

31 January 2021

TfNSW Reference: SYD20/01461/01

Client Reference: DA 10649

Department of Planning, Industry and Environmental  
GPO Box 39  
SYDNEY NSW 2001

Attention: Minoshi Weerasinghe

## **NOTICE OF EXHIBITION - DIGITAL ADVERTISING SIGNS - M2 MOTORWAY EPPING**

Dear Sir/Madam,

Reference is made to the Department of Planning, Industry and Environmental (Department) correspondence dated 15 December 2020, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for concurrence in accordance with Section 138 of the *Roads Act, 1993*.

TfNSW has reviewed the submitted information and does not support the proposed advertising signs.

TfNSW also provides the following comments to Department for consideration:

1. TfNSW notes that subject single-track railway bridge on the western side was built as part of the Epping to Thornleigh Third Track (ETTT) project, and this bridge is still in the M2 lease. As such, consent from The Hills Motorway Limited (THML) is required for advertising on the ETTT Bridge.

TfNSW has consulted THML and was advised that THML is not supportive of another party advertising on the ETTT Bridge.

2. Sign on western elevation (eastbound)

- The sign is located just upstream of the entry merge and is visible in the area where merging traffic will be manoeuvring to match the speeds of the mainline traffic. Any form of distraction should be minimised.
- The sign is also clearly visible on entry ramp and a possible distraction to motorists who preparing to enter the motorway and concentrating on performing merge into the mainline traffic.
- In this area there are Variable Speed Limit Signs (VSLS) used to manage incidents within the tunnel. There should be no other devices causing potential interference to the VSLS.

- Currently there are 3 tunnel clearance signs posted directly on the western face (eastbound) of the rail bridge and there are two VSLS in front of the rail bridge. The proposed advertising signs would likely interfere (depending on exact location) and be a distraction to these tunnel clearance signs and VSLS.

### 3. Sign on eastern elevation (westbound)

- The sign is proposed in the viewing area where an exit lane commences. In these locations some motorists are required to make decisions for their destinations and potential lane changes if they decide to exit. Any form of distraction should be minimised.

Section 3.2.3 of Transport Corridor Outdoor Advertising and Signage Guidelines, November 2017, states as follows:

*'It is important that drivers are not distracted near decision making points or conflict points to allow concentration to be focused on the driving task where the driver's attention requirements are greater.'*

- Signs are visible to motorists as they exit the tunnel. This area has a history of congestion and rear end collisions. Any form of distraction causing potential accidents should be avoided in this area.
  - The proposed advertising signs will be located on the rail bridge, which is approx. 250m from the tunnel exit. It is concerned that it may cause unfamiliar drivers trying to read and understand the signs and seeking any relevant information on the proposed advertising signs to them. This can potentially cause unsafe behaviours leading to accidents.
4. Any crashes occur directly outside the tunnel going westbound would have an immediate effect back through the tunnel. As such, any advertising sign causing potentially increasing possibility of crashes should be avoided in the area.
  5. The Evaluation of Lighting Impact only assessed the illuminance resulting from the proposed installation without the cumulative impact of the other lighting in the area which includes how it is impacting the nearby street lighting.
  6. Should the proposed development proceed, the following information should be submitted to TfNSW for review:
    - Structural documentation including drawings/reports of the sign support and connection details to the bridge, including an as-is loading assessment of the existing bridge.
    - Construction Traffic Management Plan and installation methodology including any lane or carriageway closure requirements.
    - Details of the relocation of the eastbound clearance signage including the support and connection details.
    - Visual impact assessment of the relocation of the anticipated adjusted tunnel clearance signage on the eastbound traffic, as the digital advertising signage could

be a major distraction from the last tunnel clearance warning prior to the tunnel entrance.

- Pre- and post- dilapidation report for all assets potentially impacted by the construction and operation of the proposed advertising signs.
- Crane loading assessment for the construction of the proposed advertising signs, as the crane will be set up on the existing M2 pavement for construction.
- Inspection and maintenance plan for the proposed advertising signs, detailing the frequency and what routine inspections and maintenance to be carried out on the signage as well as the supporting structure.
- Lighting impact assessment, including the cumulative impact of the proposed advertising signs on the illumination provided by the nearby street lighting?

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pahee Rathan', with a stylized flourish at the end.

**Pahee Rathan**

Senior Land Use Assessment Coordinator