Kissing Point Road, Dundas
Digital Sign Safety Assessment

Prepared for:

JCDecaux

17 February 2022

The Transport Planning Partnership

Kissing Point Road, Dundas

Digital Sign Safety Assessment

Client: JCDecaux

Version: V05

Date: 17 February 2022

TTPP Reference: 21395

Quality Record

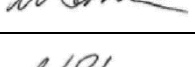
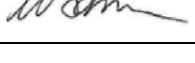
Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	16/11/21	Santi Botross, Wayne Johnson	Wayne Johnson	Wayne Johnson	
V02	08/12/21	Santi Botross, Wayne Johnson	Wayne Johnson	Wayne Johnson	
V03	02/02/22	Santi Botross, Wayne Johnson	Wayne Johnson	Wayne Johnson	
V04	08/02/22	Santi Botross, Wayne Johnson	Wayne Johnson	Wayne Johnson	
V05	17/02/22	Santi Botross, Wayne Johnson	Wayne Johnson	Wayne Johnson	

Table of Contents

Tables

Figures

APPENDICES

1 Introduction

1.1 Overview

JCDecaux is seeking approval for the installation of a LED digital illuminated sign on an existing overhead railway bridge above Kissing Point Road in Dundas. The proposed digital sign is to be located on the western side of the railway bridge, facing eastbound travel lanes on Kissing Point Road.

The Transport Planning Partnership (TTPP) has been commissioned by JCDecaux to undertake a signage safety assessment. This assessment has been carried out in accordance with Department of Planning's *Transport Corridor Outdoor Advertising and Signage Guidelines,* November 2017 (Guidelines) and State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64). The Guidelines outline best practice for the planning and design of outdoor advertisements in transport corridors. The SEPP 64 sets out rules regarding outdoor advertising signage for permissible locations and exempt developments.

1.2 Purpose of this Report

The aim of this assessment is to determine the suitability of the proposed digital sign and provide recommendations on mitigation measures to alleviate impacts on the surrounding road network. This report sets out the findings of TTPP's signage safety assessment for the proposed digital signage above Kissing Point Road in Dundas.

The following items have been considered in this report:

- Potential for the sign to obstruct or distract a driver's view of the road, traffic control devices, and signalised mid-block pedestrian crossing.
- Distance from upstream or downstream intersections or other decision points, such as merge points and diverge points.
- Potential for the sign to distract at a critical time or for an extended period of time.
- Location relative to the carriageway and its potential to be a physical obstruction for vehicles or other road users.
- Appropriate dwell time based on the speed environment.
- Location in relation to other signage.

1.3 References

In preparing this report, reference has been made to the following:

- An inspection of the sign location from a driving viewpoint along Kissing Point Road was carried out on Friday 29 October 2021.
- Austroads Guide to Road Design Part 3, Geometric Design, 2016.
- Transport Corridor Outdoor Advertising and Signage Guidelines, November 2017 by Department of Planning and Environment.
- State Environmental Planning Policy No. 64 - Advertising and Signage (SEPP 64).
- Design plans of the proposed digital sign dated 18/11/2021.

2 Proposal Description

2.1 Location Details

A new digital sign is proposed to be installed on the western side of the overhead railway bridge across Kissing Point Road in Dundas. Currently, there are no sign boards placed on the railway bridge.

The proposed digital sign is located with the Dundas Public School school zone. Outside of school zone periods, the speed limit on Kissing Point Road is 60 km/h.

Kissing Point Road has a slight horizontal curve in the road alignment on the western approach to the proposed digital sign.

In the vicinity of the proposed sign, Kissing Point Road has three travel lanes in the eastbound direction.

An aerial image of the sign location and surrounding environs are shown in Figure 2.1.

Figure 2.1: Sign Location

Basemap source: Nearmap, aerial imagery dated 02 November 2021

2.2 Description of Proposed Signage

As per the SEPP 64, the advertising display area is defined as follows:

> *"advertising display area means, subject to subclause (2), the area of an advertisement or advertising structure used for signage, and includes any borders of, or surrounds to, the advertisement or advertising structure, but does not include safety devices, platforms or lighting devices associated with advertisements or advertising structures."*

On the above basis, the advertising display area of the proposed digital sign would be 20.75 m^2 (7.986 m width by 2.598 m height). The visual display area (the screen alone) would be 16.25 m^2 (7.936 m width by 2.048 m height). The digital screen would be set upon a black cladding which would visually appear as a plain border around the visual screen. The base of the sign board would be slightly elevated in comparison to the base of the railway bridge. Thus, the current vertical clearance to the underside of the railway bridge would be maintained.

The location, layout and dimensions of the digital sign are presented by the concept plan contained in Appendix A.

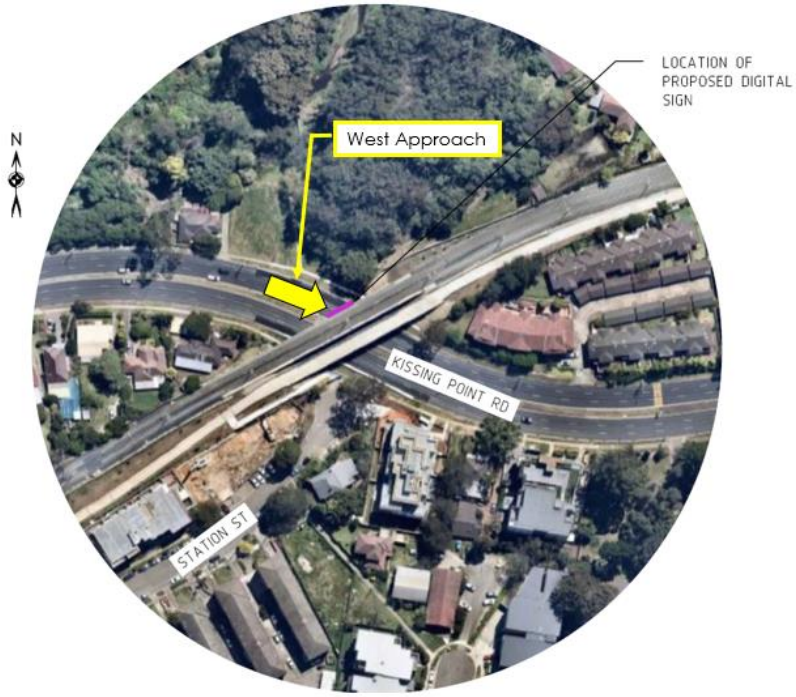
The digital sign with LED panel would be installed on the west side of the railway bridge to face the three eastbound travel lanes on Kissing Point Road. The proposed digital sign would be used for promoting JCDecaux, third-party advertising and road safety campaigns. The digital sign would contain text and images.

2.3 Signage Exposure

The proposed digital sign would be visible to traffic travelling eastbound on Kissing Point Road on the west approach, as shown in Figure 2.2.

A site visit was undertaken on Friday 29 October 2021 to inspect driver sight distances on approach to the proposed digital sign location and observe any potential crash hazards likely to result from the proposed digital sign. A description of the site investigation findings is provided herein.

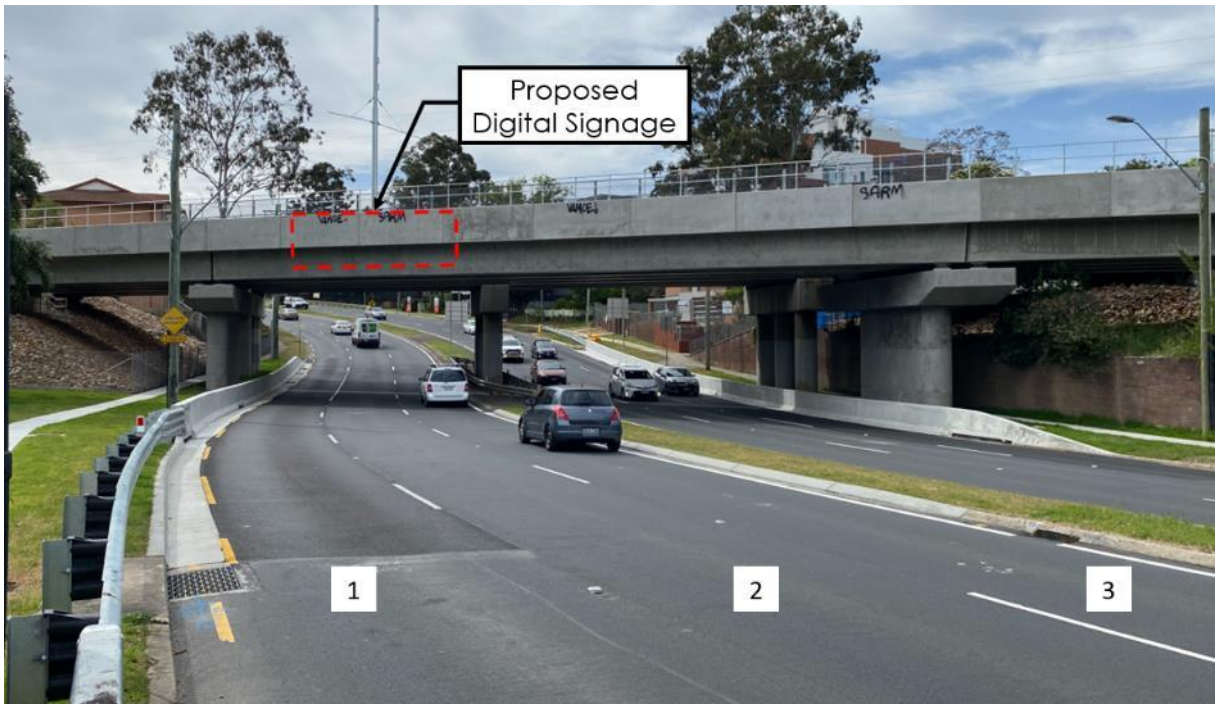
Figure 2.2: Kissing Point Road West Approach



2.3.1 Kissing Point Road West Approach

The lane configuration on the Kissing Point Road west approach in the vicinity of the proposed sign is shown in Figure 2.3. There are three travel lanes on approach to the proposed sign location.

Figure 2.3: Kissing Point Road West Approach Lane Configuration



Source: Photograph taken by TTPP on 29/10/2021

- The west facing digital sign would be visible to motorists on Kissing Point Road travelling eastbound.
- This section of Kissing Point Road connects James Ruse Drive with Silverwater Road. Therefore, this area carries a high volume of traffic across the majority of the day.
- The digital sign is located within the Dundas Public School school zone.
- Treating the observed conditions during the site inspection as typical conditions in the area, the digital sign would likely be visible in traffic lanes as follows:
  - In Lane 1 (through lane), 145 m from the sign on the west approach.
  - In Lane 2 (through lane), 140 m from the sign on the west approach.
  - In Lane 3 (through lane), 135 m from the sign on the west approach.
- The likely readable distance would be 110 m across all three lanes, where there are no vehicles travelling in adjacent lanes or opposing lanes which could impede driver visibility to the signage.
- There is no existing signage at this location, and therefore, the readable distance is based on the text font and sizing which is displayed in the designer's impression as shown in Figure 2.4.
- In all lanes, the digital sign would become out of driving view approximately 10 m west of the proposed sign.

Figure 2.4 shows the perspective of the designer's impression of the concept design at the proposed sign location. Likely visible distances on Kissing Point Road west approach are shown in Figure 2.5 to Figure 2.7.

Figure 2.4: Designer's Impression on West Approach

Source: JCDecaux, dated 23/11/21

Figure 2.5: West Approach Sign Exposure – Lane 1

Source: Photograph taken by TTPP dated 29/10/2021

Figure 2.6: West Approach Sign Exposure – Lane 2

Source: Photograph taken by TTPP dated 29/10/2021

Figure 2.7: West Approach Sign Exposure – Lane 3

Source: Photograph taken by TTPP dated 29/10/2021

2.4 Crash History

Historic crash data has been obtained from Transport for NSW (TfNSW) and assessed for incidents on Kissing Point Road within the viewable distance of the proposed digital sign. Based on site observations, the proposed digital sign would be visible from approximately up to 145m away.

Crash history data has been assessed on the west approach to the proposed digital sign for the most recent five-year period for data collated and published by TfNSW. This period is between 1 January 2016 and 31 December 2020 (5-year confirmed dataset).

There are no recorded crash incidents within the visible distance of the proposed digital sign, as shown in Figure 2.8. The nearest incident has been recorded at the midblock crossing that is located greater than 200 m prior to the proposed digital sign. The digital sign would not be visible to motorists from this location, as shown in Figure 2.8, as a result to the slight roadway curvature.

Figure 2.8: Crash Locations in Recent 5-Year Period

Source: Transport for NSW

Figure 2.9: Driving View from Midblock Crossing

Source: Photograph taken by TTPP dated 29/10/2021

3 Statutory Requirements

This section of the report assesses the compliance with the safety assessment criteria established in the NSW Guidelines and State Environmental Planning Policy (SEPP) 64. It requires analysis as to whether the proposal would reduce the safety of:

- Any public roads
- Pedestrians and cyclists.
- Pedestrians by obscuring sight lines from public areas.

The proposed design has been assessed against the relevant statutory requirements and guidelines. In order to assess any new installation against the key safety assessment criteria, a series of detailed criteria are set out in Section 3, *Advertisements and Road Safety* of the NSW Guidelines.

3.1 SEPP 64 Schedule 1

Clauses 1 to 7 of the SEPP 64 – Schedule 1 refer to aspects that are unrelated to road safety, as outlined in Appendix B. However, Clause 8 is related to road safety, and thus, is covered under this signage safety assessment as follows:

(a) Would the proposal reduce the safety for any public road?
(b) Would the proposal reduce the safety for pedestrians or bicyclists?
(c) Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas.

Provision of a digital advertising sign on the western side of a railway bridge across Kissing Point Road is unlikely to reduce safety for motorists, pedestrians or cyclists.

Assessment of the proposal in accordance with the Department of Planning's *Transport Corridor Outdoor Advertising and Signage Guidelines* has been undertaken in the following Section.

3.2 Transport Corridor Outdoor Advertising and Signage Guidelines - Digital Signs Criteria (Section 2 of Guidelines)

Transport Corridor Outdoor Advertising and Signage Guidelines specify criteria which are directly applicable to the assessment of digital signs. The criteria have been assessed in Table 3.1.

It is noted that most of the criteria are related to signage content and would need to be addressed by the operator. In addition, this criteria should be included as part of the consent conditions for the proposal to ensure future compliance.

Table 3.1: Digital Sign Criteria (Section 2 of Guidelines)

	Criteria, for Signs greater than or equal to 20 m²	Comments
A	*Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (d) below.*	Relates to sign content only.
B	*Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a sign and across a series of signs.*	Relates to sign content only.
C	*The image must not be capable of being mistaken:* *i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device, or* *ii. as text providing driving instructions to drivers.*	Relates to sign content only.
D	*Dwell times for image display are:* *i. 10 seconds for areas where the speed limit is below 80 km/h.* *ii. 25 seconds for areas where the speed limit is 80 km/h and over.*	As detailed in Section 3.3.2.2, a dwell time of 10 seconds would typically be suitable for the proposed digital sign on the west approach. However, following feedback at pre-DA stage prior to lodgement the dwell time has been amended to 25 seconds.
E	*The transition time between messages must be no longer than 0.1seconds, and in the event of image failure, the default image must be a black screen.*	An almost instantaneous transition is likely to reduce the additional distraction potential for digital signs. It is assumed that this operational requirement would be met.
F	*Luminance levels must comply with the requirements in Section 3 (Transport Corridor Advertising Signage Guidelines).*	This signage would be classified as Zone 4. Zone 4 covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, or areas that have residential properties nearby.
G	*The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.*	It is assumed that this operational requirement would be met.
H	*The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).*	Relates to sign content only.

	Criteria, for Signs greater than or equal to 20 m²	Comments
I	*Any signs that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.*	The sign is located within the Dundas Public School school zone. A fixed display would be required during school zone hours.
J	*Each sign proposal must be assessed on a case by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.*	Noted.
K	*At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.*	Noted.
L	*Sign spacing should limit drivers' view to a single sign at any given time with a distance of no less than 150m between signs in any one corridor. Exemptions for low speed, high pedestrian zones or CBD zones would be assessed by RMS as part of their concurrence role.*	Drivers' view would be limited to a single sign at any given time within a distance of 150m minimum between signs.
M	*Signs greater than or equal to 20sqm must obtain RMS concurrence and must ensure the following minimum vertical clearances:* *i. 2.5m from lowest point of the sign above the road surface if located outside the clear zone* *ii. 5.5m from lowest point of the sign above the road surface if located within the clear zone (including shoulders and traffic lanes) or the deflection zone of a safety barrier if a safety barrier is installed.* *If attached to road infrastructure (such as an overpass), the sign must be located so that no portion of the advertising sign is lower than the minimum vertical clearance under the overpass or supporting structure at the corresponding location.*	There would be a clearance of 5.720 m to the lowest point of the railway bridge as per existing conditions (unchanged due to the proposal), and a clearance of 5.902 m to the lowest point of the digital sign. Refer to Appendix A for the concept design plan showing dimensions.
N	*An electronic log of a sign's operational activity must be maintained by the operator for the duration of the development consent and be available to the consent authority and/or RMS to allow a review of the sign's activity in case of a complaint.*	Noted.
O	*A road safety check which focuses on the effects of the placement and operation of all signs over 20sqm must be carried out in accordance with Part 3 of the RMS Guidelines for Road Safety Audit Practices after a 12-month period of operation but within 18 months of the signs installation. The road safety check must be carried out by an independent RMS-accredited road safety auditor who did not contribute to the original application documentation. A copy of the report is to be provided to RMS and any safety concerns identified by the auditor relating to the operation or installation of the sign must be rectified by the applicant. In cases where the applicant is the RMS, the report is to be provided to the Department of Planning and Environment as well.*	Noted.

3.3 Transport Corridor Outdoor Advertising and Signage Guidelines (Section 3 of Guidelines)

3.3.1 Sign Location Criteria

3.3.1.1 Road Clearance

(a) The advertisement must not create a physical obstruction or hazard. For example:

(i) Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas).

(ii) Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall vehicles? Will the clearance between the road surface and the bottom of the sign meet appropriate road standards for that particular road?

(iii) Does the sign protrude laterally into the transport corridor so it could be hit by trucks or wide vehicles?

The digital sign would not physically obstruct any vehicle, pedestrian and cyclist movements as it would be placed on the western side of the railway bridge directly above Kissing Point Road. The digital sign would not protrude below the underside of the railway bridge, and hence the vertical clearance would be maintained as per existing conditions.

The concept design for the proposed sign and its positioning on the west side of the railway bridge is shown in Appendix A.

(b) Where the sign supports are not frangible (breakable), the sign must be placed outside the clear zone in an acceptable location in accordance with Austroads Guide to Road Design (and RMS supplements) or behind an RMS-approved crash barrier.

The digital sign board would be installed on the side of the railway bridge, which is positioned above the carriageway and outside of the clear zone. Hence, it would not require an RMS-approved crash barrier.

(c) Where a sign is proposed within the clear zone but behind an existing RMS-approved crash barrier, all its structures up to 5.8m in height (relative to the road level) are to comply with any applicable lateral clearances specified by Austroads Guide to Road Design (and RMS supplements) with respect to dynamic deflection and working width.

The digital sign would not be located within the clear zone.

The existing available vertical clearance between the road surface and the underside of the railway bridge would be maintained.

(d) All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

As part of the detailed design phase, the digital sign would be designed in accordance with Australian Standards AS1170.2 and AS1170.2 to meet the requirements for wind loading, whilst having consideration for height of the sign board when under maximum vertical deflection.

3.3.1.2 Line of Sight

(a) An advertisement must not obstruct the drivers view of the road particularly of other vehicles, bicycle riders or pedestrians at crossings.

Based on TfNSW's Cycleway Finder map and Parramatta Bike Map 2020, there are no on-road or off-road cycle facilities along this section of Kissing Point Road.

Notwithstanding this, the proposed sign would not obstruct a cyclist's view of the road when cycling on the road.

(b) An advertisement must not obstruct a pedestrian or cyclist's view of the road.

The proposed digital sign would not obstruct pedestrian and cyclist's view of Kissing Point Road.

(c) The advertisement should not be located in a position that has the potential to give incorrect information on the alignment of the road. In this context, the location and arrangement of signs' structures should not give visual clues to the driver suggesting that the road alignment is different to the actual alignment. An accurate photo-montage should be used to assess this issue.

The signage would be positioned at the same height as the existing railway bridge which would not impede a driver's visibility of the road alignment. The digital signage would not indicate misleading information or information contrary to the existing roadway. This is supported by the designer's impression of the proposed signage as depicted in Figure 2.4.

(d) The advertisement should not distract a driver's attention away from the road environment for an extended length of time. For example:

- ***(i) The sign should not be located in such a way that the driver's head is required to turn away from the road and the components of the traffic stream in order to view its display and/or message. All drivers should still be able to see the road when viewing the sign, as well as the main components of the traffic stream in peripheral view.***
- ***(ii) The sign should be oriented in a manner that does not create headlight reflection in the driver's line of sight. As a guideline, angling a sign five degrees away from right angles to the driver's line of sight can minimise headline reflections. On a curved road alignment, this should be checked for the distance measured back from the sign that a car would travel in 2.5 seconds at the design speed.***

The proposed digital sign would be located within a driver's line of sight on the Kissing Point Road west approach with a visible distance of up to 145m. In addition, the digital sign would be placed above the road, therefore, a driver would not be required to turn their head away from the road in order to view the digital sign.

3.3.1.3 Proximity to Decision Making Points and Conflict Points

(a) A sign should not be located:

- ***(i) Less than the safe sight distance from an intersection, merge points, exit ramp, traffic control signal or sharp curves.***
- ***(ii) Less than the safe stopping sight distance from a marked foot crossing, pedestrian crossing, pedestrian refuge, cycle crossing, cycleway facility or hazard within the road environment.***
- ***(iii) So that it is visible from the stem of a T-intersection.***

As referenced in the Guide to Road Design, Part 3, sight distance refers to the distance required to enable a driver to react and stop before reaching a hazard. This distance is dependent on the operating (85th percentile) speed of the road, road gradient and other road characteristics.

For the purpose of this assessment, an operating speed of 60 km/h has been used to calculate the minimum SSD. A 60 km/h speed has been adopted based on the signposted speed limit on Kissing Point Road as well as the speed limit which motorists were observed to be driving during the site inspection (outside of the school zone period). According to Austroads, the minimum safe stopping sight distance for a 60 km/h speed zone is 64 m.

On the west approach, there is an upward gradient immediately after the proposed sign location which has been taken as approximately 4% (measured from Nearmap aerial imagery). Where there is a slope within the safe stopping distance, the Guidelines specifies a grade correction factor be applied. In this case, a correction of 4 m is deducted from the 64 m safe sight distance. Therefore, the safe sight distance becomes 60m.

Based on the above, the proposed sign would not be located within the safe stopping distance of a decision making or conflict point. The safe stopping distance is illustrated in Figure 3.1.

Figure 3.1: Safe Stopping Sight Distance

(b) The placement of a sign should not distract a driver at a critical time. In particular, signs should not obstruct a driver's view:

- ***(i) Of a road hazard,***
- ***(ii) To an intersection,***
- ***(iii) To a prescribed traffic control device (such as traffic signals, stop or give way signs or warning signs)***
- ***(iv) To an emergency vehicle access point or Type 2 driveways (wider than 6-9 metres) or higher.***

The proposed sign is elevated above road level such that the driver's view of any such road hazard, intersection or similar feature as specified in points (i) to (iv) above is maintained at all times in the vicinity of the proposed signage location.

In regard of the above, the proposed sign would not distract a driver at a critical time.

3.3.1.4 *Sign Spacing*

(a) Sign spacing should limit drivers view to a single sign at any given time with a distance of no less than 150m between signs in any one corridor. Exemptions for low speed, high pedestrian zones or CBD zones will be assessed by RMS as part of their concurrence role.

In built-up urban areas, it is impracticable to limit the spacing of signage at 150 m apart. Especially within Sydney Metropolitan, drivers can be exposed to many signs at any given time.

Noting this, there are no other advertising signs placed within 150 m of the proposed signage.

3.3.2 Sign Design and Operation Criteria

3.3.2.1 *Advertising Signage and Traffic Control Devices*

(a) The advertisement must not distract a driver from, obstruct or reduce the visibility and effectiveness of directional signs, traffic signals, prescribed traffic control devices, regulatory signs or advisory signs or obscure information about the road alignment.

(b) The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a traffic control device. For example:

- ***(i) Could the advertisement be construed as giving instructions to traffic such as 'Stop', 'Halt' or 'Give Way'?***
- ***(ii) Does the advertisement imitate a prescribed traffic control device?***
- ***(iii) If the sign is in the vicinity of traffic lights, does the advertisement use red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a traffic signal?***

Details of the advertisement/s are not yet known since the project is still within the concept design stage. However, based on the example advertisements as depicted in the designer's impression (Figure 2.4), the signage would not display colours and shapes which could be mistaken for a traffic signal.

Notwithstanding this, it is recommended that the content of the proposed digital sign be reviewed against Table 5 of the NSW Guidelines to avoid any content that may be construed as imitating a traffic control device.

3.3.2.2 Dwell Time and Transition Time

(a) Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below
(b) Dwell times for image display must not be less than:
(i) 10 seconds for areas where the speed limit is below 80km/h
(ii) 25 seconds for areas where the speed limit is 80km/h and over.
(c) Any digital sign that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.
(d) Digital signs must not contain animated or video/movie style advertising or messages of image failure, the default image must be a black screen.

The digital signage is proposed to contain text and images. Based on the NSW Guidelines, the minimum dwell time for content displayed on the digital signage would be 10 seconds. Following feedback at pre-DA stage prior to lodgement, the dwell time has been amended to reflect an 80 km/h speed limit rather than the applicable 60 km/h speed limit. This would increase the dwell time from 10 seconds, which was previously proposed, to 25 seconds.

The proposed digital sign is located on a classified road and within a school zone. As such, the display would be fixed during school zone hours, which is in line with feedback received at pre-DA stage.

3.3.2.3 Illumination and Reflectance

(a) Luminance levels must comply with the requirements in Table 6 in Transport Corridor Outdoor Advertising and Signage Guidelines
(b) The image displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.

Section 3.3.3 of the NSW Guidelines details assessment criteria to ensure that illumination and reflectance qualities of signage do not cause a road safety hazard. It is understood that these criteria would be addressed in a separate specialist report prepared by a qualified consultant.

3.3.2.4 Interaction and Sequencing

(a) The advertisement must not incorporate technology which interacts with in-vehicle electronic devices or mobile devices. This includes interactive technology or technology that enables opt-in direction communication with road users.
(b) Message sequencing designed to make a driver anticipated the next message is prohibited across images presented on a single sign and across a series of signs.

The proposed sign would not contain interactive technology or technology that enables opt-in direction communication with motorists. The digital sign would not be designed to make motorists anticipate information.

4 Conclusion

JCDecaux is proposing to install a digital sign on the western side of a railway bridge on Kissing Point Road, Dundas.

The proposal has been assessed in accordance with the following statutory requirements for digital advertising signs:

- Transport Corridor Outdoor Advertising and Signage Guidelines.
- State Environmental Planning Policy (SEPP) 64.

The following findings and conclusions are made from the signage safety assessment:

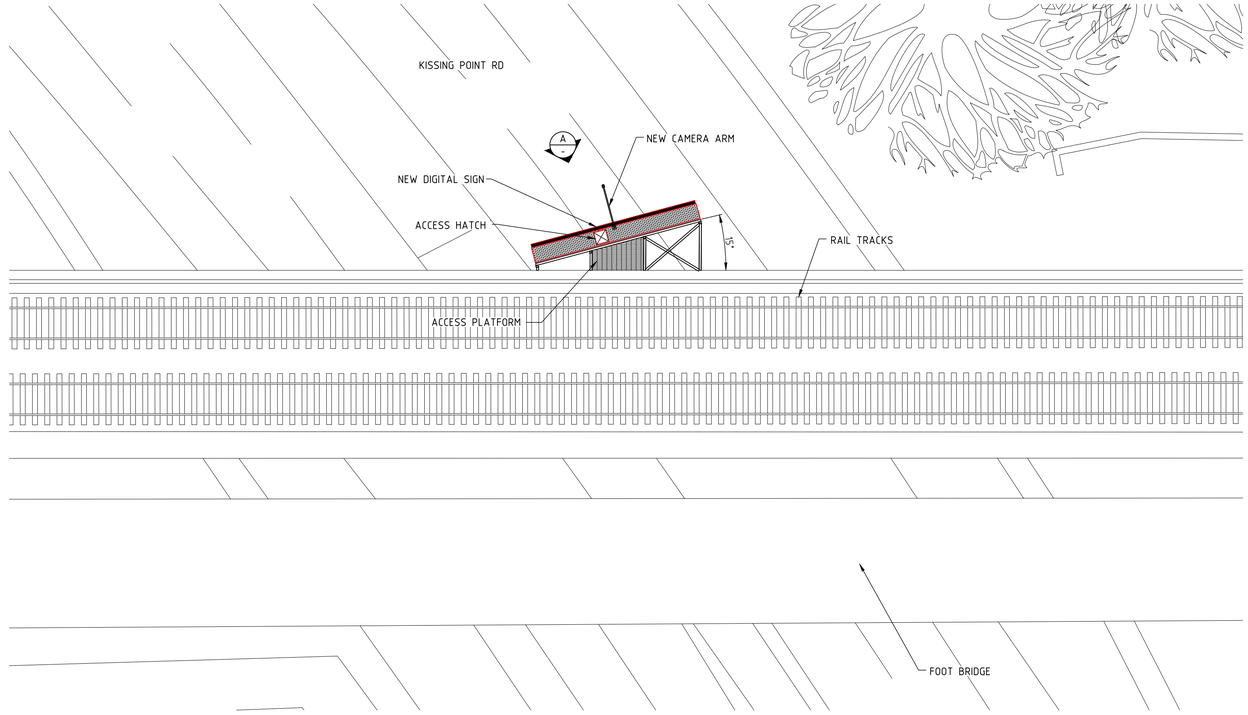
- Zero crashes have occurred on the western approach to the digital sign location for the most recent five years (for which TfNSW has aggregated data).
- The proposed sign would not obstruct and/or reduce visibility of any traffic control devices, signage, pedestrians or cyclists.
- The proposed sign would not give incorrect information on the alignment of the road.
- The sign is located within the driver's peripheral vision, and does not require motorists to turn their head away from the roadway ahead.
- The proposed sign would not be located within the safe stopping distance to traffic signals, crossings or directional/ information signage or any other decision/ conflict point.
- Kissing Point Road has a posted speed limit of 60 km/h, and therefore, a dwell time of 10 seconds would typically be suitable for the proposed digital sign. However, following feedback at pre-DA stage prior to lodgement, the dwell time has been amended to 25 seconds.
- During school zone hours, the display would be fixed.
- The proposed sign would not compromise safety for road users in the vicinity.

Having consideration for the signage safety assessment and discussions presented within this report, the analysis shows that the installation of a digital sign on the western side of an existing railway bridge across Kissing Point Road would be acceptable from a road safety perspective.

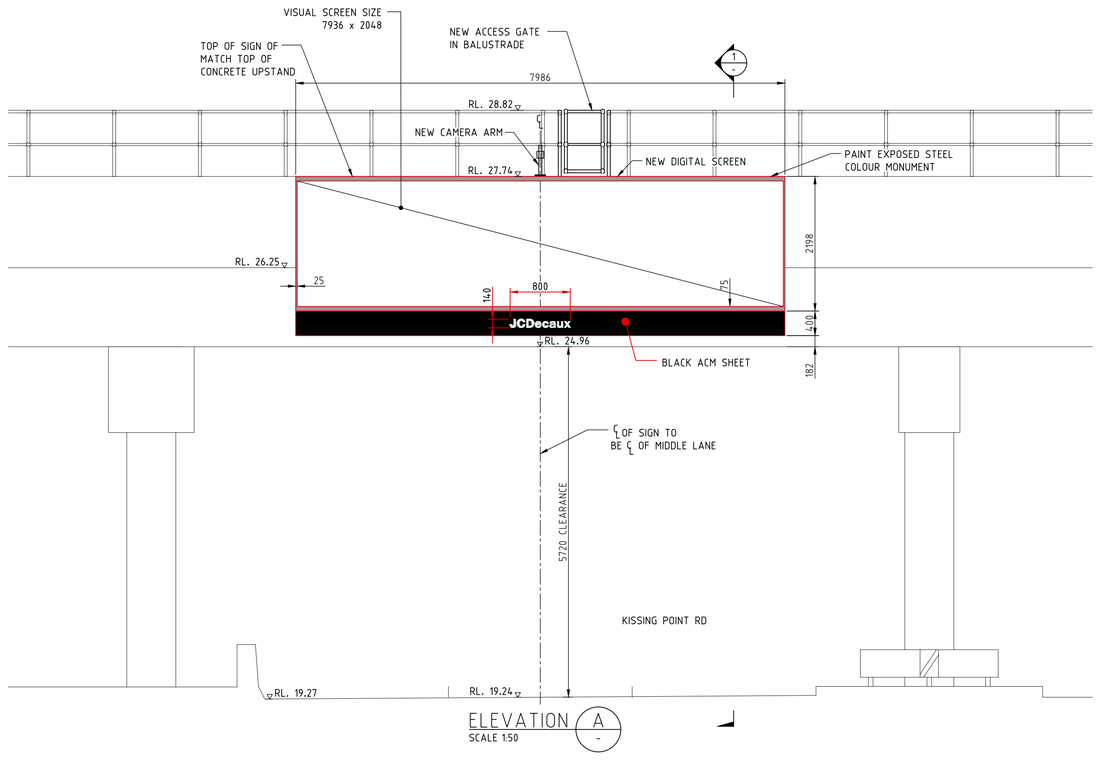
Appendix A

Concept Design Plan

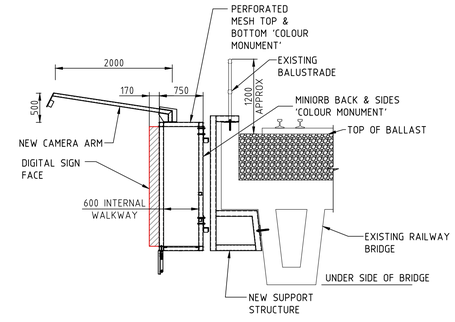
AERIAL PHOTO
NTS



SITE PLAN
SCALE 1:150



ELEVATION A
SCALE 1:50



SECTION 1
SCALE 1:50

NOT FOR CONSTRUCTION

ISS	DATE	COMMENT
A	03/11/21	ISSUED FOR APPROVAL
B	09/11/21	ISSUED FOR APPROVAL
C	12/11/21	ISSUED FOR APPROVAL
D	18/11/21	ISSUED FOR APPROVAL

Dennis Bunt Consulting Engineers Pty Ltd
Suite 1, Building 8, 49 Frenchs Forest Road East,
Frenchs Forest, NSW 2086
P.O. Box 652, Forestville, NSW 2087
Ph: 02 9451 3455 Fax: 02 9451 3466
Email: info@dbce.com.au
ABN 23 039 013 724

CLIENT: JCDecaux

PROJECT: KISSING POINT RD, DUNDAS, SUPER 8, EASTBOUND

TITLE: PROPOSED GENERAL ARRANGEMENT & SITE PLAN

DRAWN A.T	DESIGN J.L	DATE: OCT 21
JOB NO: 21252		DWG NO: DA01
SCALE @ A1: AS SHOWN		REV: D

Appendix B

State Environmental Planning Policy (SEPP) 64 – Schedule 1

State Environmental Planning Policy No 64—Advertising and Signage (2001 EPI 199)

Current version for 22 January 2021 to date (accessed 16 November 2021 at 12:18)

New South Wales

Schedule 1 Assessment criteria

(Clauses 8, 13 and 17)

1 Character of the area

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

2 Special areas

- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

3 Views and vistas

- Does the proposal obscure or compromise important views?
- Does the proposal dominate the skyline and reduce the quality of vistas?
- Does the proposal respect the viewing rights of other advertisers?

4 Streetscape, setting or landscape

- Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?
- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?
- Does the proposal reduce clutter by rationalising and simplifying existing advertising?
- Does the proposal screen unsightliness?
- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?
- Does the proposal require ongoing vegetation management?

5 Site and building

- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?
- Does the proposal show innovation and imagination in its relationship to the site or building, or both?

6 Associated devices and logos with advertisements and advertising structures

- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

7 Illumination

- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

8 Safety

- Would the proposal reduce the safety for any public road?
- Would the proposal reduce the safety for pedestrians or bicyclists?
- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au