

Homestead Drive Billboard

Road Safety Assessment





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LIST OF ACRONYMS

AADT	Average Annual Daily Traffic
LCC	Logan City Council
LGA	Logan Local Government Area
PSA	PSA Consulting
RAM	Roadside Advertising Manual
TMR	Department of Transport and Main Road



1. INTRODUCTION

1.1 BACKGROUND

PSA Consulting (PSA) has been engaged by Celestino Developments Pty Limited to prepare a road safety assessment for the proposed advertising device at 2-12 Homestead Drive, Flagstone within the Logan Local Government Area (LGA). This assessment has been prepared in accordance with both the Logan City Council Planning Scheme and Department of Transport and Main Road (TMR) Roadside Advertising Manual (RAM).

The location of proposed development site is shown in Figure 1.



Figure 1: Site Locality (Source: MetroMap, PSA)



1.2 PROPOSED ADVERTISING SIGN

The proposed advertising sign will consist of a concrete base designed in accordance with AS 3600, with steel support structures designed in accordance with AS 1112, AS 1163, AS 4100, AS 1554, and the ACSE Specification, and welded to the concrete base. The sign face will be 6 m in length and 3 m in height. The bottom of the sign will be located 2 m above ground level. See Figure 2 for proposed advertising sign detail.

Note this assessment focuses on the road safety impacts of the sign and not the design of the sign and support structure.

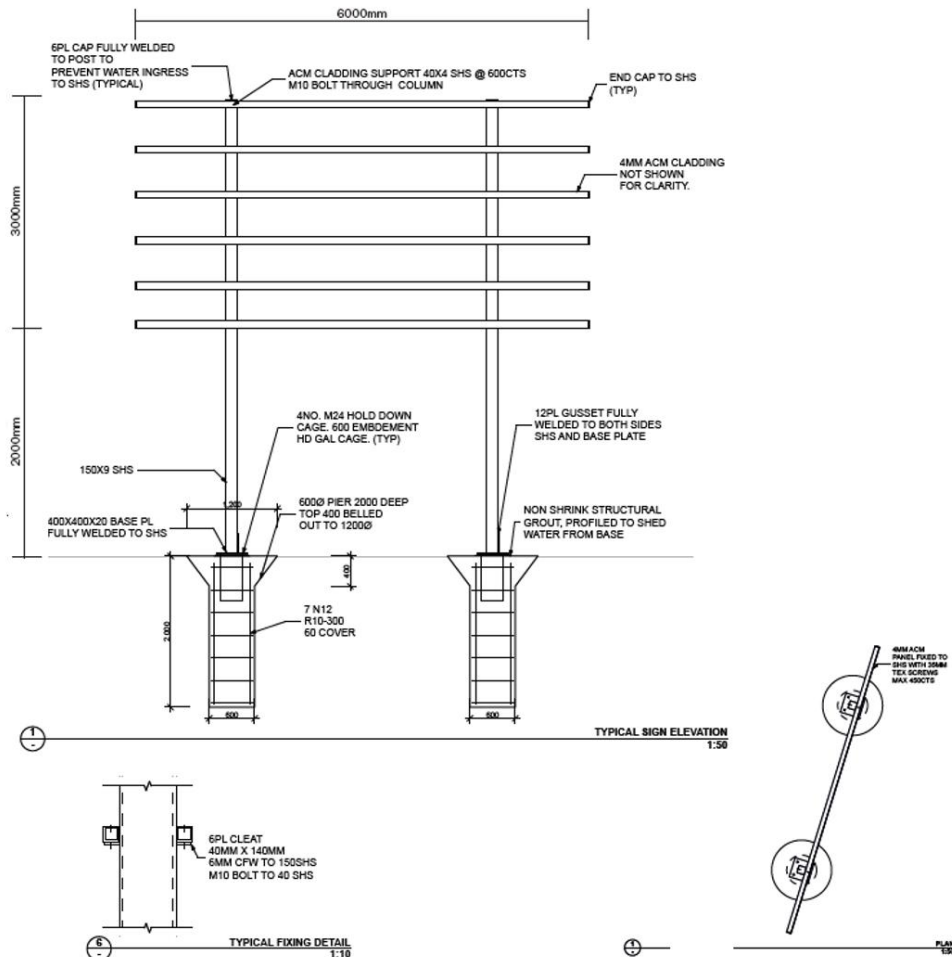


Figure 2: Sign Detail (Source: Celestino)



2. EXISTING CONDITIONS

2.1 SURROUNDING ROAD NETWORK

The proposed sign development is bounded by Homestead Drive and Teviot Road to the west. The surrounding road network and characteristics is illustrated in Figure 3 and detailed in Table 1.

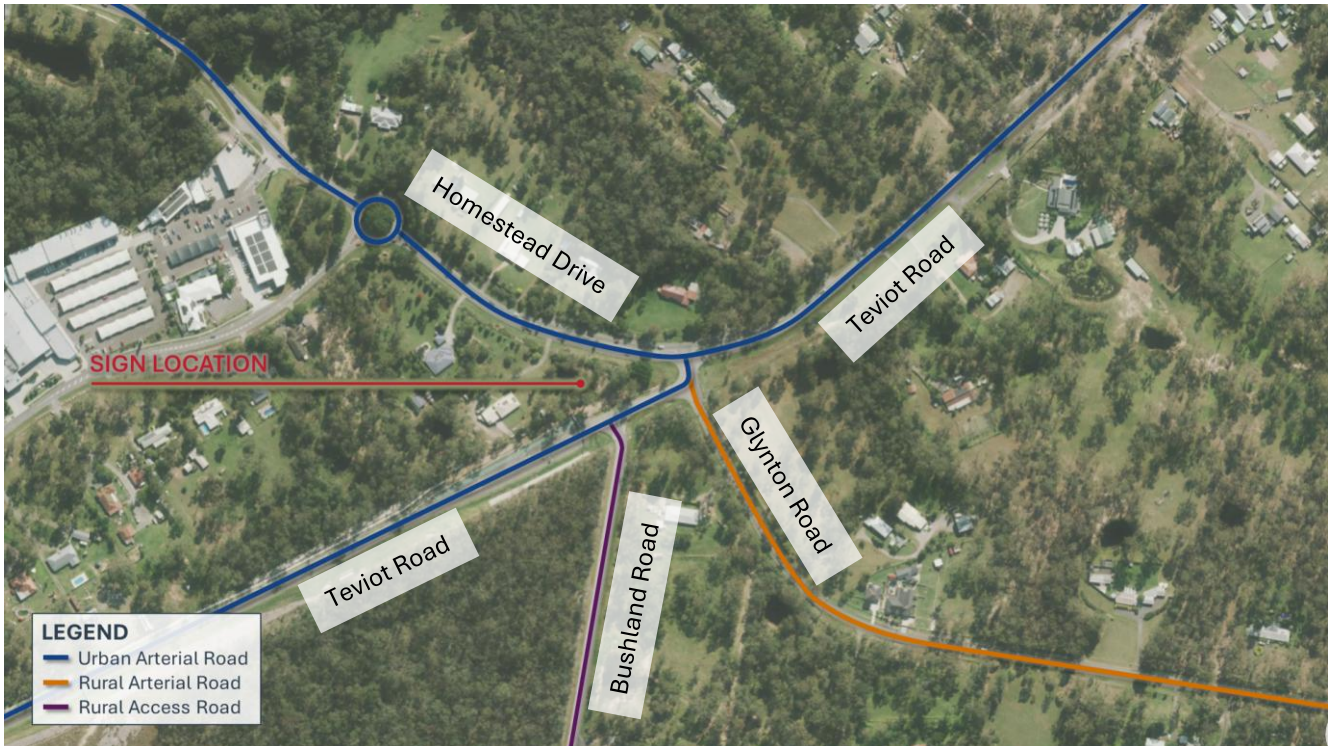


Figure 3: Surrounding Road Network (Source: MetroMap, PSA)

Table 1: Surrounding Road Characteristics (Source: PSA)

ROAD NAME	JURISDICTION	CLASSIFICATION / HIERARCHY	CROSS SECTION / GEOMETRY	POSTED SPEED LIMIT
Homestead Drive	Council – Controlled	Urban Arterial Road	Sealed two-lane / two-way divided	70 km/hr
Teviot Road	Council – Controlled	Urban Arterial Road	Sealed two-lane / two-way undivided	70 km/hr
Glynton Road	Council – Controlled	Rural Arterial Road	Sealed two-lane / two-way undivided	70 km/hr
Bushland Road	Council – Controlled	Rural Access Road	Sealed two-lane / two-way undivided	Unposted (Default 50km/hr)



2.2 BACKGROUND TRAFFIC VOLUME

Historic traffic count data from 2019 and 2020 were obtained from the Queensland Open Data Portal and the Logan City Council Open Data Portal. Traffic volumes have been adjusted using a 4% annual growth rate to 2026. See Figure 4 for average annual daily traffic (AADT) data and location at Teviot Road, Homestead Drive, and Glynton Road Intersection.

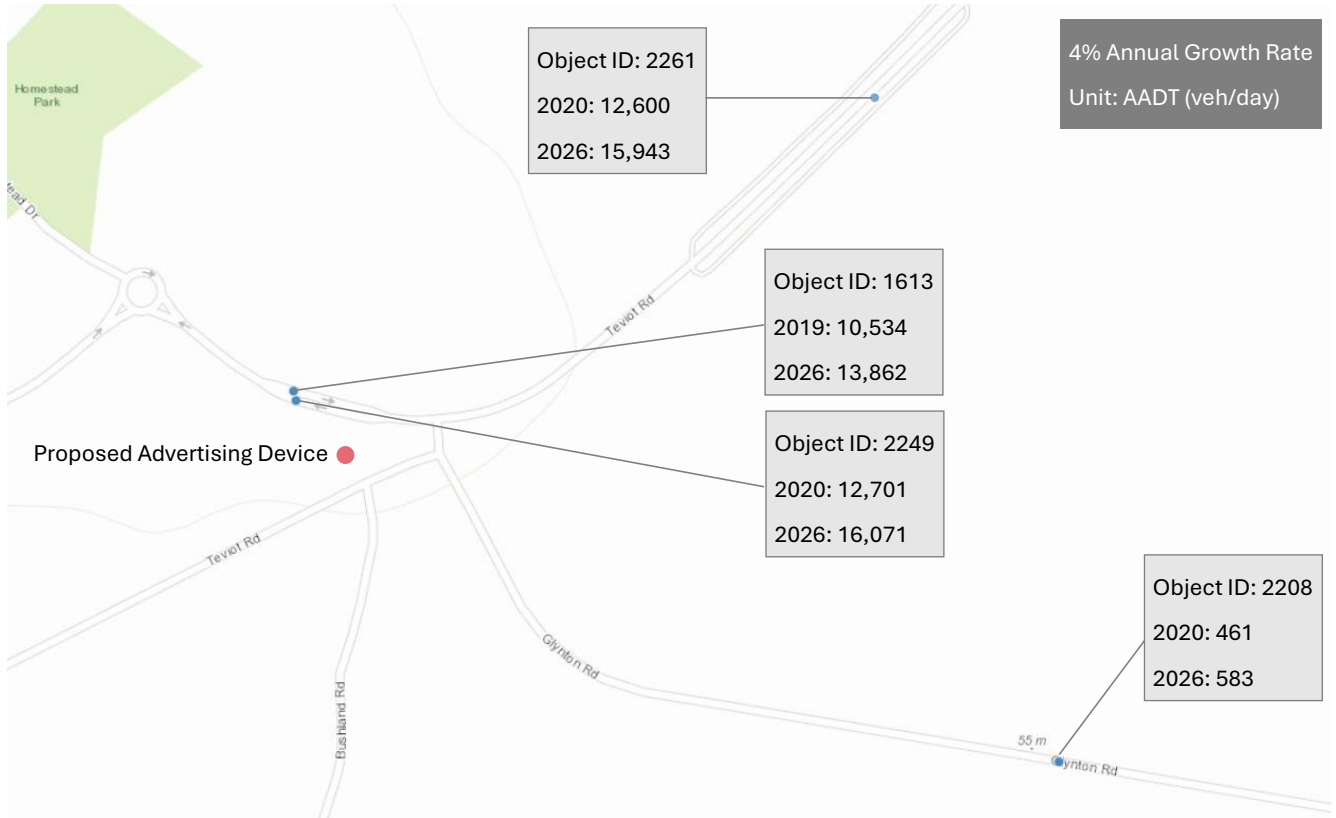


Figure 4: AADT at Teviot Road, Homestead Drive, and Glynton Road Intersection (Source: Logan City Open Data)

2.3 FUTURE ROAD PLANNING

Logan City Council is planning to upgrade the intersection of Teviot Road, Homestead Drive, and Glynton Road through the construction of a new signalised intersection to improve safety and traffic flow. The upgrade will include realignment of Teviot Road, Homestead Drive, and Glynton Road to connect with the proposed Teviot Road Extension and support future development within the Greater Flagstone area. As part of this intersection upgrade, the removal of an existing developer’s sign which is currently located within the road reserve, will need to be undertaken. Construction timing is currently uncertain and is subject to land acquisition. The Teviot Road Extension has been constructed between Homestead Drive and Bushman Drive and will service the Riverbend estate and accommodate future growth within the State Government’s Greater Flagstone Priority Development Area (PDA).

See Figure 5 for preliminary design layout for the intersection upgrade.

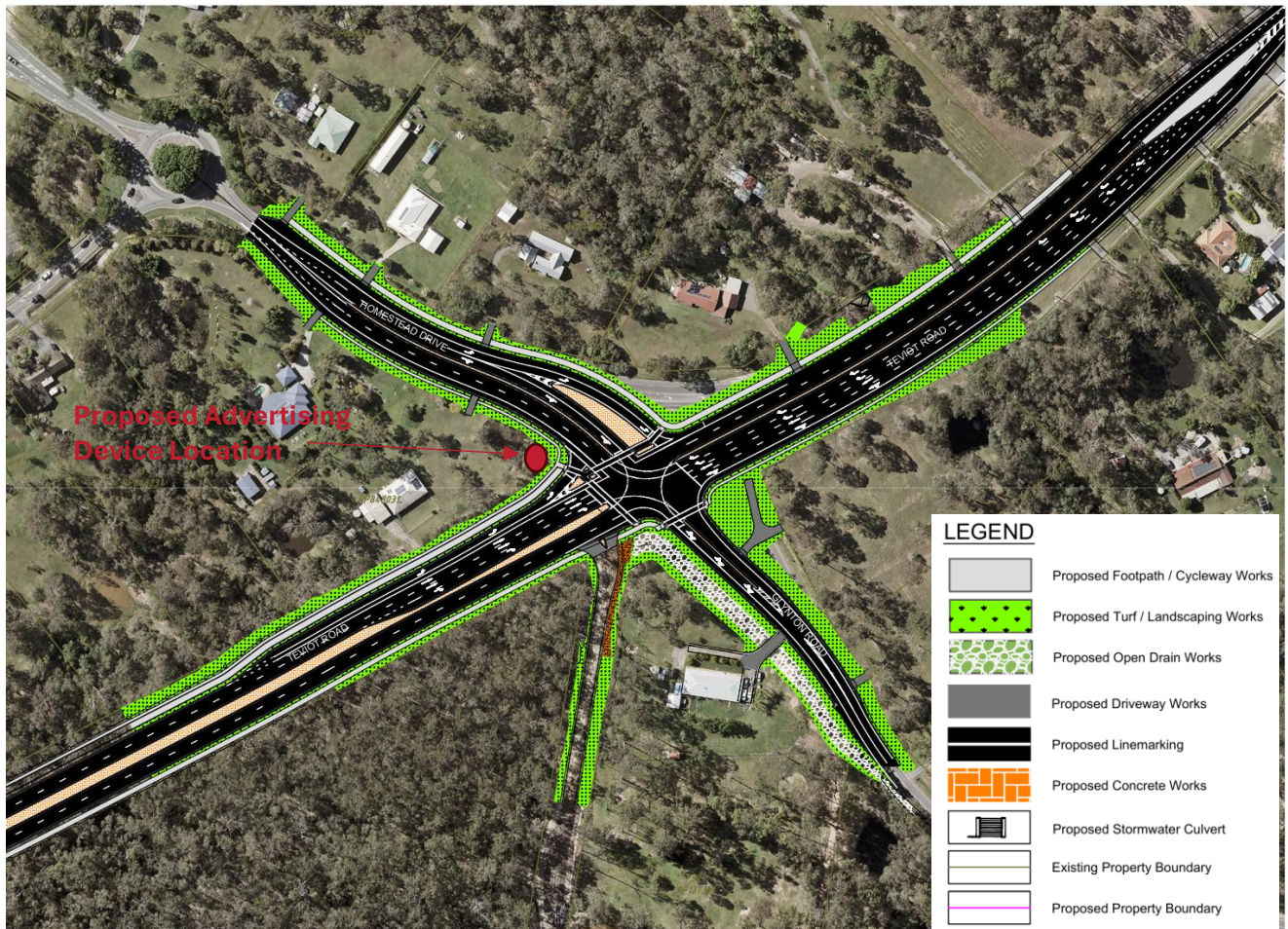


Figure 5: Preliminary Design of the Teviot Road, Homestead Drive, and Glynton Road Intersection Upgrade (Source: LCC)

The proposed sign faces east, in the location shown in Figure 5 and is intended to be viewed by drivers approaching the intersection from Teviot Road on the eastern side. As shown in the intersection upgrade layout, the existing short left-turn lane on Teviot Road will be upgraded to a full-length lane combined with the through lane, which will increase drivers' decision-making time prior to reaching the intersection.

3. TRAFFIC AND ROAD SAFETY ASSESSMENT

3.1 ROAD SAFETY ASSESSMENT

A site visit was conducted by PSA Consulting on 12 December 2025 to undertake a road safety assessment at the key intersection. No safety issues were identified. The intersection is proposed to be upgraded in the future, and it is therefore expected to provide an improved level of safety.

3.2 APPROACH VISIBILITY DISTANCE

The approach visibility of the proposed advertising device has been assessed from the east from the start of the turning lane, which represents the turning decision-making point on Teviot Road. Figure 6 illustrates the distance between the proposed advertising device and the start of the turning lane at the existing intersection.

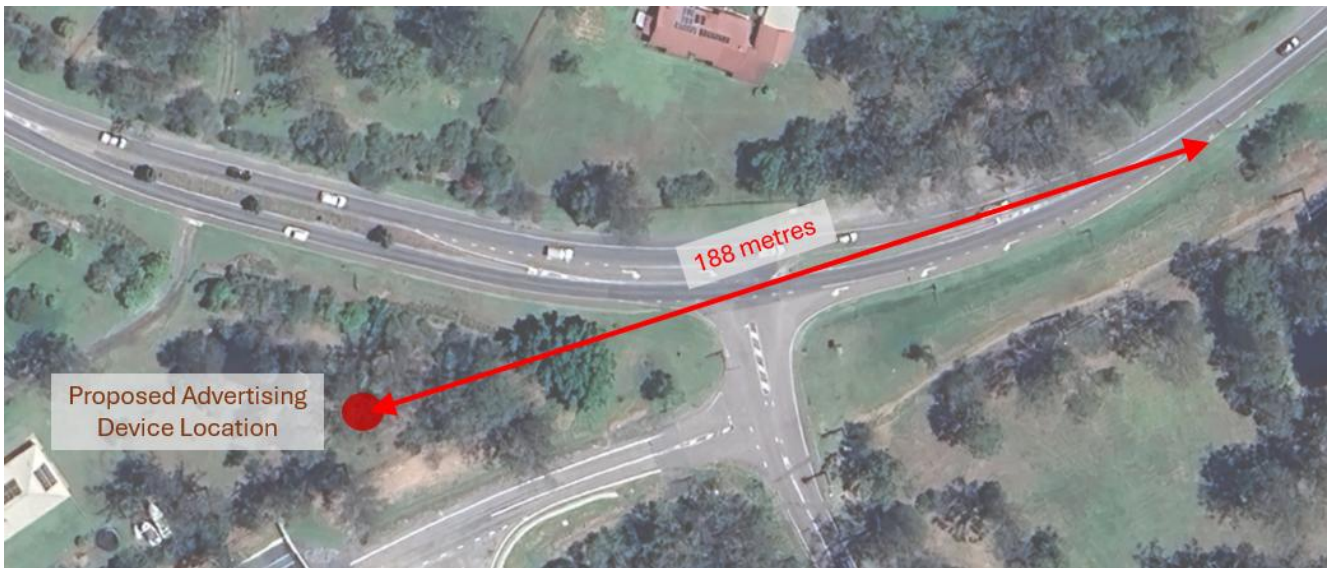


Figure 6: Distance from the Proposed Advertising Device to the Turning Decision-Making Point at Existing Intersection (Source: PSA and Google Earth)

As shown in the image above, the turning decision-making point (the start of the turning lane) on the Teviot Road approach is located 188 metres from the proposed advertising device. At this distance, the sign would appear small and is unlikely to distract drivers from making turning decisions at the start of the short turning lane.

For the future upgraded intersection layout, see Figure 7 for further details.

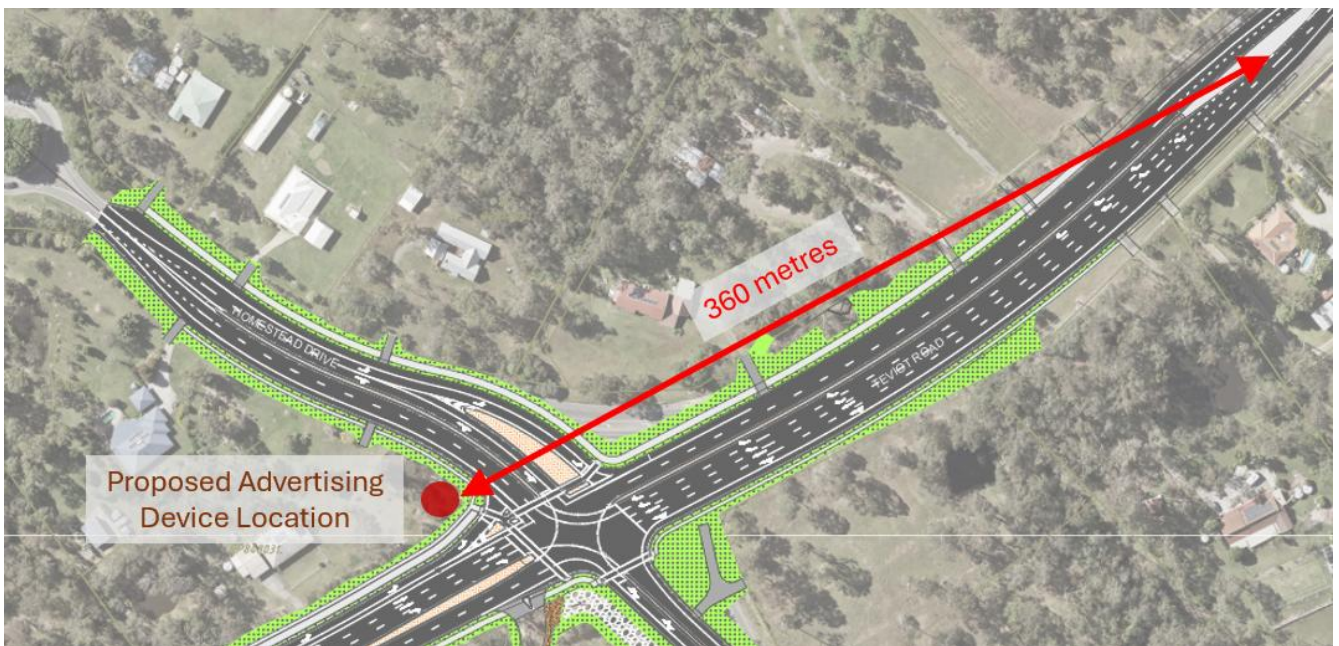


Figure 7: Distance from the Proposed Advertising Device to the Turning Decision-Making Point at Upgraded Intersection (Sources: LCC and PSA)

Under the upgraded intersection layout, the short turning lanes will be set significantly further back. As shown in the image above, the distance between the turning decision-making point on the Teviot Road approach and the proposed advertising device is extended to 360 metres. At this distance, the sign would appear smaller and would not be visible due to vegetation obstructing sightlines.

As a result, the proposed advertising device is expected to cause less disruption than under existing conditions and is not anticipated to introduce any additional driver distraction for vehicles approaching the intersection.



3.3 CRASH ANALYSIS

The vehicle crash history from 2020 to 2024 within the site vicinity was retrieved from the Road Crash Locations Datasheet available on the QLD Open Data portal. As shown in Figure 8, there have been 3 crashes around the intersection, resulting in minor injury and hospitalisation. As noted in Section 2.3, an existing sign adjacent to Homestead Drive been assumed to be removed given its location within the road reserve, and in the footprint of the intersection upgrade. Given the intersection upgrade and proposed positioning of the proposed advertising device, it is expected that the proposed sign will not significantly influence crash trend within the surrounding road network.



A summary of these incidents is shown in Table 2.

Figure 8: Crash History Locations (Source: QLD Open Data portal)

Table 2: Crash History Details (Source: QLD Open Data porta)

LOCATION	YEAR	CRASH SEVERITY	CRASH TYPE	CRASH NATURE	DCA CODE
A	2022	Minor Injury	Multi-Vehicle	Head-On	201
B	2022	Hospitalisation	Single Vehicle	Hit Object	703
C	2024	Hospitalisation	Single Vehicle	Hit Object	703

There were three crashes recorded over the five-year period from 2020 to 2024. In 2020, the traffic volume at Object ID 2261 was 12,600 vehicles per day. Considering three crashes over five years with an AADT of 12,600, the crash rate is negligible, indicating that there are no particular safety concerns at the intersection.

4. APPROVAL REQUIREMENTS ASSESSMENT

The proposed advertising device is required to be assessed by Logan City Council, as the site is not situated on or visible from a state-control road.

According to the Logan City Council Planning Scheme, Section 9.4.1 (Advertising Device Code), the following requirements should be met. An advertising device is to be designed and located so that it is compatible with and visually integrates with the surrounding built form and streetscape, is safe for pedestrians, cyclists, and vehicular traffic, and does not cause distraction to road users or create light nuisance to nearby residents.



In terms of location, the advertising device is not be located within 500 metres of another existing or approved off-premises sign, with a maximum of three off-premises signs in the same direction of travel in any five kilometres.

Free-Standing Sign Acceptable Outcome Requirements (Rural Residential Zone):

- Maximum height: 5.0 metres above ground level.
- Minimum ground clearance: 2.4 metres where the sign is a pole or pylon sign and pedestrian access occurs beneath it.

Refer to Figure 9 and Table 3 for an illustration of the free-standing sign and requirement summary.

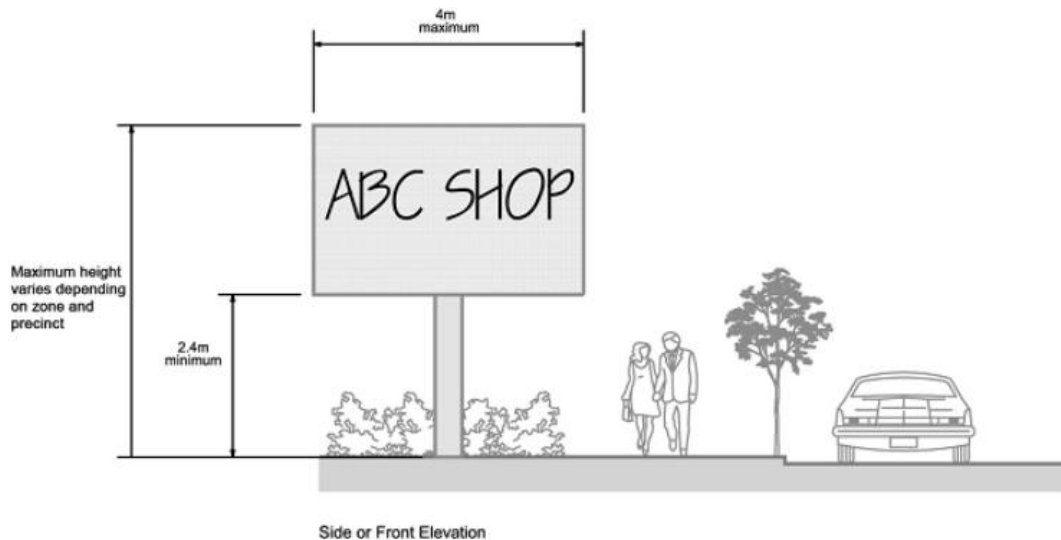


Figure 9: Free-Standing Sign Illustration (Source: LCC)

Table 3: Free-Standing Sign Requirement Summary (Source: LCC, PSA)

CRITERIA	LCC ACCEPTABLE OUTCOME	PROVISION	REMARKS
Location	An off-premises sign is not located within 500 metres of another existing or approved off-premises sign, with a maximum of three off-premises signs in the same direction of travel in any five kilometres	The sign is not illuminated and does not contain an electronic display. The proposed sign is not located within any of the setback distances. Note that due to the existing sign (currently located in the road reserve) being located within the future intersection layout, the sign will be removed as part of intersection works.	✓
Maximum height	5 m	5 m	✓
Minimum ground clearance	Being a pole or pylon sign, has a minimum clearance above ground level of 2.4 metres where pedestrian access is to occur under the free standing sign;	2 m – No pedestrian access is to occur under the sign	✓
Maximum total face	0 m ²	18 m ² one side	Performance outcome



In terms of location, the advertising device is not located within 500 metres of another existing or approved off-premises sign, with a maximum of three off-premises signs in the same direction of travel in any five kilometres.

While the proposed maximum width and total sign face area do not comply with Logan City Council requirements. It is considered that the proposed sign will not result in significant visual pollution on the site, does not impede pedestrian movement along the kerb nor cyclist movement along the road shoulder and is not illuminated so as to cause any distraction to road users or light nuisance. The minimum ground clearance requirement of 2.4 metres is not met, as a clearance of 2.0 metres is proposed. However, the sign is located on private property, well clear of any road or footpath, and no pedestrian or cyclist activity will occur beneath or around the structure.

It is also noted that the Transport and Main Roads Roadside Advertising Manual permits a maximum face area of up to 85 m² for any individual advertising device face. Figure 10 illustrates the typical advertising device dimensions in accordance with Transport and Main Roads standards.

Figure 10: Typical Advertising Device Dimensions (Source: TMR RAM)

Advertising Device – Typical Dimensions			
Description	Dimensions	Area	Maximum Height
Small Portraits	3 m x 4.5 m	13.5 m ²	7.5 m
Posters	6 m x 3 m	18 m ²	10 m
Super 8's	8.22 m x 2.26 m	18.6 m ²	10 m
Portraits	4 m x 6 m	24 m ²	10 m
Supersites	12.66 m x 3.35 m	42.4 m ²	12.5 m
Spectaculars	18.99 m x 4.45 m	84.5 m ²	12.5 m

The proposed sign has dimensions of 6.0 m by 3.0 m (18 m²), which is well below the maximum allowable sign face area of 85 m² and represents a common sign size under the Transport and Main Roads Roadside Advertising Manual. As such, the proposed advertising device is considered appropriately designed and can be installed at the proposed location without introducing safety concerns.



5. SUMMARY

PSA Consulting (PSA) has been engaged by Celestino to prepare a Road Safety Assessment to accompany a Development Application (DA) for the proposed advertising device at 2-12 Homestead Drive, Flagstone within the Logan City Council Local Government Area (LGA).

A summary of the findings of the Road Safety Assessment is as follows:

- A site visit was undertaken by PSA Consulting on 12 December 2025 to conduct a road safety assessment at the key intersection. No safety issues were identified during the assessment. The intersection is proposed to be upgraded in the future, which is expected to further improve the level of safety.
- The proposed advertising device is expected to cause less disruption than under existing conditions and is not anticipated to introduce any additional driver distraction for vehicles approaching the intersection. Views from Teviot Road, Homestead Drive, and the Glynton Road intersection also indicate minimal disruption. The future road upgrade is expected to provide improved safety and reduced impact from the proposed advertising device, as the longer short turning lanes will allow drivers additional time to make lane selection decisions.
- From the crash analysis, only three crashes were recorded between 2020 and 2024 according to Queensland Open Data Portal. The traffic volume on Teviot Road at the intersection was recorded 12,600 vehicles per day in 2020. With an AADT of 12,600 and just three crashes in five years, the crash rate is considered negligible, indicating the intersection poses low risk.
- The proposed advertising device is not located within 500m of any existing, off premises advertising devices in accordance with Logan City Council requirements as the only existing sign in the vicinity is located within the road reserve and will be removed as a part of the intersection upgrade.
- The proposed advertising device generally complies with Logan City Council criteria. While the proposed ground clearance and sign dimensions exceed LCC limits, the sign's total face area of 18 m² is well below the Transport and Main Roads maximum allowable face area of 85 m², and the proposed 6.0 m × 3.0 m panel represents a common advertising size in accordance with Transport and Main Roads requirements. In addition, the sign is located away from roads and pedestrian areas. Accordingly, the proposed advertising device can be installed at the proposed location without introducing safety concerns.



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