

Fernhill Estate, 1041-1117 Mulgoa
Road, Mulgoa
Picnic Race Special Event
Traffic and Parking Management
Plan

transportation planning, design and delivery

Fernhill Estate, 1041-1117 Mulgoa Road, Mulgoa

Picnic Race Special Event

Traffic and Parking Management Plan

Issue: B 20/06/14

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Quality Record

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1. Introduction

1.1 Background

Fernhill Group engaged GTA Consultants in June 2014 to prepare a Special Event Traffic and Parking Management Plan to mitigate the impact of a proposed Picnic Race Day event to be held at 1041-1117 Mulgoa Road, Mulgoa (known as Fernhill Estate) over a period of 5 years between 2014 and 2018.

This Special Event TMP is intended to incorporate all events to 2018, with specific reference to the first event, planned for Saturday 18 October 2014. An anticipated maximum attendance of 10,000 people has been considered in this regard.

1.2 References

In preparing this Traffic and Parking Management Plan, reference has been made to several background documents, meetings and events, including:

- Australian Standard, Manual of Uniform Traffic Control Devices Part 3 – Traffic Control Devices for Works on Roads, AS1742.3 – 2002
- Standards Australia, Field Guides for Traffic Control at Works on Roads Parts 1 to 9 inclusive (SAA HB81.1 to SAA HB81.9)
- Roads and Maritime Services (RMS), Traffic Control at Worksites, Version 4 – June 2010
- several inspections of the site and its surrounds
- Council meeting held on Wednesday 11 June 2014 in relation to specific traffic, transport and parking matters
- information relating to the inaugural Picnic Race Day held in late 2013
- other documents and data as referenced in this report.

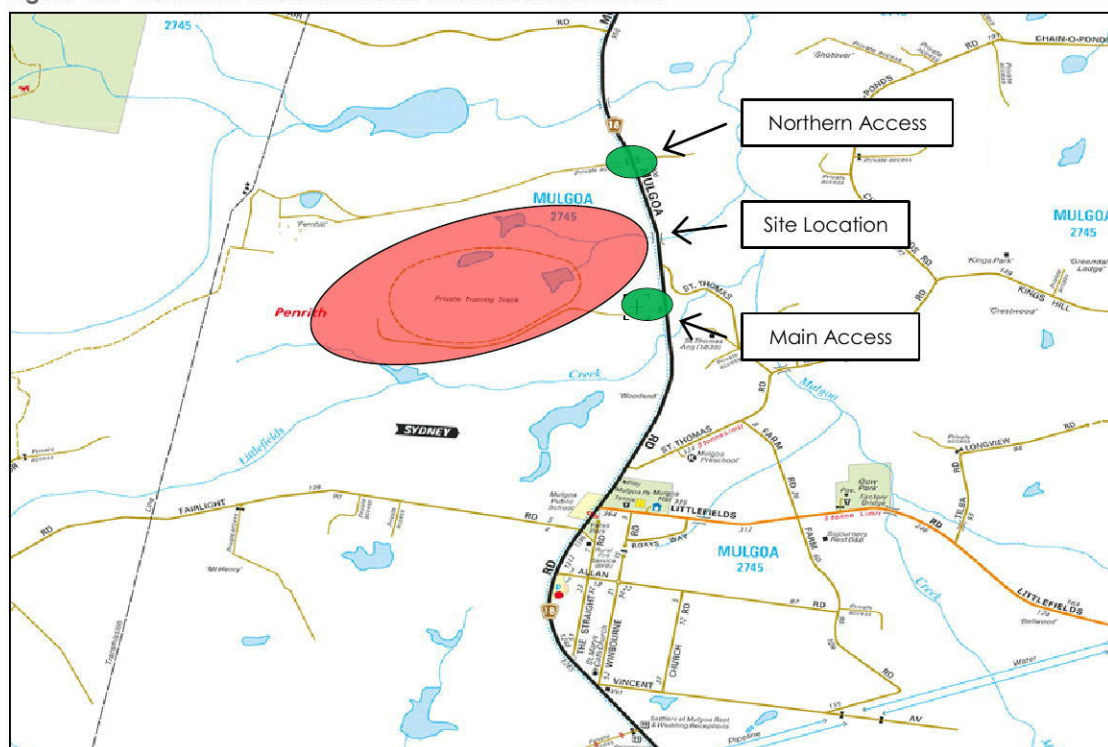
2. Existing Conditions

2.1 Subject Site

Fernhill Estate is located at 1041-1117 Mulgoa Road, Mulgoa within Penrith Local Government Area. The site is located approximately 10 kilometres south of Penrith with access provided via two separate driveways along the eastern boundary via Mulgoa Road.

The location of the site and the two site access driveways the surroundings environs is shown in Figure 2.1.

Figure 2.1: Fernhill Estate Site Access and Access Locations



Basemap Source – Sydway

2.2 Road Network

The major roads in close proximity to the site include Mulgoa Road and The Northern Road. Mulgoa Road is aligned in a north-south direction and runs adjacent to the eastern boundary of the site, with The Northern Road located further east. Both roads provide major north-south links between Penrith, other western Sydney suburbs and the M4 Motorway in the north with Campbelltown, Camden and other regional towns and centres south-west of Sydney including the M5 Motorway/ Hume Highway.

Mulgoa Road has a posted speed limit of 80km/h in the vicinity of the site, reducing to 60km/h south of the site access in the township of Mulgoa. Mulgoa Road carries approximately 7,100 vehicles per day¹.

The road network in the vicinity of the site is detailed in Table 2.1.

Table 2.1: Road Network

Road	Hierarchy	Functional Classification
M4 Western Motorway	State	Arterial
Mulgoa Road	State	Arterial
The Northern Road	State	Arterial
Littlefields Road	Local	Collector
St Thomas Road/ Kings Hill Road	Local	Collector

¹ Based on RMS 2005 Annual Average Daily Traffic, between Mulgoa and Wallacia.

3. Event Details

3.1 Event Day

The first of 5 picnic races is scheduled to be held at Fernhill Estate on Saturday 18 October 2014, with the following relevant event information:

- the event is anticipated to attract a maximum of 10,000 patrons per event in the 5 year period between 2014 and 2018
- public transport use will be heavily advertised with the intent of increasing this mode share to 30%
- off-site \$5.00 parking will be made available at Penrith Paceway and Mulgoa Public School, with a free shuttle bus to transport patrons to/ from the event
- free parking will be available at Penrith Interchange with a free shuttle bus to transport patrons to/ from the event
- on-site parking will be available at \$20.00 per vehicle with the costs intended to further promote the park-and-ride shuttle bus service
- event advertising will focus on "Plan your Day" to encourage the use of the shuttle bus services
- the private vehicles that do park on-site are anticipated to have an average of 2.7 people per vehicle²
- on-site parking will be made available for use by event staff
- entry to the on-site car parking will be via Mulgoa Road (left-turn entry only) at the Fernhill Estate main access gate north of Mulgoa Township
- exit from the on-site car parks will be provided directly to Mulgoa Road from the secondary access located north of the entry driveway
- the secondary access will also be used as an entry for coaches/ buses, taxis and hire cars
- the event will formally commence at 11:00am, with a soft opening from 9:00am to ensure a staggered arrival profile
- there will be 6 horse races commencing at 1:00pm with 35-40 minute intervals
- post-race entertainment will include a low-key concert intended to also stagger the departure profile
- the event will formally conclude at 9:00pm.

² Based on surveys of similar special events, including the Tough Mudder event and observations of the 2013 Picnic Race Day.

3.2 Contact Details

Below is a full list of all relevant contact details during the event.

Table 3.1: Contact Details

Contact Name	Organisation	Email	Phone Number	Mobile
Brenda Tripp	Fernhill Group	brenda@fernhillstate.net.au		0419 378 542
Anthony McKechnie	Event Ops Group Australia P/L	anthony@eventopsgroup.com.au		0407 940 336
TBC	Event Security			
Greg Mooney	Who Dares Traffic Management	greg@whodares.com.au	9569 9922	0416 007 144
James Murray (Acting Sergeant)	Penrith LAC	murr1jam@police.nsw.gov.au	4721 9468	
Matthew Shirvington (Sergeant)	Penrith LAC	shir1mat@police.nsw.gov.au	4721 9468	
Prabaka Siva	TMC	TMC_PIU@tmc.transport.nsw.gov.au	131 782	
Rihim Gergis	TMC	TMC_PIU@tmc.transport.nsw.gov.au	8396 1477	
Owen Hodgson	RMS	development.sydney@rms.nsw.gov.au	131 782	
Graham Green	Penrith City Council	ggreen@penrithcity.nsw.gov.au	4732 8218	
Belinda Borg	Penrith City Council	bborg@penrithcity.nsw.gov.au	4732 7505	

GTA Consultants has discussed the special event and associated traffic and parking arrangements with the relevant stakeholders, specifically Penrith Local Area Command (LAC), Roads and Maritime Services (RMS) and Transport for NSW, Transport Management Centre (TMC) during the preparation of this Special Event TMP. A pre-DA meeting was also held with Penrith City Council on Wednesday 11 June 2014 to discuss details relating to several event aspects including the vehicle arrival/ departure profile and the need to mitigate the potential traffic effects of the event. The outcomes of this meeting are reflected within this Special Event TMP.

It is noted that consultation with Prabaka Siva of the TMC has concluded that direct application must be made by Council to the TMC, to ensure any Council Conditions of Consent are included in the TMC assessment. Initial consultation with the TMC indicates that, given past special events held at Fernhill Estate, there are no general objections to the TMP and that in-principle agreement will be forthcoming, pending the outcomes of Council's determination.

4. Transport and Parking Management

4.1 Options Assessment

Several options have been investigated in order to establish the most appropriate vehicle arrival route and access arrangements for the event. The key difficulty lies with vehicles arriving at the event via Mulgoa Road from the north.

This options development process was agreed with Council at the pre-DA meeting, noting the following key objectives:

- minimise impacts on the surrounding community
- minimise disruption to the regional and local road network
- effectively communicate arrival routes to event patrons
- ensure safety for all users.

- Option 1: divert southbound Mulgoa Road traffic to turn left into St Thomas Road (southern section), right into Farm Road, right into Littlefields Road to access Mulgoa Road and enter the site from the south
- Option 2: divert southbound Mulgoa Road traffic to turn left into St Thomas Road (northern section), right into Kings Hill Road to access Mulgoa Road and enter the site from the south
- Option 3: permit southbound Mulgoa Road traffic to turn right into the site under traffic control
- Option 4: install a temporary roundabout at the Mulgoa Road/ Littlefields Road intersection to allow southbound Mulgoa Road traffic to undertake a U-turn and enter the site from the south
- Option 5: divert southbound Mulgoa Road traffic, turning left into St Thomas Road (southern section), onto Kings Hill Road, right into The Northern Road, right into Littlefields Road to access Mulgoa Road and enter the site from the south.

The outcomes of the Pre-DA meeting (and subsequent email correspondence received from Council, see Appendix C) resolved that Council's preferred approach is for implementation of Option 1. As a result, and based on the broader traffic related implications for all users, including the local community, together with further consultation with RMS and Penrith LAC, it has been determined that Option 1 will most appropriately accommodate the special event traffic.

Subsequently, this TMP and detailed TCPs are based on the implementation of Option 1.

It is also noted that publicly available GPS navigation systems mostly direct vehicles to use The Northern Road when approaching Mulgoa via the M4 from the east. This certainly aids the intent of the arrival profile by actively reducing the arrival of vehicles along Mulgoa Road from the north. It also reduces the perceived traffic related impacts on local roads in the vicinity of the site.

Patrons unfamiliar with the local area will largely rely on GPS navigation and/ or event advertising etc. when travelling to the event. As such, the larger the event, the more likelihood that there would be a somewhat even distribution of vehicle directional arrivals and departures.

4.2 Public Transport

The intention of the event is to make use of definitive public transport services. Key to this is the use of chartered buses to run shuttle services to the event from Penrith Interchange, Penrith Paceway and Mulgoa Public School (south of Littlefields Road). Detailed timetables will be included as part of the final event management plan and following the outcomes of ongoing consultation with Busways.

Busways route 795 has limited services along Mulgoa Road on weekends between Penrith Interchange and Warragamba. Four services run from Penrith Interchange between 9:42am and 6:42pm on Saturdays; and four services to Penrith Interchange between 8:38am and 4:48pm. All services stop on Mulgoa Road at Littlefields Road. These services will experience some delay due to the traffic volumes associated with the event and the traffic control required to manage traffic at the access locations. It is recommended that Busways be consulted and made aware of the event.

All chartered bus services will be clearly signposted for the specific benefit of users. This particularly applies to any bus services to/ from Mulgoa Public School to avoid user confusion and remove the desire for any patrons to consider walking along Mulgoa Road to the event. Marshals should also be present to monitor activity and assist patrons where required.

4.3 External and Site Access Traffic Control

The site access driveways will be under the management and control of accredited traffic controllers to maintain appropriate and safe access for patrons, together with managing traffic along Mulgoa Road. Two traffic controllers will be required at the entry and exit driveways to total four accredited traffic controllers at the site accesses. These will need to be on-site a minimum of 1-2 hours prior to the soft opening at 9:00am (i.e. from 7:00am) and remain until the last vehicles have departed the event.

The intersection of Mulgoa Road/ Littlefields Road and Littlefields Road/ Farm Road will need to be under the management and control of accredited traffic controllers. Two traffic controllers will be required at each location to total a further four accredited traffic controllers.

In addition, it is recommended that accredited traffic controllers be located as follows:

- on Littlefields Road (east of Mulgoa Road) to monitor queue lengths and also warn vehicles of any such safety concerns
- on Mulgoa Road at St Thomas Road (southern section) to ensure event traffic follow the intended arrival route
- on St Thomas Road at Farm Road to ensure event traffic follow the intended arrival route
- on St Thomas Road (northern section) at Kings Hill Road to ensure local traffic access only.

Traffic Control Plans (TCPs) are included in Appendix A.

4.4 Intersection Operation

Given that the primary arrival route will be via Littlefields Road into Mulgoa Road to approach from the south, the intersection of Mulgoa Road/ Littlefields Road will be the main constraint

(rather than the entry driveway) for both vehicles associated with the special event and other traffic in the local area.

As such, traffic modelling using SIDRA INTERSECTION 6 has been completed to better understand the maximum queue lengths, vehicle delays and any resultant safety considerations. The modelling assumes the intersection to be under traffic control with a cycle time of up to two minutes.

Theoretically, it is possible that up to 1,300 vehicles per hour (50% of all vehicles) would use the Mulgoa Road/ Littlefields Road intersection and during the peak arrival hour of 10:00am-11:00am. Assuming 1,100 (85%) of these vehicles will turn right from Littlefields Road into Mulgoa Road during the peak arrival period, there will be potential for a queue of up to 1.1km back along Littlefields Road. There is also the possibility of queues up to 110m for the Mulgoa Road north approach and 550m for the Mulgoa Road south approach.

It is recommended that a traffic control vehicle be positioned on Littlefields Road in the vicinity of the back of queue to provide feedback to traffic controllers and to warn approaching vehicles of the downstream queue, on safety grounds.

Under this scenario, the left turn entry movement into the site will be able to accommodate the potential volume of traffic, assuming an average vehicle speed of 7km/h and a 1.5 second gap between vehicles.

It should be noted that the above is based on an event size of the maximum 10,000 patrons, something which may only be achieved in the latter years of the event programme; that is, closer to 2017 and 2018.

4.5 Access Arrangements

Access to and from Fernhill Estate on-site car parks will be via dedicated entry and exit driveways along Mulgoa Road. The arrangements intend to limit conflict between arrivals and departures and the various modes, particularly those relating to bus, coach, taxi and hire cars.

Main Access

The main access driveway will allow for vehicles to enter the site via Mulgoa Road south approach only for the duration of the event. This includes all private cars including those dropping-off passengers.

Secondary Access

The secondary access driveway (located approximately 700m to the north) will primarily allow for all vehicles to exit the site. Entry will be permitted by specific purpose vehicles including bus, coach, taxis and hire cars. All vehicles, with the exception of buses and coaches will be permitted to enter from the south only. Buses and coaches will also be permitted to turn both left and right from Mulgoa Road on entry, and under traffic control as required. Such activity will be permitted in the period prior to 4:00-4:30pm.

After this time, the secondary access driveway will accommodate all vehicles exiting the site. Dedicated lanes will allow vehicles to turn left or right on exit and under traffic control. Buses and coaches will continue to be permitted to enter under traffic control.

4.6 Crowd Control

Fernhill Group will engage a specialist accredited company or companies to manage and control the movement of vehicles and people, specifically accredited traffic controllers, traffic and parking marshals and event security for the duration of the event.

Penrith LAC have also confirmed that they will be present on-site throughout the duration of the event.

4.7 RMS Major Event Notices

RMS operates and maintains a listing of major events with regard to expected traffic delays. This information is provided on the RMS website and via the RMS live traffic web service.

It is noted that the Picnic Race Special Event does not warrant use of the RMS permanent Variable Message Signs (VMS) along the M4 as it is not considered to be a state significant special event.

4.8 Police

There has been early dialogue with Penrith LAC regarding the special event planning. Potential issues in relation to traffic, parking and accessibility were discussed with Acting Sergeant James Murray of the Penrith LAC. It is understood that relevant officers will be on-site at the time of the event to observe and respond as required.

Again, given the positive experiences of past events, further consultation involving traffic and parking is not considered necessary. The arrival and departure profiles and the use of VMS remains consistent and appropriate.

The event coordinator, security firm/ personnel, traffic controllers and crowd control staff will be required to have the relevant NSW Police contact details on their person at all times over the course of the event.

4.9 Pedestrians

It is recommended that race day visitors have use of a designated walking path from the on-site car parks to the event area. A specific crossing point of the race track will be positioned in a convenient location and managed by on-site marshals.

The interaction of vehicles and pedestrians at particular locations will also need to be monitored and under the management and control of on-site marshals, if required.

4.10 On-Site Management

Car parking will be provided on the existing open grassed paddocks within three designated on-site car parks. These parking areas will be able to accommodate in excess of 5,500 vehicles.

Based on 10,000 patrons and 70% arriving by private car and parking on-site, with an average car occupancy of 2.7 people, the on-site car parks would need to accommodate 2,600 vehicles. Given this, it is intended to make use of two designated on-site car parks with overflow to a third, if required. The two primary car parks are capable of accommodate up to 3,000 vehicles.

Dedicated and separate staff parking will be provided on-site for up to 400 vehicles for the duration of the event.

The main entry driveway follows the existing internal road adjacent to and south of the race track. It travels further west to circulate back around to access the on-site car parks north-west of the race track. The access road is on an established solid base that will be capable of supporting access by all vehicles, including during wet weather. Marshals should be positioned at key locations along this route to ensure all vehicles correctly obey the intended route and avoid any such driver confusion. On-site directional signage will also re-enforce the arrival route.

The location for staff to collect the \$20.00 parking fee will be in the south-west corner of car park 1. It is recommended that a minimum of three lanes be provided on approach to maintain safety and moderate congestion. Vehicles will then be directed to proceed to a given car park by marshals at the car park entry points and within the car parks.

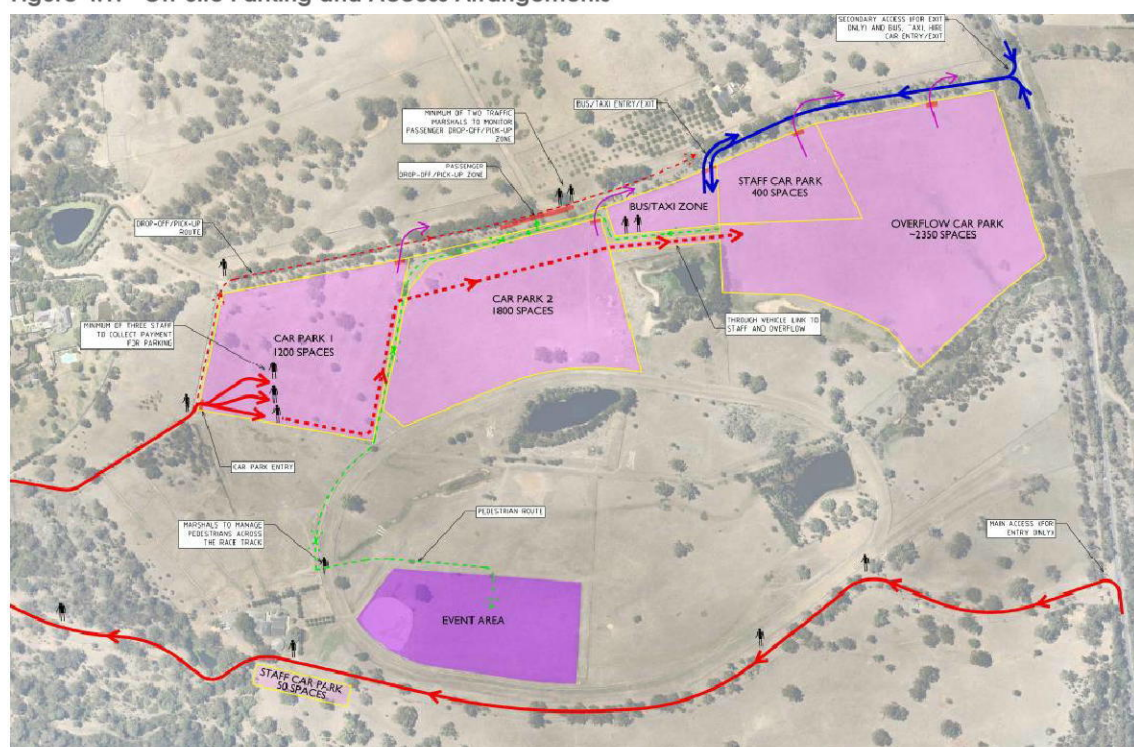
Vehicles wishing to drop-off or pick-up passengers will be directed to a designated area along the northern access road, immediately north of the on-site car parks with a direct link through to the designated pedestrian routes leading to/ from the event area. Marshals will ensure safe access to/ from and activity within this area is maintained at all times. A defined and clearly signposted area for the dropping-off and picking-up of passengers will also ensure appropriate use and safety for all users.

Directional signage will also be implemented on-site to manage and control the movement of vehicles to/ from the on-site car parks. All entry and exit locations will be signposted to avoid driver confusion. The staff car park will be signposted to allow easy access by staff, with the use of marshals (to be on-site early) to also be considered.

A total of approximately 12 accredited traffic and parking marshals (excluding the 3 staff collecting parking fees) will be required on-site at most times to manage and control the movement of vehicles and pedestrians to/ from the site and within the designated car parks.

Figure 4.1 illustrates the location and potential layout of all on-site parking together with all other on-site arrangements and is included in Appendix B in greater detail.

Figure 4.1: On-Site Parking and Access Arrangements



All bus/ coach services and shuttle buses will be accommodated in the northern section of the on-site parking areas. As discussed, access will be via the secondary access with a designated bus, taxi and hire car drop-off/ pick-up zone immediately east of the two designated car parking areas. A dedicated and separated pedestrian route will allow for a convenient walk to the event area.

The area has been designed to accommodate up to 12 buses/ coaches and more than 10 taxis/ hire cars in 2 separate lanes. The layout allows for passengers to safely access the separated pedestrian area without risk and under the management and control of marshals. The fence opening would need to be approximately 14m in order to accommodate passing buses.

Overall, the following measures are recommended to maintain on-site traffic management throughout the duration of the event:

- on entry, vehicles will be directed by marshals to travel along the internal roads to the car park access location
- the car parks should be filled from west to east (car park 1, 2 then overflow, if required) to reduce on-site congestion and minimise conflict
- vehicles will be directed to the next area as one area nears capacity, with a minimum of two marshals to direct vehicles where to park
- should car park 1 and 2 reach capacity, marshals would direct vehicles past the bus/ coach area to park in the overflow car park
- the main car park entry location will be in the south-west corner of car park 1, with marshals to direct vehicles, as required
- the dedicated pedestrian crossing location through the race track will be managed and controlled by marshals

- a minimum of 4 exit points from the car parking areas will allow vehicles direct access to the exit driveway.

It is noted that all staff, including on-site marshals and accredited traffic controllers, will be in radio contact at all times to allow for appropriate communication and internal/ external traffic and parking efficiency. Where possible, all entry and exit locations and to/ from the on-site car parks will use existing gates and accesses to minimise the need to create temporary openings that will be required to be 'made good' after the event.

All event day horses will arrive to site prior to 9:00am via the main entry to access the stables close to the event area. All associated vehicles (including horse floats) will then either exit the site via the main entry (prior to 9:00am-10:00am) or remain on-site until after the conclusion of the last race. All vehicles will remain clear of the main entry route to be used by patrons. All personnel responsible for the transport of horses will be made aware of these arrangements prior to the event with such details also considered as part of the Horse Management Plan.

All details relating to on-site access arrangements, parking and layout is illustrated in Appendix B.

4.11 Traffic and Parking Management Plans

Having regard for the above, the proposed external and internal traffic management arrangements are shown in GTA Drawing Nos. 14S1555000-01-01-P1 to 07 and 14S1555000-02-01-P1 and included in this report as Appendix B.

4.12 Variable Message Signs

VMS are proposed for the special event period. The VMS will be positioned in safe locations and should not obstruct vehicle or pedestrian access, visibility to traffic signals, road signs or pedestrian crossing locations. They are to be in place and ready for operation prior to the days set out below.

- VMS will be placed on Mulgoa Road ten days before the event starting date (Wednesday 08 October 2014) at the following locations:
 - Mulgoa Road north approach – 900 metres north of the site entry
 - Mulgoa Road south approach – 450 metres south of the site entry.

These locations are detailed in GTA Drawing No. 14S1555000-01-07 and are included in this report as Appendix A.

Sign frames to be displayed between 08/10/14 and 17/10/14 are illustrated in Figure 4.2 to Figure 4.3.

Figure 4.2: Pre-event VMS – Frame 1

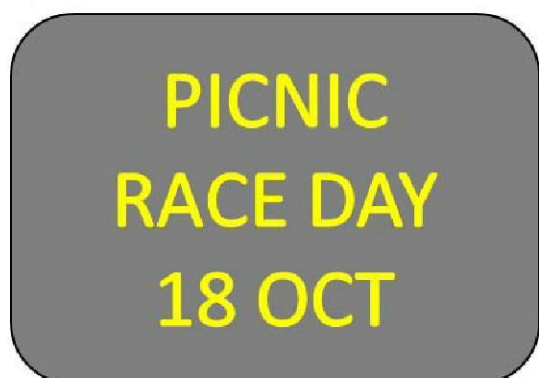


Figure 4.3: Pre-event VMS – Frame 2



Sign frames to be displayed during the event day (18/10/14), and to be strictly activated by 5:00am on the event day, are illustrated in Figure 4.4 to Figure 4.7.

Figure 4.4: North Approach – Frame 1



Figure 4.5: North Approach – Frame 2

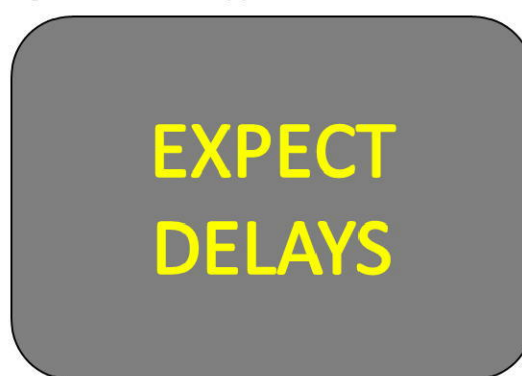


Figure 4.6: South Approach – Frame 1

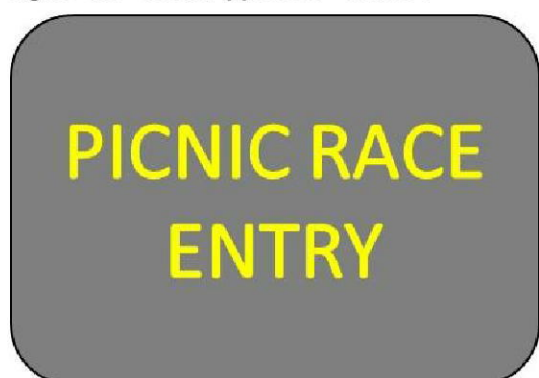
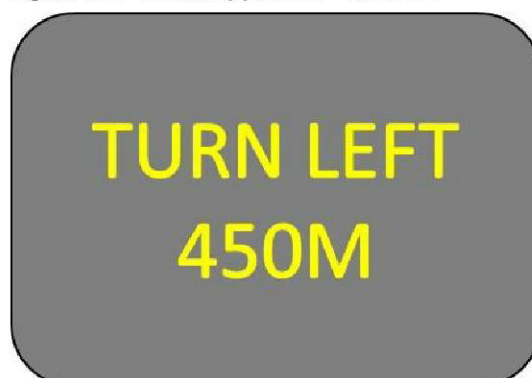


Figure 4.7: South Approach – Frame 2



- ii During the special event day (18/10/14) additional VMS will be placed on the M4 Motorway, The Northern Road and Mulgoa Road (north of the M4) to direct patrons and staff to the event.

The locations are detailed in GTA Drawing 14S1555000-01-07 and are included in this report as Appendix A.

Figure 4.8 to Figure 4.13 illustrate the message requirements for each VMS frame to be placed on the M4 Motorway directing traffic to The Northern Road. These are to be strictly activated by 5:00am on the event day.

Figure 4.8: M4 East Approach before The Northern Road – Frame 1



Figure 4.9: M4 East Approach before The Northern Road – Frame 2



Figure 4.10: M4 West Approach before The Northern Road – Frame 1



Figure 4.11: M4 West Approach before The Northern Road – Frame 2



Figure 4.12: M4 West Approach before Mulgoa Road – Frame 1



Figure 4.13: M4 West Approach before Mulgoa Road – Frame 2



Figure 4.14 and Figure 4.15 illustrate the message requirements for each VMS frame to be placed on Mulgoa Road, north of M4 Motorway directing traffic to use the M4 and The Northern Road.

Figure 4.14: Mulgoa Road North Approach at M4 Motorway – Frame 1



Figure 4.15: Mulgoa Road North Approach at M4 Motorway – Frame 2



Figure 4.16 to Figure 4.19 illustrate the message requirements for each VMS frame to be placed on The Northern Road directing traffic to Littlefields Road.

Figure 4.16: The Northern Road North Approach at Kings Hill Rd – Frame 1



Figure 4.17: The Northern Road North Approach at Kings Hill Rd – Frame 2



Figure 4.18: The Northern Road South Approach South of Littlefields Rd – Frame 1



Figure 4.19: The Northern Road South Approach South of Littlefields Rd – Frame 2



- iii During the special event day (18 October 2014), VMS will be located within the site along the secondary access road to direct vehicles when exiting the event. The

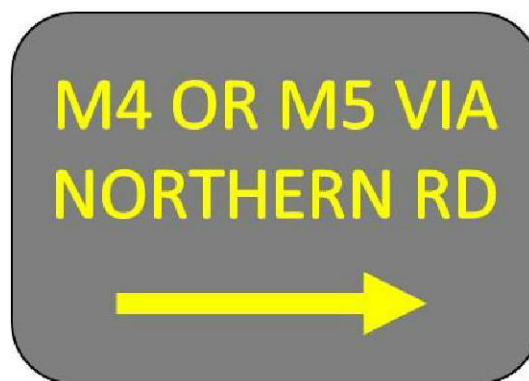
locations are detailed in GTA Drawing 14S1555000-01-06 and are included in this report as Appendix A.

Figure 4.20 to Figure 4.21 illustrate the message requirements for each VMS frame to be placed on the secondary access directing traffic exiting the event to turn left or to turn right at Mulgoa Road. These are to be strictly activated by 5:00am on the event day.

**Figure 4.20: Secondary Access West Approach
West of Mulgoa Road – Frame 1**



**Figure 4.21: Secondary Access West Approach
West of Mulgoa Road – Frame 2**



- iv During the special event day (18 October 2014) static signs will be placed on Mulgoa Road, Littlefields Road and The Northern Road to direct patrons and staff to the venue. The locations are detailed in GTA Drawing 14S1555000-01-01-P1 to 07 and are included in this report as Appendix B.

Figure 4.22 illustrates the static signs to be strictly in-place by 5:00am on the event day at the following locations:

- The Northern Road – north approach at Littlefields Road
- Mulgoa Road opposite Littlefields Road (facing Littlefields Road)
- St Thomas Road – east approach at Farm Road
- Farm Road – north approach at Littlefields Road

Figure 4.22: Static Sign (various locations)

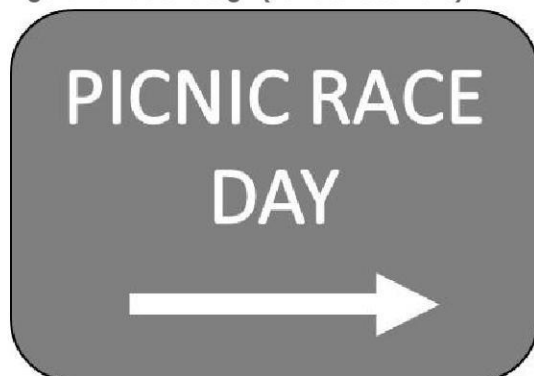


Figure 4.23 illustrates the static sign layout to be placed on Mulgoa Road directing vehicles approaching from the north to use St Thomas Road in order to approach the entry driveway from

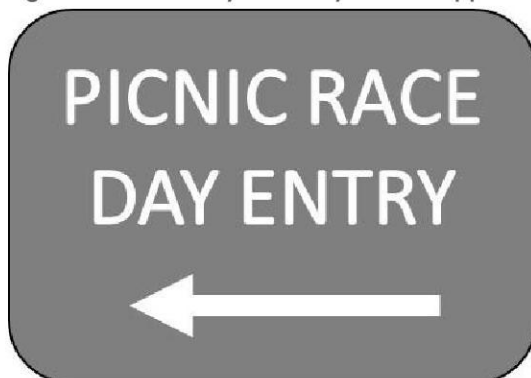
the south. It is also recommended that an accredited traffic controller be present at this location, and at the main site entry to direct/ inform vehicles as required.

Figure 4.23: Mulgoa Road – North Approach at St Thomas Road (southern end)



Figure 4.24 illustrates the message requirements for the static sign to be placed on Mulgoa Road at the site entry.

Figure 4.24: Site Entry Driveway – South Approach



It is noted that the VMS and static signs will be installed by a suitably qualified contractor with appropriate insurances.

4.13 Advertising

The primary form of communication prior to the Picnic Race Special Event will be web site notifications, media announcements via newspapers and radio advertisements.

4.14 Emergency Services

At all times, the traffic management strategy seeks to maintain direct and convenient emergency vehicular access at both access locations via Mulgoa Road.

Appendix A

Appendix A

External and Site Access Traffic Management

FERNHILL ESTATE PICNIC RACES
1041 MULGOA ROAD, MULGOA
TRAFFIC CONTROL PLAN

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- SELECT/MODIFY TRAFFIC CONTROL PLANS (RED TICKET)
AND IS SUITABLY EXPERIENCED TO SELECT AND MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: 2542047007
RED TICKET
CAMERON WARD

NOTES

- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
- T1-18 AND T-34 SIGNS MUST BE COVERED WHEN TRAFFIC CONTROLLERS ARE ABSENT (AT NIGHT).
- LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
- IF POSSIBLE, PROVIDE 2.0m OF EDGE CLEARANCE BETWEEN THE EDGE OF THE TRAFFIC LANE AND THE TRAFFIC CONES.
- ALL SIGNS TO BE MINIMUM SIZE A.
- ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
- THE TEAM LEADER SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE TEAM LEADER SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE TEAM LEADER.
- ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 4 (RMS 2010) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
- THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
- IT IS THE SITE MANAGER'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS.
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
- WHERE TRAFFIC CONTROLLERS ARE TO BE USED, ENSURE THAT THEY ARE SUITABLY QUALIFIED TO AUSTRALIAN STANDARD AND RMS ACCREDITATION AS REQUIRED.
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
- ALL NIGHT WORK OR DAY/NIGHT MUST USE RMS STANDARD NIGHT SIGNS AND DEVICES UNLESS OTHERWISE STATED.
- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
- ALL DISTANCES BETWEEN SIGNS AND TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

SHEETS

COVERSHEET
LITTLEFIELDS ROAD / FARM ROAD
MULGOA ROAD / LITTLEFIELDS ROAD
MULGOA ROAD / MAIN SITE ENTRY
MULGOA ROAD / SECONDARY ACCESS
(WORK PRIOR TO 4pm)
MULGOA ROAD / SECONDARY ACCESS
(WORK AFTER 4pm)

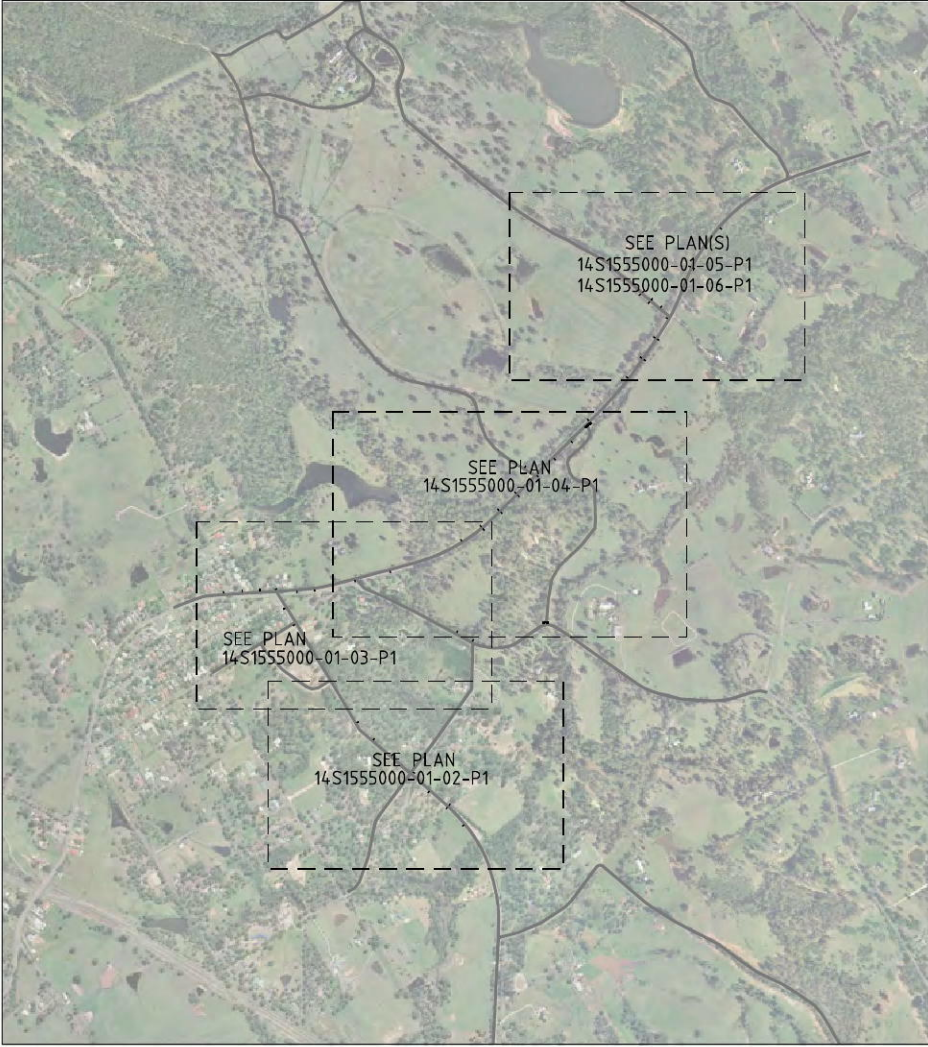
DRAWING No.

14S1555000-01-01-P1
14S1555000-01-02-P1
14S1555000-01-03-P1
14S1555000-01-04-P1
14S1555000-01-05-P1
14S1555000-01-06-P1

LEGEND

- SIGN
- VARIABLE MESSAGE SIGN (VMS)
- TRAFFIC CONES
- TRAFFIC CONTROLLER

OVERVIEW PLAN



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
CANNOT BE PROVIDED IN THIS. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN

ON 16/06/2014 AT 7:03:28 PM

PLOTTED BY : Barry U

AMENDMENTS				GENERAL NOTES			
ISSUE	DATE	DESCRIPTION		BY	CHK	APP	
P1	16.06.14	INITIAL ISSUE		RAF	RHM	BDM	

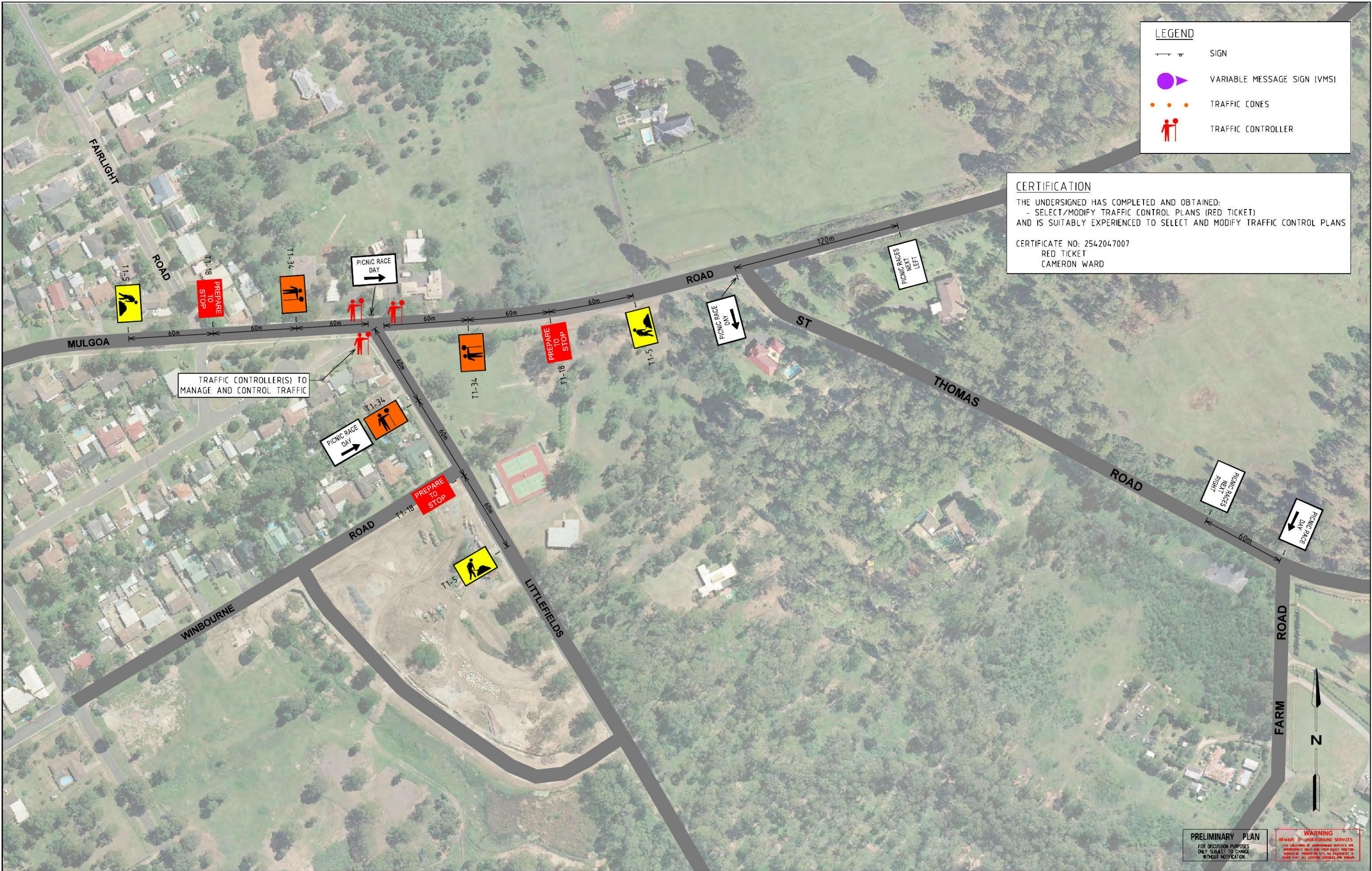
DESIGNED C.WARD	DESIGN CHECK R.HAZELL
DRAWN R.FLETCHER	DRAFTING CHECK R.HAZELL
APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 16 JUNE '14
SCALE A3 Hor. Ver.	CAD FILE NO. 14S1555000-01-P1.dgn



CLIENT FERNHILL GROUP
FERNHILL ESTATE PICNIC RACES
1041 MULGOA ROAD, MULGOA

TRAFFIC CONTROL PLANS
COVERSHEET

SYDWAY REF. -
DRAWING NO. 14S1555000-01-01
SHEET 01 OF 06
ISSUE P1



ON 16/06/2014 AT 7:05:19 PM
PLOT BY : Barry Li

AMENDMENTS						
ISSUE	DATE	DESCRIPTION	BY	CHK	APP	
P1	16.06.14	INITIAL ISSUE	RAF	RHM	BDM	

GENERAL NOTES

1. ALL DIMENSIONS AND RADII ARE IN METRES
2. BASE INFORMATION OBTAINED FROM NEARMAP AERIAL PHOTOGRAPHY. USED UNDER LICENCE
3. GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE AERIAL PHOTOGRAPHY ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.

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APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 16 JUNE '14
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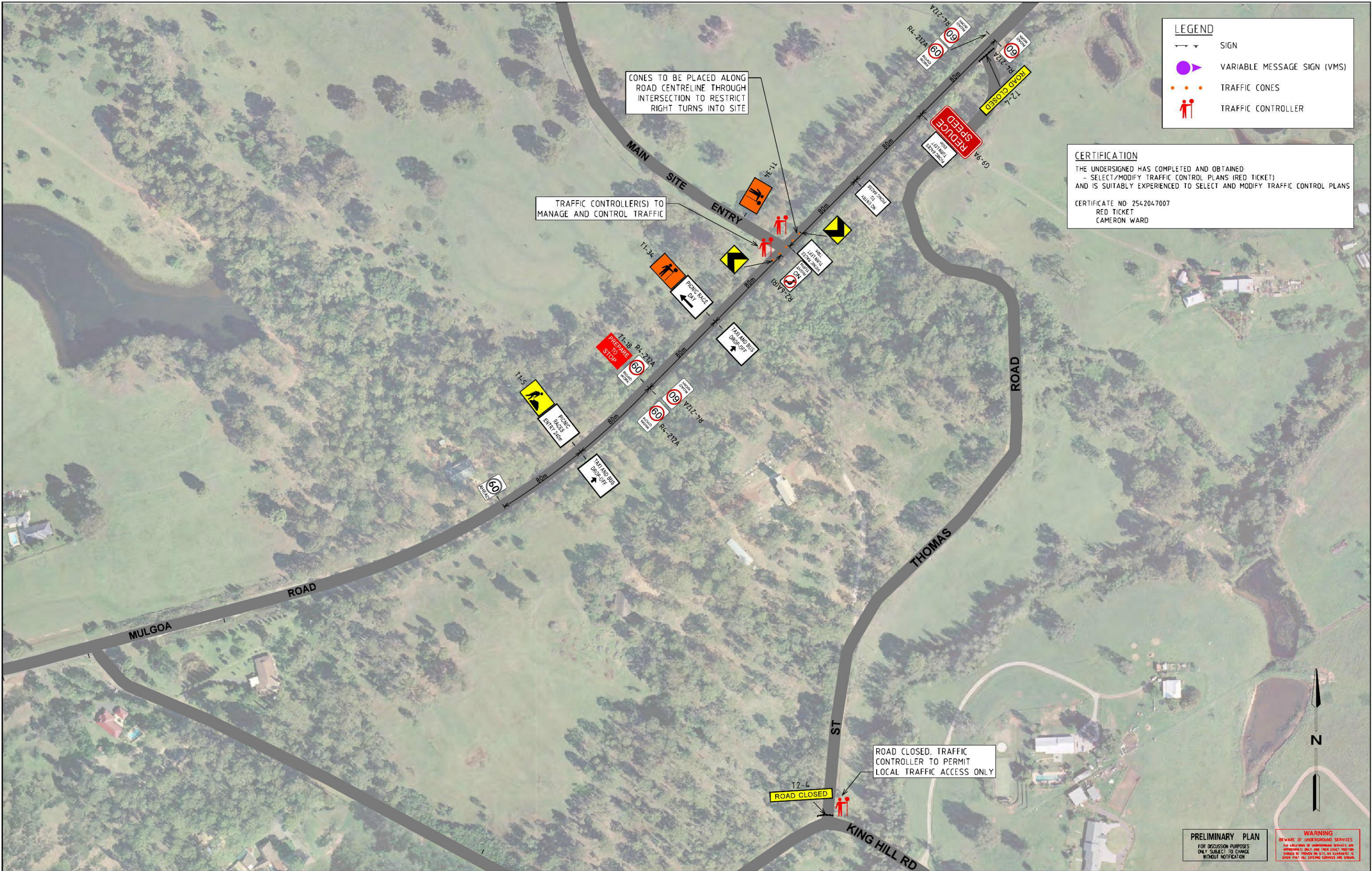

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Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3600
Gold Coast 07 5510 4814
Townsville 07 4722 2765

CLIENT	FERNHILL GROUP
FERNHILL ESTATE PICNIC RACES 1041 MULGOA ROAD, MULGOA	
TRAFFIC CONTROL PLANS MULGOA ROAD / LITTLEFIELDS ROAD	
SYDWAY REF.	DRAWING NO. 14S1555000-01-03
	SHEET 03 OF 06
	ISSUE P1

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY. SUBJECT TO CHANGE
WITHOUT NOTIFICATION.

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND FROM RECENT HISTORY
SUBJECT TO PROVISION BY SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.






AMENDMENTS						GENERAL NOTES						DESIGNED				DESIGN CHECK				<div> GTAconsultants www.gta.com.au</div> <div> Melbourne 03 9651 9600 Sydney 02 8448 1800 Brisbane 07 3113 5000 Canberra 02 6245 9400 Adelaide 08 8334 5600 Gold Coast 07 5510 4814 Townsville 07 4722 2765</div>				CLIENT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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ON 16/06/2014 AT 7:05:31 PM
PLOTTER BY : Barry Li

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AND IS SUITABLY EXPERIENCED TO SELECT AND MODIFY TRAFFIC CONTROL PLANS

LEGEND

	SIGN
	VARIABLE MESSAGE SIGN (VMS)
	TRAFFIC CONES
	TRAFFIC CONTROLLER

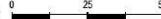


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 ON 16/06/2014 AT 7:05:44 PM

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GENERAL NOTES

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PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.

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DRAWN R.FLETCHER	DRAFTING CHECK R.HAZELL
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	Townsville	07 4792 2765

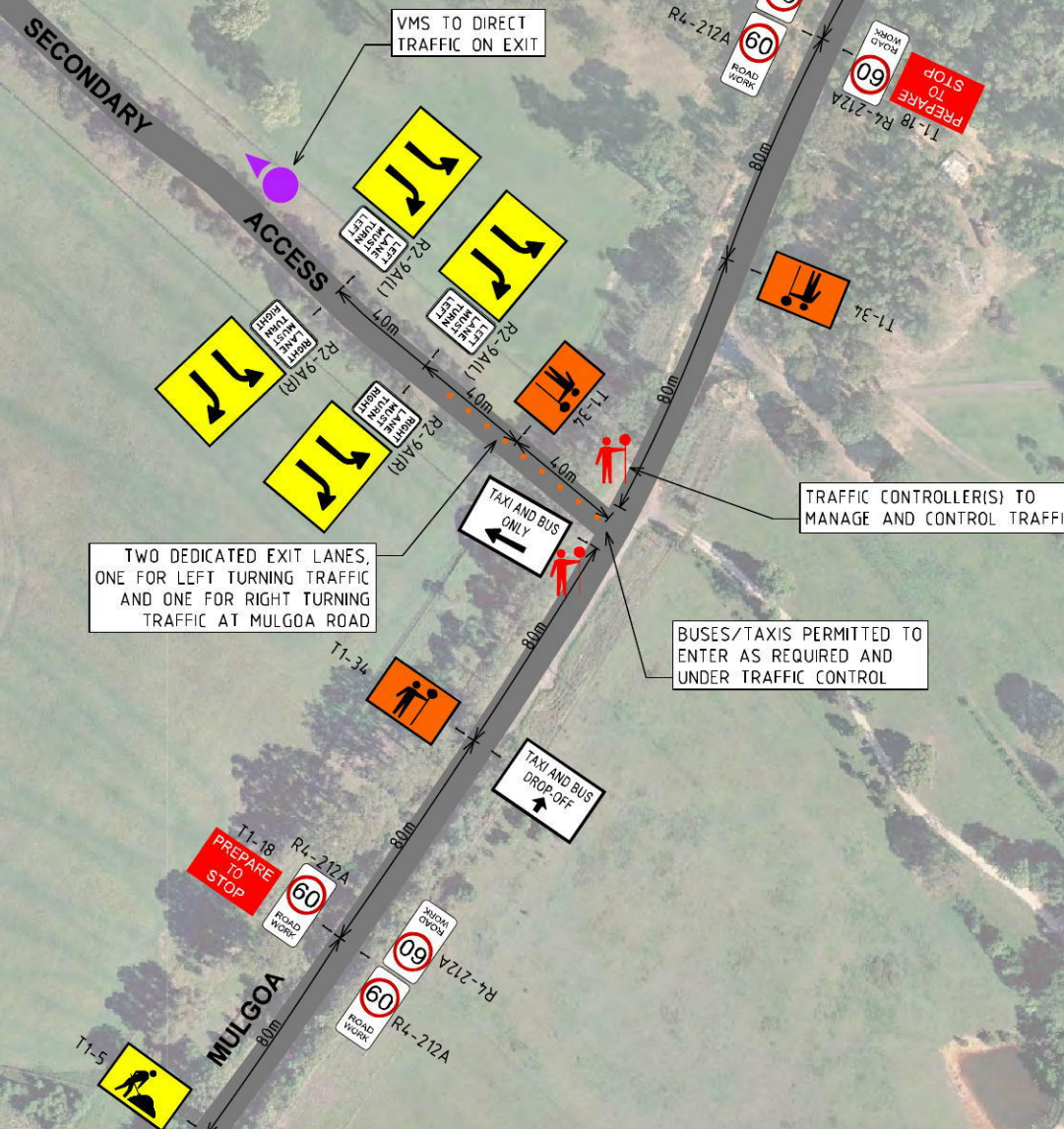
CLIENT	FERNHILL GROUP		
FERNHILL ESTATE PICNIC RACES			
1041 MULGOA ROAD, MULGOA			
TRAFFIC CONTROL PLANS			
MULGOA ROAD / SECONDARY ACCESS			
WORK PRIOR TO 4pm			
SYNDWAY REF.	DRAWING NO.	SHEET	ISSUE
-	14S1555000-01-05	05 OF 06	P1

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AND IS SUITABLY EXPERIENCED TO SELECT AND MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: 2542047007
RED TICKET
CAMERON WARD

Diagram illustrating a traffic control system with the following components:

- SIGN**: Represented by a horizontal line with a small square and a circle.
- VARIABLE MESSAGE SIGN (VMS)**: Represented by a purple circle with a white triangle pointing right.
- TRAFFIC CONES**: Represented by three orange circles.
- TRAFFIC CONTROLLER**: Represented by a red stick figure holding a red flag.



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES
APPROXIMATE ONLY AND THEIR EXACT POS-
ITIONS SHOULD BE PROVEN ON SITE. NO GUARANTEE
GIVEN THAT ALL EXISTING SERVICES AND SH


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1. ALL DIMENSIONS AND RADII ARE IN METRES

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PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.

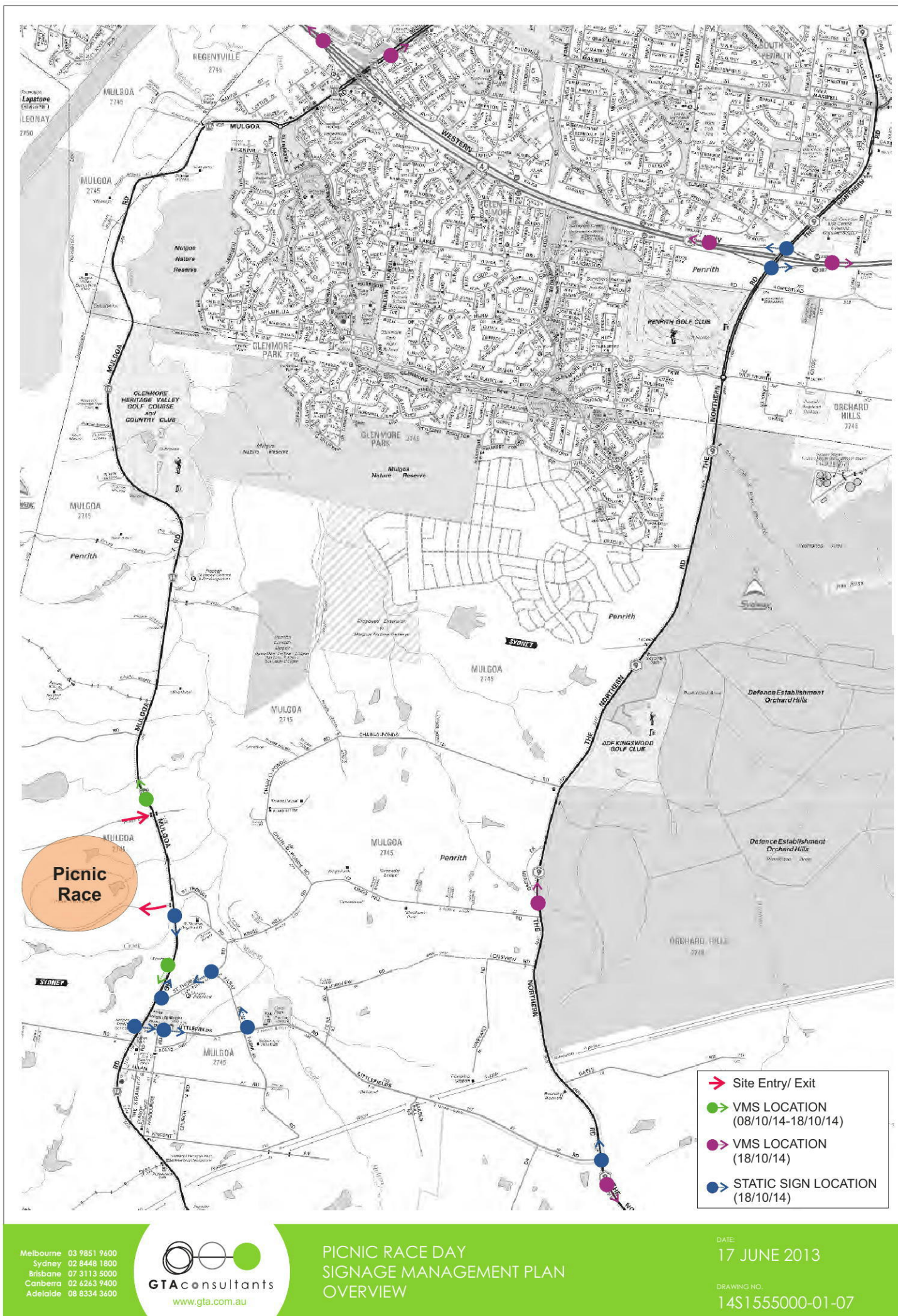
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CLIENT **FERNHILL GROUP**

FERNHILL ESTATE PICNIC RACES
1041 MULGOA ROAD, MULGOA
TRAFFIC CONTROL PLANS
MULGOA ROAD / SECONDARY ACCESS
WORKS AFTER 4pm

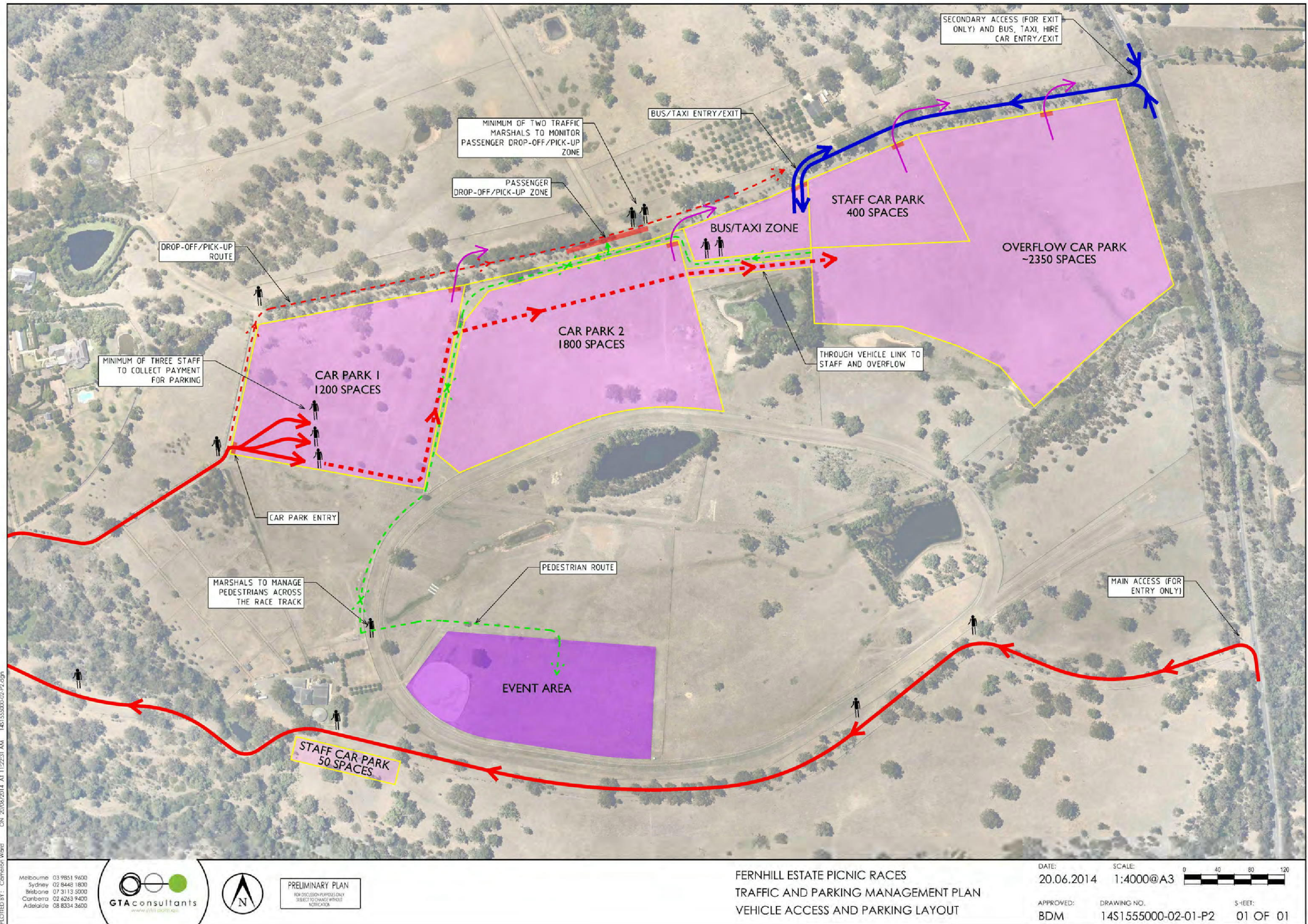
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-	14S1555000-01-06	06 OF 06	P1



Appendix B

Internal Site Layout

Appendix B



Appendix C

Penrith City Council Correspondence

Rhys Hazell

From: Green Graham <ggreen@penrithcity.nsw.gov.au>
Sent: Wednesday, 11 June 2014 4:42 PM
To: Rhys Hazell
Cc: Borg Belinda; Drozd David
Subject: § Fernhill Picnic Races 2014 - Traffic Management Plan

GTAMailSaveLastSavedAs: P:\14S1500-1599\14S1555000 Fernhill Estate Picnic Races Traffic Management\2 External\Correspondence\140611-Green_Graham-Fernhill_Picnic_Races_2014 _-Traffic_Management_Plan.msg
GTAMailSaveLastSavedOn: 11 Jun 2014 05:05 PM

Good afternoon Rhys Hazell,

This email is to confirm comments at our Pre DA meeting this morning and our phone conversation this afternoon regarding options for Traffic Management Plans for this proposed event.

Traffic detours via Mulgoa Road/ St Thomas Road (northern intersection) along St Thomas Road to St Thomas Road (southern intersection with Mulgoa Road were not favoured due to this section of road being a more heritage sensitive roadway, the narrow winding roadway which would require one way traffic restrictions, bends with limited sight lines, narrow bridge and the need for additional traffic controls at the intersection of Mulgoa Road and St Thomas Road (south).

It is more preferable from a traffic viewpoint to detour traffic, as approved for last year's event, via Mulgoa Road / St Thomas Road (southern intersection, Farm Road, Littlefields Road to Mulgoa Road and left from Mulgoa Road into the site.

Belinda Borg will forward you an electronic copy of the 2013 event Traffic Management Plan, Local Traffic Committee / Council report.

Regards,

Graham Green 11 June 2014
Senior Traffic Engineer

E ggreen@penrithcity.nsw.gov.au
T (02) 4732 8218 | F (02) 4732 7958 |
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E melbourne@gta.com.au

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F +617 3113 5010
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