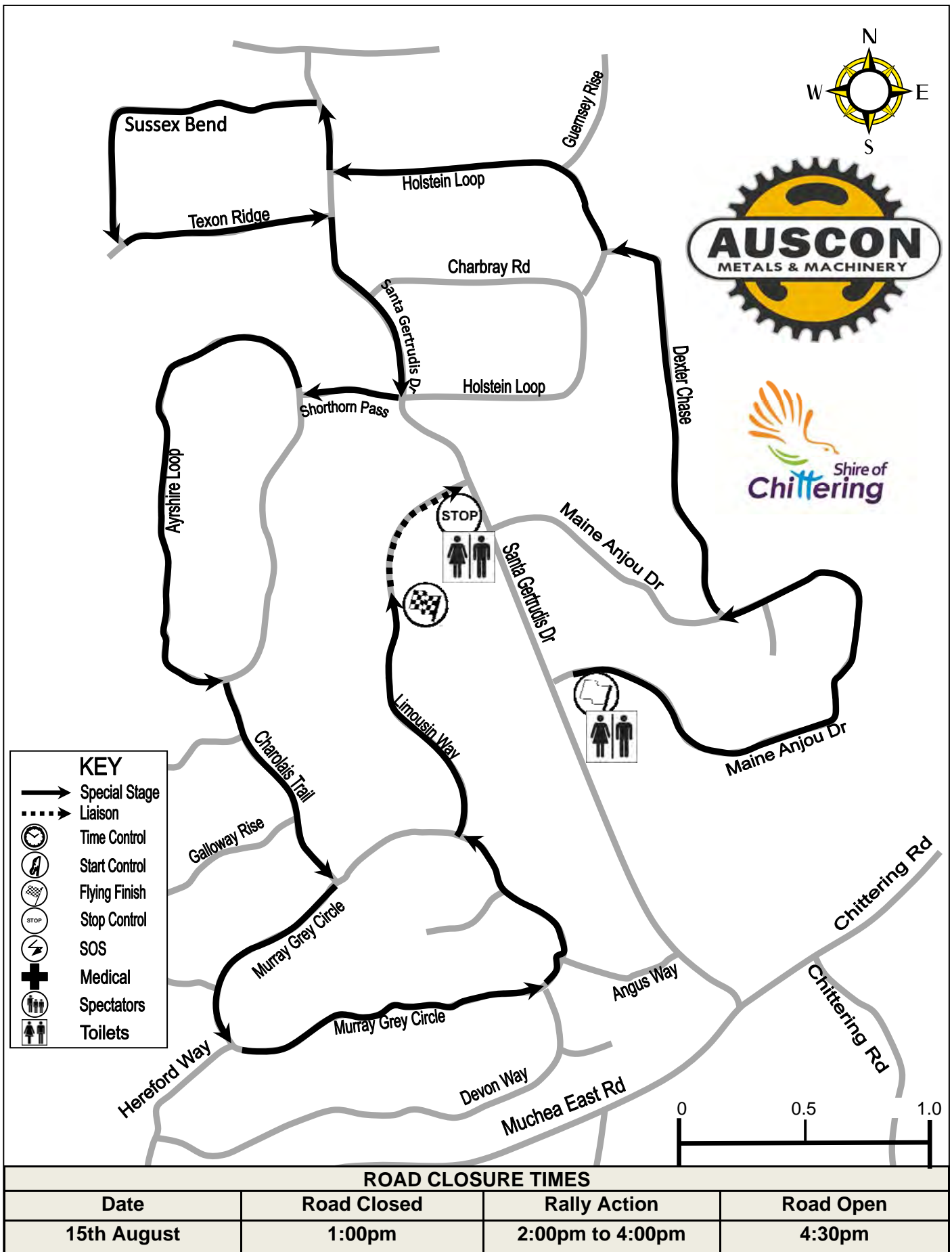
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witness signature.....
witness print name



Auscon Special Stage
Maryville Downs, Lower Chittering
Saturday 15th August 2015





QUIT TARGA WEST 13th - 16th August 2015

RISK MANAGEMENT PLAN

Prepared by
Ross Tapper
Clerk of Course
Quit Targa West
0418 950 022

Revised by
Nic Lanyon
**EVENTS
FORCE WA**
0408 098 743
January 2015



Please note this Risk Management Plan (RMP) has been written specifically for Quit Targa West tarmac rally and should not be applied to any other event.

It should be understood that the ultimate responsibility for the implementation and maintenance of this RMP is Quit Targa West P/L or their appointee.

1. QUIT TARGA WEST

QUIT TARGA WEST 2015 OVERVIEW

Quit Targa West 2015 is a 4 day Tarmac Rally with up to 80 classic and modern cars competing over 30 special rally stages and attracting thousands of spectators to the various venues including Forrest Place, Northbridge and Langley Park in the CBD and surrounding areas including Malaga, Whiteman Park, Kalamunda, Toodyay, Lower Chittering and Bullsbrook.

The 2014 event was very successful with a wide variety of cars providing 'something of interest for everyone' and attracting a spectator audience of many thousands over the course of the rally weekend, especially the Grand Finale Super Special Stage on Riverside Drive on Sunday.

Quit Targa West 2015 will build on these achievements and deliver an exciting event for competitors and spectators alike as outlined in the following draft schedule.

- Thursday 13 August 2015
 - To engage the maximum number of spectators, the Ceremonial Start in Forrest Place will be held at lunch time on Thursday.
 - A new Special Stage at Barbagallo Raceway, Neerabup.
 - A 5km night Special Stage will be held in Malaga which is sure to be a crowd favourite.
- Friday 14 August 2015
 - Special Stages Whiteman Park.
 - Special Stages round Kalamunda including the famous Zig Zag tourist road and Mundaring Weir Road.
 - Northbridge Show 'n' Shine in James & Lake Streets, Northbridge.
- Saturday 15 August 2015
 - Special Stages in and around Toodyay.
 - A Special Stage in Lower Chittering.
 - Two awesome Special Stages in Bullsbrook.
- Sunday 16 August 2015
 - 12km Special Stages in Malaga.
 - Grand Finale Super Special Stage in the CBD on Riverside Drive including an Exotic, Historic and Classic race car sprints.
 - Shannons Classics on the Park display. A display of classic and interesting vehicles.
 - Gala Presentation Dinner in the Hyatt Grand Ballroom.

2. RISK MANAGEMENT PLAN – RMP

THE PLAN

a. The Standard – ISO 3100

ISO 31000 - Risk management (merging Australian Standard AS 4360 : 1999 Risk Management.)

ISO 31000 – Risk Management principles and guidelines is an internationally recognised standard providing principles, framework and a process for identifying hazards and managing risk. It can be used by any organization regardless of its size, activity or sector. Using ISO 31000 can help organizations increase the likelihood of achieving objectives, improve the identification of opportunities, recognise any hazards and effectively allocate and use resources for risk mitigation.

Risks have consequences in terms of economic performance and professional reputation, as well as environmental, safety and societal outcomes. Identifying hazards and managing risks effectively within Quit Targa West will assist all involved to perform well in the varied environments.

This document is active and should be subject to ongoing change and review. Everyone involved in this project should be aware of the zero tolerance to lack of risk awareness.

The Plan –

From Quit Targa West perspective the following Risk Management Plan (RMP) will

- identify major hazards;
- review the risks generated by these hazards;
- mitigate risks as far as it practicable;
- provide a sound environment to quantify success from the outcomes of Quit Targa Rally 2015.

Included in this RMP are - but not limited to the following –

- A draft Risk Assessment where risks to business and operations are identified.
- Risk Register outlining controls and responsibilities
- Review and rating
- Action plans with mitigation strategies for critical risks.
- Recommendations.

RMP 2. METHODOLOGY

The methodology to compile the initial plan includes-

- consultation with key QTW Management
- consultation with CAMS – motorsport governing body
- a systematic process review of areas of risks and
- an understanding of the event – QTW its parameters and value to the sport of tarmac rallying.

The Plan to be divided into sections –

1. Generic Project risks
2. Personal risks to the Project in relation to the Itinerary.

RMP 3. OBJECTIVE

- To highlight a system of controls to allow the Management of QTW to deliver a safe and exceptional event.
- To provide a structured emergency management system and reduce or eliminate risks to all involved.
- To raise awareness of Tarmac Rallying in Western Australia.
- Present a national motorsport event
- To manage a safe, exciting and interesting event for spectators and competitors
- To deliver through the RMP – preparedness activities for everyone included within the following:-
 - hierarchy risk reporting process;
 - methods of risk avoidance and
 - recommended training and education to mitigate risk.

RMP 4. POLICY

QTW through their appointed representative will -

- a. Place the safety, security, health and well-being of all concerned as a priority.
- b. Make risk management and assessment an integral part of any decision making process.
- c. Use a structured risk management approach to minimise reasonably foreseeable disruptions to ensure harm to persons, environment and property is kept to a minimum.

- d. Ensure future key stakeholders participate in the development and ongoing reviews of this RMP.
- e. Communicate to all concerned and monitor compliance to ensure the Risk Management plan is implemented effectively.
- f. Manage QTW in compliance with all relevant OSH Acts, Regulations, Standards and Codes and CAMS regulations.
- g. Work towards continually improving Risk Management practices within the motor sport culture.

RMP 5. SCOPE

Please note changes and modifications to this document are encouraged; however such modifications should be registered as amendments on the cover page and communicated to all concerned immediately.

This is an active document and will cover the following principal topics -

- Generic life experience risks,
- Risks incurred within the framework of QTW

Risks associated with but not limited to the following will be reviewed -

- Safety – the risk of illness or injury to participants and members of the public, management and employees.
- Nature – the impact of injury or loss due to natural events or hazards.
- Loss of reputation – the risk of international reputation for QTW.
- Environmental – the risk of damaging the environment, flora or fauna.
- Heritage – protection of all indigenous aspects.
- Legal – the risk of incurring legal action and subsequent losses due to legal action.

RMP 6. KEY STAKEHOLDERS

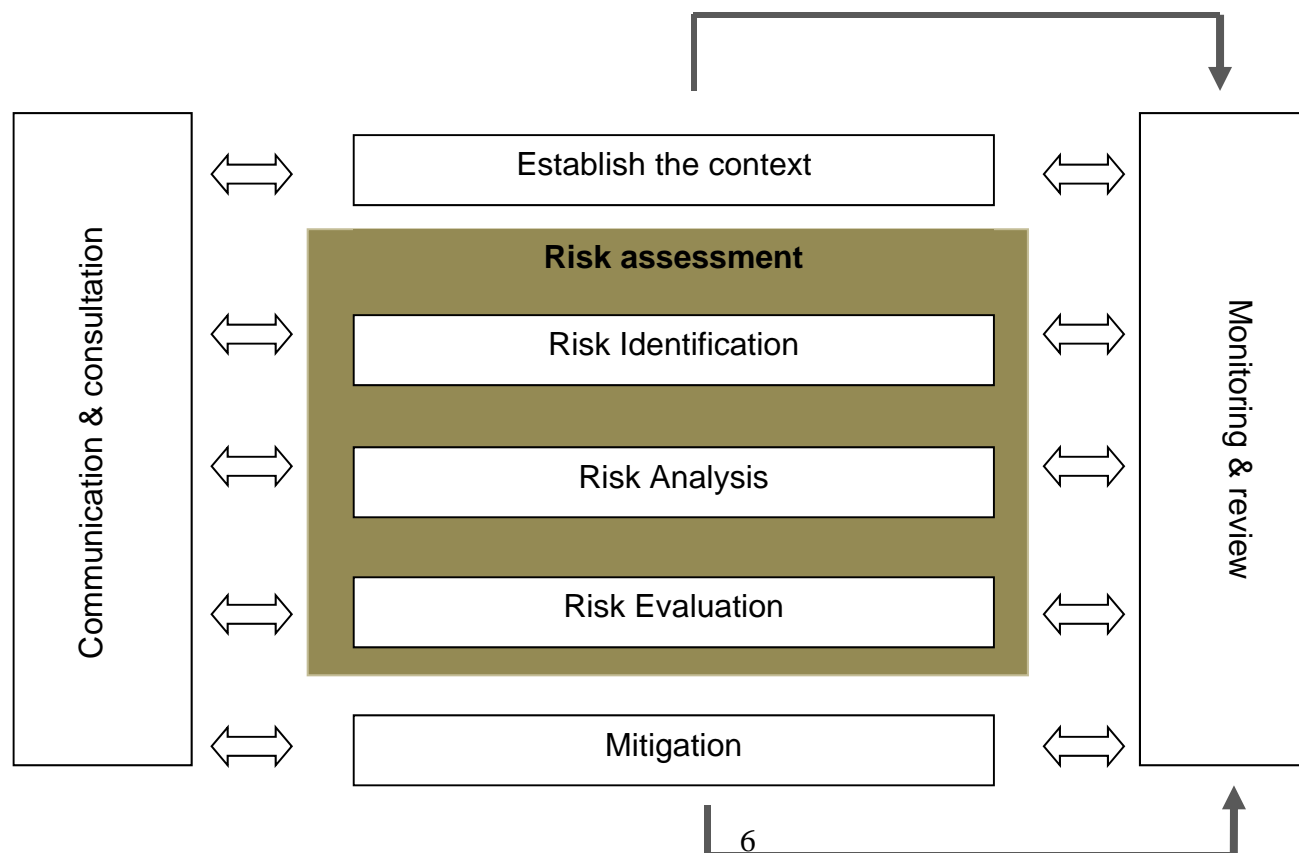
Key Stakeholders involved in QTW include but are not limited to:-

- CAMS
- Sponsors
- Local Authorities
- WA Police, DFES
- Competitors
- Media

RMP 12. THE PLAN

This Risk Management Plan (RMP) is developed to assist in the systematic identification of potential risks associated with an occurrence or hazard. The management of the risks is a crucial part of the overall operational strategy and assists everyone to understand their objectives. Following are several matrix used under the Australian Standards to identify the significance and likelihood of a risk. By combining the significance and likelihood of a risk in a matrix the Manager is able to ascertain the consequence therefore develop a plan to modify, eliminate or contain risks and use the opportunity to identify opportunities to avoid or mitigate losses.

A risk is determined by combining the probability of a hazard and the severity of the potential hazard if it occurred. The following matrix will assist in this determination.



12.1 RISK SIGNIFICANCE MATRIX

SIGNIFICANCE	DESCRIPTION	INJURY	FINANCIAL	REPUTATION	EFFECT ON EVENT/PROJECT
1	Insignificant	No Injuries	Low financial cost Less than \$1,000	Unsubstantiated low impact, low profile or no news item	Little impact
2	Minor	First Aid treatment	Medium financial cost \$1,000-\$10,000	Substantiated low impact, low news profile	Minor delays - inconvenience
3	Moderate	Medical treatment	High financial loss \$10,000-\$50,000	Substantiated, public embarrassment, moderate impact, moderate news profile	Significant delays to major deliverables
4	Major	Accidental death, extensive injuries or permanent disability	Major financial loss \$50,000-\$150,000	Substantiated, public embarrassment, high impact news profile, third party actions.	Failure to deliver major factor/s of event/project
5	Catastrophic	Multiple deaths or severe multiple injury	Extreme financial loss More than \$150,000	Substantiated, public embarrassment, very high multiple impact, high widespread news profile, third party actions.	Failure to meet key aims of event/project

12.2 RISK LIKELIHOOD MATRIX

INDICATOR	LIKELIHOOD	DESCRIPTION
A	Almost Certain	Expected to occur in most circumstances
L	Likely	Will probably occur in most circumstances
P	Possible	Might occur in some circumstances
U	Unlikely	Probably won't occur in most circumstances
R	Rare	Rare that this would ever occur

12.3 RISK CLASSIFICATION MATRIX

LIKELIHOOD		5 CATASTROPHIC	4 MAJOR	3 MODERATE	2 MINOR	1 INSIGNIFICANT
A (Almost Certain)	5	E	E	E	H	H
L (Likely)	4	E	E	H	M	L
P (Possible)	3	H	H	M	M	L
U (Unlikely)	2	H	M	M	L	L
R (Rare)	1	M	L	L	L	L

LEGEND

E - Extreme 10-25
H - High 5- 12
M - Medium 3- 6
L - Low 1- 4

12.4 HIERARCHY CONTROLS – within the mitigation.

Eliminate	Remove the hazard
Substitute	Replace the hazard with less risk e.g. substitute a chemical with one that has less risk
Isolate	Isolate the hazard from the person e.g. put a barricade around the hazard
Engineer	Use engineering means to minimise the risk e.g. use mechanical aids to lift heavy items, change the job process or design
Administration	Minimise the risk using administrative means e.g. train people in procedures, signs, or job rotation
Protective Equipment	Minimise the risk by the person wearing personal protective equipment e.g. high visibility vests, long sleeve clothing, gloves, harnesses

NOTES AND COMMENTS:

The following plan is based on

- The risk to the success of the project,
- opinions within the framework of the ISO 31000,
- the compliance to local authorities,
- knowledge of those involved,
- the length of time of the project,
- the experience of the competitors, officials and management.
- the unknown probabilities

2015 QUIT TARGA WEST - RISK MANAGEMENT PLAN

Event Details

Event Name	2015 Quit Targa West
Event Location	Public roads in the City of Perth, City of Swan, Shire of Mundaring, Shire of Kalamunda, Shire of Toodyay, Shire of Chittering, City of Wanneroo and private roads in Whiteman Park.
Event Description	Tarmac Car rally
Time, date and duration of the event	13 th – 14 th August 2015
Purpose of event and attractions	Motor car rally, tourist attraction
Target audience	Motor car enthusiasts
Estimated total patron attendance	4,000
Patron age details %	18 – 80
Event infrastructure	Professional and amateur drivers, professional and volunteer officials.
Seating plan	Vantage points as per Spectator Guide
Patron health & safety protection	As per the Risk Management Plan
Toilet facilities	As per the Risk Management Plan, land owner and municipality requirements
Prohibited items	Illegal drugs. Alcohol except in approved areas. Unroadworthy vehicles. Weapons (except Police, and certificated & approved security personnel.).

Alcohol Availability

Alcohol will be supplied or sold at the event and a liquor licence is required	Not to the public at event, alcohol will be served at dinners and presentations as per catering requirements
Critical Timelines:-	
Date on site commencement	
Date event approval required	
Hours of operation	
Infrastructure required for “load-in”	
Infrastructure required for “break-down”	

Organisers' Contact Details

Street address	15 Coates Ave, Baldivis, WA 6171
Postal address	15 Coates Ave, Baldivis, WA 6171
Telephone number	08 9523 2214
Mobile phone number	0418 950 022
Email address	admin@targawest.com.au
Details of similar events organised recently	2005 - 2014 Quit Targa West
Contact during the event;- Telephone Mobile	Ross Tapper 0418 950 022

Licensee Details

Licensee name	N/A
Address	
Phone	
Fax	
Contact's name during the event	
Contact's telephone number	

INDEX

1. Access Ways
2. Administration
3. Amenities
4. Competition
5. Confined Spaces
6. Contractual
7. Crowd & Traffic Control
8. Disabled Persons
9. Drugs & Alcohol
10. Electrical
11. Emergency Access & Egress
12. Emergency Response
13. Employees, Officials & Contractors' Health
14. Employees, Officials & Contractors' Safety
15. Environmental Protection
16. Evacuation
17. Facilities & Buildings
18. Financial Factors
19. Fire
20. First Aid & Medical
21. Grandstands and Viewing Platforms
22. Hazardous Substances and Dangerous Goods
23. Heights
24. Insurance
25. Noise
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27. Property Protection
28. Reputation
29. Rides and Entertainment
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33. Storm Water
34. Substance abuse
35. Theft
36. Transportation
37. Vehicles
38. Water & Catering
39. Weather & Environmental Factors

APPENDICES – Available on Request

Other supporting documents (Appendices are attached as required)

- Distribution list
- Traffic Management plans
- Evacuation plans
- Contact list
- Communications plan
- Management/ Command structures – responsibilities and authority
- Training details /Procedures Manual for marshals and staff
- Program of events
- Location plan of Police, first aid points, toilets, bins
- Media plan
- Pre-event briefings notes for staff, drivers, participants and marshals
- Financial Management Plan
- Law Enforcement/Crowd Control Plan
- Liquor Management Plan
- Marketing Plan
- Parking Management Plan
- Public Transport Plan
- Incident recording procedures
- Minutes of previous debrief meetings
- Cancellation/Delay Plan

All competitor related information can be viewed on request.

			Area of Impact		Initial Risk Assessment & Management				Revised assessment	HMA						
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK	LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO	
1	Access Ways	<ul style="list-style-type: none">Access way not clear for spectators or disabled.Corporate catering area access not to standard.Insufficient access for vehicles.Litigation						P	3	M	<ul style="list-style-type: none">Provide suitable access for disabled persons, including the visually impaired, as required, eg. ToiletsEnsure that all official tracks and paths are suitably markedTraffic management plans must be in accordance with AS 1742.3Avoid using star pickets for any temporary fencing as they are known hazardsMonitor spectators to remain within fenced areasStage teams to check access waysLiaise with Local Authorities, Police and security to establish a safe layout of temporary paths and egressFill out incident report as required.	U	2	L	QTW, LGA	Yes
2	Administration	<ul style="list-style-type: none">Poor policies and processesLoss of communicationManagement issues.Litigation						U	3	M	<ul style="list-style-type: none">Research and conform to legislation and CAMS.Provide adequate recording and reporting systems, eg. Incident/Injury Reports.Have alternative facility availableHave back-up systems availableDuplicate required administrative documentation and systems.Radios to be used and mobile phones for back up only.Perform desk-top emergency exercises.Have clear management structure.	R	2	L	QTW, CAMS, KEY STAKEHOLDERS	Yes

			Area of Impact		Initial Risk Assessment & Management				Revised assessment		HMA								
RISK CATEGORY			HAZARD OR LIABILITY		PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK		LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO	
3	Amenities	<ul style="list-style-type: none">• Toilet/s Ablutions insufficient causing aggression and dissatisfaction from spectators.• Illness from dirty toilets• Litigation								U	3	M	<ul style="list-style-type: none">• Toilet and ablutions must be provided in Service and Refuel Parks in accordance with requirements of the local council. This includes disabled access toilets. Thought should be given to “family access” toilets.• Adequate facilities must be provided for the maximum number of people who will attend at any time.• Toilets must to maintained and plenty of consumables available.• Any complaints should be registered.		U	2	L	QTW, LGA HEALTH, CAMS	Yes

			Area of Impact		Initial Risk Assessment & Management				Revised assessment		HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK				LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
4	Competition QTW	<ul style="list-style-type: none">• Injury or death caused by act of god – weather, fauna• Local property damage caused by officials or competitors• Compliance lack of• Damage to vehicles and equipment• Drugs and alcohol abuse by spectators.• Complaints from local residents• Issues with non-compliance with sponsors – smoking.• Poor media coverage due to lack of information distributed• Insufficient publicity dropping spectator numbers.							P	5	H	<ul style="list-style-type: none">• Ensure that all competitors and their teams are appraised of latest motoring rules and regulations.• All competitors to be CAMS affiliated.• Check with BOM for weather conditions.• Ensure insurances cover all aspects of damage.• Damaged vehicles to be removed to safe place outside of event area.• Strong – zero tolerance for drug or alcohol abuse.• All complaints to be handled with compassion. Letters and information to be hand delivered at least 2 weeks prior to the event.• Competitors made aware of sponsors conditions and impact of noncompliance.• Communications tested prior to event and an event hierarchy made clear.• Ambulances and medic staff alert and on standby when stages are run.• All approvals and compliance for local government to be met by organisers.• Media release ready for distribution to media and key stakeholders.• Strong publicity and promotional campaign to be undertaken.• Fill out incident report as required.	P	3	M	CAMS, QTW, WA POLICE, MEDICAL, LGA, DFES	Yes	

			Area of Impact			Initial Risk Assessment & Management			Revised assessment	HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
5	Confined Spaces	<ul style="list-style-type: none">Injury or death caused by vehicle accident.Spectator fall into confirmed space – injury.Litigation						P	4	H	<ul style="list-style-type: none">Identify all hazards relating to confined spacesCommunicate with local authorities to identify any areas that requires securing.Ensure DFES staff are qualified to cut anyone out of a damaged vehicle is necessary.Ensure communications are clear and available at all timesEnsure that all confined space entry procedures are followed.Fill out incident report as required.	U	3	L	QTW, CAMS, LGA, DFES, MEDICAL, WA POLICE	Yes	
6	Contractual	<ul style="list-style-type: none">Financial Loss through breach of sponsorship contractLitigation						P	3	H	<ul style="list-style-type: none">Ensure that the terms of contract are sound and they are communicated to everyone involved.Identify all exposure to risk of contractual breach.Discuss any issues with sponsorIntervene as quickly as possible.	U	3	M	QTW, CAMS, KEY STAKEHOLDERS, SPONSORS	Yes	

		Area of Impact		Initial Risk Assessment & Management				Revised assessment		HMA								
RISK CATEGORY		HAZARD OR LIABILITY		PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK		LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO	
7	Crowd and Traffic Control	<ul style="list-style-type: none">Lack of crowd control at spectator areas incidents of crushing.Traffic control inadequate causing confusion for competitors and possible danger for officials and spectators.Traffic control not in place early enough, local vehicle slips through the event area.Protesters causing delays to Event.								P	4	H	<ul style="list-style-type: none">Identify times and/or locations where crowds are likely to form, eg. Service Parks, Start/Finish, corners, etc.Suitable barriers must be provided where practicable. Filling barriers with water must be controlled / supervisedCrowds must be set back at a safe distance where they congregate in private properties and at viewing vantage pointsCrowd behaviour must be constantly supervised to ensure safe passage of competition and official vehicles.Security and officials must ensure that private vehicles may not enter into competition areasTraffic management plans must be in accordance with AS 1742.3Traffic and crowd management must not be in place earlier than 30 days prior to the event, and must be removed immediately following the event.Liaise with security, police and local government.Be prepared to stop the event where any person endangers any competitor.Communications via radio should be available to key officials.Officials to be aware of the possibility of protestors and public nuisances.Course cars to check all signage prior to competitors starting stages.Officials to monitor crowd density and prevent crushing.Fill out incident report as required.	U	3	M	QTW, SECURITY, WA POLICE, TRAFFIC MANAGEMENT, LGA	Yes

			Area of Impact			Initial Risk Assessment & Management			Revised assessment	HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKLEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKLEHOOD	SEVERITY	RISK RATING	COMPLETED YES/NO
8	Disabled Persons	<ul style="list-style-type: none">Lack of accessibilityNo specific spectator area for disadvantaged personsPolicy for additional assistance for disabled entrants.No amenities for disabled persons.Officials not trained to assist disabled.No ACROD parking in designated parking areas.Litigation							P	2	M	<ul style="list-style-type: none">Communicate with local authority in relation to facilities for elderly and disadvantaged.Ensure that any road or path which may be used by disabled persons is suitableCordon off areas that are not suitable for access by disabled persons, eg. Rough tracksEnsure that there are disabled persons toilets, etc.Ensure that there are suitable access paths to all food drink and food vending facilitiesEnsure that staff are adequately trained on how to look after disabled persons needsEnsure disabled persons can be seen to purchase food from food vans.Important to have disabled toilets available.Fill out incident report as required.	U	2	L	QTW, DISABILITY SERVICES, LGA	Yes

			Area of Impact		Initial Risk Assessment & Management					Revised assessment		HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK					LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
9	Drugs & Alcohol & Smoking	<ul style="list-style-type: none">Abuse of alcohol or drugs causing accident and delays to event.Areas for hospitality not having liquor license so no liquor being served causing disappointment for guests.Injury or damage – caused by stupidity.Damage to reputation caused by unruly spectatorsNo compliance of major point of sponsor’s requirements – loss of sponsor.Fire caused by cigarette buttsLitigation							P	4	H	<ul style="list-style-type: none">Provide staff with training (RSA) on how to recognise and manage people under the influence of alcoholLiaise with security and Police to provide a system to control and remove offenders without risk to spectatorsEject affected persons from the event areaEnsure that people with adjoining properties are aware of risks in motor sports.Zero tolerance to alcohol that spectators may bring on siteProvide adequate first aid.Signage to be placed in prominent areas – No smoking.Competitors to be advised or zero tolerance to drugs, alcohol and smoking. Random testing.Any delays to be forwarded to all key stake holders through alerts.Use a reputable catering company which holds its own liquor license.Officials to be aware of spectators and report any incidents.Team leaders to report any officials who are suspect.Fire teams to be aware of spectator areas at all times.Fill out incident report as required.	U	3	M	QTW, CAMS, WA POLICE, MEDICAL, LGA, SPONSORS	Yes		

			Area of Impact		Initial Risk Assessment & Management					Revised assessment		HMA					
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
10	Electrical	<ul style="list-style-type: none">Injury through electrical shock.Electrical fire causing grass fire, damage to propertyProperty damageElectrics fail causing issues with systems including timing.						U	4	M	<ul style="list-style-type: none">Ensure that only suitably qualified persons perform work on any electrical installation or equipment.Certification of compliance (Form 5, Health (Public Buildings) Regulations 1992) is required by an electrical contractor.All electrical equipment and extension cords should be tagged.Generators must be away from public interference.Fill out incident report as required.	U	2	L	QTW, LGA, LICENSED ELECTRICIAN	Yes	
11	Emergency Access & Egress	<ul style="list-style-type: none">Injury/ death to Officials/ spectators due to insufficient evacuation training.Lack of local area knowledge.Evacuation areas not clearedLocal flooding cutting off egress.Fire cutting off egress.Litigation						P	5	H	<ul style="list-style-type: none">Discuss and/or notify evacuation methods with Local Authorities, Police, Fire, Ambulance and SESContact with BOM for updated weather conditions.Survey of areas to ensure adequate egress in an emergency.Ensure clear communications between event area, clerk of course and ambulance.Carry out desk-top audits and evacuation exercises. Event experience will suffice.Provide adequate numbers of trained staffFill out incident report as required.	U	3	M	QTW, LGA, SES, MEDICAL, WA POLICE, DFES	Yes	

			Area of Impact		Initial Risk Assessment & Management					Revised assessment		HMA					
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
12	Emergency Response	<ul style="list-style-type: none">Lack of emergency management planDelay of police and respondents to emergency.Property & Equipment damage during evacuationLitigation						P	4	H	<ul style="list-style-type: none">Identify possible risksConduct simulated emergency exercises and review resultsProvide suitable equipmentEnsure sufficient personnelProvide adequate trainingCommunications to be clear and concise.All stage commanders to have emergency contact list but to also know the correct protocol in an emergency.No official to comment to the media.Fill out incident report as required.	U	3	M	QTW, CAMS (INSURANCE) LGA	Yes	
13	Employees, officials & Contractors' Health	<ul style="list-style-type: none">Inadequate facilities/amenities of OfficialsInappropriate food serving practicesBee stings, snake bite, insect bits and no first aid.Allergies causing emergencyBush fire in area no notificationFlooding in area no notification						P	3	M	<ul style="list-style-type: none">Comply with appropriate legislation, Guidelines and Codes of PracticeCheck with local government for issues in event area.Ensure adequate trainingImplement communications systems and access to First AidImplement inspection and audit systemsAppropriate clothing, hatsExtinguishers in all carsClear communications to baseKeep note of any irregularities or allergies of officialsFill out incident report as required.	U	2	L	QTW, MEDICAL, INSURANCE	Yes	

			Area of Impact		Initial Risk Assessment & Management				Revised assessment		HMA							
RISK CATEGORY			HAZARD OR LIABILITY		PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK		LIKIEHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
14	Employee & Contractors' Safety	<ul style="list-style-type: none">Illness & Injuries to personnelLitigationOfficials not adhering to plans and directions from management causing accident and injury.Insufficient PPE causing official to not be easily seen.Contractors still on site after event commences causing traffic hazard.No insurances and contractor injured.Serious weather warning not relayed to team.								P	3	M	<ul style="list-style-type: none">Provide safe systems of workProvide adequate policies and procedures and clear timelinesSupply uniform and high visibility work wear.Comply with legislation and Codes of PracticeCarry out hazard inspections and manage risksEnsure adequate trainingImplement clear communications systems.Ensure Ambulance has direct communication to Clerk of CourseImplement inspection and audit systems through course cars.Fill out incident report as required.	R	2	L	QTW, OSH MANAGER, MEDICAL, INSURANCE.	Yes

			Area of Impact		Initial Risk Assessment & Management					Revised assessment		HMA												
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK					LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO					
15	Environmental Protection	<ul style="list-style-type: none">• Pollution and contamination of the water table, land and air• Disposal of wastes and rubbish• Disturbed fauna									<ul style="list-style-type: none">• Provide spill containment collection kits• Provide disposal system/s• Provide storage for contaminated wastes• Provide adequate bunding• Ensure adequate separation for chemicals• Provide adequate procedures• Ensure that all procedures are posted in appropriate area• Ensure that there are adequate litter bins with lids all stages and in high population areas• Train all personnel in chemical storage requirements, spill and emission containment and collection• Ensure an adequate system of emptying and disposal of wastes• Ensure that if environment is damaged, the area is rehabilitated as soon as possible with plants that are native to the area• Carry out a post event clean-up• Liaise with relevant authorities• Replace any disturbed areas.• Fill out incident report as required.												QTW, LGA, DFES, DEPT LAND MANAGEMENT	Yes

			Area of Impact					Initial Risk Assessment & Management				Revised assessment	HMA												
RISK CATEGORY			HAZARD OR LIABILITY					PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK				LIKIEHOOD	SEVERITY	RISK RATING			COMPLETED YES / NO
16	Evacuation	<ul style="list-style-type: none">Injury to Officials/spectatorsFatal to Officials/spectatorsArea blocked unable to evacuateLitigation							P	4	H	<ul style="list-style-type: none">Ensure that adequate rescue, medical and first aid facilities are availableDiscuss evacuation methods with Local Authorities, Police, Fire, Ambulance and and leading OfficialsCarry out desk-top audits and evacuation exercises during trainingProvide adequate numbers of trained staffFill out incident report as required.	U	3	M	WA POLICE, QTW, DFES, MEDICAL, LGA, SES		Yes							

			Area of Impact		Initial Risk Assessment & Management				Revised assessment		HMA								
RISK CATEGORY			HAZARD OR LIABILITY		PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK		LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO	
17	Facilities & Buildings	<ul style="list-style-type: none">No approvals granted for use or temporary buildings.Property damage from contractors erecting temporary facilities.Marquee not secured sufficiently – blows down causing injury.Temporary toilets not to standard or clean.Insufficient toilets for drivers, officials and spectators.No extinguishers in temporary structures caterers have fire hazard.Litigation								P	4	H	<ul style="list-style-type: none">Ensure that all tents and other temporary structures comply with any standards and are properly anchored.Ensure that all buildings are used for appropriate purposes.Ensure that adequate numbers of suitable fire-fighting appliances are providedEnsure that egress ways and escapes are kept clear for use at all timesEnsure that all electrical power, gas lines and water pipes are installed and maintained according to legislationWhere any structure is used outside of normal daylight hours temporary emergency lighting must be providedSufficient toilets to be ordered for the event. Toilets to be checked for cleanliness, hired from reputable company.All local government approval conditions to be adhered to.Contractors suppling temporary structures to be responsible for any damage to the environment and surrounds they cause.Fill out incident report as required.	U	3	M	QTW, LGA HEALTH LGA APPROVALS , INSURANCE, DFES		Yes

			Area of Impact				Initial Risk Assessment & Management				Revised assessment		HMA											
RISK CATEGORY			HAZARD OR LIABILITY				PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK				LIKIEHOOD	SEVERITY	RISK RATING			COMPLETED YES/NO
18	Financial Factors	<ul style="list-style-type: none">Financial loss through breach of contractInsufficient competitors for a viable event.Error in quotation for servicesLitigation										P	3	H	<ul style="list-style-type: none">Identify all possible exposure to loss'Ensure that the terms of contracts are clear and concise.Ensure sufficient insuranceEnsure sufficient financial reservesConsider viability of event and exposure to owners.Check all accounts and tenders.Fill out incident report as required.		U	3	M	QTW, INSURANCE, AUDITORS		Yes		

		Area of Impact					Initial Risk Assessment & Management			Revised assessment		HMA								
RISK CATEGORY		HAZARD OR LIABILITY					PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK	LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO	
19	Fire	<ul style="list-style-type: none">• Injury/ death due to vehicle incident causing fire and subsequent injury /death to spectator/official/driver.• Fire caused by firebug.• Fire caused by spectators• Property damage both vehicle and surrounding areas.• Damage to fauna and flora• Stock damage due to fire entrapment.• Litigation• Fire spreading due to insufficient fire crews.										P	5	H	<ul style="list-style-type: none">• Consultations with DFES.• Check BOM in case of lightening• Organise fire crews for all stages.• Consultations with local government and police.• Ensure adequate training of Officials is undertaken and they understand the protocols in relation to fire prevention and containment.• Ensure course cars are looking out for any hazardous behaviour from spectators or suspicious persons.• Carry out identification of potential fire risks and evolve management plans, consulting with local councils.• Liaison with Western Power and if necessary undertaken pole protection with suitable barriers.• Perform event fire hazard patrols/inspections• Provide suitable fire suppression equipment in all major areas and in all vehicles.• Provide suitable trained personnel• Ensure Ambulance and paramedics have clear communication to Clerk of Course and Stage directors at all times.• Advise local hospital of event.• Ensure all egress is clear and accessible.• Fill out incident report as required.	U	4	M	DFES, WA POLICE, MEDICAL, QTW, LGA, WESTERN POWER	Yes
Confidential document														29						

			Area of Impact		Initial Risk Assessment & Management						Revised assessment		HMA											
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK						LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO				
20	First Aid & Medical	<ul style="list-style-type: none">Incident due to insect/reptile bite and no first aid.Lack of adequate trained first aid personnel or ambulances at the event.Insufficient health information relating to entrants and officials.Lack of communication causing confusion and loss of time to incident/illness.							P	4	H	<ul style="list-style-type: none">Consultations with the first aid and Ambulance provider. Check their polices, insurances and evacuation plans coincide with the event plansProvide suitable numbers of personnel with Senior First Aid.Provide first aid equipment in suitable locations.Provide event mobile First Aider patrolsProvide suitable ambulance facilitiesFirst aid kits in all cars.Event organiser to be aware of any allergies or illness in officials/driversIn an incident the event does not proceed until it is safe to do so.Fill out incident report as required.		U	4	M	MEDICAL, QTW,		Yes					
21	Grandstands and Viewing Platforms	<ul style="list-style-type: none">Death or injuryProperty damageLitigation										<ul style="list-style-type: none">Ensure that all stands are fabricated by suitably accredited and experienced personnelEnsure that regular and pre-use inspections are carried out and record												
																		DOES NOT APPLY TO THIS EVENT.						
												<ul style="list-style-type: none">Ensure that open sections are covered to prevent falls or objects droppingEnsure that there are no electrical leads running between and steel sections. NB any leads must be suspended												

			Area of Impact		Initial Risk Assessment & Management				Revised assessment		HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK				LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES/NO
22	Hazardous Substances & Dangerous Goods	<ul style="list-style-type: none">• Injury and death caused by contact to hazardous substance• Fire causing industry• Explosion caused by incorrect storage.• Corrosive burns – contact with hazardous substance.• Property damage from associated fire.• Litigation• Environmental pollution from airborne pollutants.							P	4	H	<ul style="list-style-type: none">• Material Safety Data Sheets must be obtained for all dangerous goods• Dangerous goods must be decanted in the approved manner• Appropriate fire protection must be provided in refuelling area.• Dangerous goods must be stored in approved labelled containers.• Appropriate personal protective equipment must be used when handling dangerous goods• Appropriate bunding must be provided• Minimise risk of fire through contact to any ignition source including static discharge• Only designated officials trained in the proper use, storage, spill control/ handling of fuels.• Suitable spill containment and collection kits must be provided in areas where dangerous goods are used• Ambulance paramedics to be aware if there are any hazardous substances.• Contact local authorities and check the area for any industry that may use hazardous substances.• Fill out incident report as required.	U	3	M	QTW, DFES, DEPT LAND MANAGEMENT, LGA	Yes	

			Area of Impact		Initial Risk Assessment & Management					Revised assessment	HMA				
RISK CATEGORY	HAZARD OR LIABILITY		PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK	LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
23	Heights	<ul style="list-style-type: none">Injury or deathProperty damageLitigation									<ul style="list-style-type: none">Identify all hazards relating to working at heights				
		NOT APPLICABLE TO THIS EVENT													
								C	4	R	<ul style="list-style-type: none">Procedure"Ensure that any persons who are required to work at heights are properly trained and equipped to do soEnsure that all working at heights procedures are followed	D	3	M R	Yes
24	Insurance	<ul style="list-style-type: none">Inadequate coverage causing exposure to owners of event.Lapsed policies by CAMSProviders not coveredInadequate Workers Compensation and insurances for contractors.Inadequate insurance for financial arrangements, breach of contract, property, plant, equipment and plant						P	3	M	<ul style="list-style-type: none">Obtain copies of required insurances / cover notes from all contractors.Supply QTW insurances to all local authorities and sponsors.Workers compensation coverage is in orderEnsure that all officials are covered under the QTW/CAMS insurance	R	2	L	Yes

			Area of Impact					Initial Risk Assessment & Management			Revised assessment	HMA					
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKLEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKLEHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
25	Noise	<ul style="list-style-type: none">Excessive noise causing irritation to people in the vicinity but not involved in the event.Conflicting noises, music causing disjointed harmony in the area.Vehicle noise causing annoyance.Noise frightening livestock and wild life in the area.							P	2	M	<ul style="list-style-type: none">Identify all sources of excessive noise and deflect speakers from area of complaint.Work within normal noise standards.Work with announcers and music to schedule both effects to advantage.Communicate with the community re. noise over a short time frame and listen to suggestions / concerns.Manage complaints in a timely mannerDesign and use a “Complaints Form” and keep as a record and report complaints back to local authority for their records.Fill out incident report as required.	U	2	L	LGA, QTW,	Yes

			Area of Impact			Initial Risk Assessment & Management			Revised assessment		HMA						
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
26	Plant & Equipment	<ul style="list-style-type: none">Operator not licensed and loses control of equipment causing injury to self/ others.Damage to equipment, insufficient insurance to cost repair.Equipment malfunctions causing delay to event.VMB loses power and causes issues with directional signage and other messages relating to road safety.Loss of time affecting event results.Litigation						P	3	M	<ul style="list-style-type: none">Ensure that all plant and equipment conforms to relevant regulations and codes of practiceConduct inspections record results .Check operator/suppliers licenses and insurances.If required request training for staff. Report any faults as appropriate.Check fuel levels before starting.Liaise with appropriate authoritiesCheck all VMB prior to the start of each stage.Ensure right equipment is used.Ensure everyone has emergency contactsFill out incident report as required	U	2	L	QTW, INSURANCE, MEDICAL	Yes	

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RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKIEHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
27	Property Protection	<ul style="list-style-type: none">Damage to competitors vehicles - cars not fitted with appropriate safety gearDamage to fencing by rally carOfficials personal property stolen.Damage to vehicles and traffic lighting (City Stage).Contractor's equipment damaged.Contractor's equipment stolen.							P	3	M	<ul style="list-style-type: none">Barriers/guarding must be provided to all public utility equipment, including gauges, turn-cocks, pipe-work, traffic lightsPersonnel must be made available to investigate and resolve complaintsInspections before and after the eventProperty and personal security must be maintained where any damage occursCompetition vehicles to be fitted with recommended seat belts and roll cages.Adequate provision for locking away official's personal gear to be made.Ensure sufficient insurance coverage.Where necessary have security personnel.Fill out incident report as required.	U	2	L	QTW, LGA, INSURANCE, SECURITY	Yes
28	Reputation	<ul style="list-style-type: none">Lack of compliance to sponsors policy.Poorly run event.Damage or loss to reputation caused by inappropriate behaviour connected to event.							P	4	H	<ul style="list-style-type: none">Ensure contractual obligations are fulfilled.Record any breachesOfficials to be stop any inappropriate behaviour that could cause loss of reputation.Ensure all officials and staff are competent.Fill out incident report as required.	U	3	M	QTW, CAMS	Yes

			Area of Impact		Initial Risk Assessment & Management						Revised assessment		HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK				LIKIEHOOD	SEVERITY	RISK RATING			COMPLETED YES / NO
29	Rides & Entertainment	<ul style="list-style-type: none">• Injury and death• Damage to equipment• Loss of income									<ul style="list-style-type: none">• Ensure that all rides conform• Conduct pre-start inspections and record results									
		NOT APPLICABLE TO THIS EVENT																		
											<ul style="list-style-type: none">• Casual & full time staff training and record results• Report any faults to WorkSafe, and as appropriate• Liaise with the appropriate authorities.									
30	Sewerage	<ul style="list-style-type: none">• Contamination and pollution of the environment by chemical toilet spill• Infection from unclean toilets due to cleanliness• Leakage from public toilet belonging to local authority or private citizen.• Litigation							P	3	M	<ul style="list-style-type: none">• Provide adequate numbers of toilets with washing facilities• Conduct regular inspections and record results.• Empty regularly or as required• Clean and disinfect regularly as required• Use unisex toilets to assist with demand.• Any no rally related spills or sewerage leakage to be reported immediately to the local authorities.• Fill out incident report as required.	U		2	L	QTW, LGA HEALTH DEPT LAND MANAGEMENT		Yes	

			Area of Impact		Initial Risk Assessment & Management					Revised assessment		HMA							
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING			COMPLETED YES / NO
31	Stock and wildlife	<ul style="list-style-type: none">Injured stock and wildlife caused broken fences and collision with rally car.Injury to competitors/officials due to stock or wildlife on the road.							P	3	M	<ul style="list-style-type: none">Have contact for local authority rangerRemove / dispose of animal humanely and quicklyLiaise with authorities in relation to condition of fences in the area of the rally.Make temporary repairs if necessary.Fill out incident report for local authoritiesHave ambulance and paramedics on alert during rally.Fill out incident report as required.	U	2	L	QTW, LGA RANGERS, VET, MEDICAL		Yes	
32	Storage Unit	<ul style="list-style-type: none">Person accidentally locked inside container.Injury to hands caught in container door.							U	4	M	<ul style="list-style-type: none">Ensure that there are safeguards or systems in place to negate any chance of persons being trapped in any stores areas.Ensure that all storages comply with appropriate legislationUse care when opening and closing doors to storage.Fill out incident report as required.	U	2	L	QTW, LGA, DFES		Yes	
33	Storm Water	<ul style="list-style-type: none">Flood/water damage causing delays and/or cancellation.Stranded spectators							P	3	M	<ul style="list-style-type: none">Liaise with local authoritiesProvide for stand-by pumps and temporary disposal/storage capacityCommunicate delays or event cancellations via Alert.Fill out incident report as required.	P	2	L	QTW, CAMS, LGA, DFES		Yes	

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RISK CATEGORY			HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
34	Substance abuse	<ul style="list-style-type: none">Out of control, irrational persons due to illness or substance abuse running on to road.Needle stick Injury to officials or public.Illness and Injury caused by substance abuse							P	4	H	<ul style="list-style-type: none">Provide Bio-waste “Sharps” containers (in toilets and first aid stations)Contain abuse to small area, call police.Provide “Chill Room” recovery areaProvide first aid if necessary.Train staff on how to recognise and deal with substance abuse. Treat person with respect if mental illness suspected.Liaise with authoritiesFill out incident report as required.	U	4	M	WA POLICE, QTW, CAMS MEDICAL	Yes	
35	Theft/ interference of rally cars	<ul style="list-style-type: none">Theft of equipment from siteEvidence of pickpockets in crowd of spectators.Vandalism or malicious damage to rally cars.Litigation							P	3	M	<ul style="list-style-type: none">Identify, monitor and assess the risksProvide adequate security staff.Apprehend culprit and call police to report theftProvide observers at event to assist with crowd control.Check insurance coverage.Security for Rally cars in parc ferme.Advise competitors are responsible for vehicles during the event.Liaise with the appropriate authoritiesFill out incident report as required.	U	2	L	WA POLICE, INSURANCE, CAMS, QTW, COMPETITORS	Yes	

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RISK CATEGORY			HAZARD OR LIABILITY		PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING			COMPLETED YES / NO
36	Transportation	<ul style="list-style-type: none">Vehicle transporter operator not experienced drops rally car.No insuranceDeliveries to site late due to insufficient maps and location details, causing delays to event.								9	3	M	<ul style="list-style-type: none">Reputable operator and company to be used, responsibility for any vehicle movement onus on the owner of the vehicle.Check carrier has suitable insurance.All deliveries to be appropriately guided and if necessary given maps to direct them.		U	2	L	QTW, BUS COMPANY			
	Public transportation	<ul style="list-style-type: none">Public stranded on country stage.Public transport breaks down or gets lost causing inconvenience and spectators missing next stage.											<ul style="list-style-type: none">Stage commander to ensure no one from the public is stranded on country stages giving direction to public transportation if necessary.Use reputable company.Fill out incident report as required.								

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RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKIEHOOD	SEVERITY	RISK RATING	COMPLETED YES / NO
37	Vehicles - Competitors Officials	<ul style="list-style-type: none">Traffic accident, rollover causing delays to event stage – injury to competitor.Damage to hire vehicle due to inexperienced official driver.Insufficient insurances covering accidents.Vehicle breakdowns delays to event stages.Litigation							P	4	H	<ul style="list-style-type: none">Ensure that all vehicles conform to regulations and standardsConduct pre-start inspections and record results on hire vehicles.Have policy and procedures on rescue for competitors and officials.All drivers to have CAMS affiliation.All drivers to qualify for the event.Ambulances on standby with coms.Check all drivers insurances, QTW insurance.Hire additional Officials vehicles from reputable company with good safety record.Good communications to alert everyone involved to any danger.Media alert in place.Fill out incident report as required.	P	2	M	CAMS, QTW, MEDICAL, DFES, WA POLICE, MEDIA, TOW TRUCK, LGA	Yes
38	Water & Catering	<ul style="list-style-type: none">No approvals for casual cateringContamination causing food poisoning.Contaminated water							P	3	M	<ul style="list-style-type: none">Ensure that health regulations are complied with.Liaise with authoritiesEnsure safe disposal of wastesComply with Health Inspection.Provide for control of insects as requiredProvide first aid/rest areasHave private toilet for caterers.Only use reputable caterers.Ensure there is hot running waterOnly use clean bottled water.Fill out incident report as required.	U	2	L	QTW, LGA APPROVALS, LGA HEALTH, MEDICAL	Yes

			Area of Impact					Initial Risk Assessment & Management			Revised assessment	HMA						
RISK CATEGORY		HAZARD OR LIABILITY	PUBLIC	COMMUNITY	ENVIRON	LGA	ORGANISERS	LIKELIHOOD	SEVERITY	RISK RATING	MANAGEMENT OF THE RISK			LIKELIHOOD	SEVERITY	RISK RATING	COMPLETED YES/NO	
39	Weather & Environmental Factors	<ul style="list-style-type: none">• Illness due to exposure• Delays to event due to fallen trees and debris on road from storm.• Local flooding stranding spectators and competitors.• Lightning strikes causing fire• Cancellation of event due to inclement weather and poor visibility.• Damage to equipment, property and plant caused by poor weather.• Damage to Local Authority reserves as a result of rains.						L	3	H	<ul style="list-style-type: none">• Consult all available resources, eg. Bureau of Metrology, to forecast weather conditions• Provide adequate shade or shelter to suit conditions for officials.• Provide adequate supplies of potable water.• All new officials to have training prior to going to event stage, training to include verbal risk analysis to alert official of what to expect during a live stage.• Acceptable clothing and foot wear mandatory.• Course cars to check all roads and surrounds prior to event.• Provide adequate first aid facilities• Provide suitable numbers of adequately trained first aid staff• Ensure reporting and recording of injuries on incident report forms.• Clerk of course to call any cancellations after consultation with competitors and other management.• Delays to be recorded and affects to be discussed at competitor briefings.• All officials to be advised of any changes through alerts.• All consideration given to spectators, tow trucks or equipment to assist anyone bogged available in the areas of flooding.• Fill out incident report as required.			P	3	M	QTW, CAMS, BOM, DFES, WA POLICE, LGA	Yes

NOTES:

Risk Management Severity Matrix

		Area of Impact					Initial Risk Assessment & Management			Final Risk Assessment		
	RISK CATEGORY	PUBLIC	LOCAL COMMUNITY ENVIRONMENT	LOAL GOVT.	ORGANISERS	LIKIEHOOD	SEVERITY	RISK RATING	LIKIEHOOD	SEVERITY	RISK RATING	
4	Competition - QTW					P	5	H	P/R	3	M	
5	Confined spaces					P	4	H	U	3	M	
6	Contractual					P	4	H	U	3	M	
7	Crowd & Traffic Control					P	4	H	U	3	M	
9	Drugs & Alcohol & Smoking					P	4	H	U	3	M	
11	Emergency Access & Egress					P	5	H	U	2	M	
12	Emergency Response					P	4	H	U	3	M	
16	Evacuation					P	4	H	U	3	M	
17	Facilities & Buildings					P	4	H	U	3	M	
18	Financial factors					P	4	H	U	3	M	
19	Fire					P	5	H	U	4	M	
20	First Aid & Medical					P	4	H	U	3	M	
22	Hazardous Substances & Dangerous Goods					P	4	H	U	3	M	
28	Reputation					P	4	H	U	3	M	
34	Substance Abuse					P	4	H	U	3	M	
37	Vehicles – competitors/officials					P	4	H	P	2	M	
39	Weather					L	3	H	P	2	M	
1	Access					P	3	M	U	2	L	
2	Administration					U	3	M	R	2	L	
3	Amenities					U	3	M	U	2	L	
8	Disabled persons					P	2	M	U	2	L	
10	Electrical					U	4	M	U	2	L	
13	Employees, officials & Contractors Health					P	3	M	U	2	L	
14	Employees & Contractors Safety					P	3	M	U	2	L	
15	Environmental Protection					U	3	M	U	2	L	
24	Insurance					P	3	M	R	2	L	
25	Noise					P	2	M	U	2	L	
26	Plant & Equipment					U	4	M	U	2	L	
27	Property Protection					P	3	M	U	2	L	
35	Theft/Interference to rally cars					P	3	M	U	2	L	
36	Transportation – rally/public					P	3	M	U	2	L	
38	Water & Catering					P	3	M	U	2	L	

References

- Occupational Safety & Health Act
- Occupational Health and Safety Regulations
- Australian Dangerous Goods Code
- Local Government Act
- Workers Compensation & Injury Management Act
- Environment Protection Act
- Environmental Protection (Noise) Regulations
- Road Traffic Act
- Civil Liability Act
- AS 1742.3 Traffic Management
- Conservation & Land Management Act
- Equal Opportunity Act
- Health Act - Part VIII Food & Related Matters
- Health (Food Hygiene) Regulations
- Health (Public Buildings) Regulations
- Health (Adoption of Food Standards Code) Regulations
- National Code for Food Vending Vehicles and Temporary Food Premises
- Australia New Zealand Food Standards Code
- Land Drainage Act
- Liquor Licensing Act
- Main Roads Act
- Poisons Act
- Pollution of Waters by Oil and Noxious Solutions Act
- Explosives & Dangerous Goods Act
- Water & Rivers Commission Act
- Water Corporation Act

Submittor	Submission comments	Applicant response comments	Officer comments
Main Roads WA	MRWA has determined from the information provided that the proposed event will not have an adverse impact on the MRWA network and therefore advises no objection to the proposal.	Noted	Noted.
Confederation of Australian Motor Sport	This letter is to confirm that Targa West Pty Ltd is affiliated with the Confederation of Australian Motor Sport (CAMS) and is in the process of submitting the required paperwork to receive a permit (815/1608/01) for the event.	Noted	The Applicant has been required to supply confirmation that this is a CAMS accredited/approved event.
	CAMS is the National Sporting Authority (ASN) for motor sport in Australia delegated this responsibility by the Federation Internationale de l'Automobile (FIA). CAMS membership base is approximately 20,000 members and 450 clubs participating in motorsport within Australia.	Noted	Noted.
	CAMS supports the submission for the 2015 Targa West Rally event to be held in Maryville Downs Estate, Lower Chittering on Saturday, 15 August 2015 as well as the ongoing conduct of this event over a five year period.	Noted	Support noted.
Department of Health	The DOH provides the following comment in relation to specific issues:		
	1. Anticipated Numbers - Management and arrangements should be designed to accommodate the maximum number on site at any one time. This includes public attendees, staff, volunteers, stall holders, service and ancillary workers.	Noted	Noted. The Applicant has indicated an approximate number to be 1500 persons, with most being spectators on private property, and approximately 30 marshalls (including volunteers) as part of this stage. The Applicant advised portable toilets will be located at the start point.
	Consideration and planning is to be given regarding contingencies in the event of cancellation of the event, emergency vehicle access and egress and the timely evacuation of patrons in the case of on-site emergencies.	The event Safety Plan contains details of evacuation routes and location of emergency vehicles etc.	Noted. The Applicant has a Safety Plan for the event, which is also noted in the Risk Management Plan. It is considered these plans are satisfactory.
	2. Food Act Requirements - All food and beverage related arrangements to comply with the provisions of the Food Act 2008 and related codes, regulations and guidelines.	Noted	Noted. The Applicant has not proposed any food vendors for the Maryville Downs stage.
	3. Disaster Planning - The following issues are to be clarified and properly planned for:		
	Evacuation and protection from bushfires/smoke from adjacent areas.	The time of year make the likelihood of a bushfire negligible. The event has fire appliances to extinguish any vehicle fires. The Safety Plan contains details of Evacuation Routes.	Noted. The Applicant has acknowledged fire as a risk in the Risk Management Plan. The Safety/Evacuation Plan addresses this concern.
	A medical plan should be prepared as part of this submission so that everyone may be aware of the potential health impact from a high risk event.	The event provides a Safety Plan outlining a Medical Plan, which includes an Doctor & Paramedic with world stand First Intervention Medical supplies; Ambulance; Rescue Team with latest and best extraction equipment; helicopter on standby	Noted as per Safety Plan.
	The event organisers should provide the following documents for your proposal: Risk Management Plan, Traffic Management Plan, Medical Plan including first aid treatment options and Emergency Management Plan.	All will be provided before the event.	Noted. The Applicant has provided a Safety Plan (including emergency), Risk Management Plan and Traffic Management Plan. Compliance of these plans is recommended as a condition of approval.
	4. Event Debrief - The event organisers should be required to arrange an event de-brief as part of the approval conditions. The event debrief should be hosted and the agenda set by the Shire of Chittering to ensure that all critical issues are identified and addressed.	As we have done in the past following our event we are willing to support any debrief process the Shire requires.	Noted. De-briefing was conducted for the 2014 event and is recommended as a condition of approval.
Public A	Yes we are fine with Targa West Rally.	Noted	Support noted.

Public B	A definite no. we have enough trouble with hoons as it is. Don't need to make it legal.	There has been no evidence that the level of hoon behaviour increases due to Targa West. We are totally opposed to any hoon behaviour. The Police have not notified Targa West of any hoon behaviour in the area after the event.	Objection noted. This is an organised event, 'hooning' is not subject to this application.
	Should be held on a proper racetrack. Not our backyard.	It should be noted that Tarmac Rallying is not a race, in that the cars do not travel over the same piece of road door handle to door handle. They are released at 30 second intervals in a 'seeded' order i.e. cars of similar speed are sent off 30 seconds apart to minimise the risk of overtaking. This is significantly different to motorsport events where a racetrack is appropriate.	Noted.
Public C	I write to support the Targa West Rally.	Noted	Support noted.
	I was a Safety Officer for the 2005-2009 in the Muchea and Maryville Downs sections of the Rally.	Noted	Noted.
Public D	Please be advised that I oppose the Targa West rally as it is currently proposed for the following reasons.		Objection noted.
	The risk management plan is grossly inadequate, it does not take into account conditions unique to Maryville Downs, it does not take into consideration the safety of spectators, non participating bystanders or unsupervised children, it does not adequately provide education for residents enabling us to make informed decisions regarding support for the event or personal safety during the event. The organisers in the past have failed to put in place effective protection barriers in accident prone areas. They refuse to put in place physical demarcation markings in dangerous locations along the route.	The Risk Management Plan is written to Australian Standards and meets the requirements of the LGIS. A mail drop to every house that Targa West goes past is undertaken which provides additional information on road closure times, contact details as well as Safety Guidelines for residents and spectators.	The Risk Management Plan has been prepared in accordance with the Australian Standards and assessment undertaken by LGIS. It is considered that this Plan suffices in accordance with the required standards.
	Over the years I have been raising concerns with council for the real potential for serious injury to spectators during these events. The recent child fatality and serious injuries to 2 others brings the reality of such catastrophic event closer to home, it should be sending a message to councillors that they have a responsibility to ensure they leave no stone unturned when it comes to the well being of residents during one of these events. As I have also mentioned before if the same unsafe condition existed in the workplace or at a commercial venue then the people responsible would be ordered to make safe or cease activities. Do we have to become grieving society for the sake of a private enterprise venture making an easy profit at the expense of our safety and the safety of our children? Please stop this event from happening until effective safety procedures have been put in place. Thank you for your consideration.	The tragic accident at Donnelly occurred at a gravel event under significantly different conditions to those at Targa West, including but not limited to road surface, driving style, car configuration and is a very different style of event to Targa Rallying. Even so, we continue to evaluate our safety procedures in particularly surrounding spectators and residents.	Noted concern of injury/death. The risk of the event has been assessed in accordance with relevant safety to risk plans. Unfortunately there is always an element of risk with all events and it is up to the event organisers to undertake risk assessment and put as many measures in place to reduce any possible risk. It is considered that Targa West has done this to a satisfactory standard.
Public E	Yes to Targa West Rally in Merryville Downs Estate for, not only the next five years, but make it for perpetuity.	Noted	Support noted.
	And save us all the surveys and expensive letters and documentations and time every year for the same issue and try and keep our rates as low as possible.	Noted	Noted.
Public F	Go ahead, you will anyway.	Noted	Noted.
Public G	Map showing proposed route of the rally and the proposed siting of toilets. No spectator vantage points visible, no emergency services points visible, no emergency contact numbers printed on the map, no safety barriers indicated. Do the organisers plan on distributing a more detailed map closer to the event if approved. If not, this contribution is very amateurish and whoever approved its distribution needs to take a long hard look at that decision.	Yes. The map provided simply highlights the proposed route. Additional maps are available in the Safety Plan that includes specific information relating to road closure times, spectator points, SOS and Control locations. In addition there is an internal document that highlights every road junction or gate that requires tagging on the competition route that is used by course cars prior to commencing the competition	Noted. As the Applicant has highlighted, affected landowners will be supplied with the information/detail in any other way people can obtain this information such as the internet. A recommended condition of the approval requires the event details, contact details and road closure information to be provided to affected landowners.

	A long winded generic risk management plan of 41 pages has also been provided by the rally organisers. No mention made of the Maryville Downs section of the rally, lots made of the risk litigation, in fact mentioned 20 times in 39 risk category subjects.	The Risk Management Plan is written to Australian Standards and approved by LGIS and a similar RMP has been approved by Eventscorp.	Noted. The Risk Management Plan has been prepared in accordance with the Australian Standards and is considered appropriate to cover the event and not individual stages.
	A list of key stakeholders was presented in the following order. CAMS, Sponsors, Local Authorities, WA Police - DFES, Competitors, Media. No mention made of the main stakeholders in my opinion, the owners of the roads they intend tearing around and quite possibly damaging, at our expense. Joe public be damned.	As the entity responsible for roads the Shire of Chittering, the "Local Authority" is actually listed as a stakeholder.	Noted. In previous years when this event has been held, Shire Officers have undertaken an inspection of the roads pre and post event and it has been determined that no damage has been done to date. Should Council approve the event for 2015, it is recommended that a pre and post inspection be undertaken. To this a \$30,000 bank guarantee is recommended as a condition of the approval.
	One section, 27, on property protection states that barriers/guarding will be provided to public utility equipment. Does this mean we can expect to see barriers erected around the numerous electricity boxes dotted throughout the rally route?	The only electricity box that was deemed to be in a position of possibly being hit was protected by large size hay bales in 2014 and will again in 2015.	Noted. Applicant response noted.
	No safety details in the way of barricading, expected speeds, experience of the competitors etc was released.	The Risk Management Plan is written to Australian Standards and approved by LGIS and a similar RMP has been approved by Eventscorp.	The Risk Management Plan mentions ways in which the Applicant must mitigate safety risks and also indicates available documentation relating to the event. This was made available to the public during public consultation.
	In view of the above and the fact that I have had to put up with several previous Targa West Rallies in our beautiful subdivision and also the fact that they are applying for a further 5 years, I vote once again, a very definite NO THANK YOU.	Noted	Objection noted.
	I would also urge councillors to consider their votes very carefully on this matter in light of recent tragic events in the South West. Don't think it couldn't happen in Maryville Downs, because it could. Spectator safety is treated as a joke by Targa West with the main emphasis on advertising this event as "party time" with your friends on their properties.	We do not take safety in our events as a joke. Apart from the pre-event surveys to ensure safety process are put in place, we then have up to 8 vehicles drive the course to ensure all spectators are in safe places before the stage starts.	It is noted the recent accident was no doubt a tragedy.
	Please keep this event out of our subdivision.	Noted	Noted.
Public H	I have been a resident here in Maryville Downs for over 15yrs now; we moved our family here to live a country lifestyle away from the city suburban life. We have enjoyed living in the peace and quiet of a bush block, with nature around us.	Targa West interrupts this tranquillity for 3 to 4 hours a year and in exchange Targa West provides a unique opportunity for those inclined to embrace the event and either volunteer as officials or to invite others to spectate which helps improve social capital in the Shire of Chittering.	Noted.
	I have endured the Targa West Rally in the past when it was held in the Maryville Downs area and so I speak from experience of being imprisoned in my home due to the rally event and so you may guess I am fully opposed to having this event being held here again.	The Road Closure Period is just 3 to 4 hours once a year. Residents are not imprisoned in their house. If they have a valid reason to leave or return to their houses we accommodate their wishes as quickly as possible.	Noted inconvenience of road closure on landowners.
	I am a nurse and hence work shiftwork, in the past when the rally was held here I was late to work as the rally ran overtime and I was unable to leave my property until the rally organisers opened up the road blocks, the organisers I was unfortunate enough to deal with were rude and supercilious. Their communication was very poor, the communication equipment didn't work in this area and they had to go to the top of the hill for their radios to be in range. The last time the rally was held here I had to organise to stay at a friend's house for the weekend so I could get to work on time. As a nurse I cringe at the noise of the cars, waiting for the sound of a crash, as we are all aware of the dangers, Peter Brock for instance.	We have been contacted by a number of shift workers as we accommodate their requirements. All residents have phone numbers to call if they need to access or depart their house. These arrangements were in place in 2014 and not one resident rang to say their wishes were not fulfilled. Our dedicated radio network works 100% throughout the rally course. Officials do not have to leave their post to call Rally Base. There maybe locations where mobile phones may not work.	Noted Applicant's response to allow departing/entering arrangements during event.
	The rally is not environmentally friendly, at a time when we are bombarded with taking care of our environment and being aware of our carbon footprint the Shire of Chittering is considering running this event again?	The environmental change would be minimal over such a short period of time.	Noted.

	Once the rally is over and testosterone levels have been raised in our male population, we then have to endure the hoon like behaviour on our local roads of those want to be rally drivers who put human and local wildlife at risk.	We have received no reports of hoon behaviour following Targa West and the Police have not notified us of any hoon behaviour in the Chittering area after the event.	Noted. Should residents notice any illegal driving they should report it to the police.
	I am totally opposed to this event.	Noted	Objection noted.
Public I	We write to put on record our total opposition to Targa's renewed application to monopolise our roads (even for a day) for its own purposes. Their proposed race track is all on residential roads. They should have no right to make those roads, by municipal and police compulsion, into a race track. We note that Targa is seeking a permit to do this for as long as five years. Some years ago Council voted to refuse Targa access. They waited for a few years then came back last year with one application. Now they have the gall to want to lock the Council's discretion in for five years. It now appears to becoming an annual event and it should be so treated i.e. permission applied for and considered each year. Circumstances change and the Shire should not be committed for such a long time without any benefit whatsoever.	<p>The proposed period is 3 to 4 hours, not a day.</p> <p>Our application is 2014 was supported by a large majority of residents and the Shire's post event survey following the 2014 event was overwhelmingly in favour.</p> <p>The 5 year application is to enable all parties have a clear understanding if the event is going to happen or not each year. The overwhelming support of the residents towards the event encouraged us to resolve the issue for a longer period than having annual debates on the value of the event to the community.</p>	Both comments noted. It is considered that the Applicant's request for a 5 year MOU may be slightly premature considering this event has only run for 1 year since the original refusal. It is considered that Council should revisit the MOU after this year's event, should Council approve the event.
	Being told by officious strangers on a Saturday morning (or any morning for that matter) that we cannot drive our cars on the public roads of Chittering event to our own properties is a very unpleasantly memorable experience. There are places set aside, as close as Wanneroo, for those who want to pursue motor sports and the peaceful roads of Lower Chittering are not among them. We have already suffered from hoons speeding along the Shire's winding and narrow roads.	<p>The officials who close off the roads in the area are mostly local residents. There is strong group of volunteers who assist in this process.</p> <p>Comparing Racing to Rallying is like comparing Horse Racing to Dressage or Show Jumping to Cross Country. All are different disciplines involving horses held at different venues, some at dedicated venues while others at temporary or natural venues. Rallying is a completely different discipline of motorsport to that of circuit racing.</p> <p>The overwhelming support from the residents encouraged to continue to seek permission to run the event in Lower Chittering.</p>	Noted.
	To give official status to an event which encourages speeding drivers (let us not forget that champion driver Peter Brock died, and his navigator was seriously injured, in Clenton Road, Giddegannup in Targa's 2006 "rally") seems totally irresponsible and a disgraceful example to our young people. The only way to ensure that such a tragic accident will never occur in the Shire of Chittering is to tell the rally organisers to take their business (for it is indeed a business) elsewhere. The noise generated by the rally cars is a pollution of the normally quiet environment of Chittering. We in McGlew Road are fortunate in comparison with what Maryville Estate residents have to put up with. There is no evidence of any benefit to ratepayers.	<p>To state that a motorsport event run under the auspices of the Confederation of Australian Motorsport is "irresponsible and a disgraceful example to our young people" seems to presume that Targa West competitors are hoons and are directly linked with anti-social behaviour. On the contrary, Targa West participants compete in a tightly controlled manner under strict rules pertaining to car preparation and must have undertaken specific training prior to obtaining a Rally Competition licence from the CAMS.</p> <p>Mentioning the death of Peter Brock is simply sensationalism. Approximately 20 Australians are killed as a result of Horse Riding accidents in Australia every year (http://www.aihw.gov.au/media-release-detail/?id=6442464348) yet has there been any consideration of not allowing Equestrian events within the Shire of Chittering? Would you mention Christopher Reeve was paralysed as a result of a Horse Riding accident in 1995 every time an Equestrian event sought approval in Chittering?</p>	Noted. The concerns of objections have been noted, should the event be approved it will be subject to a number of conditions which will require the Applicant to abide to. This includes risk, safety, consultation with affected landowners etc.
Public J	I feel as a landowner I would like to make a submission of complaint about the proposed event.	Noted	Objection noted.
	As you can see by the above address the event is not along my road however, in the past it has been.	Noted that responder is not affected directly by Targa West going past their property.	Noted.
	1. Previous to the rally some drivers came through, I presume checking the timing of their laps.	Pre-event the competitors drive the roads at legal speed limits, in normal road cars, they are not checking their timing. We have received no complaints from residents or Police pre-event regarding cars driving in the area.	Noted.
	2. We had the starting of the rally across the road along with the toilets. When the rally finished a lot of rubbish was left dumped on the ground in this area for myself and neighbours to pick up.	Our officials are requested to clean up the area after the event. We then inspect the area within 72 hours of the event finishing. We have never received a complaint about rubbish being left behind.	Waste concern noted.
	3. Also we had spectators stop in cars on the Muchea East Rd and actually coming down onto our adjoining property where we have animals to watch the rally.	All residents have our contact numbers, if complaints are received we can fix them immediately, not wait a number of years to hear about them.	Noted.

	My concern is if the event is accepted and it is extended to a longer route it could then come back along our road again, which I don't particularly want if I had wanted to live on a race track I'd have gone to live at the Isle of Man or Phillip Island but I came to Maryville Downs as it is a lovely peaceful area to live and I'm sure a lot of other people came for the same reason.	As mentioned previously, it is for 3 to 4 hours and an overwhelming majority of the residents thoroughly enjoy the event with a number already having planned BBQ's and the like inviting friends, family and neighbours to enjoy Targa West with them.	Noted concerns raised regarding impact on lifestyle.
Public K	Ladies and Gentlemen, I am sure everyone is aware of the appalling, unnecessary death of a 6 year old child, and the serious injury of his 8 and 10 year old siblings at a Car Rally 2 weeks ago. They were spectating in a "designated spectator area" and the rally driver who ploughed into them was a "very experienced driver, and familiar with the conditions"....all of which reasons were given last year to persuade Councillors to allow the Targa rally to be held in Maryville Downs.	This was a tragic accident and the first of its kind in Western Australia. The circumstances of the accident in Donnelly are completely different to Targa West. Different road surface, different cars, different driving styles, different visibility of adjoining roads. Notwithstanding that, we will continue to review our safety process at spectator points and all along the rally route.	Noted. This event is subject to risk, safety and event management plans which address and attempt to mitigate levels of risk.
	How many more deaths and serious injuries have to occur at such events before common sense/intelligence prevails, and Targa is banned from racing at excessive speeds on residential roads anywhere, but certainly in our Shire?	Where does one draw the line? How many deaths or injuries are the result of alcohol consumption, yet there is no talk of prohibition and banning pubs or liquor stores. How many deaths or injuries are the result of other recreational activities, for example riding off road motorbikes on private property, BMX racing, Rugby League/Union or Football? As already mentioned above, the Australian Institute of Health and Welfare in July 2000 stated that there is approximately 20 deaths annually in Australia as a result of Horse Riding accidents.	Noted. As above.
	There are some residents who clearly hope to see an accident, judging by comments made last year. Their views should not influence the decision making process which affects a far greater number of residents, whom it is hoped take a far more sensible and safety conscious view.	We are not sure what the respondent is trying to convey here.	Noted.
	How any Councillor can vote to allow this event to occur, knowing full well that should an accident occur, no amount of insurance cover will ever salve their consciences, is beyond belief.	In the same way as a councillor who approves a Skate Park or a BMX track or a horse riding venue where an accident occurs resulting in a serious injury or death. Or one who approves the development of a Hotel that later serves alcohol to a patron who drives home drunk and injures another road user.	The Applicant is required to have appropriate liability insurance. The Shire is covered by indemnity insurance.
	Motor sport can be both exciting and safe if carried out on properly designed and constructed racing circuits such as Barbagallo. It should NEVER be allowed on residential roads in a rural area which are totally unsuited to speeding vehicles.	Motorsport is exciting to watch and Targa West is unique in that it brings that spectacle to people rather than requiring them to attend a car circuit. Motorsport is arguably safer than many other sports, for example, as already highlighted there are many deaths in equestrian events. BMX accidents have resulted in a number of deaths and serious injuries; golf balls have killed a number spectators, even sports as innocuous as cycling and cricket have had fatalities, as recently as the Phillip Hughes tragedy last year.	Noted.
	Please do not allow Chittering to be the scene of yet another tragic unnecessary death during a road race.	Noted. No sport or organised recreational activity wants to have unnecessary deaths related to their activities regardless of what Shire or location the event occurs in.	Noted both comments.
Public L	Just because I have not sent a submission for the third time regarding the proposed FIVE YEAR submission to the Targa West Rally, this does not mean that I am now in favour. I AM still against this proposal as with many others on the Maryville Estate. If residents on the estate do not send a submission in favour it does not give you the right to assume they are all for it, your letter of the 28th April has been referred to the Minister of Local Government, and they are quite clear, that no response is not an affirmation but for you an Employee of the Council to inform the Councillors of the facts, of the number of written submissions for and against the Targa Application.	Noted.	The Shire can only register an objection if a submission of objection is received. If no submission objecting to a proposal is received, it cannot be viewed that person is objecting (or supporting) hence the statement '...it will be perceived that you do not object...'. The Shire only acknowledges and reports on the submissions received. The Shire does not report that all 'non-submitters' support the event; it is simply reported that 'x' number of submissions objected and 'x' number of submissions supported.
	I fully support the submission against the rally for the large number of submissions you have already received.	Noted.	Objection noted.
Public M	I am totally against the Targa West Rally.	Noted	Objection noted.
	I am against this for a number of reasons.		

	1. I moved to the Chittering Valley for peace and quiet not to experience car rally's on an annual basis.	Residents are only affected for between 3 and 4 hours on one single day a year.	Lifestyle concerns are noted.
	2. The impact events like this have on local wildlife. They are at risk of being killed and/or injured and misplaced.	There have been no injuries to wildlife by a rally car in this event that we are aware of.	Noted. The risk of injury or death to wildlife is noted however in the Maryville Downs Estate is considered to be minimal.
	3. The impacts events like this have on air quality.	Extremely minimal and probably not a recordable difference. How many cars and buses visit the Shire for the Tastes of Chittering? Are there any concerns about air quality as a result of these additional visitors to the region?	Noted. The impact on air quality could not be measurable.
	4. The impacts events like this have on natural bushland - including removal of vegetation on road reserves.	No vegetation is removed by the event or the cars.	No vegetation, unless damaged by a car leaving the road surface by accident, is to be removed and is therefore considered minimal. If this should occur, a recommended condition of approval addresses this by requiring the Applicant to replace any associated damage.
	5. The danger posed to humans - noting the recent death of a child and injury to his siblings at the recent car rally in Donnelly River - an event very similar to the one proposed.	As highlighted above, this was a tragic accident and the first of its kind in Western Australia. The circumstances of the accident in Donnelly are completely different to Targa West. Different road surface, different cars, different driving styles, different visibility of adjoining roads. Notwithstanding that, we will continue to review our safety process at spectator points and all along the rally route.	Noted.
	6. The impacts pollutants from vehicles have on the local waterways.	There are no pollutants from this event leaked into the waterways.	Noted. The eventual runoff of oils and fuels is acknowledged however considered to be minimal due to the short time of the event.
	Shire of Chittering please do not support this event.	Noted	Noted.
Public N	It's a yes from me for the targa rally!	Noted	Support noted.
Public O	I am all for Targa Rally. What an awesome experience it was last year. I do hope also we get approval for the next 5 years.	Noted	Support noted.
Public P	1. This is the 3rd time I have written to oppose such an event in Maryville Downs.	Noted	Objection noted.
	2. The fact that the Shire condones such an event is beyond me.	The Shire has received overwhelming support from the majority of residents in their post event survey following the 2014 event.	Noted. The Shire undertakes the necessary processed required for an event application and presents to Council for determination.
	3. While continuing to call for objection to this event (and stating that if a submission is not received by 21/5/15) you assume that me (and among others) have no objection to the event is wrong in principle.	Noted	The Shire can only register an objection if a submission of objection is received. If no submission objecting to a proposal is received, it cannot be viewed that person is objecting (or supporting) hence the statement '...it will be perceived that you do not object...'. The Shire only acknowledges and reports on the submissions received. The Shire does not report that all 'non-submitters' support the event; it is simply reported that 'x' number of submissions objected and 'x' number of submissions supported. The Shire believes this principle is not untoward or misperceiving the submissions process.
	4. The Shire needs to make a stand on behalf of the ratepayers and refuse any such application.	The Shire has received overwhelming support from the majority of ratepayers in their post event survey following the 2014 event.	Council make the determination for public events based on the information provided, submissions received and information conveyed in the report.
	5. You have opened the door to future events such as Bicycle/Motor Bike Racing - Go Karts - athletics etc. etc.	If these events showcase the Shire of Chittering why would you not want them to occur?	Dismissed. Every public event is subject to approval and considered on its merits. Approval of one event does not result in approval of others; as can be seen from previous Targa West Rally events.
	6. The \$10k promised to you in 2014 by Quit Targa would have come from public purse and is a form of bribery.	The \$10k came 100% from Auscon Metals & Machinery	Dismissed. The contribution was made by the sponsor of the Maryville Downs stage and was proposed by Targa as a means of providing benefit to the local community and did not affect Council's decision of the public event.

	7. I refuse to comply with orders to stay behind locked gates.	The event has the support of the Police receiving approval to close the roads for competition. Failing to adhere to the directives merely jeopardises their own safety and potentially those of the competitors and/or officials.	Noted.
	8. Such an event has no economic or tourist value to this area.	The event is accepted as providing enormous social capital in the region with neighbours meeting neighbours. There has also been at least 1 resident who purchased property in Chittering after visiting the area because of their involvement in Targa West	Noted. This view is subjective as some may view the event as promoting the Shire of Chittering indirectly in many ways and directly through television broadcast and media. Association with the event can provide many benefits that may not be obvious.
	9. I resent the noise from such an event.	Noted. Noise from the competition vehicles is limited to around 2 hours a year.	Noted. Noise emitted by vehicles is exempt by the Noise Regulations however the event holder has minimised the nuisance of noise by holding the event within a 3 hour period.
	10. Many many owners have to participate in club events and move horses out (and in) to the area on that day (15/8/15).	In 2014 we received no notification that residents required access to or from their property due to moving horses. As already stated above there are processes in place should any resident wish to do so during Targa West.	Inconvenience noted. Applicant advises landowners are provided with details to enter/exit property on the event day as per previous years.
	11. These types of events should NEVER be allowed to take place in residential areas, they belong on a race track.	Since 2000 there have been 3 spectator deaths during the Tour de France. Should competitive cycling be limited to a track (velodromes)?	Noted. All event applications are subject to and assessed against a variety of legislation. Should the event be deemed to comply there would be no justification for the reason outlined.
	12. These vehicles exceed speed limits and a cause of worry to owners with stock and fear of damage to fences etc.	In the unlikely event that fencing is damaged we ensure that the property is made secure and that repairs are undertaken as soon as possible, at our cost	Damage to property is identified in the Risk Management Plan and repaired by Targa West.
	Please consider your position and deny such an event in Maryville Downs.		Noted.
Public Q	Please accept this submission in support of the proposed event as advertised for this year and for a further five year period. My reasons for supporting this event are many and I would appreciate administration and council consideration being given to the following.	Noted	Support noted.
	Every Local Government in Australia is constantly looking for events that will bring their communities together to share a common interest. While we as communities may have become wealthier, our sense of community has diminished. Where once we lived in communities where everyone knew one another, we are now people who sleep, work and do little to interact with others in our communities. There is far less time being spent joining community group and socialising with neighbours and friends.	Agreed	Noted.
	In Chittering our housing estates are commonly 5 acre blocks with the bread winners working away from home, paying off a mortgage: busy people who do not have a reason to meet their neighbours or join community groups. Their weekends are spent at home catching up on chores. Noisy dogs, kids, trail bikes, loud music become 'serious issues'. Relationships that have not had an opportunity to develop are destroyed due to neighbours complaining about each other. Neighbours lose the desire to speak to one another.	Agreed	Noted.
	The Targa West tarmac rally has proven to be an excellent example of community building for the following reasons:		
	These are the administrators, drivers, crews, sponsors, teams etc. that generate Social Capital in Local Governments such as Chittering.	Agreed	Noted.
	This is the event that brought street parties to our housing estates.	Last year there were many gatherings and parties amongst the local residents.	Private gatherings noted.
	This is the event that encouraged neighbours to meet each other.	Agreed	Noted.
	Hundreds of volunteers are brought together in a positive way, with many of them meeting one another for the first time and many making the effort to become better acquainted after the event.	Agreed	This is noted and acknowledged.
	Communities are given an opportunity to get together, they have a good time together, they get to know each other and they are building a community.	Agreed	Noted.

	They participate in a social event together and may well plan to do the same thing again next year and they are therefore building social capital.	Agreed, and removing signage last year we had many residents ask if the event were returning in 2015 and asking if it would run twice, not just the once.	Noted.
	The Targa West team is therefore not just a bunch of people out to have fun in their chosen sport; they are the best community developers we could have ever dreamed of and therefore I fully support Chittering's continued involvement in staging the Targa West event in Maryville for the foreseeable future.	Agreed	Support noted.
	It should be noted that all sports carry an element of risk to those involved be they participants or spectators. The very nature of motor sports means that the very best of skills are applied toward risk minimisation. All risk cannot be completely eliminated in the arena of motor sport, or indeed many other sports. In light of a recent tragic event, I believe it is necessary to outline the following:	Agreed	Risk of event acknowledged and addressed in the Risk Management Plan.
	1. Gravel rallies and Tarmac Rallies are distinctively different forms of rallying with some similarities but a lot of technical differences in car set-up, driving techniques and most of all, an ever-changing road surface in Gravel rallying as more and more competition cars traverse the course. In other words, the difference in the track surface between the first car and last car through a Gravel rally stage can be extremely different and if running the same stage more than once, the crews experience on the subsequent runs can be, and normally is, quite different to their earlier passes through that same stage.	Agreed	Noted.
	2. Driving techniques is another big differentiator between the two forms of rallying. The approach taken in cornering on a Gravel rally is completely different to that of a Tarmac rally cornering technique. In Gravel rallying the majority of experienced crews use what is known as the Scandinavian Flick which momentarily points the cars in the opposite direction of the corner then the car is 'flicked' back into the corner to enable a faster exit.	Agreed	Noted.
	3. Plastic barriers are used mostly as a visual delineator for the crews, not as a crash barrier. They are not rated as 'Crash Barriers' and were never intended to be used as such. Whether they are full of water or not is irrelevant.	Agreed	Noted.
	4. Throughout the Tour de France's 109 year history 4 cyclists have died, however 27 spectators have been fatally injured. Every sport has its dangers, from cycling to golf, where death by a golf ball is not all that uncommon with 7 spectator deaths in recent years.	Noted	Noted.
	I trust that the distinction given between Gravel Rallying and Tarmac Rallying is received in the spirit in which it is offered. In itself this can be seen as a major risk minimisation in Tarm Rallying. Point 4 above is offered as a very small example of the enormous number of sports that can and do result in injuries to both players and innocent bystanders.	Noted	Noted.
	Thank you for the opportunity to express my wholehearted support of Targa West's application, which seeks approval to conduct a tarmac rally in Maryville Downs in August of this year, and for a further five year period.	Noted	Support for event noted.
Public R	The registered address of Targa West Pty Ltd CAN 112057306 should be published. As PO Box 1001 Hillarys WA 6923 is not the registered address for the service of documents. The registered address should be made available to the public.	We are unsure of what relevance the address for the service of documents is or the reason behind asking for it to be made public when the PO Box is used for Targa West correspondence? It is very common business practice for a registered address for the serving of corporate documents (often an accountant or lawyer) to be different to the postal address used for normal daily correspondence.	Dismissed. Has no relation to the proposal.

	It should be noted that the Shire have noted on the public record that they do not possess suitably qualified personnel in-house to adequately assess the risk of the event and its impacts to public safety and infrastructure in accordance with ISO 31000.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	The Shire obtains the advice from LGIS to ensure the risk of the event is managed accordingly and to ensure Council have all the relevant expert advice provided to make an informed decision.
	The Council can only make an informed decision related to the event by Contracting external services at the cost to rate payers as planning fees for events such as this do not cover external consultant deeper assessment costs. Hence this cost is borne by ratepayers.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	No additional costs are incurred from LGIS advice/services.
	To adequately assess the risks and controls the risk assessment must be reviewed by external party and requires suitable time period (this process should have already commenced to be completed in time.)	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	The Shire referred the application to LGIS as part of the advertising process no different to all other agencies.
	Given the fact that submissions need to be completed by 21/5/15 and the event has to receive approval before the 15th August 2015 this means it must be presented to Council either at the June or July 2015 Council Meetings resulting in insufficient time to suitably assess and correct errors in the current risk assessment if linked with public comments. (Hence a risk to Council that suitable Corporate Governance has not been undertaken).	The Risk Management Plan has already been submitted to the Council for approval	As per comment above. The application process has allowed sufficient time to make an assessment and informed decision. To ensure that Council and Shire Officers have adequate time to assess and determine the application, the Guidelines for Events requires a minimum of 3 months for an event application to be lodged with a local government.
	The Risk assessment presented for public comment is highly flawed in that it does not even mention the risk to Council Assets other than street lights in the City of Perth, hence this risk has not even been evaluated by the proponents.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS. The reference to the City of Perth street lights is actually traffic lights. Every Local Authority the event passes through is recognised in the RMP.	The Risk Management Plan has been prepared for the event covering all stages but does broadly cover damage to property as an identified risk.
	Secondly, the risk assessment is flawed in it only uses administrative controls (the lowest and most unreliable form of control) to "reduce" risks for both severity and likelihood. Noting that these events have killed numerous spectators world wide. Remember that the CAMS rules for the event limit the number of tyres (to 8 tyres or in words 1 full set change after the original set is worn out) that can be used in the whole Targa event run over 4 days and this stage is run on day 3 it is highly likely that a car may have tyres that perform sub-optimally during a braking emergency and the proponent is relying on a judgement call by an official as to how far an errant vehicle will travel off the course and whether spectators are safe! Note the information provided last year showed that if a car left the road and was not able to brake as planned the car could travel up to 130m off the road without water barriers to stop the car. In some places this could result in a car going through someone's house because the proponent thinks that it is acceptable to have controls based on following rules for an exclusion zone projecting into private property.	All cars are required to run on tyres that have legal tread at all times. Most cars can run the whole event on the starting 4 tyres.	Noted. Legal tread required at all times. It is noted the risk of leaving the road would more likely be due to driver error.
	The proponent has stated in the past that the event cars have good brakes etc but they fail to mention that some of the cars that compete are often classic muscle cars that may have had good brakes at the time they were built but based on today's modern cars take 2-3 times the distance to stop. It is reported that the emergency braking distance of a 1968 HG Holden Monaro 100-0 km/hr was 84m after reaction time and whilst on the road. A modern sports car is around 35-40m 100-0 km/hr after reaction time. The distance increases significantly when a car leaves the road and is attempting to brake on dirt or wet grass. The proponents risk assessment doesn't elaborate whether the exclusion zones they put in place are based on the worst performing car in the fleet or the best or the average.	There have been significant improvements in brake pad material and technology since 1968. Without taking into account the fact that owners have often installed significantly upgraded braking components into their classic cars to improve braking performance during competition. This combined with improved suspension and tyres results in a vehicle that will stop in a significantly shorter distance under the same set of circumstances than a normal road car of the same vintage.	Applicant's response to comment noted.

	With Controls other than elimination only the likelihood or the severity can be changed not both. For example placing a water barrier (an engineering control) only reduces the severity of the risk not the likelihood of the event occurring.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	The purpose of the Risk Management Plan is to identify the likely risks (not all possible risks) and make measures to mitigate these risks to an acceptable level. Council's discretion is required to assess whether the level of risks are acceptable to approve or refuse.
	As a result, exposing the Council to substantial public safety and infrastructure risk if approved in its current form and is also contrary to the Councils Risk Management Policy of ensuring lowest acceptable risks.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	As per comment above.
	Risk reduction can only be achieved by using water barriers and as stated in previous correspondence last year, the placement of these barriers, cost of hire and the water used in the barriers are significant. The amount of water discharged to the environment in removing the barriers is also significant. This is a cost that should be borne by the proponent rather than the risk transferred to the Council and ratepayers.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	It is considered water barriers are one option to reduce the risk of cars leaving the road surface.
	The proponent is a business that makes very little contribution to the area (\$10,000 donation is not offsetting the road wear) and no concrete ongoing commerce benefits have been established that flow back to the community as a result of the event. In other words it does not create employment and there has been no established link to other businesses benefiting as a result of the event. Targa West are expecting concessions to operate in the Shire with little return to the community and in fact potentially subsidising this business at rate payers expense due to damage impacts on roads and infrastructure through accelerated wear.	Between 70-80 cars, possibly run twice over a road will do how much damage compared to the many vehicles traverse it on a daily, weekly, monthly basis. What about additional road degradation due to horse floats, 4WD's, Light trucks, or trailers full of sand?	Possible impact on roads noted. The Shire's Engineering department advised no damage was incurred from the 2014 event. It is recommended, should Council approve this event, a condition be imposed for a bank guarantee to ensure any damage to the road as a result of the event be repaired by the event organisers.
	Note that the fence surrounding the Western Power transformer damaged in 2014 by an errant car still remains unfixed because it is seen as Western Power property.	The course was inspected by both ourselves and the Shire officers and we are not aware of any fence around the Western Power property that was damaged and stays unfixed. The inspection by the Shires officers did not result in us requiring to fix any property.	Noted. As above.
	Whilst social capital is important to the area the facts remain that this event only creates social capital at significant cost to the community and cost/benefit of alternative options for social capital should be investigated by Council.	What is the "significant cost to the community" that is referred to? There has been no road repair or other infrastructure bills, therefore no cost to the community, in contrast Targa West (via Auscon Metals & Machinery) have contributed \$10,000 directly to the community.	This is noted. It was deemed that no damage was done to the infrastructure as a result of last year's event.
	Given that 4 Councillor positions fall due to re-election in October this year and 3 of those 4 Councillors who voted for the event in 2014 positions are subject to re-election or retirement from Council in October 2015 a vote for 5 years of the event is premature as it may not reflect the public mandate based on the make up of the October 2015 Council, hence this event should only be considered for 2015 only.	Noted. Does the Federal Government or State Government stop making decisions on the lead up to an election on matters that extend past the election date?	Dismissed. Council as a body are making the decision. Applicant's response noted. As mentioned in previous comments, it is recommended Council address the requested MOU as a separate item.
	The Statement in the letter "Written Submissions on the proposed event must be made in writing and should be lodged before 4pm on Wednesday, 21 May 2015. If a submission is not received it will be perceived that you do not object to the proposed event." is highly inflammatory and offensive given how divisive this issue has been in the past. In legal matters silence on a matter is not grounds for acceptance. This type of comment in official correspondence is highly prejudicial of an outcome before the appropriate Corporate Governance processes have been undertaken. I expect a formal apology for this insult from the officer responsible for the comment and a public retraction of the comment on the Council website.	Noted.	The Shire can only register an objection if a submission of objection is received. If no submission objecting to a proposal is received, it cannot be viewed that person is objecting (or supporting) hence the statement '...it will be perceived that you do not object...'. The Shire only acknowledges and reports on the submissions received. The Shire does not report that all 'non-submitters' support the event; it is simply reported that 'x' number of submissions objected and 'x' number of submissions supported. This is standard across all local governments in WA. It is not defamatory, it just clearly indicates if you have an objection you need to make it in writing within the specified period. The Shire will not make assumptions based on silence and will note all written submissions as part of Council's determination process.

	<p>The Council Technical staff are not suitably qualified to assess the shear stress damage to pavements created by the event resulted in accelerated wear and "shoving/unraveling" of pavements. This is reflected by the fact some of my objection points from last year's event did not receive any response. (refer to previous minutes attachments for details) and the fact that race track design is a very specific specialisation within pavement design hence very few true experts in Australia. Note that road stripping occurred during the 2014 Bathurst 1000 causing the race to be run over 1 hour under safety car caution conditions after recent resealing works stripped. The Bathurst course was designed for racing events and the surface failed due to quality issues. The roads in Maryville were not designed for the shear forces of racing and built to a standard driven by subdivision development road speeds namely 50-70km/hr. (See pavement design comparison below for details Attachment 1.)</p>	<p>The road was inspected by the Shire officers after the event and there was no sign of wear due to the rally.</p> <p>The damage to road surface at Bathurst is at a completely different event to Targa West and is an irrational argument. Targa West has up to 80 cars traversing the roads, potentially twice, with grooved road legal tyres as opposed to the Bathurst event which has cars fitted with super 'grippy' racing slicks with a significantly larger 'contact area' going over the exact same piece of road lap after lap continuously for approximately 10 hours.</p>	Dismissed. The Shire's Technical Services staff inspected the roads prior to and after the event for damage.
	The Maryville roads were designed for a public utility purpose not racing conditions which applies significantly higher forces to the road.	There have been no signs of road damage after the 2014 event. This will be monitored each year with the Shire.	Noted.
	Hence damage to roads will most likely be borne by ratepayers unless suitable bonds are placed on the proponents. Due to potential risks of damage to roads on the proposed course the liability to Council could be in excess of \$500,000 as 27 intersections and round a bouts may require accelerated repair works not currently in the 10 year infrastructure plan. Any bond must remain in place for at least 12 months post an event to allow for damage to be identified.	As stated on many occasions already, there has been no damage to the road surface identified as a direct result of Targa West however this is monitored each year by the Shire.	Requirement of bond noted and is recommended as a condition of approval.
	Should damage to roads occur that do not relate to an immediate failure of the road the rate payers will likely bear the cost of the damage as the burden of proof that it related to the event will be difficult to establish from fair wear and tear.	In the same way as additional wear and tear could be attributed to a 4WD towing a fully laden Horse Float, or trailer or even a fully loaded Garbage Truck travelling over the road on a 45 degree summers day.	Noted.
	I am directly locked out of my property by this event and this creates significant impact in relation to fire management maintenance works at the timing of the event. The proponent has never offered compensation for being denied quiet enjoyment of my property. The fact that the event will now be expanded to 2 laps instead of 1 like last year also increases the likelihood of an incident occurring due to increased frequency and also increases the duration of the time period I'm denied access to my property. I find it unacceptable that I'm being asked to personally subsidise an event that denies my right to quiet enjoyment of my property and then be ordered to then subsidise the event through the increased rates due to infrastructure damage, and potentially subsidise the manslaughter of spectators.	We are unaware of any direct increase in Shire Rates due to Targa West as there has been no repairs that have had to be conducted nor damage to other Shire infrastructure that has been attributed to Targa West	Noted. There are no links between a rates increase and any proposed event in this Shire
	Which brings me to the discussion regarding the Council acting as elected representatives for the community that will ultimately bear the following consequences in costs of the decision being approved:	Noted, and the overwhelming majority in the community supported the event continuing in the Shire's Post event survey in 2014.	Noted.
	1. In the event that Council's insurers accept the risk of the event, how much does the Shire's insurance premiums increase as a result of the event versus the likelihood of a reduced premium from not approving the event? Please specify the changes in premium with the event running and with the event not running.	Noted for Shire comment	LGIS advised "As a member of the LGIS Self - Insurance Mutual the Shire's contributions are unaltered. The approval of events is a function of Local Government and is not considered as an ad-hoc / arbitrary process.

	2. In the event of an incident resulting in liability to the Shire will the Council's insurer accept full accountability for the liability despite the fact it is on the public record that without external expert advice the Council can not make an informed decision related to the risk of the event due to lack of suitable appropriate expertise in-house. Hence will the Council's insurer accept the risk even though the Council can not make a competent decision without external expert advice. In the event that Council can not claim Misfeasance for the reasons listed above and the Council's insurer accepts the risk how much will Council's insurance premiums increase in the event of an incident.		LGIS advised "LGIS Liability reserves its rights under the Policy. It should be noted the Shire is making a decision on the appropriateness of the 'Event Approval Process'. LGIS cannot form a view of liability based solely on objection of the public. The Shire has imposed conditions on the Event Manager to ensure the risk to the Shire, resulting from the event, is reduced." In the unlikely occurrence of an accident the primary body of responsibility would fall with the event organisers/governing body. The Shire of Chittering has the relevant insurances to protect it should the need arise.
	Do individual Councillor's understand their personal liabilities for approving this event given that if a decision is to approve is proven negligent following a legal challenge after an incident that they could be personally be held liable for not ensuring due process is administered in corporate governance which includes ensuring suitable qualified individuals have provided expert advice on the risks involved?		LGIS advised "We will not comment on personal liability issues. Council have policies in place to protect individual liabilities arising from the work undertaken as Councillors. This information is confidential.
	In conclusion, I strongly recommend that Council do not approve this event without significant controls and modifications of the proposal as proposed by the proponents in its current form. I strongly object to rate payers subsidising Targa West at a time when rates charges are accelerating uncontrollably.	Noted. As already mentioned how are rate payers subsidising Targa West when there has not been any costs associated with road or other infrastructure repair directly attributed to Targa West?	As mentioned above, there is no link between rates increases and events held in the Shire.
	Attachment 1. The following is an extract of the pavement design (reference below) for a true race track in the USA. The USA Pavement Engineers are the world authorities on road pavement design and their research is what Australian Standards have been based. The darker test shows the comparison between the race track design and the pavement design of Maryville Downs.	Rallying is not Racing. Race tracks are used almost every day of the year with multiple cars doing repeat laps. Comparing the amount of traffic from racing to rallying would be the equivalent of one race of 20 cars doing 7 laps. We all know race tracks last a lot longer than that. My guess would be that over 500,000 laps are done at Barbagallo Raceway each year with minimal damage to the surface. We are talking about 60 to 80 rally cars running on the Maryville Roads twice.	Reference to race track dismissed as per Applicant's response.
	It also shows that (http://roadsbridges.com/racetrack-paving-reconstructed-ground) NOLA Motorsports Park, in Avondale, LA cost \$60 Million USD 2012 to construct for a track length of less than half the length of road Targa West request to use in Maryville Downs.	The NOLA Motorsports Park is designed for Indy and NASCARs which are purpose built race cars capable of safely travelling well over 320kmh with very high cornering G-Forces, aerodynamic aids resulting in up; to 5000kg of down force, extremely wide very 'sticky' slick tyres...to try to make a comparison with street legal rally cars is impossible.	Reference to race track dismissed as per Applicant's response.
	Asphalt mix used at NOLA is 5-in. (125mm) pavement, put down in three lifts. Maryville roads are 2 coat seal 14mm/10mm stone hence 25-30mm thick.	The complainant would do well to investigate the difference between rallying in Western Australia and NASCAR and Indy Car Racing in the USA. The difference is comparing ping pong with Wimbledon Tennis.	Reference to race track dismissed as per Applicant's response.
	The base course is 2in. Of a conventional Louisiana DOT mix, with 12.5-mm aggregate size and a 67-22 or 64-22 binder. Maryville roads base course is on average 200-300mm thick for base course and sub grade combined of local gravels not necessarily specifically graded and definitely not laid with bitumen binders to improve gravel cohesion due to potential for impact to local ground water sources.	The road specifications required for a dedicated high speed track used for NASCAR or Indy Cars lap after lap to the road surface needed for a between 70-80 road legal rally cars is not a valid comparison.	Reference to race track dismissed as per Applicant's response.
	The leveling and wearing courses are the same material but with a PG 82-22 binder and additives to adjust the softening point, the elastic recovery and a few other factors.	The road specifications required for a dedicated high speed track used for NASCAR or Indy Cars lap after lap to the road surface needed for a between 70-80 road legal rally cars is not a valid comparison.	Reference to race track dismissed as per Applicant's response.
	Leveling and Wearing Course also known as sub grade in Australia.	The road specifications required for a dedicated high speed track used for NASCAR or Indy Cars lap after lap to the road surface needed for a between 70-80 road legal rally cars is not a valid comparison.	Reference to race track dismissed as per Applicant's response.
	"For the weight of a race car, you don't really need 5 in. of pavement in the long term just from a pavement design standpoint," said Prowell, who was brought in by NOLA specifically for his asphalt expertise. He is overseeing the asphalt operations at the plant and at the track. "Our feeling is you need that thickness, interacting, well-bonded together to resist that shoving. So bond between layers, thickness of the pavement, we believe all factor into that, and then stiffness of the binder as well."	The road specifications required for a dedicated high speed track used for NASCAR or Indy Cars lap after lap to the road surface needed for a between 70-80 road legal rally cars is not a valid comparison.	Reference to race track dismissed as per Applicant's response.
	The paving contractor was Barriere, a local company.	Noted.	Noted.

	How asphalt unravels. The main failure mode for racetrack paving is raveling.	Noted.	Noted.
	"The hot, sticky race-car tires tend to pick aggregates out of the surface of the pavement, particularly in turns," said Prowell.	Noted.	Noted.
	Shoving also is a concern in braking zones, where recetracks can develop ripples, and in turns because of the lateral forces. A sturdy bond between asphalt courses helps to prevent shoving.	The road specifications required for a dedicated high speed track used for NASCAR or Indy Cars lap after lap to the road surface needed for a between 70-80 road legal rally cars is not a valid comparison.	Noted.
	Raising the softening point of the mix helps prevent raveling: "If you have a high enough softening point, you can prevent that phase change," said Prowell. "The track will get hotter with cars on it than it would be just from solar radiation. If we can keep the track temperature below the sofetning point then we can prevent raveling. There's other factors that go into that too, like density and having enough binder content in the mix, but that's one of the majore ones."	As the topic of heat and it's affect on tarmac is raised, does council restrict heavy vehicles access to its roads during the height of summer? I would estimate the damage a heavily laden truck or trailer or 4WD towing a loaded horse float could potentially cause to a hot tarmac surface on a 45 degree day in the middle of summer would be significantly higher than a rally car during one of coolest periods of the year.	Noted.
Public S	I submit that Targa West Rallies and other similar events on public roads must be stopped for reasons discussed under two main headings:		Objection noted.
	1. Failure to protect the community - Extreme Risks of tarmac road racing caused least 11 fatalities and serious injuries during 6 event years in Australia and the UK alone.	Please refer to above responses to Public K	Noted and is considered as a risk in the Risk Management Plan.
	2. Damage to Rate-Payer Financed Infrastructure and Issues of Road User Safety - Resurfacing and interim cost burden running into \$millions falling to the rate/tax payer.	There is no poof of any road damage. The event ran in Chittering from 2005 to 2009 and there are no signs of damage to the roads or any sign of repair to the roads.	Dismissed. No resurfacing or repair as a result of the rally have occurred and if were to occur would be at the expense of Targa West. This is addressed through a bank guarantee, imposed as a recommended condition of the event approval.
	1. Failure to Protect the Community		Noted.
	Every member of a Community is entitled to a local environment that is above all other expectations, SAFE; the duty to achieve this aspect of government is entrusted principally to LA employees and Councillors who have revealed total lack of care towards the MVD community by sponsoring a highly dangerous rally relying on secret advice from their Insurers that one can only conclude was "risk lives and property - leave your community to seek compensation from Ross Tapper and his Insurers".	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	The Risk Management Plan identifies levels of mitigated risks and is at Council's discretion to assess.
	Motor rallies organised by Ross Tapper have resulted not only in deaths, injuries and property damage but also a number of extreme risk that could have caused the same results; TW Racing in Chittering has seen children and at least on animal straying/walking on the live race circuit and Marshalls having to flee from an out-of-control competitor vehicle; and in other dangerous instances competitor vehicles have run off the track onto private properties; a car roll-over in Bindoon tore through a property fence where TW publicity encourages spectators to stand and resulted in the emergency evacuation to hospital of a participant.	It is acknowledge that Peter Brock was killed in an accident on Targa West which Ross Tapper was Clerk of Course. No other events where Ross Tapper was Clerk of Course have had a fatality. We use best endeavours to notify residents that the event is taking place. There is surely an onus of responsibility on parents to keep children under supervision. Where the car rolled over in Bindoon was not a designated spectator point and the residents were standing in approved area. All fence repairs are made immediately and then professionally fixed in the following days.	Damage to property and injury to persons are an identified risk and acknowledged by Targa West as a possible (yet managed) occurrence.
	The Risk Assessment for TW 2014 carried out by Mr Tapper was presented in an open meeting of Council. Ross Tapper's assessed levels in respect of death and injury by application of AS/NZS/ISO 31000 (See Note* below) were closely in agreement with my findings that were evidence-based for fatalities and injuries. The calculations show that actual historic deaths and injuries exceed by factors of 36x and 73x those of "Extreme Risk" consequences defined in the required standard.	The Shire has submitted the Risk Management Plan to LGIS and the plan meets the requirements of the LGIS	The Shire receives advice from LGIS in relation to the Risk Management Plan and emphasise the need for the event holder to take appropriate measures to mitigate extreme risks however it is Council's decision as to the appropriateness of these risks.

	<p>In 2014 we were given to understand that effective barriers would be provided at all dangerous locations; Mark Penketh, formerly an Engineer at Chittering LA, submitted a professional detailed plan, however, Chittering LA arranged secret discussion with the Insurance Brokers/Underwriters LGIS and the decision was made on behalf of Council to allow the TW Rally on Maryville Downs residential access roads without any protective measures; Targa organisers and on-course officials have repeatedly proved to be incompetent, the latest example being death and injuries in the Donnelly Rally; the disclaimer notice rapidly placed at the scene of the death demonstrates their lack of tact and policy to avoid all responsibility.</p>	<p>The Targa West organisers where not involved in the setting of the Donnelly Rally, the set up of the spectator point nor the checking of the course. In fact I have never been to the intersection of the accident.</p> <p>However, as Chairman of Rallying in WA I was willing to field enquiries from the media and the police.</p> <p>The Disclaimer was in position before the rally started, as per standard procedure.</p>	<p>Dismissed. No 'secret discussions' were held. The Shire respects the confidentiality of advice until the agenda is made public.</p>
	<p>Having recognised the prospect of extreme risks to our Community, and having been made fully aware that they are just as much promoters and organisers as Ross Tapper, the Shire Authority and Councillors sought to protect themselves against Public Liability claims for compensation by executing a "Deed of Indemnity" with Ross Tapper (attached) of Targa West, PO Box....., leaving our community to take their chances with the insurance industry. Details leading of discussion with LGIS have been deemed by our CEO to be "Third Party Confidential" and therefore denied scrutiny to the very individuals at risk.</p>		<p>A Deed to Indemnify a party is common practice and was recommended by LGIS.</p>
	<p>The 2015 TW Rally Risk Management Plan may seem to be impressive but remain as did last year's RMP very largely an academic exercise. Management of risks is composed of vague generalised statements with no specifics on how and where risk reduction measures will be deployed. For example, there is no mention of collision with consumer electrical meter boxes that stand barely a few metres from the roadside. Every property has one and has the potential energy of a high explosive device. Exposure to this hazard is in the region of 40,000 (200 passes by 200 properties).</p>	<p>The Risk Management Plan is written to Australian Standards and meets the requirements of the LGIS.</p>	<p>The Risk Management Plan has been prepared in accordance with the Australian Standards and assessed by LGIS on behalf of the Shire. All parties acknowledge all events pose risks.</p>
	<p>Conclusion: Sooner or later private amateur racing events are certain to cause death, injury and property damage. The only safe venue for any road vehicle speed competition is a professionally designed and run licenced circuit with properly trained Marshalls in attendance and impenetrable crowd protection barriers. Given the appalling record of TW rally events the LA and Councillors would exhibit utter irresponsibility if it is allowed to go ahead.</p>	<p>Once again I would refer to the many recreational activities and sports that have a worse record of injury than Targa West. Using this same argument is the responder going to seek the Shire's approval to ban all equestrian, cycling, BMX and Motorcycle events within Chittering? Perhaps they will also advocate a temperance policy and ban the sale of alcohol to try to ensure there are no more drink driving fatalities.</p>	<p>The risk of death is not ingored but cant be assumed as inevitable and is identified, assessed and managed through appropriate Safety and Risk Management Plans.</p>
	<p>Note*The safeguard that State Government has put in place (through Main Roads in the Code of Practise) is ISO 31000, the International Standards recognised by the Australian Standards Organisation. However, to escape scrutiny, Chittering LA is on record claiming inability to understand Risk (even though it is responsible for Shire workforces) and in 2014 delegated decision to allow road racing to insurance brokers/underwriters who clearly do not understand ISO 3100 and the requirement to specify risk reduction measures such as spectator/property protection barriers and effective marshalling. To be of value, the Internation Standard adopted by Australia encourages/requires data input not only from the domestic experience but also elsewhere.</p>	<p>The Risk Management Plan is written to Australian Standards and meets the requirements of the LGIS.</p>	<p>As mentioned previously the Shire forwards the proposed event to agencies including LGIS. LGIS provide the Shire with advice and recommendations on the Risk Management Plan and ways to reduce/mitigate these risks. Acceptance of these risks to make a determination lies with Council.</p>
	<p>2. Damage to Rate-Payer Financed Infrastructure and Issues of Road User Safety Issue</p>		
	<p>There is a massive financial cost of road repairs that will be shared by rate-payers and tax-payers as a direct result of road seal stripping and road surface deformation caused by Targa West Rally vehicles. This burden is believed to run into \$millions in Chittering Shire alone.</p>	<p>There have been no road repairs in Maryville from the running of the event from 2005-2009 and again in 2014. We are unsure what factual information, if any, the stated figure of Millions of dollars in Chittering alone is based upon.</p>	<p>Dismissed. No evidence of road damage costs. Further to this a condition requiring a bond subject to inspection for road damage would address this concern and not result in costs imposed on Council.</p>

	Large areas of the bitumen and small aggregate top road dressing (attached Asphalt Road Seal diag.) were torn away during previous TW events and on those occasions could be seen in wide arcs lying outside tyre skid marks, the important constituent that is no gone leaves the underlying "bulk" aggregate deprived of the skid resistance and weather protection layer.	Road inspections have occurred with the Shire's Engineering team before and after each years event and there have been no such areas identified. In addition, in Chittering Targa West no longer uses "chicanes" to limit speed instead we achieve the same result utilising "Restricted Speed Points" that do not require the vehicle to brake heavily nor manoeuvre aggressively.	Engineering undertook inspections for the 2014 event and noted no damage as a result of the event. Pre and post event inspections and the requirement of a bank guarantee are recommended as conditions to ensure this is addressed.
	Roads are designed with contours that prevent water pooling that can lead to not only the danger of lost traction band in the extreme, aquaplaning but also run-off failure will degrade the whole road structure; cornering at excessive speed together with wheel spinning when accelerating and braking forces causes just this types of surface deformation that would not arise from normal, considerate usage.	Road inspections have occurred with the Shire's Engineering team before and after each years event and there have been no such areas identified. In addition, in Chittering Targa West no longer uses "chicanes" to limit speed instead we achieve the same result utilising "Restricted Speed Points" that do not require the vehicle to brake heavily nor manoeuvre aggressively.	As above.
	WA Parliaments have legislated against hooning that results in the same road damage illustrated in the attached photos; the nature of seal stripping and depressed road surface can be seen in the attached photographic evidence taken recently of a hoon track on Santa Gertrudis Drive -this was caused by just one hooning road abuse event.	As mentioned previously the responder is attempting to link local hooning activity to Targa West. On the contrary, Targa West participants compete in a tightly controlled manner under strict rules pertaining to car preparation and must have undertaken specific training prior to obtaining a Rally Competition licence from the CAMS. To presume that spectators of Targa West are all hoons is akin to saying that everyone watching a Boxing match will assault someone.	The association of individuals actions to disobey road rules with this event is dismissed. The proposed event is for professional competitive time trial racing in a controlled environment and in no way promotes 'hooning'. Any illegal activities should be reported to the police.
	In TW Rallies the damage done by (the expected) 100 powerful vehicles running two laps amounts to in excess of 6,000 instances; and over the 5 year agreement sought by TW probably 2-day events over an expanded circuit, road damage is likely to result in 40,000+ damaging instances ranging from mild to severe on the roads that property owners in MVD with the massive cost burden running into \$millions for re-sealing and interim repairs being borne by our Shire's Rate-Payers and other Tax-Payers meet maintenance costs.	Not sure how their maths is calculated. There will be around 70 rally cars running, many of them not "high powered", even so 70 cars x 2 runs x 5 years = 700, well short of the stated 6,000. How they can then come up with a figure of 40,000+ is beyond me. Most rally cars weigh around 1500kgs yet the roads are built for trucks that weigh up to 10 ton or more.	Dismissed. No evidence of road damage costs. Any damage inspected would require to be repaired at the cost of Targa West.
Public T	Firstly we would like to ask why the Chittering Shire is so biased towards the holding of this event? The statement "If a submission is not received it will be perceived that you do not object to the proposed event" clearly demonstrates the shire's desire to actively promote the event. Why does the Shire not take an alternative stance by replacing the above statement with "If a submission is not received it will be perceived that you are not in favour of the event", or at the very least show a neutral position with a statement such as "If a submission is not received it will be perceived that 50% of non-respondents are in favour and 50% are against the event"?	Noted for Shire comment.	The Shire can only register an objection if a submission of objection is received. If no submission objecting to a proposal is received, it cannot be viewed that person is objecting (or supporting) hence the statement '...it will be perceived that you do not object...'. The Shire only acknowledges and reports on the submissions received. The Shire does not report that all 'non-submitters' support the event; it is simply reported that 'x' number of submissions objected and 'x' number of submissions supported. The Shire believes this principle is not untoward or misperceiving the submissions process.
	Your letter states that "the application documentation may also be viewed on the shire's website...". We have found that the information on the shire's website is limited to a map showing the rally route and a rather pathetically generic risk management plan. Targa West's website is even more useless as it only provides data relating to last year's event.	As mentioned already the Risk Management Plan is as per Australian Standards and has been accepted by the LGIS and more detailed Maps will be available after approval showing location of toilets, evacuation route, location of medical services etc.	The statement was to advise documentation was also available in digital format on the Shire's website for the convenience of viewing.
	Whilst the map shows the rally route it by no means makes it clear as to what roads will be closed or otherwise impacted by the event. Last year, enquiries to the Chittering Council regarding road closures were answered with inaccurate advice. It is also noted that the map indicates that no medical/first aid facilities will be provided (although these are shown for at least some other rally stages). This suggest a total disregard for competitors, officials and spectators who could be injured by the event.	We do not put on our website what roads will be closed until they are approved by the relative authorities. The map provided clearly shows the route of the event. Additional maps will be provided after approval showing the location of toilets, evacuation route, location of medical services etc.	Noted.

	If it were not for the title and a few vague references within its text, the risk management plan is hardly recognisable as being applicable to the Targa West rally through Maryville Downs. There are no detailed examinations of safety issues relating specifically to the Maryville Downs route. Furthermore it is noted that local residents and landowners, who will be directly and adversely impacted by privacy intrusion, loss of access and exposure to hazard, are not recognised as "Key Stakeholders". In this context we do not believe the Shire would adequately represent us.	The Risk Management Plan is written to Australian Standards and approved by LGIS and a similar RMP has been approved by Eventscorp.	The Risk Management Plan has been prepared to cover all stages of the event in accordance with the Australian Standards. Noted concern of resident recognition.
	While it is expected that the long list of appendices to the risk management plan would be unlikely to provide any particularly useful information it would seem that making these "available on request" is a further attempt by Targa West (and/or Chittering Shire?) to inhibit the distribution of potentially relevant data.	Not at all, they are readily available and were listed as available on request to limit the size of the document	Dismissed. The Shire has no involvement with Targa documentation distribution and does not believe either party have inhibited any information from being made public or denied information upon request.
	We are strongly opposed to the rally being held in Maryville Downs for several reasons:		Objection noted.
	The lack of adequate safety measures that will be provided. Proper structural barriers should be put in place to prevent vehicles leaving the roadway. This would protect spectators and property as well as minimising injury to participants. If costs for these barriers are considered to be prohibitively expensive then the event should be transferred to a suitably equipped venue such as a proper race track. The recent tragedy at Donnelly River provides compelling evidence of the failure of measures that were supposed to ensure safety to all spectators. Undoubtedly this event was also the subject of a sham risk analysis similar to that provided for the Targa West event. It is understood that the organisational hierarchy of this event included personnel who are also involved with Targa West. Under the circumstances the Chittering Council would appear to be derelict in duty if approval is given for rally stages to be conducted within the Shire of Chittering.	Main points have already been addressed above. Once again, Ross Tapper was not on the organising committee of the Donnelly Rally. Targa West's Risk Management Plan is far from a "sham", it has been accepted by the LGIS.	Barriers are considered one option of reducing a risk but are not a legal requirement. The comment that Council should not approve the event due to the Donnelly River death of a gravel rally is considered irrelevant to the proposed event and dismissed. The recommended approval is subject to compliance of the relevant plans and risk mitigation measures.
	The closure of roads and loss of access to and from one's own home or worksite will adversely impact on social, sporting and commercial pursuits of local landowners.	As previously stated, we will endeavour to accommodate those needing access to their property or to leave their property during the event.	Inconvenience noted. Targa West have advised landowners are given contact details and provided opportunity to enter/exit during event.
	The noise associated with the rally imposes an unacceptable environmental intrusion onto the local community. If residents themselves engaged in activities generating similar noise and disruption the Chittering Shire would undoubtedly be quick to impose punitive measures.	What little noise associated with the cars is limited to a 2 hour window.	Vehicle noise on public roads is exempt from the Noise Regulations. The nuisance of noise has been minimised to within a 3 hour period.
	The local roads have been structurally and geometrically designed for traffic to travel within designated speed limits. Rally vehicles will travel at up to twice these causing damage to the roads. This outcome has been clearly observed following previous rallies. Indeed, at present, certain sections of the road surfaces are in poor condition and will almost certainly be made worse by the rally as well as increasing the risk of accidents during the event.	This has been addressed previously and the roads are inspected by the Shire following the event. No damage was identified as a direct result of Targa West in 2014.	Inspections will assess what and if damage occurs from the event as undertaken in previous years. As mentioned previously, a bank guarantee is recommended to be imposed to cover any possible costs of road damage to be repaired by Targa West.
	There appears to be no compensation for those (local residents and Chittering Shire ratepayers) who will be most adversely affected by the rally. Last year it was "rumoured" that Targa West would pay a sum of \$10,000 which was to be expended within Maryville Downs. We are unaware of any such expenditure being made and wonder if the payment was ever received and by whom.	The \$10,000 has been paid and our understanding planning and/or construction is underway for a BMX track in the area.	The \$10,000 contribution was receipted to a trust account for the benefit of the local community as required by the condition of approval and would only be spent for that purpose when decided upon. The sponsored contribution was not 'compensation' and is not relevant to this year's event.
	In summary, we would interpret any approval by the Chittering Shire, which permits the Targa West event to proceed in Maryville Downs, as a clear expression of total disrespect and disdain for local residents.	The majority of local residents were supportive of the event in the Shire's post event survey following the 2014 event	Dismissed. The determination of the proposed event is made under many factors which do include the views and concerns received during the public submission period.

Public U	It beggars belief that councillors think they have the right to make such an irresponsible decision.	The Shire has received overwhelming support from the majority of residents in their post event survey following the 2014 event.	The approval of a public event is a common function of Council.
Public V	You have called for written submissions on the basis that no response implies consent. I'm not sure of the legal correctness of such an assumption nevertheless I wish to voice my objection as a resident of Lower Chittering.	Shire response.	The Shire can only register an objection if a submission of objection is received. If no submission objecting to a proposal is received, it cannot be viewed that person is objecting (or supporting) hence the statement '...it will be perceived that you do not object...'. The Shire only acknowledges and reports on the submissions received. The Shire does not report that all 'non-submitters' support the event; it is simply reported that 'x' number of submissions objected and 'x' number of submissions supported.
	My objection is in principle to such an event taking place through the streets of a residential area (Maryville Downs Estate).	Noted	Objection noted.
	We have endured the intrusion and inconvenience of this event now for a number of years and I for one would prefer that the event not be routed through the streets of the Estate.	Noted	Noted.

EVENT ON ROADS TRAFFIC MANAGEMENT PLAN



LOCATIONS: Perth, Wanneroo, Whiteman Park, Kalamunda, Toodyay, Chittering, Bullsbrook, Malaga and Perth.

EVENT MANAGER: Targa West Pty Ltd.
TRAFFIC MANAGERS: Taborda Contracting

EVENT DATE: 13-16 August 2015

Declaration

I Wayne Taborda (AWTM Cert No. K36510) declare that I have designed this Traffic Management Plan following a site inspection on 21st of February 2015. The Traffic Management Plan has been prepared in accordance with Main Roads Traffic Management for Events Code of Practice 2011 and AS 1742.3 - 2009

Signature:

Date: 08/06/2015

I, carried out a site visit of all stages (roads) for this event on the and of, as part of the suitability audit of this traffic management plan.

Signature:

Date:

	Name / Company	Accreditation Details	Date	Signed
TMP designed by	Wayne Taborda / Taborda Contracting	K36510	08/06/15	
Suitability Audit undertaken by:				
Road Authority Approvals	Approvals for all road closures is the responsibility of the event organisers. This Traffic Management Plan is for managing the traffic in a safe and compliant manner within the pre-approved areas nominated by the event organisers.			
TMP No WT-500		Rev. No. 1.	Date	08/06/2015

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APPENDICES

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Appendix C	Daily Diary & Daily Inspection Report Form
Appendix D	Incident Report Form
Appendix E	Notification of Roadworks Form
Appendix F	Traffic Control Diagrams.
Appendix G	Emergency Procedure for Serious Injury or Fatalities.
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GLOSSARY OF TERMS

AS	Australian Standard
AS/NZS	Australian and New Zealand Standard
AWTM	Advanced Worksite Traffic Management / Manager
CoP	Traffic Management for Works on Roads Code of Practice (MRWA)
MRWA	Main Roads Western Australia
OS&H	Occupational Safety and Health
RTM	Roadworks Traffic Manager (accredited by MRWA)
SRSA	Senior Road Safety Auditor
TCD	Traffic Control Diagram
TMP	Traffic Management Plan

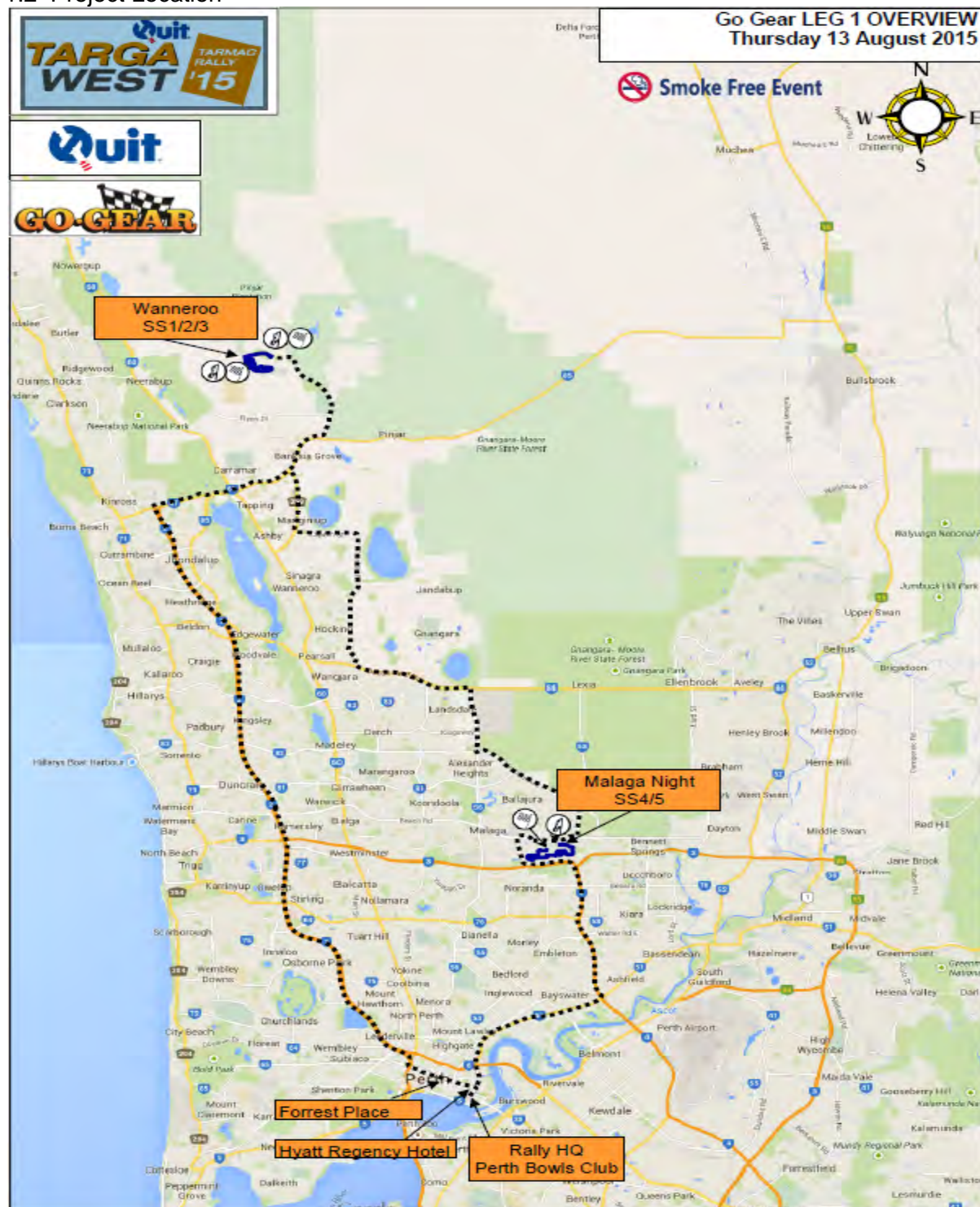
1.0 PROJECT INFORMATION

1.1 Purpose and Scope

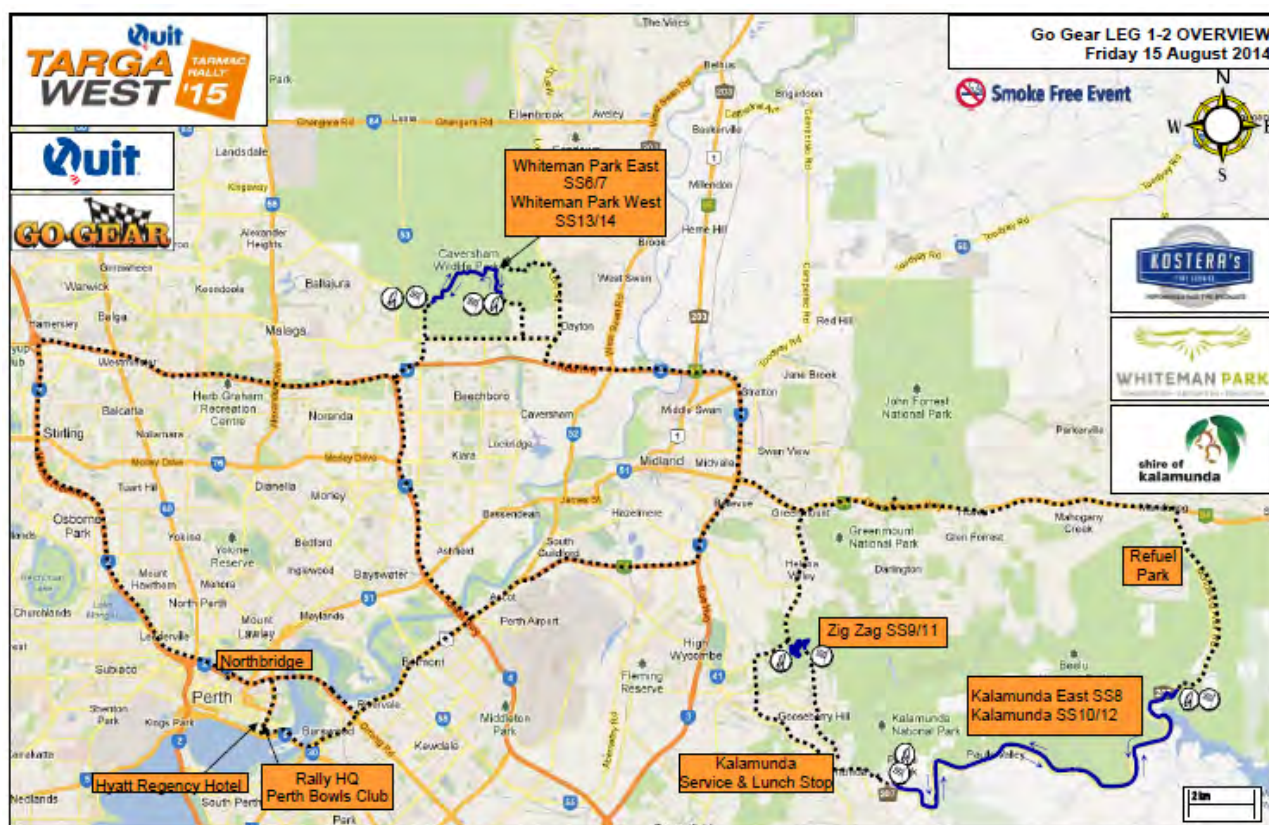
This Traffic Management plan has been prepared for The Targa West 2014 event. This requires the Closure of streets around the rally route to facilitate safe pedestrian and vehicular movements.

The following maps give an overview of where the rally will be taking place.

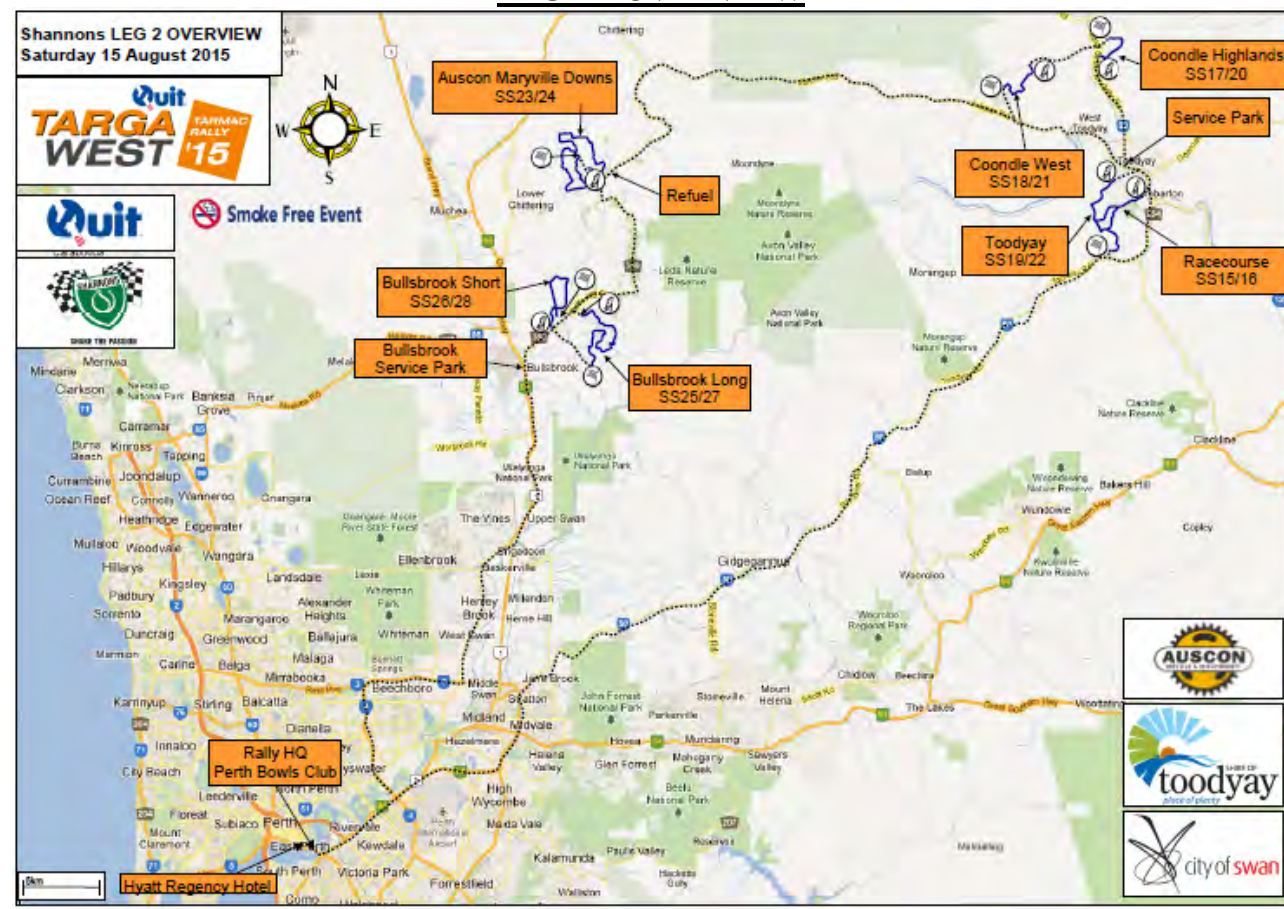
1.2 Project Location



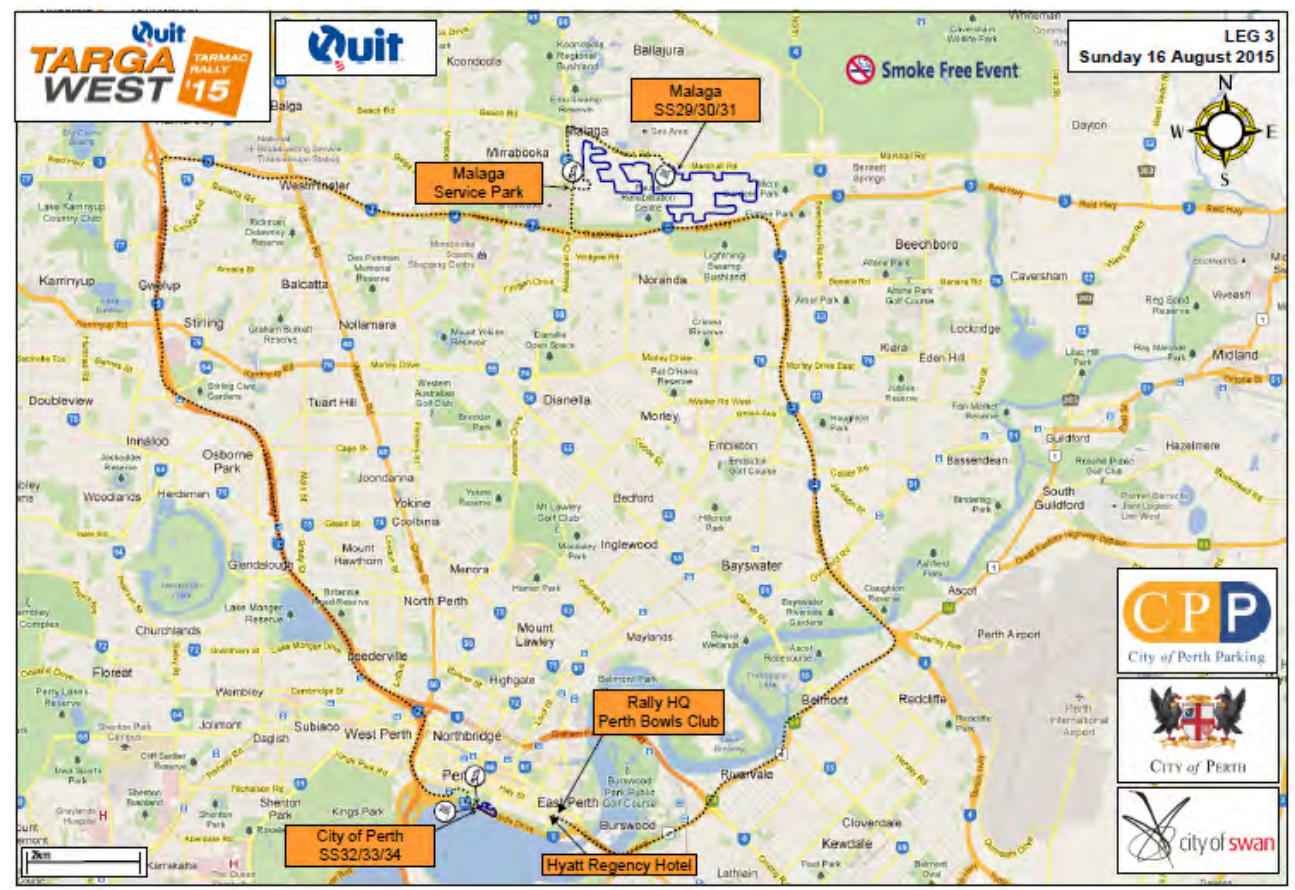
LEG 1 OVERVIEW



LEG 1-2 OVERVIEW



LEG 2 OVERVIEW



LEG 3 OVERVIEW

Figure 1.0 – Locality Plans

1.3 Site Constraints/Impacts

The majority of sites are on the outer roads of the Town sites with the exception of the final stages being held within The City of Perth. The suburban and rural stages of the event should have minimal impact on the surrounding road network. It is expected however that The Malaga Night Stage, City of Perth Stage and Malaga Super Stage will require the detouring of the traffic. This may cause some delays and they will be managed as efficiently as possible. The Malaga stages should remain at acceptable levels as it is around an industrial area where the majority of business premises in area will not be open on Thursday Night and Sunday morning during event.

1.4 Traffic Management Objectives and Strategies

The objectives of the TMP are to:

- Provide for a safe environment for all road users;
- Provide protection to workers, visitors, agents of the Principal and the general public from traffic hazards that may arise as a result of the construction activity;
- Minimise the disruption, congestion and delays to all road users;
- To ensure network performance is maintained at an acceptable level throughout the term of the work;
- Ensure access to adjacent commercial premises is maintained at all times.

To achieve the above objectives, the Traffic Management Plan will:

- Ensure whenever possible, that a sufficient number of traffic lanes to accommodate vehicle traffic volumes are provided.

- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels
- Ensure that appropriate/sufficient warning and information signs are installed and that adequate guidance is provided to delineate the travel paths through the event site.
- Ensure that the work area is free of hazards and that all road users are adequately protected from excavations and obstructions.
- Provide for work activities to be undertaken sequentially to reduce the adverse impacts of the work.
- Provide for safety procedures to enable work personnel to enter and leave the work area in a safe manner.

Targa West to manage the pedestrian cyclists facilities and

- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event site.

1.5 Responsibilities

The event organisers will take the utmost care to prevent the risk of injury and/or property damage to employees, subcontractors, other contractors, road users and members of the public. Event Organisers to manage footpath and cycleway closures.

Work will not commence or continue at any location until all appropriate signs, devices and barricades are in place and in accordance with the requirements of the Traffic Management Plan. All necessary signs and traffic control devices will be installed at the work site to direct and regulate traffic movements around the work activity and ensure that adverse impacts associated with the works are kept to a minimum.

To assist in meeting these objectives the TMP provides information on:

- The Scope of the Event
- Site Conditions
- Permissible event times
- Procedures and Responsibilities
- The Traffic Management Scheme
- The Traffic Control Diagram (TCD)

2.0 WORKS ON ROAD

2.1 Project Scope

Scope of Project	Targa West Tarmac Rally
Road Authorities	City of Perth, City of Wanneroo, Shire of Kalamunda, City of Swan, Shire of Toodyay, Shire of Mundaring, Whiteman Park and the Shire of Chittering
Local Government	City of Perth, City of Wanneroo, Shire of Kalamunda, City of Swan, Shire of Toodyay, Shire of Mundaring, Whiteman Park and the Shire of Chittering
Client	Targa West Pty Ltd
Prime Contractor	Taborda Contracting

Details of Event

The event is run over four (4) days in August and requires the event management to manage the competitors, road closure approvals, local business and residents, spectators, volunteers and sub-contractors involved in making the event both safe and a success.

The Targa West is taking place in localities Perth, Kalamunda, Whiteman Park, Mundaring, Bullsbrook, Chittering, and Toodyay. Roads will be closed to host the event and allow for spectator and vehicular movement.

This Traffic Management Plan forms part of the risk management process (managing the risk of holding an event on public roads) and is to ensure that as far as practicable that the traffic is managed according to the AS1742:3 2009 and the MRWA CoP for Works on Roads (January 2014), and the MRWA CoP for Events.

The Dates and times for each stage are listed below.

	ROAD CLOSED	ROAD OPEN
THURSDAY 13 AUGUST		
Zig Zag	0700	0900
Barbagallo Raceway	1330	1730
Malaga Night	1800	2130
FRIDAY 14 AUGUST		
Whiteman Park	0700	1800
Zig Zag - Friday	0850	1445
Haynes Street	0900	1515
Kalamunda	0900	1545
James Street	1800	2200
SATURDAY 15 AUGUST		
Toodyay Service Park	0800	1530
Racecourse	0800	1100
Coondle Highlands	0915	1400
Coondle West	0930	1415
Toodyay Stage	1045	1500
Maryville Downs	1300	1630
Bullsbrook Short	1430	1830
Bullsbrook Long	1415	1800
Bullsbrook Service Park	1500	2000

SUNDAY 16 AUGUST		
Malaga	0730	1200
City of Perth	0500	2200
Project Date	13-16 of August 2015	
Hours / Days of Work	Thursday 07.00 to 9.00 Friday 7.30 to 22.00 Saturday 8.00 to 18.00 Sunday 0500 -22.00	
Duration of Work	4 days	

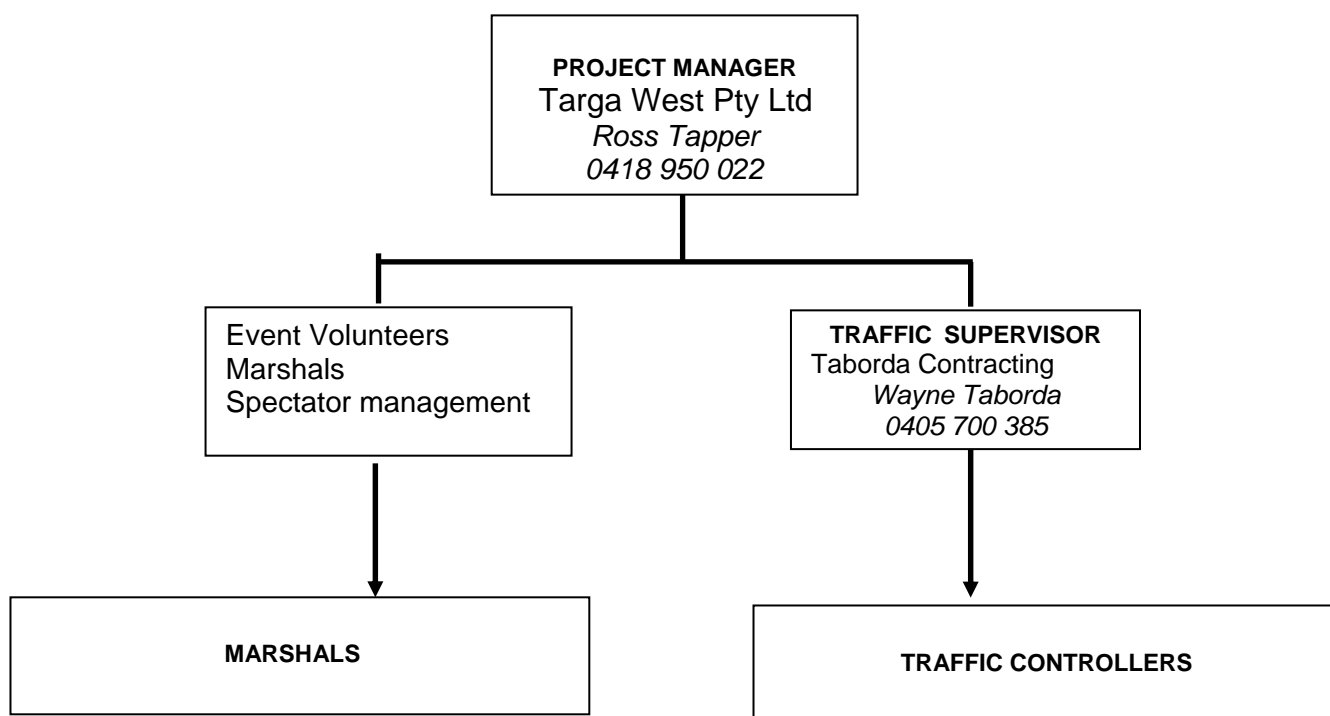
2.2 Existing Traffic and Speed Environment

All outer roads such as used in Saturdays racing are High Speed low volume rural roads
All Perth suburban roads are low speed high volume roads.

2.3 Roles and Responsibilities

Targa West Pty Ltd are responsible for all associated works required for Targa West 15

2.4 Traffic Management Responsibility Hierarchy



2.5 Project Representatives

Road Authority / Client	ROAD AUTH:	CONTACT	PHONE
	MRWA Events	Brian Watson	9323 4115
	City of Perth	George Terpkos	9461 3178
	Shire of Kalamunda	Sonja Hayes	9257 9823
	City of Swan,	Ian Denny	0417 930 510
	Shire of Toodyay	Debra Andrijich	9574 2258

	Shire of Mundaring Whiteman Park. MRWA TOC Shire of Chittering City of Wanneroo	Kirk Kitchen Sarah Stevenson Martin Woolley Brendan Jeans Sandra Hansen	9290 6666 9209 6034 9323 4842 9576 4600 9405 5012
Main Contractor	Targa West Pty Ltd PO Box 1001 Hillarys Western Australia 6923 Phone: (08) 9324 4566 Web: www.targawest.com.au		
<i>Project Manager</i>	<i>Ross Tapper - Clerk of Course</i> <i>0418 950 022</i>		

2.5 Traffic Management Administration

TMP Design	Wayne Taborda AWTM 14-03951-04 Taborda Contracting
Contact Details	Wayne Taborda 0405 700 385 65 Eva St Maddington WA
Site Contact	Wayne Taborda 0405 700 385
Public Transport Contacts	Public Transport Authority Steve Fisk Service Disruptions Manager PTA sfisk@pta.wa.gov.au

3.0 STATUTORY REQUIREMENTS

3.1 Occupational Safety and Health

Principals, employers and persons in control of workplaces have a statutory duty of care to provide a safe workplace for all personnel working at the site, accessing the site or impacted by the event activity including employees, contractors, visitors to the site and the general public.

This TMP forms part of the overall project Safety Management Plan, and provides details on how all road users considered likely to travel through, past, or around the event site and those impacted by the works will be safely and efficiently managed for the full duration of the site occupancy and event.

All traffic management works and control devices shall be in accordance with

- OS&H Act (1984)
- OS&H Regulations (1996)
- Australian Standard AS1742.3 2009; Traffic Control Devices for Works on Roads (*)
- MRWA Traffic Management for Works on Roads - Code of Practice (CoP)
- Road Traffic Code 2000
- Australian Standard AS/NZS 31000; Risk management
- Australian Standard AS/NZS 4602; High visibility safety garments

* *except where expressly overridden by the MRWA Traffic Management for Events on Roads – Code of Practice (CoP). June 2013.*

3.2 Responsibilities

3.2.1 Project Manager

The project manager shall:

- Ensure all traffic control measures for this TMP are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines
- Ensure suitable communication and consultation with the affected stakeholders is maintained at all times
- Ensure inspections of the Traffic Controls are undertaken in accordance with the TMP, and results recorded. Any variations shall be detailed together with reasons
- Review feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the Superintendent's Representative
- Arrange and/or undertake any necessary audits and incident investigations

3.2.2 Supervisor

The Clerk of Course is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the TMP, and shall:

- Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests, safety boots and other equipment as required (See 3.2.4).
- Ensure traffic control measures are implemented and maintained in accordance with the TMP
- Undertake and submit the required inspection and evaluation reports to management
- Render assistance to road users and stakeholders when incidents arising out of the works affect the network performance or the safety of road users and workers
- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.

3.2.3 Traffic Management Personnel

At least one person on site shall be accredited in Basic Worksite Traffic Management, and shall have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP.

At least one person accredited in Advanced Worksite Traffic Management or Worksite Traffic Management shall be available at short notice at all times to manage variations, contingencies and emergencies, and to take overall responsibility for traffic management.

3.2.4 Traffic Controllers (When used, or as required by the Traffic Management Plan)

Traffic Controllers shall be used to control road users to avoid conflict with plant, workers, traffic and pedestrians, and to stop and direct traffic in emergency situations. Traffic Controllers shall:

- Operate in accordance with Section 4.6 and Appendix B of AS1742.3
- Hold a current Traffic Controller's accreditation in Western Australia.
- Take appropriate breaks as required by AS1742.3 and/or OS&H Regulations.

3.2.5 Marshals

Marshals shall:

- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet, sun protection etc), at all times whilst on site
- Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of others or the general public
- Enter and leave the site by approved routes and in accordance with safe work practices.
- Must leave direction of traffic and pedestrians to traffic controllers on site

3.3 Personal Protective Equipment

All personnel entering the work site shall correctly wear high visibility vests to AS/NZS 4602, in addition to other protective equipment required on a site-by-site basis (e.g. protective footwear, eye protection, helmet, sun protection, respiratory devices etc) at all times whilst on the worksite.

3.4 Plant and Equipment

All plant and equipment at the workplace shall meet statutory requirements and have the required registration, licences or certification where required. All mobile equipment shall be fitted with suitable reversing alarms. All mobile plant and vehicles involved in the event for moving an/or relocating of equipment shall be fitted with a rotating flashing yellow lamp. All vehicles involved in traffic management shall be fitted with a pair of rotating flashing yellow lamps in accordance with AS1742.3 clause 3.12.1. All workers will be made aware of the safe work practice at the time of the site induction.

3.5 Incident/Accident Procedures

Refer Appendix: G for incident involving Serious Injury or a Fatality

In the event of an incident or accident, whether or not involving traffic or road users, all work shall cease and traffic shall be stopped as necessary to avoid further deterioration of the situation. First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called on telephone number 000. The Police shall also be called on 000 for traffic crashes where life threatening injuries are apparent. Any traffic crash resulting in non-life threatening injury shall immediately be reported to the WA Police Service on 131 444.

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles shall be temporarily moved into the closed section of the work area behind the cones, providing there is no risk to vehicles and their occupants or workers. Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

Details of all incidents and accidents shall be reported to the site supervisor and project manager using the incident report form at Appendix "D" (or similar).

3.6 Trip Hazards & Unsafe Spectator Vantage Points

As Rally fans will be taking advantage of the best spectator points around each course, it can be expected that trip hazards will be encountered and unsafe spectator positions will be occupied. Rally officials have made available to race spectators guidelines to safe vantage points (a copy is attached in Appendix: H).

4.0 PLANNING

4.1 Risk Identification and Assessment

Risk analysis of the proposed works has identified a number of risk events/items that will be managed by effective traffic management planning and the implementation of this TMP. A risk analysis table is attached at Appendix "B". The assessment process has been undertaken in accordance with Australian Standard AS/NZS 31000, Risk Management.


All identified risks have been treated by development of this TMP. Unforeseen risks arising during the works will be treated in accordance with standard work practices and procedures where appropriate.

Generic Risk

RISK	Pre-Treatment Risk Rating			RISK RESPONSE	Residual Risk Rating		
	L	C	RATING		L	C	RATING
Interaction of pedestrians and other non-motorised road users with the changed traffic flow may result in an increased potential for conflict and serious injury.	C	3	H	Traffic Control is to be installed and maintained by appropriately qualified and experienced personnel. The TMP nominates experienced personnel to provide assistance at crossing facilities which are deemed to be unsafe to negotiate undirected.	E	3	M
Restrictions and delays associated with the traffic control may cause unacceptable delays to emergency services	C	3	M	All works personnel respond to emergency traffic to facilitate safe and unhindered passage	D	2	L

TARGA WEST 2015 - EVENT SPECIFIC RISK ASSESSMENT

RISK	Pre-Treatment Risk Rating			RISK RESPONSE	Residual Risk Rating		
	L	C	RATING		L	C	RATING
Where the event is being run several kilometres down a	A	4	E	Install 'Event Ahead' signage, along with 'No Thru Road' and 'Local Traffic Only' signage at	D	3	M

RISK	Pre-Treatment Risk Rating			RISK RESPONSE	Residual Risk Rating		
roadway, and the signs for the event are just prior to the road closure, drivers may travel long distances before being made aware they cannot proceed causing anger and conflict with and towards the event marshals or traffic management personnel				<p>the intersection so that drivers understand the road is closed and they will not be able to continue through.</p> 			
Drivers approaching a Road Closed, Event in Progress sign may bypass the sign believing they can get closer to the event putting them at risk of entering the competition area.	C	3	H	A Marshall to be stationed at the road closures to ensure compliance and provide direction and assistance where required.			Eliminated
<p>Due to the type of event, some drivers become caught up in the spirit of the event and believe that they too can be rally drivers, but on public roads.</p> <p>This could lead to accidents that the traffic managers may need to manage.</p> <p>Traffic managers may be unsure of how to respond in the event of serious injury or a fatality.</p>	B	3	H	<p>Included in this TMP is a procedure of how the Traffic Managers and others at the incident will be required to respond.</p> <p>This procedure is in response to the MRWA CoP for Works on Roads, and is included in Appendix: G. of this plan.</p> <p>Event traffic managers to read the instructions and ensure that all event personnel are aware of their responsibilities regarding the Emergency Procedure.</p>			Eliminated
Roads remaining open to the public in rural areas risk having high speed traffic (posted & de-restricted roads) where there will be an increased volume of traffic, with some drivers going slower than expected, putting drivers at additional risk.	C	3	H	<p>Traffic Managers (with LGA & MRWA approval) to introduce temporary speed restrictions on all roads.</p> <p>Speed restrictions to be removed as soon as the event is completed.</p>	D	3	M
During the Toodyay stages there are a number of steep winding roads that make turning around at the road closures very difficult or impossible, increasing the risk of vehicles trying to turn around slipping off the road and getting	C	2	M	<p>Ensure that all locations where the roads are closed, that there is sufficient room for vehicles to be able to turn around.</p> <p>This to be achieved by either excess road width or the proximity of a side road, driveway, etc.</p>	D	2	L

RISK	Pre-Treatment Risk Rating			RISK RESPONSE	Residual Risk Rating		
bogged.							
On some sections of the steep and winding country stages there is very limited line of sight to the Road Closed signs, and drivers may not have sufficient time to react increasing the risk of an accident.	C	3	H	Where a line of sight of a least 2D to the Road Closed sign cannot be achieved, Road Closed Ahead followed by Prepare to Stop signs should be mounted on the approach to the Road Closed sign.	E	3	M
With a number of the roads in and around the event, parking will be limited and it can be expected that Targa patrons will use road side parking, which may block roads for two way traffic.	B	3	H	Marshals to monitor the approaches to the event Road Closures to ensure roads remain open, and accessible, particularly to emergency services should they be required.	D	3	M
There is a risk that event Marshals and Traffic Managers may be put in a position whereby they are forced to make decisions for which they have not been trained or authorised to manage.	B	3	H	All event personnel given the responsibility to manage traffic in and around the event shall be equipped/or have access to, communications (two way radios) whereby advice or authorisations can be obtained as required.	C	2	M

This section has been left blank to ensure that any additional risk identified on site can be managed and recorded.

4.2 Legislative and Other Provisions

The Contractor recognises that the traffic management plan has been developed and shall be implemented with due consideration and in accordance with the following legislative, environment and industry standards:

- Occupational Safety and Health Act 1984 and Regulations 1996
- Road Traffic Act

- Road Traffic Code 2000
- Australian Standard AS 1742.3 – 2009 - Traffic control devices for works on roads
- Risk Management Standard AS/NZS 31000
- Australian Standard - Mobility and Access Standard for People with Disabilities AS 1428
- MRWA - Traffic Management for Events Code of Practice 2013
- Utility Providers Code of Practice
- Local Government Act

The Contractor shall ensure that the requirements of these documents and other relevant information will be monitored and the Traffic Management Plan adjusted to meet changing requirements where necessary.

4.3 Traffic Assessment (Vehicular Traffic)

4.3.1 Volume and Composition

All roads actually used for the racing circuit are low volume roads with the exception of Riverside Drive and Malaga Drive.

4.3.2 Existing & Proposed Speed Zones

Chittering Rd , Sandplain Rd, Folewood Rd, Racecourse Rd and Julimar Rd will all have a temporary speed limit introduced during the event. All event sites affected will have return to original speed limit signs erected at the end of event sites. All temporary speed signs will be removed at the end of the event.

4.3.3 Intersection Capacity

Affected intersections should not have traffic flows exceed capacity however some delays may be experienced during an event of this scale.

4.3.4 Existing Parking Facilities

All existing car parks shall remain open, however it is expected that spectators will park on the roadsides. Event marshals and traffic managers will be required to ensure that roads are not blocked for two way traffic and emergency services can access the area without impediment.

4.3.5 Heavy and Oversized Vehicles and Loads

MRWA Heavy Haulage to be informed of all closures so alternate routes can be used.

4.3.6 Public Transport

Notified of the Closures in Perth Stages.

4.3.7 Special Events and Other Works

Event has been brought forward to avoid a clash with the City to Surf Fun Run, Victoria Keys construction continues west of Barrack Street.

4.4 Non-motorised Road Users

4.4.1 Cyclists and Pedestrians

Cyclists and Pedestrians shall not be allowed to access inside road closures. Spectator Guides will be available at the event and prior to the event in print and at the Targa West website. Marshalls to ensure safety zones are respected by all. Designated spectator areas have been selected by the race organisers using CAMS (Confederation of Australian Motorsports)

4.4.2 People with Disabilities and Other Vulnerable Road Users

Parking shall be made available for Special needs at each stage.

4.4.3 School Crossings

Not applicable

4.5 Site Assessment

4.5.1 Access to Adjoining Properties

Access to some properties will be effected during the event however extensive letter drops and notification signs will warn of timing of event.

4.5.2 Environmental Conditions

Weather:

(Rain, Floods, Heat, Sun Glare, Fog)

Not expected to affect the event, however rally organisers would be expected to stop the event in should it become too dangerous.

Road Geometry / Terrain:

(Horizontal and Vertical approach geometry, Safe stopping distances, Visibility, Vegetation)

Public road alignments will not be affected, however some of the rural roads in use have poor lines of sight (existing) and drivers are expected to drive accordingly.

Existing Signage:

(Obstruction, Visibility of temporary signage, Covering of existing signs)

.Will be covered where in conflict with approved traffic management.

Other:

(Structures, Dust, Noise, Fumes)

4.5.3 Impact on Adjoining Road Network

Should have a minimal impact to adjoining network as pre-event advertising and notifications have made local traffic aware of the event, and signage will be erected on the day of the event warning that the event is in progress.

4.6 Works Programming

4.6.1 Work Sequence

As per Staging in 2.1 Scope of Works

4.6.2 Night Work Provisions

With the exception of One Stage the Event is scheduled during daylight hours. All signs and devices are to retro reflective as required by AS1742.3. The night stage is to held within the Malaga Industrial area no additional lighting is being used with the exception of the start finish area. Care must be taken to direct light down and not into drivers eyes.

4.7 Emergency Planning for Damage to Services (Power, Water, Gas, etc)

- **Emergency Services (Refer appendix: G)**

Emergency services shall be notified via FESA (phone 9323 9300) of the proposed works nature, location, date and times as well as contact details for the site supervisor.

- **Damage to Services**

In the event that gas services are damaged, all work shall cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area. The Police Service and relevant supply authority shall be called immediately. Damage to any other services shall be treated in a similar manner except machinery may remain operational and access may be maintained where it is safe to do so. All site personnel shall be briefed on evacuation and control procedures.

- **Failure of Services**

- » Failure of Traffic Signals – Downer EDI
- » Failure of Street lighting – Refer Western Power Free call 1800 622 008
- » Failure of Power - Refer Western Power Free call 1800 622 008

4.8 Consultation and Communication

4.8.1 Approvals

- It is the responsibility of the event organisers to ensure that all permits for road closures have been obtained prior to the event proceeding with the event.
- **Road Authority**

Approvals for the implementation of this TMP shall be obtained in accordance with the Cop from City of Perth, Shire of Kalamunda, City of Swan, Shire of Toodyay, Shire of Mundaring and Whiteman Park

- **Service Providers**

Utility services not affected.

- **Environmental Protection Agency**

- Any environmental issue are to be referred to the Rally Organisers.

- **Department of Environment and Conservation.**

Approvals for the implementation of this TMP shall be obtained in accordance with Department policies by the Rally Organisers.

4.8.2 Public Notification

A large scale promotion for the event will be used including radio newsprint and social network sites.

4.8.3 Notification of Other Agencies

In accordance with the CoP all relevant agencies shall be notified using the 'Notification of Event' form attached at Appendix "E". A distribution list is provided on the bottom of the form. Other agencies shall be notified as required.

Information obtained from services (by calling the 1100 number) indicates that there is a gas main in the verge close to the kerb line. All other services are recorded as being within the verge, away from the work area. There are no services under the proposed work area.

5.0 IMPLEMENTATION

5.1 Hazard Identification, Risk Assessment and Control

In establishing adequate controls for the hazards identified in Section 4.1, the Contractor has used a structured approach via the use of the hierarchy of control as outlined below:

- Elimination
- Substitution
- Engineering
- Administration
- Personal Protection Equipment

The Contractor's traffic management practices require that the Supervisor evaluate all traffic arrangements before they are open to traffic and immediately following the opening to traffic. Adjustments are to be made as required and recorded in the daily diary, including reasons for the changes. The Supervisor is also required to evaluate the traffic arrangements where site conditions change, new hazards that arise throughout the work will be subject to risk assessment and incorporated onto the Risk Register.

5.2 Traffic Control Diagrams

The Traffic Control Diagrams outlined in Appendix "F" have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the contract.

Activity / Risk Treatment	TCD No
Stages 1-3 Event / Pedestrian Management	TCD:1
Stages 4 & 5 Exiting Event / Pedestrian Management	TCD: 2
Stages 6,7,13 &14 Exiting Event / Pedestrian Management	TCD:3
Stages 8, 10 & 12 Exiting Event / Pedestrian Management	TCD 5
Stages 9 & 11 Exiting Event / Pedestrian Management	TCD: 6
Kalamunda Lunch Stop	TCD: 7
Show and Shine Entering Exiting Event / Pedestrian Management	TCD:8
Stages 15 & 16 Exiting Event / Pedestrian Management	TCD : 9
Stages 17 & 20 Exiting Event / Pedestrian Management	TCD : 10
Stages 18 & 21 Exiting Event / Pedestrian Management	TCD : 11
Stages 19 & 22 Exiting Event / Pedestrian Management	TCD : 12
Stages 23 & 24 Exiting Event / Pedestrian Management	TCD : 13
Stages 25 & 27 Exiting Event / Pedestrian Management	TCD: 15
Stages 26 & 28 Exiting Event / Pedestrian Management	TCD: 14
Toodyay Service Park	TCD: 16
Bullsbrook Service Park	TCD: 17

Stages 29-31 Exiting Event / Pedestrian Management	TCD: 18,18A, 18B 18C & 18D
Stages 32-34 Exiting Event / Pedestrian Management	TCD: 19A & 19B

5.3 Traffic Control Devices

Traffic control devices shall be erected in accordance with the TCD's (refer Appendix "F")

Before work commences, signs and devices at the approaches to the work area shall be erected in accordance with the installation plan in the following sequence:

- Advance warning signs. (Erect approach and departure signs on approaches to the work site)
- All intermediate advance and positional signs and devices required in advance of the taper or start of the work area.
- All delineating devices required to form the taper including the illuminated flashing arrow sign at the end of the taper where required. (Install delineation devices and lane closures).
- Delineation past the work area.
- All other required warning and regulatory signs.

A vehicle displaying a vehicle mounted warning device shall be used in advance of the signs and traffic control devices to protect workers setting out the signs or traffic cones associated with the taper. *(Note:- Vehicle mounted warning devices are approved under the Vehicle Standards Regulations. These devices shall not be used outside the limits of the road works).*

- Traffic Control Devices at the end of work shift:**

None

- Traffic Control Devices for after (work) care:**

Not applicable

- Traffic Control Devices at the start of work shift:**

As per TCD 1 to TCD: 19

The signs and traffic control devices are to be removed in the reverse order of installation. A vehicle displaying a vehicle mounted warning device shall be used in advance of the signs and traffic control devices to protect workers removing the signs or traffic control devices.

A detailed listing depicting the type and quantity of devices required to implement this TMP is included in the TCD. Should the use of additional (not shown on the TCD or listing of devices) or reduced number of devices be required due to unforeseen needs, they shall be recorded within the Daily Diary as a variation to the TMP, following prior approval.

Work will not commence or continue until all signs, devices and barricades are in place and operational in accordance with the requirements of the TMP. The number, type and location of signs, devices and barricades shall be to a standard not less than Appendix "F" of this plan and AS1742.3 (except where specifically detailed in this TMP with reasons for the variations). Devices no longer required shall be promptly and completely removed from road user's lines of sight.

5.3.1 Signs

All signs shall be in accordance with AS1742 (and manufactured in accordance with AS1743), shall be at least size 'B' and shall be Class 1 retro-reflective. The Symbolic Worker sign shall also

be fluorescent. Prior to the installation all signs shall be checked for damage and cleanliness and repaired, replaced or cleaned as necessary.

Signs and devices shall be erected in accordance with the locations and spacings shown on the drawings such that:

- They are properly displayed and securely mounted;
- They are within the driver's line of sight;
- They cannot be obscured from view;
- They do not obscure other devices from the driver's line of sight;
- They do not become a possible hazard to workers or vehicles; and
- They do not deflect traffic into an undesirable path.

All existing speed limit signs on the carriageway within the work site shall be covered for the duration of the works whilst temporary speed limit signs are in place. There are no other traffic or advertising signs in the vicinity which could cause distractions or confusion, or which restrict sight lines.

5.3.2 Pavement Marking

Not applicable .

5.3.3 Variable Message Signs

Used during Kalamunda Stages, Malaga Stage and City of Perth Stages. See TCD for each stage for locations of VMS.

5.3.4 Delineation

Posts or bollards will be erected in accordance with the TCDs in Appendix "F". Posts and bollards shall be fitted with suitable white retro-reflective tape placed in accordance with AS 1742.3.

All posts or bollards will be inspected daily and where displaced or missing made good immediately. All delineator posts are to be completely removed at the completion of all stages.

Traffic Cones shall be at least 700mm high, fluorescent red and fitted with Class 1 retro-reflective tape. Alternatively fluorescent red bollards with Class 1 retro-reflective tape may be used. The base of the cones and bollards shall be designed to be stable under reasonably expected wind conditions and air turbulence from passing traffic. Inspect cones at intervals necessary to ensure any miss-alignment or displacement is identified and corrected prior to this causing disruption to traffic.

5.3.5 Temporary Speed Zones

The operating speed (85th percentile) will be monitored and arrangements will be made with traffic police to enforce the temporary speed limit if drivers consistently exceed the temporary limit.

5.4 Emergency Arrangements

A Traffic Controller shall assist emergency vehicles requiring to enter and/or travel through the worksite. Emergency services shall be notified via FESA (phone 9323 9300) of the proposed works nature, location, date and times as well as contact details for the site supervisor.

Vehicle breakdown and/or crashes can cause considerable delay and congestion. Police communications will be requested to render assistance where required. The Contractor will also render assistance where possible to ensure the impact of crashes and breakdown on the network is minimised.

Site Access

Due to nature of event a number of Roads will be closed access to site will be by foot only.

5.6 Communicating TMP Requirements

The requirements of the TMP will be communicated to all personnel entering the site through the site induction program.

6.0 MONITORING AND MEASUREMENT

6.1 Site Inspections & Record Keeping

The Project Manager will ensure that the Traffic Management Plan is implemented and evaluated for effectiveness. The Supervisor shall inspect and monitor traffic movements around the site in conjunction with the personnel who have erected the control measures. The outcomes of the inspection will be diarised for the information of the Project Manager.

Inspections shall be undertaken as required and at a minimum on the following occasions:

- Before the start of work activities on site;
- Closing down at the end of the shift period; and
- During the hours of work;
- After hours.

A daily record of the inspections should be kept indicating:

- When traffic controls were erected;
- When changes to controls occurred and why the changes were undertaken;
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

Where significant changes to the work or traffic environment or adverse impacts are observed, the controls should be reviewed as a matter of urgency. Daily Inspection Sheets shall be completed by the person undertaking the inspections and reviewed by the Supervisor. All variations to the TMP/TCD, non-conformances, incidents and accidents shall be recorded. Copies of the completed report shall be forwarded to the Project Manager and the Superintendent's Representative. A Daily Inspection Report Form is at Appendix "C". One sheet per inspection should be used, with the relevant section to be filled in.

6.2 TMP Auditing

RTM to review suitability of plan prior to event.

6.3 Public Feedback

The Contractor will implement a procedure that ensures comments and complaints received from the public are registered. The Supervisor shall be responsible for the monitoring of the Register on a daily basis.

6.4 References

- Australian Standard AS1742.3; Traffic Control Devices for Works on Roads
- Australian –New Zealand Standard AS/NZS 31000; Risk management
- Australian Standard AS/NZS 4602; High visibility safety garments

- MRWA Traffic Management for Events on Roads - Code of Practice (CoP)
- OS&H Act (1984)
- OS&H Regulations (1996)
- Road Traffic Code 2000

7.0 MANAGEMENT REVIEW

7.1 TMP Review and Improvement

A review of the effectiveness of the TMP will be undertaken by the Project Manager as part of the close-out procedure.

7.2 Variations to Standards and Plans

On-site variations, if required, shall generally only be made following approval by the Superintendent's Representative and recorded in the daily diary. In emergency situations, on-site variations shall be made and recorded in the daily diary, and the Superintendent's Representative notified as soon as practicable.

APPENDIX B

TRAFFIC RISK CLASSIFICATIONS

AND

RISK ANALYSIS TABLES

TRAFFIC RISK CLASSIFICATION

1. In order to clearly understand the risks associated with this Contract and then outline the manner in which identified risks will be managed, the Contractor shall undertake an assessment of all significant foreseeable risks associated with the Contract and determined the treatment measures that, so far as practicable, minimise the risk.
2. The identification and assessment process must be undertaken in accordance with AS/NZS 31000 and the likelihood and consequences rated before the application of risk treatments (Primary Risk) and after (residual risk) the determined controls utilizing Table 202B.1, Table 202B.2 and Table 202B.3 of this Annexure 202B. *AS/NZS 31000*
3. The Contractor shall, so far as practicable, control or reduce identified risks in accordance with the hierarchy of control as defined by AS/NZS4801. Treatment measures shall be authorised and managed by the Contractor in accordance with Table 202B.4 **Management Approach for Residual Risk Rating.** *Risk Control and Reduction*
4. The Superintendent may direct the Contractor as to the Primary Risk Rating and the Residual Risk Rating to apply to any risk. The Contractor shall reassess, authorise and manage its risk control measures in accordance with the level of risk directed by the Superintendent.
5. A Residual Risk Rating of Extreme is not permissible under the Contract.
6. The Contractors shall use the OSH risk classification in accordance with Specification 203 **OCCUPATIONAL SAFETY AND HEALTH** when addressing safety hazards of the general public and road users moving through the Site. *Road Users*

RISK TABLES (SPECIFICATION 202 & 203)

TABLE 202B.1 – QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Descriptor	Description
1	Insignificant	<ul style="list-style-type: none"> Mid block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AS1742.3. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B No property damage
2	Minor	<ul style="list-style-type: none"> Mid block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AS1742.3. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C Minor property damage
3	Moderate	<ul style="list-style-type: none"> Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AS1742.3. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D Moderate property damage
4	Major	<ul style="list-style-type: none"> Midblock hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AS1742.3. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E Major property damage
5	Catastrophic	<ul style="list-style-type: none"> Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AS1742.3. Unacceptable impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of F Total property damage.

OCCUPATIONAL HEALTH AND SAFETY RISK CLASSIFICATION

TABLE 203B.1 – QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Descriptor	Description
1	Insignificant	<ul style="list-style-type: none"> Minor first aid treatment required. Immediate return to work.
2	Minor	<ul style="list-style-type: none"> Minor medical treatment required. Not a lost time injury.
3	Moderate	<ul style="list-style-type: none"> Medical treatment required. Lost time injury. WorkSafe report not required.
4	Major	<ul style="list-style-type: none"> Significant injuries. Hospitalisation required. WorkSafe report required.
5	Catastrophic	<ul style="list-style-type: none"> Permanent and severe disablement; . Fatality. .

TABLE 202B.2 – QUALITATIVE MEASURES OF LIKELIHOOD

Level	Descriptor	Description
A	Almost certain	The event or hazard: <ul style="list-style-type: none"> is expected to occur in most circumstances, will probably occur with a frequency in excess of 10 times per year.
B	Likely	The event or hazard: <ul style="list-style-type: none"> will probably occur in most circumstances, will probably occur with a frequency of between 1 and 10 times per year.
C	Possible	The event or hazard: <ul style="list-style-type: none"> might occur at some time, will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).
D	Unlikely	The event or hazard: <ul style="list-style-type: none"> could occur at some time, will probably occur with a frequency of 0.01 to 0.1 times per year (i.e. once in 10 to 100 years).
E	Rare	The event or hazard: <ul style="list-style-type: none"> may occur only in exceptional circumstances, will probably occur with a frequency of less than 0.01 times per year (i.e. less than once in 100 years).

IMPORTANT NOTE: The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e. “period of exposure”). For risk assessment purposes the assessed likelihood shall then be proportioned for a “period of exposure” of one year

Example: An activity has a duration of 6 weeks (i.e. “period of exposure” = 6 weeks). . The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = C (i.e. Possible)

TABLE 202B.3 – QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

Likelihood	Consequences				
	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (almost certain.)	M	H	H	E	E
B (Likely)	L	M	H	E	E
C (Moderate)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

TABLE 202B.4 – MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating		Required Treatment
E	Extreme risk	Unacceptable risk. HOLD POINT. Work cannot proceed until risk has been reduced.
H	High risk	High priority, OSH MR and Road Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TMP prior to its implementation.
M	Moderate risk	Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.
L	Low risk	Managed in accordance with the approved management procedures and traffic control practices.

APPENDIX C

DAILY DIARY

AND

DAILY INSPECTION REPORT FORM

TRAFFIC MANAGEMENT FOR ROADWORKS DAILY DIARY

Record details of all changes to the approved Traffic Management plan, who directed/made the changes and who authorised the changes (if applicable).

PROJECT DETAILS:

LOCATION:

DATE:

Contract No.

TMP Document No.

TCD Dwg No.

Revision No. 0

Date:		Time:		Location:		
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:	
Detail/Comments:						

Date:		Time:		Location:		
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:	
Detail/Comments:						

Date:		Time:		Location:		
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:	
Detail/Comments:						

TRAFFIC MANAGEMENT - DAILY INSPECTION SHEET		DATE:	TCD No(s).
Inspection Prior to Commencement of Work		Day Time Inspection During Work Hours	
Time of Inspection:		Time of Inspection:	
Signs & devices appropriate for the day's activities and conditions	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices operating satisfactorily and seen by motorists	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Signs & devices positioned and mounted correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices positioned and mounted correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Signs & devices clean and clearly visible	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices clean and clearly visible	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <input type="checkbox"/> No (If no, give reason) <input type="checkbox"/> Not Applicable	Traffic Controllers correctly attired and operating correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required <input type="checkbox"/>
		Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <input type="checkbox"/> No / Not Applicable (Give reason)
Closing Down Inspection		Night Time Inspection After Working Hours	
Time of Inspection:		Time of Inspection:	
Signage removed	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Arrow boards/VMS operating?	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Excavations correctly back filled	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices positioned and mounted correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Driving surfaces adequate	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices clean and reflective	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
If excavation backfilling is unsealed, are ROUGH SURFACE signs and cones in place	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required <input type="checkbox"/> N/A	Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <input type="checkbox"/> No / Not Applicable (Give reason)
All materials removed from medians	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Notes: 1. Indicate by placing a tick (✓) in the appropriate box for each item. 2. Items requiring modification and/or repair are to be described on the back of this form. 3. For all modifications that are different to the basic traffic management plan layout give details of who authorised changes. 4. Hand sheets to supervisor / manager at the end of each day. 5. When copying, ensure any notes on back of sheet are copied as well. Signed:.....(Supervisor) Signed:.....(Manager) Date:..... Date:.....	
Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <input type="checkbox"/> No / Not Applicable (Give reason)		

APPENDIX D

INCIDENT REPORT FORM

TRAFFIC INCIDENT REPORTING FORM

Region Contract Number	Incident Report No. Contractor
-------------------------------	---------------------------------------

Major Incident Reports must be forwarded to the Superintendent within 48 hours of the incident occurring or becoming apparent.

Contractors shall use this Form for reporting of Traffic incidents on works under Contract and this form supplements the OSH Incident Reporting Form.

1.0 Details of Incident		Reported to:	<input type="checkbox"/> Supervisor	<input type="checkbox"/> TMR	<input type="checkbox"/> Other -----																														
OSH Incident Report No _____ Fatality <input type="checkbox"/> Injury <input type="checkbox"/> Property Damage <input type="checkbox"/> Police Attended Yes/No	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Road Surface</td> </tr> <tr> <td style="padding: 5px;">Unsealed <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Sealed <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> </table>	Road Surface		Unsealed <input type="checkbox"/>		Sealed <input type="checkbox"/>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Atmospheric Conditions</td> </tr> <tr> <td style="padding: 5px;">Clear <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Overcast <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Raining <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Fog/Smoke/Dust <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> </table>	Atmospheric Conditions		Clear <input type="checkbox"/>		Overcast <input type="checkbox"/>		Raining <input type="checkbox"/>		Fog/Smoke/Dust <input type="checkbox"/>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Light Conditions</td> </tr> <tr> <td style="padding: 5px;">Day Light <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Night Time <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Dawn/Dusk <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td colspan="2" style="padding: 5px;">Street Lighting</td> </tr> <tr> <td style="padding: 5px;">On <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Off <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Not Provided <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> </table>	Light Conditions		Day Light <input type="checkbox"/>		Night Time <input type="checkbox"/>		Dawn/Dusk <input type="checkbox"/>		Street Lighting		On <input type="checkbox"/>		Off <input type="checkbox"/>		Not Provided <input type="checkbox"/>	
Road Surface																																			
Unsealed <input type="checkbox"/>																																			
Sealed <input type="checkbox"/>																																			
Atmospheric Conditions																																			
Clear <input type="checkbox"/>																																			
Overcast <input type="checkbox"/>																																			
Raining <input type="checkbox"/>																																			
Fog/Smoke/Dust <input type="checkbox"/>																																			
Light Conditions																																			
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Night Time <input type="checkbox"/>																																			
Dawn/Dusk <input type="checkbox"/>																																			
Street Lighting																																			
On <input type="checkbox"/>																																			
Off <input type="checkbox"/>																																			
Not Provided <input type="checkbox"/>																																			
Time and Date of incident _____ <div style="text-align: center;">AM / PM</div> <div style="display: flex; justify-content: space-around; font-size: small;"> Day Month Year </div>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Road Condition</td> </tr> <tr> <td style="padding: 5px;">Wet <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Dry <input type="checkbox"/></td> <td style="padding: 5px;"></td> </tr> </table>		Road Condition		Wet <input type="checkbox"/>		Dry <input type="checkbox"/>																											
Road Condition																																			
Wet <input type="checkbox"/>																																			
Dry <input type="checkbox"/>																																			

Other relevant details, (Last maintenance grade, watering and dust conditions):

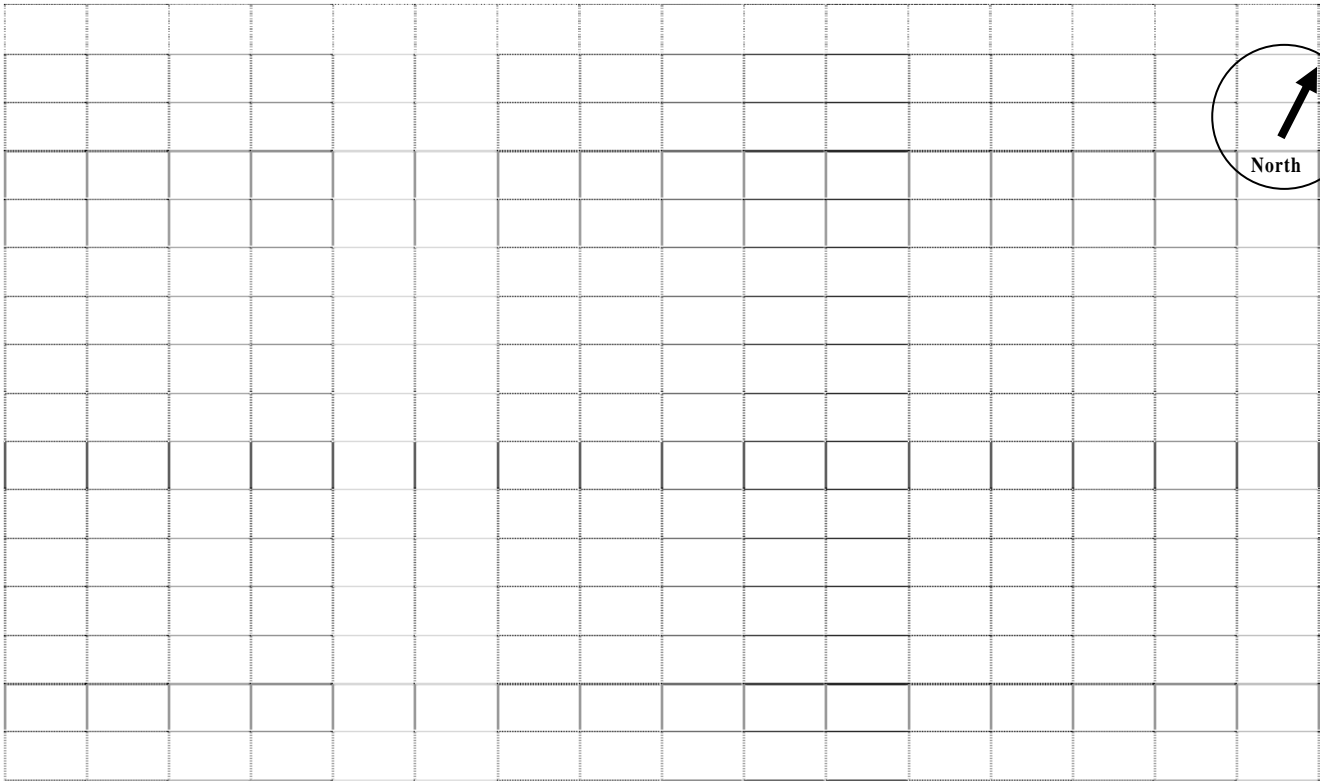
2.0 Details of Traffic Management in place:
--

TCD No: _____ Time last inspected: _____ TCD Approved: _____ <div style="display: flex; justify-content: space-around; font-size: small;"> Day Month Year </div>	Name of individual that prepared the TCD _____ Accreditation No: _____ TMP Approved: _____ <div style="display: flex; justify-content: space-around; font-size: small;"> Day Month Year </div>
--	---

3.0 Descriptions of Vehicles:			
Detail (make, model/ped/cyclist/VRU)	Registration No	Direction of Travel	Age of Driver
3.1 Vehicle 1			
3.2 Vehicle 2			
3.3 Vehicle 3			
Comments:			

4.0 Description of Incident:

Draw the incident including the direction of travel, traffic control signs, fixed structures and north point.


5.0 Attachments:

The following copies MUST be submitted with this Incident Report.

Approved TMP ☐ Approved TCP ☐ Approvals for temporary speed restrictions ☐ Daily Diary ☐

6.0 Police Report:

Accident reported to Police: ☐ YES ☐ NO Report made by ☐ Phone ☐ Fax ☐ Mail or E-mail

Date Report Made _____ Day _____ Month _____ Year _____ Police WA Reference Number _____

7.0 Details of Person Completing this Incident Form:

Name: _____ Contractor Name: _____

Position: _____

Date: _____ Signature: _____

APPENDIX E

NOTIFICATION OF EVENT' FORM.

APPENDIX F

TRAFFIC CONTROL DIAGRAMS

Appendix: G

EMERGENCY PROCEDURES

for incidents involving serious injury or a fatality.

Emergency (Contingency) Procedures

Fatality or Serious Injury at a worksite or event.

Where a fatal or serious injury occurs at the worksite, it is imperative that evidence of all aspects of the incident are preserved until police have had an opportunity to complete a forensic examination.

Where a fatal or serious injury has occurred, contamination of the site shall only occur for the purpose of saving life or rendering assistance.

The site must not (shall not) be cleaned or tampered with (including all traffic management devices) and crash debris shall be left in situ (where it is) until police and/or worksafe arrive.

EXAMPLE:

In the event of a serious road crash, parts of both vehicles may be scattered over two or three lanes. Where the parts have finished up may indicate to the investigators where the vehicles were when the impact first occurred, based on scratch marks on the road indicating the trajectory, and the final resting place of the various components.

If the parts or components are moved, then investigators may not be able to work out where the drivers were when the crash occurred.

RECOMMENDATION:

In the event that the worksite is compromised by an accident involving serious injury or death, the traffic managers should stop all traffic, and the site supervisor to stop all works.

Park traffic management vehicles (with beacons turned on), plant or equipment, and/or any other devices across the affected lanes to prevent any public vehicles or pedestrians from entering the crash site to ensure, the safety of anyone on site and the integrity of the forensic evidence.

The site supervisor/leading hand should step off the road and ring 000 (or 112 for mobile phones) for emergency assistance.

Should items at the crash site need to be moved to render assistance or save lives, it is recommended that the site be photographed from all angles (where possible) and the photographic evidence be made accessible to the authorities. (Mobile phones with camera capabilities may be used on site for this purpose).

It is essential that any personnel not rendering assistance at the crash site be asked to assist in maintaining control of the site, be ready to provide guidance and safe access for emergency vehicles, and ensure that members of the public/spectators, are kept back from the site.

A full description of the incident is to be recorded in the daily diary by the traffic managers.

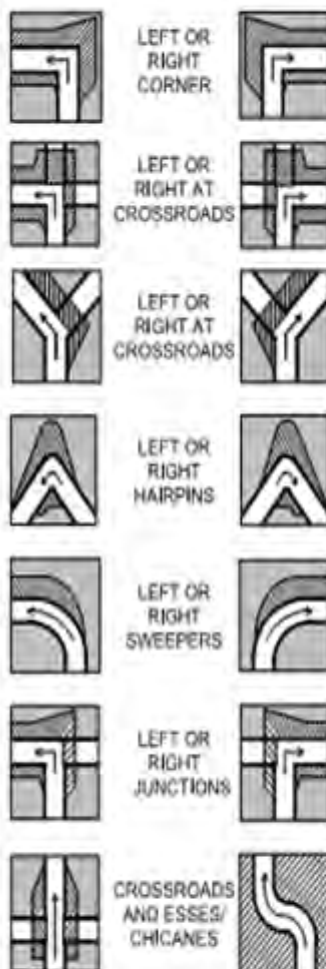
Any personnel who witnessed the incident should remain on site and make themselves known to the police/worksafe to ensure all witness information has been recorded.

Appendix: H

SPECTATOR SAFETY

THE FOLLOWING DIAGRAMS SHOW AREAS THAT ARE CONSIDERED TO BE UNSAFE

NO STANDING AREAS ARE
SHOWN WITH STRIPES



Use this guide to ensure safe viewing in
areas outside designated spectator
points

SPECTATING SAFELY

Don't

- Stand on the road
- Stand below the level of the road
- Sit close to the road
- Stand in front of fences or objects preventing you from moving quickly
- Stand in front of signs or arrows
- Remove rally signs or arrows
- Be distracted

Always

- Stay ALERT and expect the unexpected
- Stand in a safe location
- Listen for approaching cars
- Remain alert
- Leave yourself room to move quickly
- Keep children under supervision
- Obey rally officials
- Help the officials to run a safe stage

Be Sure That

- The unexpected can happen

Please Protect

- Yourself
- Others around you
- Other people's property
- Wildlife and flora

STAGE CLOSURE AND OPENING

Targa West has permission from the local government authority and the Commissioner of Police to close the roads for this competition for the time specified. All roads, gates and driveways leading onto the rally stage need to be closed off by manning, taping and tagging.

To ensure the safety of the public, officials and the crews the following procedure will take place:

- Before the road closure time unused gates will be tagged.
- At the road closure time the roads will be closed and officials will begin to tape and tag all driveways and gates.
- 30-minutes before the stage start, Official Car 000, will inspect that all roads, gates and driveways have been closed.
- 15-minutes before the stage starts, Official Car 00 will check that all officials and the public are in a safe location
- 5-minutes before the stage starts, Official Car 0A, with flashing lights and sirens will be a warning that the stage is about to begin
- The Challenge Category (cars without roll cages) will start competing
- They will be followed by Official Car 0B to ensure they have all cleared the stage
- Approximately 8 minutes later the Competition Rally Cars will compete
- They will be followed by the medical team, Official Car FIV, to check on the safety of the stage
- Official Car SWEEPER with a **GREEN flashing light** will then traverse the stage notifying Officials to open up roads, driveways, gates and remove Chicanes from the road.
- The road will then open to the public;

MOTORSPORT IS DANGEROUS

CAMS and its Associated Entities including Targa West exclude all liability for your harm howsoever arising from your attendance / participation at the event except to the extent prohibited by law. For the full disclaimer wording, refer to the website at ...

www.targawest.com.au

EMERGENCY CONTACT

In case of a life threatening

EMERGENCY call... **000**

RALLY CONTACT

To contact Targa West at any time call (08) 9324 4566

During the Rally the HQ number is (08) 6364 8733

Appendix: I

Public Notifications

Public Notifications and Event Awareness

As this is a major event held every year in Western Australia, many people are already aware of the event.

Extensive media advertising by the event organisers, both print and TV, plus promotions by the various sponsors (logos below) and advertisers give the event a high profile and therefore a high public awareness.

The 'Notification of Event' form emailed to the 'Need to Know' advises the persons responsible for maintaining traffic flows and the Emergency Services groups.

The specific areas that will be affected have had the business and residents advised. A sample letter sent to the Toodyay residents is included in this Appendix:

It is expected that an increase in exposure via the various media outlets will be carried out on the lead up to the event.

A dedicated web site is at www.targawest.com.au where fans can access information regarding times, locations, viewing areas, etc.

How do you find out more?

During road closure periods residents along each route will have restricted access to their properties. Maps outlining the road closure locations and times of the Toodyay rally stages are attached and are also available on the Quit Targa West website www.targawest.com.au.

Emergency Contact Details

Safety is our number one priority for residents, spectators, officials and competitors, and as such emergency services (i.e. Doctor, Ambulance and Fire services) are situated at each stage. Residents affected by each road closure are asked to make note of the emergency services telephone number below that will be available during the closure period, should the need for medical or emergency assistance arise. Our emergency team are available to assist in any non-rally emergency during the running of the rally.

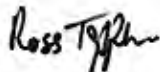
Listed below are important phone numbers for residents to use in case of an emergency:

Pre-Event	(08) 9324 4566
Rally Headquarters	0419 045 042 (HQ open from Wed 14 to Sun 18 August)
Clerk of Course	0418 950 022
EMERGENCY ONLY	0458 472 667

For additional information regarding the event, to join our mailing list, or find out how you can become involved in Quit Targa West as a volunteer member of a Community Stage Team, please visit our website www.targawest.com.au or phone 08 9324 4566.

Should you have any concerns with the proposed event please put them in writing addressed to the CEO of the Shire of Toodyay, PO Box 96, TOODYAY WA 6566 or fax to: (08) 9574 2158

Kind Regards

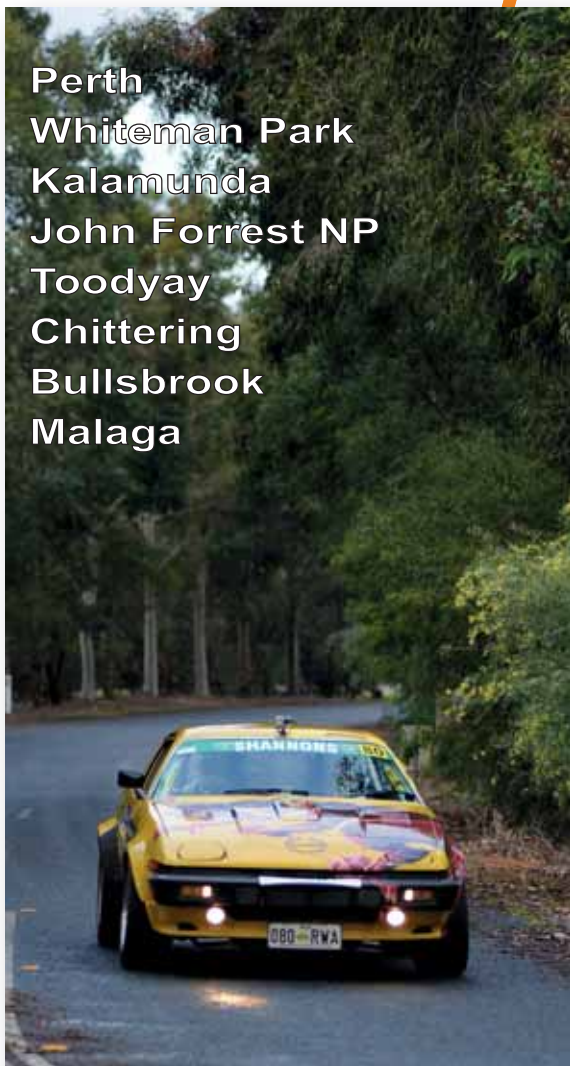


Ross Tapper
Clerk of Course



SAFETY PLAN

14-17 August 2014



Perth
Whiteman Park
Kalamunda
John Forrest NP
Toodyay
Chittering
Bullsbrook
Malaga



www.targawest.com.au



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1 EVENT ITINERARY

Go-Gear Leg 1 - Section1

TC	Location	SS	Distance		Time Allowed	1st Car	
	Name		Liaison	Total		Challenge	Competition
Thursday 14 August 2014							
Section 1							
TC0	Forrest Place					12:45	12:51
TC1	Whiteman Drive West		27.69	27.69	0:45	13:30	13:40
SS1	Whiteman Park West 1	3.64				13:33	13:43
	Service Available						
TC2	Whiteman Drive West		17.10	20.74	0:50	14:23	14:33
SS2	Whiteman Park West 2	3.64				14:26	14:36
	Service Available						
TC3	Whiteman Drive West		17.10	20.74	0:50	15:16	15:26
SS3	Whiteman Park West 3	3.64				15:19	15:29
	Service Available						
TC4	Whiteman Drive West		17.10	20.74	0:50	16:09	16:19
SS4	Whiteman Park West 4	3.64				16:12	16:22
	Refuel Whiteman Park Assembly Area	SR1					
	Distance to next Refuel (SR2)	34.24	81.97	116.21			
TC4A	Marshall Road Service IN		18.24	21.88	1:20	17:32	17:42 E
	Service A [Major]	(14.66)	(97.23)	(111.79)	0:58		
TC4B	Marshall Road Service OUT					18:30	18:40
TC5	Resource Way		0.17	0.17	0:03	18:33	18:43
SS5	Malaga Night 1	5.02				18:36	18:46
	Service Available						
TC6	Resource Way		2.09	7.11	0:50	19:26	19:36
SS6	Malaga Night 2	5.02				19:29	19:39
	Service Available						
TC6A	State Tennis Centre		21.41	26.43	0:45	20:14	20:24 E
	Leg 1 Section 1 Total	24.60	120.90	145.50			

Shire of Kalamunda Leg 1 - Section 2

TC	Location	SS	Distance		Time Allowed	1st Car	
	Name		Liaison	Total		Challenge	Competition
Friday 15 August 2014							
Section 2							
TC6B	State Tennis Centre					6:15	6:30
TC7	Park Rd		26.72	26.72	1:00	9:15	9:30
SS7	John Forrest East 1	6.40				9:18	9:33
TC8	Zig Zag Scenic Dve		7.88	14.28	0:35	9:53	10:08
SS8	Zig Zag 1	2.79				9:56	10:11
TC8A	Kalamunda Service IN		4.71	7.50	0:12	10:08	10:23
	Morning Tea & Service [Minor]	(5.19)	(39.31)	(48.60)	0:40		
TC8B	Kalamunda Service OUT					10:48	11:03
TC9	Croxton Rd		2.64	2.64	0:10	10:58	11:13
SS9	Kalamunda 1	15.01				11:01	11:16
	Refuel Mundaring Sports Ground (5.98km after SS9)	SR2					
	Distance to next refuel (SR3)	24.20	29.78	53.98			
TC10	Park Rd		14.55	29.56	0:55	11:56	12:11
SS10	John Forrest East 2	6.40				11:59	12:14
TC11	Zig Zag Scenic Dve		7.88	14.28	0:35	12:34	12:49
SS11	Zig Zag 2	2.79				12:37	12:52
TC11A	Kalamunda Service IN		4.71	7.50	0:12	12:49	13:04
	Lunch & Service [Minor]	(24.20)	(29.78)	(53.98)	0:40		
TC11B	Kalamunda Service OUT					13:29	13:44
TC12	Croxton Rd		2.64	2.64	0:10	13:39	13:54
SS12	Kalamunda 2	15.01				13:42	13:57
	Refuel Mundaring Sports Ground (5.98km after SS9)	SR3					
	Distance to next refuel (RZ1)	0.23	37.88	44.11			
TC13	Park Rd		15.55	30.56	0:55	14:37	14:52
SS13	John Forrest West	6.23				14:40	14:55
TC13A	Lathlain Park Service IN	RZ1	27.90	34.13	1:15	15:55	16:10
	Service B [Major]	(21.24)	(46.09)	(67.33)	2:05		
TC13B	Northbridge Assembly IN		7.56	7.56		16:00	16:15
	Northbridge Depart					21:15	21:30
	Leg 1 Section 2 Total	64.63	122.76	177.39			
	Leg 1 Total	79.23	243.66	322.89			

SR Supplementary Refuel
RZ1 Refuel Zone
E Early Book In Permitted
E* Early Book In Permitted after 18.00hrs



Itinerary

14-17 August, 2014
Shannons Leg 2



	Location		Distance		Time Allowed	1st Car	
TC	Name	SS	Liaison	Total		Challenge	Competition
Saturday, 16 August, 2014							
TC13C	Tennis Centre Restart					7:30	7:41
TC14	Racecourse Rd		81.41	81.41	1:25	8:55	9:06
SS14	Racecourse 1	6.80				8:58	9:09
TC14A	ToodyayService IN		9.31	16.11	0:17	9:15	9:26
	Service C [Major]	(6.80)	(90.72)	(97.62)	0:30		
TC14B	Toodyay Service OUT R22					9:45	10:01
TC15	Racecourse Rd		2.71	2.71	0:15	10:00	10:16
SS15	Racecourse 2	6.80				10:03	10:18
TC16	Timberden Drive		31.19	37.99	0:35	10:38	10:54
SS16	Timberden	4.48				10:41	10:57
TC17	Conostylis Way		10.99	15.47	0:15	10:56	11:12
SS17	Coondle West 1	4.28				10:59	11:15
TC18	Coondle Dve		5.95	10.23	0:10	11:09	11:25
SS18	Coondle Highlands 1	3.30				11:12	11:28
TC18A	ToodyayService IN		10.60	15.08	0:15	11:27	11:43
	Service D [Major]	(18.86)	(61.44)	(81.48)	0:25		
TC18B	Toodyay Service OUT R23					11:52	12:08
TC19	Folewood Rd		3.87	3.87	0:15	12:07	12:23
SS19	Toodyay 1	8.52				12:10	12:26
TC20	Conostylis Way		22.77	31.29	0:30	12:40	12:56
SS20	Coondle West 2	4.28				12:43	12:59
TC21	Coondle Dve		5.95	10.23	0:10	12:53	13:09
SS21	Coondle Highlands 2	3.30				12:56	13:12
TC22	Folewood Rd		12.69	15.99	0:15	13:11	13:27
SS22	Toodyay 2	8.52				13:14	13:30
TC22A	ToodyayService IN		9.31	17.83	0:20	13:34	13:50
	Service E [Major]	(24.62)	(64.59)	(79.21)	0:20		
TC22B	Toodyay Service OUT R24					13:54	14:10
Refuel Western Range (2.76km before SS23)		SR3					
Distance to next refuel (RZ5)		56.10	38.15	94.25			
TC23	Maine-Anjou Dr		52.61	52.61	0:45	14:39	14:55
SS23	Auscon Maryville Downs	16.52				14:42	14:58
TC24	Ridgewood Loop		18.14	34.66	0:35	15:17	15:33
SS24	Bullsbrook Long 1 (New)	10.99				15:20	15:36
TC25	Bonita Road		4.81	15.80	0:20	15:40	15:56
SS25	Bullsbrook Short 1	8.80				15:43	15:59
TC26	Ridgewood Loop		2.20	11.00	0:35	16:18	16:34
SS26	Bullsbrook Long 2	10.99				16:21	16:37
TC27	Bonita Road		4.81	15.80	0:20	16:41	16:57
SS27	Bullsbrook Short 2	8.80				16:44	17:00
TC27A	BullsbrookService IN		5.43	14.23	0:20	17:04	17:20
	Service F [Major]	(56.10)	(88.00)	(144.10)	2:00		
TC27B	BullsbrookService OUT R25					19:04	19:20
TC27C	State Tennis Centre		45.67	45.67	1:15	20:19	20:35
	Leg 2 Total	106.38	340.42	447.98			

SR Supplementary Refuel
RZ Refuel Zone
E Early Book In Permitted



Itinerary

14-17 August, 2014

Shannons Leg 2



TC	Location	SS	Distance		Time Allowed	1st Car	
	Name		Liaison	Total		Challenge	Competition
Saturday, 16 August, 2014							
TC13C	Tennis Centre Restart					7:30	7:41
TC14	Racecourse Rd		81.41	81.41	1:25	8:55	9:06
SS14	Racecourse 1	6.80				8:58	9:09
TC14A	ToodyayService IN		9.31	16.11	0:17	9:15	9:26
	Service C [Major]	(6.80)	(90.72)	(97.52)	0:30		
TC14B	Toodyay Service OUT	RZ2				9:45	10:01
TC15	Racecourse Rd		2.71	2.71	0:15	10:00	10:16
SS15	Racecourse 2	6.80				10:03	10:19
TC16	Timberden Drive		31.19	37.99	0:35	10:38	10:54
SS16	Timberden	4.48				10:41	10:57
TC17	Conostylis Way		10.99	15.47	0:15	10:56	11:12
SS17	Coondle West 1	4.28				10:59	11:15
TC18	Coondle Dve		5.95	10.23	0:10	11:09	11:25
SS18	Coondle Highlands 1	3.30				11:12	11:28
TC18A	ToodyayService IN		10.60	15.08	0:15	11:27	11:43
	Service D [Major]	(18.86)	(61.44)	(81.48)	0:25		
TC18B	Toodyay Service OUT	RZ3				11:52	12:08
TC19	Folewood Rd		3.87	3.87	0:15	12:07	12:23
SS19	Toodyay 1	8.52				12:10	12:26
TC20	Conostylis Way		22.77	31.29	0:30	12:40	12:56
SS20	Coondle West 2	4.28				12:43	12:59
TC21	Coondle Dve		5.95	10.23	0:10	12:53	13:09
SS21	Coondle Highlands 2	3.30				12:56	13:12
TC22	Folewood Rd		12.69	15.99	0:15	13:11	13:27
SS22	Toodyay 2	8.52				13:14	13:30
TC22A	ToodyayService IN		9.31	17.83	0:20	13:34	13:50
	Service E [Major]	(24.62)	(54.59)	(79.21)	0:20		
TC22B	Toodyay Service OUT	RZ4				13:54	14:10
Refuel Western Range (2.76km before SS23)		SR3					
Distance to next refuel (RZ5)		56.10	38.15	94.25			
TC23	Maine-Anjou Dr		52.61	52.61	0:45	14:39	14:55
SS23	Auscon Maryville Downs	16.52				14:42	14:58
TC24	Ridgewood Loop		18.14	34.66	0:35	15:17	15:33
SS24	Bullsbrook Long 1 (New)	10.99				15:20	15:36
TC25	Bonita Road		4.81	15.80	0:20	15:40	15:56
SS25	Bullsbrook Short 1	8.80				15:43	15:59
TC26	Ridgewood Loop		2.20	11.00	0:35	16:18	16:34
SS26	Bullsbrook Long 2	10.99				16:21	16:37
TC27	Bonita Road		4.81	15.80	0:20	16:41	16:57
SS27	Bullsbrook Short 2	8.80				16:44	17:00
TC27A	BullsbrookService IN		5.43	14.23	0:20	17:04	17:20
	Service F [Major]	(56.10)	(88.00)	(144.10)	2:00		
TC27B	BullsbrookService OUT	RZ5				19:04	19:20
TC27C	State Tennis Centre		45.67	45.67	1:15	20:19	20:35
	Leg 2 Total	106.38	340.42	447.98			

SR Supplementary Refuel
 RZ Refuel Zone
 E Early Book In Permitted



Itinerary

14-17 August, 2014

Killarnée Leg 3



TC	Location	Distance			Time	1st Car	
	Name	SS	Liaison	Total	Allowed	Challenge	Competition
Sunday, 17 August, 2014							
TC27D	Tennis Centre Restart					8:00	8:11
TC28	Westchester Rd		19.79	19.79	0:45	8:45	8:56
SS28	Malaga 1	12.16				8:48	8:59
	Service [Major]						
TC29	Westchester Rd		4.16	16.32	0:55	9:43	9:54
SS29	Malaga 2	12.16				9:46	9:57
	Service [Major]						
TC30	Westchester Rd		4.16	16.32	0:55	10:41	10:52
SS30	Malaga 3	12.16				10:44	10:55
	Service [Major]						
TC30A	Killamée City of PerthAssembly IN		16.40	28.56	1:45	12:29	12:40
TC30	Killamée City of PerthAssembly OUT					12:57	13:08
SS31	Killamée City of Perth 1	2.60	0.12	2.72	0:25	13:00	13:11
	Service [Minor]						
SS32	Killamée City of Perth 2	2.60	0.12	2.72	0:25	13:45	13:53
	Service [Minor]						
SS33	Killamée City of Perth 3	2.60	0.12	2.72	0:25	14:30	14:38
	Leg 3 Total	44.28	44.87	89.15			
	Leg 2 Total	107.36	344.97	447.98			
	Leg 1 Total	79.23	243.47	322.70			
	Event Total	230.87	633.31	859.83			

RZ Refuel Zone
E Early Book In Permitted

The 2014 Quit Targa West Tarmac Rally is the tenth annual Tarmac Rally to be held in Western Australia. It will be conducted in the areas of City of Perth, City of Swan and the Shires Kalamunda, Mundaring, Toodyay and Chittering.

The rally uses public roads with designated sections being closed for the purpose of timed competition. These designated stages are known as Special Stages and their closure is authorised by the relevant state and or local government agency, including the Police.

This plan describes the actions to be taken to prevent, control or respond to a range of incidents that have been identified as risks in the conduct of this event.

This plan incorporates current Emergency Management Practices and Risk Management Analysis procedures.

The plan is divided into two main sections:-

Section A – Procedural Information

This covers how the event is run and the safety systems used to control the event. It details the roles of the various officials and the procedures to be adopted in the event of an accident or incident. This will vary little from year to year.

Section B – Operational data for the 2014 Targa West Rally

This contains information pertaining to the 2014 Targa West Rally such as Safety and Emergency Services, Communication channels, Running Schedules and individual stage maps and data.

This event recognises and acknowledges that:

- The events safety system is in situ to provide a timely co-ordinated response with the aim of preserving human life.
- That there may be a possibility of an incident requiring the handing over of its management to local emergency service authorities.

Our event is committed to the highest level of safety and all officials are reminded of the need to be diligent in this area and report and safety concerns immediately.

Our Safety Charter:

- Safety of the Public The organisation of the rally, such that members of the public are not exposed to any danger. Stage security and course selection are prime factors.
- Safety of Spectators Spectators are aware that there is a degree of risk in watching motorsport. We must ensure that all reasonable efforts are made to ensure that spectators are afforded maximum protection.
- Safety of Officials Officials must be trained and located, to minimise danger to themselves, spectators, competitors and other officials.
- Safety of Competitors The event regulations, primary safety requirements for vehicles and crews, the selection and marking of the course, the route instructions, and safety systems are all designed to reduce the potential and degree of any accident to the minimum. World standard medical, fire and rescue support in the event of an accident will be provided.

2 MESSAGE FROM THE CLERK OF COURSE

At all motor sport events there is the message that Motorsport is Dangerous. By our sport recognising this fact is what makes the sport as safe as it is. It is a statement that fits into the Duty of Care that all aspects of life are now well endorsed with. It could be said that motor sport are world leaders with Duty of Care.

Whenever a tragedy occurs it is always thoroughly investigated and improvements are made to try and ensure it does not happen again. Many of these improvements in car design have been passed through the industry and are applied in the manufacture of motor vehicles.

A major part of the safety campaign in the Quit Targa West Tarmac Rally is vehicle and competitor safety. Our scrutineers ensure the cars are fitted with the correct roll cages, seat belts, seats, fire extinguishers, suspension and brakes. The crews themselves require approved helmets and driving suits. We also have SOS teams that track the cars through the stages and safety crews at the start to assist the crews if required. There is also the RallySafe system that tracks the cars every minute and allows the crews to send a distress call if they require help.

Just as important to the safety of the crews is the safety of our officials, spectators and the general public. The organising committee of the Quit Targa West Tarmac Rally have put a lot of effort into developing the event with the safety of everyone in mind. This Safety Plan outlines the safety requirements of the event and we ask that you spend time reading and understanding it. Every official on the event is part of the safety team.

It is important that we all work together and if at any time you are concerned with the safety in your area we ask that you either fix the problem or report it to a team leader. The "buddy" system is the safest way to operate with everyone looking out for each other and doing our jobs correctly and efficiently.

I hope you all have a safe rally and most importantly enjoy being part of the 2014 Quit Targa West Tarmac Rally.

Ross Tapper
Clerk of Course
0418 950 022

3 ORGANISATION

The **2014 Quit Targa West** will be a National Special Stage Tarmac Rally, run under the provisions of the International Sporting Code of the FIA, the National Competition Rules (NCR) of the Confederation of Australian Motorsport Ltd (CAMS), the National Rally Code, the Tarmac Rally Standing Regulations, the 2014 Australian Classic Tarmac Rally Championship (ACTC) Sporting Regulations (Classic Competitors ONLY), 2014 Australian Modern Tarmac Rally Championship (AMTC) Sporting Regulations (Modern Competitors ONLY), the Event Supplementary Regulations and any authorised Bulletins.

This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au

The Event will be conducted under the CAMS Tarmac Rally Standing Regulations using A to A Timing as per National Rally Code Appendix A.

The CAMS Permit Number authorising the event is **814/1408/01**

The organiser and promoter of the **2014 Quit Targa West** to take place on **1–17 August 2014** will be **Targa West Pty Ltd** ABN number **93 094 853 133**.

4 KEY PERSONNEL

Officials of the Rally

CAMS – Officials of the Rally

Role	Name	Phone Number
CAMS Chief Steward	Rod Pearson	0427 011 944
CAMS Steward	Lyndon Sperring	0430 070 000
CAMS Steward	Phil Bolden	0423 299 849
CAMS Course Checker	Leo Iriks	0419 925 842
Compliance Checker	Ross Tapper	0418 950 022

Organising Committee

Role	Name	Phone Number
Clerk of Course	Ross Tapper	0418 950 022
Director	Bob Schrader	0411 881 909
Operations Manager	David Smith	0419 894 555
Deputy Clerk of Course	Peter Macneall	0407 193 698
Assistant Clerk of Course	Haydn Joss	0408 907 620
Event Secretary	Christine Schrader	0411 881 909
Competitor Relations Officers	Bob Whyatt Gray Marshall	0418 816 889 0409 205 594
Chief Medical Officer	Dr Ioana Vlad	0409 231 146
Results Manager	Andrew Paul	0419 048 310
Media Manager	Steve Lague	0421 614 860
Communications Manager	Bruce Williams	0438 987 080
Chief Scrutineer	Shane Williams	0438 819 443
Regroup Manager	Braiden van Keule	0458 628 881
Service Park Manager	Chas Milner	0418 954 653
Chaplain	Kim Van Keule	0421 211 066

5 RALLY HEADQUARTERS

RALLY ENQUIRIES:	Telephone: (08) 9324 4566 (Answering service) Facsimile: (08) 6210 1114 Email: info@targawest.com.au Website: www.targawest.com.au
CORRESPONDENCE:	Address all correspondence to: The Event Secretary Targa West PO Box 1001 Hillarys WA 6923 Telephone: (08) 9324 4566 Facsimile: (08) 6210 1114 Email: info@targawest.com.au No responsibility will be accepted by the organisers for any correspondence sent to any other address
RALLY HEADQUARTERS:	State Tennis Centre Victoria Park Drive Burswood Hours of operation from: Wednesday 13 August 1200–2100hrs Thursday 14 August 0700–2200hrs Friday 15 August 0700–2300hrs Saturday 16 August 0700–2200hrs Sunday 16 August 0700–1900hrs Monday 16 August 0900–1000hrs Telephone No. 0419 045 042 Facsimile No. (08) 6210 1114
OFFICIAL NOTICE BOARD:	State Tennis Centre Victoria Park Drive Burswood The Notice Board will be in operation at Event HQ from 1200hrs on Wednesday 14 August until 1000hrs Monday 19 August .
MEDIA ENQUIRIES:	Media Liaison & Promotion Steve Lague Telephone: 0421 614 860 Email: Steve.lague@gmail.com
MEDIA CENTRE:	State Tennis Centre Victoria Park Drive Burswood The Media Centre will be in operation during office hours. Media registration forms can be downloaded from the website and then signed and submitted to the Rally Office.

6 EVENT PROGRAMME

Wednesday	13 August 2014		
	1200–2100hrs	Rally Headquarters opens (See General Information for HQ Hours of Operation)	State Tennis Centre Victoria Park Drive, Burswood
	1200–2100hrs	Documentation verification	State Tennis Centre
Thursday	14 August 2014		
	0700–0830hrs	Reconnaissance of Zig Zag	Zig Zag, Kalamunda
	0800–0830hrs	Documentation verification	State Tennis Centre
	0830hrs	Latest time for a change of crew member	State Tennis Centre
	0830hrs	Latest time for vehicle change	State Tennis Centre
	0830hrs	Latest time for nomination of teams	State Tennis Centre
	0930–1000hrs	Re-Present Scrutiny	State Tennis Centre
	1000hrs	Latest time for presentation of vehicles for Scrutiny	State Tennis Centre
	1030hrs	Start Order posted	State Tennis Centre & Online
	1030–1100hrs	Vehicle Assembly	State Tennis Centre
	1045–1115hrs	Vehicles arrive	Forrest Place, Perth
	1130–1200hrs	Crew Briefing (All Drivers and Co-Drivers)	Forrest Place, GPO Building
	1245hrs	Official Start (1st Car)	Forrest Place, Perth
	1330–1600hrs	Tyre Marking	Whiteman Park
	1345hrs	SS1 Start	Whiteman Park
	2100hrs	Leg 1, Section 2 Start List posted	State Tennis Centre & Online
	2116hrs	End of Leg 1, Section 1	State Tennis Centre
Friday	15 August 2014		
	0815hrs	Re-Start Leg 1, Section 2 (1st Car)	State Tennis Centre
	1800hrs	Northbridge Re-Group	Northbridge, Perth
	2100hrs	Depart Northbridge	Northbridge, Perth
	2100hrs	Leg 2 Start List posted	State Tennis Centre & Online
Saturday	16 August 2014		
	0730hrs	Start of Leg 2 (1st Car)	State Tennis Centre
	2006hrs	End of Leg 2 (1st Car)	State Tennis Centre
	2100hrs	Leg 3 Start List posted	State Tennis Centre & Online
Sunday	17 August 2014		
	0800hrs	Start of Leg 3 (1st Car)	State Tennis Centre
	1430hrs	End of Rally (1st Car)	Victoria Avenue, Perth
	1530hrs	Podium Finish	Victoria Avenue, Perth
	1600hrs	Post-Event Scrutiny commences	John Hughes Service Centre cnr Swansea and Forward St's East Victoria Park
	1800hrs	Post-Event Scrutiny scheduled to finish	John Hughes Service Centre
	1830hrs	Provisional results posted.	State Tennis Centre & Online
	1900hrs	Final results issued (subject to any protests)	State Tennis Centre & Online
	1900hrs	Gala Presentation Dinner	Hyatt Regency Grand Ballroom 99 Adelaide Terrace, Perth
Monday	18 August 2014		
	1000hrs	Rally Headquarters closes	State Tennis Centre

7 DRUGS / ALCOHOL IN SPORTS

The Confederation of Australian Motor Sport Ltd (CAMS) and Quit Targa West condemn the use of drugs that enhance performance in sport.

All competitors and officials may be required to submit to tests which may indicate the presence of prohibited substances in accordance with the CAMS Drugs in Sports Policy.

Competitors and Officials are reminded that there is a 0.00% blood alcohol level during competition. Alcohol testing will be carried out at any time during the event.

Further advice regarding the CAMS Ltd Drugs in Sport Policy can be obtained from the CAMS Manual of Motor Sport or contacting the Drugs in Sport Hotline 1800 020 506, 9.00am to 5.00pm EST Monday to Friday.

A list of permitted drugs appears on the Australian Sports Anti-Doping Authority (ASADA) website - www.asada.gov.au

8 OCCUPATIONAL HEALTH & SAFETY POLICY

Quit Targa West and CAMS have an Occupational Health and Safety Policy. All competitors and officials should be aware of these policies that are available online at www.targawest.com.au and www.cams.com.au.

SECTION A – PROCEDURAL INFORMATION

1 SAFETY SERVICES

1.1 MEDICAL SERVICES

1.1.1 CHIEF MEDICAL OFFICER

The Chief Medical Officer of the Event is Dr Ioana Vlad and he can be contacted throughout the course of the event via Command radio or 0409 231 146.

During the event she will be travelling in the Incident Control Vehicle (ICV1)

1.1.2 MEDICAL EMERGENCY SERVICES MANAGER

The Emergency Services Manager for the Event is Mr Tony Harris from Motorsport Safety and Rescue Pty Ltd (MSR) will provide the Medical Intervention Vehicles for the event.

During the Event, Tony Harris will be in the Incident Control Vehicle to assist with medical and rescue services and any evacuation. He can be contacted on 0438 658 704.

1.1.3 FIRE & RESCUE SERVICES MANAGER

The Fire & Rescue Services Manager for the Event is Mr Aaron Kain from Ashendon First Intervention Inc. (AFI) will provide the Fire & Rescue Vehicles for the event.

During the Event, Aaron Kain will be in Fire Vehicle 2 to assist with fire and rescue services and any evacuation. He can be contacted on 0417 093 949, If he is unavailable his deputy Steve Jefferies, will be in Fire Vehicle 3 and can be contacted on 0438 082 484.

1.1.4 MEDICAL INTERVENTION VEHICLES

At the start of each stage there will be a Medical Intervention Vehicle (MIV) which will carry medical equipment and a doctor and paramedic.

The MIVs will be crewed by a Medical Officer or a Paramedic. They will be in direct contact with Rally Base via Rally Command Radio and satellite phone

The Medical Intervention Vehicles principal purposes are to:-

- Initiate patient extrication
- Provide initial medical support and assessment
- Respond to incidents or concerns on the stage (including lost competitors) at the request of the Clerk of Course

The following equipment will be carried by each MIV:-

- Medical pack containing a wide range of drugs including pain relief medication, intravenous fluids, cannulae and syringes
- Trauma pack containing bandages, dressings and splints
- Oxygen and advanced airway equipment including intubation, suction and oxygen administration equipment
- Cervical collars for stabilisation of the cervical spine
- Monitor/defibrillator - selected units
- Long spine board and strapping equipment
- KED extrication devices
- Air and SAM splints
- Fire extinguishers and fire blanket
- Miscellaneous Supplies – blankets, torches, emesis bags, seat belt cutters and tool kit

1.1.5 INCIDENT CONTROL VEHICLE

In addition to the stage MIVs there will be an additional MIV designated Incident Control Vehicle (ICV) containing the Chief Medical Officer and the Medical Emergency Services Manager. The ICV will attend all significant incidents and provide scene management on behalf of the Clerk of Course and the Organisers

1.1.6 AMBULANCES

Ambulances will be stationed either at the start of the stage or in a central location to cover a group of stages. Rally Base will call them if they are required to attend an accident.

1.1.7 ACCIDENT APPRAISAL PROCEDURE

If you are faced with an accident, use the following procedure to report the incident to Rally Base

For radio transmission, please follow this sequence, SPEAK CLEARLY and REMAIN CALM and try not to shout into the radio microphone

1. Who is Calling your name, your status
2. Where are you calling from Special Stage, distance, road intersections etc?
3. What is the nature of the incident accident, fire, collapse etc.
4. How Many People/Vehicles involved
5. Are there any people trapped
6. Is there a fire
7. Can you handle the situation or do you need help?

THEN – Answer these specific questions about each person who is injured

1. Is the person conscious?
2. Is their breathing - Normal? Noisy? Absent?
3. Is the patient bleeding? If so, from where? How much? (slow/ trickle/ spurting?)
4. Is there obvious injury? If so, where?
5. Are there any other problems
6. e.g. vomiting, fits etc.

REMEMBER

STAY CALM, SPEAK SLOWLY AND CLEARLY

YOUR ACTIONS MAY SAVE A LIFE!

1.1.8 EMERGENCY INTERVENTION AND EVACUATION PROCEDURE

1.1.7.1 EMERGENCY INTERVENTION PHILOSOPHY

The principal objective of emergency intervention is to:-

GET MEDICAL ASSISTANCE, WITH GOOD COMMUNICATIONS, TO THE INCIDENT/ACCIDENT SITE AS QUICKLY AS POSSIBLE

A secondary objective, subservient to the first is to minimise the disruption to the smooth running of the event

1.1.7.2 EVACUATION PHILOSOPHY AND PROCEDURES

The evacuation plan in case of injury on a special stage has been developed on the basis that in most cases the fastest and most efficient way out of a stage is in fact via the stage. A review of the road plans show that in most situations exiting from a special stage via a side road will not necessarily be any quicker in time or shorter in distance that travelling along the stage.

The philosophy developed in the situation of an accident is that:

- In the first instance any accident will be attended by the closest MIV with backup by the ICV.
- Fire & Rescue services may be mobilised to make safe fuels/electrics and stabilise vehicle/s for MIV.
- The MIV's (and ICV's) role is to stabilise the patient and then determine the method of evacuation.
- Subject to advice from the medical personnel the evacuation will either be by road transport (ambulance) or by helicopter.
- If by road transport the ambulance will either be brought to the situation, or alternatively the injured party will be transported to the end of the stage by the MIV and then transferred to an ambulance.
- If medical evacuation by helicopter is required, the FESA Rescue Helicopter Rescue 65 is on standby at Jandakot Airport.

1.1.9 HOSPITAL SELECTION

There are a number of peripheral hospitals in the outer metropolitan area and tertiary level hospitals in the inner metropolitan area.

Patients should be dispatched according to the following criteria:-

Multiple Trauma	Patients will be transported by either ambulance or helicopter to Royal Perth Hospital unless a diversion to a secondary hospital on the way is necessary, depending on the condition of the patient.
Burns	Patients will be transported to Royal Perth Hospital
Major Single System Injury	Patients will be transported by ambulance to the nearest peripheral hospital. Swan Districts Hospital Eveline Street, Middle Swan. Ph: 9347 5244
Minor Injury	Either ambulance or private vehicle will transport the patient to the nearest appropriate hospital.

1.2 FIRE AND RESCUE SERVICES

1.2.1 FIRE AND RESCUE SERVICES

Ashendon First Intervention (AFI) are the HMA for this event on stages.

1.2.1.1 RESCUE / EXTRICATION UNITS

There will be three mobile Rescue/Extraction (Jaws of Life) units nearby to the active stages. In addition some of the MIV's also carry Extraction Units.

1.2.1.2 FIRE UNITS (ON STAGE)

At the start of each stage or nearby there will be an appropriately equipped fast response Fire Unit

1.2.1.3 FIRE UNITS (REFUEL PARKS)

At every refuel park there will be an appropriately equipped Fire Unit or a suitable amount of fire extinguishers

1.3 COUNTER DISASTER PLANNING

In the event of a disaster involving a number of casualties the Chief Medical Officer, Medical Emergency Services Manager, Fire and Rescue in consultation with the Clerk of Course may close the stage and those nearby, to direct resources to the disaster site.

1.4 SPECIAL STAGE SAFETY

1.4.1 START CONTROL

Each Special Stage Start will have the following in attendance:-

1. Stage Commander
2. Deputy Stage Commander – Safety
3. SOS Official
4. MIV with Doctor/Paramedic
5. Fire (not at all stages)

A Rescue vehicle and ambulance will be stationed at the stage start or nearby.

1.4.2 STOP CONTROL

Each Stage Stop will have the following in attendance:-

1. Deputy Stage Commander – Stop
2. SOS Coordinator
3. Radio Operator
4. Fire Extinguisher

1.4.3 STAGES LONGER THAN 15kms

Stages where the travelling distance is longer than 15km will have a further MIV located at the SOS Radio midpoint.

1.4.4 SOS RADIO OFFICIALS

An essential part of the overall Safety Plan is the Competitor Tracking System. The Tracking System is designed to monitor the progress of all competitors throughout the event and to alert the Clerk of Course as soon as possible of a competitor going missing. (The competitor tracking system is outlined in detail in 1.5 Competitor Safety Procedures part of the Safety Plan).

If an incident occurs the SOS Official may have to display the Yellow Flag on instruction from Rally Base to stop the stage and all cars competing on the stage are to come to a stop off the road to ensure that following cars do not run into the back of them.

SOS points will be located at the Start and Finish, and with a SOS point for each 5kms of Special Stage.

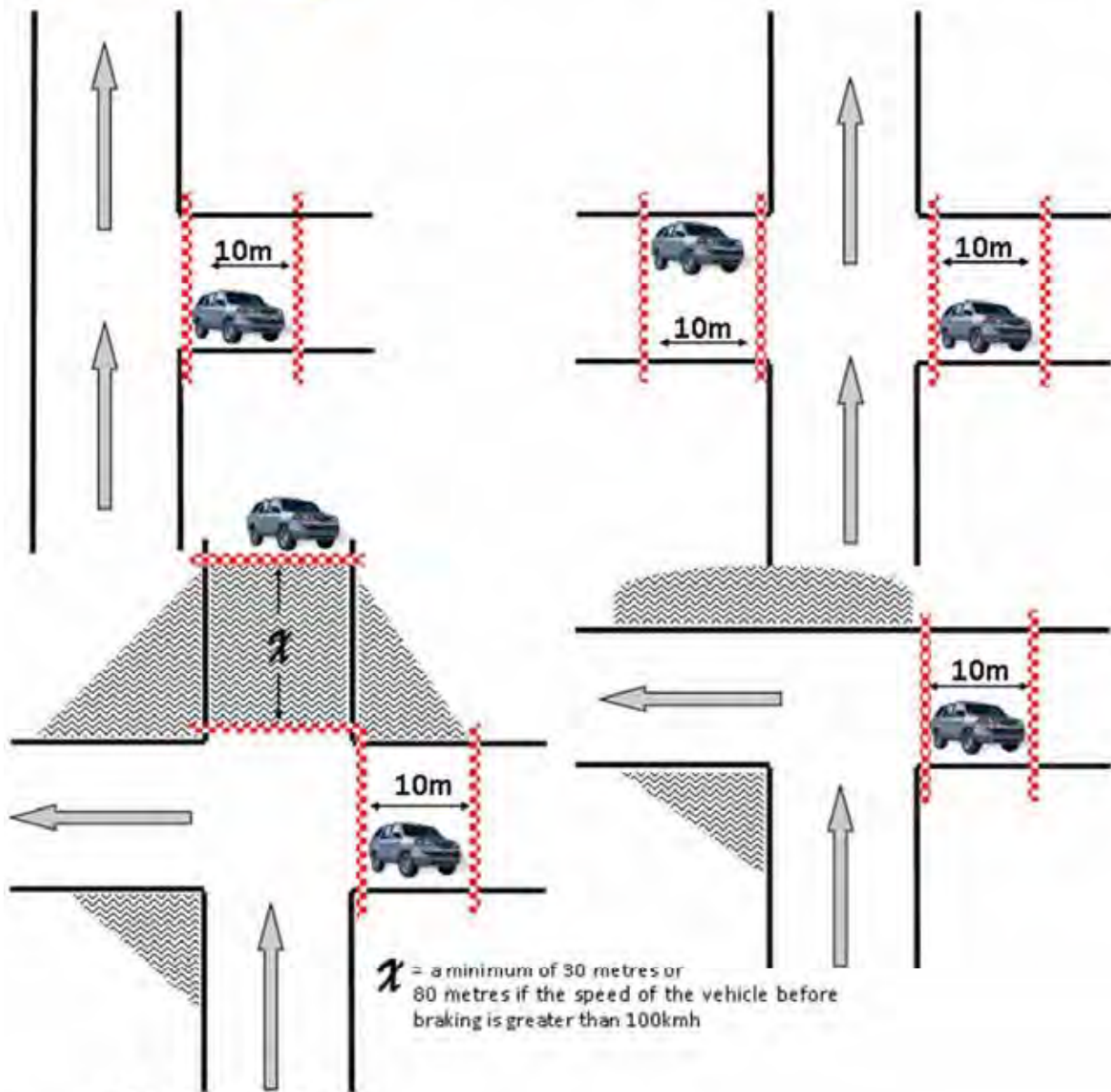
1.4.5 ROAD CLOSURES

Each road, including gateways, with possible access to the Special Stage is closed and manned by a Road Closure Marshal and they will also be blocked by marker tape (gateways that are not manned). Signs will be attached to the tape and all officials will be supplied with a copy of documents giving authority to close the roads, including Notice to Property Owners/Residents/Motorists and Warning Notices Not to Proceed Beyond this Point (copies of these are in Section A7 under Other Information).

The Stage Safety Officer (Deputy Stage Commander) will traverse the stage and put in place all Road Closures 1 ½ hours before the first car starts the stage.

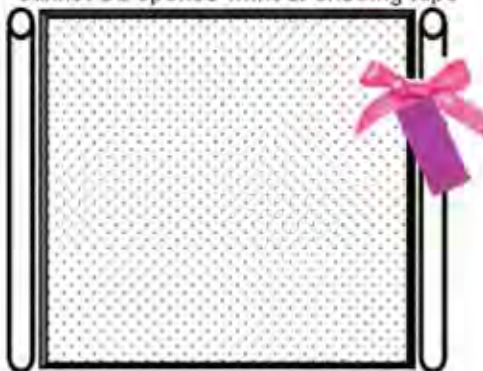


Road Closure Diagrams



Tape & Tag

Tag is to be tied around gate so the gate cannot be opened without undoing tape



INDEX

	Officials Parking
	No Access for Officials or Spectators
	Rally Car Direction
	Spectator Safety Tape — Spectators are to park at the outside barrier and then may walk down to the second barrier. The inside barrier is to be around 5m back from the competition road.

1.4.6 COURSE CARS

ONCE THE ROAD HAS BEEN CLOSED THE COURSE MUST ONLY BE TRAVERSED IN THE DIRECTION STATED IN THE ROUTE INSTRUCTIONS.

The main objective of the crews in the course and zero cars is to ensure the course is set correctly and is safe for crews, Officials, spectators and the general public before the competition takes place.

Rectify any on course set-up problems immediately.

Be courteous to all members of the public with whom you come in contact - remember you are a representative of the sport.

Throughout the running of the Event, it is of prime importance that the Event Running Schedule is followed and that Rally Command is advised of your location at least at every control point. It is also good policy to report your passing at the midpoint of major features (e.g.: towns, etc.) whilst traversing on a liaison section.

Course Cars will traverse the Stage, to ensure that it is secure for competition, and will report the condition of the Stage.

Course Cars will check that communications, technology, emergency services, and all stage personnel are in place, and all systems are working.

Course Cars will ensure that the stage officials complete and record road card entries correctly.

Course Cars are responsible for the opening and closing of all Special Stages.

Jerry Mercer	Course Car Manager	9454 3640 0419 045 443
David Green Jenny Green	Timing	0428 958 538 0432 873 172
Mike Steur Andrew Brogle	Tech 1	0411 517 101
John Thorburn Justin Hunt	Road 1	0428 446 845
Shane Eather	Road 2	0438 490 494
	Bollard Crew	
Bob Schrader Christine Schrader	Event Director	0411 881 909
Stephen Mackinlay Damian Mackinlay	Advance 1	0488 911 944 0447 683 168
David Christian John Gibbons	Advance 2	0421 425 890 0426 622 056
Tony Forder	Info	0412 202 641
Doug Tostevin Camera Man	Camera Car	0427 532 226
Leo Iriks Merv Halliday	00	0419 925 842 0412 920 688
Matt Green Nikki Brooks	000	0429 093 344 0414 151 015
Bob Nicoli Jim Carlton	0A	0418 906 386 0409 293 165
Kim Marchant Graeme Mackay	0B	0408 923 711 0400 551 749
Duane Joubert Andy van Kann	999	0498 494 256 0417 955 526
Tim Batten Mike Jordan	Sweeper	0417 950 617 0431 930 995
Brad McDonald	Signage 1	

1.4.6.1 COURSE CARS - ROAD ONE

Will traverse the Stage immediately the roads are closed. Their role is to erect all route numbers and arrows and caution boards. Then ROAD TWO are to take these down after the stage.

1.4.6.2 COURSE CARS – BOLLARDS

Will traverse the Stage immediately the roads are closed. Their role is to drop bollards off on the inside corners and bends to prevent competitors from cutting corners and breaking up the edge of the road and spraying gravel onto the road.

1.4.6.3 COURSE CARS – TIMING

Will traverse the Stage approximately 45 minutes before the first Challenge Car commences the stage. Before they commence the Stage all the following should be in place.

All clocks in place, working and correct time

Stage Timing Systems set to correct Stage

Stop Control Modem connected to HQ Results

1.4.6.4 COURSE CARS – ADVANCE 1 & 2

Will traverse the Stage approximately 45 minutes before the first Challenge Car commences the stage. Before they commence the Stage all the following should be in place.

All stage personnel on site.

All course signs on site and carry a spare set of signs

Help tape gates and check with all Tape & Tag Teams that they will finish their duties on time

Check Road Closure Officials are in place and that they have taped their intersection and behind their car to stop public vehicles from reaching their road closure point.

Check Spectator Points set up

Assist Chicane Teams set up

Do the first check that all residents are setting up for the rally in a safe place

If possible notify any car owners parked on the road that the rally is on and they will need to move their car to a safe place.

Their role is to assist all Stage Officials in anyway if they are running late and to handle any public enquiries

1.4.6.5 COURSE CARS – INFO

Will traverse the Stage approximately 45 minutes before the first Challenge Car commences the stage. Their role is to distribute Spectator Guides to spectators along the course

1.4.6.6 COURSE CARS - TRIPLE ZERO (000)

Will traverse the Stage approximately 30 minutes before the first Challenge Car commences the stage. Before they commence the Stage all the following should be in place and working.

All emergency services.

All technology set to correct time and stage number

All communications.

All stage personnel (stage, road closures, spectator marshals, and chicane).

All gates and driveways tagged and taped.

- Drive each stage as required by the Event Running Schedule (starting as close to the nominated road closure time as possible normally 45 minutes) with bar lights in operation to notify residents and spectators that the road is now officially closed for competition.
- **Book in and out of every control in the same manner as a competitor**, to ensure procedures are carried out in accordance with the Regulations, paying specific attention to communications between the Flying Finish and the Stop Point.
- Confirm that all personnel are in their designated locations, all signs correctly placed and no unauthorised personnel are on the course, i.e. ensure the Special Stage is secure.
- '000' will place a 'Notice to Driver form' under the windscreen wiper of all unaccompanied vehicles parked on the roadside of a competition stage informing the owner that the vehicle must not be moved until the road is re-opened. It is important that a time for the road to be re-opened be included on the form.
- **MUST** carry the following equipment: spare clocks, arrows and caution signs, and bunting
- They will notify the Start Control via the SOS system on any issues or spectator movements that they want Car 00 to check.

They will distribute Start Order and Bulletins to Stage Teams.

1.4.6.7 COURSE CARS - DOUBLE ZERO (00)

- Will traverse the Stage approximately 15 minutes before the first Challenge Car commences the Stage.
- The CAMS Event Checker will be in the 00 Car.
- They will re-check the same as Advance and 000.
- MUST carry the following equipment: spare clocks, arrows and caution signs, and bunting
- Must confirm that the Clocks and Timing Equipment are set to correct time and stage number
- Ensure that the stage is 100% secure and ready to run in every aspect, paying specific attention to the safety of designated spectator points and road closures. That all emergency vehicles are in place. It is important that any problems be immediately rectified after consultation with the Clerk of Course.
- Confirm synchronisation of all clocks.
- Book in and out of every control in the same manner as a competitor to ensure procedures are carried out in accordance with the Regulations.
- They will notify the Start Control via the SOS Channel system or Rally Base on any issues or spectator movements that they want Car 0Alpha to check.
- They will keep a log of actions through the stage.
- They are not to pass any other Course Cars or any unsafe situations until they are fixed.
- When 00 has traversed the Stage they will advise Rally Base of the conditions of the Stage and if necessary these will be advised to competitors via a Competitor Advice at the start of the stage.
- When 00 has traversed the Stage they will advise Rally Base if the Stage is ready for competition (Green).
- On receipt of the advice that the stage is ready for competition, Rally Base will advise the Stage Commander that the stage is "Green" ready for competition.

1.4.6.8 COURSE CARS - ZERO A (0Alpha)

- Will traverse the Stage approximately 5 minutes before the first Challenge Car commence the Stage with orange flashing light and siren.
- MUST carry the following equipment: arrows, caution signs, safety tape and yellow flag.
- This car is to prepare everyone on the course for the first competing car and the crew should drive the stage quickly but safely on the competitive line although not at full competition speed.
- Book in and out of every control in the same manner as a competitor to ensure procedures are carried out in accordance with the Regulations.
- They will traverse the Stage and report again to Rally Base on the conditions and security of the Stage.
- If they find an un-safe situation, they must stop and notify Rally Base. If possible the stage will be delayed until situation is fixed. If stage has started Zero Alpha crew need to be prepared to stop first car with Yellow Flag
- They will notify the 0Bravo via the Simplex system on any issues or spectator movements that they want Car 0B to check.

1.4.6.9 COURSE CARS - ZERO B (0Bravo)

- 0B will traverse the Stage immediately after the last Challenge Car has commenced the Stage with orange flashing light.
- Book in and out of every control in the same manner as a competitor to ensure procedures are carried out in accordance with the Regulations.
- 0B will place a "Do Not Move Notice" form under the wipers of any Challenge Cars, stopped or stranded on the stage.
- 0B will advise Rally Base of any vehicles they have taped, and Rally Base will advise the Stage Commander, so that Competition competitors can be advised of their location in the stage.
- 0B will advise Rally Base of any damage to property and fences caused by Challenge Cars and the Challenge competitor's vehicle number.

1.4.6.10 COURSE CARS - TRIPLE NINE (999)

- 999 will monitor all cars starting and finishing a stage and will not start a stage until all cars have been accounted for.
- 999 sometimes referred to as the Fast Sweeper will traverse the Stage immediately after the last Competition Car has commenced the Stage. 999 is to be seen by the public as a "Competition Car" and will not have lights on roof.
- 999 will place a "Do Not Move Notice" form under the wipers of any Competition Car, stopped or stranded on the stage.
- Any Competition Car passed by and given a "Do Not Move Notice" form, is deemed to have withdrawn from the competition at least for that Stage. (See Competitor Safety Procedures 1.5.6 "Competitors Retirement & Re-joining the Rally" of this Safety Plan.)
- 999 will advise Rally Base of any damage to property, fences, power poles, spilt oil etc. caused by competition vehicles. And the competitor's vehicle number if known.
- Rally Base is to pre-warn Sweep Car and Stage Commander of possible problems with opening roads to the public.

1.4.6.11 COURSE CARS - MEDICAL INTERVENTION VEHICLE (MIV)

- As soon as possible after the 999 Course Car has commenced, the MIV from the start of the Stage will traverse the Stage at a safe speed. MIV will not always enter a stage if it is being run twice in quick succession
- The MIV is not to overtake the 999 Course Car while traversing the Stage.
- The object of sending the MIV after the 999 is to provide medical cover for the last competitive vehicle.

1.4.6.12 COURSE CARS - SLOW SWEEP (SWEEP)

- Sweep Car is to enquire into possible damage to property, safety reasons for not opening roads and stopped cars on stage before entering stage. On short stages they should wait for 999 to finish the stage.
- As soon as 999 finishes the stage the Sweep Course Car will traverse the Stage with Green Beacon / Flashing Light. The Sweep car is to always drive to the legal requirements of the road and are to not pass the Tape & Tag Teams who are pulling down the stage in front of them without their approval.
- Sweep Car will un-tag and remove any "Do Not Move Notice" forms that may have been issued and notify the competitor they are to travel within speed limits.
- Sweep Car will advise all personnel in Stage that the Stage is now "Open" to the general public.
- Sweep Car is to not pass any Chicane or Road Closure until they are clear of the road and it is safe for the public. They are to notify them to stay in place until the Stage Commander comes through to escort them out of the stage.
- Sweep Car is to not pass any point considered to be unsafe for the road to be open to the public, i.e. power pole down, spilt oil etc. The Stage Commander and Rally Base is to arrange for other officials and the Traffic Management Crew to supervise the clean-up of the area so the Sweep can continue onto other stages.
- Sweep Car will photograph, measure and report to Rally Base, any property and fence damage they may see and the competition numbers of any vehicles involved.

1.4.7 INCIDENT NOTIFICATION

Notification of an incident requiring intervention will come by one or more of the following:

- RallySafe direct to HQ
- SOS points each 5 kms with roll call each minute
- Radio reports from chicanes
- Radio reports from Spectator Points
- Direct reports from competitors via phone

All competitors have been advised in their road books, and are obliged under the NCR's, that in the event of an accident where injuries are sustained that require immediate medical attention or where assistance is required with a fire, the GREEN Cross sign should be displayed to the following car who is required to stop.

The crew of 2nd car to arrive, should assist or assess the situation and then to proceed to the next SOS radio point to notify the Organisers of the situation. The 3rd car to arrive should also go to the SOS radio point to ensure the 2nd car did arrive and report the accident. All other cars to arrive should stay with the crew of the vehicle involved in the accident and continue to render assistance as required until the arrival of the MIV or ICV.

1.4.8 INCIDENT MANAGEMENT PREAMBLE

- If a MIV is required, the Stage Commander in consultation with Rally Base will temporarily stop the stage to allow the MIV to enter
- At the site of the incident the MIV will then determine what action and further resources are required.
- Once the stage is stopped and the MIV enters the stage the ICV will move to the start of the stage to provide backup as required.
- In the event of injury to a competitor the ICV will also enter the Stage
- If no action is required the MIV will ensure that the competitor vehicle involved poses no hazard to following competitors and then place itself and any crew members in a safe position. The MIV will then inform the Stage Commander via Rally Base that the stage may recommence
- The ICV (or another back up MIV) will then take over the stage start duties of the intervening MIV
- Rally Base and the Stage Commander may choose to briefly halt the stage at a later time to enable the intervening MIV to resume its original position.

1.4.9 INCIDENT MANAGEMENT PROCEDURE

The procedure will be taken whilst communications between the Stage Commander and Rally Base exist. In the case of NO communication between the Stage Commander and Rally Base, the Stage Commander must assume control and be responsible for taking action. A senior official (i.e. Road Director) may take control of the rally if they have communications between the stages and course vehicles.

If Rally Command radio system fails the following methods of communication are to be tried to keep the link open between the stage and Rally Base.

- The SOS Radio Network
- The UHF radio backup network at the Stop Control
- Mobile Phone (the Results Crew will have a NextG Modem at every Stop Control)

This procedure covers:

- SPECIAL STAGE EMERGENCY INTERVENTION (MAYDAY CALLS)
- STOPPING THE STAGE & SENDING IN THE MEDICAL INTERVENTION VEHICLE (MIV)
- ACTION AFTER STOPPING OR DOWNGRADING THE STAGE

The first alert of a probable incident will be as follows:

- A report from a competitor at a Stop Control, or at an SOS point
- A report from a competitor at a Stop Control, or at an SOS point, and there is a request for an MIV to be sent in
- The non-arrival of a specific vehicle at the Stop Control or SOS Point (highlighted from the SOS Vehicle Tracking System)
- There are no vehicles arriving at the Stop Control or SOS Point

Stopping the Stage and Sending in The Medical Intervention Vehicle (MIV):

With any of these alerts, Rally Base the Stage Commander will start to think about stopping the stage. The Deputy Stage Commander (Stop) is to fill out the INCIDENT APPRAISAL FORM for all incidents. The correct responses are:

- For **A** above **NO**, the stage is not to be stopped.
The report from the SOS point or Stop Control proves that the road is not blocked and that vehicles can traverse the stage. Therefore, vehicles are to continue leaving the Start Control until more information is received. The Deputy Stage Commander is to continue to ask further competitors if they have any extra information.

Did they see the missing vehicle?
Did they see any sign of an incident?
- For **B** above **YES**, the stage is to be stopped
If there is a request for an MIV, it must be sent into the stage.
The Deputy Stage Commander is to obtain the information as required for the Incident Appraisal Form and then notify Rally Base who will then notify the Stage Commander to stop the stage and send in the MIV and the Deputy Stage Commander (Safety). In an obvious emergency it is possible for the stage to be stopped and then the incident information to be forwarded through to the MIV as it is going through the stage.
- For **C** above **NO**, the stage is not to be stopped
The non-arrival of one vehicle (and no specific report of an incident) is only evidence that a vehicle is missing and that is not enough information to make a decision to stop the stage. The stage is to be kept

running until it is known what (if anything) has happened. The Deputy Stage Commander (Stop) is to notify Rally Base of a **M1 Call** on the missing car and is to continue to ask further competitors if they have seen the missing car or crew or any sign of an incident. If after two further cars the car has not been seen the Deputy Stage Commander (Stop) is to report a **M2 Call**. The Stage Commander is to then ask all cars entering the stage to look out for the missing car.

4. For **D** above **YES**, the stage is to be stopped
If vehicles are being sent from the Start Control but are not arriving at the Stop Control, there is obviously something between the start and finish, which has stopped the traffic. Continuing to send out vehicles from the Start Control will only add to the problem. In this case, and without the ability to get further information in the immediate future, the stage is to be stopped and the MIV and Deputy Stage Commander (Safety) are to enter the stage and investigate why cars are not arriving. A few missing vehicles should not generate this action, but once it is known that Three (3) vehicles have not arrived, then action should be taken.

As soon as clear information about the incident is available a decision has to be made – restart the stage or downgrade it (i.e. Cancel the stage). If the stage has been stopped for longer than 10-minutes an Official Car must re-zero the stage to ensure it is safe for competition. If the stage has been stopped for longer than 20-minutes it must be downgraded and cancelled and all competitors who have not started the stage either given instructions to proceed slowly through the stage or be re-directed to the next stage.

Special Stage Emergency Intervention (Mayday Calls)

To be used **ONLY** by Deputy Stage Commander (Stop)

When a known possible problem has arisen your transmission begins with calling the code three times.

E.g. "Rally Base, Toodyay Stop...M2...M2...M2"

Rally Base will respond with "Go ahead Toodyay Stop". At this point all other radio traffic is to cease until Rally Base give the OK and the station giving the M2 call is to pass on all relevant information to Rally Base and the normal procedure is adopted.

The Codes are as follows:

- | | |
|-----------|---|
| M1 | Possible missing car being monitored or minor problem – Should include car number and approximate location. i.e. "Car 5 missing between start and 5km SOS point" |
| M2 | Missing Car for 2 SOS Radio Calls and MUST include car number |
| M3 | Confirmed Major problem, details unknown. Must include approximate location |
| M4 | Major problem and injuries are confirmed. State definite location |

1.4.10 ACTION AFTER STAGE CANCELLATION

- It is vital to get the vehicles moving as quickly as possible to ensure that future stages on the day are not seriously affected by any delay.
- Quick and decisive action will minimise the delay.
- Take whatever action is needed; if necessary, send in six or so people to 'make' a track around the problem (if this is possible) and to act as marshals to rapidly guide the downgraded competitors around the problem.
- Complete incident report forms.

1.4.11 SWEEPING THE STAGE

- At the conclusion of competition on a particular stage a Fast Sweep (Course Car 999) will start the stage no later than one minute after the last competitor has started.
- The stage MIV will follow closely behind the 999 car to provide medical cover for the last competitor. If the 999 car is delayed for any reason the MIV will continue to finish the stage.
- Any competitor arriving at the start after the departure of the 999 car will not be allowed to start the stage.
- Any competitor driving slowly will be overtaken by the 999 car, and may no longer take part in the stage and must also drive out of the stage obeying normal rules of the road.
- Signage Chicanes and RSZ's may be removed by officials AFTER the passage of the MIV but the stage is closed to ALL traffic until the Slow Sweeper, displaying the Green beacon/flashing light has passed.
- At the passage of the Slow Sweeper officials should remove the last Road Closure tapes and barriers and the general public/residents will have full access to the road.
- The slow sweep is to start the stage when 999 has finished the stage and is to check every Tape & Tag that they are happy for the sweep to pass them.

1.4.12 STAGE TIME LINE

For the purposes of this table:-

Time shown as hours and minutes (i.e. 1.00 = one hour .30 = 30 minutes).

Flexi - the time shown is flexible as may need adjusting for distances and circumstances.

Maxi - the time shown is the maximum time that is allowed for the stage running.

Minus hours (-) is the time BEFORE the first car is due to commence the stage.

Zero hours is the time the first car IS DUE to commence the stage.

Plus hours (+) is the approximate time AFTER the first car was due to start the stage.

Timeline for stage closure – running and stage re-opening:

- 2.00 hrs Flexi	Stage Running Team	Depart meeting points
- 2.00 hrs	Stage Tape & Tag Team	Tape and tag all unused gates
- 1.30 hrs	Stage Running Team	Road closure – chicane teams – SOS etc. in position on side of road.
- 1.30 hrs	Stage Start/Stop Team	Set up equipment – on side of road.
- 1.30 hrs	Stage Management Team	In position on side of road.
- 1.00 hr	Stage Running Team	Close access to –but leave open exits to stage. (i.e. get in position and prevent any public entry to the stage, but allow exit.)
- 1.00 hr	Stage Tape & Tag Team	Commences to tag all gates and driveways.
- 1.00 hr	Road One, Bollard, Advance & Info Cars	All commence stage to begin duties.
- 0.50 mins	Stage Running Team	Close all exits – stage now closed.
- 0.45 mins	Stage Signage	Control signage – equipment – chicanes now in position on stage.
- 0.45 mins	Mid points	SOS (5/10/15) and any mid-point MIV's or FESA in position.
- 0.30 mins	Triple Zero (000)	Inspects the stage.
- 0.25 mins	CAMS & Media	Last time to inspect or access the stage.
- 0.15 mins Flexi	Double Zero (00) & Police	Checker in car – inspects the stage.
- 0.10 mins Flexi	Event Command	Gives "Stage Green OK to start on time"
- 0.05 mins Flexi	Zero "Alpha" (0A)	Inspects the stage.
0.00 hour	First Challenge Car	Commences the stage.
Flexi	Last Challenge Car	Commences the stage.
Flexi	Zero "Bravo" (0B)	Immediate after the last Challenge Car – Zero Bravo will sweep through the stage – tagging any Challenge Cars left in the stage. Reporting their location to stage start.
+ 10.00 mins	First Competition Car	No less than 5mins, usually 10mins after Zero Bravo the first competitive car will commence the stage.
Flexi	Last Competition Car	Commences the stage.
Flexi	Triple 9 (999)	As soon as possible after the last competitive car 999 will pick up paperwork and sweep through the stage. No competitive vehicles may start the stage once 999 has commenced the stage.
Flexi	MIV from Start	As soon as possible after 999 the MIV will proceed through the stage.
When 999 finishes	Sweep Vehicle	Will proceed through the stage advising stage open – un-tagging vehicles and reporting damage to property & fences.
+ 2.00 Maxi	Stage Running Team	When safe will pack up and depart stage.
+ 2.00 Maxi	Stage Tape & Tag Team	When safe will un-tag gates.
Flexi	Fence Team	Will inspect and quote on any damage.

1.5 COMPETITOR SAFETY PROCEDURES

1.5.1 PROCEDURES FOR TRACKING COMPETING VEHICLES

A dedicated **SOS network** will be provided for tracking vehicles on each stage under the co-ordination of the Chief Communications Officer. This communication network is separate to the main Command Radio Network.

- The dedicated SOS network will be used to keep track of competitors on special stages and to enable the prompt initiation of search and rescue procedures in the event of a competitor going missing.
- All vehicles starting a special stage will pass through the SOS system.
- SOS operators will be located at the Start, the Stop, and one approximately every 5kms of a special stage or if the stage is less than 10km's approximately half way through the stage.
- The location of the intermediate operators will be marked with SOS signs located on the roadside at 200 metres and 100 metres prior to the SOS point location.
- The SOS points are established to monitor the passage of competitors through the stage and to enable competitors to report an incident requiring immediate assistance.
- As each car starts a stage, the Start SOS radio operator records the car number on a tracking form and broadcasts the number to the other SOS points on the stage.
- The **SOS Stop Point Operator** is the **SOS Controller** for the stage. Their responsibilities include the recording of the location of all cars on the stage via the information reported from all SOS points at one-minute start intervals.
- The stop point operator is to report when each car has completed the stage as part of the one-minute radio call sequence.
- Should a car be reported as MISSING (M1 call), the stop point operator assumes the responsibility for assessing the situation and obtaining information from the SOS points concerning the missing car, and from following competitive cars and reporting this to the Deputy Stage Commander – Stop.
- SOS points will record the passage of each car on the tracking form and report progress of cars on the stage that have passed their SOS location at the one minute call intervals coinciding with following cars starting the stage.
- Should a car fail to pass their point, this will be reported as an M1, or an M2, should the car be missing for the second call, including the car number.
- Also any incidents reported by a competitor will be relayed through the SOS system.
- Positioned at all chicanes and spectator points will be personnel equipped with radios able to access either the local SOS system or the Rally Command radio network.
- Should a competitor need to report an accident then this can be done at either the SOS points or chicanes and spectator points.

The Deputy Stage Commander (Stop) is to ask the following two competitors if they have seen the missing competitor.

- If the car has been sighted, the Deputy Stage Commander is to enquire the status of the sighted car (i.e. crashed / triangles / green cross / OK sign / car moving slowly) and tries to establish the location or distance into the stage. The Rally Base is then informed of the situation.
- If the car has not been sighted this is also reported to Rally Base.
- The Rally Base will confirm all details in relation to status and location of the missing car and this will be relayed to Stage Commander at the Stage Start.

Rally Base may declare the stage "Yellow". For procedures on Yellow flags please refer Competitor & Safety Procedure (Accident Procedures /Yellow Flags) of this Safety Plan.

- The MIV or ICV will be sent into the stage to attend or locate the competitor.
- If Rally Base declares the stage "Yellow" the Stage Commander will notify SOS Controller to broadcast this to all SOS points via the SOS radio system.
- The intermediate SOS points are to immediately display their yellow flags to competitors on stage at the time.

The MIV must also advise any stranded or slow moving competition vehicles located prior to the incident, that the stage has been declared Yellow.

- Any competitors prior to the incident, who are stopped on the special stage, must be advised by the MIV that the Stage is stopped and handed a Stage stopped form.
- This form instructs the competitor they must drive slowly through the remainder of the Stage, if they are able to proceed, as the Stage is Yellow.

The MIV must stop to investigate any possible accident scene to try and locate the missing competitor.

- Whenever a MIV stops on a Stage they must have the hazard lights flashing and their roof light **ON**.
- One member of the crew should proceed back along the stage on foot to warn and slow any following vehicles.
- If the MIV reaches the finish control without finding the missing vehicle, they must advise the Deputy Stage Commander (Stop) who will immediately advise Rally Base.
- If the MIV locates the missing vehicle they must, if there are no injuries and the course is clear, give the competitors a "Do Not Move Notice" form. (See attachment "A").
- Or if there are no injuries but the course is blocked, they must clear the course sufficiently to resume the competition if possible.
- If a competitor is injured, then safety Incident Procedures Evacuation Procedures of this safety plan will be implemented.
- The MIV must advise Rally Base of the situation and then proceed through the stage at a medium pace with flashing lights on.
- The MIV should return to the start location if possible. If not they will remain in a safe situation or at the end of the stage.
- Should the MIV have to remain in the situation or at the end of the stage, their place will be taken at the start as per safety Incident Procedures of this safety plan.

The Clerk of Course must be notified if the preceding procedure fails to locate the missing competitor. The Clerk of Course will take any further action deemed necessary to ensure the competitor is located.

Rally Base will advise the Stage Commander and Deputy Stage Commander when the stage returns to "Green", or whatever other action is required.

1.5.2 ACCIDENT PROCEDURES – YELLOW FLAGS

Yellow Flags, the Clerk of Course may deem it necessary to stop a stage. If so the SOS Controller of the stage will advise all SOS & Chicane points on the stage that the stage has been declared YELLOW.

If for any reason a Special Stage is declared Yellow, SOS operators, who will be located at approximately Five (5) kilometre intervals on all stages, will display and wave a YELLOW flag.

- These flags will be displayed to crews still on the stage after it has been stopped.
- When the flag is displayed, each crew must slow to a non-competitive speed.
- Exercise extreme caution and proceed to the end of the stage.
- And obey the instructions of the officials.

It should be noted that if the reason for the stage stoppage is rectified, the Clerk of Course may declare the stage "Green". To re-open the stage, the SOS Controller will advise all SOS & Chicane points to withdraw the Yellow Flag and return to competition status. If the stage is Yellow for more than 10 minutes, the stage will need to be re-zeroed.

1.5.3 ACCIDENT PROCEDURES – OK / SOS

All competitors will carry on board an **OK / SOS** sign. Competitors must display the **SOS** when they are involved in an incident where:

- There are injuries that require immediate medical attention.
- Assistance is required with a vehicle fire.

If **SOS** sign is being displayed by a competitor, the following competitor **is required to STOP**.

- Assess the requirements (Medical / Fire) and stay and assist.
- Notify the next 2 competitors to proceed to the next radio (SOS) point to notify Rally Base of the situation.

The next on the scene (2nd competitor following) **is also required to STOP**, and

- The second and third cars to arrive should proceed to the next SOS radio points to notify the Organisers of the situation. All other vehicles should then stay with the crew of the vehicle involved in the accident and continue to render assistance as required.

1.5.4 STOPPED VEHICLES – OK BOARDS & WARNING TRIANGLES

As well as the **OK / SOS** sign, competitors will carry on board a set of **WARNING TRIANGLES**.

If a competitor stops in a Special Stage as a result of mechanical failure or after an accident and the car is on the road or the side of the road, the Warning Triangles must be displayed in a visible position at least 50 metres behind the car.

If no injuries are sustained that require immediate medical attention the OK sign must be clearly displayed to at least the three following competitors.

Both the warning triangle and the OK sign must be left on display for the whole length of the period that the car is stopped on the course regardless of whether or not the crew remain with the car.

Competitors in the Challenge category of the Event, who are stopped in the stage, will be "Tagged" (given written notice), by the Zero Bravo (0B) Course Car, which informs them, that they cannot move their vehicle under any circumstances until the Sweeper un-tags (withdraws the written notice) from them.

1.5.5 STAGE CONDITIONS – ADVICE TO COMPETITORS

An advice to competitors is to be given to them in writing using the Competitors Advice form.

Advice to competitors will be for:

- Condition of Stage when traversed by the 00 Course Car.
- Any stranded – stopped – or tagged vehicles on Stage.
- Any debris or oil on Stage.
- Any changes to the Track Conditions.

1.5.6 COMPETITORS RETIRING AND REJOINING OF THE RALLY

Competitors who withdraw from the rally will advise the Organisers by completing the form found at the back of their roadbooks. – "Notification of Withdrawal From Rally".

- Competitors should complete the form indicating if they are withdrawing from the Event altogether or if they will be re-joining and if so at what location.
- The "Notification of Withdrawal From Rally" form can be given to a Competitor Relations Officer, a Sweep Vehicle or a Control Official.
- The receipt of this form must be radioed through to Rally Base, so that the Competitor can be accounted for.
- Special Stages will be closed for competition when the 999 Course Car enters the stage.
- Any competitors who arrive at a Special Stage Time Control within their late time limit but after the stage has closed, are to drive the stage abiding by all applicable road regulations.
- A derived time will be given to the competitor. Competitors are to enter their own start & finish times on their road cards.
- Any competitor who stops on a Stage and is passed by the 999 course car is deemed to have withdrawn from that Stage. If they re-join the stage, they are to drive the stage abiding by all applicable road regulations.

If a competitor's vehicle has been damaged in any way, the vehicle will have to undergo scrutiny before being allowed to re-join the competition.

Any competitor who withdraws from a Leg and fails to notify a Competitor Relations Officer, Sweep Vehicle or Control Official by 2000hrs of their intent to re-join will not be included in the Start Order for the following Leg.

2 COMMUNICATIONS

2.1 COMMAND SYSTEM RADIO

The Command System Radio is the primary means by which the Clerk of Course communicates with officials in the field. The Command Centre has the call sign **"Rally Base"** and all radio traffic must be directed through it.

Rally Base will always act as the control station for all radio traffic

The system covers the whole area traversed by the Quit Targa West Rally. This coverage is achieved by the use of repeaters located at strategic sites which allow the radio signals to be picked up and on broadcast to a specific area not reachable from the Command Centre. All these channels are linked together so that the effect is similar to having one wide coverage channel.

Details of frequencies and call signs are contained in Section B2 of this plan

2.2 SOS SYSTEM RADIO

This is used by the SOS team on each stage to report the passage of each competing vehicles. It is a "local" radio system linking Stage Start, each SOS point and Stage Stop Point. Various channels are used with temporary ground repeaters on the longer stages.

2.3 RESULTS

There is a results crew at the Stop Controls of each stage. Data is put onto a laptop computer and the sent via NEXT G to the server from where it is picked up by the Command Centre and then displayed on the Quit Targa West results website.

2.4 CORRECT RADIO PROCEDURE

2.4.1 RADIO PRO-WORDS

WORD OR PHRASE	MEANING
Affirmative	"yes" or "correct" or "that is correct" or "I agree"
Closing down	I am closing my station
Correction	An error has been made in this transmission. The transmission will resume at the last correct word spoken
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
Data	I have the information you are seeking
Figures	Used before every group of figures in spoken messages except before call signs
Go Ahead	Invitation to transmit or reply
I Say Again	I am repeating the word or phrase indicated. For emphasis or if communication is poor
I Spell	I shall spell the next word phonetically
Negative	"No" or "This is incorrect" or "Permission not granted"
Nothing Heard	I have not received a reply or heard from the station
Out	My transmission has finished and I will remain listening. No response is required
Out to You	This is the end of my transmission to you and no reply is expected or required. However I am about to call another station immediately and except in an emergency no other station is to transmit
Over	This is the end of my transmission to you and a response is required. Go ahead
Roger	I have received and understood your last transmission
Roger So Far	Have you received my transmission satisfactorily up to this point?
Say Again	Please repeat all of your last transmission
This Is	Use before your call sign when calling another station
Wait	I must pause for up to 5 seconds. Except in an emergency no other station is to transmit
Wait Out	I must pause for more than 5 seconds. Any station is free to transmit

2.4.2 PHONETIC ALPHABET		
LETTER	WORD	PRONUNCIATION
A	Alpha	Al Fah
B	Bravo	Bra Voh
C	Charlie	Char Lee
D	Delta	Dell Tah
E	Echo	Eck Oh
F	Foxtrot	Foks Trot
G	Golf	Golf
H	Hotel	Hoh Tell
I	India	In Dee Ah
J	Juliet	Jew Lee Et
K	Kilo	Key Loh
L	Lima	Lee Mah
M	Mike	Mike
N	November	No Vem Ber
O	Oscar	Oss Cah
P	Papa	Pah Pah
Q	Quebec	Keh Beck
R	Romeo	Row Me Oh
S	Sierra	See Air Rah
T	Tango	Tang Go
U	Uniform	You Nee Form
V	Victor	Vik Tah
W	Whiskey	Wiss Key
X	Xray	Ecks Ray
Y	Yankee	Yang Kee
Z	Zulu	Zoo Loo

2.4.3 NUMERALS	
NUMERAL	SPOKEN AS
0	Zero
1	Wun
2	Too
3	Thu Ree
4	Fo Wer
5	Fife
6	Six
7	Seven
8	Ate
9	Niner

NUMERAL	EXAMPLE NUMERAL
13	Wun ThuRee
44	FoWer FoWer
90	Niner Zero

3 SPECTATOR SAFETY

3.1 GENERAL SAFETY

In general, the public will only be invited to spectate at areas that will be controlled.

All spectator areas will be designated by a barrier or safety fence, and will be manned by Spectator Marshals, equipped with whistles and or loud hailers to inform the public about the approach of a competitor.

Spectators will be notified of the dangers of Rallying and the correct area that they should spectate from.

This is done by the leaflets and by the Spectator Marshals at the spectator points.

Spectator Marshals and other senior officials should read the CAMS Rally Spectator Safety and Control Procedures.

3.2 SPECTATOR MARSHALS

All spectator areas will be under the control of Spectator Marshals. The Spectator Marshal on each Special Stage will be in radio contact with Rally Base.

Should there be a problem the Spectator Marshal will call Rally Base via the Command System.

All Spectator Marshals will be supplied with a "Spectator Marshal's" Safety Vest and if possible whistle.

3.3 SPECTATOR AREAS

Spectator Marshals should be placed at the "limits of the spectator area" to warn spectators that they are not permitted past that point.

The "safe area limit" will be well defined with tape, barriers, webbing and other markings.

Signs should be placed around the spectator point to warn spectators where they are prohibited to stand.

3.4 SPECTATORS OUT OF CONTROL

Too many spectators in one place, or their refusal to move from a viewing point, can be potentially dangerous.

If the spectators cannot be persuaded to move to safety, then Rally Base is to be advised, with any recommendations from the Spectator Marshal at that area.

3.5 CHILDREN and PETS

Adults will be responsible for children in their care.

No animals or pets are permitted in any competition area during the Event.

3.6 SERVICE PARKS

Ambulances and or a MIV will be stationed at, or nearby the Service Parks to cater for spectators, competitors, service crews and officials.

In the event of serious illness / injury at the Service Park the Chief Medical Officer will be informed and will attend.

3.7 OFF COURSE INJURY

The event medical and emergency services are directed toward the care of competitors and must not be diverted to other problems or emergencies.

However, in the event of a life threatening non-competitive illness or injury, assistance may be called upon from the event medical services. Such requests should be directed via the Clerk of Course to the Chief Medical Officer. The Incident Control Vehicle is the most likely responder.

4 MEDIA

4.1 MEDIA ACCREDITATION and IDENTIFICATION

Media able to have access to stages shall be accredited by the event, and shall be briefed by the Clerk of Course or their Nominee.

Level 1 Media are:

- FIA Accredited Media
- CAMS Accredited Media
- Event Accredited Media
- Genuine media outlets who have a comprehensive Insurance Policy

Media must wear Media Vests at all times when on Special Stage.

Vests must be worn over clothing so that they can be clearly seen.

If the Vest cannot be seen the media should be asked to move on.

Level 2 Media are all other approved Event Accredited and do not have an Insurance Policy and/or limited rally knowledge.

4.2 MEDIA ACCESS TO SPECIAL STAGES

Level 1

- Media do have access to Targa special stages, and may be positioned at any location, provided there is no interference with officials carrying out their duties.
- May walk into a stage from a control, spectator viewing area or road closure, provided they are clear of the road when competition is underway (e.g.: there is no cutting or drops on both sides of the road which necessitates the media walking on the road surface or the shoulder of the road).
- Media must be aware of the additional dangers involved in being close to the action and do so at their own risk.

Level 2

- They are not to pass any safety tape or barriers but may be located at any road closure or spectator area.

4.3 MEDIA VEHICLES

- Must enter **before** the road closure time apart from the Targa West Official photographers from Circlework or Black Magic TV.
- Must be in position before the 000 Course Car passes through the stage.
- If the 000 Course Car catches up to the Media Vehicle – the Media Vehicle will be ushered off the stage by the 000 Car.
- The Media Vehicle must be parked well off the road (preferably up a side road) will be checked by each of the Course Cars as they traverse through the Stage.
- If the Media Vehicle is parked along the course it will be taped and a “Do Not Move Notice” (attachment A) will be placed on the windscreen and the Media Vehicle may not be moved until after the passage of the Sweep vehicle.
- Media DO NOT have vehicular access to a Special Stage after the road closure, and if they are located within a stage, are not permitted to move their vehicle from one location to another.

4.4 DIRECTIONS BY OFFICIALS

All media are required to comply with the directions of officials, who have been briefed to report any incidence of media not complying with their directions. If this occurs their accredited media status may be revoked by the Clerk of Course.

4.5 Media MUST NOT

- Stand around in large groups.
- Stand in unsafe areas – exits of corners, run off areas for high speed corners, or braking areas.
- Must not do anything to distract the driver.
- If the Media Vehicle has been taped and tagged with a “Do Not Move Notice” attached to it – the Media Vehicle must not move it until the Sweep Vehicle has passed and withdrawn the notice.
- Must not speed or drive erratically.

4.6 Media MUST

- Must not remove or interfere with any of the stage signage, taping, barriers or markings.
- Wear a Vest when on a special stage.
- Park the Media Vehicle well away from the roadway.
- Obey all reasonable instructions from Event Officials.
- Take responsibility for their own safety.
- Leave enough room to move if they have to.

4.7 MEDIA ENQUIRIES AND LIAISON

Any queries or issues with the media must be transmitted through Rally Base or the Clerk of Course.

5 RECONNAISSANCE

Reconnaissance by competitors may be at any time once the road books are available with no limit on the number of passes over a particular stage. Competitors are reminded that the roads are open to the general public and they must abide by all relevant Western Australian Road Rules.

6 CONFEDERATION OF AUSTRALIAN MOTORSPORT**6.1 CAMS Officials of the Event**

A number of CAMS Officials will be visiting the Quit Targa West Rally as Technical Commissioner and Stewards or in some other official capacity. Their CAMS passes will clearly identify them.

All officials are requested to render them any assistance they require.

6.2 CAMS Access to Special Stages

CAMS Officials may inspect and enter the stage up to 25 minutes prior to the First Car.

The CAMS Event Checker with travel in 00 Course Car to inspect the stage prior to the stage being declared "Green" and ready for competition.

7 OTHER INFORMATION

7.1 INCIDENT REPORT FORM



Form: EP-107

Incident Report - All events

This report is to be completed and forwarded to the Clerk of the Course following any incident involving car-to-car contact, car-to-barrier contact, apparent injury to any person or possible infringement of the rules (particularly where danger has been created by the action). Additional reports (eg. Injury and/or accident reports) must be attached to this form.

CAMS use

Driver's Name:

Details

Reported by: Date: Location: Event: Time: Category: Car Number/s: Permit No: Description of incident and circumstances associated:

Diagram (use reverse if necessary)

Witness details

Witness One

Name: Location: Contact No:

Witness Two

Name: Location: Contact No:

Witness Three

Name: Location: Contact No: Remarks or Recommendations: Signature of person submitting report: Date:

Confederation of Australian Motor Sport Ltd

A.B.N. 39 069 049 656

www.cams.com.au

851 Dandenong Road, Malvern East VIC 3145 PO Box 147, Caulfield East VIC 3145
Telephone: (03) 9593 7777 Facsimile: (03) 9593 7700

Form: EP-107 Updated: 07/2008

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7.3 "DO NOT MOVE" NOTICE FOR VEHICLES



QUIT TARGA WEST
CHALLENGE or COMPETITION VEHICLES

DO NOT MOVE NOTICE

By order of the Clerk of Course
this vehicle is not be moved from this position
until after the SWEEP Official removes this notice
and the Stage has been declared "Open".

When the stage is declared open, all normal Road Traffic
Rules apply to the movement of this vehicle
through the Stage.

WE APOLOGISE FOR ANY INCONVENIENCE

Rally Headquarters – 0418 950 022



**UNATTENDED VEHICLE NOTICE
NOTICE TO DRIVER
DO NOT MOVE THIS VEHICLE**

DISCLAIMER
EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK
MOTOR SPORT IS DANGEROUS

In exchange for being able to attend or participate in the event, you agree:

- to release, defend, indemnify and hold harmless the Australian Motor Sport Ltd ("CAMS") and Australian Motor Sport Corporation Ltd, promoters, sponsors, organisers, land owners and lessees, organisers of the event, their respective servants, officers, representatives and agents (collectively, the "Associated Entities") from all liability for your death, personal injury (including death), psychological trauma, loss or damage (including property damage) ("harm") flowing from your participation in or attendance at the event, except to the extent prohibited by law.
- that CAMS and the Associated Entities do not make any warranty, express or implied, that the event, services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied and;
- to attend or participate in the event at your own risk.

You acknowledge that:

- the risks associated with attending or participating in the event include the risk that you may suffer harm as a result of:
 - motor vehicles or parts of them colliding with other motor vehicles, persons or property;
 - adverse weather and other harmful acts (whether intentional or unintentional) committed by persons attending or participating in the event; and
 - the failure or unsuitability of facilities (including grandstands, viewing and queueing) to ensure the safety of persons or property at the event.
- that despite the dangers and the accidents taking place, you and do happen and may happen to you.

You accept the conditions of, and acknowledge the risk arising from, attending or participating in the event and hereby proceed with the event, under the CAMS and its Associated Entities.

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**UNATTENDED VEHICLE NOTICE
NOTICE TO DRIVER
DO NOT MOVE THIS VEHICLE**

This vehicle is located on a road closed for the purposes of conducting **QUIT Targa West 2011**. The registration number has been recorded.

THIS ROAD IS NOW CLOSED TO ALL PUBLIC TRAFFIC UNDER AUTHORITY OF THE COMMISSIONER OF POLICE AND THE LOCAL GOVERNMENT FOR THE PERIOD

_____ am/pm until _____ am/pm on _____ 2011

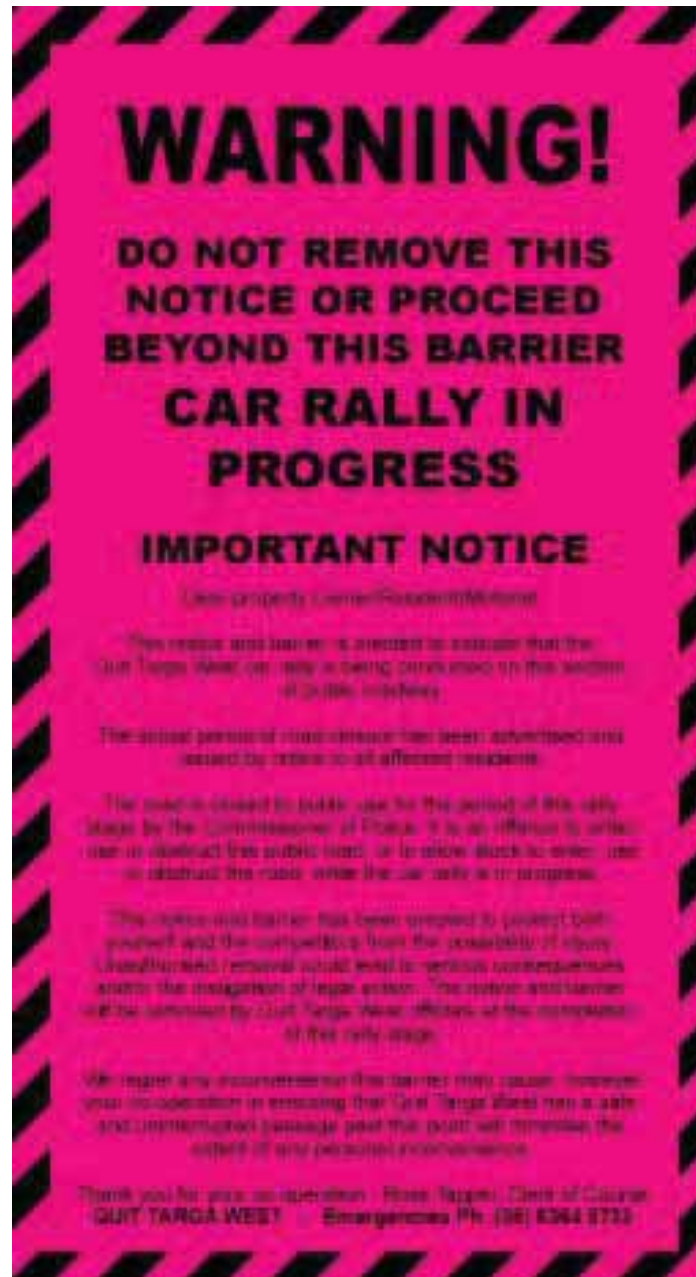
This vehicle **MUST NOT BE MOVED** until after this notice has been removed by a Targa West Rally Official. Any contravention of this Notice will result in charges under the Road Traffic Act being brought against the owner/driver.

You must comply with this notice. Competition vehicles, travelling at high speed, will be using this road at approximately 30 second intervals. The movement of this vehicle onto what is now a closed Targa stage **COULD RESULT IN TRAGIC CONSEQUENCES**.

We apologise for any inconvenience. For further information please contact the undersigned.

Ross Tapper
Clerk of Course
0418 950 022

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SECTION B – OPERATIONAL DATA FOR 2014 TARGA WEST

1 B1 SAFETY AND EMERGENCY SERVICES

1.1 List of Hospitals By Stage

SS	Stage Name	Hospital	Switchboard
1,2,3,4	Whiteman Park	Swan District Hospital	9347 5500
5,6	Malaga Night	Royal Perth Hospital	9224 2244
7,10	John Forrest East	Swan District Hospital	9347 5500
8,11	Zig Zag	Armadale Health	9392 2000
9,12	Kalamunda	Armadale Health	9392 2000
13	John Forrest West	Swan District Hospital	9347 5500
14,15	Racecourse	Swan District Hospital	9347 5500
16	Timberden	Swan District Hospital	9347 5500
17,20	Coondle West	Swan District Hospital	9347 5500
18,21	Coondle Highlands	Swan District Hospital	9347 5500
19,22	Toodyay	Swan District Hospital	9347 5500
23	Maryville Downs	Swan District Hospital	9347 5500
24,26	Bullsbrook Long	Swan District Hospital	9347 5500
25,27	Bullsbrook Short	Swan District Hospital	9347 5500
28,29,30	Complete Portables Malaga	Royal Perth Hospital	9224 2244
31,32,33	Killarnée City of Perth	Royal Perth Hospital	9224 2244

1.2 List of Hospitals GPS Points

Hospital	Latitude	Longitude
Royal Perth Hospital	S31°57.200'	E115°52.000'
Sir Charles Gardiner Hospital (QE2 Medical Centre)	S31°58.120'	E115°49.010'
St John of God - Murdoch	S32°04.020'	E115°50.700'

1.3 List of Ambulances By Stage

SS	Stage Name	Ambulance	Comments	Telephone
1,2,3,4	Whiteman Park	Medic One	On Site	0407 779 952
5,6	Malaga Night	Medic One	On Site	0407 779 952
7,10	John Forrest East	Medic One	On Site	0407 779 952
8,11	Zig Zag	Medic One	On Site	0407 779 952
9,12	Kalamunda	Medic One	On Site	0407 779 952
13	John Forrest West	Medic One	On Site	0407 779 952
14,15	Racecourse	Toodyay SJA	On Site	9574-2390
16	Timberden	Medic One	On Site	0407 779 952
17,20	Coondle West	Medic One	Timberden / On Site	0407 779 952
18,21	Coondle Highlands	Toodyay SJA	On Site	9574-2390
19,22	Toodyay	Toodyay SJA	On Site	9574-2390
23	Maryville Downs	Medic One	On Site	0407 779 952
24,26	Bullsbrook Long	Medic One	On Site	0407 779 952
25,27	Bullsbrook Short	Medic One	At Bullsbrook Long	0407 779 952
28,29,30	Malaga	Medic One	On Site	0407 779 952
31,32,33	Killarnée City of Perth	Medic One	On Site	0407 779 952

1.4 List of Rescue Teams By Stage				
SS	Stage Name	Crew	Call Sign	Telephone
1,2,3,4	Whiteman Park	Rescue 1	Craig Popperwell	0438 904 485
5,6	Malaga Night	Rescue 1	Craig Popperwell	0438 904 485
7,10	John Forrest East	Rescue 2	Luke Parkinson	0488 288 040
8,11	Zig Zag	Rescue 3	David Phoenix	0422 719 337
9,12	Kalamunda	Rescue 1	Craig Popperwell	0438 904 485
13	John Forrest West	Rescue 2	Luke Parkinson	0488 288 040
14,15	Racecourse	Rescue 1	Craig Popperwell	0438 904 485
16	Timberden	Rescue 2	Luke Parkinson	0488 288 040
17,20	Coondle West	Rescue 3	David Phoenix	0422 719 337
18,21	Coondle Highlands	Rescue 1	Craig Popperwell	0438 904 485
19,22	Toodyay	Rescue 2	Luke Parkinson	0488 288 040
23	Maryville Downs	Rescue 3	David Phoenix	0422 719 337
24,26	Bullsbrook Long	Rescue 1	Craig Popperwell	0438 904 485
25,27	Bullsbrook Short	Rescue 2	Luke Parkinson	0488 288 040
28,29,30	Malaga	Rescue 3	David Phoenix	0422 719 337
31,32,33	Killarnée City of Perth	Rescue 1	Craig Popperwell	0438 904 485

1.5 Emergency Call Codification

These Medical Codes are an indication of the emergency only

Code One	Time Critical Emergency - Stabilise and transport as quickly as possible to definitive care. May need to stop at Regional Hospital en route
Code Two	Potential Time Critical Emergency - Stabilise and transport as soon as practicable to definitive care. May be assessed at the Regional Hospital
Code Three	Need further medical evaluation but not critically injured/ill - may NOT continue in event role until further assessment/treatment
Code Four	No further action required - may continue in event role

1.6 Police Services

General Police Calls are to go to 131144

Emergency Police Calls are to go 000

A Police Car will be following the Rally normally around Car 00. They can be contacted via Rally Command Radio.

SS	Stage Name	Police Station	Contact	Telephone
	State Traffic Coordination	Communications		9374 4822
	Forrest Place & Northbridge	Communications		9374 4822
1,2,3,4	Whiteman Park	Communications		9374 4822
5,6	Malaga Night	Communications		9374 4822
7,10	John Forrest East	Communications		9374 4822
8,11	Zig Zag	Communications		9374 4822
9,12	Kalamunda	Communications		9374 4822
13	John Forrest West	Communications		9374 4822
14,15	Racecourse	Communications		9374 4822
16	Timberden	Communications		9374 4822
17,20	Coondle West	Communications		9374 4822
18,21	Coondle Highlands	Communications		9374 4822
19,22	Toodyay	Communications		9374 4822
23	Maryville Downs	Communications		9374 4822
24,26	Bullsbrook Long	Communications		9374 4822
25,27	Bullsbrook Short	Communications		9374 4822
28,29,30	Malaga	Communications		9374 4822
31,32,33	Killarnée City of Perth	Communications		9374 4822

1.7 Fire Services				
SS	Stage Name	Fire Crew	Contact	Telephone
	Murray Street Mall & Northbridge			
1,2,3,4	Whiteman Park	Fire 1	Steve Jefferies	0438 082 484
5,6	Malaga Night	Fire 1	Steve Jefferies	0438 082 484
7,10	John Forrest East	Fire 2	Aaron Kain	0417 093 949
8,11	Zig Zag	Fire 3	Steve Jefferies	0438 082 484
9,12	Kalamunda	Fire 1	Scott Baker	0407 057 237
13	John Forrest West	Fire 2	Aaron Kain	0417 093 949
14,15	Racecourse	Toodyay FESA Fire 1	Gordon Bowman Scott Baker	0418 152 076 0407 057 237
16	Timberden	Julimar VBFB Fire 2	Grant Scobie Aaron Kain	0488 021 365 0417 093 949
17,20	Coondle West	Coondle VBFB Fire 3	Mark Middleton Steve Jefferies	0417 908 177 0438 082 484
18,21	Coondle Highlands	Coondle VBFB Fire 1	Mark Middleton Scott Baker	0417 908 177 0407 057 237
19,22	Toodyay	Toodyay Fire 2	Gordon Bowman Aaron Kain	0418 152 076 0417 093 949
23	Maryville Downs	Lower Chittering Fire 3	Jamie O'Neil Steve Jefferies	0409 529 138 0438 082 484
24,26	Bullsbrook Long	Fire 1	Scott Baker	0407 057 237
25,27	Bullsbrook Short	Fire 2	Aaron Kain	0417 093 949
28,29,30	Malaga	Fire 3	Steve Jefferies	0438 082 484
31,32,33	Killarnée City of Perth	Fire 1	Scott Baker	0407 057 237

1.8 Fire Services – Refuel Parks				
Day	Service Park	Fire Crew	Contact	Telephone
Friday	Mundaring	Fire 4	Scott Baker	0407 057 237
Friday	Whiteman	Fire 4	Scott Baker	0407 057 237
Saturday	Toodyay	Toodyay FESA	Toodyay FESA	
Saturday	West Range Winery	Fire 4	Scott Baker	0407 057 237
Saturday	Bullsbrook	Fire 4	Scott Baker	0407 057 237
Sunday	Malaga	Fire 4	Scott Baker	0407 057 237

1.9 Statutory Authority contacts

The following are the designated authority contacts


Organisation	Name	Phone Number
City of Perth	George Terpkos	9461 3178
City of Swan	Mike Foley (PA – Kiesten)	9267 9103
Shire of Kalamunda	Kaye Bannerman	9257 9833
Shire of Mundaring	Colleen Redmond	9290 6705
Shire of Toodyay	Debra Andrijich	9574 2258
Shire of Chittering	Jim Garrett	0427 760 134
Dept of Parks & Wildlife	Jamie Ridley	9295 9100
Dept of Water		6250 8030
Water Corporation	Stacey Rudd	0477 310 204 9495 8806

1.10 Stage GPS Points

SS	Stage Name	GPS Start	GPS Stop
1,2,3,4	Whiteman Park	-31.846135 : 115.927841	-31.843911 : 115.950003
5,6	Malaga Night	-31.858417 : 115.907778	-31.861792 : 115.900832
7,10	John Forrest East	-31.890656 : 116.099200	-31.900371 : 116.079382
8,11	Kostera Tyre's Zig Zag	-31.939240 : 116.043551	-31.941236 : 116.048009
9,12	Kalamunda	-31.977670 : 116.077843	-31.950964 : 116.172567
13	John Forrest West	-31.898333 : 116.078622	-31.889918 : 116.102028
14,15	Racecourse	-31.566901 : 116.474048	-31.599351 : 116.455147
16	Timberden	-31.497569 : 116.276133	-31.505682 : 116.300365
17,20	Coondle West	-31.500832 : 116.375044	-31.486397 : 116.394800
18,21	Coondle Highlands	-31.481869 : 116.442516	-31.475665 : 116.441227
19,22	Toodyay	-31.560161 : 116.448520	-31.599351 : 116.455147
23	Auscon Maryville Downs	-31.550215 : 116.073053	-31.543422 : 116.067685
24,26	Bullsbrook Long	-31.641157 : 116.070003	-31.672550 : 116.076243
25,27	Bullsbrook Short	-31.647230 : 116.051391	-31.640756 : 116.055622
28,29,30	Malaga	-31.856568 : 115.880617	-31.856767 : 115.895587
31,32,33	Killarnée City of Perth	-31.960164 : 115.864322	-31.959932 : 115.864158

2 B2 COMMUNICATIONS

2.1 Command & SOS System Radio Channels by Stage

		CHANNEL CHART 2014
Name	Command	SOS
Leg 1 - Thursday		
Forrest Place	1/22	
Whiteman Park 1,2,3,4	22	10
Malaga Night	1/22	10
Leg 1 - Friday		
John Forrest East 1,2	22/1	10
Zig Zag 1 & 2	22/1	14
Kalamunda 1 & 2	1/22	19
John Forrest West	22/1	10
Kalamunda Service	1/22	
Lathlain Service	1/22	
State Tennis Centre	1/22	
Northbridge	1/22	
LEG 2 – Saturday		
State Tennis Centre	1/22	
Racecourse 1 & 2	8	19
Timberden	9	16
Coondle West1 & 2	8/9	14
Coondle Highland 1 & 2	8/9	10
Toodyay 1 & 2	8	19
Toodyay Service	8	
Maryville Downs	9/22	
Bullsbrook Short 1 & 2	9/22	13
Bullsbrook Long 1 & 2	9/22	19
Bullsbrook Service	1/22	
State Tennis Centre	1/22	
Leg 3 Sunday		
State Tennis Centre	1/22	
Malaga 1, 2 & 3	1/22	10
Killarnee City of Perth	1/22	10

Two Channels means either Channel will work – choose the best reception

2.2 Command System Call Signs		
	NAME	CALLSIGN
RALLY BASE	Jeremy Savage	RALLY BASE
CLERK OF COURSE	Ross Tapper	CLERK OF COURSE
DEPUTY CLERK OF COURSE	Peter Macneall	DEPUTY
EVENT DIRECTOR	Bob Schrader / Christine Schrader	EVENT DIRECTOR
OPERATIONS	David Smith	OPERATIONS
TECHNOLOGY ONE	Mike Steur / Andrew Brogle	TECH ONE
ROAD ONE	John Thorburn/Justin Hunt/Shane Harris	ROAD ONE
ROAD TWO	Shane Eather /	ROAD TWO
INFO	Tony Forder /	INFO
ADVANCE ONE	Stephen Mackinlay / Damian Mackinlay	ADVANCE
ADVANCE TWO	David Christian /	ADVANCE TWO
TIMING	David Green / Jenny Green / Kris Green	CLOCK SETTER
BOLLARD		BOLLARD
CAR 000	Matthew Green / Nikki Brooks	TRIPLE ZERO
CAR 00	Leo Iriks / Merv Halliday	DOUBLE ZERO
CAR 0A	Bob Nicoli / Jim Carlton	ZERO ALPHA
CAR 0B	Kim Marchant / Graeme Mackay	ZERO BRAVO
CAR 999	Duane Joubert / Andy Van Kann	TRIPLE NINE
SWEEPER	Tim Batten / Mike Jordan	SWEEPER
STEWARDS	Rod Pearson / Lyndon Sperring / Phil Bolden	STEWARDS
CHIEF MEDICAL OFFICER	Dr Ioana Vlad	ICV ONE
MIV	Dr Ioana Vlad / Tony Harris	ICV ONE
	TBA / Frank Brown	MIV TWO
	Geoff Woods / Julie Ackers	MIV THREE
	Graham McGrath / Elaine Watson	MIV FOUR
SENIOR SPECTATOR MARSHALS	Kerry Larter	SPECTATOR ONE
	David Veenstra	SPECTATOR TWO
	Graham Reddin	SPECTATOR THREE
	Jay Cruickshank	SPECTATOR FOUR
	Colin Arkell	SPECTATOR FIVE
	Russell Franklin	SPECTATOR SIX
	Linda & Max Chesterfield	SPECTATOR SEVEN
	Gary Stevens	SPECTATOR EIGHT
	Chris Straughan	SPECTATOR NINE
REGROUPS & PARC FERME	Braiden van Keule	RAP ONE
	Nathan van Keule	RAP TWO
SERVICE PARK	Chas Milner	SERVICE ONE
CAMERA CAR	Doug Tostevin	CAMERA CAR
SCRUTINEERS	Shane Williams	SCRUTINY ONE
COMPETITOR RELATIONS	Bob Whyatt	RELATIONS ONE
	Gray Marshall	RELATIONS TWO
RESCUE	Craig Popperwell	RESCUE ONE
	Luke Parkinson	RESCUE TWO
	David Phoenix	RESCUE THREE
FIRE	Scott Baker	FIRE ONE
	Aaron Kain	FIRE TWO
	Steve Jefferies	FIRE THREE
		FIRE FOUR
RECOVERY	Bernie O'Brien	RECOVERY ONE
	Chris Langham	RECOVERY TWO
TRAFFIC MANAGEMENT	Wayne Taborda	TRAFFIC MANAGEMENT
STAGE TEAMS		
STAGE COMMANDERS	See Stage Template	STAGE NAME START
DEPUTY STAGE COMMANDER -	See Stage Template	STAGE NAME SAFETY
DEPUTY STAGE COMMANDER -	See Stage Template	STAGE NAME STOP
TAPE & TAG	See Stage Template	STAGE NAME TAPE
CHICANE & RSZ	See Stage Template	STAGE NAME DISTANCE

3 B3 Running Schedule



Running Schedule

14-17 August 2014

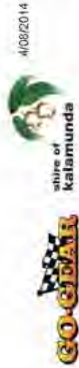
Go-Gear Leg 1 - Section 1

[illegible]



Running Schedule

14-17 August 2014



4/08/2014

Shire of Kalamunda Leg 1 - Section 2																		
TC	Location Name	Distance			Time Allowed	Road Closed	Stage Set By	000	00	0A	1st Car		999	MIV	SWP	Road		
		SS	Liaison	Total							Challenge	OB				Competition	Open	
Friday, 15 August 2014																		
Section 2																		
TC6B	State Tennis Centre							7:45	8:00	8:10	8:15	8:20	8:30	9:02		9:07		
TC7	Park Rd			26.72	1:00	8:15	7:30	8:45	9:00	9:10	9:15	9:20	9:30	10:02		10:07		
SS7	John Forrest East 1	6.40						8:48	9:00	9:13	9:18	9:23	9:33	10:05	10:07			
TC8	Zig Zag Scenic Dve		7.88	14.28	0:35	8:50	9:08	9:23	9:38	9:48	9:53	9:58	10:08	10:40		10:45		
SS8	Zig Zag 1	2.79						9:26	9:41	9:51	9:56	10:01	10:11	10:43	10:45			
TC8A	Kalamunda Service IN		4.71	7.50	0:12	9:00	9:23	9:38	9:53	10:03	10:08	10:13	10:23	E	10:55	11:00		
	Morning Tea & Service [Minor]		(9.19)	(39.31)	0:40													
TC8B	Kalamunda Service OUT							10:18	10:33	10:43	10:48	10:53	11:03	11:35		11:40		
TC9	Croxtan Rd		2.64	2.64	0:10	9:55	10:13	10:28	10:43	10:53	10:58	11:03	11:13	11:45				
SS9	Kalamunda 1	15.01						10:31	10:46	10:56	11:01	11:06	11:16	11:48	11:50			
	Refuel Mundaring Sports Ground (6.59km after SS9)																	
	Distance to next refuel (SR3)	SR2	24.20	29.78	53.98													
TC10	Park Rd			14.55	0:55		7:30	11:26	11:41	11:51	11:56	12:01	12:11	12:43		12:48		
SS10	John Forrest East 2	6.40						11:29	11:44	11:54	11:59	12:04	12:14	12:46				
TC11	Zig Zag Scenic Dve		7.88	14.28	0:35			12:04	12:19	12:29	12:34	12:39	12:49	13:21		13:26		
SS11	Zig Zag 2	2.79						12:07	12:22	12:32	12:37	12:42	12:52	13:24	13:26	13:29	14:45	
TC11A	Kalamunda Service IN		4.71	7.50	0:12			12:19	12:34	12:44	12:49	12:54	13:04	E	13:36	13:41		
	Lunch & Service [Minor]		(24.20)	(29.78)	0:40													
TC11B	Kalamunda Service OUT							12:59	13:14	13:24	13:29	13:34	13:44	14:16		14:21	15:15	
TC12	Croxtan Rd		2.64	2.64	0:10			13:09	13:24	13:34	13:39	13:44	13:54	14:26		14:31		
SS12	Kalamunda 2	15.01						13:12	13:27	13:37	13:42	13:47	13:57	14:29	14:31	14:34	15:45	
	Refuel Mundaring Sports Ground (6.59km after SS9)																	
	Distance to next refuel (RZ1)	SR3	6.23	37.88	44.11													
TC13	Park Rd			15.55	0:55		7:30	14:07	14:22	14:32	14:37	14:42	14:52	15:24		15:29		
SS13	John Forrest West	6.23						14:10	14:25	14:35	14:40	14:45	14:55	15:27			17:00	
TC13A	Lathlain Park Service IN		27.90	34.13	1:15		15:10	15:25	15:40	15:50	15:55	16:00	16:10	E	16:42	16:47		
	Service B [Major]		(21.24)	(46.09)														
TC13B	Northbridge Assembly IN		7.58	7.58	2:05		17:50	18:00	18:00	17:55	18:00	18:05	18:15	E	18:47	18:52		
	Northbridge Depart							21:15	21:15	21:15	21:15	21:20	21:30			21:30		
Leg 1 Section 2 Total																		
Leg 1 Total																		
		54.63	122.76	177.39														
		79.23	243.66	322.89														
		SR	Supplementary Refuel															
		RZ1	Refuel Zone															
		E	Early Book In Permitted															
		E*	Early Book In Permitted after 18:00hrs															



Running Schedule

14-17 August, 2014

Shannons Leg 2



TG	Location Name	Distance		Time Allowed	Road Closed	Stage Set By	000	00	0A	1st Car		999	MIV	SWP	Road Open
		SS	Liaison	Total						Challenge	OB				
TC13C	Tennis Centre Resiant						7:00	7:15	7:25	7:30	7:36	7:41		8:14	
TC14	Racecourse Rd						8:28	8:43	8:53	8:55	9:01	9:06		9:39	
SS14	Racecourse 1	6.80					8:28	8:43	8:53	8:58	9:04	9:09		9:42	
TC14A	Toodyay/Service IN						8:45	9:00	9:10	9:15	9:21	9:26		9:59	
	Service C Major	(6.30)	(40.73)	(47.03)											
TC14B	Toodyay/Service OUT						9:15	9:30	9:40	9:45	9:51	10:01		10:34	
TC15	Racecourse Rd						9:30	9:45	9:55	10:00	10:06	10:16		10:49	
SS15	Racecourse 2	6.90					9:42	9:48	9:58	10:02	10:09	10:19		10:52	
TC16	Timberden Drive						10:08	10:23	10:33	10:38	10:44	10:54		11:27	
SS16	Timberden	4.48					10:11	10:26	10:36	10:41	10:47	10:57		11:30	
TC17	Conoxylis Way						10:26	10:41	10:51	10:56	11:02	11:12		11:45	
SS17	Coondie West 1	4.28					10:29	10:44	10:54	10:59	11:05	11:15		11:48	
TC18	Coondie One						10:39	10:54	11:04	11:09	11:15	11:25		11:58	
SS18	Coondie Highlands 1	3.30					10:42	10:57	11:07	11:12	11:18	11:28		12:01	
TC18A	Toodyay/Service IN						10:57	11:12	11:22	11:27	11:33	11:43		12:16	
	Service D Major	(16.86)	(61.44)	(61.48)											
TC18B	Toodyay/Service OUT						11:22	11:37	11:47	11:52	11:58	12:08		12:41	
TC19	Fallowood Rd						11:37	11:52	12:02	12:07	12:13	12:23		12:56	
SS19	Toodyay 1	6.52					11:40	11:55	12:05	12:10	12:16	12:26		12:59	
TC20	Conoxylis Way						12:10	12:25	12:35	12:40	12:46	12:56		13:29	
SS20	Coondie West 2	4.28					12:13	12:28	12:38	12:43	12:49	12:59		13:32	
TC21	Coondie One						12:23	12:38	12:48	12:53	12:59	13:09		13:42	
SS21	Coondie Highlands 2	3.30					12:26	12:41	12:51	12:56	13:02	13:12		13:45	
TC22	Fallowood Rd						12:41	12:56	13:06	13:11	13:17	13:27		14:00	
SS22	Toodyay 2	6.52					12:59	12:69	13:09	13:14	13:20	13:30		14:03	
TC22A	Toodyay/Service IN						13:04	13:19	13:29	13:34	13:40	13:50		14:23	
	Service E Major	(24.42)	(64.89)	(79.21)											
TC22B	Toodyay/Service OUT						13:24	13:39	13:49	13:54	14:00	14:10		14:43	
	Service F Major	(56.10)	(36.15)	(94.25)											
TC23	Maene-Anjou Dr						14:09	14:24	14:34	14:39	14:45	14:55		15:28	
SS23	Auscon Maryville Downs	16.52					14:12	14:27	14:37	14:42	14:48	14:58		15:31	
TC24	Redwood Loop						14:15	14:32	14:42	14:47	14:53	15:03		15:36	
SS24	Bullbrook Long 1 (New)	10.99					14:16	14:31	14:41	14:46	14:52	15:02		15:35	
TC25	Bonita Road						15:10	15:25	15:35	15:40	15:46	15:56		16:29	
SS25	Bullbrook Short 1	8.80					15:13	15:28	15:38	15:43	15:49	15:59		16:32	
TC26	Redwood Loop						15:06	15:21	15:31	15:36	15:42	15:52		16:25	
SS26	Bullbrook Long 2	10.99					15:09	15:24	15:34	15:39	15:45	15:55		16:28	
TC27	Bonita Road						15:29	15:44	15:54	15:59	16:05	16:15		16:48	
SS27	Bullbrook Short 2	8.80					15:32	15:47	15:57	16:02	16:08	16:18		16:51	
TC27A	Bullbrook/Service IN						15:52	16:07	16:17	16:22	16:28	16:38		17:11	
	Service F Major	(66.16)	(88.06)	(144.16)											
TC27B	Bullbrook/Service OUT						16:34	16:49	16:59	17:04	17:10	17:20		17:53	
TC27C	State Tennis Centre						16:34	16:49	16:59	17:04	17:10	17:20		17:53	
	Leg 2 Total	106.38	340.42	447.98											

SR Supplementary Refuel
RZ Refuel Zone
E Early Back In Permitted

26/07/2016

28/07/2016



Running Schedule

14-17 August, 2014



Killarnee Leg 3

TC	Location Name	SS	Distance		Time Allowed	Road Closed	Stage Set By	000	00	DA	1st Car		998	MIV	SWP	Road Open
			Liaison	Total							Challenge	QB				
TC27D	Tennis Centre Restait						07:15	7:30	7:45	7:50	8:00	8:06	8:11		8:49	
TC28	Westchester Rd		13.79	13.79	0:45	7:30	08:00	8:15	8:30	8:41	8:45	8:51	8:56		8:34	
SS28	Malaga 1	12.16						8:18	8:33	8:44	8:48	8:54	8:59			
TC29	Westchester Rd		4.16	16.32	0:55		08:58	9:13	9:30	9:39	9:43	9:49	9:54			
SS29	Malaga 2	12.16						9:32	9:42	9:46	9:46	9:52	9:57			
TC30	Westchester Rd		4.16	16.32	0:55		09:56	10:11	10:17	10:37	10:41	10:47	10:52			
SS30	Malaga 3	12.16						10:30	10:30	10:40	10:44	10:50	10:55			
TC30A	Killarnee City of Perth Assembly IN		16.40	28.56	1:45			11:59	12:14	12:25	12:29	12:35	12:40	E		
TC30	Killarnee City of Perth Assembly OUT					5:00		12:27	12:42	12:53	12:57	13:03	13:08			
SS31	Killarnee City of Perth 1	2.60	0.12	2.72	0:25			12:30	12:45	12:56	13:00	13:06	13:11			
SS32	Killarnee City of Perth 2	2.60	0.12	2.72	0:25				13:30	13:41	13:45	13:51	13:53			
SS33	Killarnee City of Perth 3	2.60	0.12	2.72	0:25				14:15	14:26	14:30	14:36	14:38			
Leg 3 Total		44.28	44.87	89.15												
Leg 2 Total		107.36	344.97	447.98												
Leg 1 Total		79.23	243.47	322.70												
Event Total		230.87	633.31	899.83												

RZ Refuel Zone
E Early Book In Permitted

3.1 B3 MIV SCHEDULE

Thursday 14th August 2014

MIV No.	Crew	Stages to be covered	Dept accom	Pos'n time	First Car Start Time	Last Car Start Time	Safety Check Finish Time	Time to Next Stage	Next Deployment & Comments
ICV 1	Vlad Harris	Whiteman Park West SS1 - 4 3.64 km	12:30	13:00	13:33	16:59	N/A	1 hr	Remain in pos'n until completion, then SS5
MIV 2	TBA Brown	Whiteman Park West SS1 - 4 3.64 km	12:30	13:00	13:33	16:59	17:05	1 hr	Remain in pos'n until completion, SSC then SS5
ICV 1	Vlad Harris	Malaga Night SS5 - 6 5.02 km	n/a	18:00	18:36	20:16	N/A	1 hr	Remain in pos'n until completion
MIV 2	TBA Brown	Malaga Night SS5 - 6 5.02 km	n/a	18:00	18:36	20:16	20:20	1 hr	Remain in pos'n until completion, SSC

Friday 15th August 2014

MIV No.	Crew	Stages to be covered	Pos'n time	First Car Start Time	Last Car Start Time	Safety Check Finish Time	Time to Next Stage	Next Deployment & Comments
MIV 4	McGrath Watson	SS7 John Forrest East 1 6.40 km	08:45	09:18	10:10	n/a	n/a	Remain in position for SS10
MIV 3	Woods Ackers	SS8 Zig Zag 1 2.79 km	09:25	09:56	10:48	n/a	n/a	Remain in position for SS11
MIV 2	TBA Brown	SS9 Kalamunda 1 15.01 km	10:30	11:01	11:53	n/a	n/a	Remain in position for SS12
MIV 4	McGrath Watson	SS10 John Forrest East 2 6.40 km	n/a	11:59	12:46	12:50	1hr 20min	Stage Safety Check then to SS13
MIV 3	Woods Ackers	SS11 Zig Zag 2 2.79 km	n/a	12:37	13:29	13:32	n/a	Stage Safety Check then general backup
MIV 2	TBA Brown	SS12 Kalamunda 2 15.01 km	n/a	13:42	14:34	14:45	n/a	Stage Safety Check then complete
MIV 4	McGrath Watson	SS13 John Forrest West 6.23 km	14:10	14:40	15:27	15:35	n/a	Stage Safety Check then complete
ICV 1	Vlad Harris	SS7 to SS13						General backup and incident control

Saturday 16th August 2014

MIV No.	Crew	Stages to be covered	Pos'n time	First Car Start Time	Last Car Start Time	SSC Finish Time	Time to Next Stage	Next Deployment & Comments
MIV2	TBA Brown	SS14 Racecourse1 6.80 km	08:28	08:58	09:42	n/a	n/a	Remain in position for SS15
MIV2	TBA Brown	SS15 Racecourse 2 6.80 km	n/a	10:03	10:52	10:58	42 min	SSC, then to start SS22
Amb		SS16 Timberden 4.48 km	10:10	10:41	11:30	n/a	n/a	
MIV3	Woods Ackers	SS17 Coondle West 1 4.28 km	10:29	10:59	11:48	n/a	n/a	Remain in position for SS20
MIV4	McGrath Watson	SS18 Coondle Highlands 1 3.30 km	10:42	11:12	12:01	n/a	n/a	Remain in position for SS21
MIV2	TBA Brown	SS19 Toodyay1 8.52 km	11:40	12:10	12:59	n/a	n/a	Remain in position for SS22
MIV3	Woods Ackers	SS20 Coondle West 2 4.28 km	n/a	12:43	13:32	13:40	1hr 10min	SSC, then to SS23 asap
MIV4	McGrath Watson	SS21 Coondle Highlands 2 3.30 km	n/a	12:56	13:45	13:50	1hr 23min	SSC, then to SS24 asap
MIV2	TBA Brown	SS22 Toodyay 2 8.52 km	n/a	13:14	14:03	14:10	asap	SSC, then to SS25 asap
MIV3	Woods Ackers	SS23 Auscon Maryville Downs - 16.52 km	14:10	14:42	15:31	15:45	n/a	SSC, then complete (ICV1 to cover until arrival)
MIV4	McGrath Watson	SS24 Bullsbrook Long 1 10.99 km	14:50	15:20	16:09	n/a	n/a	Remain in position for SS26
MIV2	TBA Brown	SS25 Bullsbrook Short 1 8.80 km	15:13	15:43	16:32	n/a	n/a	Remain in position for SS27
MIV4	McGrath Watson	SS26 Bullsbrook Long 2 10.99 km	n/a	16:21	17:10	17:18	n/a	SSC, then complete
MIV2	TBA Brown	SS27 Bullsbrook Short 2 8.80 km	n/a	16:44	17:33	17:40	n/a	SSC, then complete
ICV1	Vlad Harris	SS14 – SS27						General backup and incident control

Sunday 17th August 2014

MIV No.	Crew	Stages to be covered	Pos'n time	First Car Start Time	Last Car Start Time	Safety Check Finish Time	Time to Next Stage	Next Deployment & Comments
MIV3	Woods Ackers	Malaga 1 – 3 Start SS 28 - 30 12.16 km	08:15	08:48	11:30	11:40	n/a	Remain in pos'n until completion, SSC
MIV2	TBA Brown	Malaga 1 – 3 Midpoint SS 28 - 30 12.16 km	08:15	08:48	11:30	n/a	n/a	Remain in pos'n until completion
MIV4	McGrath Watson	Killarnee City of Perth 1- 3 SS 31 - 33 2.60 km	12:00	13:00	15:30	15:35	n/a	Remain in pos'n until completion, SSC
ICV1	Vlad Harris	SS28 to SS33						General backup and incident control

4 B4 STAGE MAPS AND DATA

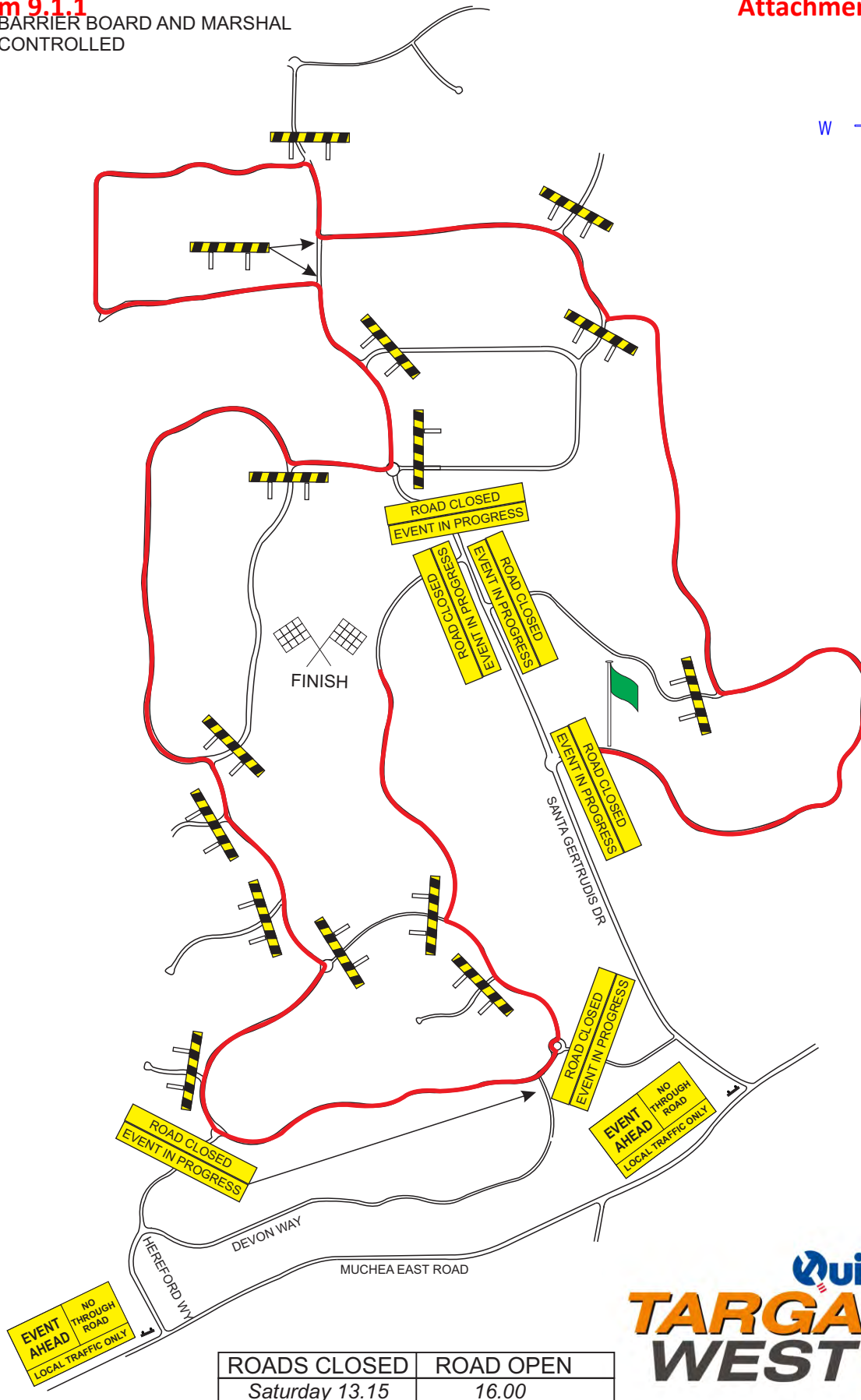
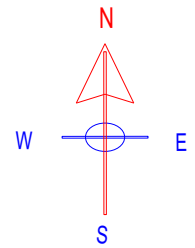
4.1 Stage Maps & Stage Details

Item 9.1.1



BARRIER BOARD AND MARSHAL
CONTROLLED

Attachment 8



TABORDA
making it happen for you

PH: 9459 1191 FAX: 9459 1197
www.taborda.com.au

DISCLAIMER
The use of this Traffic Management Plan is intended for implementation solely by Taborda Contracting personnel and/or an assigned Contractor. Taborda Contracting will not be held responsible for misuse or alterations not authorised by a qualified Taborda Contracting signatory

CLIENT: Targa West Pty Ltd
EVENT: TARGA WEST MARYVILLE DOWNS 2015
LOCATION: CHITTERING RD BULLSBROOK

DRAWN: Wayne Taborda DRAWING NUMBER: WT 500-013
DESIGNED: Wayne Taborda REV: 000 DATE: 25/05/2015
KTS-AWTM-14-03591-04

SCHEDULE 1

Form 1

ROAD TRAFFIC ACT 1974

APPLICATION FOR AN ORDER FOR A ROAD CLOSURE (Reg. 6(2))

NOTE:

Under section 97(b) of the Road Traffic Act 1974 it is an offence to wilfully mislead a person in any particular likely to affect the discharge of that person's duty under the Act.

1. Full name of body on whose behalf the application is made... **Targa West Pty Ltd**
2. Full name of applicant or nominee making this application... **Ross Philip Tapper**
3. Address... **15 Coates Avenue, Baldivis WA 6171**
4. Date of birth... **25 April 1956**
5. Telephone Number: Home:... **9523 2214** Work:... **9523 2214** Mobile:... **0418 950022**
6. Nature of event... **Car Rally**
7. Approximate number of participants... **100**
8. Date of event... **13th, 14th, 15th, 16th August, 2015**
9. Duration From **1300hrs to 1630hrs Saturday 15th August, 2015**
10. Street/Locality event to be held at... **Maryville Downs Estate – Shire of Chittering**
11. Street/Locality event (see also requirement E on page 2 of this form)
 - (a) Total number of occupiers of land immediately adjacent to the nominated road or roads... **TBA**
 - (b) Number of occupiers who have consented to the road closure... **TBA**
 - (c) Number of occupiers who have opposed road closure... **TBA**
12. Roads/road to be closed... **Maine Anjou Drive, Dexter Chase, Holstein Loop, Santa Gertrudis Loop, Sussex Bend, Texon Ridge, Shorthorn Pass, Ayrshire Loop, Charolais Trail, Murray Grey Circle, Limousin Way**
13. Extent to which roads will be used (half/full carriageway)... **Full Carriageway**
14. Exact route that event will follow (including starting and finishing points)... **(See Attached Map)**
15. Date of previous event, if any, conducted at the location/route... **16th August 2014**
16. Date of previous event, if any, conducted by the applicant, club, group or organisation... **14th, 15th, 16th, 17th August, 2014**
17. Race meetings and speed tests: specify any provisions of the Road Traffic Act 1974, or regulations made under that Act, (other than provisions relating to the movement of traffic and pedestrians or the obstruction of a street) requested to be suspended under section 83 of the Act –

Suspension of Regulations to allow vehicle racing

18. Any other relevant information...
19. I have read the requirements on page 2 of this application. The information supplied by me is true and correct to the best of my knowledge.

Signature:  Date: **10 April 2015**

20. LOCAL AUTHORITY APPROVAL:

I.....designation.....
 Approve/object to, this application on behalf of the City/Shire/Town
 Of.....
 Signed:.....Date:.....
 Telephone:.....Official Stamp or Crest

22. LOCAL POLICE DECLARATION:

I.....designation.....
 Approve/object to, this application
 Signed:.....Date:.....

21. COMMISSIONER OF MAIN ROADS APPROVAL:

I.....designation.....
 approve/object to, this application on behalf of the
 Commissioner of Main Roads
 Of.....
 Signed:.....Date:.....
 Telephone:.....Official Stamp or Crest

23. RECEIPT DETAILS

The prescribed fee of \$.....received.
 General, Receipt Number.....issued.
 Signed:.....Date:.....
 Police Station:.....

REQUIREMENTS

Page 2

- A. Applications are to be lodged at the police station nearest to where the proposed event will be held. The prescribed application fee is to be paid at the time of lodgement.
- B. To permit the relevant authorities adequate time to assess applications and organise resources, applications shall be lodged within the following prescribed periods –
- (i) events involving large public participation e.g. City to Surf Fun Run, pageants, not less than six calendar months prior to the proposed event;
 - (ii) events involving the racing of motor vehicles but not large public participation, not less than three calendar months prior to the proposed events;
 - (iii) events involving the racing of non-motorised vehicles, athletic events or other activities of a smaller nature, not less than one calendar month prior to the proposed event;
 - (iv) events involving street or locality events which do not involve large public participation, not less than one calendar month prior to the proposed event.
- C. Where local authority/Commissioner of Main Roads approval is required, the relevant declarations on the application are to be completed prior to the application being lodged.
- D. It is the applicant's responsibility to arrange with the local authority for –
- (i) the supply, erection and removal of prescribed road closure barriers and signs;
 - (ii) the payment of any associated fees and/or administrative charges.
- E. Where an Occupier's Consent Form is required it must indicate that two-thirds of the occupiers affected are in favour of the proposed road closure.

The consent shall take the following form –

OCCUPIER'S CONSENT FORM FOR A STREET/LOCALITY EVENT

It is intended to apply to conduct a street/locality event in,.....between
(street/road)

.....and.....
(intersecting feature) (intersecting feature)

during the hours ofandon, 200.....

The event is being conducted on behalf of
.....
(club, group, organisation)

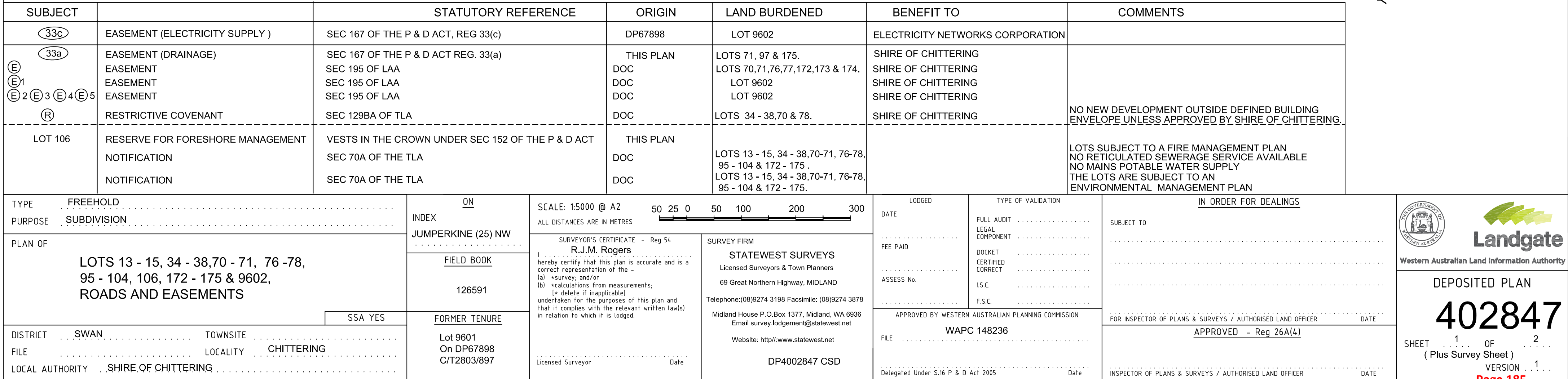
OCCUPIER'S NAMEADDRESSDATECONSENT/OBJECT

- F Where insufficient space is provided relevant details are to be included on a separate sheet and submitted with the application.

INDEPENDENT RESIDENTS POST EVENT SURVEY - Quit Targa West Tarmac Rally

	Yes	No	Other	
Q1: Were you aware that Quit Targa West took place on Saturday 16th August ?	173	0	0	
Q2: Did the event have a significant disruption on your lives ?	15	154	4	
Q3: Did you believe the event was run safely ?	148	10	15	
Q4: Do you support the running of the event in Maryville Downs Estate in 2015 ?	142	26	5	
Q5: Did you have guests to join you on the day to watch the rally ? How many ?	90	74	9	
Q6: If approved in 2015, do you require Spectator Information ?	67	101	5	
Q7: Did the event run for too long, or not long enough ?	Too long 22	Not Enough 72	Just Right 73	No Comment 6





SCALE: 1:2000 @ A2
ALL DISTANCES ARE IN METRES

Licensed Surveyor

Date

APPROVED BY
WESTERN AUSTRALIAN PLANNING COMMISSION

WAPC 140247


FILE

Delegated Under S.16 P & D Act 2005

Date

SHEET 2 OF 2

VERSION 1

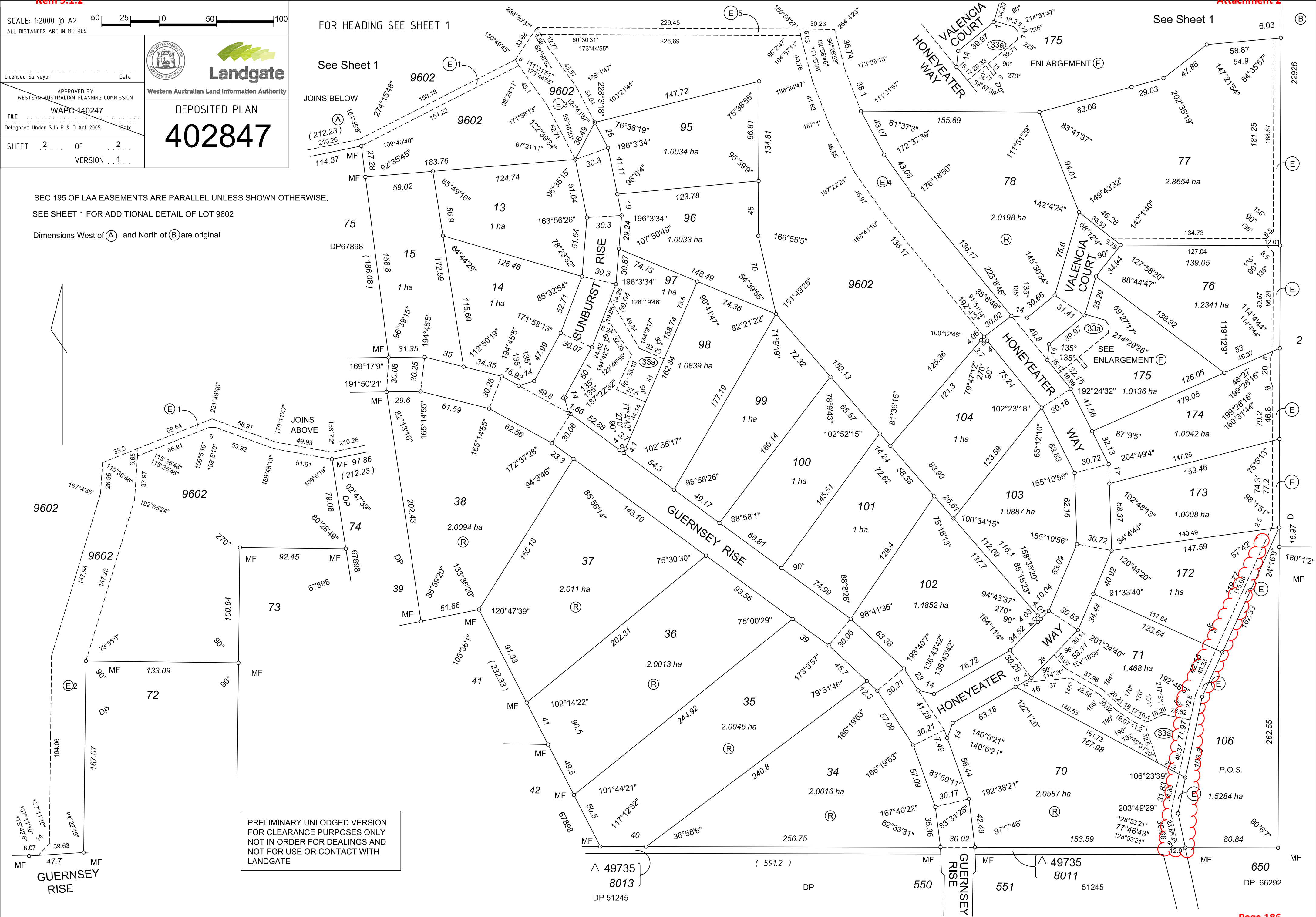


Landgate

Western Australian Land Information Authority

DEPOSITED PLAN
402847

SEC 195 OF LAA EASEMENTS ARE PARALLEL UNLESS SHOWN OTHERWISE.
SEE SHEET 1 FOR ADDITIONAL DETAIL OF LOT 9602
Dimensions West of (A) and North of (B) are original



FORM N 1

FORM APPROVED
NO. B2594WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED**NOTIFICATION UNDER SECTION 70A**

DESCRIPTION OF LAND (Note 1)

EXTENT

VOLUME

FOLIO

See Additional Page.

REGISTERED PROPRIETOR (Note 2)

GEORGE ALBERT CUGLEY of 13 Balwarra Avenue, Dianella

LOCAL GOVERNMENT / PUBLIC AUTHORITY (Note 3)

SHIRE OF CHITTERING of PO Box 70, Great Northern Highway, Bindoon

FACTOR AFFECTING USE OR ENJOYMENT OF LAND (Note 4)

(See Page 2)

Dated this

day of

Year 2015

LOCAL GOVERNMENT / PUBLIC AUTHORITY ATTESTATION (Note 5)

REGISTERED PROPRIETOR/S SIGN HERE (Note 6)

For Execution see Page 3

For Execution see Page 3

Factors Affecting Use or Enjoyment of the Land

Registered proprietors and prospective purchasers of the land described above or any part thereof (**Land**) are notified that the use of the land is subject to restrictions which affect the use of the Land in the following manner:

1. The Land is subject to a Fire Management Plan. The original plan was prepared prior to subdivision and any reviews of the plan should take into account current guidelines from the Department of Fire and Emergency Services;
2. A mains potable water supply is not available to the Land and prospective purchasers and registered proprietors are therefore advised to make their own arrangements to provide an adequate supply of potable water to the Land; and
3. A reticulated sewerage service is not available to the Land.

Further information in respect of the above may be obtained from the offices of the Shire of Chittering.

NOTIFICATION UNDER SECTION 70A

Executed by GEORGE ALBERT
CUGLEY in the presence of

Signature of George Albert Cugley

Witness Sign

Full Name of Witness

Address

Occupation

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in)
the presence of:)

SHIRE PRESIDENT

(PRINT FULL NAME)

CHIEF EXECUTIVE OFFICER

(PRINT FULL NAME)

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page ..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. **DESCRIPTION OF LAND**
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated.
The Volume and Folio number, to be stated.
2. **REGISTERED PROPRIETOR**
State full name and address of the Registered Proprietors as shown on the Certificate of Title and the address / addresses to which future Notices can be sent.
3. **LOCAL GOVERNMENT / PUBLIC AUTHORITY**
State the name of the Local Government or the Public Authority preparing and lodging this notification.
4. **FACTOR AFFECTING THE USE AND ENJOYMENT OF LAND**
Describe the factor affecting the use or enjoyment of land.
5. **ATTESTATION OF LOCAL GOVERNMENT / PUBLIC AUTHORITY**
To be attested in the manner prescribed by the Local Government Act or as prescribed by the Act constituting the Public Authority.
6. **REGISTERED PROPRIETOR'S EXECUTION**
A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

EXAMINED

OFFICE USE ONLY

NOTIFICATION

LODGED BY	McLeods
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	CHIT:30945-15.05.20-MB-NOT Meluka Bancroft
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HERewith

1. _____	Received Items
2. _____	Nos.
3. _____	
4. _____	
5. _____	
6. _____	Receiving Clerk

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

FORM W 1

FORM APPROVED
NO. B2609WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED**WITHDRAWAL OF CAVEAT**

DESCRIPTION OF LAND (Note 1)

DESCRIPTION OF LAND (Note 1)	EXTENT	VOLUME	FOLIO
Lot 9601 on Deposited Plan 67898	Whole	2803	897

CAVEATOR (Note 2)

SHIRE OF CHITTERING

CAVEAT NUMBER (Note 3)

M124054

STATE WHETHER WHOLE OR PART
OF LAND IN CAVEAT

Whole

The CAVEATOR HEREBY WITHDRAWS the said Caveat from the Land above described

Dated this	day of	Year 2015
------------	--------	-----------

SIGNATURE OF CAVEATOR (Note 4)

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in the)
presence of:)

SHIRE PRESIDENT (PRINT FULL NAME)

CHIEF EXECUTIVE OFFICER (PRINT FULL NAME)

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page ..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. **DESCRIPTION OF LAND**
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated.
The Volume and Folio or Crown Lease number, to be stated.
2. **CAVEATOR**
State full name of Caveator/Caveators.
3. **CAVEAT NUMBER**
State Caveat number being withdrawn.
4. **CAVEATOR'S EXECUTION**
A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

EXAMINED

OFFICE USE ONLY

WITHDRAWAL OF CAVEAT

LODGED BY	McLeods
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	30945-CHIT-15.05.21-MB-WOC
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HERewith

1.	_____	Received Items
2.	_____	Nos.
3.	_____	
4.	_____	
5.	_____	
6.	_____	Receiving Clerk

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

Preliminary Draft
22 May 2015

Agreement Deferring Ceding of
Remaining POS Land until further
subdivision or development of Lot 9602
on Deposited Plan 402847

Shire of Chittering

George Albert Cugley

Copyright notice

McLeods owns the copyright in this document and commercial use of the document without the permission of McLeods is prohibited.

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Details

Parties

George Albert Cugley

of 13 Balwarra Avenue, Dianella, Western Australia
(Owner)

Shire of Chittering

of PO Box 70, Great Northern Highway, Bindoon, Western Australia
(Shire)

Background

- A The Owner is the registered proprietor of the Land.
- B Caveat M124054 encumbers Lot 9601 in favour of the Shire and is supported by the terms of the Original Agreement.
- C The Original Agreement principally relates to ceding of the POS Land as part of the further subdivision of the Land.
- D Under the Original Agreement, the Owner agreed to ensure that the ceding of POS Land would occur on the further subdivision of any portion of Lot 9601.
- E The Owner has applied to the WAPC for approval to subdivide Lot 9601 in accordance with the Deposited Plan (**Stage 1B Subdivision**).
- F Only a portion of the POS Land, being that portion of the Land shown comprising Lot 106 on the Deposited Plan, will be ceded as public open space as part of the Stage 1B Subdivision.
- G In order to facilitate the Stage 1B Subdivision, the Owner has requested that:
 - (a) the remaining portion of the POS Land to be ceded in accordance with the Original Agreement occur on the further subdivision of Lot 9602; and
 - (b) the Shire withdraw Caveat M124054.
- H The Shire has agreed to the Owner's request at Recital G subject to the terms and conditions of this Agreement.

Agreed Terms

1. Definitions & Interpretation

1.1 Definitions

- (1) Unless otherwise required by the context or subject matter the following words have these meanings in this Agreement:

Agreement means this document as supplemented, amended or varied from time to time;

Deposited Plan means Deposited Plan 402847, a copy of which is annexed to this Agreement as **Annexure 1**;

Land has the same meaning as defined in the Original Agreement;

Lot 9601 means Lot 9601 being the whole of the land comprised in Certificate of Title Volume 2803 Folio 897

Lot 9602 means that part of Lot 9601 identified as Lot 9602 on the Deposited Plan;

Original Agreement means the agreement dated 13 November 2012 made between the parties and titled 'Agreement for Ceding of POS Land: Subdivision of Lots 3 & 4 Maddern South Road, Chittering', a copy of which is annexed to this Agreement **Annexure 3**;

Remaining POS Land means the remaining portion of the POS Land (less the area of Lot 106 ceded on the Deposited Plan) to be ceded by the Owner in accordance with this Agreement. A sketch showing the Remaining POS Land is annexed hereto as **Annexure 2**;

[McLeods Comment – We would recommend that a sketch showing the remaining POS Land be prepared and annexed to the Deed.]

POS Land has the same meaning as defined in the Original Agreement; and

WAPC means the Western Australian Planning Commission.

1.2 Interpretation

- (1) In this Agreement, unless the context otherwise requires:
- (a) headings, underlines and numbering do not affect the interpretation or construction of this Agreement;
 - (b) words importing the singular include the plural and vice versa;
 - (c) words importing a gender include any gender;
 - (d) an expression importing a natural person includes any company, partnership, joint venture, association, corporation or other body corporate;

- (e) references to parts, clauses, parties, annexures, exhibits and schedules are references to parts and clauses of, and parties, annexures, exhibits and schedules to, this Agreement;
- (f) a reference to any statute, regulation, proclamation, ordinance or local law includes all statutes, regulations, proclamations, ordinances or local law varying, consolidating or replacing them, and a reference to a statute includes all regulations, proclamations, ordinances and local laws issued under that statute;
- (g) no rule of construction shall apply to the disadvantage of a party on the basis that that party was responsible for the preparation of this Agreement or any part of it;
- (h) a reference to any thing (including any real property) or any amount is a reference to the whole and each part of it;
- (i) reference to the parties includes their personal representatives, successors and lawful assigns;
- (j) where a reference to a party includes more than one person the rights and obligations of those persons shall be joint and several; and
- (k) the Schedule and Annexures (if any) form part of this Agreement.

2. Ceding of Remaining POS Land

2.1 Ceding of Remaining POS Land

The Owner covenants and agrees with the Shire that:

- (a) the Owner shall cede or transfer to the Crown free of cost and without any payment of compensation by the Crown or any other body the Remaining POS Land:
 - (i) on the further subdivision of any portion of Lot 9602; or
 - (ii) on the issue of a development approval in respect of any portion of Lot 9602; or
 - (iii) within four (4) years of the date of execution this Agreement by the parties,

[McLeods Comment – Can the Shire please confirm an appropriate timeframe for ceding of Remaining POS Land. At this stage, we have inserted 4 years.]

whichever event occurs the earlier;

- (b) any plan of subdivision in respect of Lot 9602 to be deposited at Landgate shall show the Remaining POS Land as a reserve for recreation and the Owner shall execute any transfer document and do all such other things at no cost to the Crown or the Shire as may be necessary to vest the Remaining POS Land in the Crown in accordance with the provisions of **paragraph (a)**;
- (c) possession of the Remaining POS Land shall be given by the Owner and taken by the Crown on the day of deposit at Landgate of the plan of subdivision referred to in **paragraph (b)** above;

- (d) no compensation pursuant to any statute or any other compensation or consideration shall be paid or payable to the Owner in respect of the ceding of the Remaining POS Land;
- (e) the Owner shall pay all rates, taxes, charges, assessments, rents, outgoings and impositions (if any) rated, taxed, assessed or imposed upon or against the Remaining POS Land up to the date that the Crown takes possession; and
- (f) the Owner shall cause the plan of subdivision referred to in **paragraph (b)** to be prepared at his own cost in a form acceptable to the Registrar of Titles and the area of the Remaining POS Land shall be accurately determined in accordance with the requirements of the Shire.

2.2 Default in ceding of Remaining POS Land

- (1) If the Owner does not cede the Remaining POS Land on the happening of any of the events specified within **clause 2.1(a)** of this Agreement and within the timeframe specified in **clause 2.1(a)** of this Agreement, and that default is not remedied within 30 days after written notice from the Shire, the Shire may excise the Remaining POS Land from Lot 9602 by requesting the Department of Regional Development & Lands (**DRDL**) to take the Remaining POS Land under Part 9 of the *Land Administration Act 1997* (**Taking**), and any costs incurred by the Shire in the ceding of the Remaining POS Land shall be payable by the Owner and shall be a liquidated debt recoverable from the Owner in a court of competent jurisdiction.
- (2) In the event that the Shire initiates the Taking pursuant to **clause 2.2(1)**, the Owner acknowledges and agrees with the Shire that no payment of compensation will be required to be made to the Owner or any person claiming through the Owner in respect of the Taking of the Remaining POS Land and furthermore this Agreement may be pleaded in bar to any such claim.
- (3) In the event that the Shire initiates the Taking pursuant to **clause 2.2(1)**, the Owner covenants and agrees with the Shire:
 - (a) if requested by the Shire in writing, to arrange the partial discharge of any mortgages or surrender or release any other encumbrances over the Remaining POS Land prior to the Taking, transfer or vesting of the Remaining POS Land;
 - (b) if requested by the Shire in writing, to obtain the consent of all occupiers, registered interest holders and encumbrance holders in the Remaining POS Land in writing to the acquisition of the Remaining POS Land; and
 - (c) to sign any document required to effect the Taking and any document required under any legislation to be executed to finalise the Taking.

3. Owner's Acknowledgment

The Owner acknowledges and agrees with the Shire that:

- (a) no claim lies against the Shire in respect of the taking, acquisition or the transfer of the Remaining POS Land under the *Land Administration Act 1997*, *Planning & Development Act 2005* or any other statutory provision or otherwise;
- (b) the Owner hereby releases and discharges the Shire and its officers, servants, agents and all other persons of and from all actions, claims, suits and demands whatsoever which the Owner now has or at any time may have or but for the execution of this

Agreement could or might have had against all or any one or more of the Shire, its officers, servants or agents in respect of the ceding of the Remaining POS Land;

- (c) the release and discharge contained in **paragraph (b)** may be pleaded in bar to any action, claim, suit or demand referred to in that clause; and
- (d) that he will not be entitled to a credit, refund or off-set in relation to the value of the Remaining POS Land and that the Remaining POS Land is required to be ceded free of cost to the Crown.

4. Disposal Restrictions

4.1 Charge and Caveat

The Owner CHARGES Lot 9602 in favour of the Shire with the performance of his obligations undertaken hereunder and with the payment of all or any moneys payable or which may become payable by the Owner to the Shire and for the purpose of securing the same authorises the Shire to lodge an absolute caveat at Landgate against the Certificate of Title to Lot 9602 in order to protect the rights and interests of Shire under this Agreement.

4.2 Disposal Restrictions

Until the Owner has ceded the Remaining POS Land in accordance with **clause 2**, the Owner shall not sell, agree to sell, transfer, assign, mortgage, lease, charge or otherwise dispose of or encumber Lot 9602 or any part or interest therein to any person without the prior written consent of the Shire which consent shall not be withheld if:

- (a) the time provided for the ceding of the Remaining POS Land has not expired; and
- (b) the person to whom any such right or interest in the Charge Land is to be granted has first executed a deed of covenant to be prepared by the Shire's solicitors at the cost of the Owner whereby that person covenants to observe and perform such of the covenants, conditions and stipulations herein contained as the Shire shall require as if that person had been a party to this Agreement.

4.3 Withdrawal of Caveat

Subject to there being no existing or unremedied breach of any condition of this Agreement and subject to:

- (a) the Owner complying with **clause 4.2** of this Agreement the Shire shall at the request of the Owner and at his cost provide to the Owner a withdrawal of any caveat lodged by the Shire pursuant to this Agreement sufficient to enable the registration of any transfer, lease, assignment or mortgage document in respect of Lot 9602 provided that the Shire is entitled to relodge its absolute caveat following such registration; and
- (b) the Owner having complied with **clause 2** of this Agreement to the Shire's satisfaction the Shire shall provide, on receipt of a written request and at the Owner's cost, a withdrawal of any caveat lodged by the Shire pursuant to this Agreement.

5. Assignment

The Owner COVENANTS AND AGREES with the Shire that in the event that he transfers or otherwise disposes of his interest in Lot 9602 prior to completion by him of the obligations set

out in this Agreement, he shall remain liable to carry out those obligations unless the assignee or transferee of such rights enters into a deed of covenant with the Shire at the cost of the Owner whereby the transferee or assignee covenants to observe and perform such of the covenants conditions and stipulations herein contained (including this covenant) as the Shire shall require, as if that person had been a party to this Agreement.

6. Costs

The Owner shall pay the reasonable costs of and incidental to the preparation (including all preliminary drafts), execution and stamping of this Agreement and all duties hereon and the reasonable costs of preparation and lodgement of the caveat referred to in **clause 4.1** of the Agreement and any withdrawal and replacement thereof.

7. General Provisions

7.1 Variation

A variation to this Agreement must be in writing and signed by the parties.

7.2 Further assurances

Each party must execute and deliver all such documents, instruments and writings and must do and must procure to be done all such acts and things as may be necessary or desirable to implement and give full effect to the provisions and purpose of this Agreement.

7.3 Severance

If any part of this Agreement is, or becomes, void or unenforceable that part is or will be, severed from this Agreement to the intent that all parts that are not, or do not become, void or unenforceable remain in full force and effect and are unaffected by that severance.

7.4 Waiver

The parties mutually covenant and agree that:

- (a) no right under this Agreement is waived or deemed to be waived except by notice in writing signed by the party waiving the right;
- (b) a waiver by one party under paragraph (a) of this Agreement does not prejudice its rights in respect of any subsequent breach of this Agreement by the other party; and
- (c) a party does not waive its rights under this Agreement because it grants an extension or forbearance to the other party.

7.5 Applicable law

This Agreement shall be governed by the laws of the State of Western Australia, and where applicable the Commonwealth of Australia.

7.6 Severance

If any part of this Agreement is or becomes void or unenforceable that part is or will be severed from this Agreement so that all parts that are not or do not become void or unenforceable remain in full force and effect and are unaffected by the severance.

7.7 Further Assurances

Each party must execute and deliver all such documents, instruments and writings and must do and must procure to be done all such acts and things as may be necessary or desirable to implement and give full effect to the provisions and purpose of this Agreement.

DRAFT

Signing page

EXECUTED

2015.

SIGNED by the said GEORGE)
ALBERT CUGLEY in the presence of:)
)

Witness sign:

Print name:

Address:

Occupation:

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in)
the presence of:)

SHIRE PRESIDENT_____
(PRINT FULL NAME)_____
CHIEF EXECUTIVE OFFICER_____
(PRINT FULL NAME)

Annexure 1 – Deposited Plan 402847

DRAFT

Annexure 2 – Remaining POS Land

[Sketch to be provided]

DRAFT

Annexure 3 – Original Agreement

DRAFT

FORM B 2

FORM APPROVED
NO. B2891WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED**BLANK INSTRUMENT FORM****GRANT OF EASEMENT**

(Note 1)

THIS DEED is made the _____ day of _____ 2015.

B E T W E E N :

GEORGE ALBERT CUGLEY of 13 Balwarra)
 Avenue, Dianella, Western Australia (**Grantor**))

A N D

SHIRE OF CHITTERING of PO Box 70, Chittering)
 in the said State (**Grantee**))

O P E R A T I V E P A R T :**1. GRANT OF EASEMENT**

The Grantor, being registered as the proprietor of an estate in fee simple in the land described in **Item 1** of the Schedule (**Servient Tenement**) subject to the encumbrances notified hereunder in **Item 2** of the Schedule HEREBY TRANSFERS AND GRANTS to the Grantee for the use and benefit of the Grantee under and by virtue of the provisions of sections 195 of the Land Administration Act 1997 an access easement in gross with the full and free right, liberty, power and authority from time to time and at all times hereafter for the Grantee, its authorized officers, employees, agents and other persons from time to time authorized by it to:

- (a) go, pass and repass for fire fighting and fire prevention purposes either with or without vehicles over, along and across that portion of the Servient Tenement as is shown delineated and marked with the letters "E2", "E3", "E4", "E5" on Deposited Plan 402847; and

- (b) to go, pass and repass for fire emergency access purposes either with or without vehicles over, along and across that portion of the Servient Tenement as is shown delineated and marked with the letters "E2", "E3", "E4", "E5" on Deposited Plan 402847.

(Easement)

2. GRANTOR'S COVENANTS

The Grantor HEREBY COVENANTS AND AGREES with the Grantee that:

(a) Grantor's Power

Notwithstanding anything made, done, omitted or knowingly suffered, the Grantor has full power to make the grant set out herein and assures the Grantee such grant shall remain to and be quietly held and enjoyed by the Grantee and the benefit thereof shall be received and taken accordingly without interruption or disturbance by the Grantor or any person claiming by, through, under or in trust for or in any way against the Grantor.

(b) Indemnity to Other Interest Holders

In the event that the grant set out herein or the lawful use of the Easement impinges on the rights of prior equitable interest holders in the Servient Tenement, the Grantor HEREBY INDEMNIFIES the Grantee against any claim that may arise out of such circumstances.

(c) Grantor to Perfect Grant Where Required

The Grantor and every other person having or rightfully claiming any estate or interest in the Servient Tenement will from time to time and at all times hereafter at the request of the Grantee do all such lawful assurances and things for more perfectly assuring the grant set out herein as the Grantee reasonably requires.

(d) No Obstruction of Easement

The Grantor will not construct erect or build or suffer to be constructed erected or built any building structure or obstruction whatsoever on the Easement or any part thereof or use or permit the Servient Tenement to be used in such a way as to obstruct or interfere with the use of the Easement without the consent in writing of the Grantee first being obtained.

(e) Construction and Maintenance of Easement

The Grantor shall ensure that the Easement is constructed and maintained in a safe and trafficable condition. Further, the Grantor or its successors in title as may be appropriate shall bear the responsibility and cost for repair and maintenance of the Easement and the Grantor further assures the Grantee that the Grantee shall not be liable for any costs associated with such repair or maintenance.

3. GRANTEE'S COVENANTS AND ACKNOWLEDGMENTS

The Grantee acknowledges that:

- (a) the rights created in the Easement herein are not granted exclusively and are granted by the Grantor in common with the corresponding rights of the Grantor and other persons lawfully entitled to exercise such rights and that where the consent of the Grantee is required pursuant to the terms of this grant, such consent shall not unreasonably be withheld; and
- (b) in the event of the Grantor needing to obstruct a portion of the Easement temporarily for a purpose associated with the use of the Servient Tenement, the Grantee will not unreasonably withhold its consent PROVIDED THAT access through or to the Easement is not in the opinion of the Grantee unreasonably impeded.

4. SURRENDER OF EASEMENT

The Grantee hereby agrees to surrender this Easement once alternative and satisfactory emergency fire access has been established to its reasonable satisfaction.

5. EASEMENT TO RUN WITH THE LAND

The Easement granted by this Deed is intended to run with the Servient Tenement and to bind the Grantor and every successive registered proprietor of the Servient Tenement.

6. COSTS

- (1) The Grantor shall pay the costs, including the Grantee's solicitors' costs, of and incidental to the preparation (including drafts), execution, stamping and registration of this Deed and all stamp duties and registration fees payable hereon.
- (2) The Parties agree that the Grantor shall be responsible for all costs associated with the modification or surrender of the Easement including (without limitation) all survey fees, production of title costs, registration fees and the costs of preparing any surrender of the Easement or the grant of a fresh easement.

7. INTERPRETATION

Reference to the parties includes their personal representatives, successors and lawful assigns.

Where a reference to a party includes more than one person the rights and obligation of those persons shall be joint and several.

Headings have been inserted for guidance only and shall be deemed not to form part of the context.

The Schedule forms part of this Deed.

SCHEDULE**ITEM 1: THE SERVIENT TENEMENT**

Lot 9602 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio .

ITEM 2: ENCUMBRANCES

Mineral Reservation contained in Transfer 2869/1948.

EXECUTED by the parties as a Deed:

Executed by GEORGE ALBERT
CUGLEY in the presence of

Signature of George Albert Cugley

Witness Sign

Full Name of Witness

Address

Occupation

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in)
the presence of:)

SHIRE PRESIDENT

(PRINT FULL NAME)

CHIEF EXECUTIVE OFFICER

(PRINT FULL NAME)

INSTRUCTIONS

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NOTES

1. Insert document type.
2. A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

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ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	CHIT-30945:15.05.21-MB-Easement (Temp Fire Access)
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HERewith

1. _____	Received Items
2. _____	Nos.
3. _____	
4. _____	
5. _____	
6. _____	Receiving Clerk

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

FORM APPROVED
NO. B2891WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED**BLANK INSTRUMENT FORM****GRANT OF EASEMENT**

(Note 1)

THIS DEED is made the _____ day of _____ 2015.

B E T W E E N :GEORGE ALBERT CUGLEY of 13 Balwarra)
Avenue, Dianella, Western Australia (**Grantor**))**A N D**SHIRE OF CHITTERING of PO Box 70, Chittering)
in the said State (**Grantee**))**O P E R A T I V E P A R T :****1. GRANT OF EASEMENT**

The Grantor, being registered as the proprietor of an estate in fee simple in the land described in **Item 1** of the Schedule (**Servient Tenement**) subject to the encumbrances notified hereunder in **Item 2** of the Schedule HEREBY TRANSFERS AND GRANTS to the Grantee for the use and benefit of the Grantee under and by virtue of the provisions of sections 195 of the Land Administration Act 1997 an access easement in gross with the full and free right, liberty, power and authority from time to time and at all times hereafter for the Grantee, its authorized officers, employees, agents and other persons from time to time authorized by it to:

- (a) to go, pass and repass for fire fighting and fire prevention purposes either with or without vehicles over, along and across those portions of the Servient Tenement as are shown delineated and marked with the letters "E" and "E1" on Deposited Plan 402847.

- (b) to go, pass and repass for fire emergency access purposes either with or without vehicles over, along and across those portions of the Servient Tenement as are shown delineated and marked with the letters "E" and "E1" on Deposited Plan 402847

(Easement)

2. GRANTOR'S COVENANTS

The Grantor HEREBY COVENANTS AND AGREES with the Grantee that:

(a) Grantor's Power

Notwithstanding anything made, done, omitted or knowingly suffered, the Grantor has full power to make the grant set out herein and assures the Grantee such grant shall remain to and be quietly held and enjoyed by the Grantee and the benefit thereof shall be received and taken accordingly without interruption or disturbance by the Grantor or any person claiming by, through, under or in trust for or in any way against the Grantor.

(b) Indemnity to Other Interest Holders

In the event that the grant set out herein or the lawful use of the Easement impinges on the rights of prior equitable interest holders in the Servient Tenement, the Grantor HEREBY INDEMNIFIES the Grantee against any claim that may arise out of such circumstances.

(c) Grantor to Perfect Grant Where Required

The Grantor and every other person having or rightfully claiming any estate or interest in the Servient Tenement will from time to time and at all times hereafter at the request of the Grantee do all such lawful assurances and things for more perfectly assuring the grant set out herein as the Grantee reasonably requires.

(d) No Obstruction of Easement

The Grantor will not construct erect or build or suffer to be constructed erected or built any building structure or obstruction whatsoever on the Easement or any part thereof or use or permit the Servient Tenement to be used in such a way as to obstruct or interfere with the use of the Easement without the consent in writing of the Grantee first being obtained.

(e) Construction and Maintenance of Easement

The Grantor shall ensure that the Easement is constructed and maintained in a safe and trafficable condition. Further, the Grantor or its successors in title as may be appropriate shall bear the responsibility and cost for repair and maintenance of the Easement and the Grantor further assures the Grantee that the Grantee shall not be liable for any costs associated with such repair or maintenance.

3. GRANTEE'S COVENANTS AND ACKNOWLEDGMENTS

The Grantee acknowledges that:

- (a) the rights created in the Easement herein are not granted exclusively and are granted by the Grantor in common with the corresponding rights of the Grantor and other persons lawfully entitled to exercise such rights and that where the consent of the Grantee is required pursuant to the terms of this grant, such consent shall not unreasonably be withheld; and
- (b) in the event of the Grantor needing to obstruct a portion of the Easement temporarily for a purpose associated with the use of the Servient Tenement, the Grantee will not unreasonably withhold its consent PROVIDED THAT access through or to the Easement is not in the opinion of the Grantee unreasonably impeded.

4. EASEMENT TO RUN WITH THE LAND

The Easement granted by this Deed is intended to run with the Land Burdened and to bind the Grantor and every successive registered proprietor of the Land Burdened.

5. COSTS

- (1) The Grantor shall pay the costs, including the Grantee's solicitors' costs, of and incidental to the preparation (including drafts), execution, stamping and registration of this Deed and all stamp duties and registration fees payable hereon.
- (2) The Parties agree that the Grantor shall be responsible for all costs associated with the modification or surrender of the Easement including (without limitation) all survey fees, production of title costs, registration fees and the costs of preparing any surrender of the Easement or the grant of a fresh easement.

6. INTERPRETATION

Reference to the parties includes their personal representatives, successors and lawful assigns.

Where a reference to a party includes more than one person the rights and obligation of those persons shall be joint and several.

Headings have been inserted for guidance only and shall be deemed not to form part of the context.

The Schedule forms part of this Deed.

SCHEDULE

ITEM 1: THE SERVIENT TENEMENT

1. Lot 70 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;
2. Lot 71 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;
3. Lot 76 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;
4. Lot 77 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;
5. Lot 172 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;
6. Lot 173 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;
7. Lot 174 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ; and
8. Lot 9602 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio .

ITEM 2: ENCUMBRANCESAs to all Lots:

Mineral Reservation contained in Transfer 2869/1948;

EXECUTED by the parties as a Deed:

Executed by GEORGE ALBERT
CUGLEY in the presence of

Signature of George Albert Cugley

Witness Sign

Full Name of Witness

Address

Occupation

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in)
the presence of:)

SHIRE PRESIDENT

(PRINT FULL NAME)

CHIEF EXECUTIVE OFFICER

(PRINT FULL NAME)

INSTRUCTIONS

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NOTES

1. Insert document type.
2. A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

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PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	CHIT-30945:15.05.21-MB-Easement (Permanent Fire Access)
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

1. _____	Received Items
2. _____	Nos.
3. _____	
4. _____	
5. _____	
6. _____	Receiving Clerk

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

FORM B 2

FORM APPROVED NO. B2891

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

BLANK INSTRUMENT FORM**Restrictive Covenant**

(Note 1)

THIS RESTRICTIVE COVENANT is made the day of 2015

B E T W E E N :

GEORGE ALBERT CUGLEY of 13 Balwarra)
Avenue, Dianella, Western Australia)
(Subdivider))

A N D

SHIRE OF CHITTERING of PO Box 70, Great)
Northern Highway, Bindoon, Western Australia)
(Shire)

R E C I T A L S :

- A. The Subdivider is registered as the proprietor of an estate in fee simple in the land described in Item 1 of the Schedule (**Land Burdened**).
- B. The Land Burdened is subject to the encumbrances noted in Item 2 of the Schedule.
- C. The Land Burdened is situated within the district of the Shire.
- D. The Subdivider has sought and received from the Western Australian Planning Commission (**WAPC**) by Approval No. 148236 (**Approval**), approval to subdivide land to create the Land Burdened.

E. The Approval was issued subject to a number of conditions including the following:

“14. A Restrictive Covenant, to the benefit of the local government, pursuant to section 129BA of the *Transfer of Land Act 1893* (as amended) is to be placed on the certificate(s) of title of the proposed lot(s) advising of the existence of a restriction on the use of the land. Notice of this restriction to be included on the diagram or plan of survey (deposited plan). The restrictive covenant is to state as follows:

“No new development shall occur outside the defined building envelope, unless otherwise approved by the local government.”

(Condition 14)

F. The Subdivider enters into this Deed to create, pursuant to s.129BA of the Transfer of Land Act 1893, the restrictive covenant required to comply with Condition 14 of the Approval.

OPERATIVE PART :

1. SUBDIVIDER’S COVENANTS

The Subdivider for himself and his successors in title with the intention of binding so far as is possible the Land Burdened in the hands of whoever it may come HEREBY COVENANTS with the Shire under and by virtue of the provisions of Section 129BA of the Transfer of Land Act 1893 for the benefit of the Shire not to carry out nor suffer to permit to be carried out any development on the Land Burdened other than within the approved building envelopes for the Land Burdened unless otherwise approved by the Shire.

2. COSTS

The Subdivider shall pay the costs of and incidental to the preparation, execution, stamping and registration of this Deed and all stamp duties and registration fees payable hereon.

3. INTERPRETATION

In this Deed:

“approved” means approved by an authorised officer of the Shire.

Reference to the parties includes their personal representatives, successors and lawful assigns.

Where a reference to a party includes more than one person the rights and obligations of those persons shall be joint and several.

Headings have been inserted for guidance only and shall be deemed not to form part of the context.

The Schedule and Annexures (if any) form part of this Deed.

SCHEDULE

ITEM 1 LAND BURDENED

Lot 13 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 14 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 15 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 34 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 35 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 36 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 37 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 38 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 70 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 71 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 76 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 77 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 78 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 95 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 96 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 97 on Deposited Plan 402847 and being the whole of the land comprised in
Certificate of Title Volume Folio ;

Lot 98 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 99 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 100 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 101 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 102 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 103 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 104 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 172 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 173 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ;

Lot 174 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio ; and

Lot 175 on Deposited Plan 402847 and being the whole of the land comprised in Certificate of Title Volume Folio .

ITEM 2**ENCUMBRANCES**As to All Lots

Mineral Reservation contained in Transfer 2869/1948.

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EXECUTED by the parties as a Deed.

Executed by GEORGE ALBERT
CUGLEY in the presence of

Signature of George Albert Cugley

Witness Sign

Full Name of Witness

Address

Occupation

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in)
the presence of:)

SHIRE PRESIDENT (PRINT FULL NAME)

CHIEF EXECUTIVE OFFICER (PRINT FULL NAME)

INSTRUCTIONS

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ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	30945-chit:15.05.21-MB- RestrictiveCovenant
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

1.	_____	Received Items
2.	_____	Nos.
3.	_____	
4.	_____	
5.	_____	
6.	_____	Receiving Clerk

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

FORM B 2

FORM APPROVED NO. B2891

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

BLANK INSTRUMENT FORM**SURRENDER OF EASEMENT**

(Note 1)

THIS SURRENDER OF EASEMENT is dated the _____ day of _____ 2015

LAND DESCRIPTION OF SERVIENT TENEMENT

Lot 9601 on Deposited Plan 67898 being the whole of the land comprised in Certificate of Title Volume 2803 Folio 897.

NAME AND DESCRIPTION OF REGISTERED PROPRIETOR OF SERVIENT TENEMENT

GEORGE ALBERT CUGLEY of 13 Balwarra Avenue, Dianella, Western Australia.

NAME AND DESCRIPTION OF GRANTEE OF EASEMENT

SHIRE OF CHITTERING of PO Box 70, Great Northern Highway, Bindoon, Western Australia.

REGISTRATION NO. OF EASEMENT BEING SURRENDERED

Easement M124053 (**Easement**).

NATURE OF EASEMENT

Easement M124053 grants to the Grantee a fire emergency services access easement over the Servient Tenement.

SURRENDER

The Shire of Chittering HEREBY SURRENDERS the whole of the Easement from the Servient Tenement and the registered proprietor of the Servient Tenement HEREBY AGREES to accept this surrender.

THIS PAGE IS INTENTIONALLY BLANK

EXECUTED by the Parties as a Deed:

SIGNED by the said GEORGE)
ALBERT CUGLEY in the presence of:)
)

Witness sign:

Print name:

Address:

Occupation:

THE COMMON SEAL of the SHIRE OF)
CHITTERING was hereunto affixed in)
the presence of:)

SHIRE PRESIDENT (PRINT FULL NAME)

CHIEF EXECUTIVE OFFICER (PRINT FULL NAME)

INSTRUCTIONS

1. This form may be used only when a "Box Type" form is not provided or is unsuitable. It may be completed in narrative style.
2. If insufficient space hereon Additional Sheet Form B1 should be used.
3. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
4. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. Insert document type.
2. A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

OFFICE USE ONLY

LODGED BY	McLeods
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	LMC:CHIT:30945
ISSUING BOX No.	346K

PREPARED BY	McLeods
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

1. _____	Received Items
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4. _____	
5. _____	
6. _____	Receiving Clerk

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED



Enquiries: Peter Wright (6551 9542)
Our Ref: SPN/0271M-1
Your Ref: 18/07/5 01447719

SHIRE OF CHITTERING
RECEIVED

11 APR 2014

Officer.....**BRENDAN**.....
File.....**1810715**.....
Ref.....**I1448124**.....

Chief Executive Officer
Shire of Chittering
P O Box 70
BINDOON WA 6502

Attention: Brendan Jeans

Dear Sir

**ENDORSEMENT OF REVISED DEVELOPMENT PLAN
LOTS 3 & 4 MADDERN ROAD, LOWER CHITTERING**

I refer to your letter dated 24 March 2014 regarding the endorsement of the above Development Plan.

The Western Australian Planning Commission has resolved to endorse the Development Plan for Lots 3 and 4 Maddern Road, Lower Chittering, as modified by Council.

A copy of the Development Plan, duly endorsed is attached for your records.

Should you wish to discuss this matter further, please contact the assigned planning officer listed above.

Yours faithfully

Tim Hillyard
Secretary
Western Australian Planning Commission

8 April 2014

Attached: Development Plan for Lots 3 & 4 Maddern Road, Chittering





MODIFIED DEVELOPMENT PLAN LOTS 3 & 4 MADDERN ROAD, LOWER CHITTERING

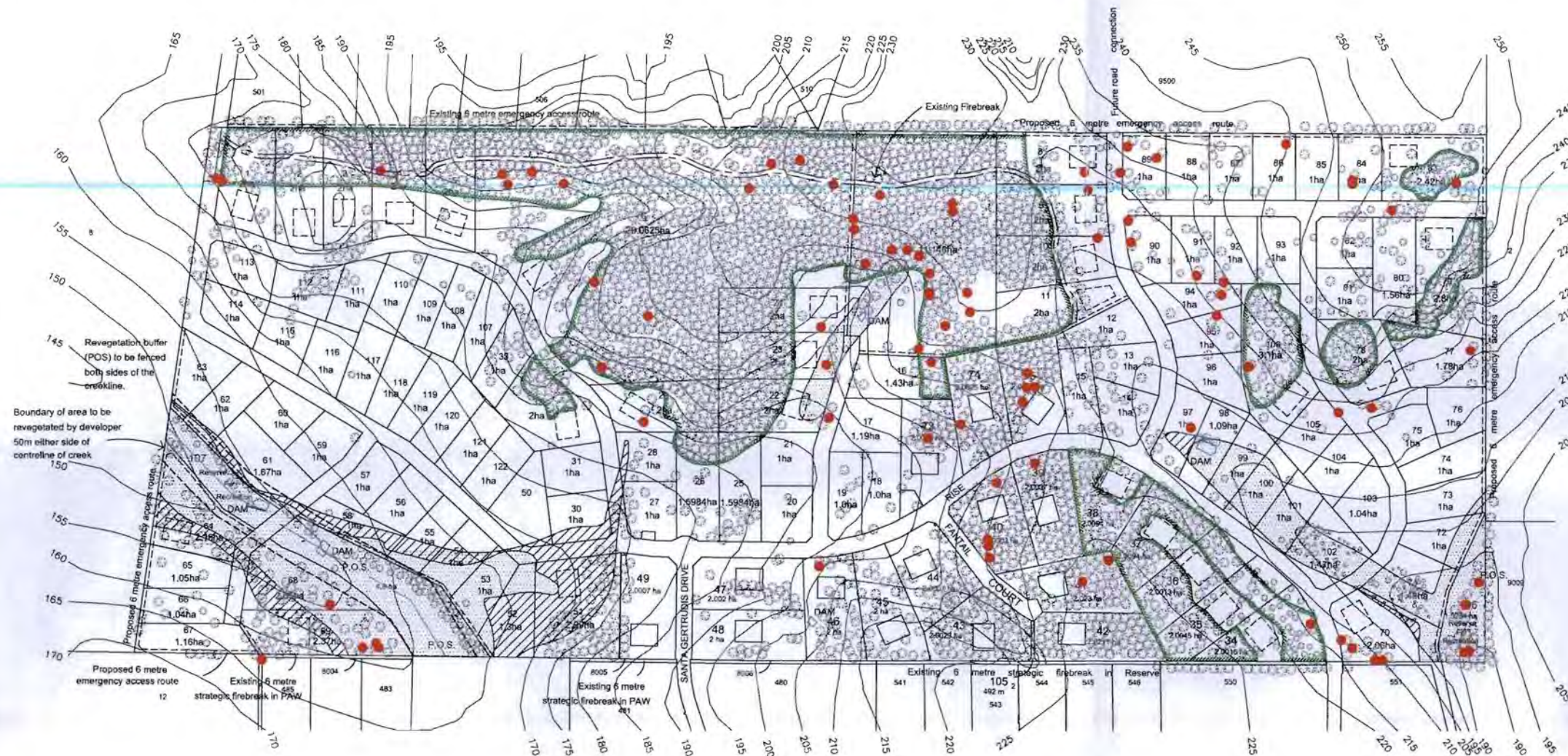
The Western Australian Planning Commission resolved on 3 September 2013 to endorse the modified Development Plan as a guide for subdivision and development within the locality.

Signed for and on behalf of the Western Australian Planning Commission

an officer of the Commission duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose in the presence of

8-4-14 Date

Witness



LEGEND:	
	Building Envelope (50m x 40m)
	Areas unsuitable for effluent disposal
	Areas where alternative treatment systems are required (e.g. ATUs)
	Tree Preservation Area
	Centreline of Creek
	Potential Cockatoo nesting location
	Existing Tree

DEPARTMENT OF PLANNING
03 APR 2014
FILE SPN/0271 M-1

STATEWEST SURVEYS

LICENSED SURVEYORS
DIRECTORS: RON ROGERS & PAUL INCERTI
P.O. Box 1377, Midland WA, 6936 - 89 Great Northern Highway, Midland WA, 6908
Telephone: (08) 9274 3198
Email: statewest@statewest.net.au
Website: http://www.statewest.net.au

DEVELOPMENT PLAN LOT 3 & 4 MADDERN ROAD CHITTERING

SCALE	DATE	DRAWN	CHECKED	REF.	SHEET
1:5000 @ A1 1:10000 @ A3	21-02-14	F.T.		14049	

ADOPTION

Adopted by resolution of the Council of the SHIRE OF CHITTERING at the Ordinary Meeting of the Council held on the 19 day of MARCH 2014 and the Seal of the Municipality was pursuant to that resolution affixed in the presence of:

PRESIDENT

CHIEF EXECUTIVE OFFICER

DATE



LOTS 3 & 4 MADDERN ROAD, CHITTERING LAND MANAGEMENT CONDITIONS

- DEVELOPMENT PLAN:**
Prior to subdivision or development, a Development Plan shall be submitted and approved by the Council and the Western Australian Planning Commission. Subdivision and development should generally be in accordance with the Development Plan approved by the Council and the Western Australian Planning Commission.
- LOT SIZES:**
In considering development and subdivision, Council shall recommend lots sizes in accordance with TPS.
- TREE PRESERVATION AREAS:**
Tree preservation areas are defined on the Development Plan as all naturally vegetated areas. In the areas identified for the preservation of trees, no clearing shall be permitted outside the designated building envelope of trees larger than 150mm diameter measured at 1.2m above natural ground level, other than for roads, driveways and firebreaks. Council may require a land owner, as a condition of building approval, to commence tree planting to its specification, and to maintain those trees for a period of not less than two summer seasons. Potential Black Cockatoo nesting trees on lots shown on this plan shall not be removed without specific approval of Council.
- BUILDING ENVELOPES:**
Building envelopes shall be determined by exclusion and applied to the lots affected by extreme bushfire risk. They shall be no greater than 2,000m². Notwithstanding this, building envelope locations shall comply with the following setbacks unless otherwise approved by Council:
 - Front and rear boundary - 20m
 - Side boundary - 15m
 - Watercourse/Waterbody - 10m (30m for on-site effluent disposal system)
 - Extreme fire hazard - 20m (or greater depending on requirements of the Fire Management Plan that applies to the lot)
Where possible building envelopes are required to be located to avoid any native trees.
- FENCING:**
No side or rear boundary fences shall be permitted in tree preservation areas or stocking restriction areas identified on the Development Plan. Within this restrictive fencing area, Council may permit the construction of a fence around the building envelope.
- CROSSOVERS:**
The construction of crossovers to each lot shall be in accordance with Council's specifications.
- POTABLE WATER:**
Each dwelling shall have a water supply storage minimum of 120,000 litres of which 10,000 litres shall be kept in reserve for fire fighting purposes.
- LAND MANAGEMENT:**
Any remedial or new works depicted on the Development Plan for the purpose of water catchment shall be implemented prior to subdivision. The maintenance of any swales and associated tree planting shall be the responsibility of the owner/occupier.
- DAMS AND WATER COURSES:**
The construction of dams and the extraction of surface water is not permitted without the approval of the Council, Department of Environment and Conservation and Department of Agriculture.
- FIRE CONTROL:**
Fire service access routes as shown on the Development Plan, to be constructed by the developer and shall be maintained to the satisfaction of the Council and the Bush Fires Board. In accordance with Local Planning Policy No.21 Fire Management Plans. This includes turn around areas every 500m and access to the public road network every 1000m.
- EFFLUENT DISPOSAL:**
The Development Plan depicts areas where conventional septic tanks may not be suitable. In these areas, alternative site effluent disposal systems shall be limited to high performance environmental systems acceptable to the Council and the Health Department.
- PERMITTED USES:**
A single house and associated outbuildings are the only permitted uses. Other uses specified in the Town Planning Scheme may be permitted at the discretion of the Council.
- STOCKING RESTRICTIONS:**
Stock shall be restricted to previously cleared areas. The prior approval of Council is required for the keeping of any grazing animal on a lot. If, in the opinion of Council, any lot is overgrazed or constitutes land degradation, it may order the removal of any or all stock, either temporarily or permanently, until the remedial works are carried out by the landowner to render the land stable.
- DRAINAGE:**
Landowners shall maintain natural drainage lines to prevent erosion and soil export to adjoining lots. There shall be no alteration to natural drainage lines.
- VENDOR RESPONSIBILITY:**
The developer/vendor shall inform prospective purchasers of the lots, in writing, of the provisions of the Council's Town Planning Scheme relating to the management of the land, as specified in the Development and Fire Management Plans for the land concerned.
- BUILDING STANDARDS:**
New buildings are subject to a BAL assessment to AS3959 and must be constructed to that standard.
- BUSHFIRE MANAGEMENT:**
A Bushfire Management Plan applies to this area and includes specific Bushfire Management provisions, including access, gates and water supplies, that must be adhered to by property owners. Should there be a conflict between the requirements of the Bushfire Management Plan and the Tree Preservation Areas, the Bushfire Management Plan shall prevail.
- ENVIRONMENTAL MANAGEMENT:**
An Environmental Management Plan is to be prepared to ensure the protection and management of environmental assets including Carnaby Cockatoo habitat. The EMP must be adhered to by property owners.
- ROAD NETWORK/STAGING:**
All lots shall be provided with dual escape routes for bushfire purposes either via a constructed subdivisional road or a permanent or temporary (protected by easement, pending future stages) fire escape within the Development Plan area, connecting to two different vehicular access routes in the road network beyond the area of the Development Plan.

0 250 100 200 300 400 500

FORM W1

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED**WITHDRAWAL OF CAVEAT**

DESCRIPTION OF LAND (Note 1)

	EXTENT	VOLUME	FOLIO
LOT 22 ON DEPOSITED PLAN 59350	WHOLE	2775	249

CAVEATOR (Note 2)

SHIRE OF CHITTERING

CAVEAT NUMBER (Note 3)

L699751

STATE WHETHER WHOLE OR PART
OF LAND IN CAVEAT

WHOLE

The CAVEATOR HEREBY WITHDRAWS the said Caveat from the Land above described

Dated this	day of	Year
------------	--------	------

SIGNATURE OF CAVEATOR (Note 4)

THE COMMON SEAL OF THE SHIRE OF CHITTERING
WAS HEREUNTO AFFIXED IN THE PRESENCE OF:

Signature	Signature
Name	Name

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page ..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. **DESCRIPTION OF LAND**
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated.
The Volume and Folio or Crown Lease number, to be stated.
2. **CAVEATOR**
State full name of Caveator(s).
3. **CAVEAT NUMBER**
State registration number of the Caveat being withdrawn.
4. **CAVEATOR'S EXECUTION**
A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

OFFICE USE ONLY

WITHDRAWAL OF CAVEAT

Lodged By

Address

Phone No.

Fax No.

E-Mail

Reference No.

Issuing Box No.

Prepared By ALLION LEGAL

LEVEL 2

Address 50 KINGS PARK ROAD
WEST PERTH WA 6005

Phone No. 9216 7100

Fax No. 9324 1075

E-Mail smoore@allionlegal.com

Reference No. MAS:SKB:140824

Issuing Box No. 180T

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER
THAN LODGING PARTY.**TITLES, LEASES, DECLARATIONS ETC. LODGED HERewith**

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|----------|-----------------|
| 1. _____ | Received Items |
| 2. _____ | Nos. |
| 3. _____ | |
| 4. _____ | |
| 5. _____ | Receiving Clerk |
| 6. _____ | |

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

9.1.2 Transfer of Land – Lot 22 Great Northern Highway, Lower Chittering*

Applicant	Boral Bricks WA Pty Ltd
File ref	04/10/6
Prepared by	Brendan Jeans, Senior Planning Officer
Supervised by	Gary Tuffin, Chief Executive Officer
Voting requirements	Simple majority
Documents tabled	Nil
Attachments	<ol style="list-style-type: none"> 1. Transfer of Land documents 2. Deed dated 13 August 2010 3. Deposited Plan

Background

The Shire received correspondence from Boral Property Group seeking to carry out the ceding of land to the Shire in accordance with the requirements of a Deed between Midland Brick and the Shire of Chittering.

Lot 22 was created through the subdivision approval of Wandena Estate Stage 2 in 2009. Lot 22 was created with the intent for future extension of Powderbark Road with Great Northern Highway. It is understood this was required to be secured through a Deed to allow Midland Brick to subdivide Stage 2 of Wandena Estate with access to Wandena Road (unconstructed).

Boral Property Group has provided a Transfer of Land form to be signed by the Shire for lodgement with Landgate. The report to Council is to seek authorisation for the Shire of Chittering to sign and affix the Common Seal to the Transfer of Land form.

Consultation

Not applicable

Statutory Environment

State: *Transfer of Land Act 1893* (as amended)

Policy Implications

Execution of documents

Financial Implications

All associated costs for the transfer of the land are borne by Boral Bricks WA Pty Ltd. The Deed outlines this and that the land be ceded to the Shire free of cost.

Strategic Implications

Nil

Site Inspection

Site inspection undertaken: Not applicable

Triple Bottom Line Assessment**Economic implications**

There are no known significant economic implications associated with this proposal.

Social implications

There are no known significant social implications associated with this proposal.

Environmental implications

There are no known significant environmental implications associated with this proposal.

CommentSubject land

As mentioned earlier Lot 22, as shown on the Deposited Plan (refer to Attachment 3), is a freehold lot created for the future purpose of a road.

Deed

The Deed dated 13 August 2010 sets out the agreement that Midland Brick (now Boral Brick) must cede Lot 22 free of cost to the Shire within seven (7) years of the subdivision approval for Wandena Estate Stage 2. Lot 22 may be constructed as a future road when required, however the Deed does not set out any requirements or deadlines for Lot 22 for this purpose. The Deed merely sets out the requirements for the transfer of the lot only.

Caveat

There is a Caveat on the Title to protect the purpose of the Deed. Once the transfer of land form is lodged with Landgate, the requirements of the Deed will be fulfilled. It is at this point that the Caveat will need to be withdrawn from the Title to allow the transfer of the land. The Officer's Recommendation includes the authorisation for the associated caveat, once received by the Shire, to avoid delays in the process.

9.1.2 OFFICER RECOMMENDATION / COUNCIL RESOLUTION – 031114

Moved Cr Douglas/ Seconded Cr Mackie

That Council:

- 1. Authorises the Shire President and Chief Executive Officer to sign and affix the Common Seal on the Transfer of Land form, pursuant to the *Transfer of Land Act 1893* (as amended), for Lot 22 on Deposited Plan 59350 to enable the ceding of the land to the Shire of Chittering.**
- 2. Authorises the Shire President and Chief Executive Officer to sign and affix the Common Seal on the Withdrawal of Caveat form, pursuant to the *Transfer of Land Act 1893* (as amended), for Caveat Number L699751 on Lot 22 on Deposited Plan 59350 to enable the transfer of land to the Shire of Chittering.**

THE MOTION WAS PUT AND DECLARED CARRIED 7/0

FORM T2

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED**TRANSFER OF LAND**

DESCRIPTION OF LAND (Note 1)

EXTENT

VOLUME

FOLIO

LOT 22 ON DEPOSITED PLAN 59350

WHOLE

2775

249

ESTATE AND INTEREST (Note 2)

FEE SIMPLE

LIMITATIONS, INTERESTS, ENCUMBRANCES and NOTIFICATIONS (Note 3)

EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 8911/1946. EASEMENT BURDEN CREATED UNDER SECTION 167 P & D ACT FOR ELECTRICITY PURPOSES TO ELECTRICITY NETWORKS CORPORATION SEE DEPOSITED PLAN 59350

TRANSFEROR (Note 4)

BORAL BRICKS WESTERN AUSTRALIA PTY LTD ACN 008 674 244 (FORMERLY KNOWN AS MIDLAND BRICK COMPANY PTY LTD) OF BASSETT ROAD, MIDDLE SWAN

CONSIDERATION (Note 5)

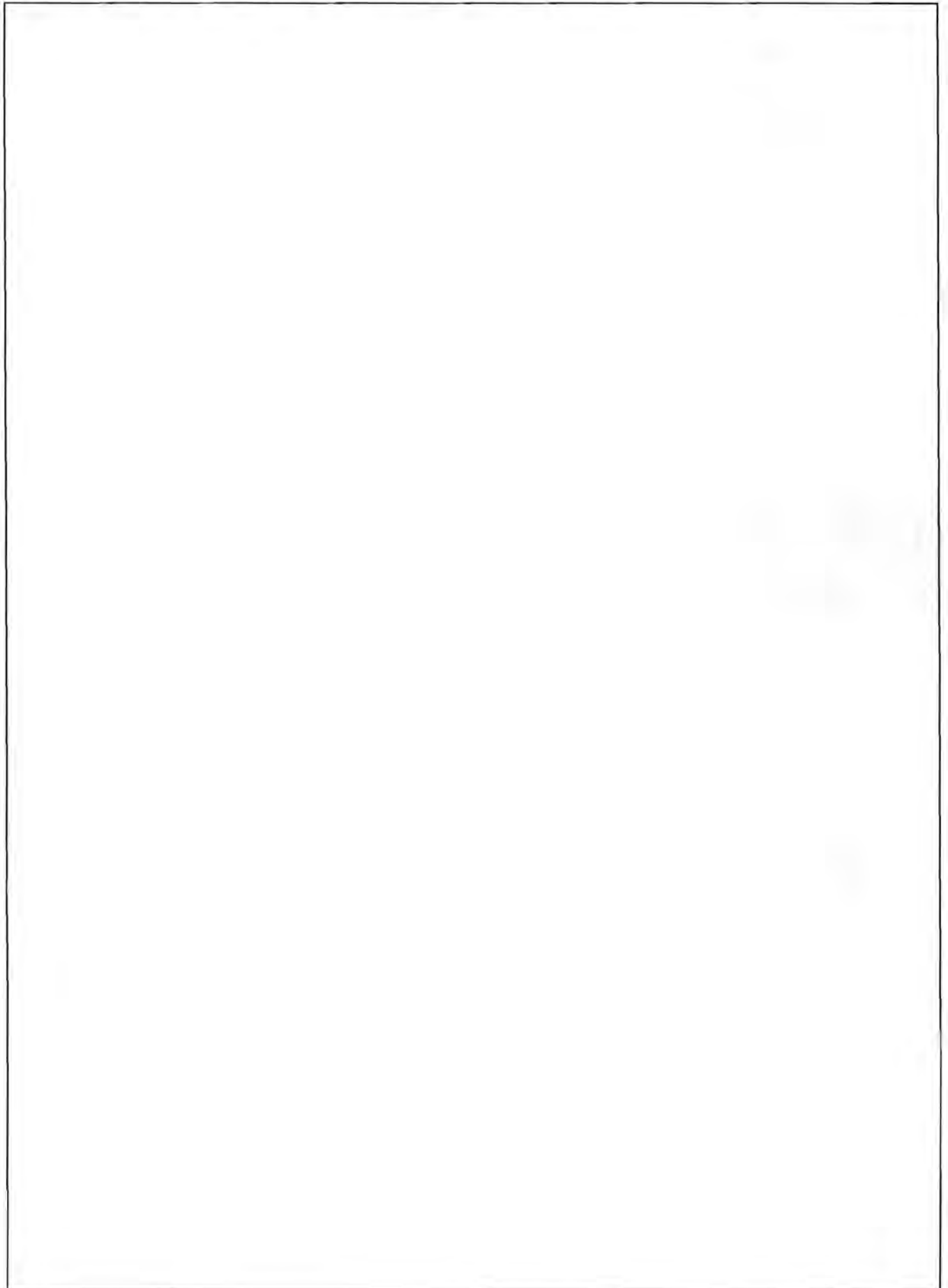
PURSUANT TO A DEED OF CEDING DATED 13 AUGUST 2010

TRANSFeree (Note 6)

SHIRE OF CHITTERING OF PO BOX 70, BINDOON, WESTERN AUSTRALIA

PAGE 2

THE TRANSFEROR for the consideration herein expressed HEREBY TRANSFERS TO THE TRANSFEREE the estate and interest herein specified in the land above described, subject to the encumbrances as shown hereon. (Instruction 2)



PAGE

ATTESTATION SHEET

Dated this	day of	Year
------------	--------	------

TRANSFEROR/S SIGN HERE (Note 7)

EXECUTED by BORAL BRICKS WESTERN AUSTRALIA PTY LTD
ACN 008 674 244

Signature of Director

Name of Director

Signature of Director /Secretary

Name of Director/Secretary

REQUEST FOR ISSUE / NON-ISSUE (Instruction 4)

BY SIGNING THIS PANEL, I / WE THE TRANSFEREE REQUEST THE ISSUE / NON - ISSUE (DELETE AS REQUIRED) OF A
DUPLICATE CERTIFICATE(S) OF TITLE FOR THE LAND ABOVE DESCRIBED.

Signed

Signed

TRANSFEREE/S SIGN HERE (Note 7)

THE LODGING PARTY OF THIS DOCUMENT IS AUTHORISED BY THE ABOVE NAMED TRANSFEREE TO INSTRUCT ISSUING
DETAILS FOR THE DUPLICATE CERTIFICATE(S) OF TITLE.

INSTRUCTIONS

1. Page 2 of this document may be used:
 - 1.1 If insufficient space in any section hereon; Appropriate headings should be shown. The boxed sections should only contain the words "see page...."
 - 1.2 To set forth Easements created as appurtenant to the land (commencing with the words "together with"). Reservations created encumbering the land (commencing with the words "reserving to") or any Restrictive Covenant hereby created. Any Sketch contained thereon must be initialed by all parties.
2. If further space is required Additional Sheet form B1 should be used with appropriate headings. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialed by the persons signing this document and their witnesses.
4. Duplicate Crown Lease or where issued, the Duplicate Certificate of Title is required to be produced or if held by another party then arrangements must be made for its production. *If a Duplicate Certificate of Title is not required to be re-issued, or if a Duplicate Certificate of Title has not been issued previously but is required to issue subsequent to this document, the written request of the Transferee is required by signing this panel.* Written consent of the First Mortgagee is also required if applicable.

NOTES

1. **DESCRIPTION OF LAND**
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated. Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated. The Volume and Folio or Crown Lease number, to be stated.
2. **ESTATE AND INTEREST**
State whether Fee Simple, Leasehold or as the case may be in the land being transferred. If share only, specify.
3. **LIMITATIONS, INTERESTS, ENCUMBRANCES and NOTIFICATIONS**
In this panel show (subject to the next paragraph) those limitations, interests, encumbrances and notifications affecting the land being transferred that are recorded on the certificate(s) of title:
 - (a) In the Second Schedule; or
 - (b) If no Second Schedule, that are encumbrances.
 (Unless to be removed by action or document before registration hereof).

 Do not show any:
 - (a) Easement Benefits or Restrictive/Covenant Benefits; or
 - (b) Subsidiary interests or changes affecting a limitation, etc, that is to be entered in the panel (eg, if a lease is shown, do not show any sub-lease or any document affecting either).
 The documents shown are to be identified by nature and number. The plan/diagram encumbrances shown are to be identified by nature and relevant plan/diagram number. Strata/survey-strata plan encumbrances are to be described as "Interests on strata/survey-strata plan". If none show "nil".
4. **TRANSFEROR**
State full name of the Transferor/Transferors (Registered Proprietor) as shown on the Certificate of Title or Crown Lease.
5. **CONSIDERATION**
If a sum of money only, to be expressed in figures and in every other case to be concisely stated in words.
6. **TRANSFeree**
State full name of the Transferee/Transferees (Purchaser) and the address/addresses to which future notices can be sent. If a minor, state date of birth. If two or more state tenancy eg:
 - Joint Tenants, (on the death of a joint tenant, the survivor(s) become(s) the registered proprietor(s) of the deceased's interest by applying to the Registrar of Titles).
 - Tenants in Common, (on the death of a tenant in common, their share is dealt with according to their will).
 If Tenants in Common specify shares.
7. **TRANSFeree'S TRANSFEROR'S EXECUTION**
Transferee's and Transferor's must sign their appropriate panel. A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an adult person. The address and occupation of the witness must be stated.

EXAMINED

OFFICE USE ONLY

TRANSFER

Lodged By

Address

Phone No.

Fax No.

E-Mail

Reference No. MAS:SKB.2110907-1

Issuing Box No.

Prepared By ALLION LEGAL

LEVEL 2

Address 50 KINGS PARK ROAD
WEST PERTH WA 6005

Phone No. 9216 7100

Fax No. 9324 1075

E-Mail smoore@allionlegal.com

Reference No.

Issuing Box No. 180T

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HERewith

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| 5. _____ | Receiving Clerk |
| 6. _____ | |

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

COPY

Deed – Lots 6-11 Wandena
Road & Powderbark Road,
Lower Chittering

Midland Brick Company Pty Ltd

Shire of Chittering



McLeod's

Real Estate & Auctioneers

Stirling Law Chambers | 220-222 Stirling Highway | CLAREMONT WA 6010

Tel: (08) 9383 3133 | Fax: (08) 9383 4935

Email: mcleods@mcleods.com.au

Ref: [REDACTED]

2636 JM

THIS DEED is made the ^{15th} day of AUGUST 2010.

BETWEEN:

MIDLAND BRICK COMPANY PTY LTD (ACN)
008 674 244) of Bassett Road, Middle Swan in the)
State of Western Australia (**Owner**))

AND

SHIRE OF CHITTERING of PO Box 70,)
Bindoon in the said State (**Shire**))

RECITALS:

- A. The Owner is registered as the proprietor of an estate in fee simple in land being Lot M 1924 on Diagram 12777 and being the whole of the land comprised in Certificate of Title Volume 1654 Folio 598 (**Land**).
- B. The Owner has applied to the Western Australian Planning Commission (**WAPC**) for approval to subdivide the Land in accordance with Deposited Plan 59350, which application was approved by the WAPC on 1 December 2009 (**Approval**) subject to a number of conditions including the following:
- “X. The Applicant entering into a legal agreement (at the cost of the Applicant) with the Shire of Chittering (which binds successors in title, and is protected by caveat) to cede free of cost to the Shire proposed Lot 22 within 7 years of the date of approval to subdivide.”
- (**Condition X**)
- C. Proposed Lot 22 on Deposited Plan 59350 (**Lot 22**) is to be constructed as a future road and the Shire has agreed to allow the subdivision of the Land to proceed subject

to the Owner entering into this Deed with the Shire whereby it agrees to transfer Lot 22 to the Shire on the terms and conditions of this Deed.

- D. The Owner agrees to enter into this Deed with the Shire to comply with Condition X of the Approval.

OPERATIVE PART:

1. CEDING OF LOT 22 AS ROAD LAND

The Owner COVENANTS AND AGREES with the Shire that it will:

- (a) transfer to the Shire Lot 22 free of cost and without payment of compensation by the Shire for the purpose of a road reserve on a date to be determined by the Owner but within seven (7) years of the date of the Approval;
- (b) sign any necessary Transfer of Land document and any other documents necessary to effect the transfer of Lot 22 to the Shire;
- (c) discharge any mortgage or other encumbrance registered against the Certificate of Title to Lot 22 and produce the Certificate of Title to Lot 22 at Landgate prior to the transfer of Lot 22 to the Shire; and
- (d) be responsible for all costs and disbursements associated with the transfer of Lot 22 and/or the preparation of any documentation necessary to effect the transfer of Lot 22 to the Shire including but not limited to the preparation and registration of the Transfer of Land and any other necessary documentation.

2. OWNER'S ACKNOWLEDGEMENTS

In the event that the Owner does not effect the transfer of Lot 22 to the Shire within three months of expiry of the seven (7) year time limit imposed by clause 1 of this Deed, the Shire may compulsorily acquire Lot 22 from the Owner AND the Owner

will not be entitled to lodge any claim or commence any suit or legal proceedings seeking compensation for the land taken.

3. **NO DISPOSAL**

The Owner FURTHER AGREES with the Shire that it shall not:

- (a) sell, agree to sell or transfer Lot 22 or any part or interest therein or any rights of the Owner therein;
- (b) mortgage, lease, charge, assign or otherwise dispose of or encumber Lot 22 or any part or interest therein or any rights of the Owner therein without the prior written consent of the Shire which consent shall not be withheld if the person to whom any such right or interest in Lot 22 is to be granted has first executed a Deed of Covenant (or in the case of a mortgagee an undertaking in a form satisfactory to the Shire) to be prepared by the Shire's solicitors at the cost of the Owner or such person whereby that person covenants to observe and perform such of the covenants, conditions and stipulations herein contained (including this present covenant) as the Shire shall require as if that person had been a party to this Deed.

4. **CHARGE AND CAVEAT**

The Owner CHARGES Lot 22 in favour of the Shire with the performance of its obligations under this Deed and with the payment of all or any moneys payable or which may become payable by the Owner pursuant to this Deed and for the purpose of securing the same authorises the Shire to lodge an absolute Caveat at the Western Australian Land Authority (Landgate) against the Certificate of Title to Lot 22 in order to protect the rights and interests of the Shire under this Deed.

5. **WITHDRAWAL OF CAVEAT**

Subject to there being no subsisting or unremedied breach of any provision of this Deed and subject to:

- (a) the Owner complying with clause 3(b) of this Deed the Shire agrees that on receipt of a written request from the Owner it shall provide to the Owner at the Owner's cost in registerable form a duly executed withdrawal of any Caveat lodged by the Shire pursuant to this Deed to enable registration of any lease, assignment or mortgage document so long as the Shire is able to re-lodge its absolute caveat following such registration; and
- (b) the Owner having complied with clause 1 of this Deed the Shire shall provide to the Owner on receipt of a written request from the Owner and at the Owner's cost a withdrawal of any Caveat lodged by the Shire pursuant to this Deed and the provisions of this Deed shall then be of no further force and effect.

6. **COSTS**

The Owner shall pay the reasonable costs of the Shire's solicitor's of and incidental to:

- (a) the preparation, execution and stamping of this Deed and all duty payable hereon;
- (b) the preparation and lodging of any caveat lodged pursuant to the terms of this Deed and any withdrawal or replacement thereof.

7. **INTERPRETATION**

Headings have been inserted for guidance only and shall be deemed not to form part of the context.

Reference to the parties includes their personal representatives, successors and lawful assigns.


Where a reference to a party includes more than one person the rights and obligations of those persons shall be joint and several.

The Schedule and Annexures (if any) form part of this Deed.

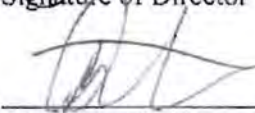
EXECUTED by the parties as a Deed:

EXECUTED BY MIDLAND BRICK)
COMPANY PTY LTD (ACN 008 674 244))
pursuant to Section 127 of the Corporations)
Act:

GREGORY JAMES SMITH
Name of Director



Signature of Director

DAVID ANDREW HORTON
Name of Director/Secretary
(Delete whichever designation is incorrect)


Signature of Director/Secretary

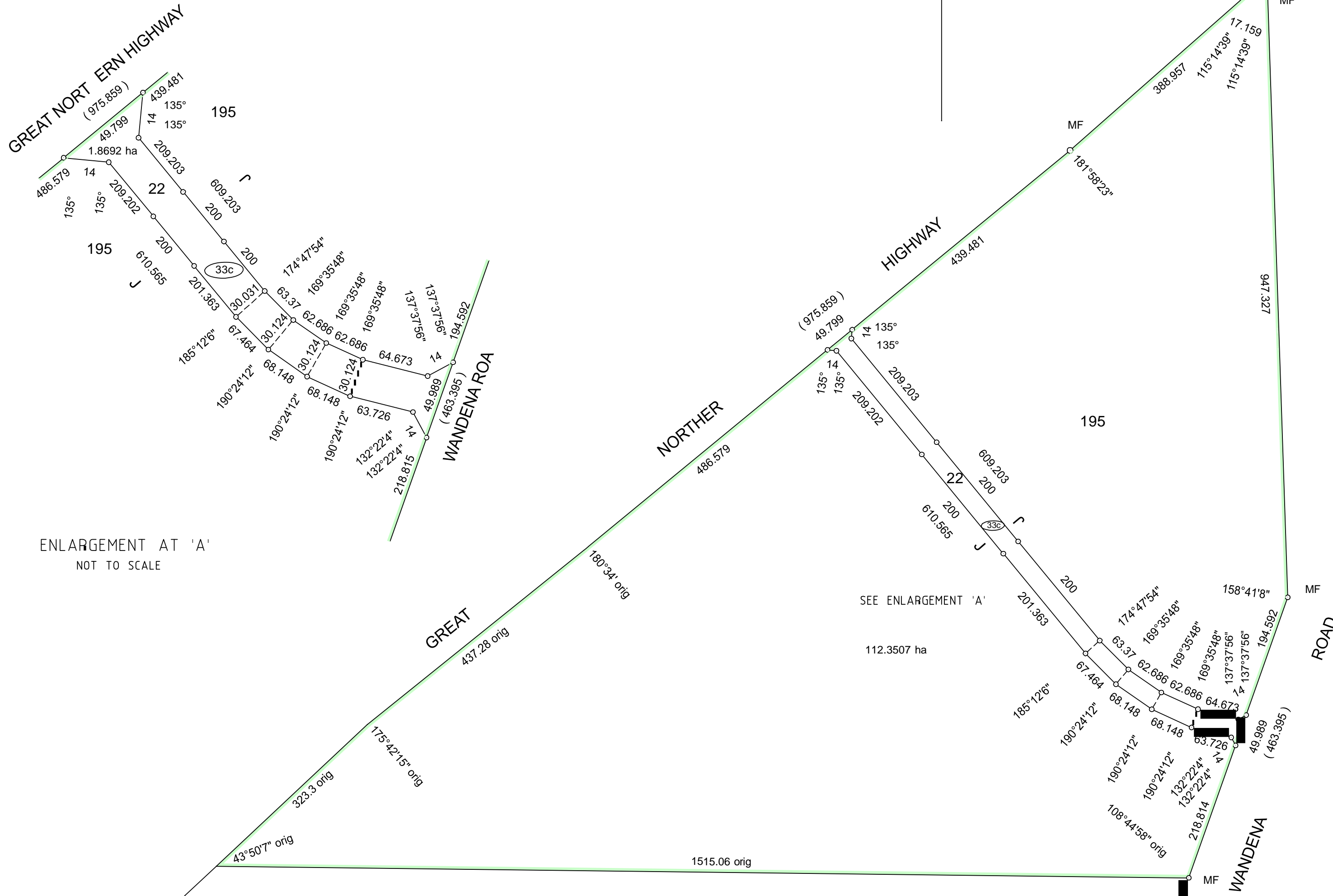
THE COMMON SEAL of the SHIRE OF
CHITTERING was hereunto affixed in the
presence of:


SHIRE PRESIDENT


ALEX DOUGLAS
(PRINT FULL NAME)


CHIEF EXECUTIVE OFFICER

JOHN LESLIE MERRICK
(PRINT FULL NAME)

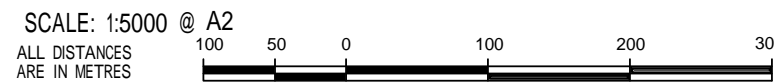


ENLARGEMENT AT 'A'
NOT TO SCALE

HELD BY LANDGATE
IN DIGITAL FORM ONLY.

INTERESTS AND NOTIFICATIONS						
SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
33c	EASEMENT (ELECTRICITY SUPPLY)	SEC 167 OF THE P & D ACT, REG 33 (c)	THIS PLAN	LOT 22	ELECTRICITY NETWORKS CORPORATION	

DISTRICT	SWAN	SSA NO <u>FORMER</u>
TOWNSITE		<u>TENURE</u>
FILE		LOT M1924 ON
LOCAL AUTHORITY	SHIRE OF	D12777
	CHITTERING	CIT 1654-1598
LOCALITY	MUCHEA	
	<u>ON</u>	<u>FIELD BOOK</u>
INDEX	JUMPERKINE (25) NW	106027



SURVEYOR'S CERTIFICATE - Reg 54

R.J.M. Rogers

.....

I hereby certify that this plan is accurate
and is a correct representation of the -

(a) "survey; and/or


(b) "calculations from measurements;

[delete if inapplicable]

undertaken for the purposes of this
plan and that it complies with the
relevant written law(s) in relation
to which it is lodged.

2011.04.11

09:11:42 +08'00'

 Licensed Surveyor SW 13268-0 Date

SURVEY FIRM

STATEWEST SURVEYING & PLANNING

Licensed Surveyors & Town Planners

69 Great Northern Highway, MIDLAND

Telephone: (08)9274 3198 Facsimile: (08)9274 3878

Midland House P.O.Box 1377, Midland, WA 6936
Email statwest@statewest.net

Website: <http://www.statewest.net>

LOGGED	TYPE OF VALIDATION	APPROVED BY WESTERN AUSTRALIAN PLANNING COMMISSION
DATE	FULL AUDIT	FILE
19-May-11	LEGAL COMPONENT	J.G ourlay
FEE PAID	DOCKET	TRIM
\$329.00	CERTIFIED CORRECT	WAPC 139572
ASSESS No.		<i>Handwritten signature</i>
8783685	I.S.C.	31-May-11
	F.S.C.	13-Jul-2011
		Date
		Delegated Under
		S16 P & D Act 2005

IN ORDER FOR DEALINGS

SUBJECT TO

FOR INSPECTOR OF PLANS & SURVEYS / AUTHORIZED LAND OFFICER _____ DATE _____

APPROVED

INSPECTOR OF PLANS & SURVEYS / AUTHORIZED LAND OFFICER _____ DATE _____



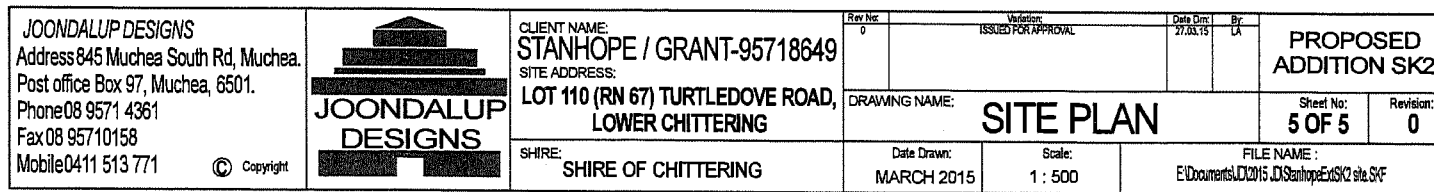
Western Australian Land Information Authority

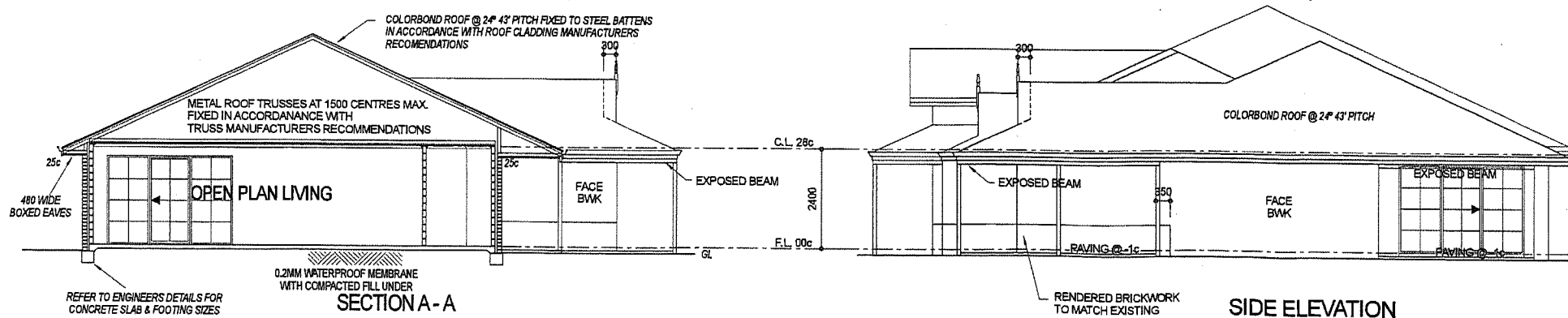
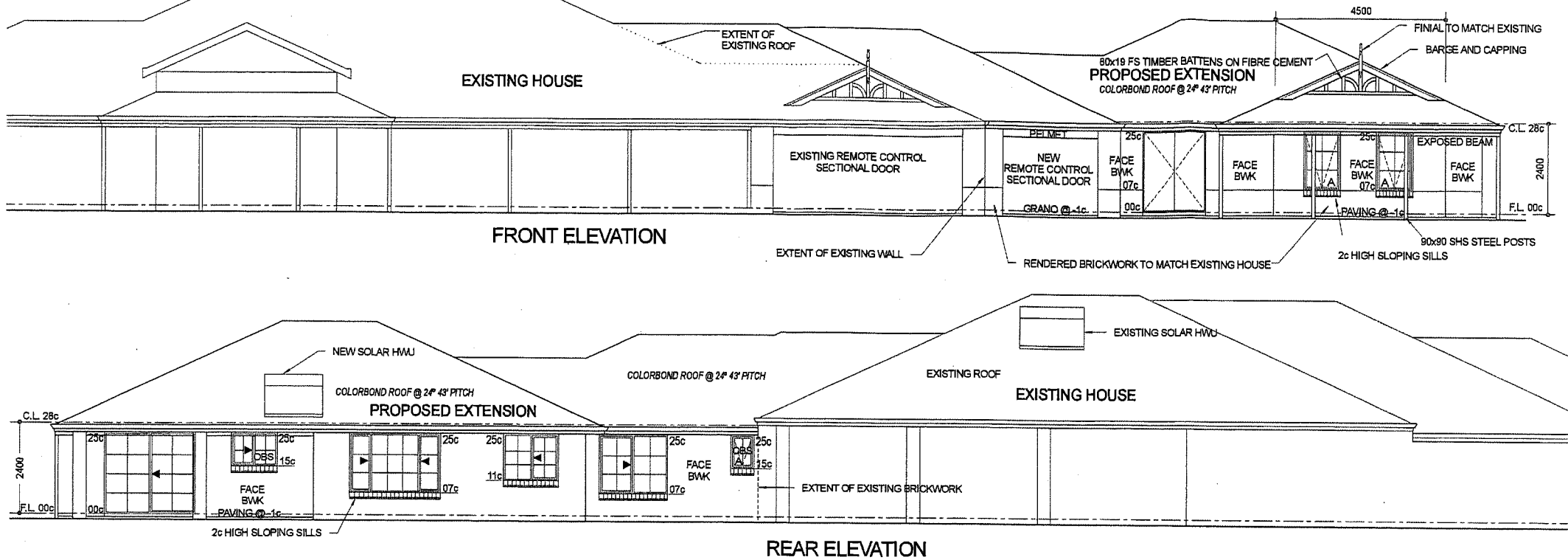
DEPOSITED PLAN


59350

SHEET . . . 1 . . . OF . . . 1 . . .
VERSION . . . 1 . . .







JOONDALUP DESIGNS Address 845 Muchea South Rd, Muchea. Post office Box 97, Muchea, 6501. Phone 08 9571 4361 Fax 08 95710158 Mobile 0411 513 771 	JOONDALUP DESIGNS	CLIENT NAME: STANHOPE / GRANT-95718649	Rev No: 0	Variation: ISSUED FOR APPROVAL	Date Dwg: 27.03.15	By: LA	PROPOSED ADDITION SK2
		SITE ADDRESS: LOT 110 (RN 67) TURTLEDOVE ROAD, LOWER CHITTERING	DRAWING NAME: ELEVATIONS & SECTIONS			Sheet No: 2 OF 5	
		SHIRE: SHIRE OF CHITTERING	Date Drawn: MARCH 2015	Scale: 1 : 100	FILE NAME : E:\Documents\102015\JDStanhope\54232.dwg		





burgess design group

PO Box 374 Northbridge WA 6965
www.burgessdesigngroup.com.au

F (08) 9328 6411
F (08) 9328 6511

Plan No: CAS BIN 3/01
Planner: JD/M8

Date: 01/04/14
Client: CASELLA

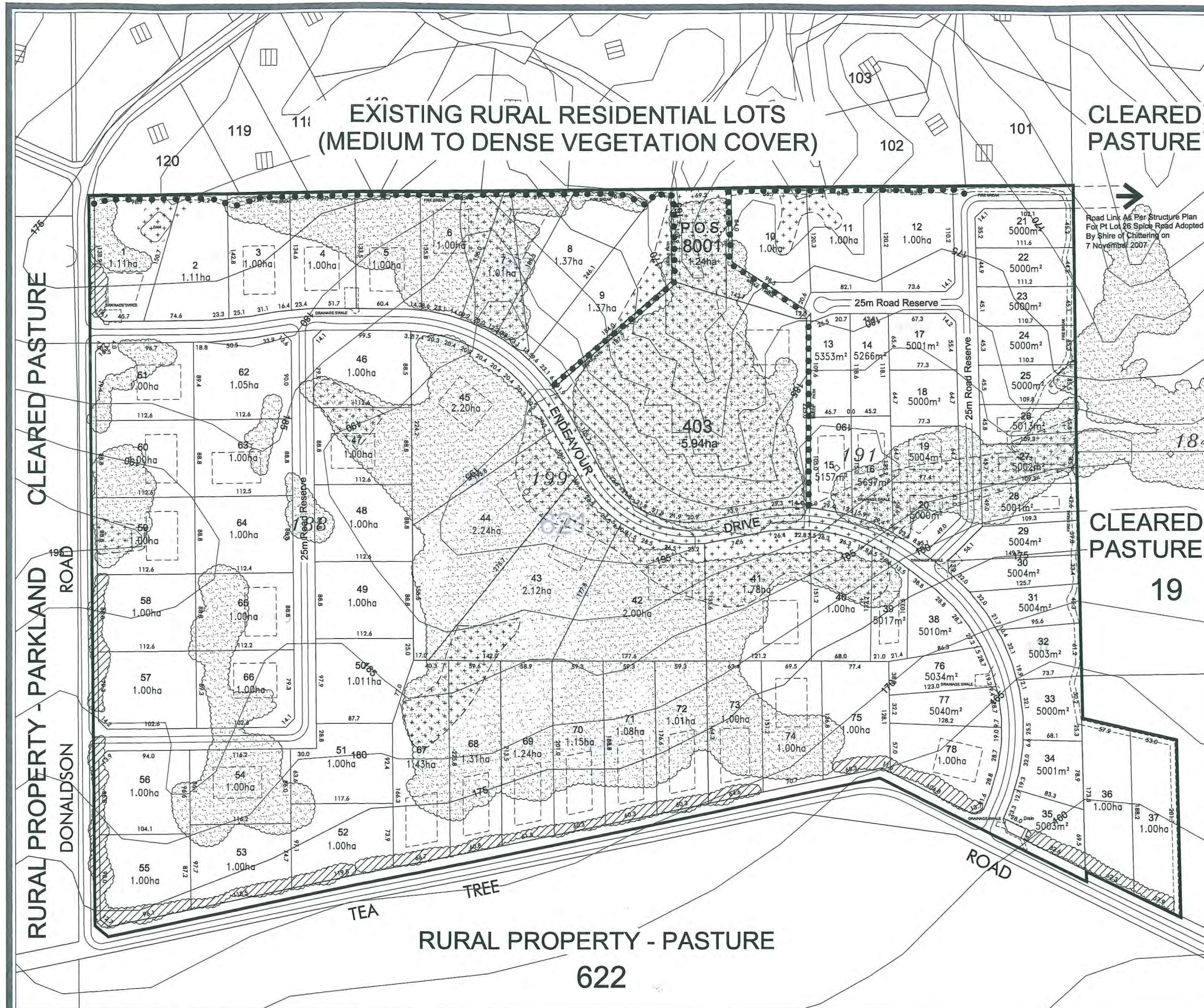


SCALE 1:2,500 (A3)

PROPOSED SUBDIVISION
LOT 9500 ENDEAVOUR DRIVE
BINDOON

SHIRE OF CHITTERING

Page 434



LOTS 621 & 332 TEA TREE ROAD, BINDOON SCHEME PROVISIONS

The following provisions shall apply:

1. DEVELOPMENT PLAN

This Development Plan has been endorsed by the Shire Council and the Western Australian Planning Commission. Subdivision and development should generally be in accordance with this plan.

2. DEVELOPMENT REQUIREMENTS AND LOT SIZES

In considering development and subdivision of the land, the requirements of the Shire of Chittering Town Planning Scheme No. 6 for the Rural Residential Zone apply.

3. VEGETATION PROTECTION

Vegetation protection areas are defined on the Development Plan as all naturally vegetated areas. In the areas identified for the preservation of vegetation, no clearing shall be permitted outside the designated building envelope on the Development Plan, other than for driveways and required firebreaks. Council may require a land owner, as a condition of building approval, to commence tree planting to its specification and to maintain those trees.

4. BUILDING ENVELOPES

Buildings, water tanks, waste disposal and a building protection zone for fire management are to be located within a cleared area not to exceed a maximum of 2000m² without the prior approval of Council. Where there are no building envelopes shown on the Development Plan, the following minimum setbacks should be as follows:

- Major Road - 50 metres
- Other/Subdivisional Road - 20 metres
- Rear - 20 metres
- Sides - 15 metres

5. FENCING

No fences shall be permitted in Vegetation Protection areas unless prior approval of the Council is granted. Approval is not required for the construction of a fence around a building clearing area or along firebreaks.

6. CROSSEOVERS

The construction of a crossover to each lot is to be in accordance with Council's specifications.

7. POTABLE WATER

Each dwelling is to have a water supply from roof catchment of a minimum of 120 000 litres, of which 10 000 litres is to be kept in reserve for fire fighting purposes and fitted with a standard Camlock valve. Prior to the further development in accordance with this Development Plan, all lots with an area less than one (1) hectare shall be connected to a reticulated water supply.

8. LAND MANAGEMENT

The maintenance of any drainage swales, easements, fire breaks and Vegetation Protection and Revegetation areas on private property is the responsibility of the owner/occupier.

9. BORES, DAMS AND WATER COURSES

The sinking of bores, construction of dams and extraction of surface water is not permitted without the approval of the Council and the relevant State Government department.

10. FIRE CONTROL

Strategic Fire Breaks as shown on the Development Plan have been constructed by the developer and are to be maintained in accordance with the Fire Management Plan for the estate. Individual fire breaks on private property are to be maintained by the owner/occupier to the satisfaction of the Chief Executive Officer.

11. PERMITTED USES

A single house and associated outbuildings are the only permitted uses. Other uses specified in the Town Planning Scheme may be approved at the discretion of the Council. Approval is required for a home business but not for a home office. For any other use that may result in degradation of land or water resources or nuisance to neighbours, a management plan may be required as a condition of development approval.

12. STOCKING RESTRICTIONS

The keeping of pigs or any grazing animal shall not be permitted.

13. DOMESTIC PETS

Cats are not permitted.

14. NON-REFLECTIVE MATERIALS

All buildings shall be constructed with roofs of non-reflective materials.

15. WASTE DISPOSAL

All lots to be provided with Alternative Treatment Unit (ATU) disposal system incorporating nutrient retentive capability.

16. WEEDS

It is the responsibility of each owner/occupier to contain the spread and, where possible, to eradicate all listed weeds.

17. RE-VEGETATION

Rehabilitation planting of native species is to be installed by the owner/occupier as a condition of development approval and maintained by the occupier.

18. VENDOR RESPONSIBILITY

The developer/vendor shall inform prospective purchasers of the lots, in writing, of the provisions of the Council's Town Planning Scheme relating to the management of the land, as specified in the Development Plan and Fire Management Plan.

ADOPTION

Adopted by resolution of the Council of the SHIRE OF CHITTERING at the Ordinary Meeting of the Council held on the 17th day of May 2008 and the Seal of the Municipality was pursuant to that resolution hereto affixed in the presence of:

SHIRE PRESIDENT

CHIEF EXECUTIVE
OFFICER

DATE

1/1/2009

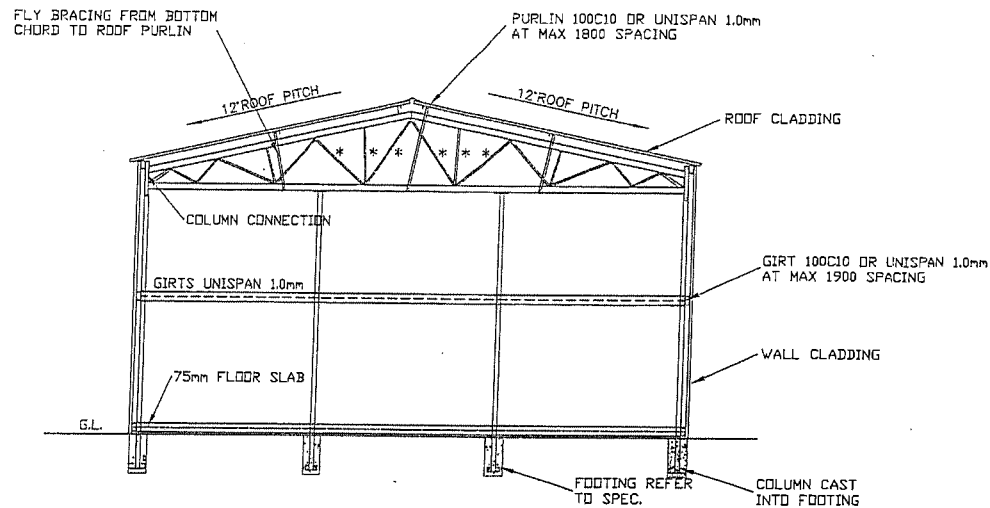


Aerial Plan of Site for the Proposed Conversion of Shed to Dwelling with Patio,

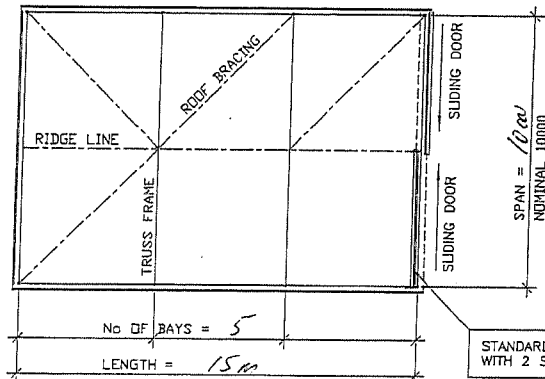
Lot 125 Turtle dove Drive



ENGINEERED FOR 41MPS - GARAGE (10m SPAN)

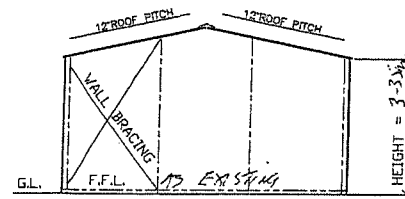


TYPICAL SECTION

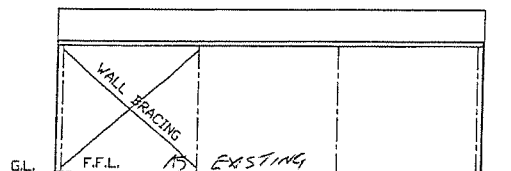


PLAN

MAXIMUM LENGTH
3 BAYS @ 3000 IF BRACED AT ONE END ONLY
6 BAYS @ 3000 IF BRACED AT BOTH ENDS



END ELEVATION



SIDE ELEVATION

DOOR AND WINDOW LOCATIONS
AS REQUIRED BY CLIENT

MATERIALS SPECIFICATION

HEIGHT	2.4m TO 3.9m	TO 4.2m	
BOTTOM CHORD	50x50x5 L G300	50x50x5 L G300	
TOP CHORD	50x50x5 L G300	50x50x5 L G300	
WEBBING	50x50x3 L G300	50x50x3 L G300	
END WEB	50x50x3 L G300	50x50x3 L G300	
CENTRE WEBS*	50x50x3 L G300	50x50x3 L G300	
FLY BRACE	40x40x3 L WITH 1xM12 BOLT		
BRACING	G550 STUD FRAME WITH 2x M12x20 TEKS EACH END		
PURLINS	UNISPAN 1.0mm MAX SPAN 3000mm		
GIRTS	UNISPAN 1.0mm MAX SPAN 3000mm		
COLUMN CONNECTION	50x50x4 L G450 WITH 2x M12x20 BOLTS		
COLUMNS			
2400 HIGH CODE 8	65x65x4 L G450 DURAGAL		
2700 HIGH CODE 9	65x65x5 L G450 DURAGAL		
3000 HIGH CODE 10	75x75x4 L G450 DURAGAL		
3300 HIGH CODE 11	75x75x5 L G450 DURAGAL		
3600 HIGH CODE 12	75x75x6 L G450 DURAGAL		
3900 HIGH CODE 13	90x90x5 L G450 DURAGAL		
4200 HIGH CODE 14	90x90x6 L G450 DURAGAL		
FOOTINGS			
TO 3050 HIGH	400x400x400 IF 75mm SLAB INSTALLED		
TO 3600 HIGH	400x400x500 IF 75mm SLAB INSTALLED		
TO 4200 HIGH	450x450x600 IF 75mm SLAB INSTALLED		
OPTIONAL ITEMS			
ROLLER DOORS	LOCATION AND SIZE TO CLIENT REQUIREMENTS		
WINDOWS	LOCATION AND SIZE TO CLIENT REQUIREMENTS		
SKYLIGHTS	LOCATION AND SIZE TO CLIENT REQUIREMENTS		

CLADDING	-TRIMDEK OR CUSTOM ORB TO MANUFACTURERS SPEC.
FLASHINGS	-EX 0.4mm THICK
FRAMEWORK	-FINISHED IN RED OXIDE PAINT
PURLINS/GIRTS	-TO MANUFACTURERS SPEC.
DOOR FRAME	-30x30x1.6 GALV RHS
DOOR TRACK	-ELTRAK 200Kg SYSTEM
EAVES BEAM	-6000mm SPAN 250C19
	-9000mm SPAN 300C30
ROOF PITCH	-12°
BRACING	-MAX 3 BAYS UNBRACED IN ANY WALL
FLOOR	-CONCRETE TO CLIENT SPEC. MIN 75mm THICK

TERRAIN CATEGORY -3
REGION -A1
WIND SHIELDING -0.9
IMPORTANCE LEVEL -1
FOR RESIDENTIAL USE
STRUCTURAL ENGINEER
EDWARD S. PIGOTT
RE AUST. REG. NPER-3 NUMBER 11690

E.S. Pigott 16/5/05

QUOTE No: G01849

DATE: 28/4/2011 REF:

HIGHLINE BUILDING CONSTRUCTIONS
GARAGES • SEEDS • PATIOS



THIS DRAWING IS THE PROPERTY OF
HIGHLINE BUILDING CONSTRUCTIONS.
AND MAY NOT BE COPIED OR USED
WITHOUT WRITTEN CONSENT FROM
HIGHLINE BUILDING CONSTRUCTIONS.

PROPOSED GABLE ROOF GARAGE FOR: S & J ORTIN

SITE LOCATION: LOT 125 TURTLEDOVE DR. LOWER CHITTING

Item 9.1.6

Images of Site (as provided by Applicant)



Image of Shed from an elevated rear position looking east. Air-conditioning units, gas bottles and windows indicate its occupancy.



Image of the eastern side of the shed indicating the air-conditioning units, gas bottles and windows.



Image of rear of the shed looking south towards Turtledove Drive.



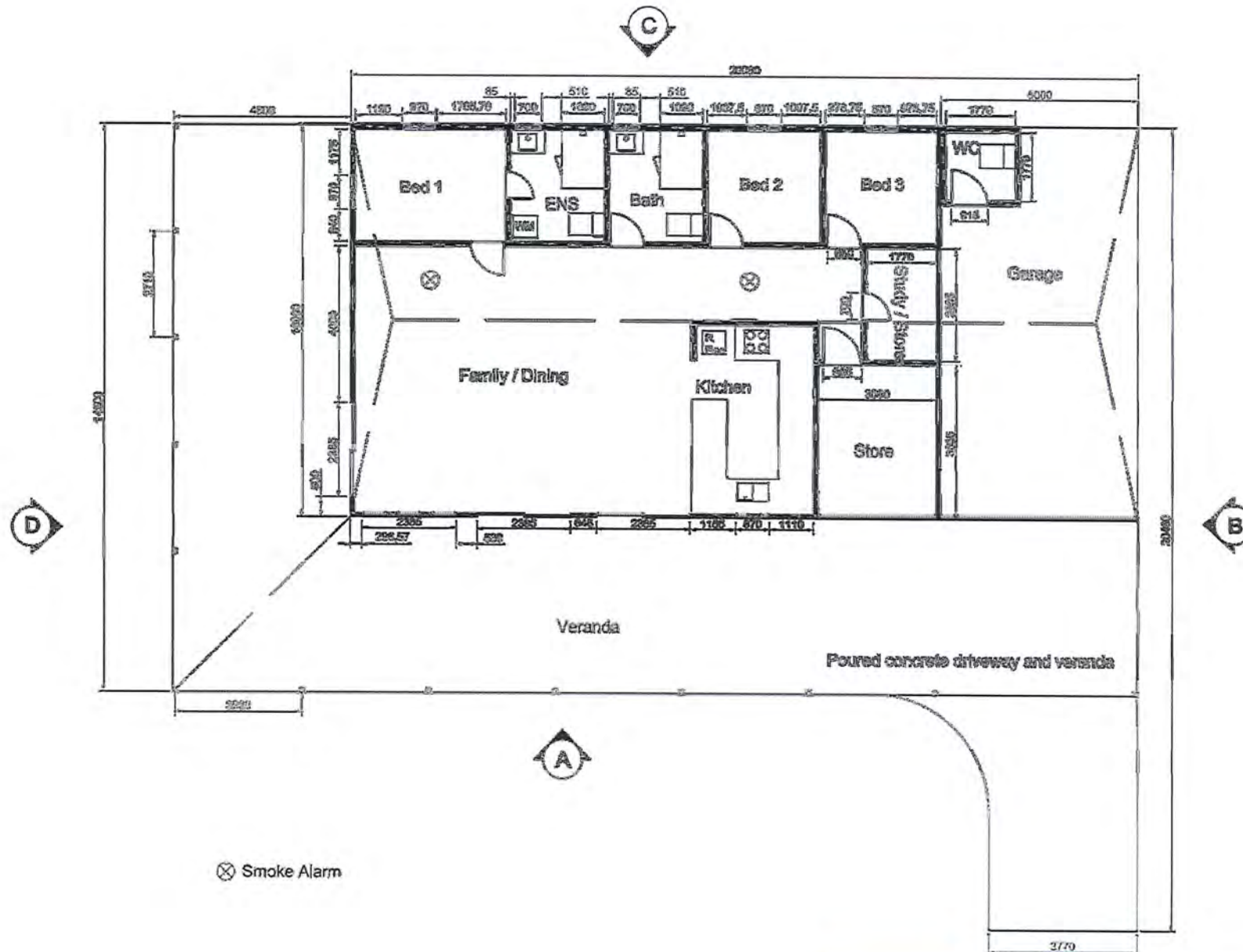
Image of the shed looking south towards Turtle dove Drive.



Image of rear of the shed – note air conditioning units, windows etc which were not included in the approved plan for the shed.



Image of rear of the shed highlighting the patio extension (which was not included in the approval for the shed).

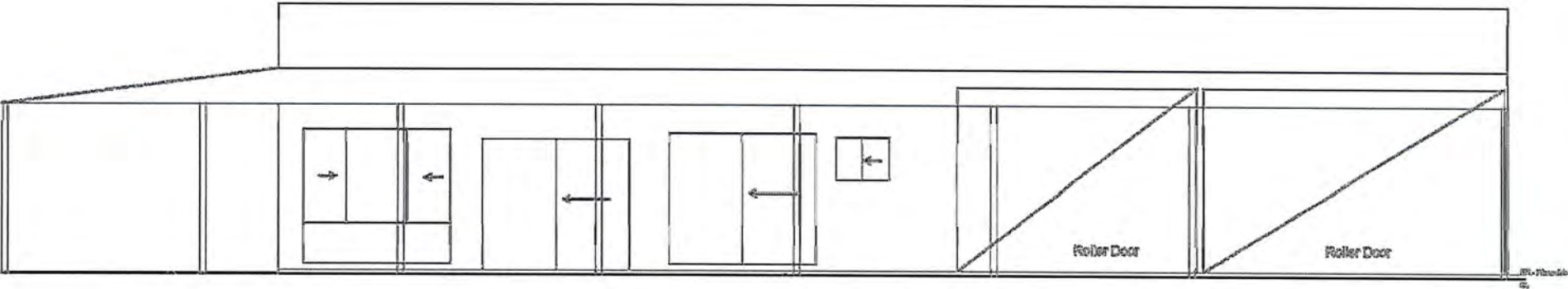


Dimensions in mm
DO NOT SCALE



Burns Beach Drafting and Design
ABN: 805 569 557 68

Sheet	1 of 5
Date	20 April 2015
Address	Lot 125 Turtledove Drive, Lower Chittering
Project	Dwelling conversion
Title	Plan View
Drawn	Suzanne Hawkes

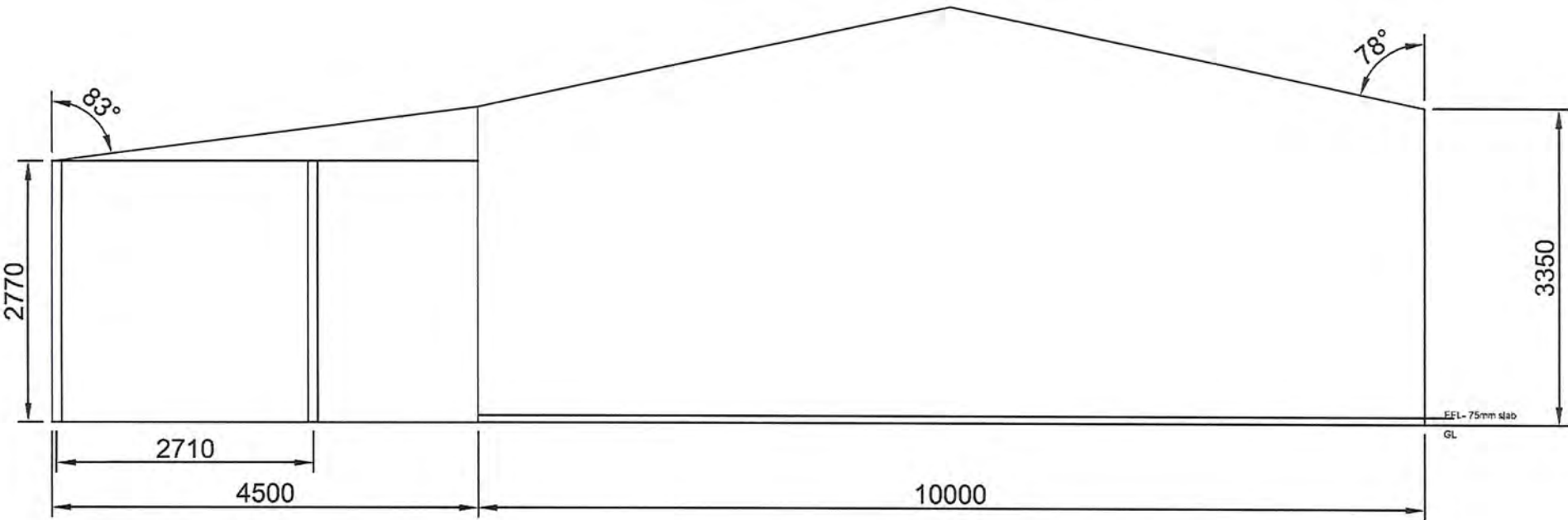


Dimensions in mm
DO NOT SCALE



Burns Beach Drafting and Design
ABN: 805 569 557 68

Sheet	2 of 5
Date	20 April 2015
Address	Lot 125 Turtledove Drive, Lower Chittering
Project	Dwelling conversion
Title	View A Elevation
Drawn	Suzanne Hawkes

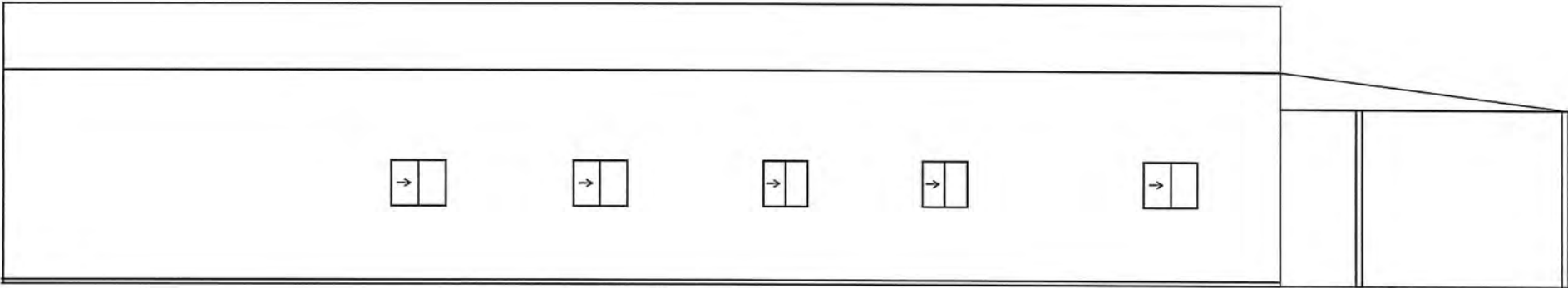


Dimensions in mm
DO NOT SCALE



Burns Beach Drafting and Design
ABN: 805 569 557 68

Sheet	3 of 5
Date	20 April 2015
Address	Lot 125 Turtledove Drive, Lower Chittering
Project	Dwelling conversion
Title	View B Elevation
Drawn	Suzanne Hawkes

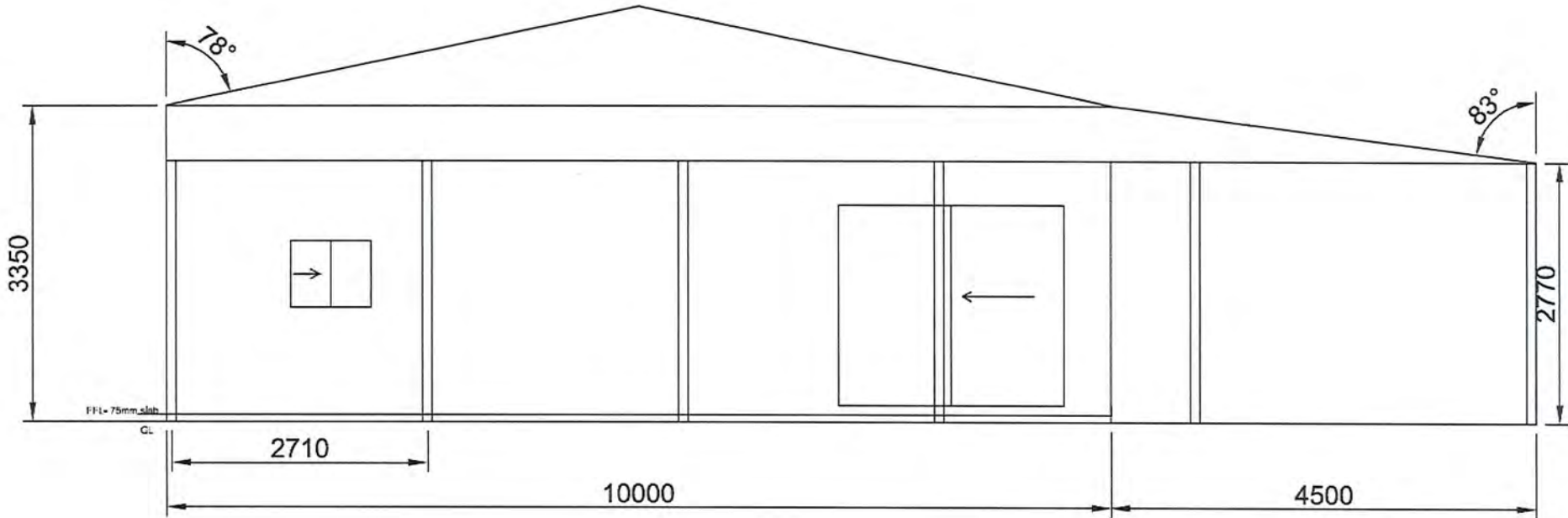


Dimensions in mm
DO NOT SCALE



ABN: 805 569 557 68

Sheet	4 of 5
Date	20 April 2015
Address	Lot 125 Turtledove Drive, Lower Chittering
Project	Dwelling conversion
Title	View C Elevation
Drawn	Suzanne Hawkes



Dimensions in mm
DO NOT SCALE



Burns Beach Drafting and Design
ABN: 805 569 557 68

Sheet	5 of 5
Date	20 April 2015
Address	Lot 125 Turtledove Drive, Lower Chittering
Project	Dwelling conversion
Title	View D Elevation
Drawn	Suzanne Hawkes