

Submission

No 21

DRIVER AND ROAD USER DISTRACTION

Organisation: Department of Planning and Infrastructure

Name: Mr Sam Haddad

Position: Director General

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Office of the Director General

Mr Gregory J. Aplin BA(Hons) MP
Chair Staysafe Committee
Parliament of New South Wales
Macquarie Street
SYDNEY NSW 2000



12/04549

Dear Mr Aplin

I refer to your letter of 6 March 2012 concerning the Parliament of New South Wales - Joint Standing Committee on Road Safety - Call for Submissions on Driver and Road User Distraction.

The Department of Planning and Infrastructure's principal function in respect of the issues canvassed in the Committee relates to broad scale land use planning matters across the State.

The Department works in partnership with councils to rezone new release areas. In addition, the Department determines the location for certain roads and road related infrastructure in consultation with councils and the Roads and Maritime Service (RMS).

The Department's functions relating to development assessment, planning for new release areas in Western Sydney and the Minister's role in assessing outdoor advertising development applications are most relevant to the Terms of Reference.

Development Assessment

For State Significant Infrastructure proposals, Director General's assessment requirements (DGRs) are issued by the Department. The proponent must ensure that the Environmental Impact Statement (EIS) is prepared in accordance with any DGRs issued.

The DGRs typically require a range of matters to be addressed in an EIS. For a road project this may include the impacts on regional and local road networks, including safety impacts. The EIS is then considered by the Department as part of a detailed assessment.

Under Part 5 of the *Environmental Planning and Assessment Act 1979*, the RMS is the determining authority for some main road projects. As part of their assessment of impacts of a proposal the RMS prepares a Review of Environmental Facts (REF). This would include consideration of driver and road safety in appropriate circumstances.

Planning for new release areas

Road networks are developed as part of the planning process undertaken before land is rezoned for urban purposes. This process identifies an appropriate configuration of roads and associated land uses in response to natural constraints including topography, flooding and existing uses. Road networks need to be interconnected, permeable and legible, providing route choices and desirably avoiding the use of dead end streets (culs-de-sac). These design

parameters increase the ease by which road users can navigate areas. As an example, these principles are described in the Growth Centres Development Code which guides precinct planning in the Sydney Growth Centres.

<http://www.gcc.nsw.gov.au/media/Pdf/Corporate/DEVCODE/devcode2a2b.pdf>

Alternative modes of transport are also encouraged through the provision of walking and cycling infrastructure. This infrastructure links major activities, residential areas and open spaces in a direct and legible manner. The encouragement of walking and cycling aims to reduce reliance on motor vehicles for normal travel.

Outdoor advertising

A number of planning instruments and policies apply to outdoor advertising including the following:

- *State Environmental Planning Policy No 64 – Advertising and Signage,*
- *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008;* and
- individual local government development control policies.

The Minister for Planning and Infrastructure and local councils have consent roles for outdoor advertising, external visual displays and signs. Generally, these development controls and policies aim to ensure that advertising is consistent with the surrounding area and is not visually intrusive or unsafe.

State Environmental Planning Policy No 64—Advertising and Signage (SEPP 64) was introduced in 2001 in response to the need for a more consistent approach to regulate advertising signs particularly in relation to permissibility, design and safety issues.

Where the Minister for Planning and Infrastructure is the consent authority for advertising development applications, the Minister must assess the proposal in accordance with the considerations identified in SEPP 64. These considerations include the impacts of advertising on road and pedestrian safety.

SEPP 64 is complemented by the Transport Corridor Outdoor Advertising and Signage Guidelines which outline best practice for the planning and design of outdoor advertisements in transport corridors. The guidelines are available on our website at http://www.planning.nsw.gov.au/planningsystem/pdf/dop07033_outdooradvertising_transportcorridors_guidelines.pdf

I trust this information is of assistance to the Committee's work.

Yours sincerely


Sam Haddad
Director General

27/4/2012