

# Advertising Sign Review

## Mountain Ridge Road



|         |                                 |                |              |
|---------|---------------------------------|----------------|--------------|
| Date    | 31 <sup>st</sup> July 2026      | Project Number | P0055018     |
| Client  | Frasers Property                | Prepared By    | Brendan Chui |
| Project | Round Mountain Advertising Sign | Reviewed By    | Alice Shi    |

### Introduction

#### Overview

Urbis (Transport Advisory) has been engaged by Frasers Property (Client) to provide a traffic safety review of a proposed advertising sign near the Teviot Road / Mountain Ridge Road intersection in South Maclean.

The purpose of this report is to document the traffic and safety assessment of the proposed sign with reference to the key safety requirements for both motorists, pedestrians and cyclists from the following documents:

- Logan City Council (LCC) Advertising Device Code.

#### Proposed Signage

The proposed sign is located at the northeast corner of the Teviot Road / Mountain Ridge Road intersection, as indicated on Figure 1. The key characteristics of the proposed sign are summarised in Table 2.

Table 1. Proposed Sign Details

| Sign Aspect                | Proposed Details                                                                      |
|----------------------------|---------------------------------------------------------------------------------------|
| Dimensions                 | 6.1m × 3.0m                                                                           |
| Area                       | 18.3m <sup>2</sup>                                                                    |
| Sign type                  | Static                                                                                |
| Configuration              | Single-sided and freestanding                                                         |
| Orientation                | Face orientation southwest                                                            |
| Viewed Approaches          | Facing northbound traffic on Teviot Road and eastbound traffic on Mountain Ridge Road |
| Overall height / clearance | Approximately 5.0 m overall, lower edge approximately 2.0 m above ground              |

The sign location and the surrounding road network is shown in Figure 1.

Figure 1. Proposed Sign Location



Source: Nearmap

## Existing Condition

### Surrounding Road Network

A summary of the surrounding road network characteristics is provided in Table 2.

Table 2. Road Environment

| Road Name                  | Authority | Road Hierarchy                    | Cross Section              | Posted Speed Limit |
|----------------------------|-----------|-----------------------------------|----------------------------|--------------------|
| <b>Teviot Road</b>         | Council   | Rural Arterial Single Carriageway | Two-Four lanes, undivided, | 80km/h             |
| <b>Mountain Ridge Road</b> | Council   | District Road                     | Two lanes, undivided,      | 60km/h             |

### Site Inspection

A drive-through site inspection was completed on 17 July 2026. The following available sight distances to the proposed sign location were confirmed:

- Southern Approach, Teviot Road: approximately 190m.
- Western Approach, Mountain Ridge Road: approximately 150m.

Additionally, the inspection confirmed that the proposed sign would not physically obscure any existing traffic-control devices.

Two existing static advertising signs were also observed at the northwest and southeast corners of the Teviot Road / Mountain Ridge Road intersection. It is understood that these signs are not approved and have applications lodged with Council for assessment.

The existing southeast sign viewed from Mountain Ridge Road provides a similar available continuous visibility distance to the proposed sign, while the existing northwest sign viewed from Teviot Road becomes visible approximately 100m downstream travelling northbound towards the intersection from the south.

Figure 2 illustrates how the proposed and existing sign would present to the drivers on each approach to the intersection based on the site inspection photos.

Figure 2. Available Sight Distance to Proposed Sign and Existing Signs



Source: Nearmap

## Sign Assessment Against Council’s Advertising Device Code

Table 3 details the relevant requirements noted in Council ‘s Advertising Device Code.

Table 3. PO / AO of Council’s Advertising Device Code

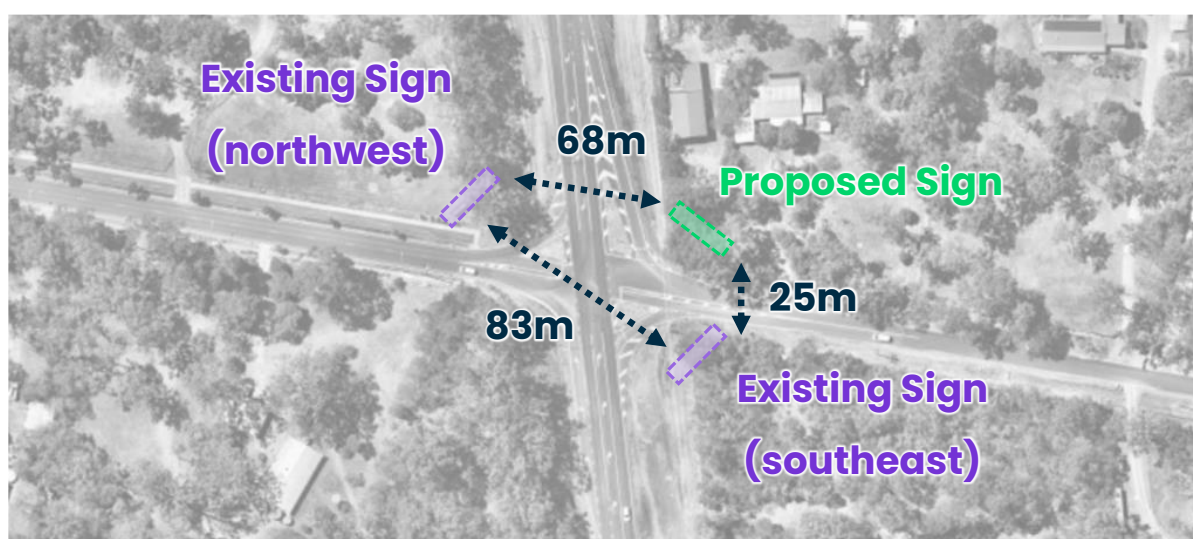
| Performance Outcomes                                                                                                                                                                                                                                                                                                                                    | Acceptable Outcomes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PO1</b><br>An advertising device is designed and located: <ul style="list-style-type: none"><li>a. to be compatible and visually integrate with the built form and streetscape;</li><li>b. to be safe for pedestrians, cyclists and vehicular traffic;</li><li>c. to not cause a distraction to road users or light nuisance to residents.</li></ul> | <b>AO1.4</b><br>An advertising device: <ul style="list-style-type: none"><li>a. is not animated and does not rotate or flash;</li><li>b. that is illuminated or contains an electronic display:<ul style="list-style-type: none"><li>i. does not contain scrolling, moving images or moving text;</li><li>ii. does not obscure traffic signals, directional, regulatory or advisory road signage;</li><li>iii. is not located to create an obstruction to a road user’s clear line of vision to other road users;</li><li>iv. is not located within 50 metres of:<ul style="list-style-type: none"><li>A. a school zone;</li></ul></li></ul></li></ul> |

| Performance Outcomes | Acceptable Outcomes                                                                                                                                                                                                                                                                                               |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      | B. an intersection;<br>C. an unsignalised pedestrian crossing;<br>D. a roundabout;<br>v. displays a message for a minimum display dwell time of 30 seconds;<br>vi. ensures message changes are instantaneous (within 0.5 seconds);<br>vii. has luminous levels consistent with Table 9.4.1.3.5 – Luminance levels |

#### AO1.4

The proposed sign is static, non-illuminated and would not rotate, flash or display animated content. On this basis, the proposal complies with AO1.4(a) and as the sign will not be illuminated or have an electronic display, AO1.4(b) is not applicable to the proposal.

Figure 3. Separation Distances to Proposed Sign and Existing Signs



A first principles traffic safety assessment has been undertaken to address PO1(b) and PO1(c) to demonstrate the suitability of the proposed sign, and PO2 to demonstrate that the combined signage arrangement would not result in unacceptable visual clutter.

## First Principles Assessment

### Sign Location

The sign is located in proximity to the Teviot Road / Mountain Ridge Road intersection. The following key points are noted regarding location of the sign when considered in isolation. The assessment of spacing to other signs is addressed in a following section.

- The Teviot Road / Mountain Ridge Road intersection is a four way priority-controlled intersection.
- At the southern approach (Teviot Road):
  - Teviot Road provides a through lane and two turning lanes as follows:
    - 50m deceleration lane for left turn.
    - 80m deceleration lane for right turn.
  - The provision of dedicated turning lanes allows turning vehicles to decelerate and queue clear of the through traffic lane. This reduces the likelihood of through vehicles being required to slow or stop behind a turning vehicle and therefore reduces the potential for rear-end conflicts.

- The maximum sight distance to the sign is approximately 190m which provides approximately 8–9 seconds at the posted speed limit for the driver to view the sign. This duration is considered sufficient for drivers to briefly view the sign (guidance states 3 seconds of travel time required for drivers to read the sign) with the remaining 5–6 seconds on approach to the sign to observe on-road conditions and undertake any necessary driving tasks.
- At the western approach (Mountain Ridge Road):
  - Mountain Ridge Road forms a minor road approach and provides a high-angle slip lane for the left-turn movements.
  - The slip lane separates left-turning vehicles from other approach movements and allows these vehicles to undertake the turn within a dedicated lane. This reduces the likelihood of a turning vehicle obstructing other traffic or creating an unexpected stationary vehicle within the general traffic lane.
  - The maximum sight distance to the sign is approximately 160m which provides approximately 9–10 seconds at the posted speed limited for the driver to view the sign. This duration is considered sufficient for drivers to briefly view the sign (guidance states 3 seconds of travel time required for drivers to read the sign) with the remaining 6–7 seconds on approach to the sign to observe on-road conditions and undertake any necessary driving tasks.
- The site inspection indicates that the proposed sign would appear within the forward field of view before drivers reach the intersection decision point.

Based on the above assessment, there is sufficient visibility to the sign from both approach directions to allow time for drivers to view the sign and focus ahead on road conditions. Therefore, the sign's location is considered appropriate.

## Sign Characteristics

The following characteristics are proposed for the sign:

- The proposed sign is static and will not contain any digital content which reduces the potential for distraction risk.
- The proposed sign will not be lit and therefore, will not be visible in the evening.
- The proposed sign will not physically obscure any relevant line marking or intersection priority control signage in both directions.

Based on the above assessment, the distraction risk associated with the proposed sign is considered low. Therefore, the sign is unlikely to introduce any significant additional traffic safety risk to the surrounding road network.

## Crash Review

A review of the latest Department of Transport and Main Roads (TMR) crash data for the most recent five year period between 1<sup>st</sup> July 2020 to 30<sup>th</sup> June 2025 outlined 6 crashes occurred in the surrounding road network. The locations of the crash are illustrated on Figure 4 and detailed in Table 4.

Figure 4. Crash Locations



Source: TMR

Table 4. Relevant Crash Data

| Crash ID | TMR Ref # | Severity          | Date / time         | Conditions                       | DCA                               | Key Approach Direction |
|----------|-----------|-------------------|---------------------|----------------------------------|-----------------------------------|------------------------|
| A        | 164747    | Hospitalisation   | Apr 2021, Sun 12:00 | Dry / clear / daylight           | 708 / off-path hit traffic island | N                      |
| B        | 384592    | Medical Treatment | Feb 2024, Fri 08:00 | Dry / clear / daylight           | 104 / adjacent thru-right         | S                      |
| C        | 207812    | Hospitalisation   | Jul 2024, Mon 07:00 | Wet / clear / daylight           | 202 / opposing thru-right         | S                      |
| D        | 97950     | Medical Treatment | Jun 2025, Wed 09:00 | Dry / clear / daylight           | 202 / opposing thru-right         | E                      |
| E        | 336012    | Hospitalisation   | Nov 2023, Thu 18:00 | Wet / rain / lighted - darkness  | 202 / opposing thru-right         | S                      |
| F        | 327426    | Medical Treatment | Mar 2021, Sat 04:00 | Dry / clear / lighted - darkness | 704 / right off-road hit object   | N                      |

Based on the above, five of the six crashes occurred at the intersection. There were no fatalities recorded. The crash history included:

- Two single-vehicle off-path crashes (**Crashes A and F**).
- Four through-right crashes (**Cashes B, C, D and E**).

Further review of these crashes is provided below:

- Crashes A and F** These crashes do not form part of the identified intersection turning-conflict pattern. However, as both were single-vehicle off-path crashes, they remain potentially relevant to the proposed sign.

- **Crash B:** Involved a through vehicle travelling southbound on Teviot Road and a vehicle turning right from Mountain Ridge Road. Both vehicles were not travelling in the direction of where the proposed sign is facing. Therefore, this crash is considered irrelevant.
- **Crash D:** involved a through vehicle travelling eastbound on Mountain Ridge Road and a vehicle turning right from the opposing Mountain Ridge Road approach. This occurred on an approach which would be able to view the proposed sign. The crash resulted in medical treatment.
- **Crashes C and E:** Involved a through vehicle travelling northbound on Teviot Road and a vehicle turning right from the opposing Teviot Road approach. Both crashes occurred under wet or rainy conditions, resulting in hospitalisation. While these crashes occurred on an approach which would be able to view the proposed sign, road surface and weather conditions are considered the most likely contributing factors. The proposed sign is unlikely to materially influence the recurrence of this crash type.

In summary, three crashes (**crashes A, D and F**) were identified as potentially relevant to the proposed sign during the five-year period, including one FSI (hospitalisation) crash. This number of potentially relevant crashes of differing natures does not indicate a crash trend or high crash concentration. There is no clear evidence that distraction is a cause of crashes at the intersection.

Additionally, the proposed sign would be static and would not contain digital, animated, flashing or changing content. Accordingly, it is not expected to significantly increase distraction risk.

On this basis, the proposed static sign is not expected to materially increase the existing crash risk within the surrounding road network.

## Advance Visibility

A minimum continuous visibility time of three seconds is generally adopted to allow drivers to view a sign without requiring prolonged attention away from the driving task. Based on the posted speed limits, minimum continuous visibility distances of approximately 67m and 50m are required for Teviot Road and Mountain Ridge Road, respectively.

The site inspection confirmed approximately 190m of available continuous visibility from Teviot Road and 150m from Mountain Ridge Road. These distances exceed the respective minimum requirements. Accordingly, the proposed sign is considered to provide sufficient advance visibility from both approaches.

## Sign Spacing

### Overview

The site inspection confirmed that on each assessed approach to the proposed sign, one existing static advertising sign is visible together with the proposed sign. The presence of the signs has therefore been considered separately for northbound traffic on Teviot Road and eastbound traffic on Mountain Ridge Road.

### Southern approach – Teviot Road

The proposed sign has approximately 190m of sight distance when approaching northbound on Teviot Road. The existing northwest sign becomes visible approximately 90m after the proposed sign first becomes visible (equivalent to 4 seconds of travel time at the posted speed) due to its setback position. Therefore, there is sufficient time (guidance of 3 seconds) for drivers to view the proposed sign without the additional information presented by the northeast sign. This sequential visibility reduces the visual clutter for drivers on the approach, reducing the potential for distraction.

Accordingly, the associated distraction risk is expected to be minor.

### Western approach – Mountain Ridge Road

Both proposed and existing southeastern sign becomes visible 160m prior to the sign when approaching from the west. As noted previously, this provides approximately 9-10 seconds of available viewing time.

Both signs are static and would not flash, animate or display changing content. The content of the signs (land sales) is simple and familiar to drivers, requiring a lower level of concentration from drivers.

When allowing a conservative 3 seconds viewing window for each sign, approximately 3-4 seconds would remain within the overall viewing period for drivers to observe the surrounding road environment and undertake any necessary driving tasks.

Accordingly, the associated distraction risk is expected to be minor.

## Summary

The proposed sign is visible to drivers approaching from the south earlier than the northwestern sign therefore, does not present a significant risk to drivers from this approach. There is minor risk from this approach, due to the simple content of the signs and the signs being static. In addition, sufficient time is available for drivers to view both signs (allowing 6 seconds total for both signs) while also having time to safely observe the road environment on approach to the intersection (3-4 seconds) on approach.

## Visual Proximity

Based on the site inspection, the proposed sign would not obstruct or interfere with drivers' sightlines to traffic control devices, including regulatory, warning and directional signs. As such, the proposed sign is not expected to create any distraction or confusion risk associated with its visual proximity to traffic-control devices.

## Active Transport

No dedicated cycle lanes or pedestrian paths are provided along Teviot Road in the vicinity of the proposed sign.

Pedestrian paths are provided on both sides of the western approach of Mountain Ridge Road in addition to a two way cycle track. No footpaths are provided on the eastern approach of Mountain Ridge Road.

The proposed sign would be located clear of these paths and would not obstruct pedestrian movements. The crossing location (approximately 30m back from the intersection on the western Mountain Ridge Road approach) is not within the pedestrian line of sight of the proposed sign. As such, the proposed sign is not expected to result in a material pedestrian or cyclist safety risk.

## Conclusion

Based on our assessment, the proposed sign to be located at the north-eastern corner of the Teviot Road / Mountain Ridge Road intersection complies with Council's Advertising Device Code AO1.4. Based upon review of the crash history, site inspection observations and proposed sign location and characteristics, it is not expected to cause a material distraction risk to road users. Of note, the proposed sign will be static and not contain any digital content.

Therefore, the proposed sign would not present a significant safety risk to pedestrians, cyclists and vehicular traffic.

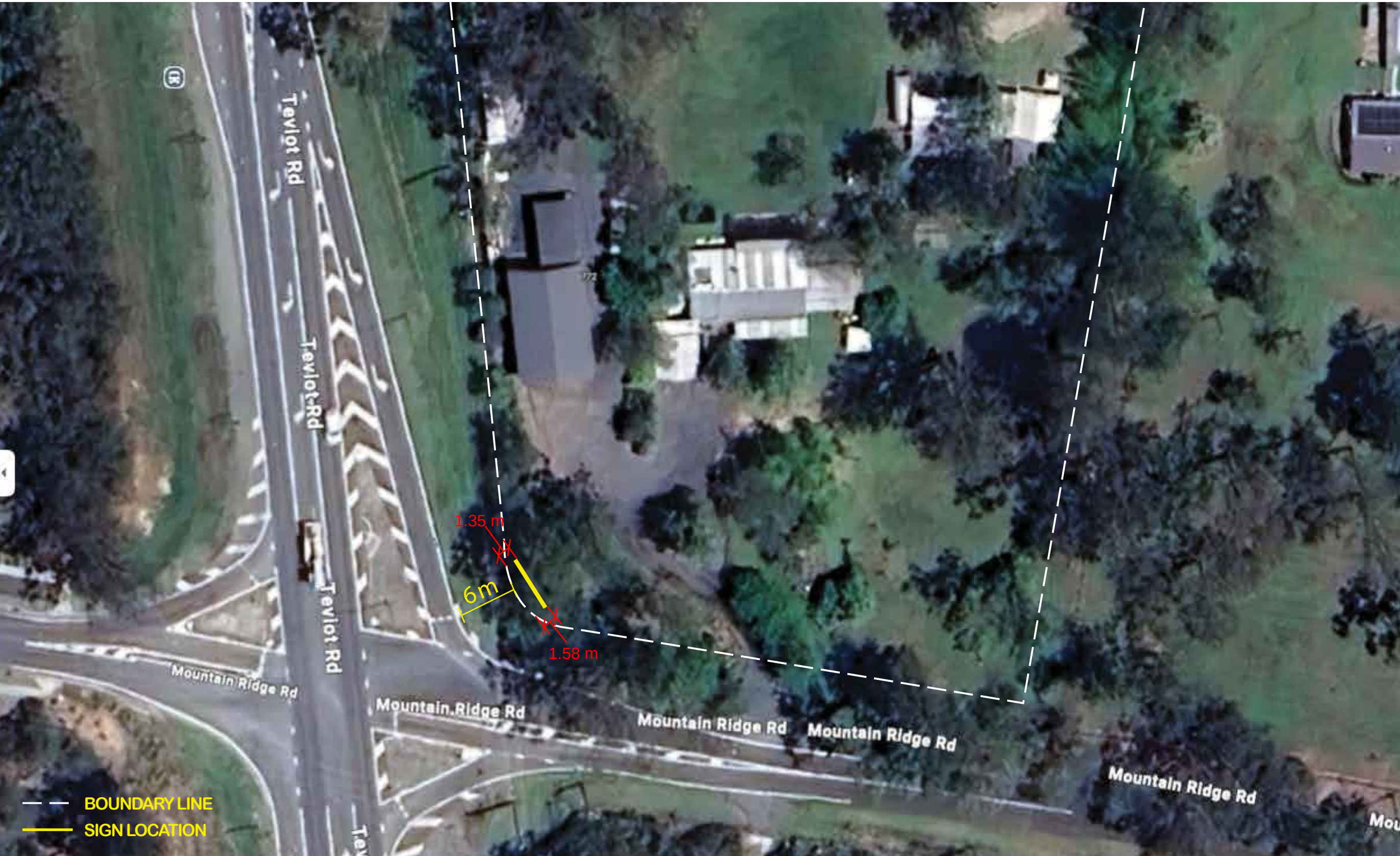


Brendan Chui  
Senior Consultant  
+61 7 3007 3501  
bchui@urbis.com.au



Alice Shi  
Associate Director | RPEQ 22028  
+61 7 3007 3831  
ashi@urbis.com.au

# **Appendix A – Proposed Sign Details**



**Client** FRASERS  
**Project** ROUND MOUNTAIN  
**Date** 22/07/2026

**Proposed 6x3m Billboard Site:**  
**75 Mountain Ridge Road,**  
**South Maclean.**

Issue 03  
Drawn CB  
Checked SH  
Page 1 OF 4

Revisions  
**Date** **Description**  
09/12/2025 First Issue  
16/07/2026 Second Issue  
22/07/2026 Third Issue

Issue  
01  
02  
03

Drawing No.  
CB\_160726a



**Client** FRASERS  
**Project** ROUND MOUNTAIN  
**Date** 22/07/2026

**Proposed 6x3m Billboard Site:**  
**75 Mountain Ridge Road,**  
**South Maclean.**

Issue 03  
Drawn CB  
Checked SH  
Page 2 OF 4

| Revisions  |              |
|------------|--------------|
| Date       | Description  |
| 09/12/2025 | First Issue  |
| 16/07/2026 | Second Issue |
| 22/07/2026 | Third Issue  |

Issue  
01  
02  
03

Drawing No.  
CB\_160726a



07 3801 2700  
sunsetsigns.com.au  
info@sunsetsigns.com.au  
10-12 Union Circuit, Yatala Q4207  
ABN 31 151 349 209

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Page 3 OF 4

Revisions  
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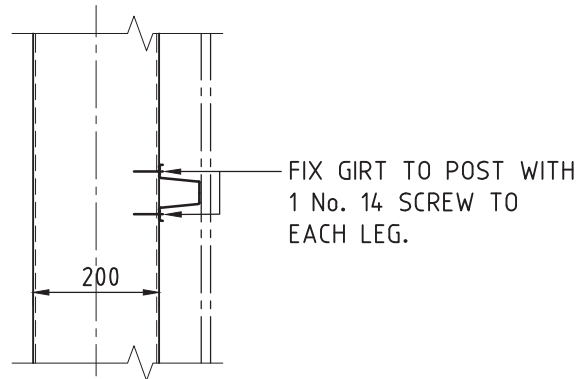
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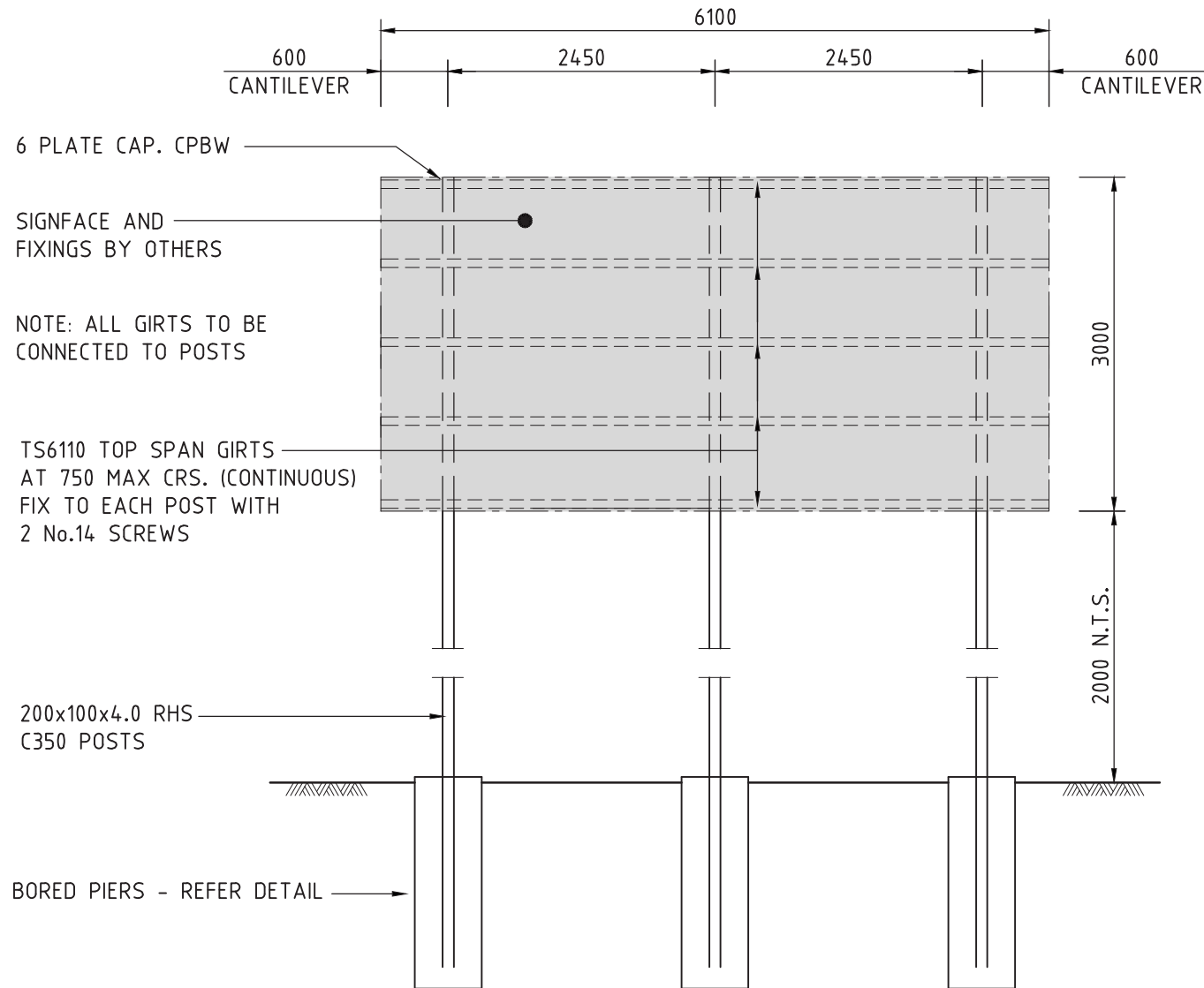


07 3801 2700  
sunsetsigns.com.au  
info@sunsetsigns.com.au  
10-12 Union Circuit, Yatala Q4207  
ABN 31 151 349 209

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TYPICAL GIRT FIXING  
SCALE 1:10



SIGN FRONT ELEVATION  
SCALE 1:50

#### STRUCTURAL STEELWORK

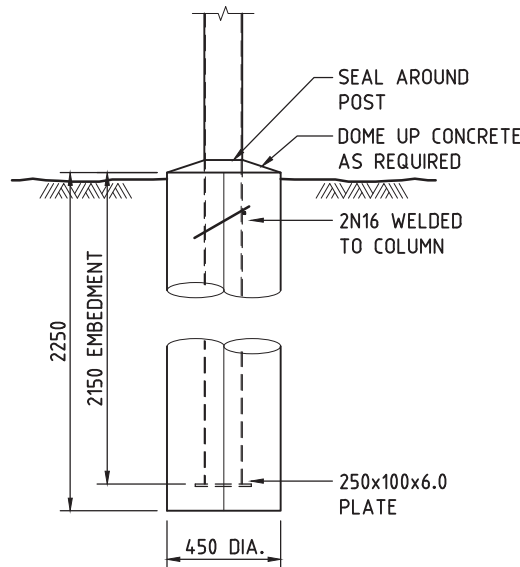
1. FABRICATE AND ERECT ALL STRUCTURAL STEELWORK IN ACCORDANCE WITH AS 1554, AS 4100 AND AS 1252.
2. VARYIFY ALL SETTING OUT DIMENSIONS FROM THE ARCHITECTURAL DRAWINGS.
3. DO NOT OBTAIN DIMENSIONS BY SCALING THE STRUCTURAL ELEMENTS.
4. UNLESS OTHERWISE NOTED USE - 10 mm THICK GUSSET, FIN AND END PLATES. M16 8.8/S BOLTS , ALL HOT DIP GALV. BOLTS SO MARKED MAY BE 8.8/TF. 6mm CONTINUOUS FILLET WELD MADE WITH E 48 xx MILD STEEL ELECTRODES.
5. CPBW DENOTES COMPLETE PENETRATING BUTT WELD CFW DENOTES CONTINUOUS FILLET WELD ALL WELDS CATEGORY STRUCTURAL PURPOSE ( SP ) UNLESS NOTED OTHERWISE.
6. PROVIDE TEMPORARY BRACING AS TO STABILISE THE STRUCTURE.
7. CORROSION PROTECTION AND SURFACE FINISH IS TO BE AS AGREED WITH OWNER.
  - TOUCH UP AFTER ERECTION TYPICAL.
8. IF IN DOUBT ASK.

#### COLD FORMED SECTIONS

1. COLD FORMED SECTIONS SHALL COMPLY WITH AS 1397, AS 4600, AS 1594 AND AS 1595
2. MILD STEEL YIELD STRESSES: PURLINS AND GIRTS - 450 MPa OTHER SECTIONS - 250MPa
3. ALL SECTIONS UP TO 250mm IN DEPTH SHALL HAVE A MINIMUM HOT DIPPED ZINC COATING THICKNESS OF 275gms/sq.m AND SECTIONS OF GREATER DEPTH A MINIMUM COATING THICKNESS OF 450gms/sq.m.
4. ALL LAPS AND BRIDGING TO PURLINS AND GIRTS SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.

#### NOTE:

FOOTINGS DESIGNED TO FOUND INTO SOUND NATURAL GROUND HAVING A MINIMUM ALLOWABLE BEARING CAPACITY OF 100kPa. CONFIRM ON SITE



FOOTING DETAIL  
SCALE 1:20

#### DESIGN LOADS

WIND - REG. B - TC3  
DESIGN WORKING LIFE - 5 YEARS  
IMPORTANCE LEVEL 1

#### FOOTING DESIGN

FOOTING DESIGN TO FOUND INTO SOUND NATURAL MATERIAL HAVING A MINIMUM ALLOWABLE BEARING PRESSURE OF 100KPa. CONFIRM ON SITE.

#### GENERAL

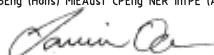
1. CARRY OUT ALL WORK IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT SAA CODES.
2. VERIFY ALL SETTING OUT DIMENSIONS WITH THE ARCHITECT OR DESIGNER.
3. DO NOT OBTAIN DIMENSIONS BY SCALING THE STRUCTURAL ELEMENTS.
4. IN CASE OF DOUBT - ASK.

#### CONCRETE

1. ALL CONCRETE WORK IS TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF AS 3600.
2. PARTICULAR ATTENTION IS TO BE PAID TO THE CURING OF EXPOSED CONCRETE.
3. ALL CONCRETE IS TO BE VIBRATED.
4. SAMPLE AND TEST CONCRETE IN ACCORDANCE WITH AS 3600.
5. CONCRETE STRENGTHS TO BE AS LISTED BELOW.- FOOTINGS - 25MPa
6. SLUMP 70mm - MAX. AGGREGATE 20 mm.

#### REINFORCEMENT

1. FIX REINFORCEMENT AS SHOWN ON DRAWINGS. THE TYPE AND GRADE ARE INDICATED BY SYMBOLS SHOW BELOW FOLLOWED BY A NUMBER DENOTING THE BAR DIAMETER IN mm -
  - N - DENOTES 500N BAR TO AS 4671
  - S - DENOTES STRUCTURAL GRADE DEFORMED BAR
  - R - DENOTES STRUCTURAL GRADE PLAIN ROUND BAR
  - SL - DENOTES HARD DRAWN WIRE FABRIC.
2. LAPS IN REINFORCEMENT TO BE FULL TENSION LAPS EXCEPT AS OTHERWISE NOTED.
3. REINFORCEMENT TO BE ADEQUATELY CHAIED TO MAINTAIN SPECIFIED COVERS - MAXIMUM CHAIR SPACING TO BE 800 mm. PROVIDE ADDITIONAL SUPPORT BARS IF NECESSARY TO MAINTAIN COVERS.
4. SUPPORT BARROW RUNS AND PUMP LINES CLEAR OF REINFORCEMENT.
5. UNLESS NOTED OTHERWISE ON DRAWINGS, CONCRETE COVER TO REINFORCEMENT TO BE AS LISTED BELOW: FOOTINGS - 50mm MIN. ALL ROUND

|                                                                                                                                                                                                                        |         |                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------------------------------------------------------------------------------|
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| Rev.                                                                                                                                                                                                                   |         |                                                                                       |
| Client                                                                                                                                                                                                                 |         |                                                                                       |
| SUNSET SIGNS                                                                                                                                                                                                           |         |                                                                                       |
| Project                                                                                                                                                                                                                |         |                                                                                       |
| 75 MOUNTAIN RIDGE ROAD,<br>SOUTH MACLEAN                                                                                                                                                                               |         |                                                                                       |
| Subject                                                                                                                                                                                                                |         |                                                                                       |
| SIGN FRAME AND FOOTING DETAIL                                                                                                                                                                                          |         |                                                                                       |
| LAURIE OAR & ASSOCIATES PTY. LTD.<br>CONSULTING CIVIL & STRUCTURAL ENGINEERS<br>22 MARTIN STREET<br>NERANG QLD 4211<br>Admin@oarengineers.com.au<br>A.B.N. 19 198 205 906<br>PH. (07) 5527 2288<br>FAX. (07) 5527 3388 |         |                                                                                       |
| Date                                                                                                                                                                                                                   | Design  | Drawn                                                                                 |
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