



M4 Motorway, Eastern Creek Static Advertising Signage Safety Assessment

Prepared for:
Transport for NSW

25 October 2024

The Transport Planning Partnership

M4 Motorway, Eastern Creek

Static Advertising Signage Safety Assessment

Client: Transport for NSW

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Quality Record


Version	Date	Prepared by	Reviewed by	Approved by	Signature
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1 Introduction

1.1 Overview

Transport for NSW (TfNSW) is seeking to renew the permit for an existing large format static advertising sign located on the north side of the M4 Motorway in Eastern Creek facing eastbound traffic.

The sign was approved on 4 March 2009 by the Department of Planning (DA 079-07-2009). The sign was subsequently installed in August 2012.

The Transport Planning Partnership (TPPP) has been commissioned by TfNSW 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 Chapter 3 of State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP).

The Guidelines outline best practice for the planning and design of outdoor advertisements in transport corridors. The Industry and Employment SEPP 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 renewing the permit for the existing static advertising sign and provide recommendations on mitigation measures to alleviate impacts on the surrounding road network. This report sets out the findings of TPPP's signage safety assessment for the proposed static advertising sign on the north side of the M4 Motorway in Eastern Creek facing eastbound traffic.

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 merge/diverge points at entry and exit ramps.
- Distance from upstream or downstream decision points such as merge and diverge points.
- Potential for the sign to distract at a critical 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.
- 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 the M4 Motorway was carried out on Wednesday 13 August 2024.
- Austroads Guide to Road Design Part 3, Geometric Design, 2016.
- Austroads Guide to Road Design Part 4A, Unsignalised and Signalised Intersections, 2017.
- Transport Corridor Outdoor Advertising and Signage Guidelines, November 2017 by Department of Planning and Environment.
- State Environment Planning Policy (Industry and Employment) 2021.
- Design plans for the static advertising sign dated 23 October 2024.

2 Proposal Description

2.1 Location Details

The permit for the existing static advertising sign located beside the M4 Motorway facing eastbound travel lanes is proposed to be renewed.

The sign is located within a variable speed zone on the M4 Motorway with a default speed of 100km/h. In the vicinity of the sign, the M4 Motorway has three travel lanes in the eastbound direction. The nearest entry ramp to the M4 Motorway in the eastbound direction is 450m to the west from M7 Westlink, and the next closest is 6km to the west from Roper Road / Erskine Park Road.

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

Figure 2.1: Sign Location



Basemap Source: Nearmap, aerial imagery dated 29 May 2024

2.2 Description of Signage

As per the Industry and Employment SEPP, the advertising display area is defined as follows:

“advertising display area means, subject to subsection (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 is to remain as per the existing dimensions, with an area of 42.41m² (12.66m width by 3.35m height).

The sign will be used by the operator to continue promoting its sponsors and third-party advertising. The proposed static advertising sign will contain text and images. The development application plans for the proposed static advertising sign are contained in Appendix A.

2.3 Signage Exposure

The existing static advertising sign is visible to motorists travelling eastbound on the M4 Motorway, as shown in Figure 2.2.

Figure 2.2: M4 Motorway Eastbound Approach

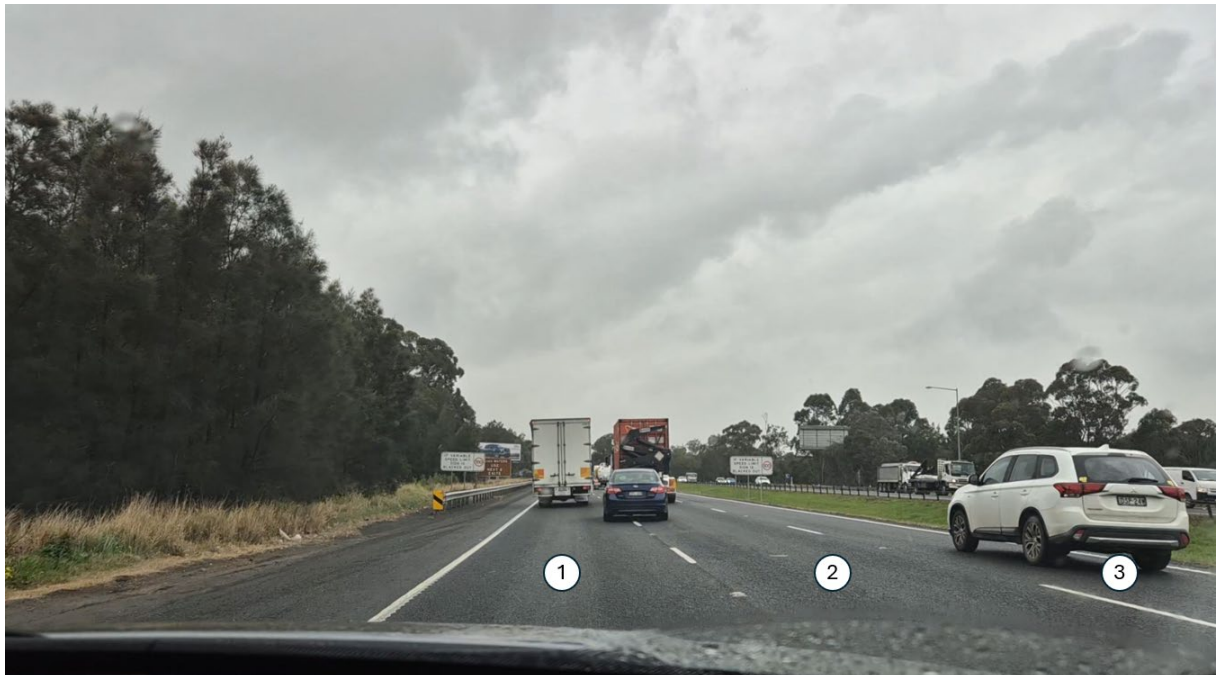


Basemap Source: Nearmap, aerial imagery dated 29 May 2024

A site visit was undertaken on Thursday 14 August 2024 to inspect driver sight distances to the existing static advertising sign and observe any potential crash hazards that could be caused by the sign. A description of the site investigation findings is provided herein.

The lane configuration on the M4 Motorway eastbound carriageway in the vicinity of the existing static advertising sign is shown in Figure 2.3.

Figure 2.3: M4 Motorway Eastbound Approach Lane Configuration



Source: Photograph taken by TTPP dated 14 August 2024.

- The sign is visible to motorists on the M4 Motorway travelling eastbound.
- There is no other static or digital advertising signage within 150m of the existing sign location.
- All three travel lanes are through lanes along the motorway
- No significant road safety issues associated with the existing static advertising sign were observed.
- There is an existing static advertising sign at this location, and therefore, the legible distance is based on the text font and sizing display of the current static advertising sign.
- There are no pedestrian footpaths along M4 motorway.
- Treating the observed conditions during the site inspection as the typical conditions in the area, visible and legible distances are summarised in Table 2.1.
- The visibility of the sign from all three lanes is partially obscured by vegetation on approach.

Table 2.1: Sight Distances

Lane	Partially Visible Distance	Completely Visible Distance	Legible Distance
Lane 1	260m	160m	110m
Lane 2	370m	180m	110m
Lane 3	400m	280m	110m

The likely visible and legible distances on the M4 Motorway eastbound approach are shown in Figure 2.4 to Figure 2.6.

Figure 2.4: Eastbound Approach Sign Exposure – Lane 1



Source: Photograph taken by TPP dated 14 August 2024.

Figure 2.5: Eastbound Approach Sign Exposure – Lane 2



Source: Photograph taken by TPP dated 14 August 2024.

Figure 2.6: Eastbound Approach Sign Exposure – Lane 3



Source: Photograph taken by TTPP dated 14 August 2024.

2.4 Crash History

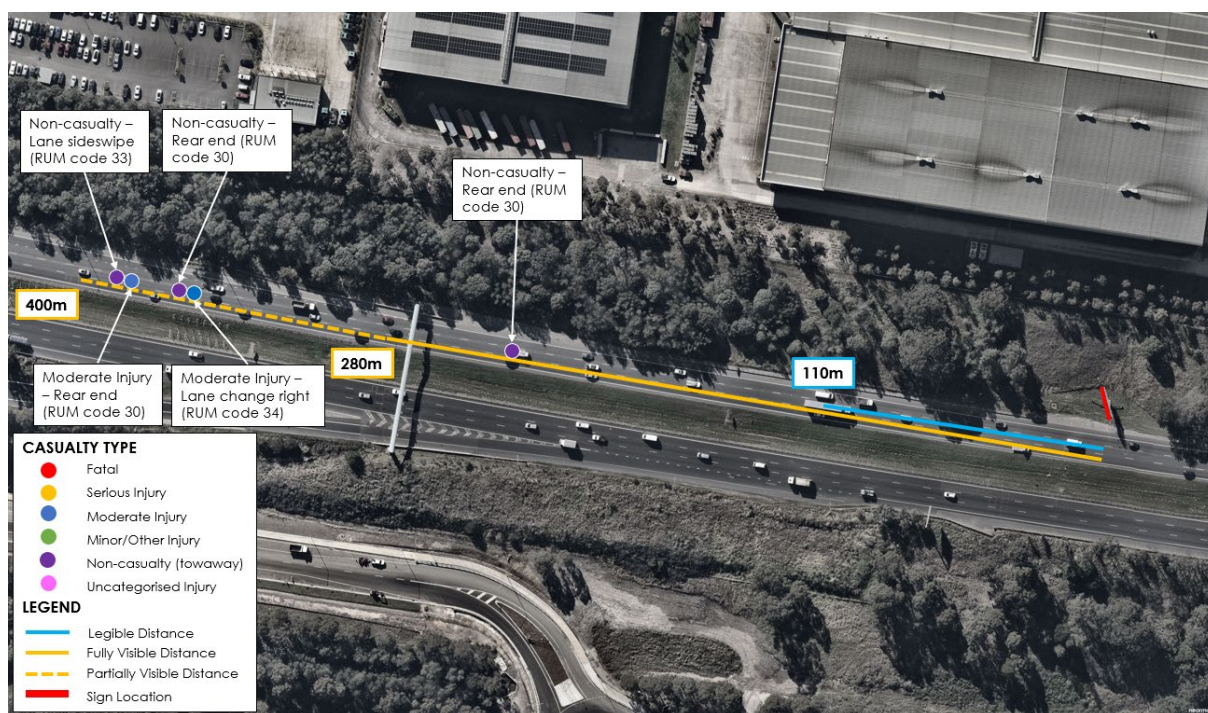
Historic crash data has been obtained from Transport for NSW (TfNSW) and assessed for incidents on the M4 Motorway within the visible distance of the existing static advertising signs. Crash history data has been assessed on approach to the sign for the most recent five-year period for data collated and published by TfNSW. The period is between 1 January 2019 to 31 December 2023.

Crash data has been reviewed within the legible and visible distance of the static sign location, which is up to 400m from the sign. There were no crashes recorded within the legible

distance and five crashes within the visible distance, four of which occurred within the partially visible area.

The crash locations in relation to the sign and associated incident descriptions are shown in Figure 2.7 and summarised in Table 2.2.

Figure 2.7: Crash Map



Basemap source: Nearmap aerial imagery dated 29 May 2024.

Table 2.2: Crash Type and Severity

Crash Type	No. of Crashes	Crash Severity (No. of Crashes)					
		Fatality	Serious Injury	Moderate Injury	Minor Injury	Uncategorised Injury	Non-casualty (tow-away)
Within Legible Distance = 110m							
Total	0	0	0	0	0	0	0
Within Visible Distance = 400m							
Rear end (RUM code 30)	3	0	0	1	0	0	2
Lane sideswipe (RUM code 33)	1	0	0	0	0	0	1
Lane change right (RUM code 34)	1	0	0	1	0	0	0
Total	5	0	0	2	0	0	3

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 (Industry and Employment) 2021. 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 road facing sign against the key safety assessment criteria, a series of criteria are set out in Section 3.2 *Advertisements and Road Safety* of the NSW Guidelines.

3.1 Industry and Employment SEPP Schedule 5

Clauses 1 to 7 of the Industry and Employment SEPP – Schedule 5 refer to aspects that are unrelated to road safety, as outlined in Appendix C. 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 the pedestrians or bicyclists?***
- c) *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?***

Provision of the existing static advertising sign mounted on a monopole alongside the M4 Motorway was not observed to reduce safety for motorists, pedestrians or cyclists. There will be no changes to the location or size of the existing static advertising sign in the future.

Assessment of the existing sign in accordance with the Department of Planning's Transport Corridor Outdoor Advertising and Signage Guidelines has been undertaken in the following sections.

3.2 Transport Corridor Outdoor Advertising and Signage Guidelines – Freestanding Advertisements Criteria (Section 2 of Guidelines)

Table 3.1: Freestanding Advertisements Criteria (Section 2 of Guidelines)

Criteria		Comments
A	The advertising structure must not protrude above the dominant skyline, including any buildings, infrastructure or tree canopies, when viewed from ground level within a visual catchment of 1km. Note: This impact should be measured from the vehicle approach location and any other critical viewpoints.	The advertising structure does not protrude above the tree canopies on approach from all three travel lanes, as shown in Figure 2.4, Figure 2.5 and Figure 2.6.
B	For a freestanding advertisement greater than 45sqm that requires consent from local council, a DCP must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct.	The sign is less than 45sqm.
C	Where the sign is in a transport corridor a landscape management plan may be required as part of the DA approval for a freestanding advertisement. This may include requirements to provide appropriate vegetation behind and adjacent to the advertising structure to minimise unintended visual impacts. Landscaping should include trees, shrubs and ground covers to provide adequate screening, softening, colour, soil stabilisation and weed reduction.	The DA for this sign has been previously approved and the sign has been operational since 2012. It is envisioned that a landscape management plan is not necessary for permit renewal purposes.

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 sign does not physically obstruct any vehicle, pedestrian and cyclist movements as it is placed on the northern side of the M4 Motorway. There are no pedestrian footpaths or cycleways on either side of the M4 Motorway.

The sign does not protrude laterally into the transport corridor, and therefore, would not be hit by trucks or wide vehicles. The outermost edge of the sign will be approximately 10m from the edge of the carriageway.

(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 supplement) or behind an RMS-approved crash barrier.

The sign is placed on the north side of the M4 Motorway and is beyond the clear zone. Nonetheless, it has an RMS-approved W-beam 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 lateral clearance with respect to dynamic deflection and working width for the existing static sign was previously approved by TfNSW.

(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.

The existing static advertising sign has been approved and designed in accordance with Australian Standards AS1170.1 and AS1170.2 to meet the requirements for wind loading, whilst having consideration for the height of the sign board when under maximum vertical deflection. An assessment of the existing sign against the current codes is included in Appendix C which demonstrates the sign structure is in accordance with current codes (AS1170.1:2002 and AS1170.2:2021).

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.

The sign is offset from the carriageway and does not obstruct the drivers' view of the road or pedestrians and cyclists.

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

The sign does not obstruct pedestrian and cyclist's view of the M4 Motorway as it is offset from the roadway against vegetation. Cyclists are prohibited from travelling on the M4 Motorway. Also, there are no pedestrian footpaths along the M4 Motorway in the vicinity of the sign, so pedestrians and cyclists are not expected to travel through this area.

- (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 photomontage should be used to assess this issue.**

The sign is offset from the carriageway in a manner that does not have the potential to give incorrect information about the road alignment. This is supported by Figure 2.4, Figure 2.5, and Figure 2.6.

- (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 sign is positioned within a driver's line of sight. For drivers travelling in the eastbound direction, the sign will be located on the near side of the carriageway. Hence, drivers are not required to turn their head to view the sign.

The height and distance of the sign away from the carriageway is unlikely to cause headlight reflection or glare.

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 per Austroads Guide to Road Design Part 4A, the minimum safe stopping distance (SSD) is based on the travel speed and gradient of the road. At this location, there is a variable speed limit with a default speed limit of 100km/h.

For the purpose of this assessment, an operating speed of 100km/h has been used to calculate the safe stopping sight distance which is the default speed limit of the M4

Motorway on approach to the sign. Also, it is the speed at which motorists were observed to be driving during the site inspection. According to the Austroads guide, the minimum safe stopping sight distance on a major highway for a 100km/h speed zone is 207m.

On the eastbound approach, the sign is not located within the safe stopping distance of any decision-making conflict point. The nearest downstream exit ramp is located 1km east of the proposed static sign location, far beyond SSD.

The sign is not located within the safe stopping distance of pedestrian and cyclist crossing facilities. The sign is not visible from the stem of a T-intersection.

(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.**

A "critical time" is understood to refer to a point in time when a driver's decision is required implying that a road safety implication could occur if a driver was distracted at this time.

The existing static advertising sign is fixed on the north side of the M4 Motorway. The sign does not obstruct a motorist's view of any traffic signals, signage, and other traffic hazards when travelling on the M4 Motorway in the eastbound direction.

There is no road hazard, intersection or emergency vehicle access point near the sign.

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.

There are no other large format static or digital signs within 150 m of the proposed static advertising sign facing traffic in the eastbound direction.

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.

The proposed static sign will not obstruct or reduce the visibility and effectiveness of any directional signs, traffic control devices, regulatory signs or advisory signs. A Variable Message Sign (VMS) is located approximately 200m downstream of the existing static advertising sign as shown in Figure 3.1. The proposed static sign is offset from the carriageway, while the VMS is elevated above the carriageway such that there are no backdrop issues for the VMS. There is also a default speed limit sign and a guidance sign located 140m and 70m upstream of the static sign respectively. However, the proposed static sign is elevated above these signs, such that there is no backdrop issue for either sign.

Figure 3.1: Regulatory and Advisory Signage on Approach – Existing Conditions



Source: Photograph taken by TPPP dated 14 August 2024.

- (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 advertisements would remain consistent with the existing static advertising sign. It is noted that the sign would not display colours and shapes which could be mistaken for traffic signals.

Notwithstanding this, it is recommended that the content of the sign be reviewed against Table 5 of the 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 existing sign is not a digital advertising sign and will remain a static advertising sign.

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 Guideline details assessment criteria to ensure that illumination and reflectance qualities of the sign 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 is a static advertising sign and would not contain interactive technology or technology that enables opt-in direction communication with motorists.

4 Conclusion

Transport for NSW is seeking to renew the permit of a large format static advertising sign facing eastbound traffic on the north side of the M4 Motorway in Eastern Creek.

The proposal has been assessed against the statutory requirements for static advertising signage outlined in the following documents:

- Section 3, Advertisements and Road Safety of the NSW Guidelines
- State Environmental Planning Policy (Industry and Employment) 2021.

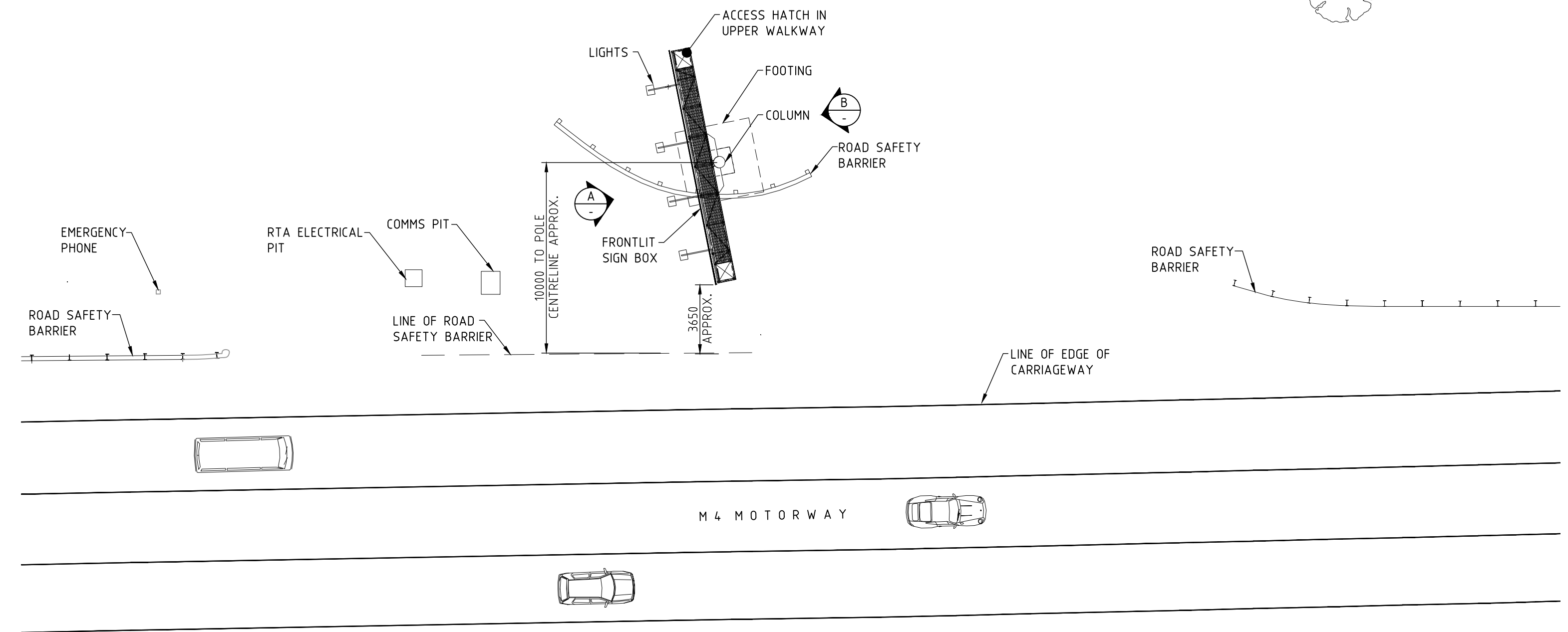
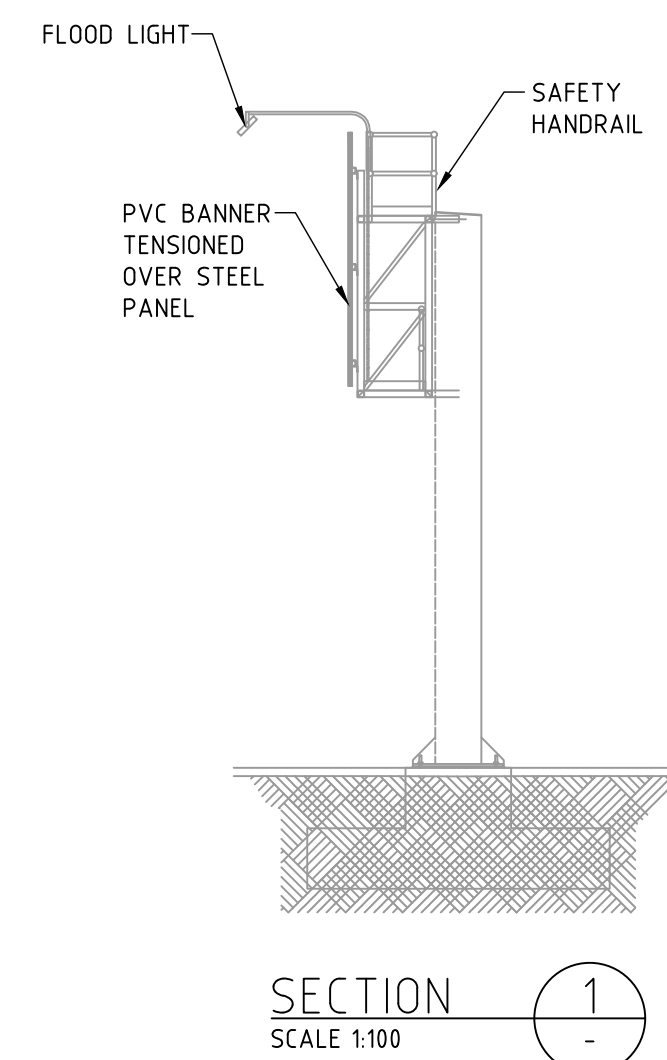
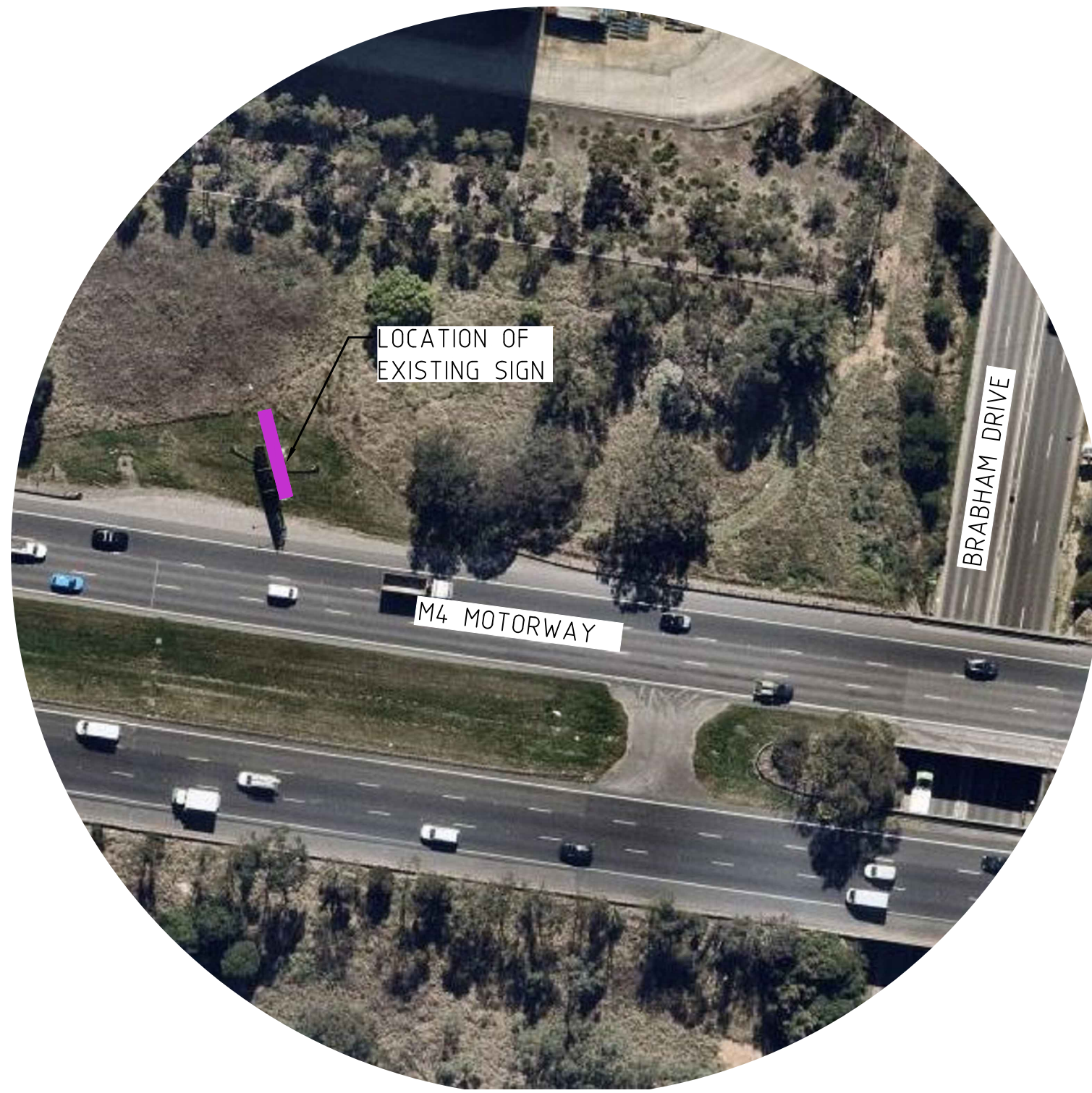
The following findings and conclusions are made from the signage safety assessment:

- There have been five crashes recorded on approach to the existing sign location within the visible distance of the sign (i.e. 400m away from the sign) for the most recent five years (for which TfNSW has aggregated data). No incidents were recorded within the legible distance of the sign location (i.e. 110m away from the sign).
- The sign does not obstruct and/or reduce visibility of any traffic control devices, signage, pedestrians or cyclists.
- The sign does 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 sign is not located within the safe stopping distance to any key decision points or conflict points.
- The sign does 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 existing static advertising sign, and therefore the proposed static advertising sign, on the northern side of the M4 Motorway facing eastbound traffic would satisfy the traffic safety criteria, requirements and guidelines in the Industry and Employment SEPP and NSW Guidelines.

Appendix A

Design Plans



SITE PLAN
SCALE 1:200

[illegible]

Appendix B

State Environmental Planning Policy (Industry and Employment) – Schedule 5



State Environmental Planning Policy (Industry and Employment) 2021

Current version for 4 March 2024 to date (accessed 13 September 2024 at 10:28)

Schedule 5

Schedule 5 Assessment criteria

sections 3.6, 3.11 and 3.15

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?

Appendix C

Assessment Against Current Structural Codes



ABN 23 039 013 724
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Forest Central Business Park
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Frenchs Forest NSW 2086

PO Box 652
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23rd October 2024

Sammy Hamilton
43A The Corso, Manly
New South Wales 2095

RE: Supersite Monopole on the M4 Motorway Near Brabham Drive,
Eastern Creek, NSW
DA For Continued Signage Use, Structural Feasibility and Safety Report

1.0 Introduction

This assessment has been conducted by Dennis Bunt Consulting Engineers Pty Ltd (DBCE) at the request of Keylan. No responsibility under the law of contract, tort or otherwise for any loss or damage is accepted.

The purpose of this assessment was to perform a structural and safety review of the existing supersite sign on the M4 Motorway near Brabham drive, Eastern Creek for the DA approval by TfNSW for Continued Signage use.

The existing signage was inspected on the 12th of September 2024 as part of DBCE's ongoing maintenance inspections for JCDecaux.

The existing signage was documented by DBCE on the 25th Of September 2024 for TfNSW, drawing number DS2024/001013, DA01(1).

The following documents were used in this assessment.

1. Transport Corridor Outdoor Advertising and Signage Guidelines, NSW Government (November 2017)
2. AS1170.0-2002 Structural design actions Part 0: General principles
3. AS1170.1-2002 Structural design actions Part 1: Permanent, imposed and other actions.
4. AS1170.2-2021 Structural design actions Part 2: Wind actions
5. AS4100-2020 Steel structures.
6. AS1657-2018 Fixed platforms, walkways, stairways, and ladders - Design, construction and installation

This report was limited to a visual examination only and no calculations were performed.

2.0 Observations/ Discussion

The existing sign is a front lit supersite sign on a monopole. The sign consists of a banner which is placed against a steel panel and is tensioned both horizontally and vertically. The panel is fixed to a three-dimensional (3D) steel frame that is supported off a steel pole. The steel pole is supported off a concrete footing. Refer to photos 1 to 4.

There are two walkways in the 3D steel frame behind the panel, near the base of the panel and one metre from the top of the panel. The walkways enable the banners to be changed when required. There are propriety balustrades on the back and sides of the walkways with the panel in front acting as a barrier to prevent falls. Refer to photos 5 to 10.

The lower walkway is accessed by a temporary ladder that is placed between ladder brackets fixed to the back of the walkway. There is a gate in the balustrade at this location to enable access. Refer to photo 5.

The steel column, 3D frame, sign panel and walkways were in as new condition with no corrosion.

The sign is located to the side to the motorway and does not overhang it. There is a road safety barrier between the M4 motorway and the sign pole to prevent vehicles impacting it. Refer to photo 1.

3.0 Recommendations/ Conclusions

- The sign structure is in accordance with the relevant Australian standards and Transport Corridor Outdoor Advertising and Signage Guidelines, NSW Government (November 2017)
- The steel pole, 3D steel frame, sign panel and walkways are all galvanised and in as new condition.
- The structure and the sign box are rated as category 1 by DBCE. ie new or as new condition. Re-inspection will be in September 2028, ie approximately 4 years from the time of the last inspection.
- There are presently no structural or safety issues requiring fixing.

If you have any questions, please do not hesitate to ring the undersigned on 0400 023 714

Yours Faithfully,

A handwritten signature in blue ink, appearing to read 'J Linsell', is written over a light blue rectangular background.

John Linsell BE(Hons), MIEAust, CPEng, NPER(Struct)
for Dennis Bunt Consulting Engineers Pty Ltd.



Photo 1



Photo 2

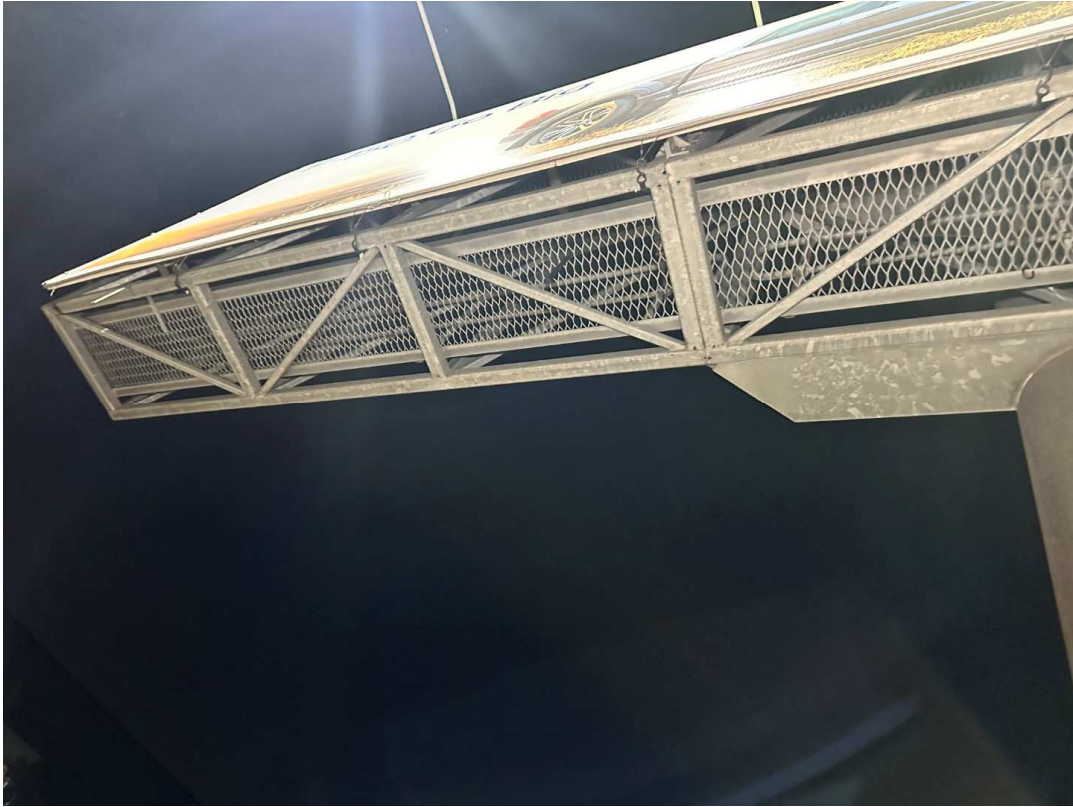


Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

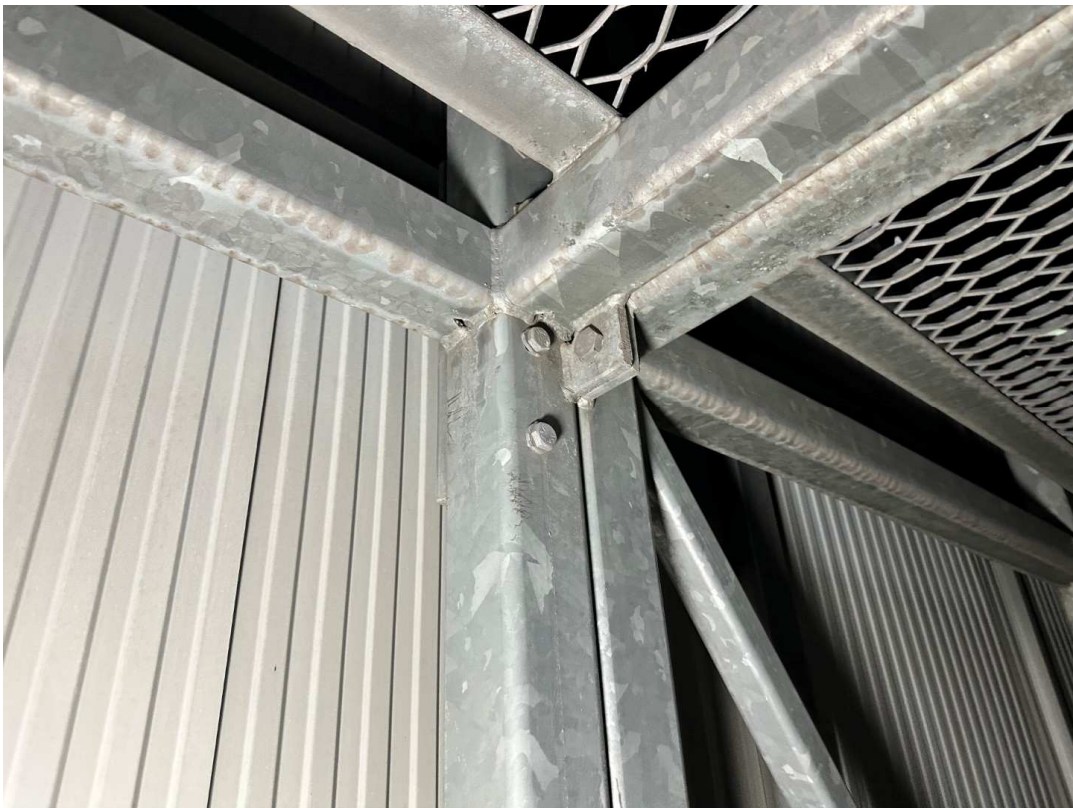


Photo 8



Photo 9

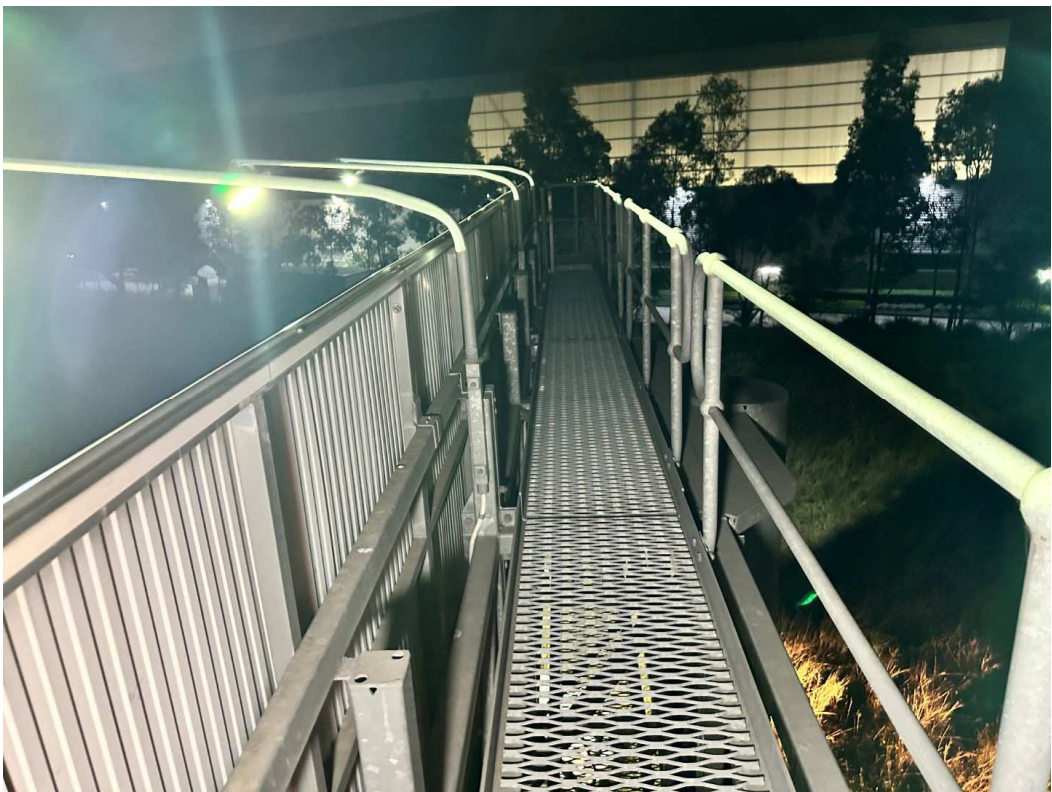


Photo 10

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