



STATEMENT OF ENVIRONMENTAL EFFECTS (BUS SHELTER ADVERTISING)

Digital Advertising Signage

DA11 (Signs C1-C5)

Former Pittwater Council

Prepared for: oOh! Media Street Furniture Pty Ltd

REF: M240481

DATE: 13 October 2025



BUS
SHELTER
ADVERTISING

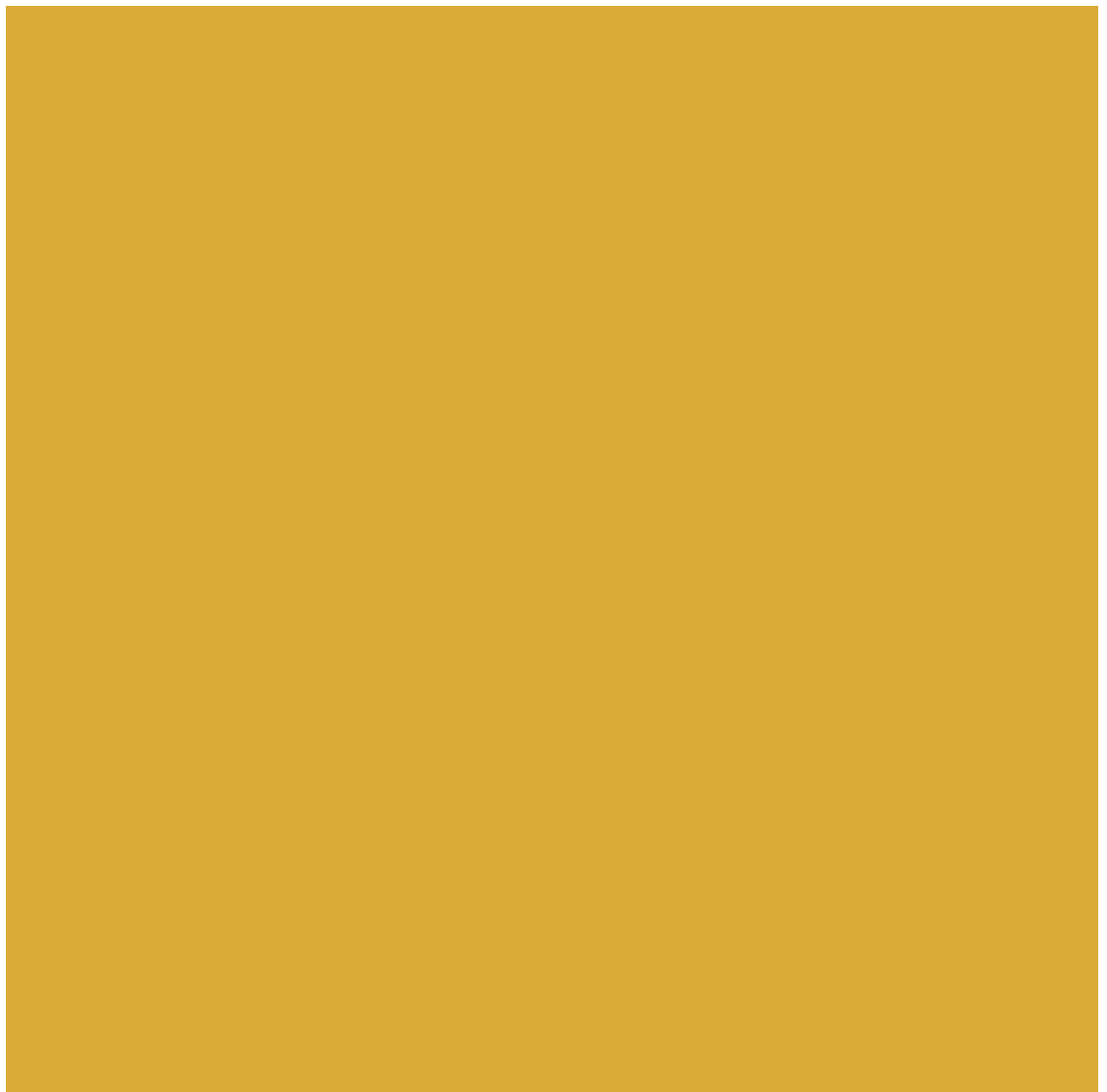


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1. Introduction

This Statement of Environmental Effects has been prepared by Planning Ingenuity Pty Ltd for oOh! Media Street Furniture Pty Ltd as part of a development application for the proposed replacement of bus shelter advertising panels across five (5) select public bus stop shelters within the suburbs of North Narrabeen and Warriewood, in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This application seeks to upgrade the existing advertising signs on the bus shelters to a newer digital and/or static format signs which will be determined by the Northern Beaches Local Planning Panel as Council is the landowner in this instance. The proposed development does not seek to alter the bus shelters with the exception of the new advertising signage.

The existing advertisements on the bus shelter sites enjoy existing use rights pursuant to Section 4.65(b) of the *Environmental Planning & Assessment Act, 1979*. The proposal relies on Clauses 163 and 165 of the *Environmental Planning & Assessment Regulation 2021* to alter the existing use. This will be discussed in the body of the Statement.

This Statement also includes an assessment of the signage in accordance with *State Environmental Planning Policy (Industry and Employment) 2021* and the *Transport Corridor Outdoor Advertising and Signage Guidelines* prepared by the Department of Planning, Industry and Environment (2017). Detailed assessment of each sign against the relevant planning provisions occur within **Annexures A-E**.

The purpose of this Statement is to address the planning issues associated with the development proposal and specifically to assess the likely impact of the development on the environment in accordance with the requirements of S.4.15 of the *Environmental Planning & Assessment (EP&A) Act, 1979*.

This Statement is divided into six sections. The remaining sections include a background, locality and site analysis; a description of the proposal; an environmental planning assessment; and a conclusion.

2. Background

2.1 CONSULTATION AND PRE-DA MEETING DISCUSSIONS WITH COUNCIL

On 5 December 2024, a Pre-DA meeting (PLM2024/0141) was held with Northern Beaches Council. The purpose of the meeting was to clarify and confirm the most appropriate planning pathway for the proposed development, given there are a multitude of existing bus shelters across the former Manly, Warringah and Pittwater LEP areas within the Northern Beaches Council. The scheme presented to Council officers was described as follows:

“Alterations to selected use of bus stop shelter panels (87) of electronic advertising screens – “signage”, “advertising” an “advertising structure”.

The feedback from the Pre-DA meeting is summarised in **Table 1** below

Table 1 Pre DA- meeting discussions

Issue/Comments	How the application has responded
<u>Traffic Engineering</u> The shelters are owned by Council but provided and maintained by the contractor in exchange for advertising rights. The type of advertising permitted to be displayed would be detailed in the contract arrangements in place with Council. In terms of the level of illumination of the signage and the frequency of image changes the TfNSW document Transport Corridor Outdoor Advertising Signage Guidelines should be consulted and any signage made compliant with those guidelines. Given the small size of the signs it won't be necessary to refer the applications to TfNSW for their consent. It is noted that the guidelines advise that images should be static and not change any more frequently than every 10 seconds on roads with a speed limit less than 80km/h. Luminance levels of the signage should be less than or equal to those for the existing backlit screens and the luminance also within limits outlined in section 3, table 6 of the TfNSW guide.	 Noted. The content displayed in the digital or static advertising panels will be in accordance with the contract arrangements. Refer to Section 4.1.4 of this Statement for details on signage content. The proposed digital or static advertising signage, including illumination has been designed in accordance with the relevant requirements of the TfNSW Transport Corridor Outdoor Advertising Signage Guidelines. Refer to Section 4.1.3 of this Statement for details on illumination. The digital signage for C1-C2 and C4 will have a dwell time of 10 seconds. Signs C3 and C5 are static signs.
<u>Heritage Advisor</u> None of the bus stops identified in the list are themselves heritage items, we are flagging that some sit within heritage listed parks. Flagging it now so the applicant can properly address that in any future DA. - ITS05098 – Merrit Reserve I174 in MLEP - ITS05088, ITS05089, ITS05091 – Park I251 in MLEP	 Bus stops C1-C5 are not identified as heritage items, located within a heritage conservation area or in proximity to a heritage item.

Table 1 Pre DA- meeting discussions

Additionally, some will sit within road reserves that are heritage listed for their street trees – ie Balgowlah Road, Condamine Street (ITS05072, ITS05097)

I would not require a heritage impact statement for these works, but the applicant should confirm their requirements depending on what approval pathway they require and what they are required to do (ie if they go under the Infrastructure SEPP)

Applicant should also check all bus stops identified to confirm if others are sitting within heritage reserve.

Documentation to accompany the development application

Owners consent. TfNSW / Council – Transport assets. (Note: may be suitable to allocate the 3 DA's to the council buildings at 1 Belgrave St Manly , 725 Pittwater Road Dee Why and 1 Park Street Mona Vale because the various road reserves (bus shelters) have no collective lot / DP identifier or specific address reference.	Noted. The relevant Owners Consent will be obtained and submitted with the Development Application.
Statement of Environmental Effects	This document.
Details addressing SEPP (Industry and Employment) 2021 – Chapter 3	Refer to Section 5.3.1 of this Statement and Annexures A to E .
Details addressing Planning Circular PS 21-008 (including existing use rights as applicable/as relevant to the existing shelter locations and use for advertising signage.)	The current advertisements on the shelter sites enjoy existing use rights. Existing use rights and Planning Circular PS21-008 is addressed in Section 5.1 and 5.3.7 of this Statement.
- Scaled and dimensioned plans: - Site Plan/s – area and specific; - Elevations; and - Signage details (generic) - Details of LUX and rotation time / scrolling interval of advertisements	Site cards have been prepared by oOh! Media and are included in Annexure F of this Statement.
Cost of works estimate	A cost of works estimate has been prepared and is submitted with the application.
Site location plan for each bus stop	Noted.
Closest property address included for each shelter	Noted.
Waste Management Plan (minimal if disposal of old sign boards only)	Noted.
See also the provisions of the publication titled 'Transport Corridor Outdoor Advertising and Signage Guidelines approved by the Minister for the purposes of the State Environmental Planning Policy	Noted.

Concluding Comments

Table 1 Pre DA- meeting discussions

Schedule 5 of SEPPEI contains the principal assessment criteria however the LEP and DCP provisions are required to be addressed.

An assessment of each sign against the relevant planning provisions are provided at Annexures **A** to **E** of this statement.

The SEE will need to address permissibility between the zones with reference to previous or original advertising consent granted. It should be noted that the SEPP limits advertising signage to 15 years or less. This has relevance if 'existing use rights' apply for prohibited development along SP2 land or residential land for advertising.

Noted. Refer to Section 2.2 on previous advertising consent. Section 5.1 of this Statement addresses existing use rights for each bus shelter.

The DAs will be referred to Transport for NSW where the shelters are on classified road

Noted. Bus shelters C1-C4 are located on State Classified Pittwater Road (No. 0000159). Refer to Section 5.3.2 of this Statement.

It was resolved that sixteen (16) development applications appropriately grouped across the former Warringah, Manly and Pittwater LEP areas would be accepted by Council for notification and assessment of the works.

This application specifically relates to five (5) advertising structures at various existing bus shelters within the suburbs of North Narrabeen and Warriewood, known as C1, C2, C3, C4 and C5. Each of these sites are described in Section 3 of this Statement.

2.2 PREVIOUS APPROVALS

The current advertisements on the shelter sites enjoy existing use rights pursuant to Section 4.65(b) of the EP&A Act, whereby the current advertising shelters at the sites have been in operation for a number of years, as evidenced by the longstanding commercial agreement between *oOh! Media* and Northern Beaches Council (including former Pittwater Council).

The previous approvals granted to each site for the construction of a bus shelter, including advertising signage consent for signs C1-C5 are detailed below. Refer to Section 5.1 of this Statement for detailed discussion on existing use rights and permissibility.

2.2.1 Bus Shelter C1 on Pittwater Road, opposite of 1525 Pittwater Road, North Narrabeen

On 1 September 1999, former Pittwater Council granted Development Consent to Development Application DA0666/99 for the *installation of 33 bus shelters, with signage panels at existing bus stops* at various locations in Pittwater LEP Area. The shelter is identified on the stamped site plan as “B21” (**Figure 1**).

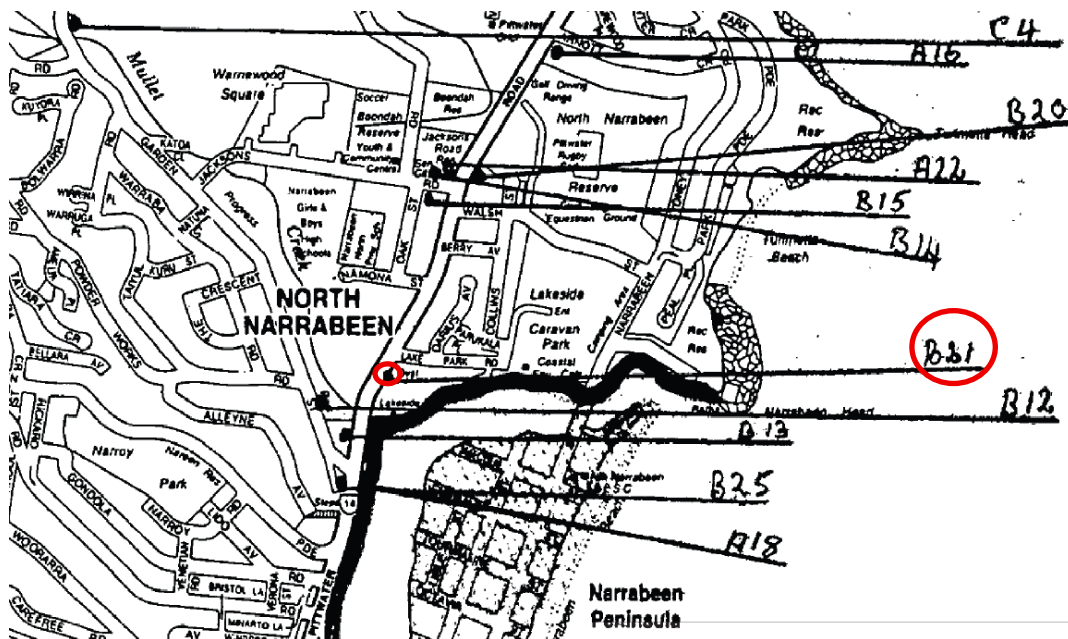


Figure 1 Extract from stamped site plan DA0666/99 C1 (B21) shelter circled red

This consent did not include any limitations on development consent for signage or time limits.

2.2.2 Bus Shelter C2 on Pittwater Road, in front of 1483 Pittwater Road, North Narrabeen

On 14 March 2001, former Pittwater Council granted Development Consent to Development Application DA705/00 for the erection of 13 bus shelters and associated advertising within various road reservation throughout the Pittwater Local Government Area. The shelter is identified on the submitted site plan as "E42" (Figure 2).

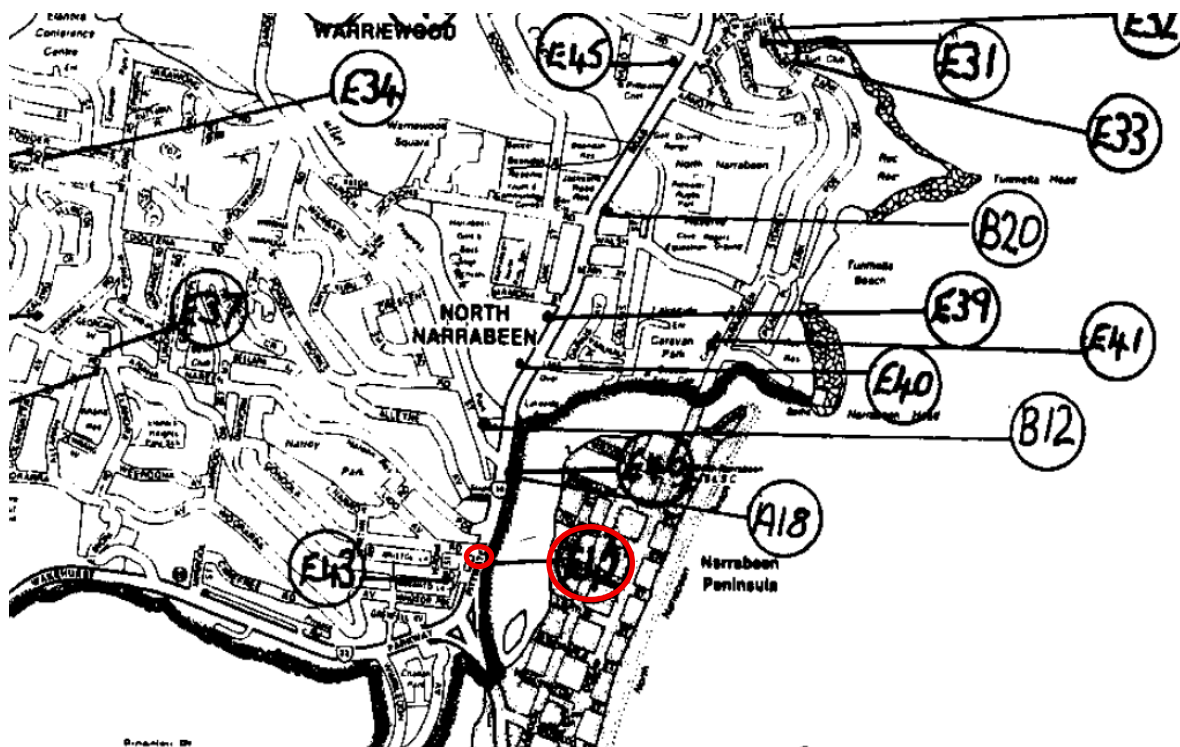


Figure 2 Extract from submitted site plan DA705/00 C2 (E42) shelter circled red

This consent did not include any limitations on development consent for signage or time limits.

2.2.3 Bus Shelter C3 on Pittwater Road, in front of 1525 Pittwater Road, North Narrabeen

On 14 March 2001, former Pittwater Council granted Development Consent to Development Application 705/00 for the erection of 13 bus shelters and associated advertising within various road reservation throughout the Pittwater Local Government Area. The shelter is identified on the submitted site plan as “E40” (Figure 3).

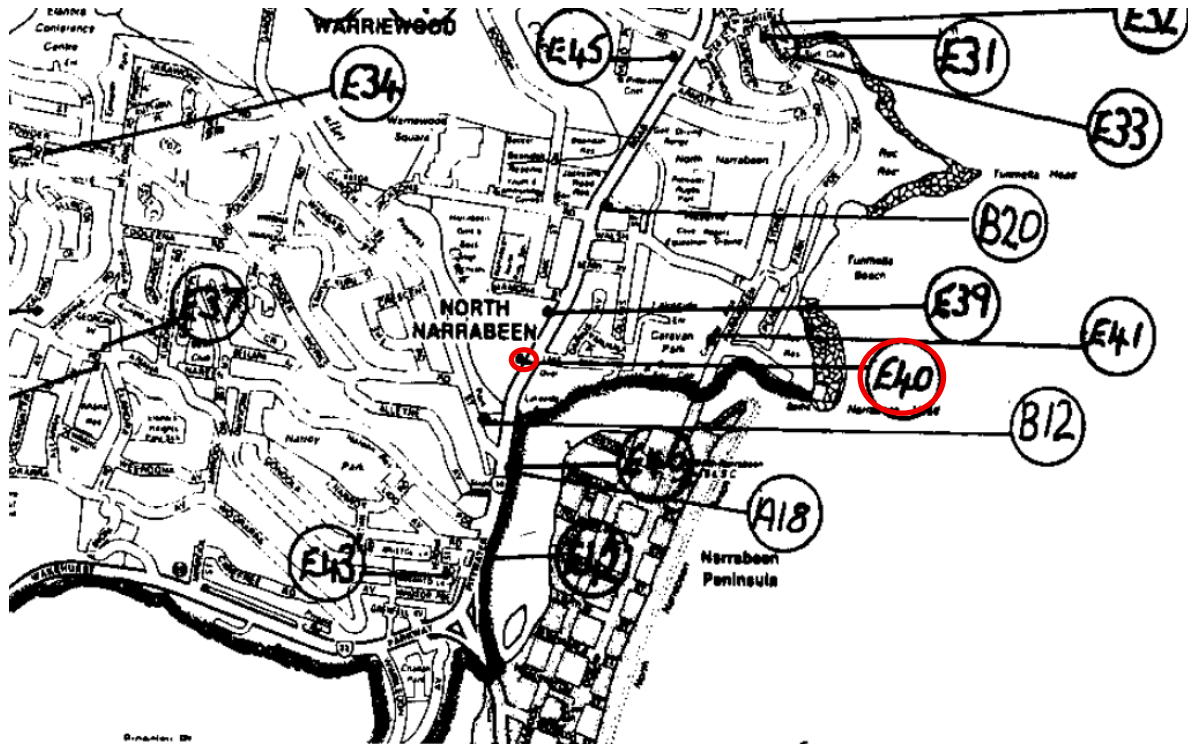


Figure 3 Extract from submitted site plan DA705/00 C3 (E40) shelter circled red

This consent did not include any limitations on development consent for signage or time limits.

2.2.4 Bus Shelter C4 on Pittwater Road, in front of 3 Arnott Crescent, Warriewood

On 1 September 1999, former Pittwater Council granted Development Consent to Development Application DA0666/99 for the installation of 33 bus shelters, with signage panels at existing bus stops at various locations in Pittwater LEP Area. The shelter is identified on the stamped site plan as “A16” (Figure 4).

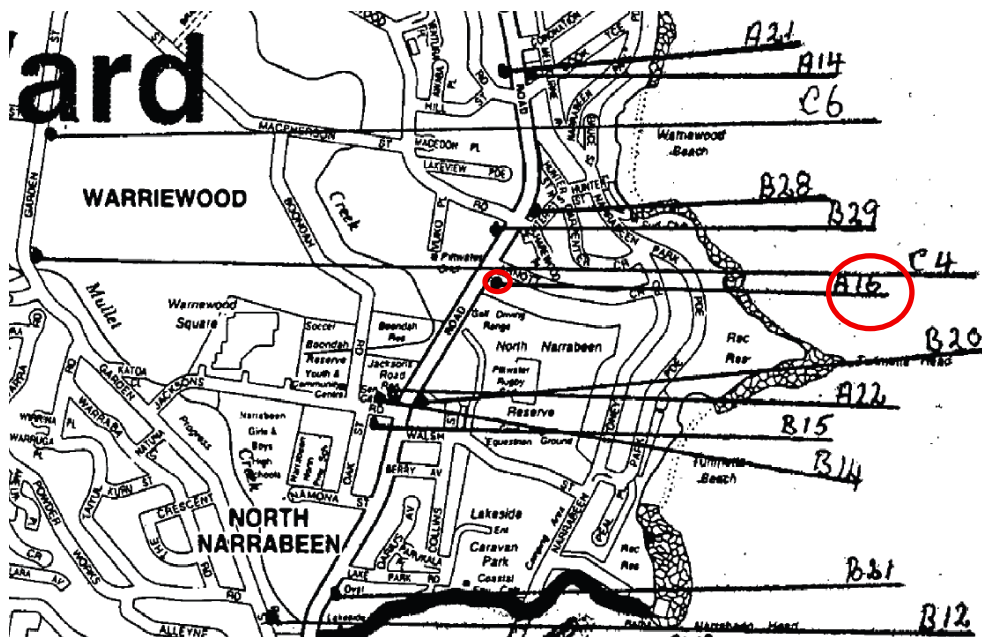


Figure 4 Extract from stamped site plan DA0666/99 C4 (A16) shelter circled red

This consent did not include any limitations on development consent for signage or time limits.

2.2.5 Bus Shelter C5 on Jacksons Road, in front of Warriewood Community Centre, Warriewood

On 1 September 1999, former Pittwater Council granted Development Consent to Development Application DA0666/99 for the installation of 33 bus shelters, with signage panels at existing bus stops at various locations in Pittwater LEP Area. The shelter is identified on the stamped site plan as "B14" (Figure 5).

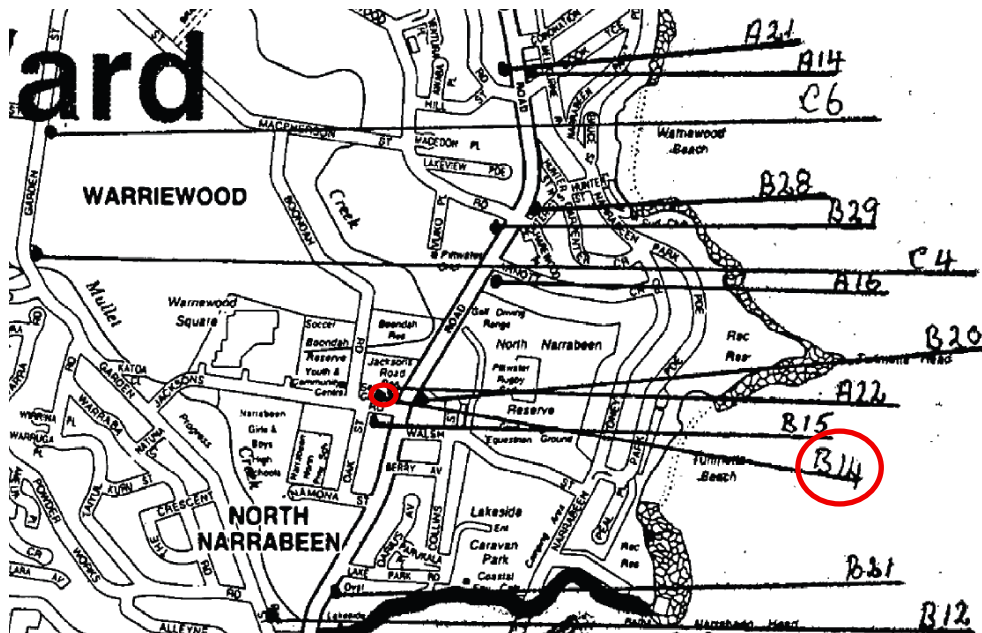


Figure 5 Extract from stamped site plan DA0666/99 C5 (B14) shelter circled red

Copies of the Development Consents and Construction Certificate approvals (where available) for each sign are included within **Annexure G** of this Statement.

3. Site Analysis and Context

3.1 THE SITES

This application relates to the upgrade of five (5) existing bus shelter advertisements to include new digital and/or static signage at various bus shelter locations within North Narrabeen and Warriewood. The signage is proposed at the following locations:

- Bus Stop C1 on Pittwater Road, opposite of 1525 Pittwater Road, North Narrabeen
- Bus Stop C2 on Pittwater Road, opposite of 1483 Pittwater Road, North Narrabeen
- Bus Stop C3 on Pittwater Road, in front of 1525 Pittwater Road, North Narrabeen
- Bus Stop C4 on Pittwater Road, in front 3 Arnott Crescent, Warriewood
- Bus Stop C5 on Jacksons Road, in front of Warriewood Community Centre, Warriewood

A context plan, depicting the location of the proposed sites is provided in **Figure 6** below.

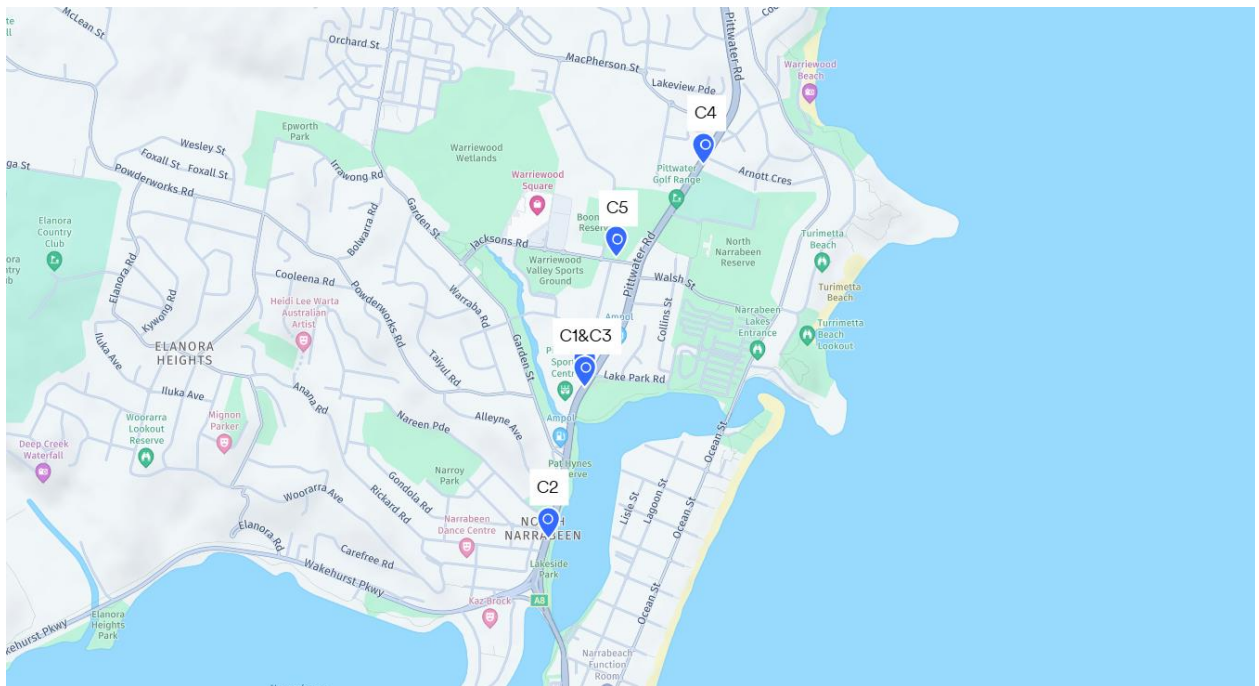


Figure 6 Site context plan (Source: *Nearmap*)

Images of the existing bus shelters are provided in **Figures 7 to 11** below.



Figure 7 Existing C1 Bus Stop and Shelter on Pittwater Road, opposite of 1525 Pittwater Road, North Narrabeen



Figure 8 Existing C2 Bus Stop and Shelter on Pittwater Road, opposite of 1483 Pittwater Road, North Narrabeen



Figure 9 Existing C3 Bus Stop and Shelter on Pittwater Road, in front of 1525 Pittwater Road, North Narrabeen



Figure 10 Existing C4 Bus Stop and Shelter on Pittwater Road, in front of 3 Arnott Crescent, Warriewood



Figure 11 Existing C5 Bus Stop and Shelter on Jacksons Road, in front of Warriewood Community Centre, Warriewood.

4. Description of the proposal

4.1.1 Proposed Signage

It is proposed to replace the current static (paper) advertising panels, with new digital and/or static advertising panels that will be affixed to the existing bus shelters. There are no changes proposed to the existing bus shelters, which are to be retained as part of this application. The new signage will provide new advertising panels. Of these new panels:

- Three (3) will contain Digital/Static (D/S) (C1 and C2);
- One (1) will contain Double Sided Digital (DSD) signage (C4) and;
- Two (2) will contain Double Sided Static (DSS) signage (C3 and C5).

A breakdown of the proposed signage and details of each stop is provided in **Table 2** below.

Table 2 Detailed Site and Signage Data							
Council Asset #	Reference	Location	Suburb	Commercial Agreement	Previous Consent	Proposed Signage Format	Zone
ITS06078	C1	Pittwater Road, opposite of 1525 Pittwater Road	North Narrabeen	Pittwater Council	N0666/99	D/S	SP2
ITS06074	C2	Pittwater Road, opposite of 1483 Pittwater Road	North Narrabeen	Pittwater Council	N0705/00	D/S	SP2
Not noted	C3	Pittwater Road, in front of 1525 Pittwater Road	North Narrabeen	Pittwater Council	N0705/00	DSS	SP2
ITS06095	C4	Pittwater Road, in front 3 Arnott Crescent	Warriewood	Pittwater Council	N0666/99	DSD	SP2
Not noted	C5	Jacksons Road, in front of Warriewood Community Centre	Warriewood	Pittwater Council	N0666/99	DSS	SP2

4.1.2 Type of Signage

As detailed above, the proposal involves the replacement of existing advertising panels with digital and/or static panels.

Digital Signage

Digital signage uses digital technology to display electronic images, a key feature of this signage type is that it uses Light Emitting Diode (LED) technology to control luminance automatically. This form of signage can rotate multiple advertisements in a specific dwell time. Digital signage is a form of Digital Out of Home Advertising (DOOH).

Static Illuminated Signage

Static signage incorporates fixed images, symbols or text that is printed on paper or other materials such as acrylic fibre or vinyl. This signage display does not comprise changing content with multiple advertising messages, compared to digital signage. This type of signage is not intended to be updated often and can be illuminated or backlit internally.

The specifications of each signage type proposed are outlined in **Table 3** below.

Table 3 Signage Specifications						
<u>Advertising structure type</u>	<u>Display format</u>	<u>Display area</u>	<u>Brightness</u>	<u>Power</u>	<u>Consumption</u>	<u>Communications</u>
Digital /Static						
E-Box DS75DS	(A Panel) 75" Portrait, LED digital display	(A Panel) 1650mm x 945mm	(A Panel) 300 nits (night) to 3500 nits (full sunlight)	240 VAC, 6A (max)	800W (max), 300W (ave)	Managed by on-board 4G Broadband router
	(B Panel) Rear illuminated poster	(B Panel) 1750mm x 1150mm	(B Panel) 300 nits (night only)			
Static /Static						
Universal MK3	Rear illuminated poster	1750 x 1150mm	300nits (illuminated night only)	240 VAC, 0.25A (max)	60W (max)	N/A
Digital/Digital						
E-Box DS75DD	75" Portrait, LED digital display	1650 x 945mm	300nits (night) 3500nits (day)	240 VAC, 6.25A (max)	1500W (max), 500W (ave)	Managed by on-board 4G Broadband router

Site cards for each bus stop have been prepared by *oOh! Media* and are submitted with this development application. Refer **Annexure F**.

The existing shelters are in the style *Pittwater*. **Figures 12 to 14** below illustrates the standard design details and elevations of each of the new digital advertising panels.

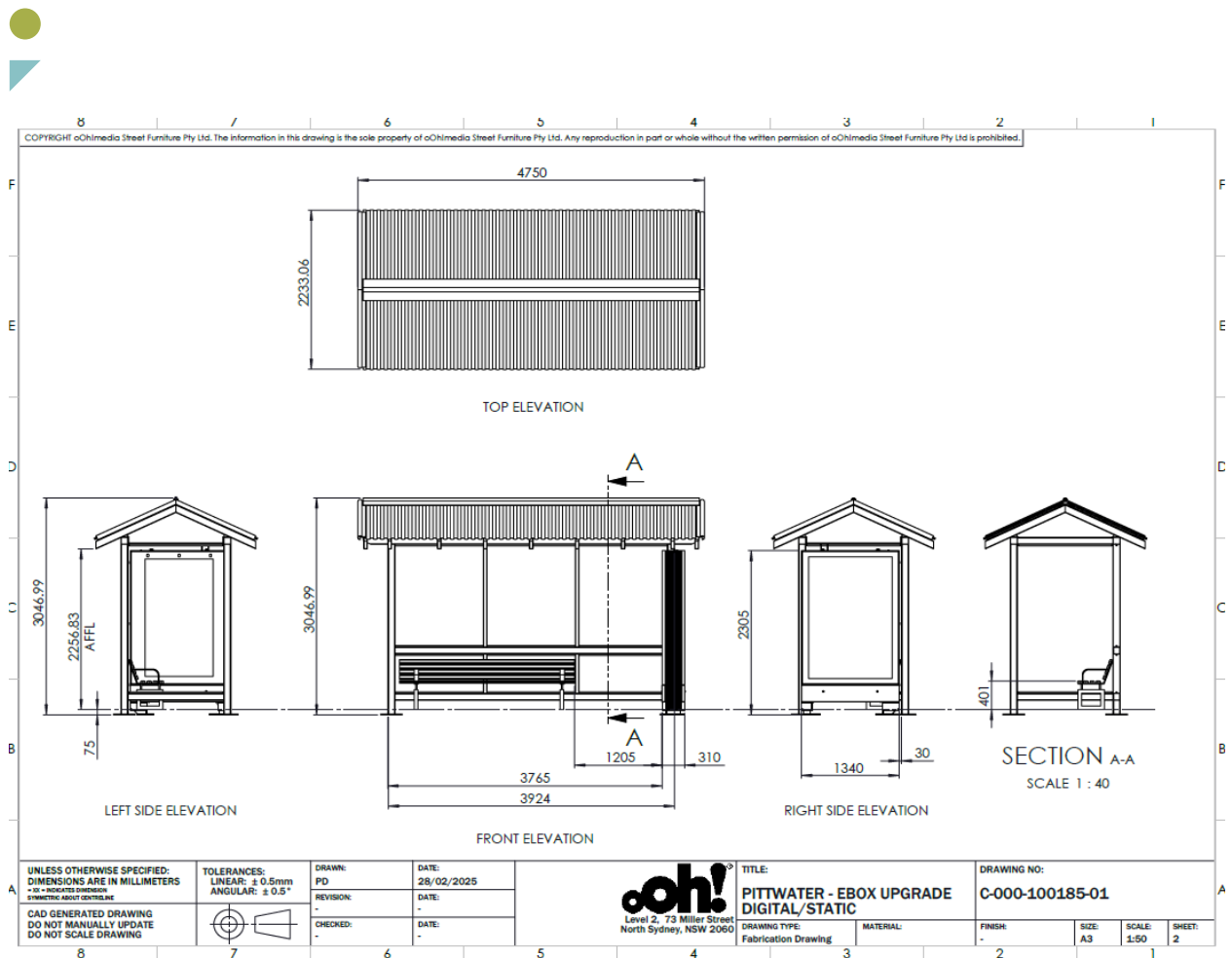


Figure 12 Proposed Digital/Static Signage Elevation – Pittwater

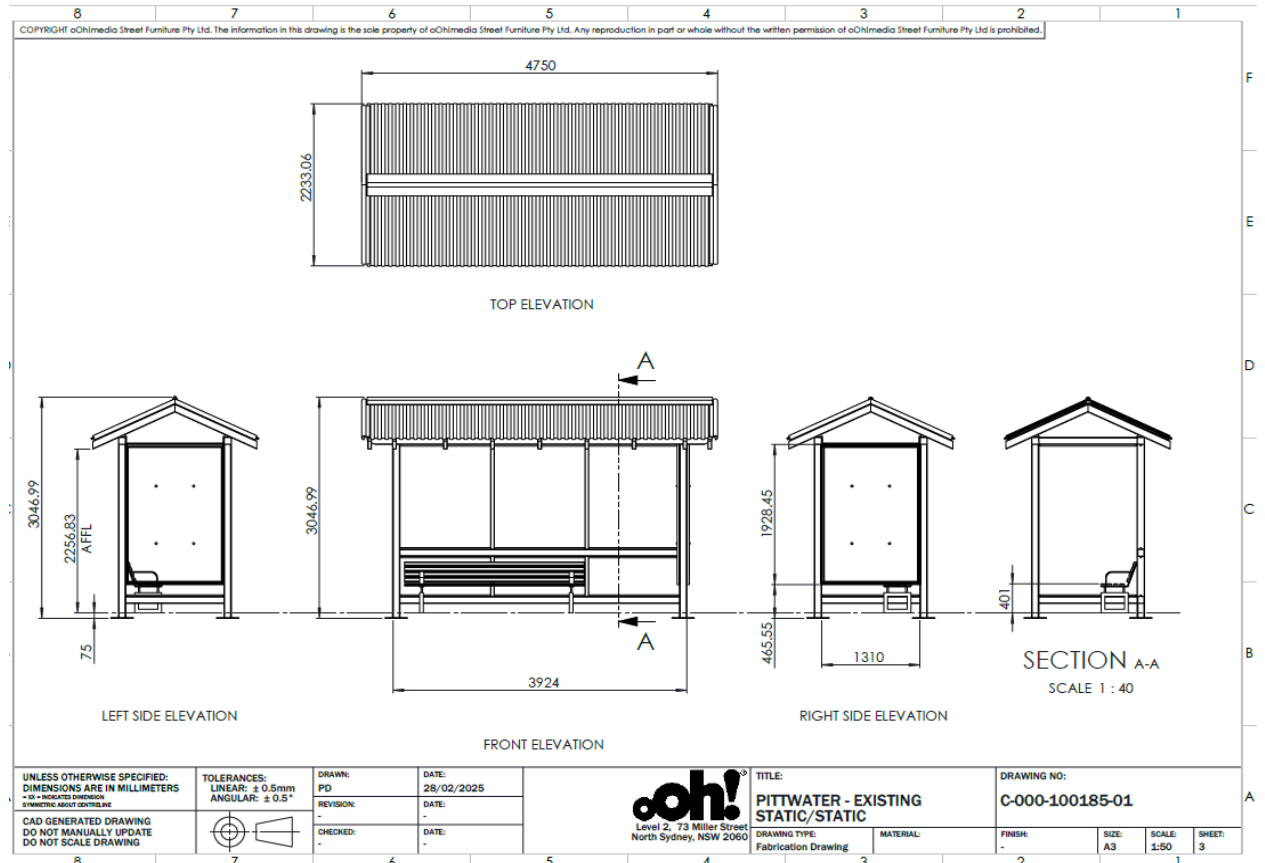


Figure 13 Proposed Static/Static Signage Elevation – Pittwater

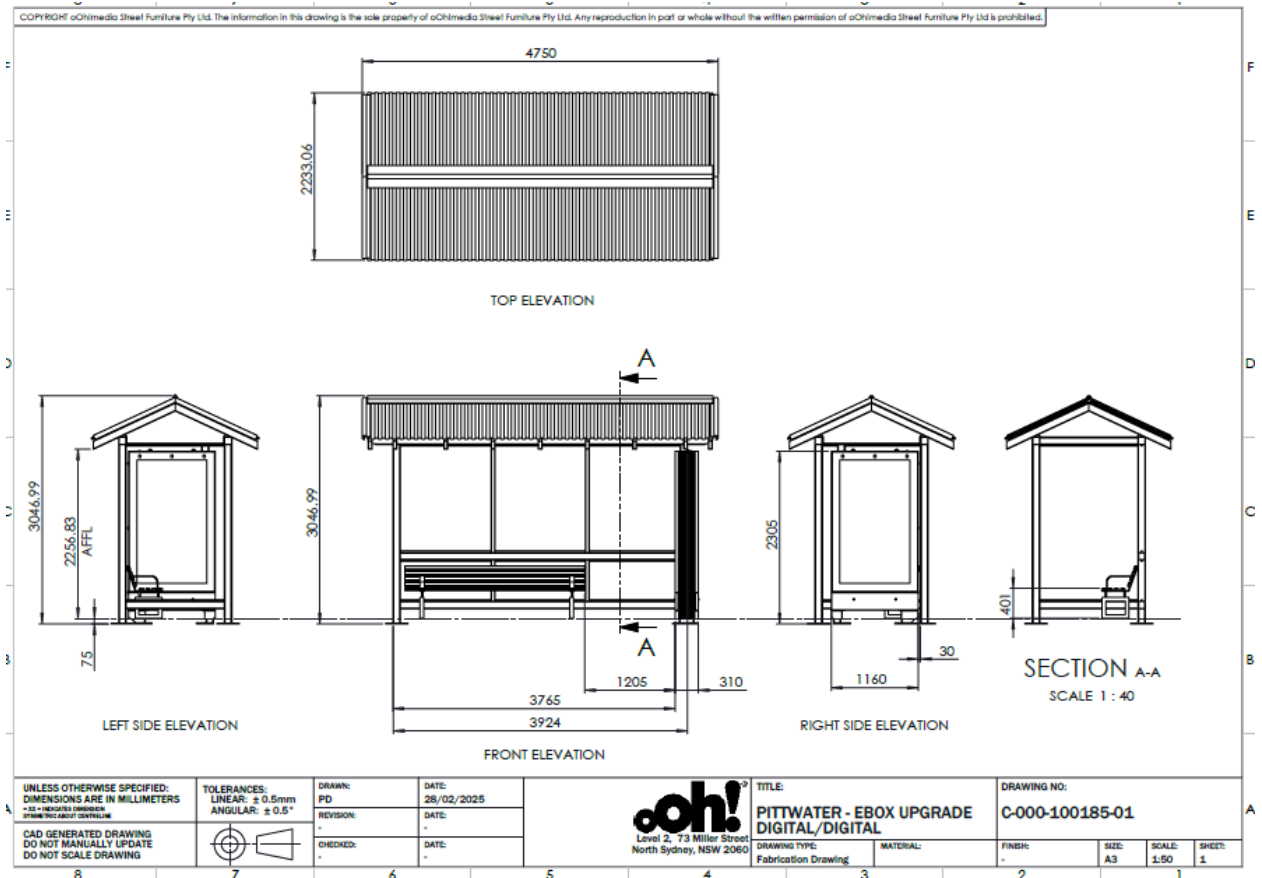


Figure 14 Proposed Digital/Digital Signage Elevation – Pittwater

4.1.3 Illumination

The proposed bus shelter advertising will be illuminated. The proposed illumination has been designed to comply with the *Transport Corridor Outdoor Advertising and Signage Guidelines 2017*. Each digital sign will be equipped with sensors to ensure luminance is only as bright as necessary to be clearly legible and would not result in unacceptable glare. It is noted that illumination at bus shelters is not subject to an existing curfew.

In accordance with the *Transport Corridor Outdoor Advertising and Signage Guidelines 2017*, the proposed signage will have maximum luminance levels as follows:

Table 4 Illumination details				
Lighting Condition	Zone 1	Zone 2	Zone 3	Zone 4
Full sun on face of signage	Maximum Output	Maximum Output	Maximum Output	Maximum Output
Daytime	6000 -7000 cd/m ²	6000 -7000 cd/m ²	6000 -7000 cd/m ²	600 cd/m ²
Dawn/Dusk and inclement weather	1000 cd/m ²	700 cd/m ²	600 cd/m ²	500cd/m ²
Night	500 cd/m ²	350 cd/m ²	300 cd/m ²	200cd/m ²
Zone 1	Covers areas with generally very high off-street ambient lighting, e.g. display centres similar to Kings Cross, central city locations.			

Table 4 Illumination details

Zone 2	Covers areas with generally high off-street ambient lighting e.g. some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights.
Zone 3	Covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/ commercial centres
Zone 4	Covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, or areas that have residential properties nearby.

The bus shelters are located within the following illumination Zones:

- Bus Stop C1 – Zone 4
- Bus Stop C2 – Zone 4
- Bus Stop C3 – Zone 4
- Bus Stop C4 – Zone 4
- Bus Stop C5 – Zone 4

An assessment of the proposed illumination for each sign against the criteria contained in Schedule 5 of the State Environmental Planning Policy (Industry and Employment) 2021 and Transport Corridor Outdoor Advertising and Signage Guidelines 2017 is provided in **Annexures A to E**.

4.1.4 Content Management

The digital advertising signage proposed is a form of Out of Home (OOH) advertising. OOH advertising is regulated by the Australian Association of National Advertisers (AANA) Code of Ethics. The signage to be displayed by *oOh! Media* at the subject sites will adhere to the AANA Code of Ethics, and will refrain from displaying advertisements that:

- *“Discriminate against or vilify a person or section of the community on account of race, ethnicity, nationality, gender, age, sexual preference, religion, disability, mental illness, or political belief.*
- *Employ sexual appeal:*
 - *in a manner which is exploitative or degrading of any individual or group; or*
 - *where images of Minors, or people who appear to be Minors, are used.*
- *Present or portray violence that is not justifiable in the context of the product or service being advertised, or that is inappropriate for a broad audience.*
- *Fail to treat sex, sexuality, and nudity with sensitivity to a broad audience.*
- *Use language that is strong, obscene, or inappropriate for a broad audience.*
- *Depict material contrary to prevailing community standards on health and safety.*
- *Are not clearly distinguishable as advertisements to the relevant audience.”*

Additionally, content will not include images or displays that dazzle, flash or represent traffic control devices.

4.1.5 Maintenance

A Maintenance Plan has been prepared *oOh! Media* in relation to the servicing and maintenance of *oOh! Media* assets within the Northern Beaches Local Government Area (LGA). *oOh! Media* will be responsible for the ongoing maintenance and servicing of all shelters.

Standard operational and preventative maintenance activities include:

- Visual Inspection and Standard Cleaning - Weekly
- Quick Cleaning and Roof/Gutter Clean – As required
- Illumination Inspections – Monthly
- RCD Inspection & Filter Clean – Bi-Annual
- Filter Change – Annually
- Electrical Inspection – Annually
- Structural & Condition Inspection – Annually
- Line of site Tree Trimming – As required

- Digital Inspection, Monitoring & Measurement – Real time monitoring by oOh! Media Team

Reactive and fault response activities include:

- Emergency Danger/Safety – 3 Hours from Notification and Traffic Permitting
- Damaged Component – 3 Hours from Notification
- Graffiti Obscene – 24 Hours from Notification
- Graffiti Standard – Next Scheduled Site Visit
- Bill-posting – Urgent – 24 Hours from Notification
- Bill-posting Standard – Next Scheduled Site Visit
- Removal of Contentious Digital Copy / Breach of Standards – 1 Hour from Notification
- Electrical / Illumination Fault – Inspection, Diagnosis & Triage – 24 Hours from Notification.
- Electrical / Illumination Fault – Repair – 24 Hours from Notification.
- Broken Glass – Clean-up – 3 Hours from Notification
- Broken Glass – Replacement – 24 Hours from Notification.

5. Environmental Planning Assessment

5.1 EXISTING USE RIGHTS

Division 11 of the EP&A Act provides for consideration of 'existing uses'. Section 4.65 specifically defines existing uses as:

- (a) the use of a building, work or land for a lawful purpose immediately before the coming into force of an environmental planning instrument which would, but for this Division, have the effect of prohibiting that use, and*
- (b) the use of a building, work or land—*
 - (i) for which development consent was granted before the commencement of a provision of an environmental planning instrument having the effect of prohibiting the use, and*
 - (ii) that has been carried out, within one year after the date on which that provision commenced, in accordance with the terms of the consent and to such an extent as to ensure (apart from that provision) that the development consent would not lapse.*

Furthermore, Section 4.66 (3) stipulates that the use must have been continuous and not abandoned for more than 12 months. The signage has existed at these locations in accordance with agreements between *oOh! Media* and Northern Beaches Council (and /former Pittwater Council) for a number of years and have not been abandoned. In this regard, the applicant has an on-going commercial agreement with Council.

The locations where it is proposed to replace existing advertising panels with new digital and/or static panels, the Pittwater Local Environmental Plan (PLEP 2014) and State Environmental Planning Policy (Industry and Employment) 2021 (SEPP IE 2021) prohibits advertising in certain land use zones. An inspection of the Northern Beaches Council (and former Pittwater Council) Development Application tracker has found DA consents, for the existing bus shelter sites. Refer to Section 2.2 of this Statement.

Under the Pittwater Local Environmental Plan 2014 (PLEP 2014), 'signage' is not specified in item 2 or 3 and are now prohibited in Zone SP2. Notwithstanding the PLEP 2014 provisions, the bus shelter advertising enjoys the benefits of existing use rights for the reasons discussed below.

Section 163 (1) of the Environmental Planning and Assessment Regulation 2021 further states that:

- (1) An existing use may, subject to this Part—*
 - (a) be enlarged, expanded or intensified, or*
 - (b) be altered or extended, or*
 - (c) be rebuilt, or*

The proposed digital and/or static advertisements are permitted under Clause 163 (1)(b) as it seeks to alter the use by providing for new and illuminated signage associated with the bus shelter.

Section 4.67 of the EPA Act states that the provisions of any environmental planning instrument that derogate (detract) from the existing use rights provisions have no force or effect whilst existing rights remain. The case law on the effect of development controls is not settled. Established case law has held that the provisions of environmental planning instruments do not apply to the assessment of applications on sites with existing use rights. The Land and Environment Court judgment in *Stromness P/L v Woollahra Municipal Council* handed down in October 2006 underscores this.

However, an alternative view was formed in *Saffioti v Kiama Municipal Council [2019] NSWLEC 57* where it was found that in assessing an application, based on existing use rights, local environmental plans and development control plans need to be considered. Therefore, in the abundance of caution, a full assessment against the development controls is provided in this report. Refer to **Annexures A-E**.

Existing use rights apply to these shelter sites as follows:

Table 5 Existing Use Rights (Shelter C1-C5)				
Shelter No.	Address	Zone	DA No.	Type of Approval
C1	Pittwater Road, opposite of 1525 Pittwater Road	SP2	N0666/99	Bus shelter with signage
C2	Pittwater Road, opposite of 1483 Pittwater Road	SP2	N0705/00	Bus shelter with signage
C3	Pittwater Road, in front of 1525 Pittwater Road	SP2	N0705/00	Bus shelter with signage
C4	Pittwater Road, in front 3 Arnott Crescent	SP2	N0666/99	Bus shelter with signage
C5	Jacksons Road, in front of Warriewood Community Centre	SP2	N0666/99	Bus shelter with signage

A merits-based assessment in line with the established existing use rights planning principle has been undertaken for each shelter site as follows.

5.1.1 Bus Shelter C1 on Pittwater Road, opposite of 1525 Pittwater Road, North Narrabeen

At the time DA0666/99 was approved (1 September 1999), advertising signage was permissible with development consent under the *Pittwater Local Environmental Plan 1993 (PLEP 1993)*, which came into force on 4 February 1994, and was repealed on 12 December 2013. As such, the PLEP 1993 was the applicable Local Environmental Plan at the time consent was granted.

Figure 15 and 16 below depicts the stamped DA plans for DA0666/99, with the advertising panel outlined red.

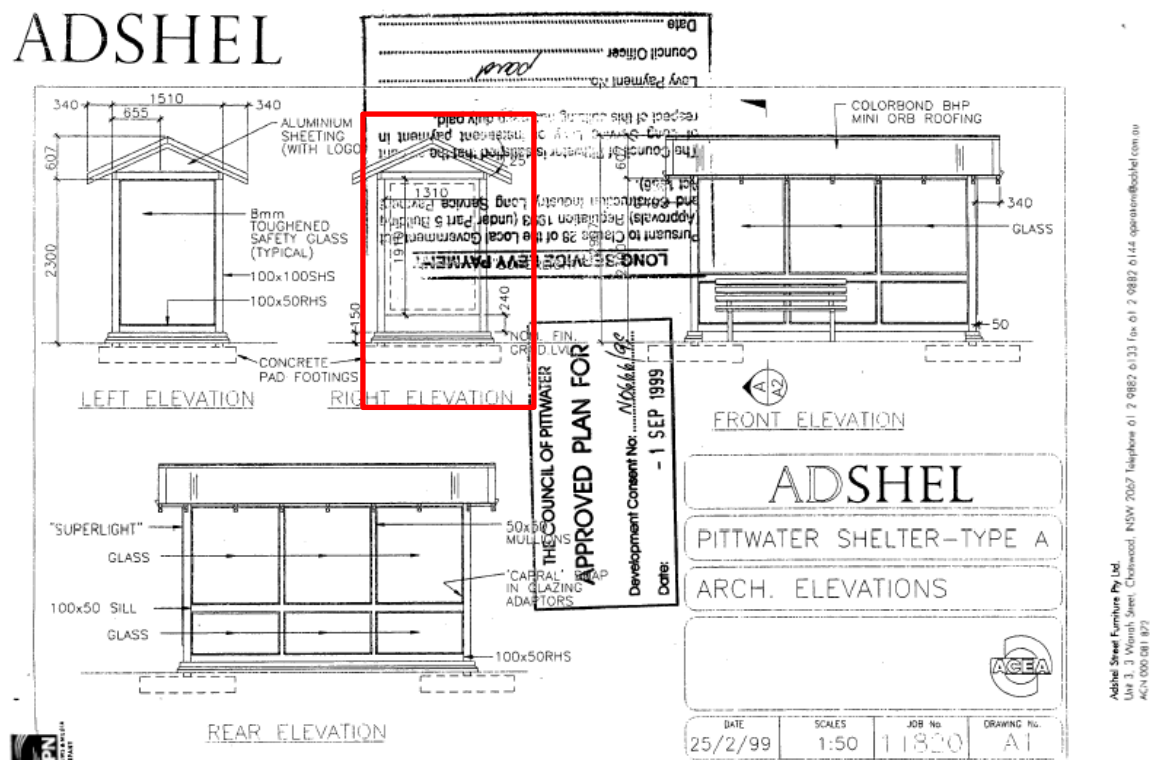


Figure 15 Shelter C1 DA0666/99 Stamped Elevations 1 of 2

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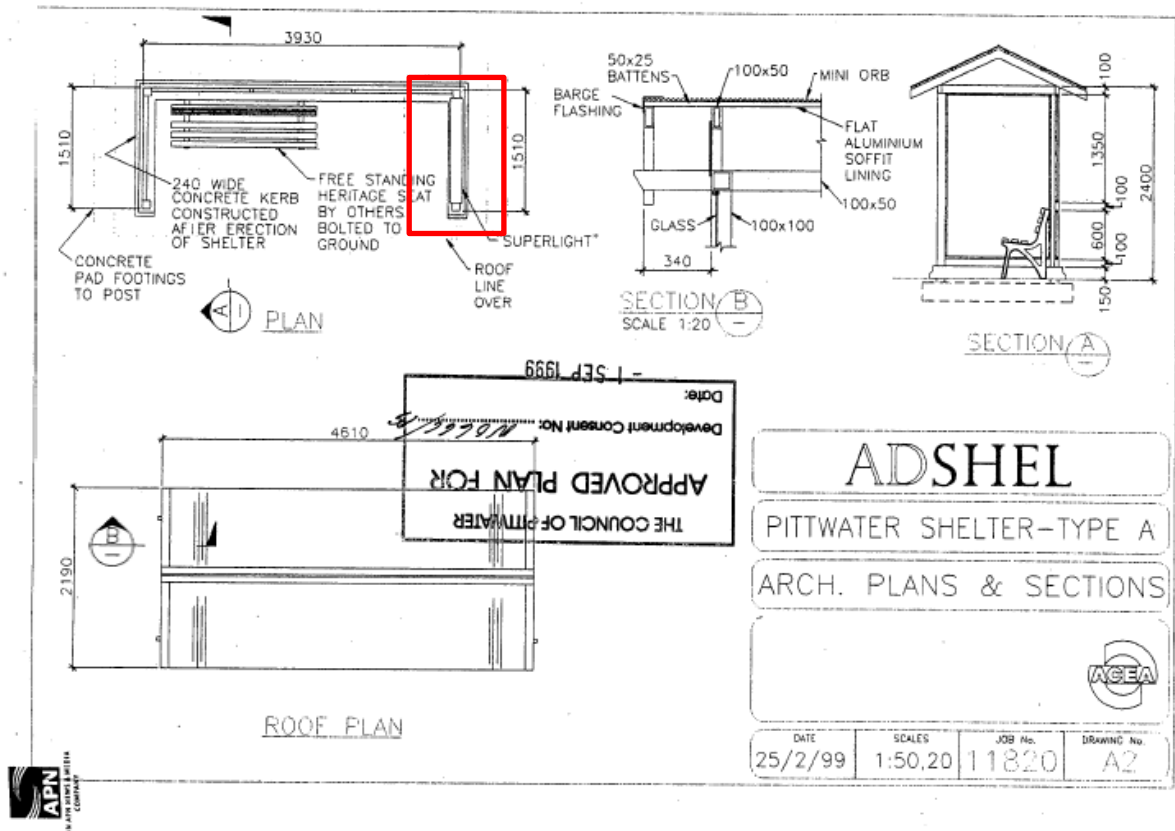


Figure 16 Shelter C1 DA0666/99 Stamped Elevations 2 of 2

The bus shelter site is located within the road reserve of Pittwater Road. Under the *PLEP 1993*, it appears roads within the LGA were unzoned, unlike the current *PLEP 2014* whereby most roads fall within the SP2 Infrastructure Zone or an adjacent land use zone.

An extract of the *Pittwater Local Environmental Plan 1993 Zoning Map* is reproduced in **Figure 17** below, with the location of the shelter site indicated.

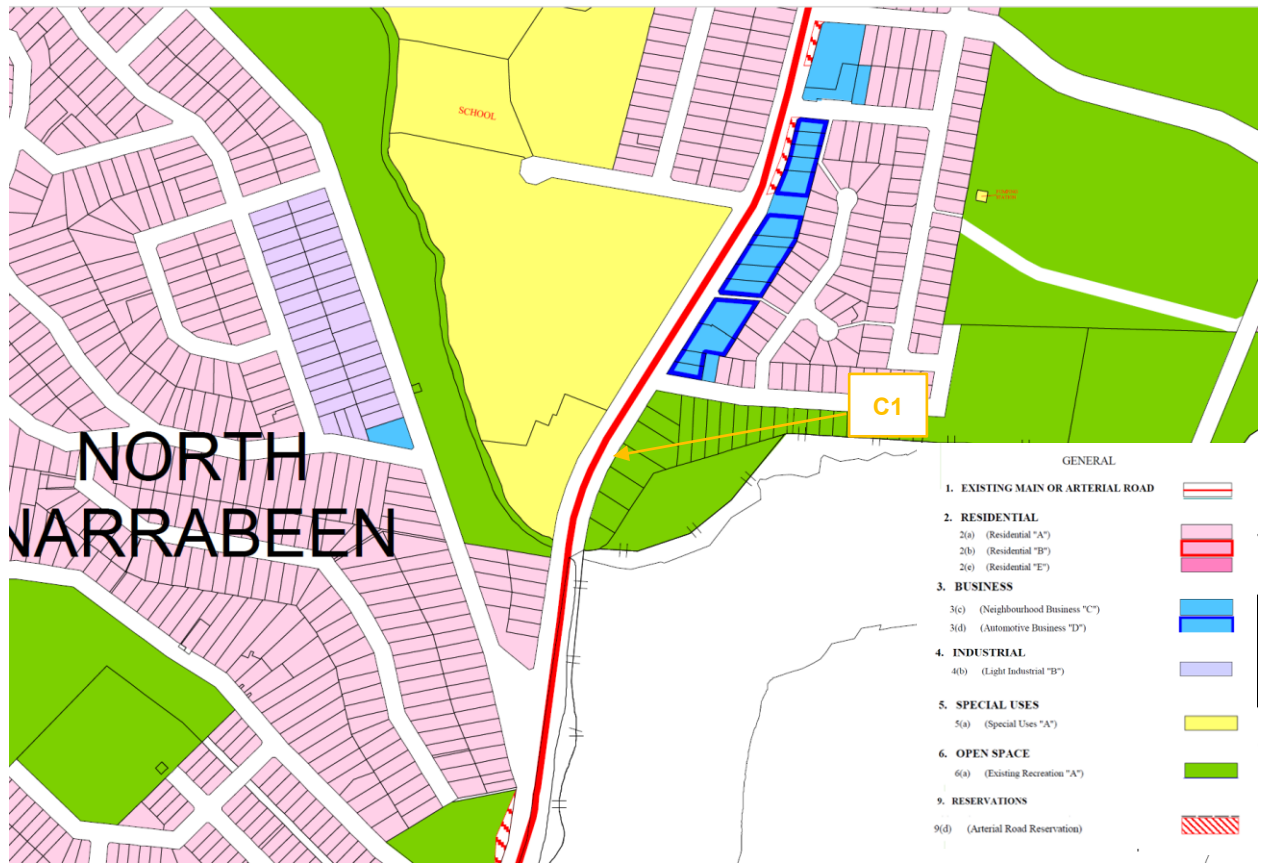


Figure 17 Extract from the PLEP 1993 Zoning Map with Stop C1 indicated by a yellow arrow (Source: Northern Beaches Council)

Figure 17 above confirms that that at the time of consent, the land was unzoned.

A review of the *PLEP 1993* found no relevant controls for unzoned land or road reserves. It is therefore sufficient to conclude that at the time consent was granted, the Bus Shelter site was on unzoned land, as such did not fall within any development requirements of a land use zone. For the Consent Authority to have granted consent to the development application, a level of satisfaction must have been reached as to the permissibility of the proposed bus shelter and advertising at the development site.

This was affirmed in the Assessment Report for DA0666/99 which made the following conclusion:

“Development consent is therefore recommended for 33 bus shelters, with signage panels subject to the imposition of conditions”

Therefore, the bus shelter site, including advertising signage enjoys EUR, which were established at the time the land was unzoned, and subsequently the development became prohibited in the SP2 zone under PLEP 2014. The use has been continuous since that time. This is evidenced in part by google street view history as illustrated in **Figure 18** below.



Google streetview did not operate prior to 2007	Image not available for 2007	January 2008 
November 2009 	Images not available for 2010, 2011 and 2012	November 2013 
Images not available for 2014 or 2015	December 2016 	December 2017 
October 2018 	September 2019 	November 2020 
December 2021 	Images not available for 2022 and 2023	August 2024 
June 2025 		

Figure 18 Shelter C1 Street View



As detailed above, this application seeks to alter the existing use rights on the shelter site by replacing the existing paper advertisements, with digital/static illuminated signage panels. The proposal does not physically expand the existing use as it is to be inset into the existing panel opening. It is therefore evident that the use has not been abandoned.

Accordingly, EUR can be applied to this shelter site.

5.1.2 Bus Shelter C2 on Pittwater Road, opposite of 1483 Pittwater Road, North Narrabeen

At the time DA705/00 was approved (14 March 2001), advertising signage was permissible with development consent under the *Pittwater Local Environmental Plan 1993 (PLEP 1993)*, which came into force on 4 February 1994, and was repealed on 12 December 2013. As such, the PLEP 1993 was the applicable Local Environmental Plan at the time consent was granted.

Figure 19 and 20 below depicts the submitted DA plans for DA705/00, with the advertising panel outlined red.

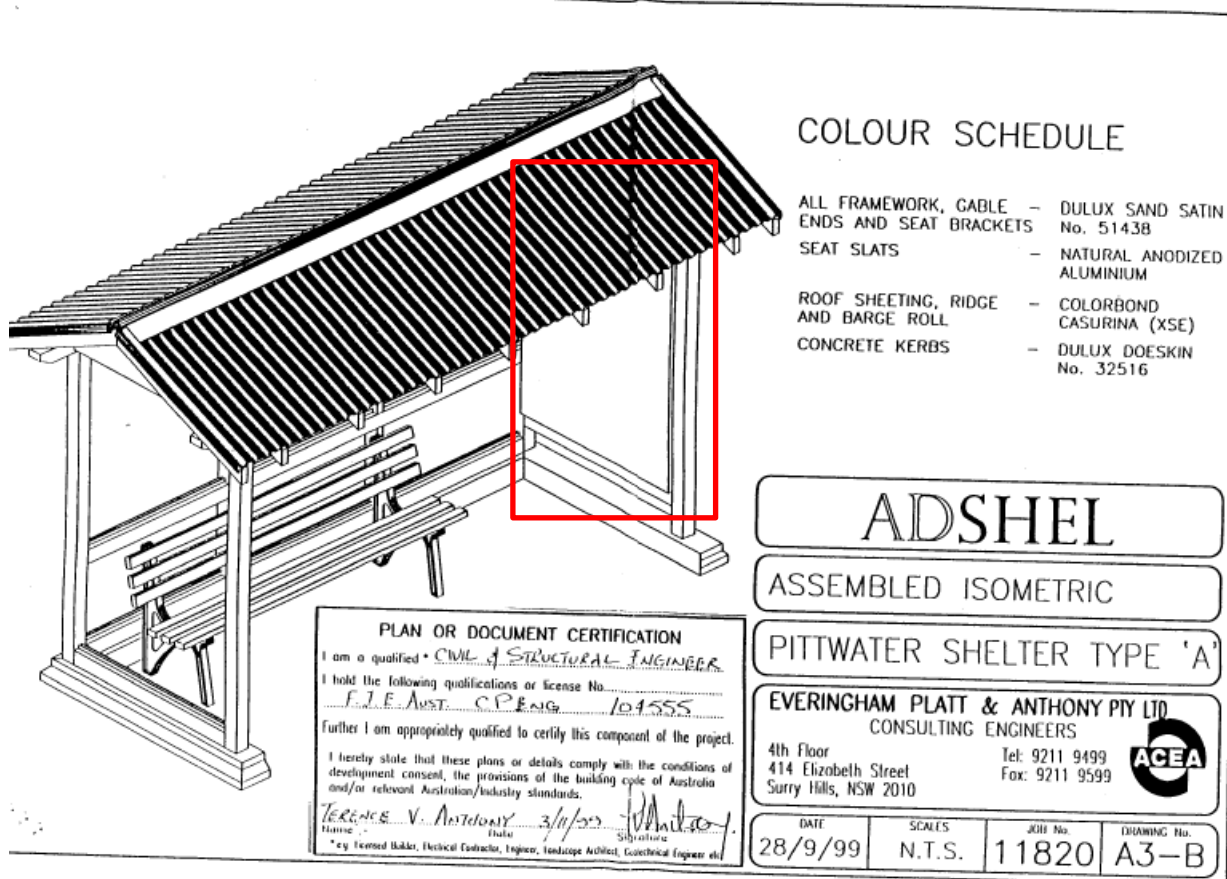


Figure 19 Shelter C2 DA705/00 Submitted Isometric

As depicted in **Figure 21** above, the bus shelter site is located within the road reserve of Pittwater Road. Under the *PLEP 1993*, roads within the LGA were unzoned, unlike the current *PLEP 2014* whereby most roads fall within the SP2 Infrastructure Zone or an adjacent land zone.

An extract of the *Pittwater Local Environmental Plan 1993 Zoning Map* is reproduced in **Figure 22** below, with the location of the shelter site indicated.



Figure 22 Extract from the *PLEP 1993 Zoning Map* with stop C2 indicated by a yellow arrow (Source: *Northern Beaches Council*)

Figure 22 above confirms that that at the time of consent, the land was unzoned.

A review of the *PLEP 1993* found no specific relevant controls for unzoned land or road reserves. However, *Amendment 37* to the *PLEP1993*, which was made on 24 September 1999 (prior to consent being granted to DA705/00) stated the following objectives (our underline):

“2. This plan aims to amend *Pittwater Local Environmental Plan 1993 (the 1993 plan)*:

(c) to correct certain zoning anomalies for public roads, by consistently showing public roads (including public pathways) unzoned and all other land as within a zone on the Zoning Map;”

It is therefore sufficient to conclude that at the time consent was granted, the Bus Shelter site was on unzoned land, as such did not fall within any development requirements of a land use zone. For the Consent Authority to have granted consent to the development application, a level of satisfaction must have been reached as to the permissibility of the proposed bus shelter and advertising at the development site.

This was affirmed in the Assessment Report for DA705/00 which made the following conclusion:

“Council approve Development Application No.705/00 for the erection of 15 Bus Shelters and associated advertising within the road reserve in various locations throughout the Pittwater Local Government Area subject to the conditions contained in the attached draft consent”

Therefore, the bus shelter site, including advertising signage enjoys EUR, which were established at the time the land was zoned, and subsequently the development became prohibited in the SP2 zone under PLEP 2014. It is noted the bus shelter was relocated further north on Pittwater Road, sometime between 2009 and 2013. There was never any intention to abandon the use of the bus shelter and/or advertising, since the use has been continuous since that time. This is evidenced in part by google street view history as illustrated in **Figure 23** below. The compilation of street view confirms continuous use.

Google streetview did not operate prior to 2007	Image not available for 2007	September 2008 
November 2009 	Images not available for 2010, 2011 and 2012	November 2013 
Images not available for 2014 and 2015	November 2016 	December 2017 
October 2018 	September 2019 	November 2020 
December 2021 	Images not available for 2022, 2023 and 2024	June 2025 

Figure 23 Shelter C2 Street View



As detailed above, this application seeks to alter the existing use rights on the shelter site by replacing the existing paper advertisements, with illuminated digital/static signage panels. The proposal does not physically expand the existing use as it is to be inset into the existing panel opening. It is therefore evident that the use has not been abandoned.

Accordingly, EUR can be applied to this shelter site.

5.1.3 Bus Shelter C3 on Pittwater Road, in front of 1525 Pittwater Road, North Narrabeen

At the time DA705/00 was approved (14 March 2001), advertising signage was permissible with development consent under the *Pittwater Local Environmental Plan 1993 (PLEP 1993)*, which came into force on 4 February 1994, and was repealed on 12 December 2013. As such, the PLEP 1993 was the applicable Local Environmental Plan at the time consent was granted.

Figure 24 and **25** below depicts the submitted DA plans for DA705/00, with the advertising panel outlined red.

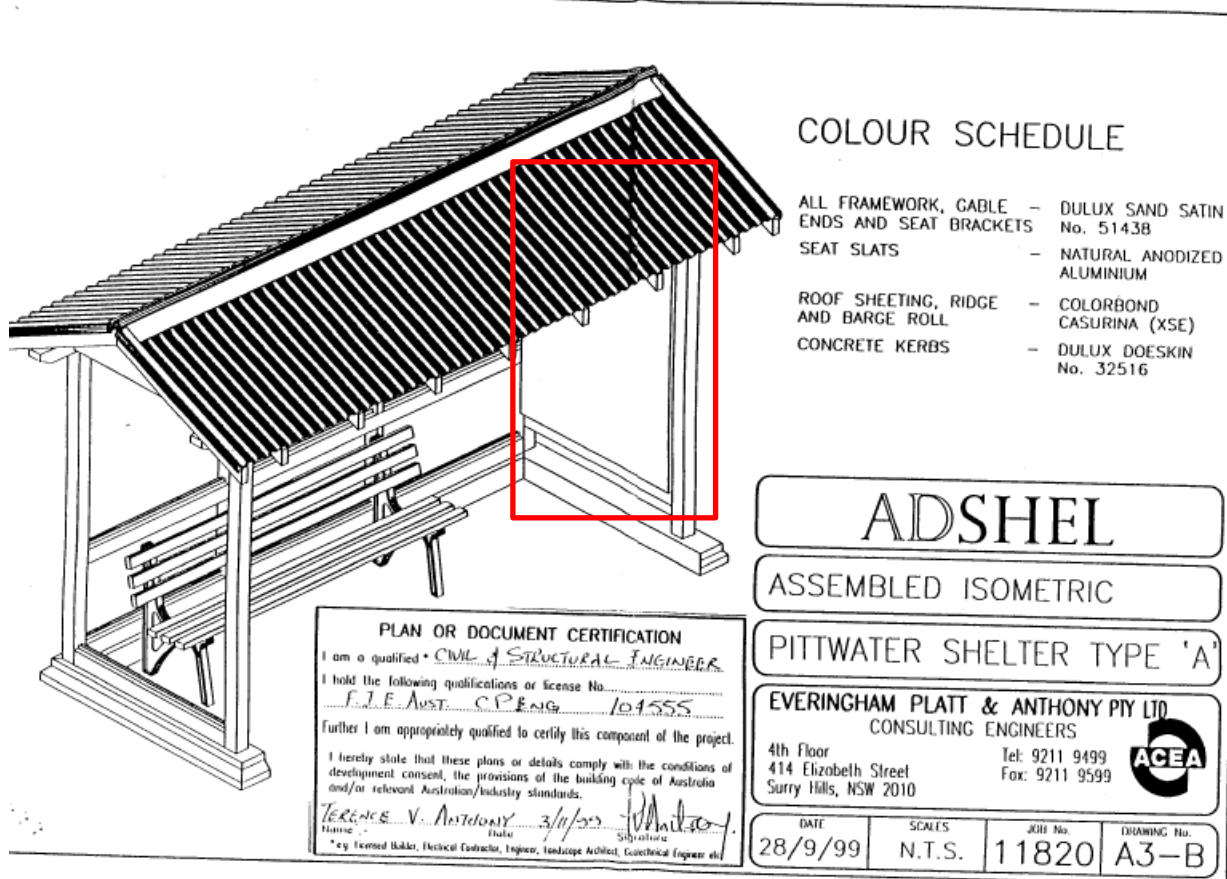


Figure 24 Shelter C3 DA705/00 Submitted Isometric

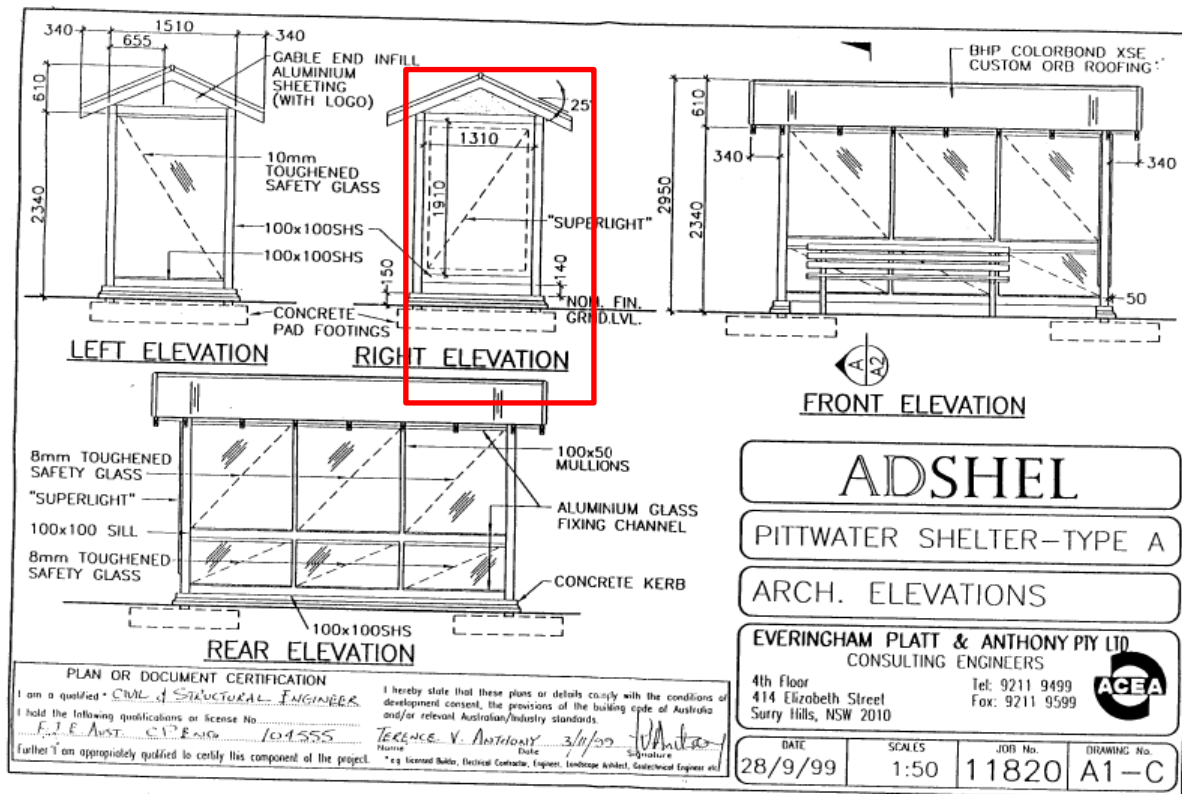


Figure 25 Shelter C3 DA705/00 Submitted Elevations

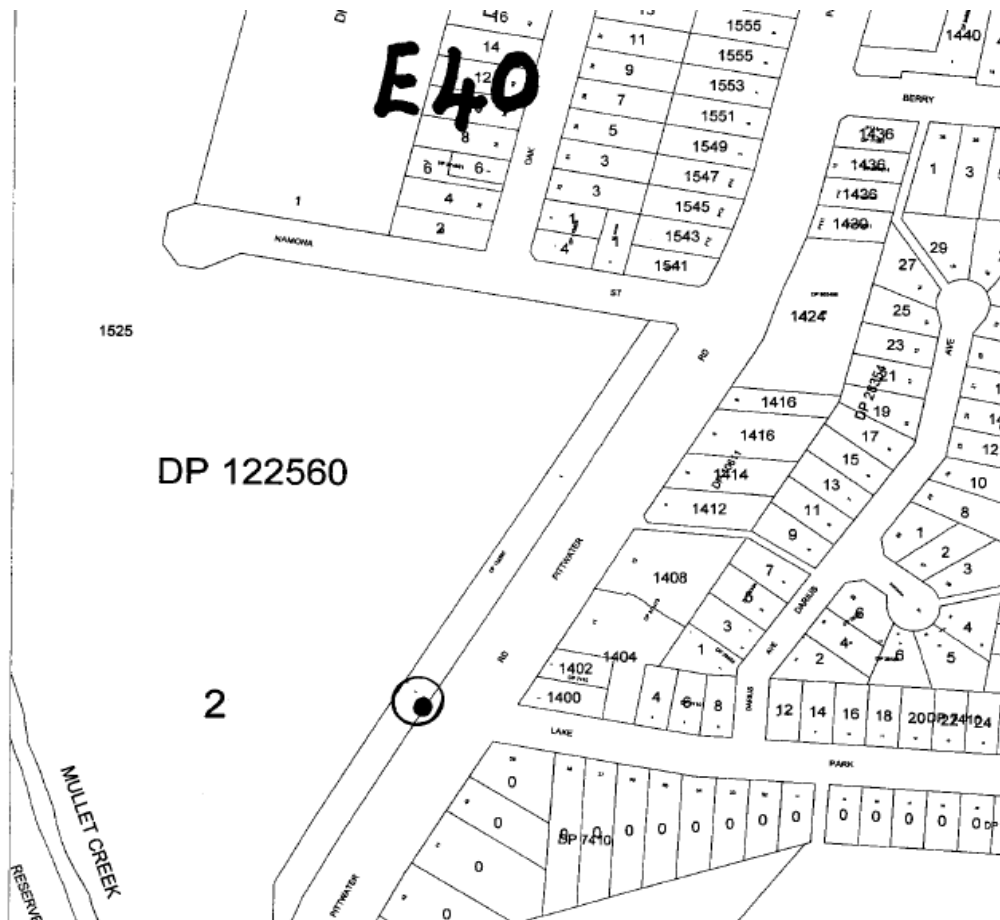


Figure 26 Shelter C3 DA705/00 Submitted Site Plan

As depicted in **Figure 26** above, the bus shelter site is located within the road reserve of Pittwater Road. Under the *PLEP 1993*, roads within the LGA were unzoned, unlike the current *PLEP 2014* whereby most roads fall within the SP2 Infrastructure Zone or an adjacent land zone.

An extract of the *Pittwater Local Environmental Plan 1993 Zoning Map* is reproduced in **Figure 27** below, with the location of the shelter site indicated.

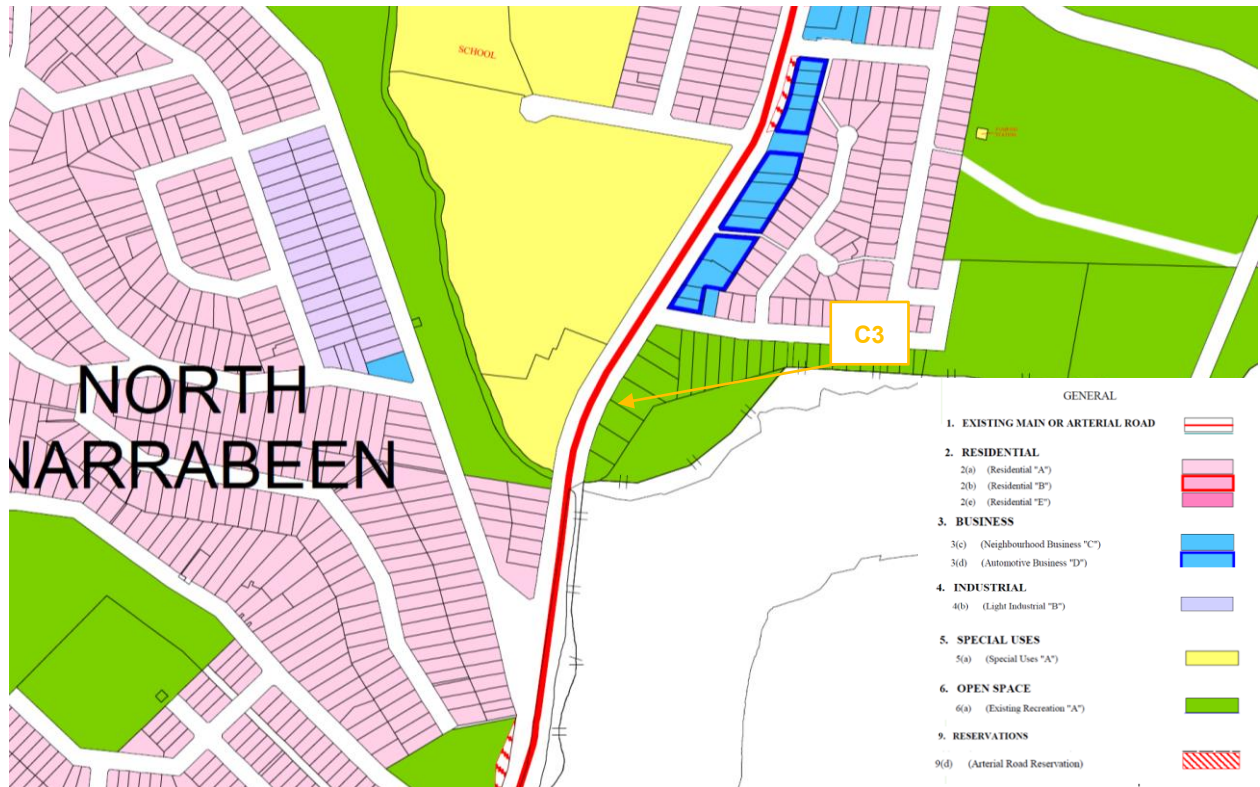


Figure 27 Extract from the *PLEP 1993 Zoning Map* with Stop C3 indicated by a yellow arrow (Source: *Northern Beaches Council*)

Figure 27 above confirms that that at the time of consent, the land was unzoned.

A review of the *PLEP 1993* found no specific relevant controls for unzoned land or road reserves. However, *Amendment 37* to the *PLEP1993*, which was made on 24 September 1999 (prior to consent being granted to DA705/00) stated the following objectives (our underline):

"2. This plan aims to amend Pittwater Local Environmental Plan 1993 (the 1993 plan):

(c) to correct certain zoning anomalies for public roads, by consistently showing public roads (including public pathways) unzoned and all other land as within a zone on the Zoning Map;"

It is therefore sufficient to conclude that at the time consent was granted, the Bus Shelter site was on unzoned land, as such did not fall within any development requirements of a land use zone. For the Consent Authority to have granted consent to the development application, a level of satisfaction must have been reached as to the permissibility of the proposed bus shelter and advertising at the development site.

This was affirmed in the Assessment Report for DA705/00 which made the following conclusion:

"Council approve Development Application No.705/00 for the erection of 15 Bus Shelters and associated advertising within the road reserve in various locations throughout the Pittwater Local Government Area subject to the conditions contained in the attached draft consent"

Therefore, the bus shelter site, including advertising signage enjoys EUR, which were established at the time the land was zoned, and subsequently the development became prohibited in the SP2 zone under *PLEP 2014*. The use has been continuous since that time. This is evidenced in part by google street view history as illustrated in **Figure 28** below.



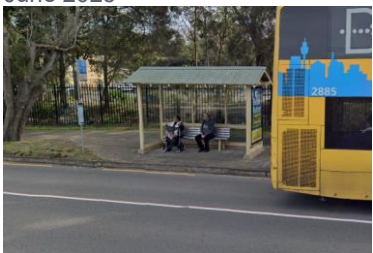
Google streetview did not operate prior to 2007	Image not available for 2007	January 2008 
December 2009 	Images not available for 2010, 2011 and 2012	November 2013 
Images not available for 2014 or 2015	December 2016 	December 2017 
October 2018 	October 2019 	November 2020 
December 2021 	Images not available for 2022 and 2023	August 2024 
June 2025 		

Figure 28 Shelter C3 Street View



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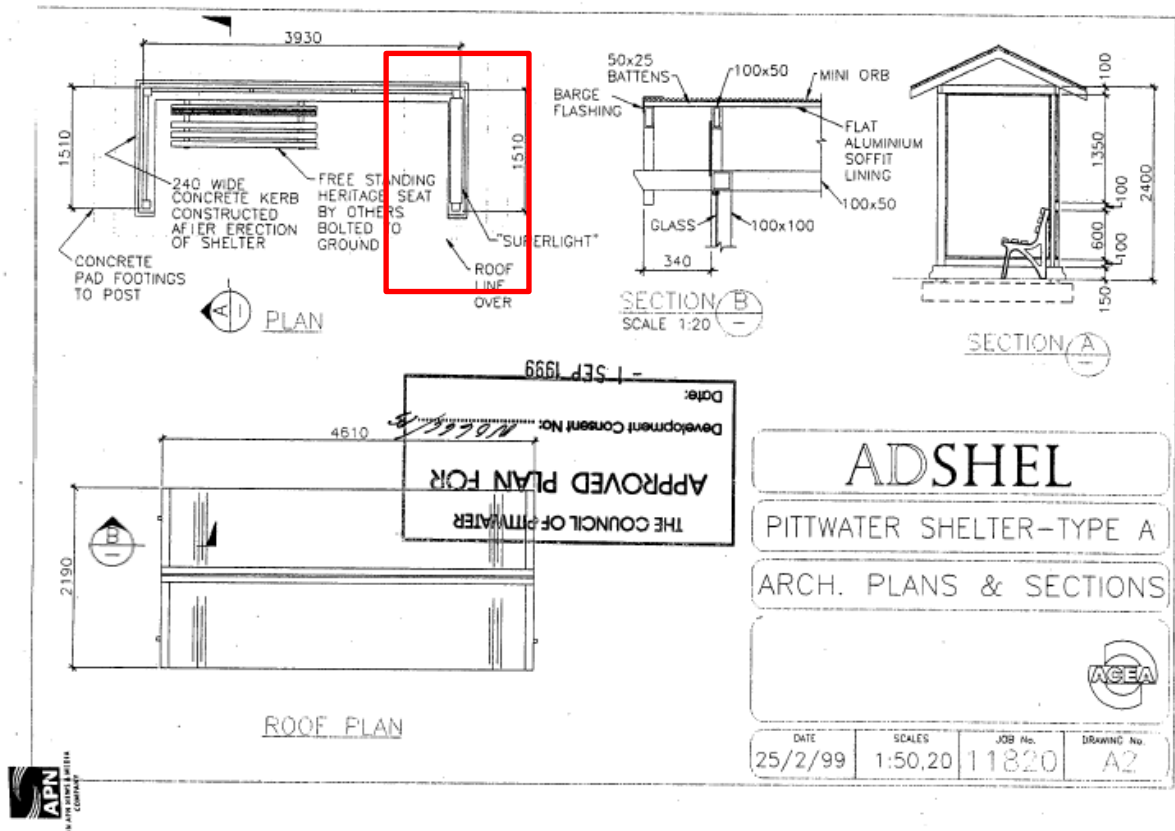


Figure 30 Shelter C4 DA0666/99 Stamped Elevations 2 of 2

The bus shelter site is located within the road reserve of Pittwater Road. Under the *PLEP 1993*, it appears roads within the LGA were unzoned, unlike the current *PLEP 2014* whereby most roads fall within the SP2 Infrastructure Zone or an adjacent land zone.

An extract of the *Pittwater Local Environmental Plan 1993 Zoning Map* is reproduced in **Figure 31** below, with the location of the shelter site indicated.



Figure 31 Extract from the PLEP 1993 Zoning Map with Stop C4 indicated by a yellow arrow (Source: Northern Beaches Council)

Figure 31 above confirms that that at the time of consent, the land was unzoned.

A review of the *PLEP1993* found no relevant controls for unzoned land or road reserves. It is therefore sufficient to conclude that at the time consent was granted, the Bus Shelter site was on unzoned land, as such did not fall within any development requirements in a land use zone. For the Consent Authority to have granted consent to the development application, a level of satisfaction must have been reached as to the permissibility of the proposed bus shelter and advertising at the development site.

This was affirmed in the Assessment Report for DA0666/99 which made the following conclusion:

“Development consent is therefore recommended for 33 bus shelters, with signage panels subject to the imposition of conditions”

Therefore, the bus shelter site, including advertising signage enjoys EUR, which were established at the time the land was zoned, and subsequently the development became prohibited in the SP2 zone under PLEP 2014. The use has been continuous since that time. This is evidenced in part by google street view history as illustrated in **Figure 32** below.



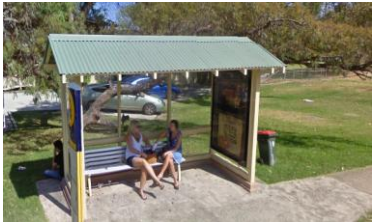
Google streetview did not operate prior to 2007	December 2007 	September 2008 
November 2009 	Images not available for 2010, 2011 and 2012	November 2013 
Images not available for 2014 or 2015	November 2016 	December 2017 
October 2018 	September 2019 	November 2020 
December 2021 	Images not available for 2022 and 2023	May 2024 
June 2025 		

Figure 32 Shelter C4 Street View

As detailed above, this application seeks to alter the existing use rights on the shelter site by replacing the existing paper advertisements, with digital/digital illuminated signage panels. The proposal does not physically expand the existing use as it is to be inset into the existing panel opening. It is therefore evident that the use has not been abandoned.

Accordingly, EUR can be applied to this shelter site.



At the time DA0666/99 was approved (1 September 1999), advertising signage was permissible with development consent under the *Pittwater Local Environmental Plan 1993 (PLEP 1993)*, which came into force on 4 February 1994, and was repealed on 12 December 2013. As such, the PLEP 1993 was the applicable Local Environmental Plan at the time consent was granted.

Figure 33 and **34** below depicts the stamped DA plans for DA0666/99, with the advertising panel outlined red.

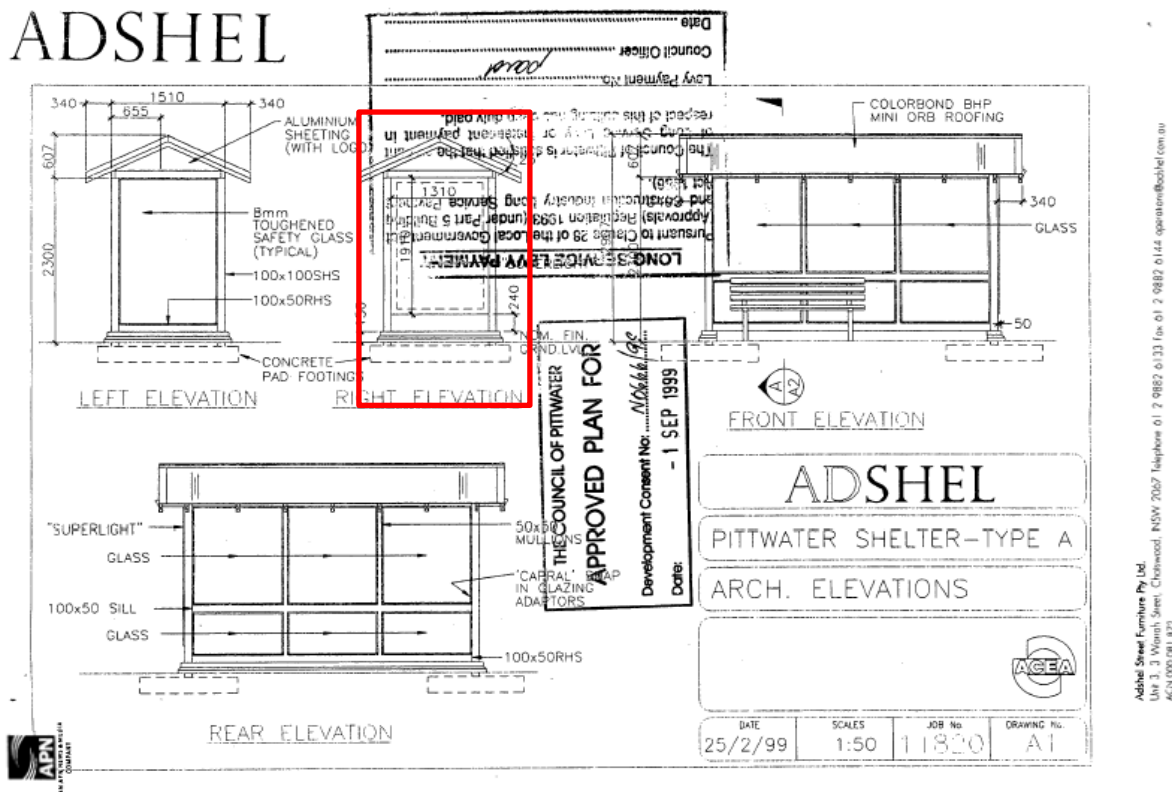


Figure 33 Shelter C5 DA0666/99 Stamped Elevations 1 of 2

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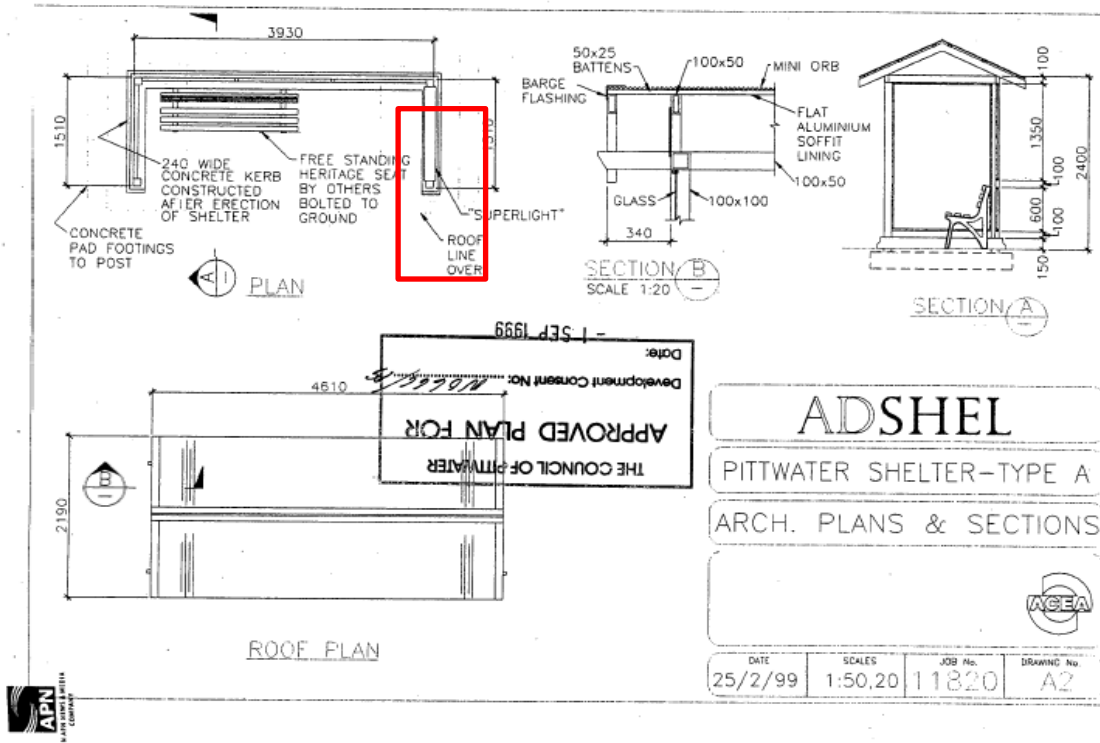


Figure 34 Shelter C5 DA0666/99 Stamped Elevations 2 of 2

The bus shelter site is located within the road reserve of Jacksons Road. Under the *PLEP 1993*, it appears roads within the LGA were unzoned, unlike the current *PLEP 2014* whereby most roads fall within the SP2 Infrastructure Zone or an adjacent land zone.

An extract of the *Pittwater Local Environmental Plan 1993 Zoning Map* is reproduced in **Figure 35** below, with the location of the shelter site indicated.

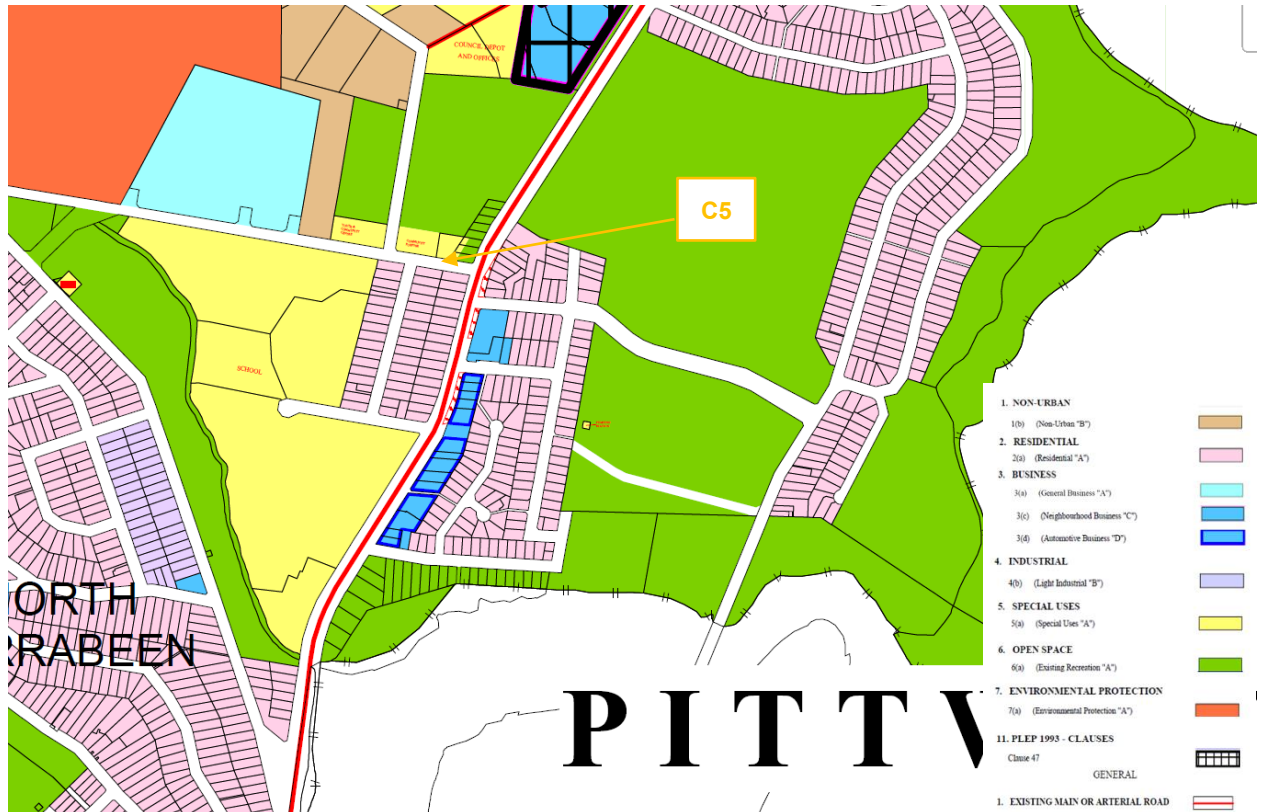


Figure 35 Extract from the PLEP 1993 Zoning Map with Stop C5 indicated by a yellow arrow (Source: Northern Beaches Council)

Figure 35 above confirms that at the time of consent, the land was unzoned.

A review of the *PLEP1993* found no relevant controls for unzoned land or road reserves. It is therefore sufficient to conclude that at the time consent was granted, the Bus Shelter site was on unzoned land, as such did not fall within any development requirements in a land use zone. For the Consent Authority to have granted consent to the development application, a level of satisfaction must have been reached as to the permissibility of the proposed bus shelter and advertising at the development site.

This was affirmed in the Assessment Report for DA0666/99 which made the following conclusion:

“Development consent is therefore recommended for 33 bus shelters, with signage panels subject to the imposition of conditions”

Therefore, the bus shelter site, including advertising signage enjoys EUR, which were established at the time the land was zoned, and subsequently the development became prohibited in the SP2 zone under PLEP 2014. The use has been continuous since that time. This is evidenced in part by google street view history as illustrated in **Figure 36** below.



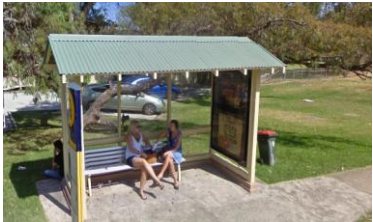
Google streetview did not operate prior to 2007	December 2007 	September 2008 
November 2009 	Images not available for 2010, 2011 and 2012	November 2013 
Images not available for 2014 or 2015	November 2016 	December 2017 
October 2018 	September 2019 	November 2020 
December 2021 	Images not available for 2022 and 2023	May 2024 
June 2025 		

Figure 36 Shelter C5 Street View

As detailed above, this application seeks to alter the existing use rights on the shelter site by replacing the existing paper advertisements, with static illuminated signage panels. The proposal does not physically expand the existing use as it is to be inset into the existing panel opening. It is therefore evident that the use has not been abandoned.

Accordingly, EUR can be applied to this shelter site.



5.2 PREAMBLE

This section of the Statement provides a planning assessment of the proposed development covering all relevant heads of consideration under Section 4.15 of the EP&A Act, 1979.

5.3 STATUTORY AND POLICY COMPLIANCE

The relevant matters for consideration under Section 4.15 (1) (a) of the EP&A Act, 1979, are identified in **Table 6**.

Table 6 Section 4.15 Matters for Consideration				
EP & A Act, 1979.	Matters for Consideration	OK	See Comments	N/A
S.4.15(1)(a)(i)	State Environmental Planning Policy (Industry and Employment) 2021	✓	✓	
"	State Environmental Planning Policy (Transport and Infrastructure) 2021	✓	✓	
	State Environmental Planning Policy (Resilience and Hazards) 2021	✓	✓	
"	Pittwater Local Environmental Plan 2014	✓	✓	
S.4.15(1)(a)(ii)	Draft Northern Beaches Local Environmental Plan	✓	✓	
S.4.15(1)(a)(iii)	Pittwater 21 Development Control Plan 2014	✓	✓	
S.4.15(1)(a)(iv)	Any other prescribed matter: - - Planning Circular PS 21-008 - TFNSW Transport Corridor Outdoor Advertising Signage Guidelines	✓	✓	

The matters identified in **Table 6** as requiring specific comment are discussed below. The primary statutory documents that relate to the subject site and the proposed development are the *State Environmental Planning Policy (Industry and Employment) 2021* and the *Pittwater Local Environmental Plan 2014*. The primary non-statutory plan relating to the subject site and proposed development is the *Pittwater Development Control Plan 2014*. The relevant provisions of these documents and other relevant planning controls are summarised below and the proposal's compliance with each assessed.

An individual assessment of each bus stop against the applicable planning controls is provided at **Annexures A to E** of this statement.

5.3.1 State Environmental Planning Policy (Industry and Employment) 2021

The *State Environmental Planning Policy (Industry and Employment) 2021* was gazetted on 1 March 2022, repealing, and replacing two former SEPPs related to employment in Western Sydney and advertising and signage. The SEPP applies to the whole state and Chapter 3 Advertising and Signage applies to the subject development.

Chapter 3 Advertising and Signage

The objectives of the SEPP are to encourage signage that is compatible with the desired amenity and visual character of an area, provide effective communication, and is of high-quality design and finish. Schedule 5 of the SEPP contains assessment criteria for signage in relation to the character of the area, views and vistas, the streetscape and the building to which it relates.

The proposed digital and/or static advertising structures fall within the definition of 'Signage', which is defined by the SEPP as follows (our underline):

“Signage means all signs, notices, devices, representations and advertisements that advertise or promote any goods services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage and includes—

(a) building identification signs, and

(b) business identification signs, and

(c) advertisements to which Part 3.3 applies.

but does not include traffic signs or traffic control facilities.”

The subject application includes the provision of five (5) advertising structures. Specifically, proposal seeks to provide two (2) double sided static signs and three (3) digital/static signs, all of which replace the existing static signage to each bus shelter. It is to be noted that specific content for advertising signage is to be decided at a later stage.

Part 3.3 to the SEPP applies to Advertisements. Advertisements are defined in Section 3.2 of the SEPP as follows:

“Advertisement means signage to which Part 3.3 applies and includes any advertising structure for the advertisement.”

Part 3.3 applies to advertisements except:

“(a) business identification signs,

(b) building identification signs,

(c) signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it,

(d) signage on vehicles.”

This development application relates to digital and/or static advertising signs fixed and integrated with the bus shelter sites. Therefore, the relevant provisions of Part 3.3 have been considered below.

Section 3.8 lists signs that are prohibited and these criteria do not apply to this application, except for Sign C1-C3 which are located on land mapped as Coastal Environment Area and Coastal Use Area. As discussed above, Signs C1-C3 rely upon existing use rights and therefore the additional prohibition from Part 3.8 of the SEPP is of little consequence. Refer to Part 5.3.4 of this SEE.

Section 3.11 lists the matters for consideration in which advertising signage is to be assessed. Refer to **Annexures A and E** of this statement which provides detailed consideration of the requirements.

Section 3.12 allows for time limitations on consent and allows the consent authority to specify a period beyond which the consent will lapse if it was issued under the provisions of the SEPP. We accept that Council will likely impose a condition stipulating a duration of the consent being for 15 years. There are no circumstances that would warrant a reduction from the 15 year consent required by s3.12 of the SEPP.

Division 3 contains provisions for ‘Particular advertisements.

Section 3.14 of the SEPP specifies provisions on “Transport Corridor Land”. The proposed signage is not “by or on behalf” of Railcorp, NSW Trains, Sydney Trains, Sydney Metro or TfNSW nor is it located on or adjacent the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M4 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel, or associated road use land that is adjacent to such a road. As such, whilst signs C1-C4 are located on a classified road the provisions of Section 3.14 are not relevant in this instance.

Section 3.18 of the SEPP specifies the provisions relating to the location of certain names and logos. The proposed sign is consistent with the provisions of this clause, the *oOh! Media* logo is located within the strip below the sign that extends the full length of the sign, and is smaller than 0.25m² identified as the maximum size under this clause.

Section 3.20 of the SEPP applies to the granting of consent to a wall advertisement. Under the SEPP a *Wall Advertisement* is given the following definition:

wall advertisement means an advertisement that is painted on or fixed flat to the wall of a building, but does not include a special promotional advertisement or building wrap advertisement.

The proposed sign will not be painted on or fixed flat to the wall of the building but rather is to be integrated into the bus shelter structure. **Figures 37** and **38** below provide a comparison between a typical wall sign and typical bus shelter signage.



Figure 37 Typical wall sign as per the *Transport Corridor Outdoor Advertising and Signage Guidelines*



Figure 38 Typical bus shelter sign as per the *Bus Stop Urban Design Guideline*

As depicted above, a wall sign and signage on a bus shelter are materially and functionally different. Therefore, the SEPP definition of a *wall sign* does not account for *signage* on bus shelter structures, nor are the provisions intended to apply to bus shelters.

This statement is reiterated by a recent Land and Environment Court judgement in May of 2025 in *BARR Property and Planning Pty Ltd v Tamworth Regional Council* [2025] NSWLEC 113, which was also for digital signage, the Commissioner said (at [25-27]) that:

“25 In support of its position, Barr Property notes the total area of the Proposed Sign is below the area to which ss 3.15, 3.16 and 3.17 of the Industry SEPP are directed, and that as the Proposed Sign is not displayed on or above the parapet of the Shopping Centre, it does not answer the description of a roof or sky sign to which s 3.19 of the Industry SEPP is directed. Such a conclusion is supported by examples of roof or sky advertisements found within the Transport Corridor Outdoor Advertising and Signage Guidelines published by the Department of Planning and Environment (Advertising Guide) (Exhibit 1, folio 254).

26 Next, as the Proposed Sign is not painted on, or fixed flat to the wall of the Shopping Centre, it cannot be described as a wall advertisement to which s 3.20 is directed.

27 Instead, the Proposed Sign is advertising, and is not signage of a kind excluded from the Chapter by s 3.7 of the Industry SEPP, nor is it proposed in a location prohibited by 3.8 of the Industry SEPP.”

It can therefore be concluded that the proposed signage is **not** a wall sign but rather it is signage generally and captured by s3.7 of the SEPP.

Accordingly, it is considered that the proposal is best characterised as ‘advertising signage’ in a general sense, and not more specifically under Division 3 “Particular advertisements” as it does not fit the specific definitions. This is consistent with Transport Corridor Outdoor Advertising and Signage Guidelines where Part 1.2(f) of the Guideline considers bus shelter advertising differently to other “Particular advertisements”.

The applicable assessment criteria specified in Section 3.11 – Matters for Consideration include Schedule 5 of the SEPP which has been assessed against each sign proposed. This is contained within **Annexures A to E** of this Statement.

5.3.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 commenced on 1 March 2022, repealing several SEPPs including SEPP (Infrastructure) 2007. Of relevance to the proposed development is the following chapter:

Chapter 2 Infrastructure

This chapter enables certain infrastructure types as well as requires potential impacts on existing infrastructure to be taken into consideration. There are no specific provisions under Division 17, Subdivision 2 – Development in or adjacent to road corridors and road reservations that apply to the proposed bus shelter advertising in this instance. Specifically, the bus shelter advertising is not on unzoned land, is a service centre, on a proposed classified road or has frontage to a classified road, rather the bus shelter advertising is within a classified road where no specific provisions apply.

5.3.3 State Environmental Planning Policy (Resilience and Hazards) 2021

This State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) commenced on 1 March 2022, repealing and replacing three former SEPPs related to coastal management, hazardous and offensive development and remediation of land. The SEPP applies to the whole State. Of relevance to the proposed development is Chapter 2 Coastal Management.

Chapter 2 Coastal Management

Signs C1-C3 are located within Coastal Environment Area and Coastal Use Area. The Signs are not located within a coastal vulnerability area or coastal wetlands and littoral rainforest area. As detailed above, the signs rely on existing use rights, and the proposed development will not have significant impact to access to and along the foreshore. The signs are oriented away from the foreshore therefore the existing visual amenity of the foreshore will be maintained.

As such, the proposal will not have any adverse impacts or result in any non-compliance with the general requirements under Clauses 2.10 and 2.11 of the Resilience and Hazards SEPP. Therefore, the proposal satisfies the requirements of SEPP.

5.3.4 Pittwater Local Environmental Plan 2014

The *Pittwater Local Environmental Plan (PLEP 2014)* applies to the five (5) bus shelter sites. Under the LEP, the subject sites are located within zone SP2 Infrastructure.

As detailed in Section 5.1, the sites rely on existing use rights, despite advertising signage being prohibited within the zone. The proposed application seeks to replace the existing bus shelter advertisements with digital and/or static screens. Therefore, there will be no increase to the scale or height of the bus shelters.

A Compliance Table which considers each of the proposed signs against the provisions of PLEP 2014 is provided at **Annexure A to E** of this statement. The proposed development satisfies all relevant provisions of PLEP 2014.

5.3.5 Planning Proposal - Northern Beaches Local Environmental Plan

On 17 June 2024, Council resolved to proceed with a planning proposal for the Northern Beaches Local Environmental Plan. The planning proposal seeks to consolidate the current Manly, Warringah and Pittwater LEPs into a singular '*Northern Beaches Local Environmental Plan*'. The planning proposal is currently in the post Gateway Determination Stage and has yet to proceed to public exhibition and assessment. Therefore, the planning proposal is given minimal weight against this application and no further consideration is required at this stage.

5.3.6 Pittwater 21 Development Control Plan 2014

The *Pittwater 21 Development Control Plan (PDCP)* applies to all land to which the Pittwater Local Environmental Plan 2014 applies, including the subject sites. The proposal relates to the replacement of existing advertising signage with digital and/or static panels.

Chapter 5.9 of the PDCP outlines controls for signage and advertisements. An assessment of each sign against the core signage controls under the PDCP are provided in **Annexures A to E**. As concluded in Section 5.2.1 above, the proposed signage is not a wall sign and the definition in C5.9 of PDCP contains similar wording. As such, an assessment of the proposal against the PDCP controls for wall signs have not been provided. Even if our interpretation of the definition of a wall sign under PDCP is not accepted, s4.15(3A) of the EPA Act compels Council to apply the provisions of a DCP flexibly.

The proposal has demonstrated that it meets the planning controls within the PDCP for signage, noting that the provisions under Chapter 3 of the Industry and Employment SEPP prevail in the event of any inconsistency.

5.3.7 Planning Circular 21-008: How to characterise development

Planning Circular 21-008 was issued on 2 December 2021 and provides guidance on characterising development for the purpose of determining permissibility. The Planning Circular refers to three kinds for which development can be characterised: for a purpose, as an ancillary use, or for a principal purpose.

With regards to the above characterisation, as discussed above, the proposed advertising signage is best characterised as an *ancillary use* where no specific consent can be found for signage. The proposed advertising signage is clearly ancillary to the existing bus shelters located on each site, as the signage, which is integrated into the shelter cannot be severed or exist without the shelter. Furthermore, the proposed advertising signs are not capable of generating any additional impacts to the bus shelter or creating any new or additional impacts over and above the current situation.

In any event, PS21-008 detailed a number of considerations which are considered below with our response:

- *Is the component going to serve the dominant purpose of the development or is it independent?*

No, the dominant purpose of the bus shelter remains.

- *What is the amount of land to be used for a certain component, relative to the amount of land proposed to be used for other purposes? If the amount of land is relatively small, it is more likely to be ancillary.*

As noted in the Site Cards (Annexure F) the proposed signage is integrated within one small part of the bus shelter.

- *Evidence of a purpose that is inconsistent with the dominant purpose is likely to undermine a claim that a component is ancillary.*

The proposed signage is integrated and cannot be served from the bus shelter. It cannot become the dominant purpose and there is no evidence to support signage will become dominant.

- *If the component is temporary, it is more likely to be ancillary; if it is regular (that is, will constitute an ongoing use for a long period of time), it is likely to be an independent use.*

The proposed signage has a life span of 15 years in accordance with SEPP T&I.

- *If the component goes beyond what is reasonably required in the circumstances for the development to implement the dominant purpose, it is likely to be an independent use (regardless of whether it has ancillary qualities).*

The proposed signage is integrated within the bus shelter and cannot be severed. Whilst separately defined, it is not an independent use.

- *Related components of a development are likely to have an ancillary relationship, although this is not necessarily determinative of such a relationship.*

The proposed signage is integrated into the bus shelter and is symbiotic with the bus shelter.

- *Physical proximity of the component to the rest of the development is likely to be evidence of an ancillary relationship, although again not necessarily determinative.*

As above, the proposed signage is integrated into the bus shelter and is symbiotic with the bus shelter.



As such, the proposed bus shelter advertising signage is considered to be ancillary to the dominant use of the bus shelter and is appropriately characterised in this instance.

5.3.8 Transport Corridor Outdoor Advertising and Signage Guidelines 2017

The NSW Department of Planning's *Transport Corridor Outdoor Advertising and Signage Guidelines* were published in November 2017 and provides guidelines for the assessment of outdoor advertising in conjunction with the assessment criteria specified in Schedule 5 of the TI SEPP. The guidelines seek to advance road safety and reduce driver distraction where advertising signage is proposed within transport corridors.

For completeness, an assessment of each sign against the relevant criteria of the Transport Corridor Outdoor Advertising and Signage Guidelines is provided in **Annexures A to E**.

5.4 IMPACTS ON NATURAL & BUILT ENVIRONMENT

5.4.1 External Appearance & Design

The proposed advertising signage has been designed to relate to the scale and form of the existing signage fixed to each bus shelter. As stated throughout this statement the paper advertisements are approved and existing and therefore will not result in any new scenic impacts, other than the new digital and/or static advertising panels, which are not considered to substantially alter the external appearance of the bus shelters when views from the public domain.

A perspective of the typical installation for each shelter type is provided in **Figures 39 to 41** below.



Figure 39 Typical Static/Static shelter installation

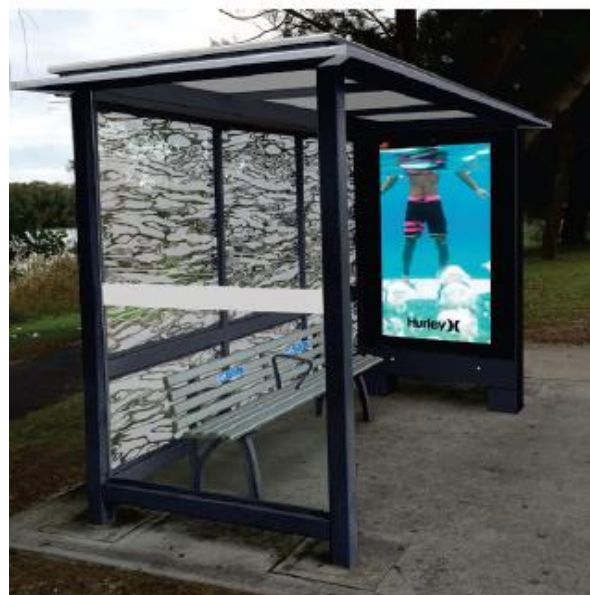


Figure 40 Typical Digital/Static shelter installation



Figure 41 Typical Digital/Digital shelter installation

5.4.2 Traffic

There are no changes to the location or placement of the advertising panels proposed as part of this application. As such, considerations relating to road clearance, line of sight, safe sight distances from an intersection and placement of the sign will not change and therefore there are no new issues to evaluate in this regard. The proposed digital advertising panels introduce the element of illumination. As detailed in Section 4.1.3 of this Statement, the proposed levels of illumination are consistent with those standards contained within the *Transport Corridor Outdoor Advertising and Signage Guidelines*. Luminance levels will be adjusted in accordance with lighting conditions, this will ensure illumination will not negatively affect vehicles.

5.5 ECONOMIC & SOCIAL IMPACTS

The social impacts of the proposed development including those related to traffic, safety and visual amenity have been assessed and are considered to be acceptable. There are no adverse social impacts expected from the proposed development and the provision of additional illumination in the area will provide for improved public safety around public infrastructure.

The proposed development will maintain the orderly and economic use and development of land for the purpose of the display of third party advertising. This will continue to provide commercial and economic opportunities for businesses wishing to advertise their content and will provide effective communication along a key public transport corridor. The benefit of upgrading the existing approved signage will provide economic benefits to Northern Beaches Council through the commercial agreements to facilitate economic growth in the Northern Beaches LGA.

Accordingly, it is considered that the proposed development is likely to have only positive economic and social impacts.

5.6 THE SUITABILITY OF THE SITES

The proposed advertising structures will maintain the current use of the existing bus shelters, including the current signage panels. It has been demonstrated in this Statement that each of the proposed advertising structures benefits from existing use rights and can be rebuilt, extended or intensified under the EPA Act and Regulations. The replacement of the existing signs with new digital and/or static signs will improve the appearance of the bus shelters without having any adverse impacts on the amenity of the public domain or surrounding properties.

The proposed advertising structures will further satisfy the current contract between *oOh! Media* and Northern Beaches Council for the provision and maintenance of bus shelters in the Northern Beaches LGA.

5.7 THE PUBLIC INTEREST

The development is considered in the public interest as it is consistent with the desired future character of the Pittwater LEP Area, as evidenced by the existing bus shelter advertisements. The proposed digital and/or static advertising panels will not result in adverse environmental impacts and will contribute to economic activity and new employment growth opportunities.



6. Conclusion

This Statement has assessed the development against the requirements of Clause 4.15 of the EP&A Act and found that the development is consistent with the applicable policies and plans and is permissible with consent. The proposal maintains the existing sign in terms of size, location, mounting height and orientation and the only change is converting the sign to a new digital and/or static format with illumination.

Signage is a key characteristic of the Northern Beaches LGA, as evidenced by the abundance of existing bus shelter advertisements. The removal of the existing and replacement with new digital and/or static signage will improve the quality and appearance of each bus shelter site as well as the experience for passing motorists and public transport patrons.

Based on our assessment, it is concluded that the proposed advertising signage will be consistent with similar digital and/or static signs in similar locations and should be supported.



ANNEXURE A

Planning Assessment – Compliance Tables – Sign C1



SEPP (Industry and Employment) Assessment – SIGN C1

Criteria	Requirement	Discussion
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?	The proposed signage is compatible with the existing and desired future character of the North Narrabeen locality. The proposal is consistent with the existing character of the area as the advertising signage, subject to this application currently exists on the subject site and enjoys existing use rights. Therefore, replacement of existing signage with new signage is compatible with the existing and desired future character of this area within the Northern Beaches LGA.
	• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The design of the proposed panel is consistent with the general size and shape of bus shelter advertisements existing across the Northern Beaches LGA.
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?	The subject site is not situated within an environmentally sensitive area, heritage conservation area, open space area, or the like. The proposed signage panel exists within the confines of the existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The proposed advertising sign is integrated into the existing bus shelter, as such will not obscure or compromise any important views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed advertising sign is integrated into the existing bus shelter, as such will not affect the skyline or reduce the quality of vistas.
	• Does the proposal respect the viewing rights of other advertisers?	The proposal includes the replacement of existing signage with digital signage. The proposed advertising signage will therefore continue to respect the viewing rights of all other advertising.
4 Streetscape, setting or landscape	• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposal is appropriate for the streetscape as it is to be installed within an existing bus shelter. The proposal will not result in the removal of any landscaping.
	• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed advertising signage will enhance the visual interest of the streetscape at the shelter site in much the same way as the existing signage to be replaced.
	• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal involves replacement of existing signage, as such will not increase visual clutter.

SEPP (Industry and Employment) Assessment – SIGN C1

	Does the proposal screen unsightliness?	The signage affixed to the bus shelter is situated below the maximum building height and will not extend above any buildings, structures or trees in the locality. It does not, nor is it required, to screen unsightliness.
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not extend above the height of the bus shelter, let alone surrounding buildings, structures or tree canopies.
	Does the proposal require ongoing vegetation management?	The proposed signage will not require any 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?	The signage proposed is located wholly within the confines of the existing bus shelter and is therefore compatible in terms of scale and proportion.
	Does the proposal respect important features of the site or building, or both?	The signage scheme will enhance the aesthetic qualities of the bus shelter site. There are no important site features that are required to be preserved.
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
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?	Lighting has been designed as an integral part of the signage, being illuminated internally. Safety devices in the sense of scaffolding and rails are not required for the proposed signage.
7 Illumination	Would illumination result in unacceptable glare?	The illumination level of the proposed signage complies with the Outdoor Media Association's OMA Model Advertising Code in regard to industry accepted performance criteria. The new digital signage will be equipped with a sensor to ensure luminance levels are only bright enough to be clearly legible and would not result in unacceptable glare.
	Would illumination affect safety for pedestrians, vehicles or aircraft?	Luminance for signs and courtesy lights provide visibility and safety for pedestrians and transport users. As detailed above, <i>oOh! Media</i> follows the best practice illumination levels as set out by the Outdoor Media Association. These illumination levels would not negatively affect the pedestrians, vehicles or aircraft.

SEPP (Industry and Employment) Assessment – SIGN C1

	• Would illumination detract from the amenity of any residence or other form of accommodation?	The sign is less than 2m ² and is to be integrated within the existing bus shelter on the site. The site is sufficiently separated from residential properties, as to not interfere with residences.
	• Can the intensity of the illumination be adjusted, if necessary?	The brightness of digital sign can be adjusted in response to changes in surrounding light levels. This will ensure the sign is not unreasonably bright.
	• Is the illumination subject to a curfew?	Illumination is not subject to curfew.
8 Safety	• Would the proposal reduce the safety for any public road?	The proposed signage is modest in terms of scale, design and illumination will not compromise the safety of Pittwater Road.
	• Would the proposal reduce the safety for pedestrians or bicyclists?	As above, the proposed signage scheme is not likely to compromise safety of pedestrians or cyclists either through causing a distraction or a physical obstruction.
	• Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will have no impact to the sightlines for pedestrians (including children) or vehicles.

Part 2 Design

2.3.2 Sign placement in transport corridors in urban areas

Advertising structures within urban areas must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64.

In particular, consideration must be given to the compatibility of the advertising proposal with the character of the urban area.

As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads:

a. within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones

b. within or adjacent to strategic transport corridors passing through entertainment districts or other urban locations identified by the local council in a relevant strategy as being appropriate for such advertising. Consideration must be given to the compatibility of advertising development with surrounding land uses and whether such advertising will impact on sensitive locations. For instance, placement of advertising along transport corridors should not result in increased visibility of signage in adjacent or surrounding residential areas.

An assessment of the proposed signage against the provisions of the Industry and Employment SEPP (formerly SEPP 64) are provided within each of the **Annexures**.

The sign, as existing is considered to be compatible with the character of the area and has existed for many years.

Sign C1 is within the reserve of a classified state road, Pittwater Road.

2.4 Sign clutter controls

a. Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter	Not proposed. The location of the existing signage panels does not change as part of this application. The proposed replacement will not contribute to visual clutter.
b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.	As above.
c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.	The sign is not located in any of the mentioned areas.

2.5.1 General criteria

a. The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.	The proposed advertising panel is to be installed in contemporary bus shelters, which have been selected and agreed upon by Council through their Commercial agreement with oOh! Media.
b. The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located	The proposed advertising panel will be fully contained within the existing bus shelter structure, as such it is proportional and appropriate to the overall scale and design of the bus shelter structure.
c. The advertising structure should be in keeping with important features of the site, building or bridge structure	Complies.
d. The placement of the advertising structure should not require the removal of significant trees or other native vegetation.	The proposed development will involve the replacement of the existing advertising panel as such will not require the removal of trees or vegetation at the site.
e. The advertisement proposal should incorporate landscaping that complements the advertising structure and	Not applicable.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C1

is in keeping with the landscape and character of the transport corridor.

- The development of a landscape management plan may be required as a condition of consent.
- Landscaping outlined within the plan should require minimal maintenance.

f. Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.

All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.

g. Illumination of advertisements must comply with the requirements in Section 3.3.3.

Noted. Refer to Section 4.1.3 of this statement for compliance with illumination levels.

h. Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.

The proposed illumination will not result in light spillage.

2.5.8 Digital Signs

a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below.

No motion is proposed for the approved dwell time.

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.

Content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

c. The image must not be capable of being mistaken:
i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device.

Content will be appropriate for the location and will not pose a distraction or risk to passing drivers. Refer to Section 4.1.4 of this statement for content management.

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ii. as text providing driving instructions to drivers.

- d.** 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.

The minimum allowed dwell time is 10 seconds based on the posted speed limit of 70km/h along Pittwater Road for Sign C1.

The dwell time for the advertising panel will be managed by oOh! Media and will be appropriate for the speed limit of the road in which it is adjacent to.

- e.** The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

The transition times for each advertising panel will be managed accordingly by oOh! Media

- f.** Luminance levels must comply with the requirements in Section 3 below:

This area is Zone 4 as categorised in Section 3.3 of the *Signage Guidelines*. Acceptable luminance levels for this zone as specified in Table 6 of the *Signage Guidelines* are: no limit (full sun on face of signage), 6000cd/m² (daytime), 500cd/m² (twilight and inclement weather) and 200cd/m² (night-time).

- g.** The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.

Content and images displayed will be appropriate for the location. Refer to Section 4.1.4 of this statement for content management.

- h.** The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

As above.

- i.** Any sign that is within 250m of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.

Noted.

- j.** Each sign proposal must be assessed on a case-by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign, and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.

All relevant traffic directions have been assessed on their own merits

- k.** At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road

Noted.

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safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.

2.5.10 Residential amenity

Where it can be demonstrated that there will be a negative impact on residential amenity from a proposed digital sign, a consent authority may specify a higher dwell time, or restrict the dwell time hours (i.e. its operation) as a condition of consent to minimise the impacts. Dwell times must not be less than those in d) i) and ii) in Section 2.5.8 above.

Sign C1 is located within Zone SP2 Infrastructure, there are no residential uses within proximity of the site. The proposed digital sign is not considered to have an adverse impact on the amenity of residential dwellings. Dwell times are proposed in accordance with those specified above.

2.5.11 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising, or messages including; live television, satellite, internet or similar broadcast; either permanent or portable; that face the road reserve and are visible to drivers are prohibited

Not proposed.

Part 3 Advertisements and Road Safety

3.2 Sign location criteria

3.2.1 Road clearance

- a. The advertisement must not create a physical obstruction or hazard. For example:
- Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas)?
 - Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall

The location of the signage panel, inset within the bus shelter remains the same as part of this application. As such will not change road clearances.

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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?

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 supplements) or behind an RMS approved crash barrier.

The proposed advertising panels will be installed into existing bus shelter structures.

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.

Not proposed.

d. All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

Not proposed. Signs will be inset into the bus shelter panel, as existing.

Digital signs greater or equal to 20sqm must ensure the following clearances:

Sign C1 is less than 2sqm.

a. 2.5m from lowest point of the sign above the road surface if located outside the clear zone

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b. 5.5m from lowest point of the sign above the road surface if located within the clear zone or the deflection zone of a safety barrier, if installed

As above.

3.2.2 Line of sight

a. An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.

The location of the signage will not change. Located within the panel of the existing bus shelter, the sign is not considered to obstruct driver views.

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

The sign will not obstruct pedestrian or cyclist view.

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 photo-montage should be used to assess this issue.

The sign is well separated from the road and road verge. There is no element of the proposed signage that could result in driver confusion in the road alignment.

d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time.

The proposed sign will not result in driver distraction.

3.2.3 Proximity to decision making points and conflict points

a. The sign should not be located:

i. less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves

The proposed advertising panel will be installed in the existing bus shelter structure, in an appropriate location as not to interfere with safe driving and important traffic controlling devices.

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.

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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 6-9m) or higher

As above.

3.2.4 Sign spacing

A highly cluttered visual field makes it difficult to locate and prioritise driving-critical information, e.g. regulatory and advisory signs and traffic control devices. The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.

The proposed advertising panel, as installed within the existing bus shelter will not result in visual clutter.

Additional criteria for digital signs:

As above.

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.

3.3 Sign design and operation criteria

3.3.1 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 location of the sign remains unchanged, as such no new traffic impacts arise.

b. The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device.

As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C1

Additional criteria for digital signs and moving signs:

Sign C1 is a digital/static sign, one side digital one side static. Refer to Section 4.1.4 of this statement for details on content management. All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

- a. The image must not be capable of being mistaken:
 - i. for a rail or traffic sign or signal because it has, e.g. 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
 - ii. as text providing driving instructions to drivers.
- b. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

3.3.2 Dwell time and transition time

Dwell time criteria for digital signs:

- 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 including live television, satellite, Internet or similar broadcasts.

Sign C1 is a digital/static sign. The allowed dwell time is 10 seconds. The dwell time for the advertising panel will be managed by oOh! Media and will be appropriate for the speed limit of the road in which it is adjacent to.

Noted.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C1

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

The transition times for each advertising panel will be managed accordingly by oOh! Media.

3.3.3 Illumination and reflectance

Illumination and reflectance criteria for non-digital signs: The following criteria apply to non-digital illuminated signs, including conventional billboards illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:

- a. Advertisements must comply with the luminance requirements in Table 5 below.
- b. For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings.
- c. The light sources for illuminated signs must focus solely on the sign and:
 - i. be shielded so that glare does not extend beyond the sign
 - ii. with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/LED bulb.
- d. The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.

Refer to Section 4.1.3 for compliance with illumination guidelines.

3.3.4 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.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C1

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs

All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

3.4 Road safety review of new or modified signs

RMS may review the crash history of any new or modified advertising signs after a three-year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the Roads Act 1993.

Noted.

3.6 Road safety guidelines for sign content

SEPP 64 does not regulate the content of advertisements and signs, and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.

Noted.

Pittwater Local Environmental Plan 2014 Assessment – SIGN C1			
Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<u>SP2 Infrastructure</u> - To provide for infrastructure and related uses. - To prevent development that is not compatible with or that may detract from the provision of infrastructure.	The proposed advertising signage does not affect the provision of infrastructure or related uses. The proposal is compatible with the form of existing bus shelter infrastructure at the site. The panels are to be integrated within the existing signage opening, as such will not detract from the operation of the bus shelter. The proposal is not antipathetic to the objectives of the zone.	Yes
Part 4 Principal development standards			
4.3 Height of buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Height of Buildings = 8.5m</i>	A HOB control of 8.5m is prescribed for the site. There will be no increase to the height of the bus shelter.	Yes
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	No FSR control prescribed for the site.	N/A

Pittwater 21 Development Control Plan 2011 Assessment – SIGN C1			
Clause/ Control	Requirement	Proposal	Complies?
C5 Design Criteria for Other Development			
C5.9 Signage	Any signage erected within a residential, environmental or rural zone shall not be visually obtrusive or have dimensions greater than 0.75sqm in area (other than for bed and breakfast accommodation).	Not applicable.	N/A
	The following signage shall not be permitted in Pittwater:		
	1. where erected on or above the roof, canopy, or parapet of a building;	N/A. Signage will be incorporated into the footprint of the existing bus shelter.	N/A
	2. where attached to the upper side of an awning;	Not proposed.	N/A
	3. where attached to the wall of a building and projecting more than 300mm from that wall;	As above.	Yes
	4. where illuminated at frequent intervals (i.e. flashing);	Signage will be illuminated however will not comprise flashing elements.	Yes
	5. where capable of movement by source of power or wind;	Signage will be securely fixed to the bus shelter.	Yes
	6. where illuminated (within a residential zone);	The sign is located within the SP2 Infrastructure Zone.	Yes
	7. where the proposal incorporates bill/fly posters, bunting, and airborne signage, including hot air balloons, blimps, and the like;	Not applicable. The proposal is for digital/static advertising panels.	N/A
	8. where located on motor vehicles and which renders the motor vehicle stationary	As above.	-

ANNEXURE B

Planning Assessment – Compliance Table – Sign C2



SEPP (Industry and Employment) Assessment – SIGN C2

Criteria	Requirement	Discussion
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?	The proposed signage is compatible with the existing and desired future character of the North Narrabeen locality. The proposal is consistent with the existing character of the area as the advertising signage, subject to this application currently exists on the subject site and enjoys existing use rights. Therefore, replacement of existing signage with new signage is compatible with the existing and desired future character of this area within the Northern Beaches LGA.
	• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The design of the proposed panel is consistent with the general size and shape of bus shelter advertisements existing across the Northern Beaches LGA.
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?	The subject site is not situated within an environmentally sensitive area, heritage conservation area, open space area, or the like. The proposed signage panel exists within the confines of the existing bus shelter
3 Views and vistas	• Does the proposal obscure or compromise important views?	The proposed advertising sign is integrated into the existing bus shelter, as such will not obscure or compromise any important views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed advertising sign is integrated into the existing bus shelter, as such will not affect the skyline or reduce the quality of vistas.
	• Does the proposal respect the viewing rights of other advertisers?	The proposal includes the replacement of existing signage with digital signage. The proposed advertising signage will therefore continue to respect the viewing rights of all other advertising.
4 Streetscape, setting or landscape	• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposal is appropriate for the streetscape as it is to be installed within an existing bus shelter. The proposal will not result in the removal of any landscaping.
	• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed advertising signage will enhance the visual interest of the streetscape at the shelter site in much the same way as the existing signage to be replaced.
	• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal involves replacement of existing signage, as such will not increase visual clutter.

SEPP (Industry and Employment) Assessment – SIGN C2

	Does the proposal screen unsightliness?	The signage affixed to the bus shelter is situated below the maximum building height and will not extend above any buildings, structures or trees in the locality. It does not, nor is it required, to screen unsightliness.
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not extend above the height of the bus shelter, let alone surrounding buildings, structures or tree canopies.
	Does the proposal require ongoing vegetation management?	The proposed signage will not require any 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?	The signage proposed is located wholly within the confines of the existing bus shelter and is therefore compatible in terms of scale and proportion.
	Does the proposal respect important features of the site or building, or both?	The signage scheme will enhance the aesthetic qualities of the bus shelter site. There are no important site features that are required to be preserved.
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The digital signage scheme is of a contemporary design and will provide for an upgrade to the existing static (paper) signage on site.
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?	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
7 Illumination	Would illumination result in unacceptable glare?	The illumination level of the proposed signage complies with the Outdoor Media Association's OMA Model Advertising Code in regard to industry accepted performance criteria. The new digital signage will be equipped with a sensor to ensure luminance levels are only bright enough to be clearly legible and would not result in unacceptable glare.
	Would illumination affect safety for pedestrians, vehicles or aircraft?	Luminance for signs and courtesy lights provide visibility and safety for pedestrians and transport users. As detailed above, oOh! Media follows the best practice illumination levels as set out by the Outdoor Media Association. These illumination levels would not negatively affect the pedestrians, vehicles or aircraft.

SEPP (Industry and Employment) Assessment – SIGN C2

	• Would illumination detract from the amenity of any residence or other form of accommodation?	The sign is less than 2m ² and is to be integrated within the existing bus shelter on the site. The site is sufficiently separated from residential properties, as to not interfere with residences.
	• Can the intensity of the illumination be adjusted, if necessary?	The brightness of the digital sign can be adjusted in response to changes in surrounding light levels. This will ensure the sign is not unreasonably bright.
	• Is the illumination subject to a curfew?	Illumination is not subject to curfew.
8 Safety	• Would the proposal reduce the safety for any public road?	The proposed signage is modest in terms of scale, design and illumination will not compromise the safety of Pittwater Road.
	• Would the proposal reduce the safety for pedestrians or bicyclists?	As above, the proposed signage scheme is not likely to compromise safety of pedestrians or cyclists either through causing a distraction or a physical obstruction.
	• Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will have no impact to the sightlines for pedestrians (including children) or vehicles.

Part 2 Design

2.3.2 Sign placement in transport corridors in urban areas

Advertising structures within urban areas must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64.

In particular, consideration must be given to the compatibility of the advertising proposal with the character of the urban area.

As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads:

a. within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones

b. within or adjacent to strategic transport corridors passing through entertainment districts or other urban locations identified by the local council in a relevant strategy as being appropriate for such advertising. Consideration must be given to the compatibility of advertising development with surrounding land uses and whether such advertising will impact on sensitive locations. For instance, placement of advertising along transport corridors should not result in increased visibility of signage in adjacent or surrounding residential areas.

An assessment of the proposed signage against the provisions of the Industry and Employment SEPP (formerly SEPP 64) are provided within each of the **Annexures**.

The sign, as existing is considered to be compatible with the character of the area and has existed for many years.

Sign C2 is within the reserve of a classified state road, Pittwater Road.

2.4 Sign clutter controls

a. Multiple advertisements on a single block of land, structure or building should be discouraged as

Not proposed. The location of the existing signage panel does not change as part of this application. The proposed replacement will not contribute to visual clutter.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

they contribute to visual clutter

b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.

As above.

c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.

The sign is not located in any of the mentioned areas.

2.5.1 General criteria

a. The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.

The proposed advertising panel is to be installed in contemporary bus shelters, which have been selected and agreed upon by Council through their Commercial agreement with oOh! Media.

b. The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located

The proposed advertising panel will be fully contained within the existing bus shelter structure, as such it is proportional and appropriate to the overall scale and design of the bus shelter structure.

c. The advertising structure should be in keeping with important features of the site, building or bridge structure

Complies.

d. The placement of the advertising structure should not require the removal of significant trees or other native vegetation.

The proposed development will involve the replacement of the existing advertising panel as such will not require the removal of trees or vegetation at the site.

e. The advertisement proposal should incorporate landscaping that complements the advertising structure and is in keeping with the landscape and character of the transport corridor.

Not applicable.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

- The development of a landscape management plan may be required as a condition of consent.

- Landscaping outlined within the plan should require minimal maintenance.

f. Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
g. Illumination of advertisements must comply with the requirements in Section 3.3.3.	Noted. Refer to Section 4.1.3 of this statement for compliance with illumination levels.
h. Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.	The proposed illumination will not result in light spillage.

2.5.8 Digital Signs

a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below.	No motion is proposed for the approved dwell time.
b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.	Content will be appropriate for the location and will not pose a distraction or risk to passing drivers.
c. The image must not be capable of being mistaken: i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device. ii. as text providing driving instructions to drivers.	Content will be appropriate for the location and will not pose a distraction or risk to passing drivers. Refer to Section 4.1.4 of this statement for content management.
d. Dwell times for image display must not be less than:	The minimum allowed dwell time is 10 seconds based on the posted speed limit of 70km/h along Pittwater Road for Sign C2.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

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.	The dwell time for the advertising panel will be managed by oOh! Media and will be appropriate for the speed limit of the road in which it is adjacent to.
e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.	The transition times for each advertising panel will be managed accordingly by oOh! Media.
f. Luminance levels must comply with the requirements in Section 3 below:	This area is Zone 4 as categorised in Section 3.3 of the <i>Signage Guidelines</i>. Acceptable luminance levels for this zone as specified in Table 6 of the <i>Signage Guidelines</i> are: no limit (full sun on face of signage), 6000cd/m² (daytime), 500cd/m² (twilight and inclement weather) and 200cd/m² (night-time).
g. The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.	Content and images displayed will be appropriate for the location. Refer to Section 4.1.4 of this statement for content management.
h. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).	As above.
i. Any sign that is within 250m of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.	N/A – The sign is not visible from a school zone.
j. Each sign proposal must be assessed on a case-by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign, and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.	All relevant traffic directions have been assessed on their own merits
k. At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited	Noted.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.

2.5.10 Residential amenity

Where it can be demonstrated that there will be a negative impact on residential amenity from a proposed digital sign, a consent authority may specify a higher dwell time, or restrict the dwell time hours (i.e. its operation) as a condition of consent to minimise the impacts. Dwell times must not be less than those in d) i) and ii) in Section 2.5.8 above.

Sign C2 is located within Zone SP2 Infrastructure, there are no residential uses within proximity of the site. The proposed digital sign is not considered to have an adverse impact on the amenity of residential dwellings. Dwell times are proposed in accordance with those specified above.

2.5.11 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising, or messages including; live television, satellite, internet or similar broadcast; either permanent or portable; that face the road reserve and are visible to drivers are prohibited

Not proposed.

Part 3 Advertisements and Road Safety

3.2 Sign location criteria

3.2.1 Road clearance

- a. The advertisement must not create a physical obstruction or hazard. For example:
- Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas)?
 - 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

The location of the signage panel, inset within the bus shelter remains the same as part of this application. As such will not change road clearances.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

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?

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 supplements) or behind an RMS approved crash barrier.

The proposed advertising panels will be installed into existing bus shelter structures.

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.

Not proposed.

d. All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

Not proposed. Signs will be inset into the bus shelter panel, as existing.

Digital signs greater or equal to 20sqm must ensure the following clearances:

Sign C2 is less than 2sqm.

a. 2.5m from lowest point of the sign above the road surface if located outside the clear zone

b. 5.5m from lowest point of the sign above the road surface if located within the clear zone or the deflection zone of a safety barrier, if installed

As above.

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3.2.2 Line of sight

a. An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.	The location of the signage will not change. Located within the panel of the existing bus shelter, the sign is not considered to obstruct driver views.
b. An advertisement must not obstruct a pedestrian or cyclist's view of the road.	The sign will not obstruct pedestrian or cyclist view.
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 photo-montage should be used to assess this issue.	The sign is well separated from the road and road verge. There is no element of the proposed signage that could result in driver confusion in the road alignment.
d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time.	The proposed sign will not result in driver distraction.

3.2.3 Proximity to decision making points and conflict points

a. The sign should not be located:	The proposed advertising panel will be installed in the existing bus shelter structure, in an appropriate location as not to interfere with safe driving and important traffic controlling devices.
i. less than the safe sight distance from an intersection, merge point, 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.	
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	As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

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 6-9m) or higher

3.2.4 Sign spacing

A highly cluttered visual field makes it difficult to locate and prioritise driving-critical information, e.g. regulatory and advisory signs and traffic control devices. The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.

The proposed advertising panel, as installed within the existing bus shelter will not result in visual clutter.

Additional criteria for digital signs:

As above.

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.

3.3 Sign design and operation criteria

3.3.1 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 location of the sign remains unchanged, as such no new traffic impacts arise.

b. The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device.

As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

Additional criteria for digital signs and moving signs:

Sign C2 is a digital/static sign, one side digital one side static. Refer to Section 4.1.4 of this statement for details on content management. All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

- a. The image must not be capable of being mistaken:
 - i. for a rail or traffic sign or signal because it has, e.g. 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
 - ii. as text providing driving instructions to drivers.
- b. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

3.3.2 Dwell time and transition time

Dwell time criteria for digital signs:

- 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 including live television, satellite, Internet or similar broadcasts.

Sign C2 is a digital/static sign. The allowed dwell time is 10 seconds. The dwell time for the advertising panel will be managed by oOh! Media and will be appropriate for the speed limit of the road in which it is adjacent to.

Noted.

Not proposed.

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

The transition times for each advertising panel will be managed accordingly by oOh! Media.

3.3.3 Illumination and reflectance

Illumination and reflectance criteria for non-digital signs: The following criteria apply to non-digital illuminated signs, including conventional billboards illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:

- a. Advertisements must comply with the luminance requirements in Table 5 below.
- b. For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings.
- c. The light sources for illuminated signs must focus solely on the sign and: i. be shielded so that glare does not extend beyond the sign ii. with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/LED bulb.
- d. The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.

Refer to Section 4.1.3 for compliance with illumination guidelines.

3.3.4 Interaction and sequencing

- a. The advertisement must not incorporate technology which interacts with in-vehicle electronic devices or mobile devices.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C2

This includes interactive technology or technology that enables opt-in direction communication with road users.

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs

All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

3.4 Road safety review of new or modified signs

RMS may review the crash history of any new or modified advertising signs after a three-year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the Roads Act 1993.

Noted.

3.6 Road safety guidelines for sign content

SEPP 64 does not regulate the content of advertisements and signs, and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.

Noted.

Pittwater Local Environmental Plan 2014 Assessment – SIGN C2

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<u>SP2 Infrastructure</u> - To provide for infrastructure and related uses. - To prevent development that is not compatible with or that may detract from the provision of infrastructure.	The proposed advertising signage does not affect the provision of infrastructure or related uses. The proposal is compatible with the form of existing bus shelter infrastructure at the site. The panels are to be integrated within the existing signage opening, as such will not detract from the operation of the bus shelter. The proposal is not antipathetic to the objectives of the zone.	Yes
Part 4 Principal development standards			
4.3 Height of buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Height of Buildings = 8.5m</i>	A HOB control of 8.5m is prescribed for the site. There will be no increase to the height of the bus shelter.	Yes
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	No FSR control prescribed for the site.	N/A

Pittwater 21 Development Control Plan 2011 Assessment – SIGN C2			
Clause/ Control	Requirement	Proposal	Complies?
C5 Design Criteria for Other Development			
C5.9 Signage	Any signage erected within a residential, environmental or rural zone shall not be visually obtrusive or have dimensions greater than 0.75sqm in area (other than for bed and breakfast accommodation). The following signage shall not be permitted in Pittwater:	Not applicable.	N/A
	1. where erected on or above the roof, canopy, or parapet of a building;	N/A. Signage will be incorporated into the footprint of the existing bus shelter.	N/A
	2. where attached to the upper side of an awning;	Not proposed.	N/A
	3. where attached to the wall of a building and projecting more than 300mm from that wall;	As above.	Yes
	4. where illuminated at frequent intervals (i.e. flashing);	Signage will be illuminated however will not comprise flashing elements.	Yes
	5. where capable of movement by source of power or wind;	Signage will be securely fixed to the bus shelter.	Yes
	6. where illuminated (within a residential zone);	The sign is located within the SP2 Infrastructure Zone.	Yes
	7. where the proposal incorporates bill/fly posters, bunting, and airborne signage, including hot air balloons, blimps, and the like;	Not applicable. The proposal is for digital advertising panels.	N/A
	8. where located on motor vehicles and which renders the motor vehicle stationary	As above.	-

ANNEXURE C

Planning Assessment – Compliance Tables – Sign C3



SEPP (Industry and Employment) Assessment – SIGN C3

Criteria	Requirement	Discussion
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?	The proposed signage is compatible with the existing and desired future character of the North Narrabeen locality. The proposal is consistent with the existing character of the area as the advertising signage, subject to this application currently exists on the subject site and enjoys existing use rights. Therefore, replacement of existing signage with new signage is compatible with the existing and desired future character of this area within the Northern Beaches LGA.
	• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The design of the proposed panel is consistent with the general size and shape of bus shelter advertisements existing across the Northern Beaches LGA.
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?	The subject site is not situated within an environmentally sensitive area, heritage conservation area, open space area, or the like. The proposed signage panel exists within the confines of the existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The proposed advertising sign is integrated into the existing bus shelter, as such will not obscure or compromise any important views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed advertising sign is integrated into the existing bus shelter, as such will not affect the skyline or reduce the quality of vistas.
	• Does the proposal respect the viewing rights of other advertisers?	The proposal includes the replacement of existing signage with static illuminated signage. The proposed advertising signage will therefore continue to respect the viewing rights of all other advertising.
4 Streetscape, setting or landscape	• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposal is appropriate for the streetscape as it is to be installed within an existing bus shelter. The proposal will not result in the removal of any landscaping.
	• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed advertising signage will enhance the visual interest of the streetscape at the shelter site in much the same way as the existing signage to be replaced.
	• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal involves replacement of existing signage, as such will not increase visual clutter.
	• Does the proposal screen unsightliness?	The signage affixed to the bus shelter is situated below the maximum building height and will not extend above any buildings, structures or trees in the locality. It does not, nor is it required, to screen unsightliness.

SEPP (Industry and Employment) Assessment – SIGN C3

	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not extend above the height of the bus shelter, let alone surrounding buildings, structures or tree canopies.
	Does the proposal require ongoing vegetation management?	The proposed signage will not require any 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?	The signage proposed is located wholly within the confines of the existing bus shelter and is therefore compatible in terms of scale and proportion.
	Does the proposal respect important features of the site or building, or both?	The signage scheme will enhance the aesthetic qualities of the bus shelter site. There are no important site features that are required to be preserved.
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage scheme is of a contemporary design and will provide for an upgrade to the existing static (paper) signage on site.
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?	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
7 Illumination	Would illumination result in unacceptable glare?	The illumination level of the proposed signage complies with the Outdoor Media Association's OMA Model Advertising Code in regard to industry accepted performance criteria. The new static illuminated signage will be equipped with a sensor to ensure luminance levels are only bright enough to be clearly legible and would not result in unacceptable glare.
	Would illumination affect safety for pedestrians, vehicles or aircraft?	Luminance for signs and courtesy lights provide visibility and safety for pedestrians and transport users. As detailed above, <i>oOh! Media</i> follows the best practice illumination levels as set out by the Outdoor Media Association. These illumination levels would not negatively affect the pedestrians, vehicles or aircraft.
	Would illumination detract from the amenity of any residence or other form of accommodation?	The sign is less than 2m ² and is to be integrated within the existing bus shelter on the site. The site is sufficiently separated from residential properties, as to not interfere with residences.

SEPP (Industry and Employment) Assessment – SIGN C3

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|--|--|
| • Can the intensity of the illumination be adjusted, if necessary? | The brightness of the sign can be adjusted in response to changes in surrounding light levels. This will ensure the sign is not unreasonably bright. |
| • Is the illumination subject to a curfew? | Illumination is not subject to curfew. |

8 Safety

- | | |
|---|---|
| • Would the proposal reduce the safety for any public road? | The proposed signage is modest in terms of scale, design and illumination will not compromise the safety of Pittwater Road. |
| • Would the proposal reduce the safety for pedestrians or bicyclists? | As above, the proposed signage scheme is not likely to compromise safety of pedestrians or cyclists either through causing a distraction or a physical obstruction. |
| • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? | The proposed signage will have no impact to the sightlines for pedestrians (including children) or vehicles. |

Part 2 Design

2.3.2 Sign placement in transport corridors in urban areas

Advertising structures within urban areas must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64.

An assessment of the proposed signage against the provisions of the Industry and Employment SEPP (formerly SEPP 64) are provided within each of the **Annexures**.

In particular, consideration must be given to the compatibility of the advertising proposal with the character of the urban area.

The sign, as existing is considered to be compatible with the character of the area and has existed for many years.

As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads:

Sign C3 is within the reserve of a classified state road, Pittwater Road.

a. within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones

b. within or adjacent to strategic transport corridors passing through entertainment districts or other urban locations identified by the local council in a relevant strategy as being appropriate for such advertising. Consideration must be given to the compatibility of advertising development with surrounding land uses and whether such advertising will impact on sensitive locations. For instance, placement of advertising along transport corridors should not result in increased visibility of signage in adjacent or surrounding residential areas.

2.4 Sign clutter controls

a. Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter

Not proposed. The location of the existing signage panel does not change as part of this application. The proposed replacement will not contribute to visual clutter.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.

As above.

c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.

The sign is not located in any of the mentioned areas.

2.5.1 General criteria

a. The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.

The proposed advertising panel is to be installed in contemporary bus shelters, which have been selected and agreed upon by Council through their Commercial agreement with oOh! Media.

b. The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located

The proposed advertising panel will be fully contained within the existing bus shelter structure, as such it is proportional and appropriate to the overall scale and design of the bus shelter structure.

c. The advertising structure should be in keeping with important features of the site, building or bridge structure

Complies.

d. The placement of the advertising structure should not require the removal of significant trees or other native vegetation.

The proposed development will involve the replacement of the existing advertising panel as such will not require the removal of trees or vegetation at the site.

e. The advertisement proposal should incorporate landscaping that complements the advertising structure and is in keeping with the landscape and character of the transport corridor.

Not applicable.

- The development of a landscape management plan may be required as a condition of consent.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

- Landscaping outlined within the plan should require minimal maintenance.

f. Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
g. Illumination of advertisements must comply with the requirements in Section 3.3.3.	Noted. Refer to Section 4.1.3 of this statement for compliance with illumination levels.
h. Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.	The proposed illumination will not result in light spillage.

2.5.8 Digital Signs

a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below.	Sign C3 is a static sign
b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.	Sign C3 is a static sign
c. The image must not be capable of being mistaken: i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device. ii. as text providing driving instructions to drivers.	Content will be appropriate for the location and will not pose a distraction or risk to passing drivers. Refer to Section 4.1.4 of this statement for content management.
d. 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.	Sign C3 is a static sign

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.	Sign C3 is a static sign
f. Luminance levels must comply with the requirements in Section 3 below:	This area is Zone 4 as categorised in Section 3.3 of the <i>Signage Guidelines</i> . Acceptable luminance levels for this zone as specified in Table 6 of the <i>Signage Guidelines</i> are: no limit (full sun on face of signage), 6000cd/m ² (daytime), 500cd/m ² (twilight and inclement weather) and 200cd/m ² (night-time).
g. The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.	Content and images displayed will be appropriate for the location. Refer to Section 4.1.4 of this statement for content management.
h. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).	As above.
i. Any sign that is within 250m of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.	Sign C3 is a static sign.
j. Each sign proposal must be assessed on a case-by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign, and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.	All relevant traffic directions have been assessed on their own merits
k. At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.	Noted.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

2.5.10 Residential amenity

Where it can be demonstrated that there will be a negative impact on residential amenity from a proposed digital sign, a consent authority may specify a higher dwell time, or restrict the dwell time hours (i.e. its operation) as a condition of consent to minimise the impacts. Dwell times must not be less than those in d) i) and ii) in Section 2.5.8 above.

Sign C3 is located within Zone SP2 Infrastructure, there are residential uses within proximity of the site. The proposed static sign is not considered to have an adverse impact on the amenity of residential dwellings greater than the existing situation. Sign C3 is a static sign and dwell time is irrelevant.

2.5.11 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising, or messages including; live television, satellite, internet or similar broadcast; either permanent or portable; that face the road reserve and are visible to drivers are prohibited

Not proposed.

Part 3 Advertisements and Road Safety

3.2 Sign location criteria

3.2.1 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?

The location of the signage panel, inset within the bus shelter remains the same as part of this application. As such will not change road clearances.

- iii. Does the sign protrude laterally into the

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

transport corridor so it could be hit by trucks or wide vehicles?

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 supplements) or behind an RMS approved crash barrier.

The proposed advertising panels will be installed into existing bus shelter structures.

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.

Not proposed.

d. All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

Not proposed. Signs will be inset into the bus shelter panel, as existing.

Digital signs greater or equal to 20sqm must ensure the following clearances:

a. 2.5m from lowest point of the sign above the road surface if located outside the clear zone

Sign C3 is less than 2sqm.

b. 5.5m from lowest point of the sign above the road surface if located within the clear zone or the deflection zone of a safety barrier, if installed

As above.

3.2.2 Line of sight

a. An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.

The location of the signage will not change. Located within the panel of the existing bus shelter, the sign is not considered to obstruct driver views.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

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

The sign will not obstruct pedestrian or cyclist view.

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 photo-montage should be used to assess this issue.

The sign is well separated from the road and road verge. There is no element of the proposed signage that could result in driver confusion in the road alignment.

d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time.

The proposed sign will not result in driver distraction.

3.2.3 Proximity to decision making points and conflict points

a. The sign should not be located:

i. less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves

The proposed advertising panel will be installed in the existing bus shelter structure, in an appropriate location as not to interfere with safe driving and important traffic controlling devices.

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.

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 6-9m) or higher

As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

3.2.4 Sign spacing

A highly cluttered visual field makes it difficult to locate and prioritise driving-critical information, e.g. regulatory and advisory signs and traffic control devices. The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.

The proposed advertising panel, as installed within the existing bus shelter will not result in visual clutter.

Additional criteria for digital signs:

As above.

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.

3.3 Sign design and operation criteria

3.3.1 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 location of the sign remains unchanged, as such no new traffic impacts arise.

b. The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device.

As above.

Additional criteria for digital signs and moving signs:

Sign C3 is a static sign.

a. The image must not be capable of being mistaken:

- i. for a rail or traffic sign or signal because it has, e.g. 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

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

ii. as text providing driving instructions to drivers.

b. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

3.3.2 Dwell time and transition time

Dwell time criteria for digital signs:

Sign C3 is a static sign.

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:

Sign C3 is a static sign

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.

Sign C3 is a static sign

d. Digital signs must not contain animated or video/movie style advertising or messages including live television, satellite, Internet or similar broadcasts.

Sign C3 is a static sign

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

Sign C3 is a static sign

3.3.3 Illumination and reflectance

Illumination and reflectance criteria for non-digital signs: The following criteria apply to non-digital illuminated signs,

Refer to Section 4.1.3 for compliance with illumination guidelines.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

including conventional billboards illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:

- a. Advertisements must comply with the luminance requirements in Table 5 below.
- b. For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings.
- c. The light sources for illuminated signs must focus solely on the sign and:
 - i. be shielded so that glare does not extend beyond the sign
 - ii. with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/LED bulb.
- d. The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.

3.3.4 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.

Not proposed.

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs

All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

3.4 Road safety review of new or modified signs

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C3

RMS may review the crash history of any new or modified advertising signs after a three-year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the Roads Act 1993.	Noted.
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3.6 Road safety guidelines for sign content

SEPP 64 does not regulate the content of advertisements and signs, and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.	Noted.
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Pittwater Local Environmental Plan 2014 Assessment – SIGN C3

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<u>SP2 Infrastructure</u> - To provide for infrastructure and related uses. - To prevent development that is not compatible with or that may detract from the provision of infrastructure.	The proposed advertising signage does not affect the provision of infrastructure or related uses. The proposal is compatible with the form of existing bus shelter infrastructure at the site. The panels are to be integrated within the existing signage opening, as such will not detract from the operation of the bus shelter. The proposal is not antipathetic to the objectives of the zone.	Yes
Part 4 Principal development standards			
4.3 Height of buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Height of Buildings = 8.5m</i>	A HOB control of 8.5m is prescribed for the site. There will be no increase to the height of the bus shelter.	Yes
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	No FSR control prescribed for the site.	N/A

ANNEXURE D

Planning Assessment – Compliance Tables – Sign C4



SEPP (Industry and Employment) Assessment – SIGN C4

Criteria	Requirement	Discussion
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?	The proposed signage is compatible with the existing and desired future character of the Warriewood locality. The proposal is consistent with the existing character of the area as the advertising signage, subject to this application currently exists on the subject site and enjoys existing use rights. Therefore, replacement of existing signage with new signage is compatible with the existing and desired future character of this area within the Northern Beaches LGA.
	• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The design of the proposed panel is consistent with the general size and shape of bus shelter advertisements existing across the Northern Beaches LGA.
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?	The subject site is not situated within an environmentally sensitive area, heritage conservation area, open space area, or the like. The proposed signage panel exists within the confines of the existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The proposed advertising sign is integrated into the existing bus shelter, as such will not obscure or compromise any important views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed advertising sign is integrated into the existing bus shelter, as such will not affect the skyline or reduce the quality of vistas.
	• Does the proposal respect the viewing rights of other advertisers?	The proposal includes the replacement of existing signage with digital signage. The proposed advertising signage will therefore continue to respect the viewing rights of all other advertising.
4 Streetscape, setting or landscape	• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposal is appropriate for the streetscape as it is to be installed within existing bus shelters. The proposal will not result in the removal of any landscaping.
	• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed advertising signage will enhance the visual interest of the streetscape at the shelter sites in much the same way as the existing signage to be replaced.
	• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal involves replacement of existing signage, as such will not increase visual clutter.
	• Does the proposal screen unsightliness?	The signage affixed to the bus shelter is situated below the maximum building height and will not extend above any buildings, structures or trees in the locality. It does not, nor is it required, to screen unsightliness.

SEPP (Industry and Employment) Assessment – SIGN C4

	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not extend above the height of the bus shelter, let alone surrounding buildings, structures or tree canopies.
	Does the proposal require ongoing vegetation management?	The proposed signage will not require any 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?	The signage proposed is located wholly within the confines of the existing bus shelter and is therefore compatible in terms of scale and proportion.
	Does the proposal respect important features of the site or building, or both?	The signage scheme will enhance the aesthetic qualities of the bus shelter site. There are no important site features that are required to be preserved.
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The digital signage scheme is of a contemporary design and will provide for an upgrade to the existing static (paper) signage on site.
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?	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
7 Illumination	Would illumination result in unacceptable glare?	The illumination level of the proposed signage complies with the Outdoor Media Association's OMA Model Advertising Code in regard to industry accepted performance criteria. The new digital signage will be equipped with a sensor to ensure luminance levels are only bright enough to be clearly legible and would not result in unacceptable glare.
	Would illumination affect safety for pedestrians, vehicles or aircraft?	Luminance for signs and courtesy lights provide visibility and safety for pedestrians and transport users. As detailed above, <i>oOh! Media</i> follows the best practice illumination levels as set out by the Outdoor Media Association. These illumination levels would not negatively affect the pedestrians, vehicles or aircraft.
	Would illumination detract from the amenity of any residence or other form of accommodation?	The signs are less than 2m ² and is to be integrated within the existing bus shelters on the sites. The sites are sufficiently separated from residential properties, as to not interfere with residences.

SEPP (Industry and Employment) Assessment – SIGN C4

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|--|--|
| • Can the intensity of the illumination be adjusted, if necessary? | The brightness of the digital sign can be adjusted in response to changes in surrounding light levels. This will ensure the signs are not unreasonably bright. |
| • Is the illumination subject to a curfew? | Illumination is not subject to curfew. |

8 Safety

- | | |
|---|---|
| • Would the proposal reduce the safety for any public road? | The proposed signage is modest in terms of scale, design and illumination will not compromise the safety of Pittwater Road. |
| • Would the proposal reduce the safety for pedestrians or bicyclists? | As above, the proposed signage scheme is not likely to compromise safety of pedestrians or cyclists either through causing a distraction or a physical obstruction. |
| • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? | The proposed signage will have no impact to the sightlines for pedestrians (including children) or vehicles. |

Part 2 Design

2.3.2 Sign placement in transport corridors in urban areas

Advertising structures within urban areas must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64.

In particular, consideration must be given to the compatibility of the advertising proposal with the character of the urban area.

As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads:

a. within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones

b. within or adjacent to strategic transport corridors passing through entertainment districts or other urban locations identified by the local council in a relevant strategy as being appropriate for such advertising. Consideration must be given to the compatibility of advertising development with surrounding land uses and whether such advertising will impact on sensitive locations. For instance, placement of advertising along transport corridors should not result in increased visibility of signage in adjacent or surrounding residential areas.

An assessment of the proposed signage against the provisions of the Industry and Employment SEPP (formerly SEPP 64) are provided within each of the **Annexures**.

The sign, as existing is considered to be compatible with the character of the area and has existed for many years.

Sign C4 is within the reserve of a classified state road, Pittwater Road.

2.4 Sign clutter controls

a. Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter

The location of the existing signage panel does not change as part of this application. The proposed replacement will not contribute to additional visual clutter.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.

As above.

c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.

The sign is not located in any of the mentioned areas.

2.5.1 General criteria

a. The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.

The proposed advertising panel is to be installed in contemporary bus shelters, which have been selected and agreed upon by Council through their Commercial agreement with oOh! Media.

b. The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located

The proposed advertising panel will be fully contained within the existing bus shelter structure, as such it is proportional and appropriate to the overall scale and design of the bus shelter structure.

c. The advertising structure should be in keeping with important features of the site, building or bridge structure

Complies.

d. The placement of the advertising structure should not require the removal of significant trees or other native vegetation.

The proposed development will involve the replacement of the existing advertising panel as such will not require the removal of trees or vegetation at the site.

e. The advertisement proposal should incorporate landscaping that complements the advertising structure and is in keeping with the landscape and character of the transport corridor.

Not applicable.

- The development of a landscape management plan may be required as a condition of consent.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

- Landscaping outlined within the plan should require minimal maintenance.

f. Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
g. Illumination of advertisements must comply with the requirements in Section 3.3.3.	Noted. Refer to Section 4.1.3 of this statement for compliance with illumination levels.
h. Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.	The proposed illumination will not result in light spillage.

2.5.8 Digital Signs

a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below.	No motion is proposed for the approved dwell time.
b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.	Content will be appropriate for the location and will not pose a distraction or risk to passing drivers.
c. The image must not be capable of being mistaken: i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device. ii. as text providing driving instructions to drivers.	Content will be appropriate for the location and will not pose a distraction or risk to passing drivers. Refer to Section 4.1.4 of this statement for content management.
d. 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.	The minimum allowed dwell time is 10 seconds based on the posted speed limit of 70km/h along Pittwater Road for Sign C4. The dwell time for the advertising panel will be managed by oOh! Media and will be appropriate for the speed limit of the road in which it is adjacent to.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.	The transition times for each advertising panel will be managed accordingly by oOh! Media.
f. Luminance levels must comply with the requirements in Section 3 below:	This area is Zone 4 as categorised in Section 3.3 of the <i>Signage Guidelines</i> . Acceptable luminance levels for this zone as specified in Table 6 of the <i>Signage Guidelines</i> are: no limit (full sun on face of signage), 6000cd/m ² (daytime), 500cd/m ² (twilight and inclement weather) and 200cd/m ² (night-time).
g. The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.	Content and images displayed will be appropriate for the location. Refer to Section 4.1.4 of this statement for content management.
h. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).	As above.
i. Any sign that is within 250m of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.	Noted.
j. Each sign proposal must be assessed on a case-by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign, and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.	All relevant traffic directions have been assessed on their own merits
k. At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.	Noted.

2.5.10 Residential amenity

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

Where it can be demonstrated that there will be a negative impact on residential amenity from a proposed digital sign, a consent authority may specify a higher dwell time, or restrict the dwell time hours (i.e. its operation) as a condition of consent to minimise the impacts. Dwell times must not be less than those in d) i) and ii) in Section 2.5.8 above.

Sign C4 is located within Zone SP2 Infrastructure, there are no residential uses within immediate proximity of the site. Dwell times are proposed in accordance with those specified above.

2.5.11 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising, or messages including; live television, satellite, internet or similar broadcast; either permanent or portable; that face the road reserve and are visible to drivers are prohibited

Not proposed.

Part 3 Advertisements and Road Safety

3.2 Sign location criteria

3.2.1 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 location of the signage panel, inset within the bus shelter remains the same as part of this application. As such will not change road clearances.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

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 supplements) or behind an RMS approved crash barrier.

The proposed advertising panels will be installed into existing bus shelter structures.

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.

Not proposed.

d. All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

Not proposed. Signs will be inset into the bus shelter panel, as existing.

Digital signs greater or equal to 20sqm must ensure the following clearances:

Sign C4 is less than 2sqm.

a. 2.5m from lowest point of the sign above the road surface if located outside the clear zone

b. 5.5m from lowest point of the sign above the road surface if located within the clear zone or the deflection zone of a safety barrier, if installed

As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

3.2.2 Line of sight

a. An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.	The location of the signage will not change. Located within the panel of the existing bus shelter, the sign is not considered to obstruct driver views.
b. An advertisement must not obstruct a pedestrian or cyclist's view of the road.	The sign will not obstruct pedestrian or cyclist view.
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 photo-montage should be used to assess this issue.	The sign is well separated from the road and road verge. There is no element of the proposed signage that could result in driver confusion in the road alignment.
d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time.	The proposed signs will not result in driver distraction.

3.2.3 Proximity to decision making points and conflict points

a. The sign should not be located: i. less than the safe sight distance from an intersection, merge point, 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.	The proposed advertising panel will be installed in the existing bus shelter structure, in an appropriate location as not to interfere with safe driving and important traffic controlling devices.
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	As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

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 6-9m) or higher

3.2.4 Sign spacing

A highly cluttered visual field makes it difficult to locate and prioritise driving-critical information, e.g. regulatory and advisory signs and traffic control devices. The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.

The proposed advertising panel, as installed within the existing bus shelter will not result in visual clutter.

Additional criteria for digital signs:

As above.

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.

3.3 Sign design and operation criteria

3.3.1 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 location of the sign remains unchanged, as such no new traffic impacts arise.

b. The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device.

As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

Additional criteria for digital signs and moving signs:

- a. The image must not be capable of being mistaken:
 - i. for a rail or traffic sign or signal because it has, e.g. 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
 - ii. as text providing driving instructions to drivers.
- b. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

Sign C4 is a digital/digital sign. Refer to Section 4.1.4 of this statement for details on content management. All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

3.3.2 Dwell time and transition time

Dwell time criteria for digital signs:

- 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 including live television, satellite, Internet or similar broadcasts.

Sign C4 is a digital/digital sign. The allowed dwell time is 10 seconds. The dwell time for the advertising panel will be managed by oOh! Media and will be appropriate for the speed limit of the road in which it is adjacent to.

Noted as discussed above.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

The transition times for each advertising panel will be managed accordingly by oOh! Media.

3.3.3 Illumination and reflectance

Illumination and reflectance criteria for non-digital signs: The following criteria apply to non-digital illuminated signs, including conventional billboards illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:

- a. Advertisements must comply with the luminance requirements in Table 5 below.
- b. For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings.
- c. The light sources for illuminated signs must focus solely on the sign and:
 - i. be shielded so that glare does not extend beyond the sign
 - ii. with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/LED bulb.
- d. The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.

Refer to Section 4.1.3 for compliance with illumination guidelines.

3.3.4 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.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – Sign C4

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs

All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

3.4 Road safety review of new or modified signs

RMS may review the crash history of any new or modified advertising signs after a three-year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the Roads Act 1993.

Noted.

3.6 Road safety guidelines for sign content

SEPP 64 does not regulate the content of advertisements and signs, and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.

Noted.

Pittwater Local Environmental Plan 2014 Assessment – SIGN C4

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<u>SP2 Infrastructure</u> - To provide for infrastructure and related uses. - To prevent development that is not compatible with or that may detract from the provision of infrastructure.	The proposed advertising signage does not affect the provision of infrastructure or related uses. The proposal is compatible with the form of existing bus shelter infrastructure at the site. The panels are to be integrated within the existing signage opening, as such will not detract from the operation of the bus shelter. The proposal is not antipathetic to the objectives of the zone.	Yes
Part 4 Principal development standards			
4.3 Height of buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Height of Buildings = 8.5m</i>	A HOB control of 8.5m is prescribed for the site. There will be no increase to the height of the bus shelter.	Yes
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	No FSR control prescribed for the site.	N/A

Pittwater 21 Development Control Plan 2011 Assessment – SIGN C4			
Clause/ Control	Requirement	Proposal	Complies?
C5 Design Criteria for Other Development			
C5.9 Signage	Any signage erected within a residential, environmental or rural zone shall not be visually obtrusive or have dimensions greater than 0.75sqm in area (other than for bed and breakfast accommodation).	Not applicable.	N/A
	The following signage shall not be permitted in Pittwater:		
	1. where erected on or above the roof, canopy, or parapet of a building;	N/A. Signage will be incorporated into the footprint of the existing bus shelter.	N/A
	2. where attached to the upper side of an awning;	Not proposed.	N/A
	3. where attached to the wall of a building and projecting more than 300mm from that wall;	Not a wall sign	Yes
	4. where illuminated at frequent intervals (i.e. flashing);	Signage will be illuminated however will not comprise flashing elements.	Yes
	5. where capable of movement by source of power or wind;	Signage will be securely fixed to the bus shelter.	Yes
	6. where illuminated (within a residential zone);	The sign is located within the SP2 Infrastructure	Yes
	7. where the proposal incorporates bill/fly posters, bunting, and airborne signage, including hot air balloons, blimps, and the like;	Not applicable. The proposal is for digital advertising panels.	N/A
	8. where located on motor vehicles and which renders the motor vehicle stationary	As above.	-

ANNEXURE E

Planning Assessment – Compliance Tables – Sign C5



SEPP (Industry and Employment) Assessment – SIGN C5

Criteria	Requirement	Discussion
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?	The proposed signage is compatible with the existing and desired future character of the Warriewood locality. The proposal is consistent with the existing character of the area as the advertising signage, subject to this application currently exists on the subject site and enjoys existing use rights. Therefore, replacement of existing signage with new signage is compatible with the existing and desired future character of this area within the Northern Beaches LGA.
	• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The design of the proposed panel is consistent with the general size and shape of bus shelter advertisements existing across the Northern Beaches LGA.
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?	The subject site is not situated within an environmentally sensitive area, heritage conservation area, open space area, or the like. The proposed signage panel exists within the confines of the existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The proposed advertising sign is integrated into the existing bus shelter, as such will not obscure or compromise any important views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed advertising sign is integrated into the existing bus shelter, as such will not affect the skyline or reduce the quality of vistas.
	• Does the proposal respect the viewing rights of other advertisers?	The proposal includes the replacement of existing signage with static illuminated signage. The proposed advertising signage will therefore continue to respect the viewing rights of all other advertising.
4 Streetscape, setting or landscape	• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposal is appropriate for the streetscape as it is to be installed within an existing bus shelter. The proposal will not result in the removal of any landscaping.
	• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed advertising signage will enhance the visual interest of the streetscape at the shelter site in much the same way as the existing signage to be replaced.
	• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal involves replacement of existing signage, as such will not increase visual clutter.

SEPP (Industry and Employment) Assessment – SIGN C5

	• Does the proposal screen unsightliness?	The signage affixed to the bus shelter is situated below the maximum building height and will not extend above any buildings, structures or trees in the locality. It does not, nor is it required, to screen unsightliness.
	• Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not extend above the height of the bus shelter, let alone surrounding buildings, structures or tree canopies.
	• Does the proposal require ongoing vegetation management?	The proposed signage will not require any 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?	The signage proposed is located wholly within the confines of the existing bus shelter and is therefore compatible in terms of scale and proportion.
	• Does the proposal respect important features of the site or building, or both?	The signage scheme will enhance the aesthetic qualities of the bus shelter site. There are no important site features that are required to be preserved.
	• Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage scheme is of a contemporary design and will provide for an upgrade to the existing static (paper) signage on site.
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?	All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.
7 Illumination	• Would illumination result in unacceptable glare?	The illumination level of the proposed signage complies with the Outdoor Media Association's OMA Model Advertising Code in regard to industry accepted performance criteria. The new illuminated static signage will be equipped with a sensor to ensure luminance levels are only bright enough to be clearly legible and would not result in unacceptable glare.
	• Would illumination affect safety for pedestrians, vehicles or aircraft?	Luminance for signs and courtesy lights provide visibility and safety for pedestrians and transport users. As detailed above, <i>oOh! Media</i> follows the best practice illumination levels as set out by the Outdoor Media Association. These illumination levels would not negatively affect the pedestrians, vehicles or aircraft.

SEPP (Industry and Employment) Assessment – SIGN C5

	• Would illumination detract from the amenity of any residence or other form of accommodation?	The sign is less than 2m ² and is to be integrated within the existing bus shelter on the site. The site is sufficiently separated from residential properties, as to not interfere with residences.
	• Can the intensity of the illumination be adjusted, if necessary?	The brightness of the illuminated static signage sign can be adjusted in response to changes in surrounding light levels. This will ensure the sign is not unreasonably bright.
	• Is the illumination subject to a curfew?	Illumination is not subject to curfew.
8 Safety	• Would the proposal reduce the safety for any public road?	The proposed signage is modest in terms of scale, design and illumination will not compromise the safety of Jacksons Road.
	• Would the proposal reduce the safety for pedestrians or bicyclists?	As above, the proposed signage scheme is not likely to compromise safety of pedestrians or cyclists either through causing a distraction or a physical obstruction.
	• Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will have no impact to the sightlines for pedestrians (including children) or vehicles.

Part 2 Design

2.4 Sign clutter controls

a. Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter	Not proposed. The location of the existing signage panel does not change as part of this application. The proposed replacement will not contribute to visual clutter.
b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.	As above.
c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.	The sign is not located in any of the mentioned areas.

2.5.1 General criteria

a. The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.	The proposed advertising panel is to be installed in contemporary bus shelters, which have been selected and agreed upon by Council through their Commercial agreement with oOh! Media.
b. The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located	The proposed advertising panel will be fully contained within the existing bus shelter structure, as such it is proportional and appropriate to the overall scale and design of the bus shelter structure.
c. The advertising structure should be in keeping with important features of the site, building or bridge structure	Complies.
d. The placement of the advertising structure should not require the removal of significant trees or other native vegetation.	The proposed development will involve the replacement of the existing advertising panel as such will not require the removal of trees or vegetation at the site.
e. The advertisement proposal should incorporate landscaping that complements the advertising structure and	Not applicable.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

is in keeping with the landscape and character of the transport corridor.

- The development of a landscape management plan may be required as a condition of consent.
- Landscaping outlined within the plan should require minimal maintenance.

f. Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.

All lighting and electrical wiring for the proposed advertising panels has been incorporated within the bus shelter structure and/or within the proposed signage.

g. Illumination of advertisements must comply with the requirements in Section 3.3.3.

Noted. Refer to Section 4.1.3 of this statement for compliance with illumination levels.

h. Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.

The proposed illumination will not result in light spillage.

2.5.8 Digital Signs

a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below.

Sign C5 is a static sign

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.

Sign C5 is a static sign

c. The image must not be capable of being mistaken:
i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device.

Content will be appropriate for the location and will not pose a distraction or risk to passing drivers. Refer to Section 4.1.4 of this statement for content management.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

ii. as text providing driving instructions to drivers.

- d.** 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.

Sign C5 is a static sign

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

Sign C5 is a static sign

f. Luminance levels must comply with the requirements in Section 3 below:

This area is Zone 4 as categorised in Section 3.3 of the *Signage Guidelines*. Acceptable luminance levels for this zone as specified in Table 6 of the *Signage Guidelines* are: no limit (full sun on face of signage), 6000cd/m² (daytime), 500cd/m² (twilight and inclement weather) and 200cd/m² (night-time).

g. The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.

Content and images displayed will be appropriate for the location. Refer to Section 4.1.4 of this statement for content management.

h. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

As above.

i. Any sign that is within 250m of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.

N/A – The sign is not located within a school zone.

j. Each sign proposal must be assessed on a case-by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign, and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.

All relevant traffic directions have been assessed on their own merits

k. At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road

Noted.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.

2.5.10 Residential amenity

Where it can be demonstrated that there will be a negative impact on residential amenity from a proposed digital sign, a consent authority may specify a higher dwell time, or restrict the dwell time hours (i.e. its operation) as a condition of consent to minimise the impacts. Dwell times must not be less than those in d) i) and ii) in Section 2.5.8 above.

Sign C5 is located within Zone SP2 Infrastructure, there are residential uses within proximity of the site. The proposed static sign is not considered to have an adverse impact on the amenity of residential dwellings greater than the existing situation. Sign C5 is a static sign and dwell time is irrelevant.

2.5.11 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising, or messages including; live television, satellite, internet or similar broadcast; either permanent or portable; that face the road reserve and are visible to drivers are prohibited

Not proposed.

Part 3 Advertisements and Road Safety

3.2 Sign location criteria

3.2.1 Road clearance

- a. The advertisement must not create a physical obstruction or hazard. For example:
- Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas)?
 - Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall

The location of the signage panel, inset within the bus shelter remains the same as part of this application. As such will not change road clearances.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

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?

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 supplements) or behind an RMS approved crash barrier.

The proposed advertising panels will be installed into existing bus shelter structures.

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.

Not proposed.

d. All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

Not proposed. Signs will be inset into the bus shelter panel, as existing.

Digital signs greater or equal to 20sqm must ensure the following clearances:

Sign C5 is less than 2sqm.

a. 2.5m from lowest point of the sign above the road surface if located outside the clear zone

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

b. 5.5m from lowest point of the sign above the road surface if located within the clear zone or the deflection zone of a safety barrier, if installed

As above.

3.2.2 Line of sight

a. An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.

The location of the signage will not change. Located within the panel of the existing bus shelter, the sign is not considered to obstruct driver views.

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

The sign will not obstruct pedestrian or cyclist view.

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 photo-montage should be used to assess this issue.

The sign is well separated from the road and road verge. There is no element of the proposed signage that could result in driver confusion in the road alignment.

d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time.

The proposed sign will not result in driver distraction.

3.2.3 Proximity to decision making points and conflict points

a. The sign should not be located:

i. less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves

The proposed advertising panel will be installed in the existing bus shelter structure, in an appropriate location as not to interfere with safe driving and important traffic controlling devices.

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.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

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 6-9m) or higher

As above.

3.2.4 Sign spacing

A highly cluttered visual field makes it difficult to locate and prioritise driving-critical information, e.g. regulatory and advisory signs and traffic control devices. The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.

The proposed advertising panel, as installed within the existing bus shelter will not result in visual clutter.

Additional criteria for digital signs:

As above.

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.

3.3 Sign design and operation criteria

3.3.1 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 location of the sign remains unchanged, as such no new traffic impacts arise.

b. The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device.

As above.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

Additional criteria for digital signs and moving signs:

Sign C5 is a static sign.

- a. The image must not be capable of being mistaken:
 - i. for a rail or traffic sign or signal because it has, e.g. 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
 - ii. as text providing driving instructions to drivers.
- b. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).

3.3.2 Dwell time and transition time

Dwell time criteria for digital signs:

Sign C5 is a static sign.

- 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:

Sign C5 is a static sign

- 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.

Sign C5 is a static sign

- d. Digital signs must not contain animated or video/movie style advertising or messages including live television, satellite, Internet or similar broadcasts.

Sign C5 is a static sign

- e. The transition time between messages must be

Sign C5 is a static sign

no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

3.3.3 Illumination and reflectance

Illumination and reflectance criteria for non-digital signs: The following criteria apply to non-digital illuminated signs, including conventional billboards illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:

- a. Advertisements must comply with the luminance requirements in Table 5 below.
- b. For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings.
- c. The light sources for illuminated signs must focus solely on the sign and:
 - i. be shielded so that glare does not extend beyond the sign
 - ii. with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/LED bulb.
- d. The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.

Refer to Section 4.1.3 for compliance with illumination guidelines.

3.3.4 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.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN C5

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs

All content will be appropriate for the location and will not pose a distraction or risk to passing drivers.

3.4 Road safety review of new or modified signs

RMS may review the crash history of any new or modified advertising signs after a three-year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the Roads Act 1993.

Noted.

3.6 Road safety guidelines for sign content

SEPP 64 does not regulate the content of advertisements and signs, and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.

Noted.

Pittwater Local Environmental Plan 2014 Assessment – SIGN C5

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<u>SP2 Infrastructure</u> - To provide for infrastructure and related uses. - To prevent development that is not compatible with or that may detract from the provision of infrastructure.	The proposed advertising signage does not affect the provision of infrastructure or related uses. The proposal is compatible with the form of existing bus shelter infrastructure at the site. The panels are to be integrated within the existing signage opening, as such will not detract from the operation of the bus shelter. The proposal is not antipathetic to the objectives of the zone.	Yes
Part 4 Principal development standards			
4.3 Height of buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Height of Buildings = 8.5m</i>	A HOB control of 8.5m is prescribed for the site. There will be no increase to the height of the bus shelter.	Yes
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	No FSR control prescribed for the site.	N/A

Pittwater 21 Development Control Plan 2011 Assessment – SIGN C5

Clause/ Control	Requirement	Proposal	Complies?
C5 Design Criteria for Other Development			
5.9 Signage	Any signage erected within a residential, environmental or rural zone shall not be visually obtrusive or have dimensions greater than 0.75sqm in area (other than for bed and breakfast accommodation). The following signage shall not be permitted in Pittwater: 1. where erected on or above the roof, canopy, or parapet of a building; 2. where attached to the upper side of an awning; 3. where attached to the wall of a building and projecting more than 300mm from that wall; 4. where illuminated at frequent intervals (i.e. flashing); 5. where capable of movement by source of power or wind; 6. where illuminated (within a residential zone); 7. where the proposal incorporates bill/fly posters, bunting, and airborne signage, including hot air balloons, blimps, and the like; 8. where located on motor vehicles and which renders the motor vehicle stationary	Not applicable. N/A. Signage will be incorporated into the footprint of the existing bus shelter. Not proposed. Not a wall sign Signage will be illuminated however will not comprise flashing elements. Signage will be securely fixed to the bus shelter. The sign is located within the SP2 Infrastructure Not applicable. The proposal is for static advertising panels. As above.	N/A N/A N/A Yes Yes Yes Yes N/A -

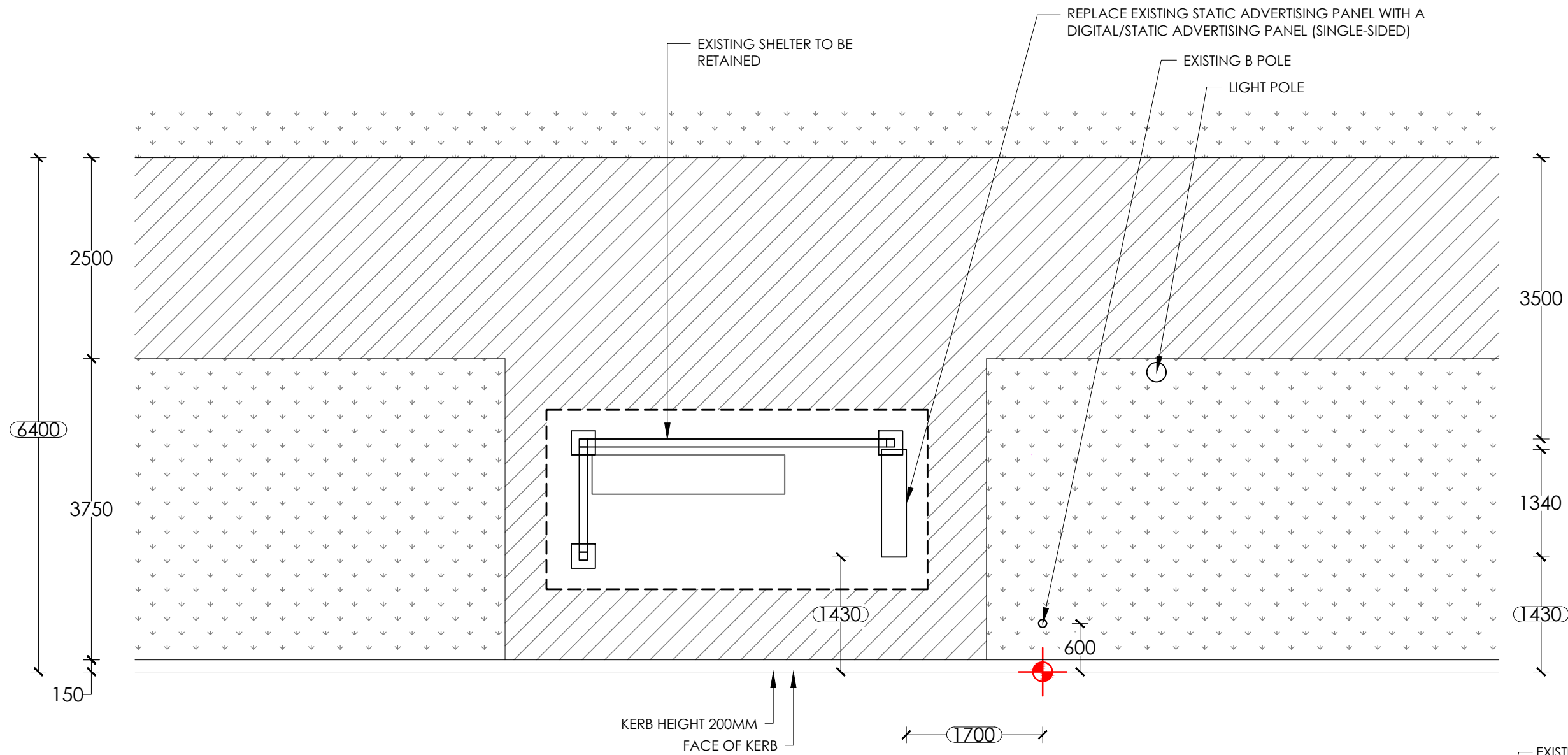
ANNEXURE F

Site Cards –

Bus Stops C1, C2, C3, C4 and C5



PITTWATER ROAD, OPPOSITE No. 1525 PITTWATER RD NORTH NARRABEEN



PITTWATER ROAD

- NOTES:**
- 1. Retrofit digital screen
 - 2. Existing shelter to remain.
 - 3. Reinstate all disturbed areas to match existing, refer hatch legend.
 - 4. Light pole located 7m to the left of the shelter.

NOTE:
PROPOSED CONFIG - DIGITAL/STATIC

SURVEY		TRANSITION TABLE	
1	1.9		
2	1.8		
3	0.8		

LEGEND:

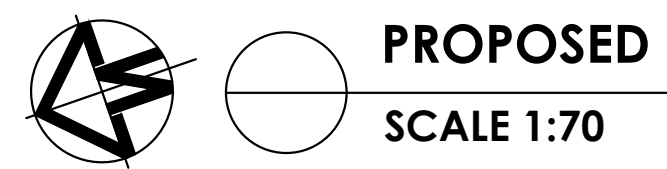
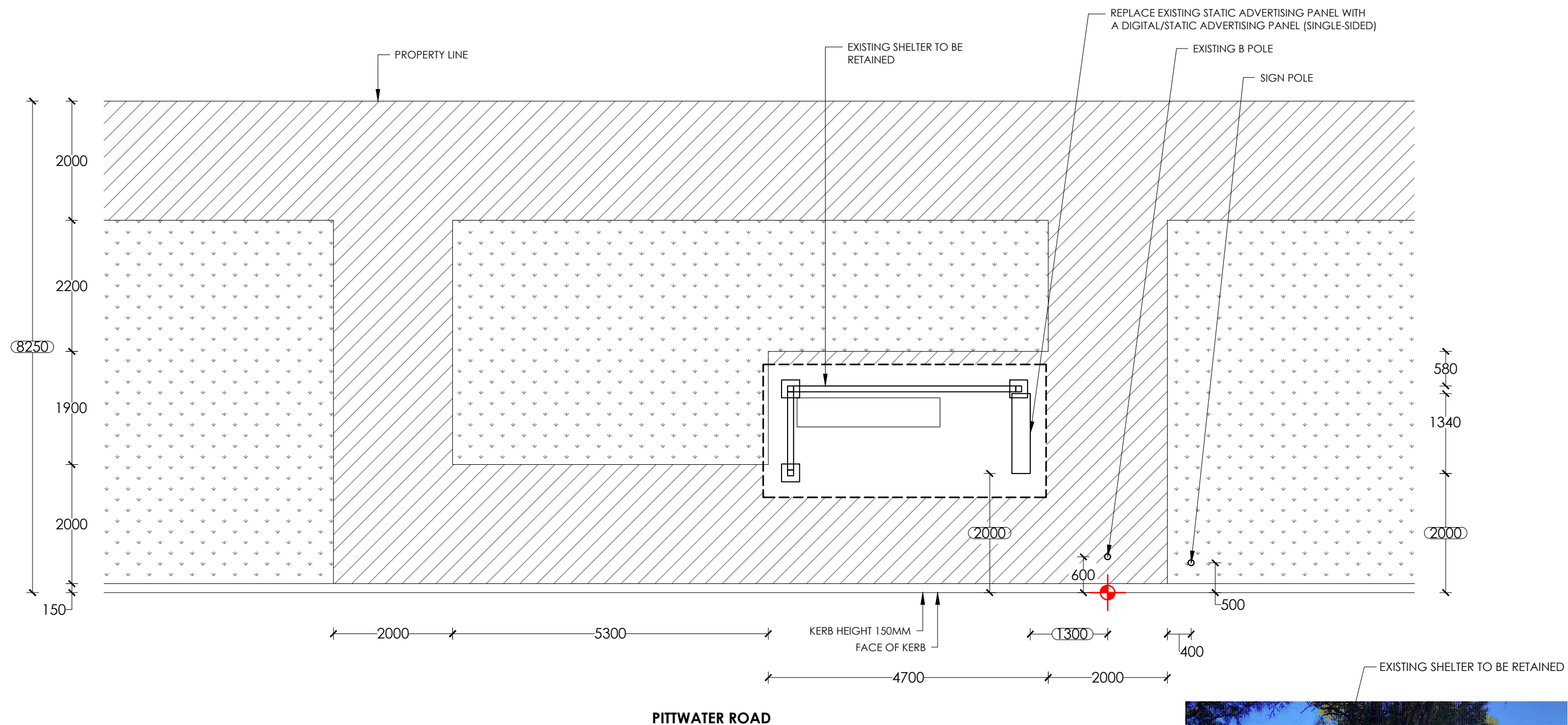
- EXISTING PAVERS/CONCRETE
- GRASS
- NEW PAVERS/CONCRETE
- SET OUT POINT



PROPOSED
SCALE 1:60

SITE ADDRESS : PITTWATER RD, OPPOSITE No. 1525 PITTWATER RD NORTH NARRABEEN				PAPER SIZE: A3				SCALE	DRAWING NO.
SITE # : 22846	BUS STOP: C1 (210146)				B	03/04/25	SYN	1:60	101
					A	26/07/17	AT	REV NO.	DATE
					REV.	DATE	INT.	B	03/04/25

OPPOSITE 1483 PITTWATER ROAD, NORTH NARRABEEN



- NOTES:**
1. Retrofit digital screen
 2. Existing shelter to remain.
 3. Reinstate all disturbed areas to match existing, refer hatch legend.
 4. Light Pole #MV23865 located to the right of the shelter.

NOTE:
PROPOSED CONFIG - DIGITAL/STATIC

SURVEY	
1	↓ 1.0
2	↓ 0.8
3	↔ 0.5
4	↑ 11.3

TRANSITION TABLE	

LEGEND:

EXISTING PAVERS/CONCRETE

GRASS

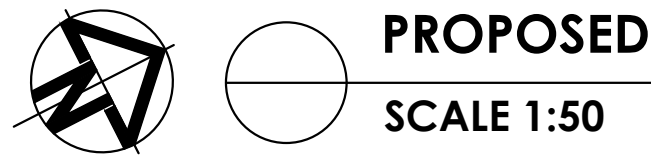
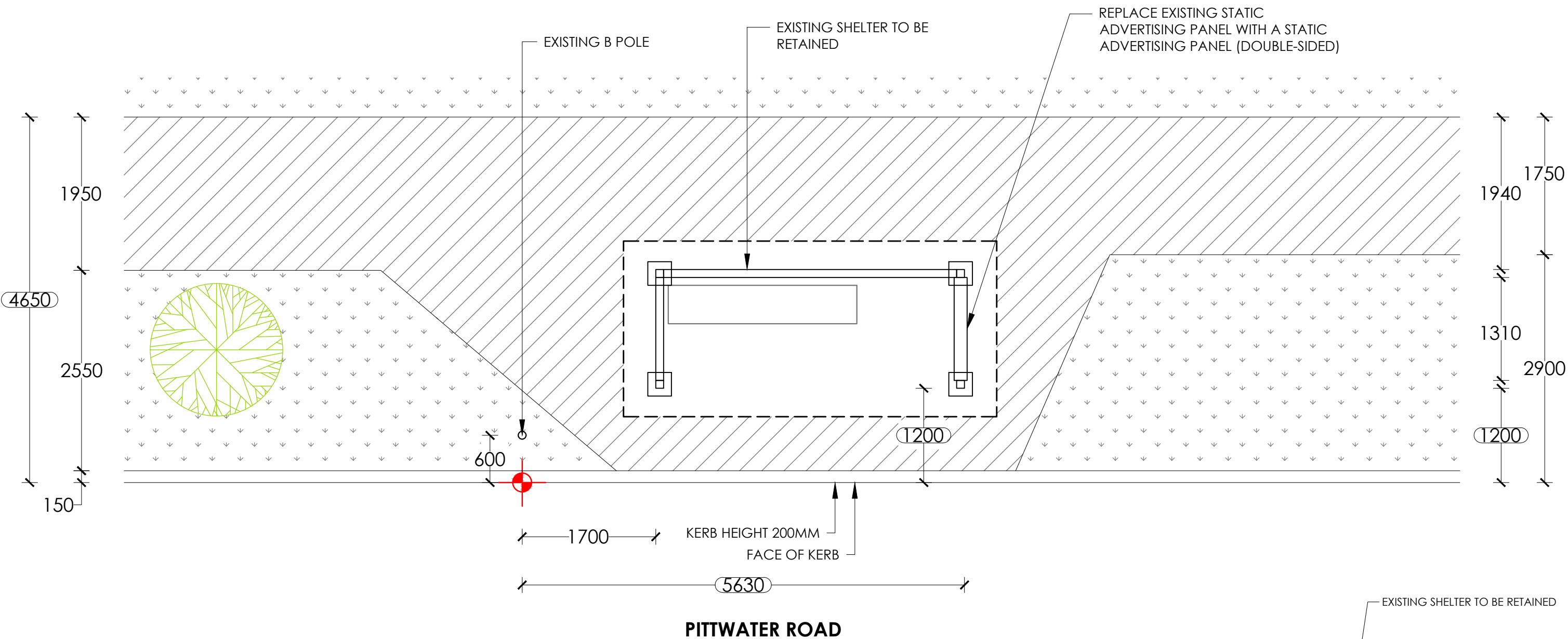
NEW PAVERS/CONCRETE

SET OUT POINT



SITE ADDRESS : OPPOSITE 1483 PITTWATER ROAD, NORTH NARRABEEN			PAPER SIZE: A3				SCALE 1:70	DRAWING NO. 101
SITE # : 22883	BUS STOP: C2 (210148)			A	03/04/25	SYN	REV NO.	DATE
				REV.	DATE	INT.	A	03/04/25

NO. 1525 PITTWATER ROAD, NORTH NARRABEEN



PROPOSED
SCALE 1:50

- NOTES:**
1. Retrofit static screen
 2. Existing shelter to remain.
 3. Reinststate all disturbed areas to match existing, refer hatch legend.
 4. Power Pole #MV8384 located 15.7m to the right of shelter.

NOTE:
PROPOSED CONFIG - STATIC/STATIC

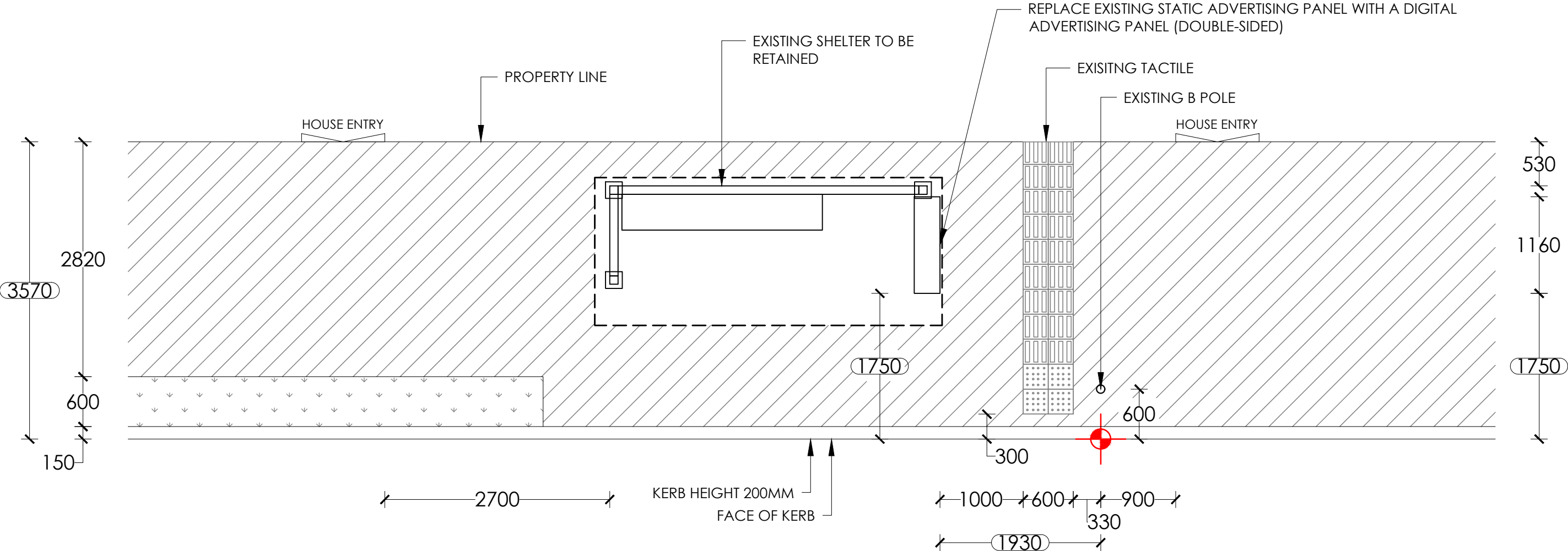
SURVEY		TRANSITION TABLE	
1	4.9		
2	3.5		
3	0.7		

LEGEND:

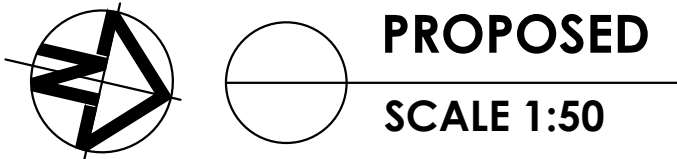
- EXISTING PAVERS/CONCRETE
- GRASS
- NEW PAVERS/CONCRETE
- SET OUT POINT



PITTWATER ROAD, IN FRONT OF NO. 3 ARNOTT CRESCENT, WARRIEWOOD



PITTWATER ROAD



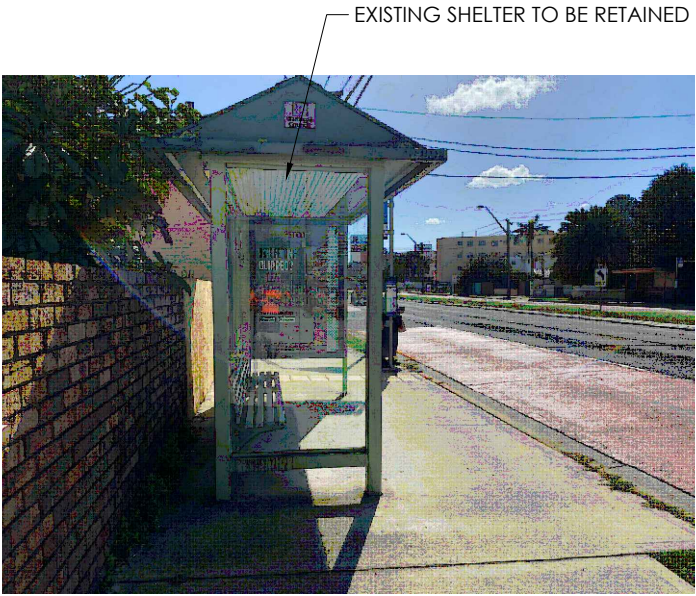
- NOTES:**
- 1. Retrofit digital screen
 - 2. Existing shelter to remain.
 - 3. Reinststate all disturbed areas to match existing, refer hatch legend.
 - 4. Power pole located 13m to the right of the shelter.

NOTE:
PROPOSED CONFIG - DIGITAL/DIGITAL

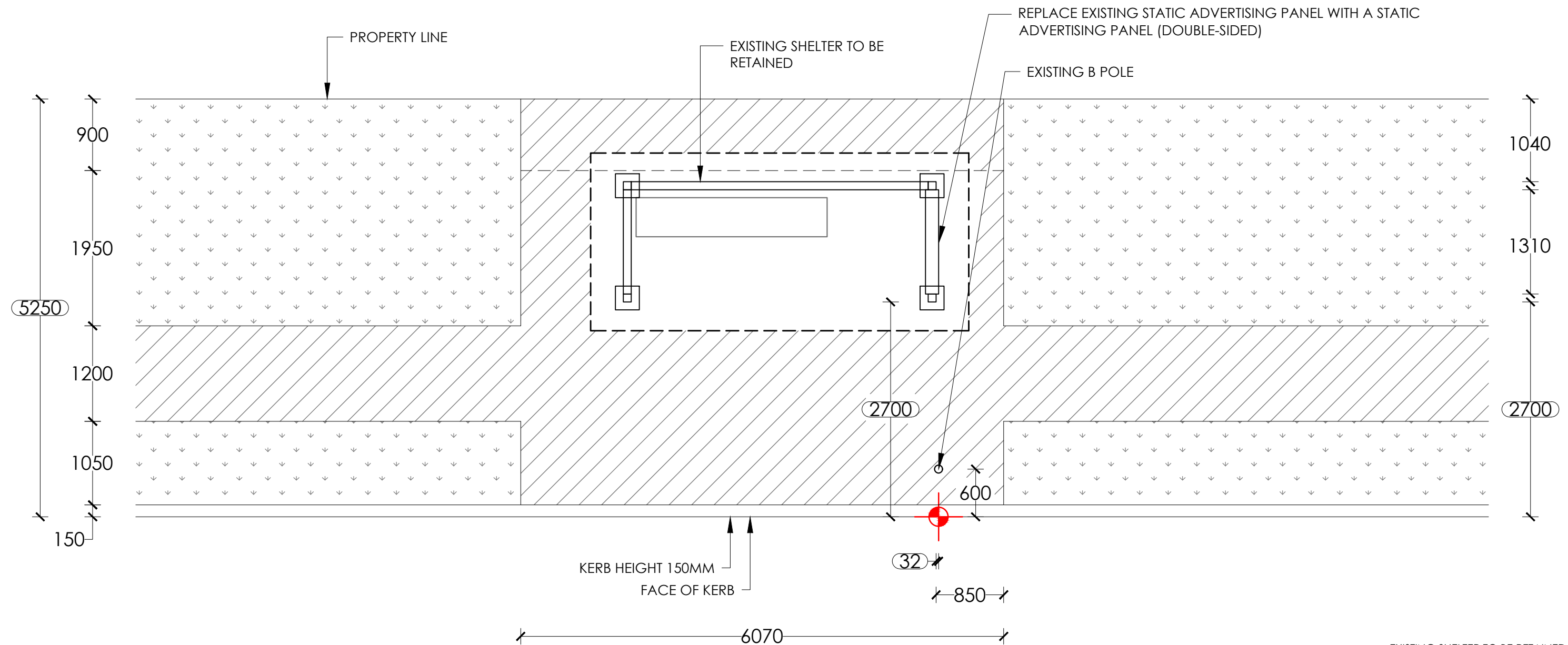
SURVEY		TRANSITION TABLE	
1	3.0		
2	2.4		
3	0.0		

LEGEND:

- EXISTING PAVERS/CONCRETE
- GRASS
- NEW PAVERS/CONCRETE
- SET OUT POINT



JACKSONS ROAD, IN FRONT OF WARRIWOOD COMMUNITY CENTRE, WARRIWOOD



JACKSONS ROAD

NOTES:

1. Retrofit static screen
2. Existing shelter to remain.
3. Reinstate all disturbed areas to match existing, refer hatch legend.

NOTE:

PROPOSED CONFIG - STATIC/STATIC

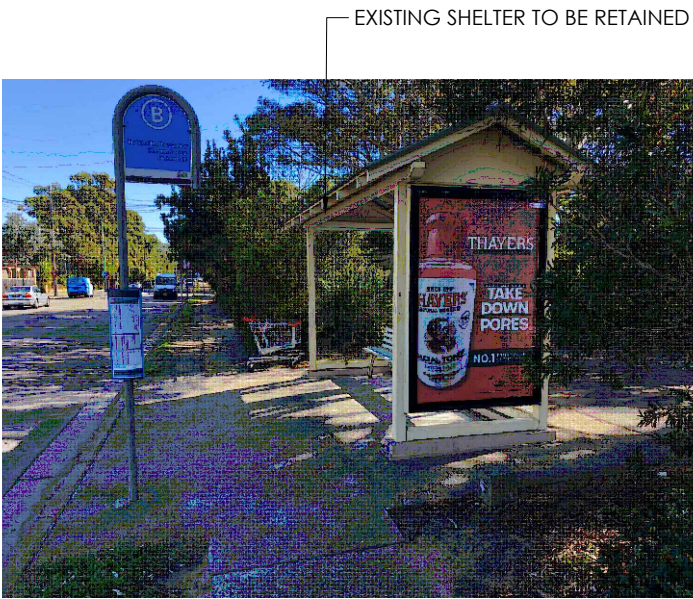
SURVEY

1	↓	5.2
2	↓	2.2
3	←	2.8

TRANSITION TABLE

LEGEND:

- EXISTING PAVERS/CONCRETE
- GRASS
- NEW PAVERS/CONCRETE
- SET OUT POINT



PROPOSED
SCALE 1:50

SITE ADDRESS: JACKSONS RD, IN FRONT OF WARRIWOOD COMMUNITY CENTRE, WARRIWOOD

SITE # : 22851

BUS STOP: C5 (210229)



PAPER SIZE: A3

			SCALE	DRAWING NO.
			1:50	101
A	03/04/25	SYN	REV NO.	DATE
REV.	DATE	INT.	A	03/04/25

ANNEXURE G

Existing Use Rights – Documentation





C1 – Pittwater Rd S/O Lake Park Rd E/S

C4 – Pittwater Rd S/O Arnott Cres E/S

C5 – Jacksons Rd W/O Pittwater Rd N/S



DA 820 006 013



Pittwater Council

Construction Certificate No: CC0408/99

Site Details **MISC ROAD RESERVES PITTWATER ROAD NORTH NARRABEEN NSW 2101**

Legal Description **RES ROADS**

Type of Development **Building Work** ☒ **Subdivision** ☐

Description **Bus shelters to be constructed at designated locations**

Associated Development Consent No **N0666/99** Dated **09/09/99**

Building Code of Australia Certification **Class 10a**

Details of plans, documents or Certificates to which this Certificate relates

- Plan No 11820 – A3-B – A2-C and A1-C, dated 28 9 99 prepared by Everingham Platt and Anthony Pty Ltd.
- Plan No 11820 – ~~A1A~~ ^{S1}, dated 8 6.99 and amended 3.11.99, prepared by Everingham Platt & Anthony Pty Ltd.

I hereby certify that the above plans, documents or Certificates satisfy

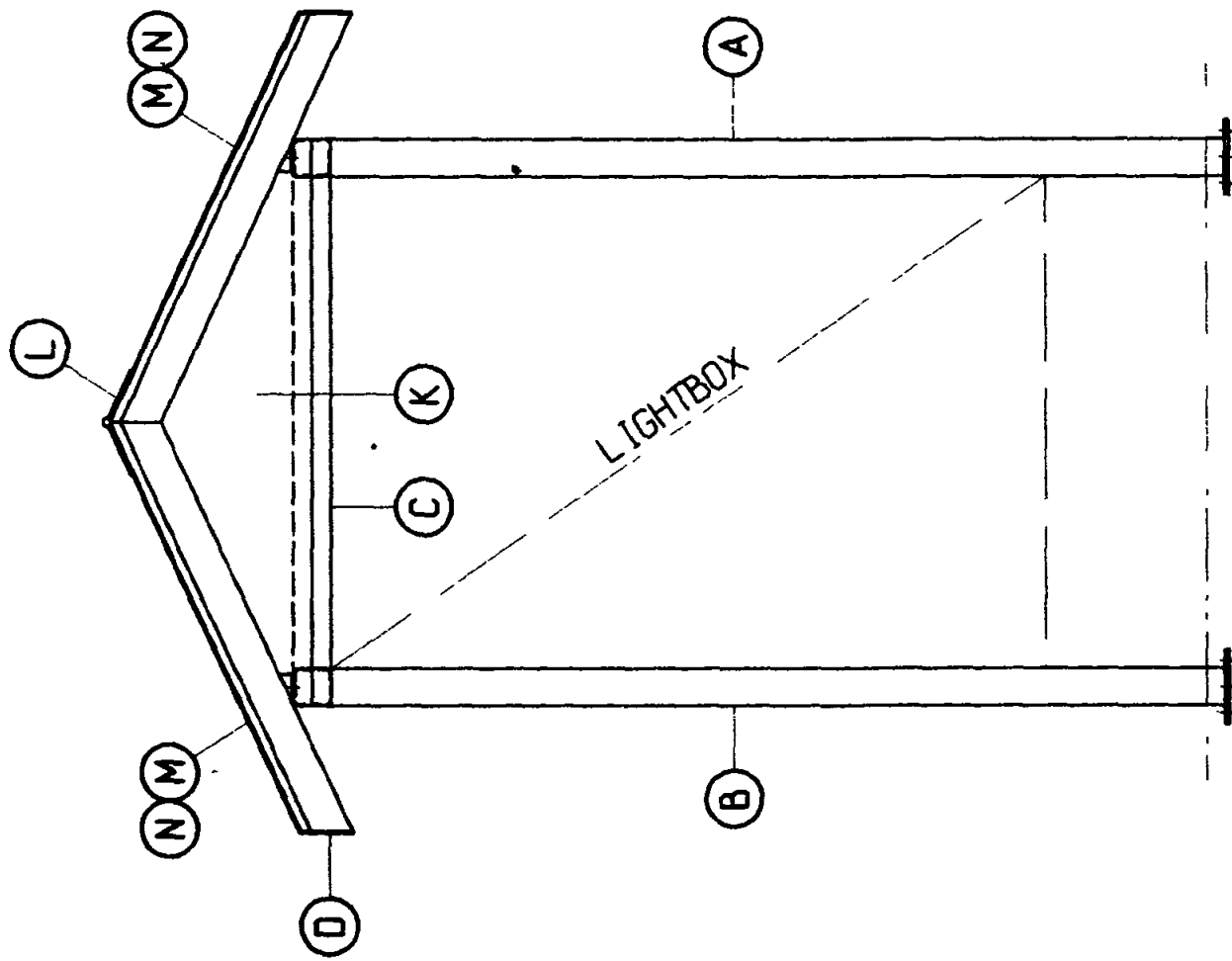
- ☐ The relevant provisions of the Building Code of Australia
- ☒ The relevant conditions of Development Consent No **N0666/99**

Further that the work, completed in accordance with the Building Code of Australia, all relevant Australian Standards and these plans and specifications, will comply with the requirements of Section 81A(5) of the Environmental Planning and Assessment (Amendment) Act, 1997

Development Officer 

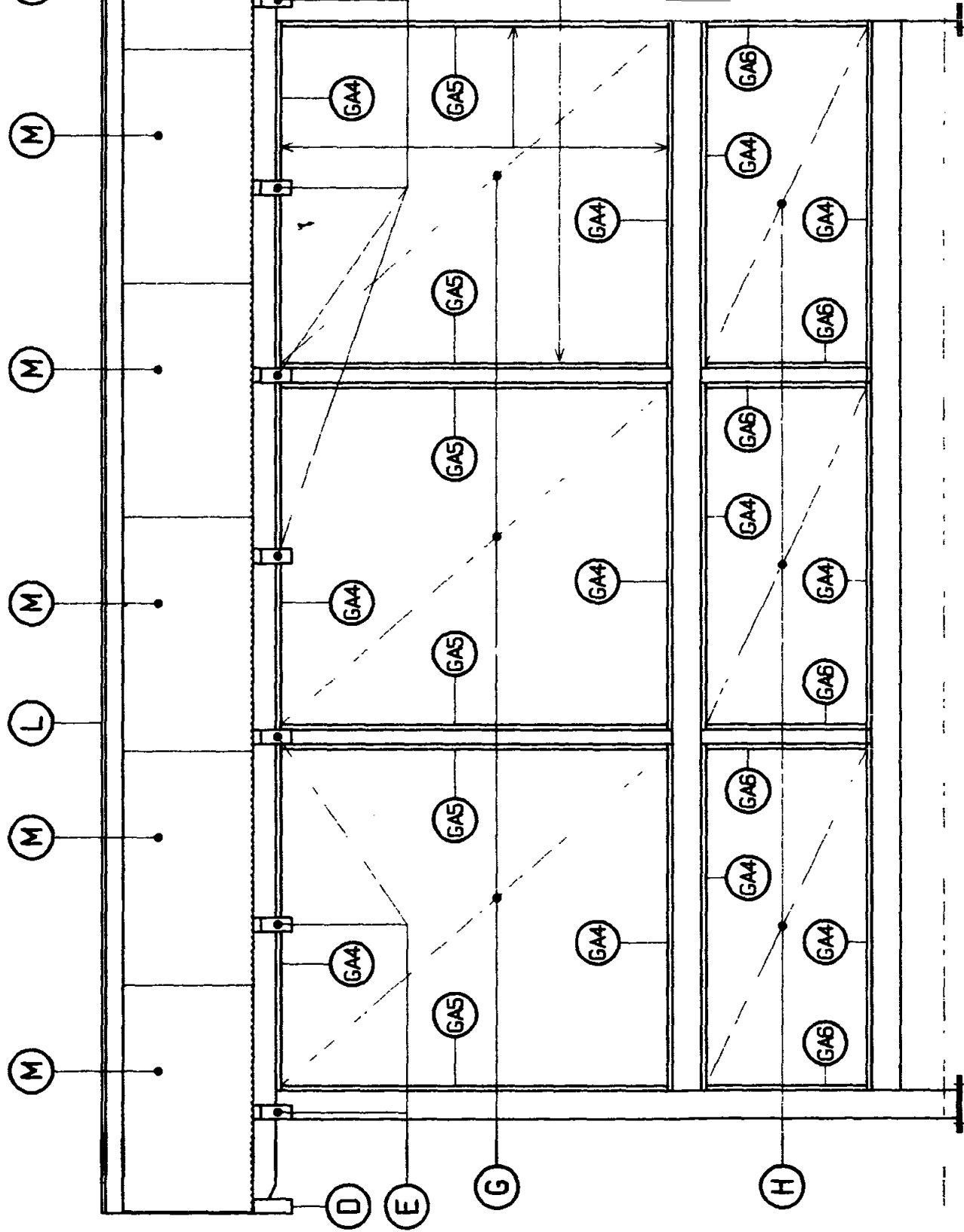
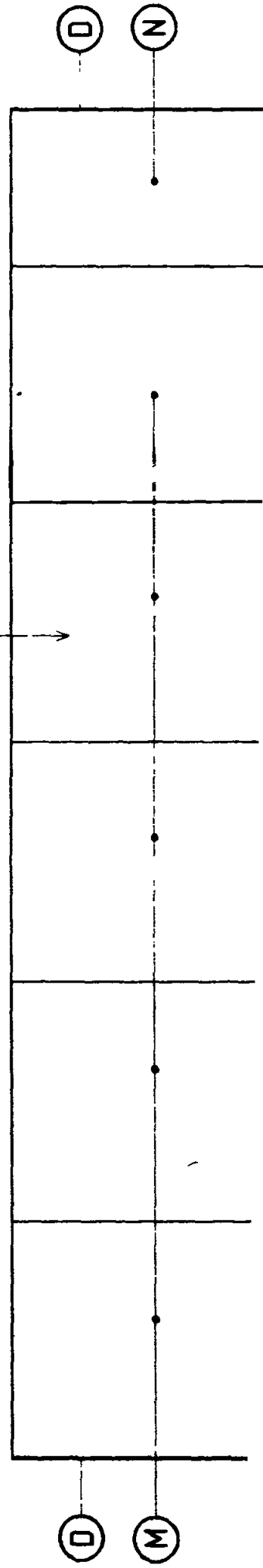
Date of Endorsement **7/12/99**

Note: You are reminded that pursuant to provisions of Clause 81A, you must nominate whether Council or an accredited certifier will be the principal certifying authority, also you must give notice to Council of your intention to commence work at least two days beforehand



OUTSIDE ELEVATION - LIGHT BOX FRAME

COLORBOND MINI-ORB SHEETING TO BE FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION. MINI-ORB ROOF SHEET FIXINGS TO BE LOCATED AT 150mm MAXIMUM CENTRES ALONG ALL SUPPORT POINTS FOR CYCLONIC CONDITIONS.

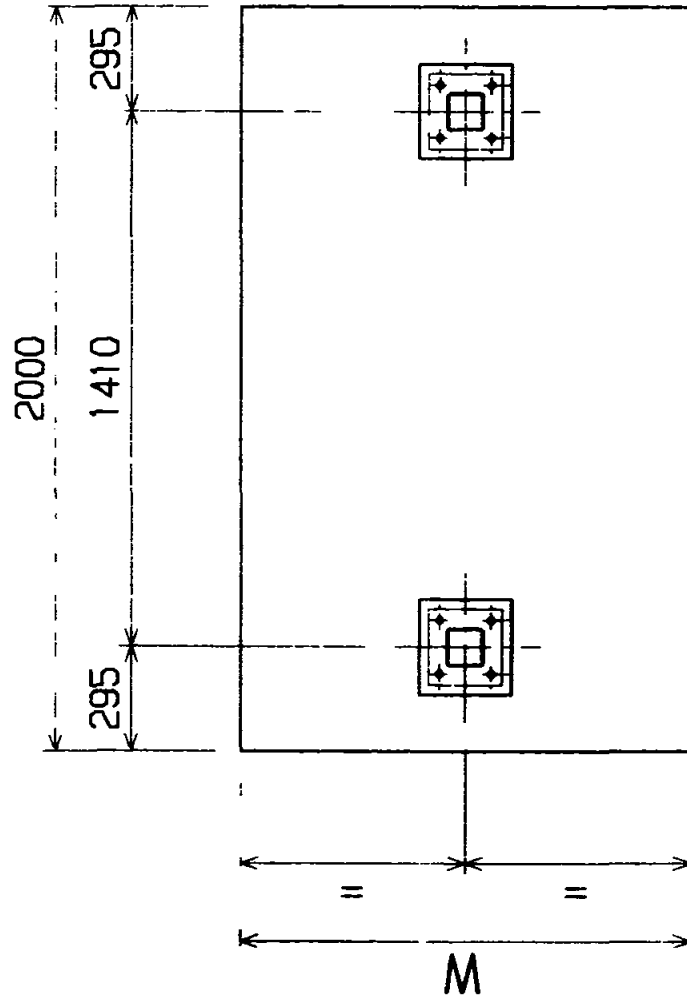


OUTSIDE ELEVATION - REAR ELEVATION

[illegible]

ROOF PLAN LAYOUT

A S S E M B L Y S C H E D U L E		
ASSEMBLY TAB	DESCRIPTION	NUMBER REQUIRED
A	REAR FRAME ASSEMBLY	1
B	FRONT FRAME ASSEMBLY	1
C	SIDE BEAMS	3
D	END ROOF RAFTER	2
E	MID ROOF RAFTER	7
F	GLAZING	1
G	GLAZING	3
H	GLAZING	3
J	ROOF BATTENS	6
K	GABLE END INFILL	2
L	ROOF RIDGE CAPPING	1
M	ROOF SHEETING	10
N	ROOF SHEETING	2
GA1	GLAZING ADAPTOR	2
GA2	GLAZING ADAPTOR	1
GA3	GLAZING ADAPTOR	1
GA4	GLAZING ADAPTOR	12
GA5	GLAZING ADAPTOR	6
GA6	GLAZING ADAPTOR	6



TYPICAL FOOTING PLAN

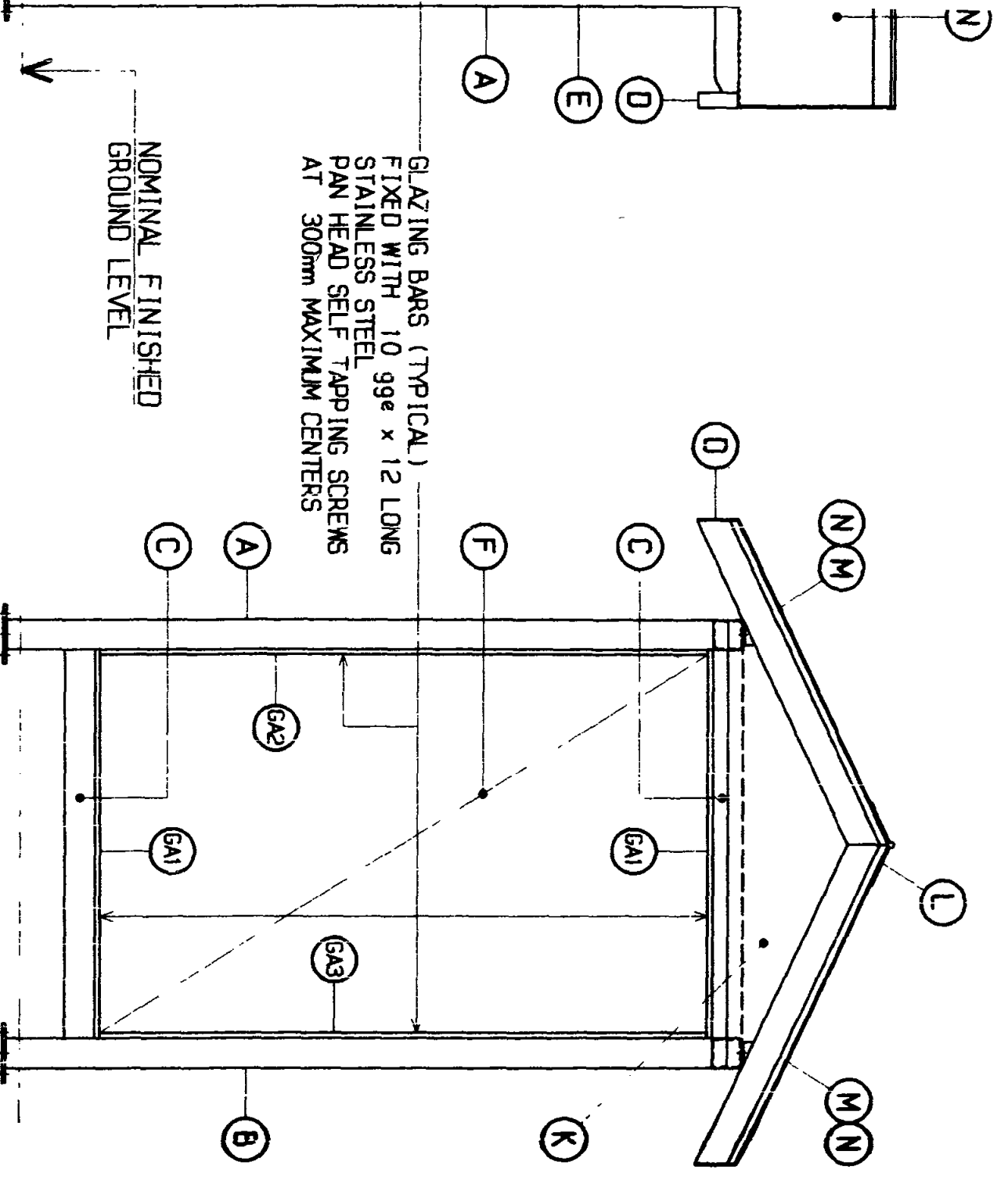
50mm COVER TOP AND BOTTOM
CONCRETE STRENGTH $f'_c = 20\text{MPa}$

TYPICAL

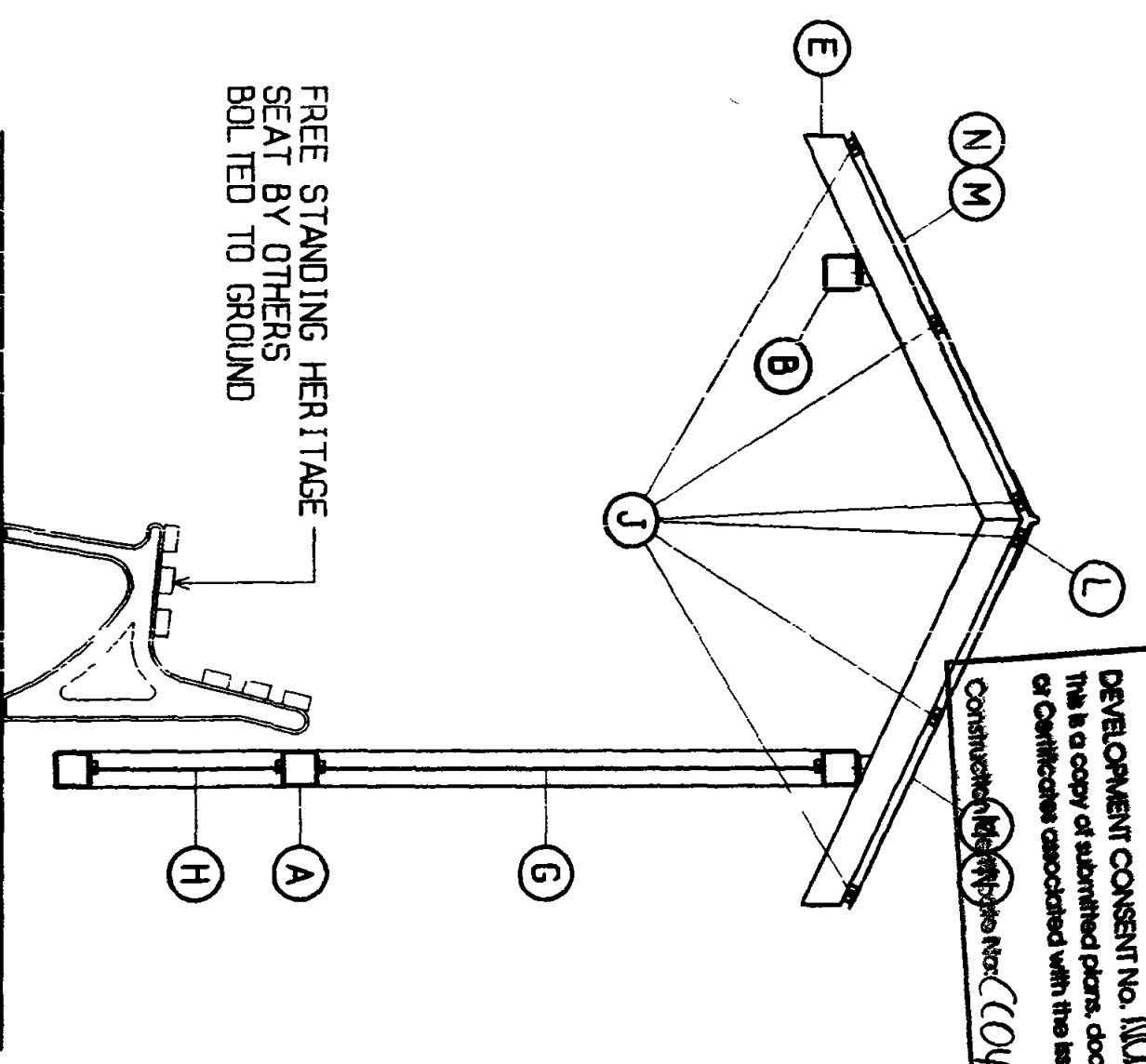
ANCHOR
4 - M20 RAM
GALVANISED
OR
4 - M20 GR/

FOOTINGS DESIGNED FOR A MINIMUM ALLOWABLE BEARING INTENSITY OF						
TERRAIN CATEGORY	REGION	DESCRIPTION	ULTIMATE BASIC WIND SPEED (m/s)	W (mm)	D (mm)	REIN TOP
3	A	NORMAL	50	950	300	2 LAY
3	B	INTERMEDIATE	60	1400	300	2 LAY

CONSTRUCTION CERTIFICATE
 DEVELOPMENT CONSENT No. **NO. 16/1/07**
 This is a copy of submitted plans, documents
 or Certificates associated with the issue of
 Construction Certificate No. **CC0408**

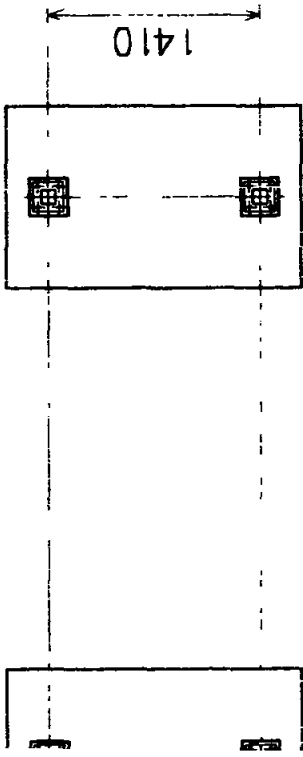


OUTSIDE ELEVATION - LEFT END FRAME



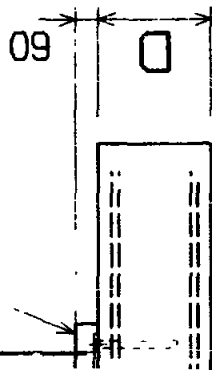
TYPICAL SECTION THROUGH SHELTER

FREE STANDING HERITAGE
 SEAT BY OTHERS
 BOLTED TO GROUND



SETOUT FOR FOOTINGS

CONCRETE ENCASE BASE PLATE
250x250 MINIMUM



SECTION

REINFORCEMENT INJECTION SYSTEM
210 MINIMUM EMBEDMENT
GRADE 8.8 CAST-IN BOLTS (GALV.)

REINFORCEMENT AND BOTTOM	
REINFORCEMENT	RF 82
REINFORCEMENT	RF 82

CODES USED FOR DESIGN OF SHELTER

DESIGN	
ALUMINIUM STRUCTURES	
AS/NZS 1664.1 : 1997	PART 1 : LIMIT STATE DESIGN
AS/NZS 1664.1 : 1997	SUPP 1 : LIMIT STATE DESIGN
AS/NZS 1664.2 : 1997	PART 2 : ALLOWABLE STRESS DESIGN
AS/NZS 1664.2 : 1997	SUPP 2 : ALLOWABLE STRESS DESIGN
GLASS :	
GLASS IN BUILDINGS	
AS1288 : 1994	- SELECTION AND INSTALLATION
PAINT :	
AS/NZS 4506 : 1998	- METAL FINISHING THERMOSET POWDER COATINGS
AS 3715 : 1989	- METAL FINISHING THERMOSET POWDER COATINGS FOR ARCHITECTURAL APPLICATIONS
WELDING :	
AS 1665 : 1992	- WELDING OF ALUMINIUM STRUCTURES
CONCRETE :	
AS 360C : 1994	- CONCRETE STRUCTURES
BOLTING :	
AS/NZS 1252 : 1996	- HIGH STRENGTH STEEL BOLTS
DESIGN LOADS :	
AS 1170.2 : 1989	- WIND LOADS

PLAN OR DOCUMENT CERTIFICATION

I am a qualified **CIVIL & STRUCTURAL ENGINEER**
I hold the following qualifications or license No.
F.T.E. ANST. C.P.E.N.G. 104555
Further I am appropriately qualified to certify this component of the project

I hereby state that these plans or details comply with the conditions of development consent, the provisions of the building code of Australia and/or relevant Australian/industry standards.

TERENCE V. ANTHONY 3/11/99
Name Date
Signature
*e.g. Licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc

A 311 99 PLAN OR DOCUMENT NOTE ADDED KC

NC DATE REVISION DRWN CHKD

AMENDMENTS

ADSHIEL

PRODUCT SHELTER - TYPE A

PROJECT PITTWATER

TITLE WORKSHOP DETAILS
SHELTER ASSEMBLY LAYOUTS
AND FOOTING PLAN LAYOUT

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AND THE DRAWING IS ISSUED ON THE CONDITION THAT IT IS NOT COPIED, REPRODUCED, RETAINED BY OR DISCLOSED
TO ANY UNAUTHORISED PERSON EITHER WHOLLY OR IN PART WITHOUT THE CONSENT. IN WRITING OF ADSHIEL AND
EVERINGHAM PLATT & ANTHONY PTY. LTD

EVERINGHAM PLATT & ANTHONY PTY LTD

CONSULTING ENGINEERS

Tel: 9211 9499

4th Floor

414 Elizabeth Street

Surry Hills, NSW 2010

E-Mail Address : epeasy@magna.com.au



CAD FILENAME SHEET
S1.MDD 1 OF 6

DRAWN BY DATE
G.C. 8-6-99

CHECKED BY DATE
23-6-99

ORIGINAL SCALES 1:20, 1:50 JOB NUMBER 11820 DRAWING NUMBER S1 REVISION A

COLOUR SCHEDULE

- ALL FRAMEWORK, CABLE - DULUX SAND SATIN
- ENDS AND SEAT BRACKETS No. 51438
- SEAT SLATS - NATURAL ANODIZED ALUMINIUM
- ROOF SHEETING, RIDGE - COLORBOND
- AND BARGE ROLL CASUKINA (XSE)
- CONCRETE KERBS - DULUX DOESKIN

CONSTRUCTION CERTIFICATE

DEVELOPMENT CONSENT No. **NO 16/199**
This is a copy of submitted plans, documents
or Certificates associated with the issue of

Construction Certificate No: **CC408199**

AID SHEEL

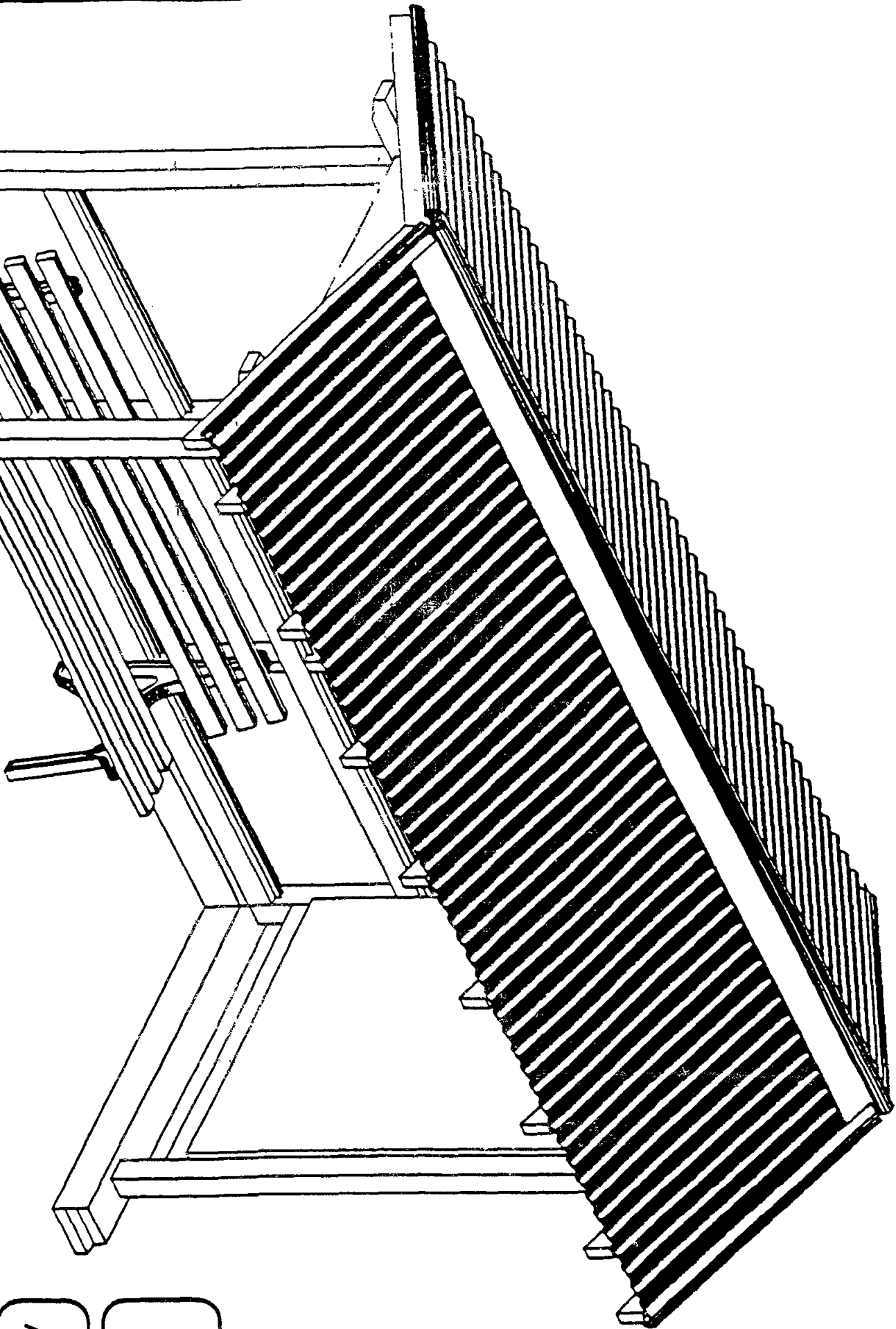
ASSEMBLED ISOMETRIC

PITTWATER SHELTER TYPE 'A'

EVERINGHAM PLATT & ANTHONY PTY LTD
CONSULTING ENGINEERS
4th Floor
414 Elizabeth Street
Surry Hills, NSW 2010
Tel 9211 9499
Fax 9211 9599



DATE	SCALES	JOB No	DRAWING No
28/9/99	N.T.S.	11820	A3-B



PLAN OR DOCUMENT CERTIFICATION

I am a qualified **Civil & Structural Engineer**

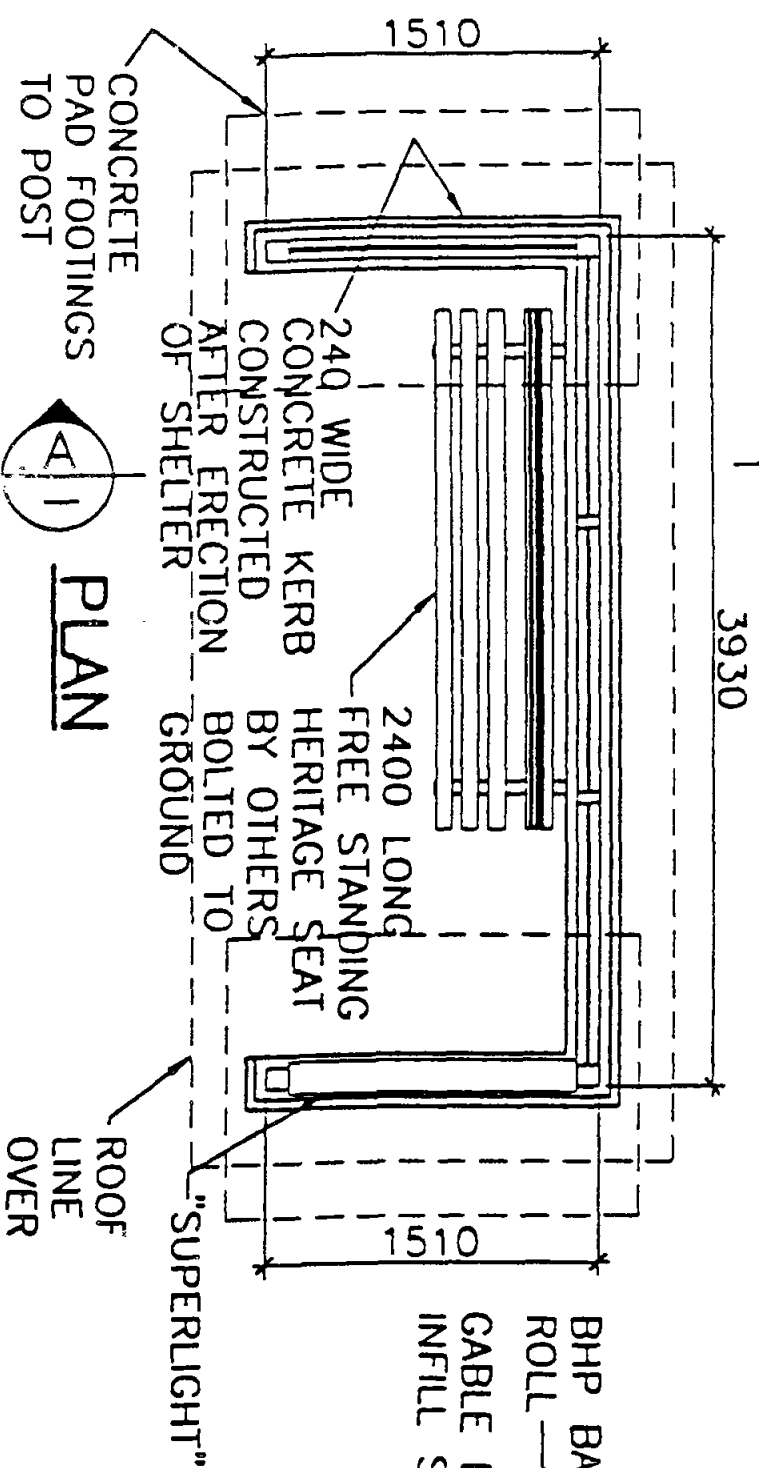
I hold the following qualifications or license No

F J E Aust CPEng 104555

Further I am appropriately qualified to certify this component of the project

I hereby state that these plans or details comply with the conditions of
development consent, the provisions of the building code of Australia
and/or relevant Australian/industry standards

TERENCE V ANTHONY 3/11/99
Name Date Signature
*eg Licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc



SECTION B

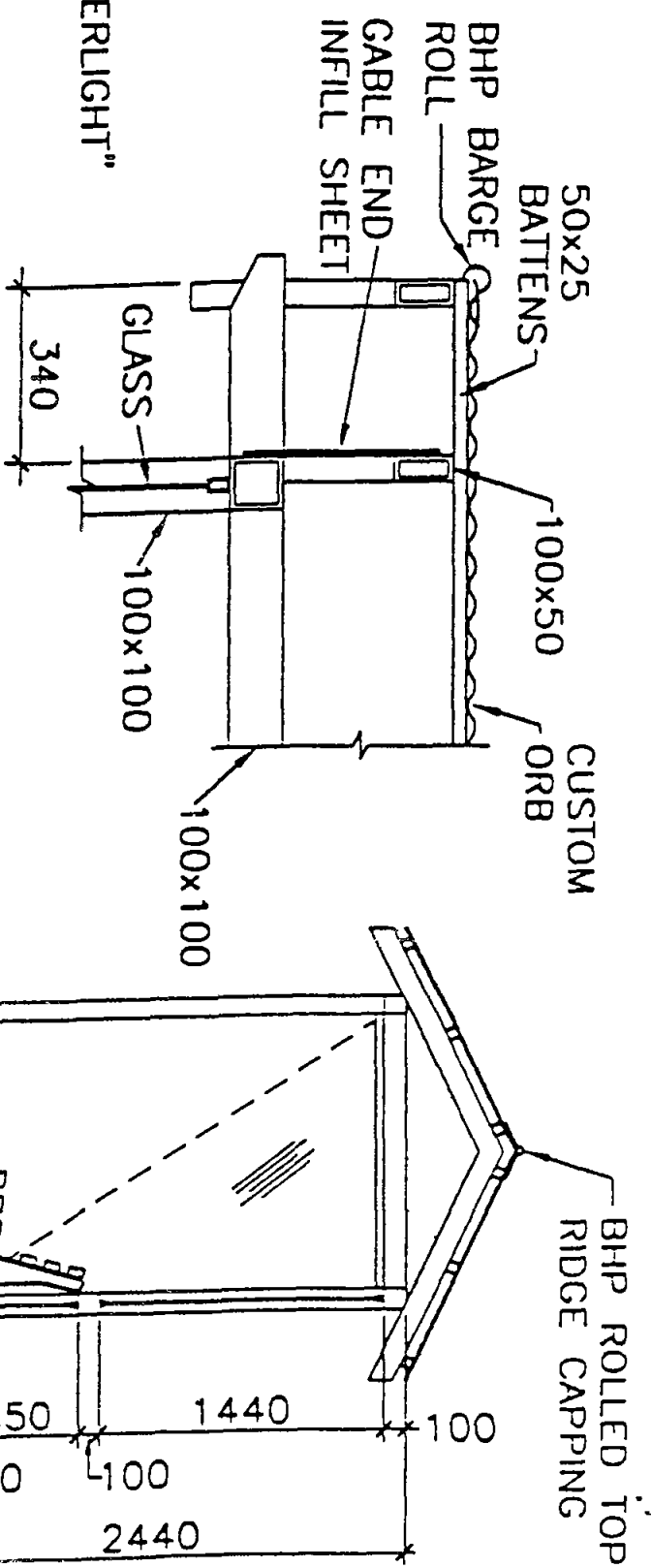
SCALE 1:20

CONSTRUCTION CERTIFICATE

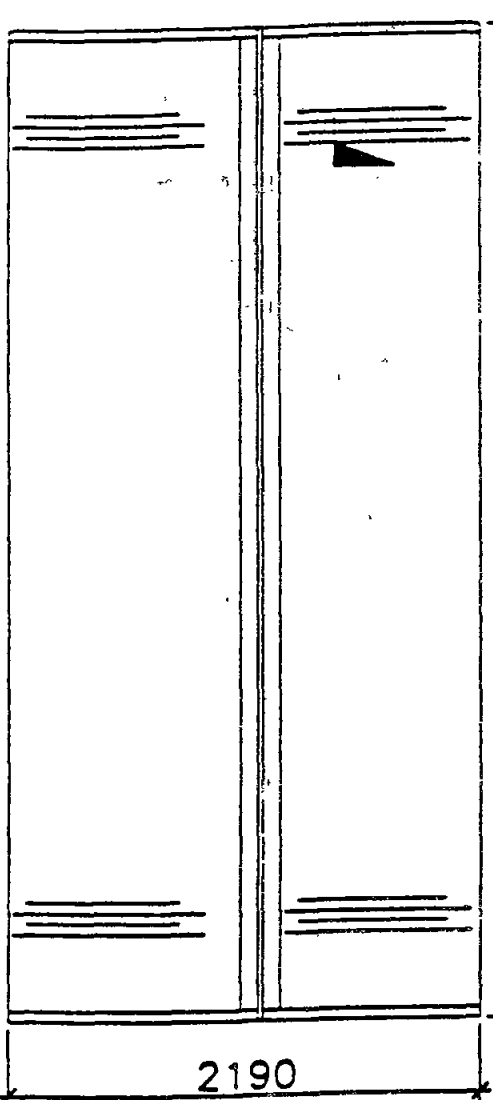
DEVELOPMENT CONSENT NO. 11/04/00/0001/0001

This is a copy of submitted plans, documents or Certificates associated with the issue of

Construction Certificate No: C0408199



SECTION A



ROOF PLAN

PLAN OR DOCUMENT CERTIFICATION

I am a qualified • CIVIL & STRUCTURAL ENGINEER

I hold the following qualifications or license No

F J E. Aust. CP ENG 104555

Further I am appropriately qualified to certify this component of the project

I hereby state that these plans or details comply with the conditions of development consent, the provisions of the building code of Australia and/or relevant Australian/industry standards

TERENCE V. ANTHONY 3/11/99 - 11/11/99

Moisture

Date

Signature

* e.g. licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc

AIDSHEL

PITTWATER SHELTER-TYPE A

ARCH. PLANS & SECTIONS

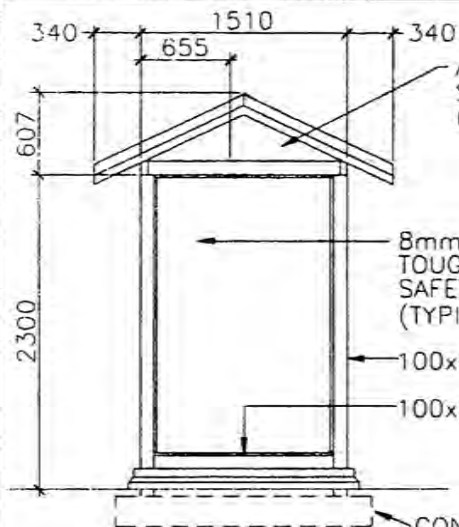
EVERINGHAM PLATT & ANTHONY PTY LTD
CONSULTING ENGINEERS

4th Floor
414 Elizabeth Street
Surry Hills, NSW 2010
Tel 9211 9499
Fax 9211 9599



DATE	SCALES	JOB No	DRAWING No
28/9/99	1:50, 20	11820	A2-C

ADSHEL



LEFT ELEVATION

ALUMINIUM SHEETING (WITH LOGO)

8mm TOUGHENED SAFETY GLASS (TYPICAL)

100x100SHS

100x50RHS

CONCRETE PAD FOOTINGS



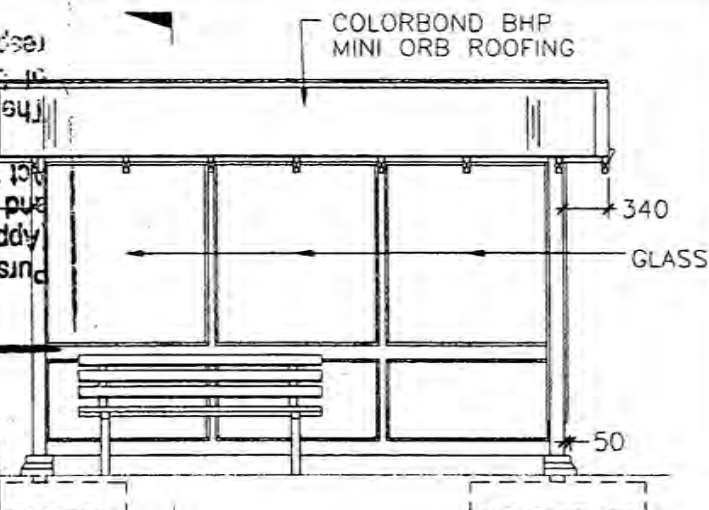
RIGHT ELEVATION

LONG SERVICE LEVY PAYMENT
Pursuant to Clause 28 of the Local Government (Levy and Contributions) Regulation 1993 (under Part 5 Building and Construction Industry Long Service Levy Act 1996)
The Council of Pittwater is satisfied that the respect of this building has been duly paid.

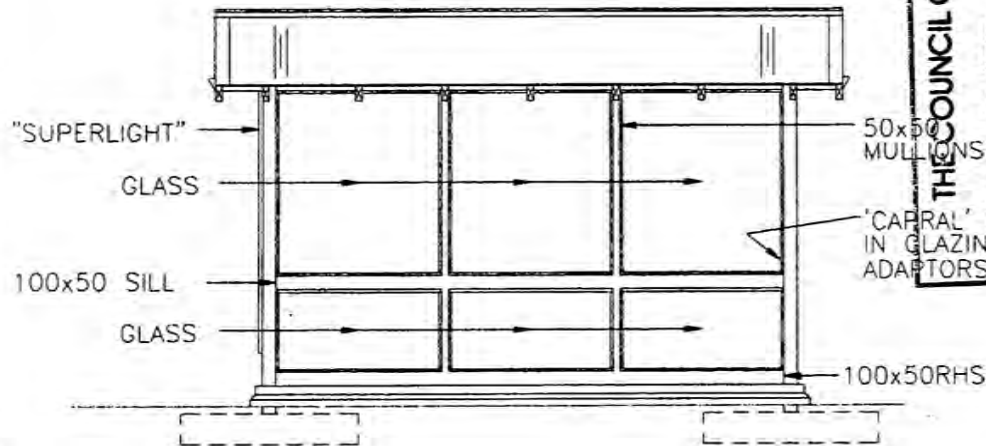
NOM. FIN. GRND. LVL.

THE COUNCIL OF PITTPATER
APPROVED PLAN FOR

Development Consent No: N06666/99
Date: - 1 SEP 1999



FRONT ELEVATION



REAR ELEVATION

ADSHEL

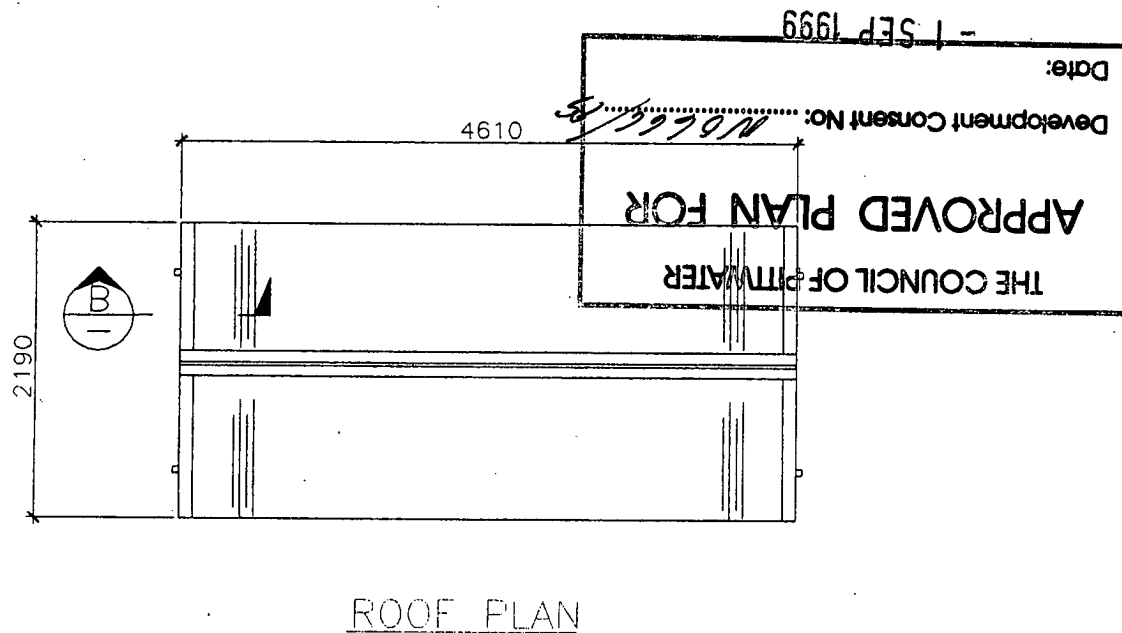
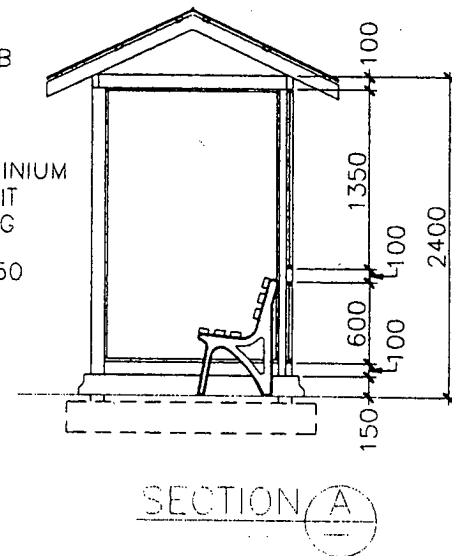
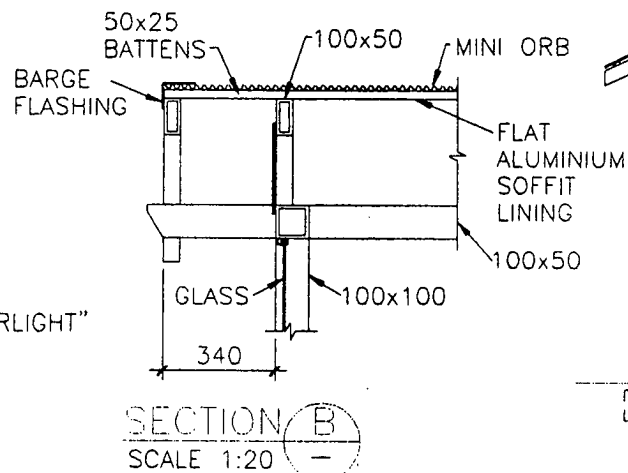
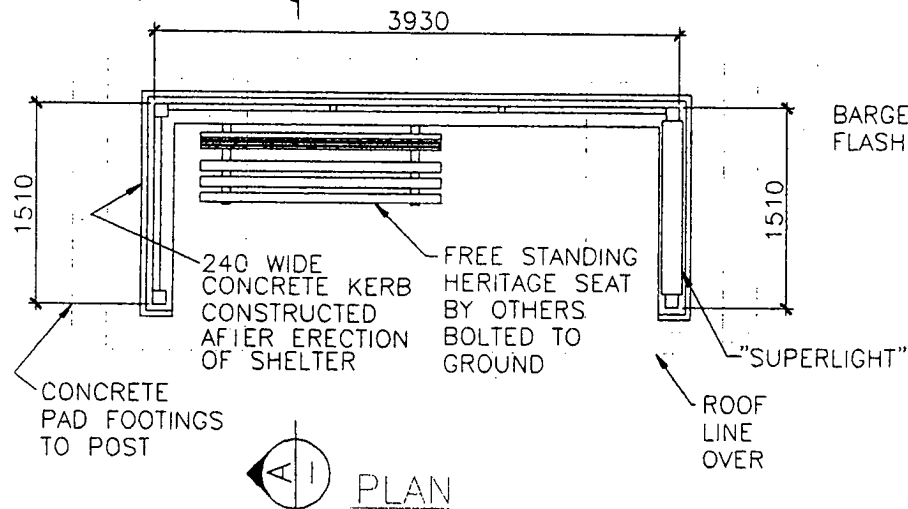
PITTPATER SHELTER-TYPE A

ARCH. ELEVATIONS



DATE	SCALES	JOB No.	DRAWING No.
25/2/99	1:50	11820	A1

ADSHEL



ADSHEL

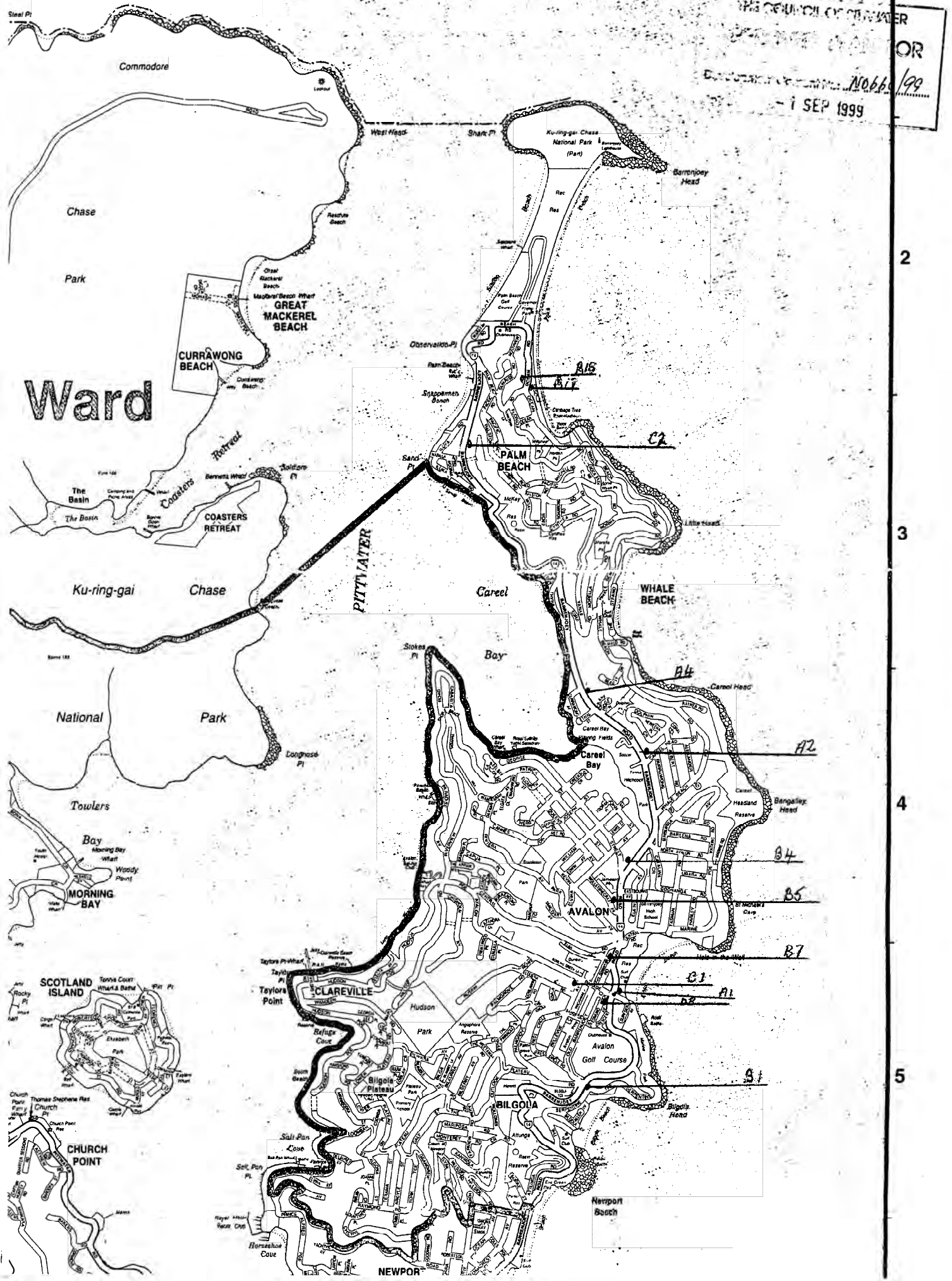
PITWATER SHELTER-TYPE A

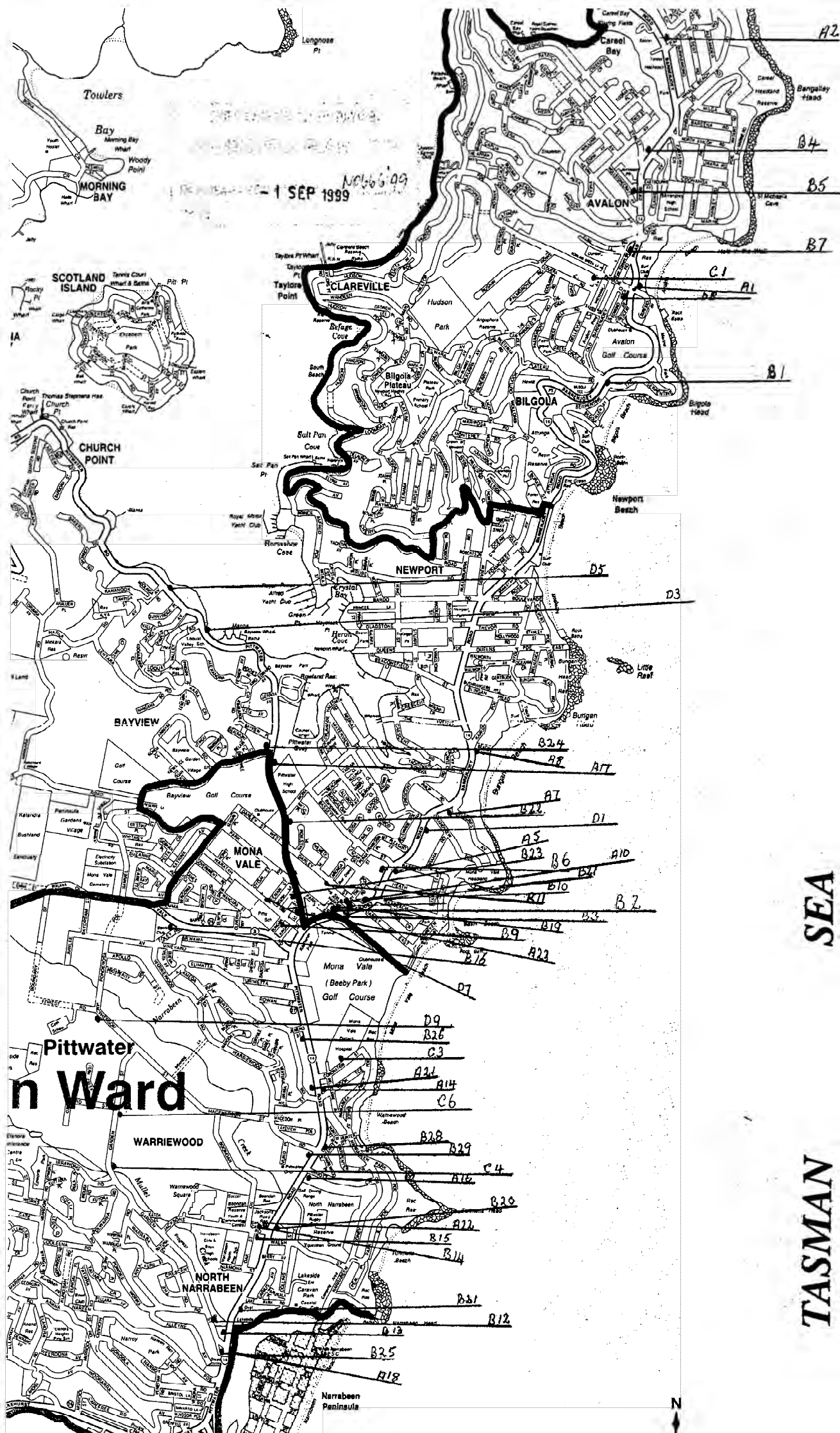
ARCH. PLANS & SECTIONS



DATE	SCALES	JOB No.	DRAWING No.
25/2/99	1:50,20	11820	A2

BROKEN BAY





SEA

TASMAN

4

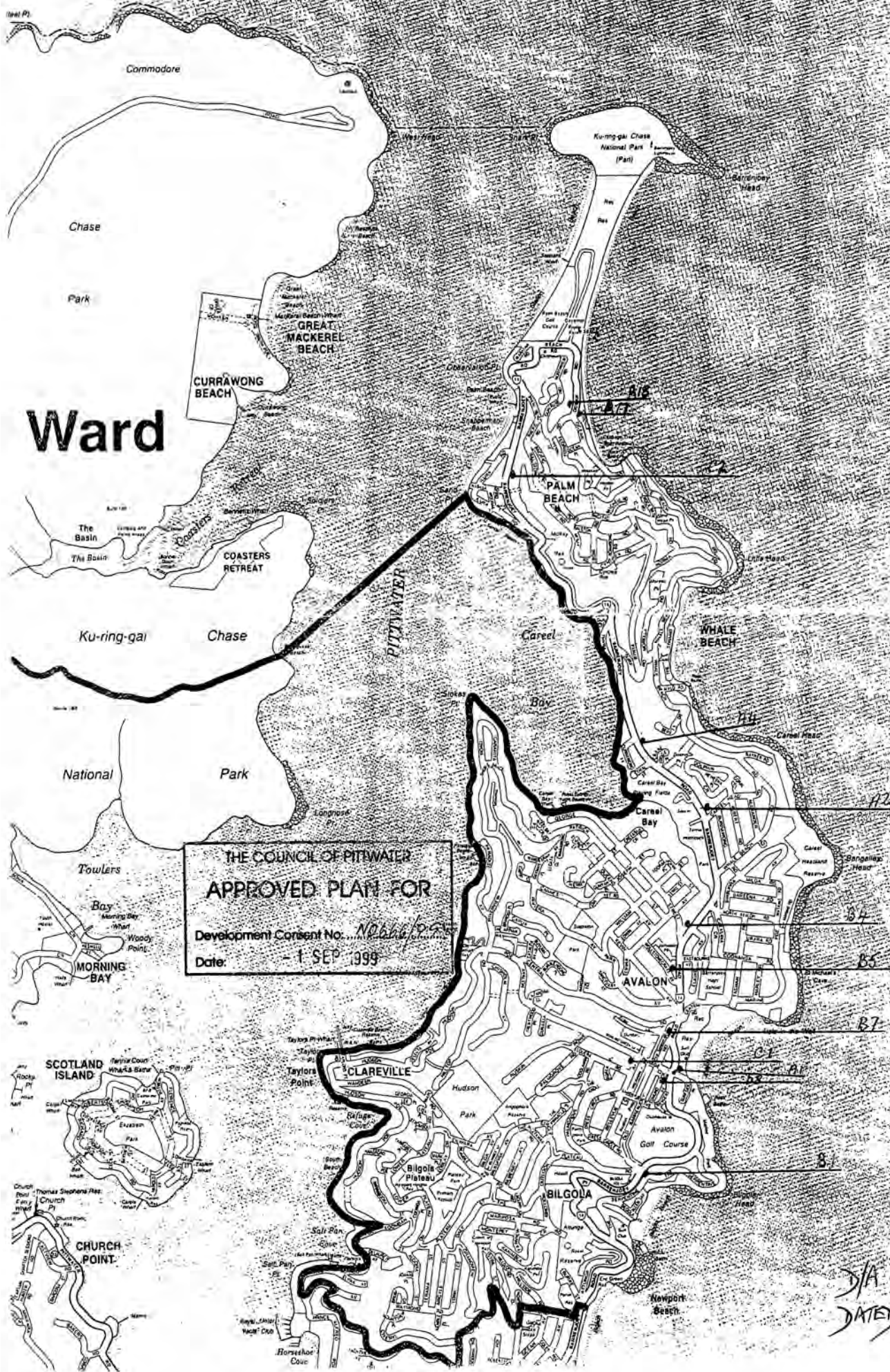
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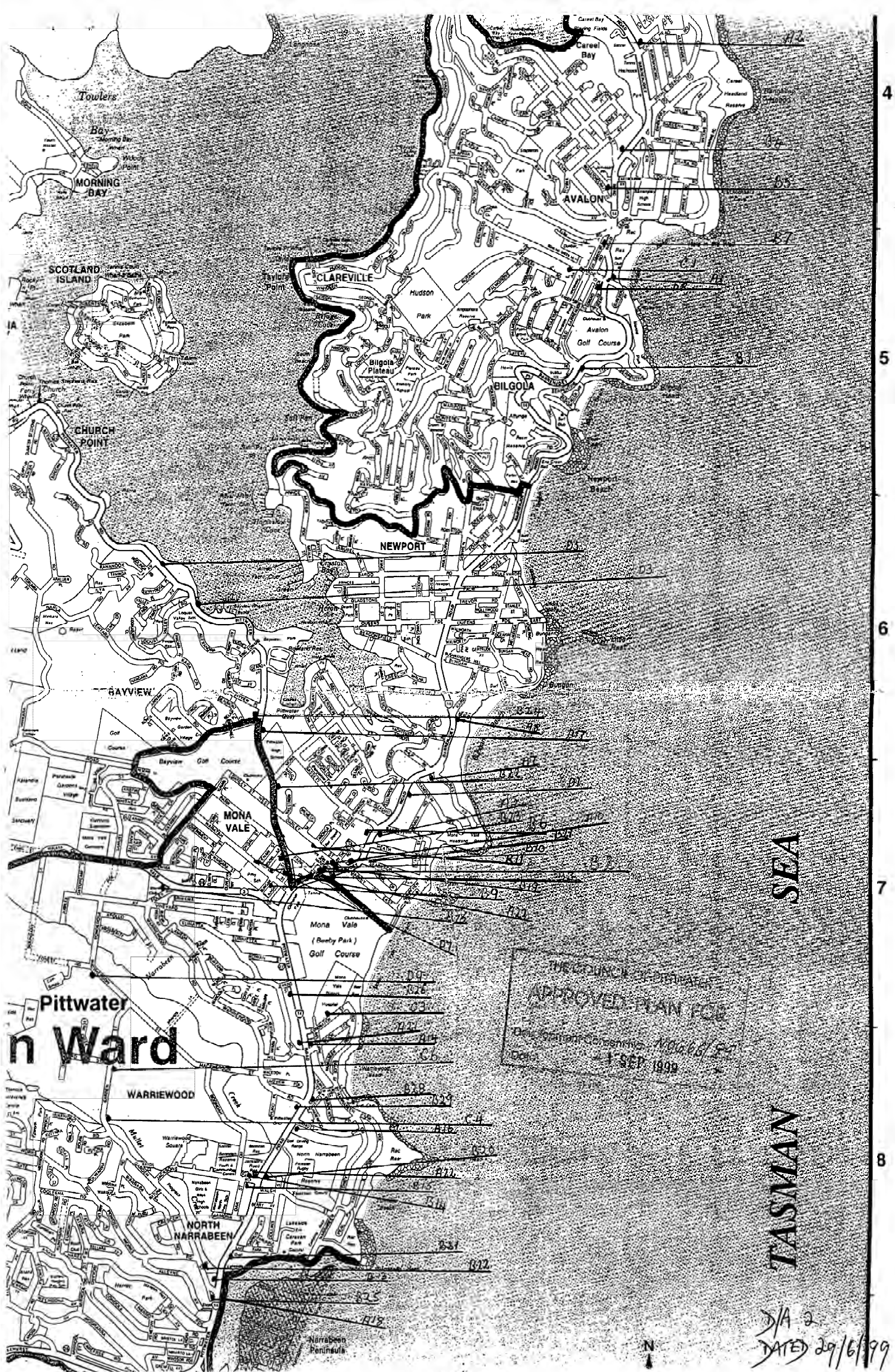
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8

BROKEN BAY



3/A 1
DATED 29/6/99



CONSENT NO: N0666/99
ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979
NOTICE TO APPLICANT OF DETERMINATION
OF A DEVELOPMENT APPLICATION

Applicant's Name and Address:

Pittwater Council, PO Box 882, Mona Vale, NSW 2103.

Being the applicant in respect of Development Application No N0666/99.

Pursuant to section 80(1) of the Act, notice is hereby given of the determination by Pittwater Council, as the consent authority, of this Development Application for:

The installation of 33 bus shelters, with signage panels at existing bus stops.

At:

Various locations in Pittwater.

Decision:

The Development Application has been determined by the granting of consent subject to the conditions detailed below.

The reason for the imposition of these conditions is to ensure that the development consented to is carried out in such a manner as to achieve the objectives of the Environmental Planning and Assessment Act, pursuant to section 5(a) of the Act, having regard to the relevant matters for consideration contained in section 79C of the Act and the Environmental Planning Instruments applying to the land, as well as section 80A of the Act which authorises the imposing of the consent conditions.

Endorsement of date of consent

Angus Gordon

GENERAL MANAGER

Per:

STANDARD CONDITIONS OF DEVELOPMENT CONSENT

A. NOTATIONS

- i. This Consent is not an approval to commence building work, these works can only commence following the issue of a Construction Certificate.
- ii. The development is to be carried out generally in accordance with plans numbered D/A 1 and 2 and A1 and 2, dated 29/6/99 and 25/2/99, prepared by Adshel Street Furniture Pty Ltd, as amended in red or as modified by any condition of this consent. This consent does not relate to shelters nos. B4, B5, B1, D5, D3, A8, D1, B23, B3, A21, B20, B12, B13, B25, A5, D7, C6, B11, B24, B28, & A18 shown on plan D/A 2, dated 29/6/99.
- iii. The use or occupation of this building can not commence until an occupation certificate has been issued.
- iv. This Development Consent remains current and operative for a 2 year period from the date of endorsement. Council would be prepared to consider an extension of this Consent period for a further 12 months, however, the request for extension would have to be received during the initial 2 year period.
- v. If you are dissatisfied with this decision, Section 97 of the Environmental Planning and Assessment Act, 1979, gives you a right of appeal to the Land and Environment Court within 12 months of the date of endorsement of this Consent.

B. MATTERS TO BE SATISFIED PRIOR TO RELEASE OF CONSENT

Nil

C. PRESCRIBED CONDITIONS

- C1. All building works are to be carried out in accordance with the provisions of the Building Code of Australia or where not covered by the Building code of Australia, the relevant Australian Standard.

Note: Particular attention should be paid to the relevant fire safety requirements of the Building Code of Australia

- C2. The proposal is to comply with the relevant provisions of Clauses 78 A-I of the Environmental Planning and Assessment (Amendment) Regulation, 1998.

D. CONDITIONS TO MINIMISE THE IMPACT OF THE DEVELOPMENT ON THE NATURAL AND BUILT ENVIRONMENT

- D1. The hours of construction being restricted to 7.00am to 5.00pm Monday – Friday and 7.00am to 1.00pm on Saturdays. Internal building work may be carried out at any time outside these hours, subject to noise emission from the building or works not being audible at any adjoining boundary.

E. SECTION 94 CONTRIBUTION CONDITIONS

Nil

F. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

The following conditions must be complied with prior to issue of the Construction Certificate:

- F1. Two sets of Structural Engineering details relating to the concrete footings are to be submitted prior to release of the Construction Certificate. Each plan/sheet is to include a signed statement from a qualified practising Structural Engineer confirming that the plans/details comply with all of the relevant Building Code of Australia and/or Australian Standards (see format appendix 1).
- F2. Exterior building finishes and colours are to be nominated and approved prior to issue of the Construction Certificate. Council's preference is for earthy tones, which will enable the building to blend in with the natural environment.

G. MATTERS TO BE SATISFIED PRIOR TO COMMENCEMENT OF WORK

The following conditions are to be complied with prior to commencement of work:

- G1. Prior to commencement of the project, a Project manager is to be designated. Further, the "Notification of Commencement" form (copy attached) is to be returned to Council, a minimum 2 days prior to commencement of site works.

If an alternate Project Manager is appointed after the approved plans are collected from Council, that Project Manager is to co-sign the "Notification of Commencement" form.

In the event that Council is nominated to issue any associated Compliance Certificates, the fee as specified in Council's Plan of Management is to be paid prior to commencement of site works.

- G2. A hoarding or other barrier is to be provided around the work site to prevent the entry of the general public. The location and adequacy of hoardings or other barriers is to be to the satisfaction of Council's Property Manager or his designated nominee. These facilities are to be maintained around the work site till completion of the project.

H. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF COMPLIANCE CERTIFICATE

The following conditions must be complied with prior to the issue of the Compliance Certificate:

- H1. A Certificate is to be submitted by a qualified Building Surveyor, Builder, Structural Engineer or Site Manager, certifying that piers or foundations and steel reinforcing complies with the details shown on the approved plans, building specification or Construction Certificate, prior to the placement of footings. No further building works are to take place until this certification has been obtained and a copy forwarded to the accredited certifier or Council (see copy of form FN-1 attached).

i. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF CERTIFICATE OF OCCUPATION

The following conditions must be complied with prior to the issue of the Occupation Certificate:

- i1. A Certificate is to be submitted by a Glazier, Builder or Project Manager, certifying that all glazing has been installed in accordance with the relevant Building Code of Australia and Australian Standards. The use or occupation of this building can not commence until this certification has been obtained and a copy forwarded to the accredited certifier or Council (see copy of form GL-1 attached).

- i2. The building is not to be occupied or used until an Occupation Certificate has been issued, confirming that the project complies with the relevant standards and the conditions of development consent. The request for an Occupation Certificate is to be accompanied by a copy of all of the Compliance Certificates required by the conditions of development consent (see copy of form attached).

J. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF SUBDIVISION CERTIFICATE

Nil

K. GENERAL ADVICE

- A. The applicant or project manager is to comply with the advice and requirements of the various supply and utility authorities, i.e. Sydney Water, Sydney Electricity, Telstra etc.
- B. It is the Project Managers responsibility to ensure that all of the Compliance Certificates issued during the course of the project are lodged with Council. Failure to comply with the conditions of approval or lodge the Compliance Certificates will prevent Council from issuing the Occupation Certificate or the Building Certificate.
- C. A stamped copy of the approved plans is to be kept on the site at all times, during construction.
- D. You are reminded of your obligations under the provisions of the Disability Discrimination Act.
-

DATE 25/2/99
SCALES 1:50
JOB No 11820
DRAWING No. A1

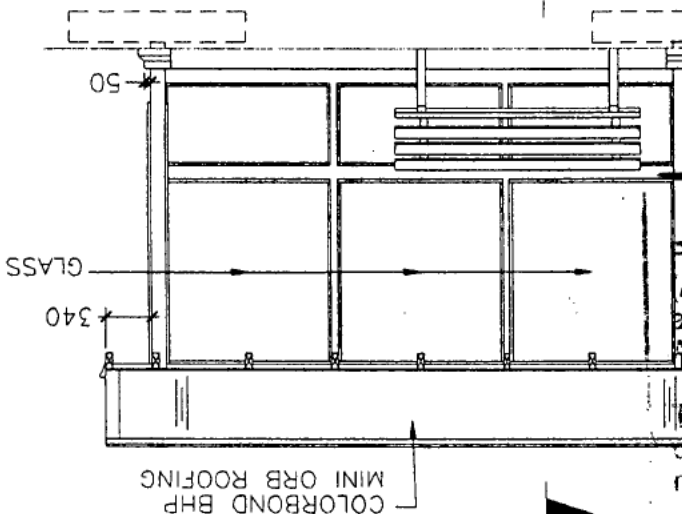


ARCH. ELEVATIONS

PITWATER SHELTER-TYPE A

ADSHIEL

FRONT ELEVATION



THE COUNCIL OF PITWATER
APPROVED PLAN FOR
Development Consent No: N0666/99
Date: - 1 SEP 1999

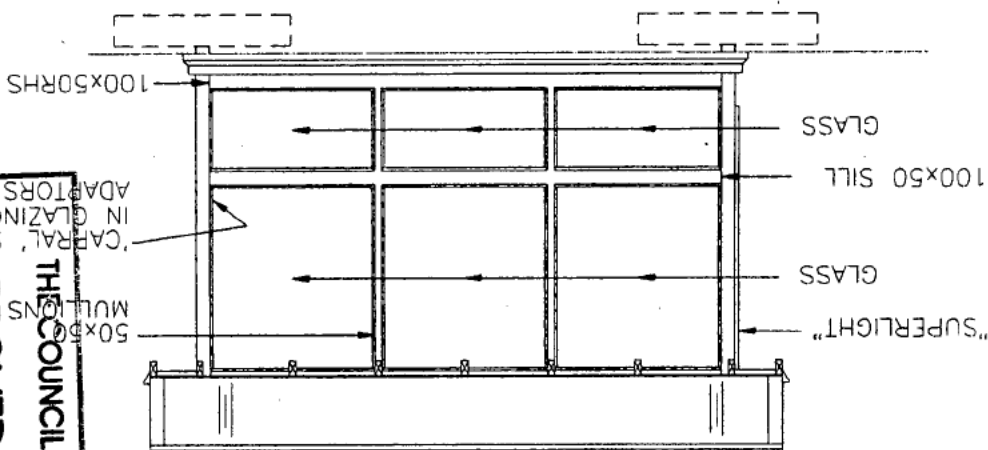
LONG SERVICE LEVY PAYMENT

Pursuant to Clause 28 of the Local Government Act (Approvals) Regulation 1993 (under Part 5 Building and Construction Industry Long Service Payment Act 1996)

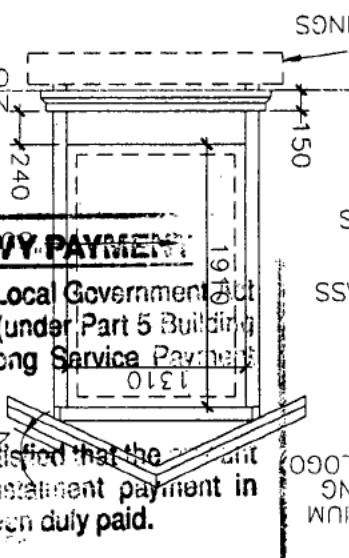
The Council of Pitwater is satisfied that the amount of Long Service Levy or installment payment in respect of this building has been duly paid.

Levy Payment No.
Council Officer
Date

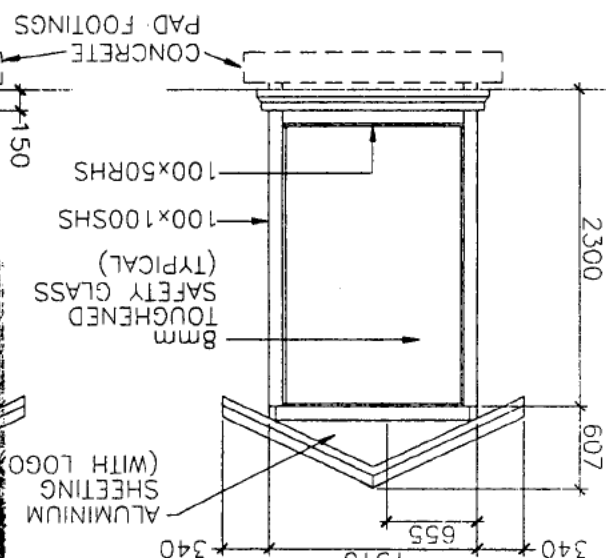
REAR ELEVATION



RIGHT ELEVATION

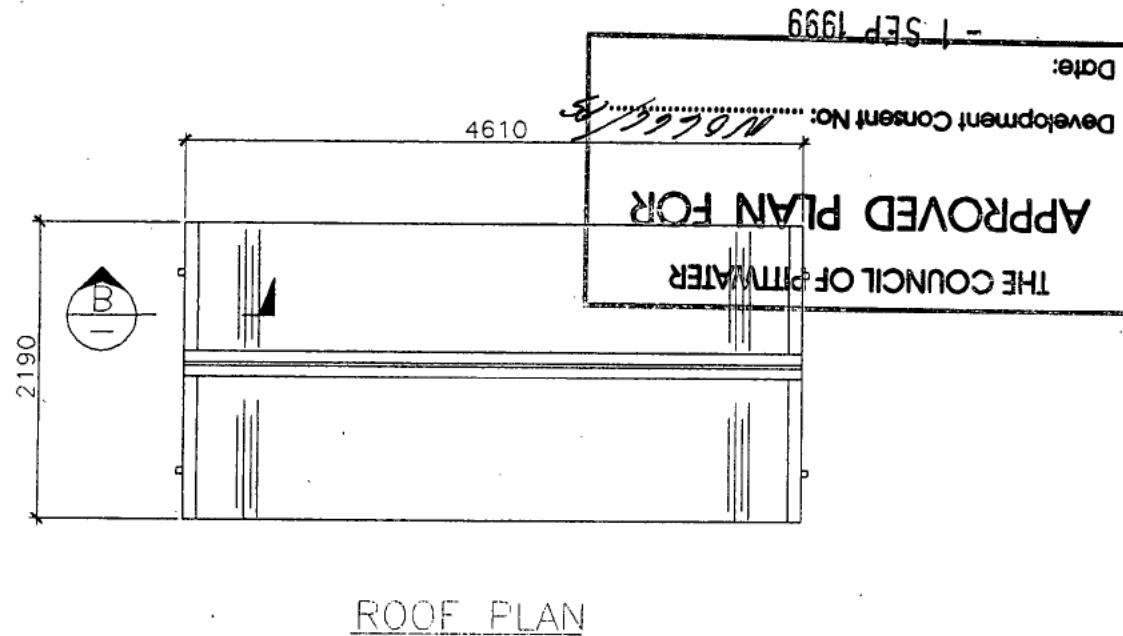
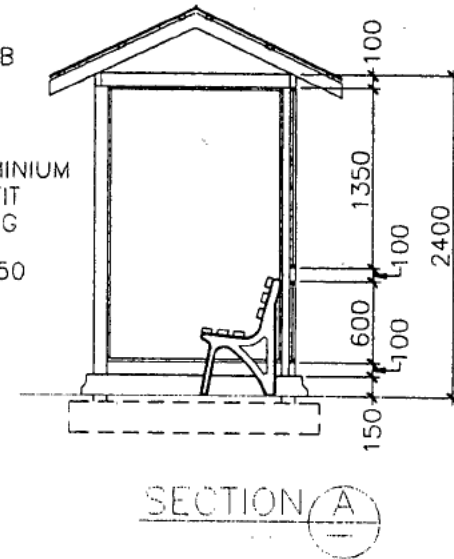
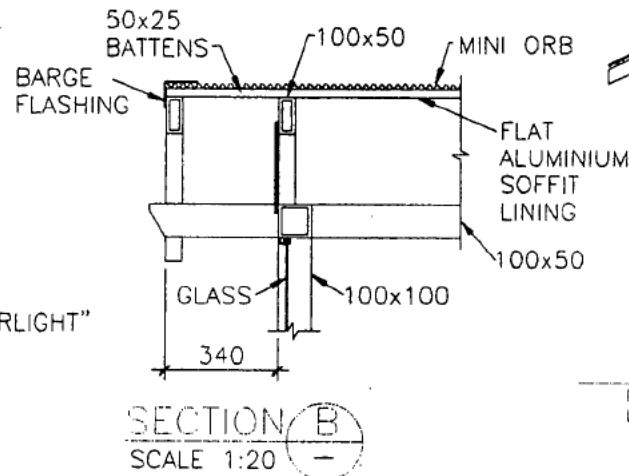
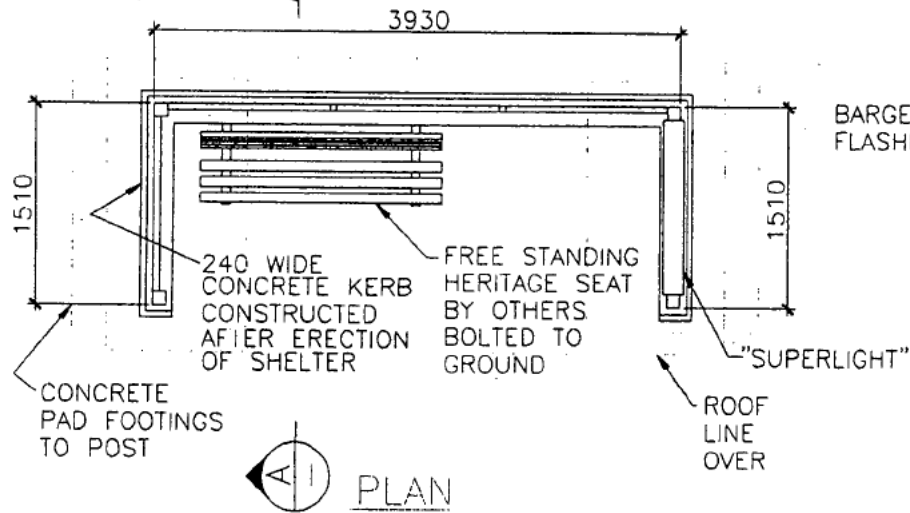


LEFT ELEVATION



ADSHIEL

ADSHEL



ADSHEL

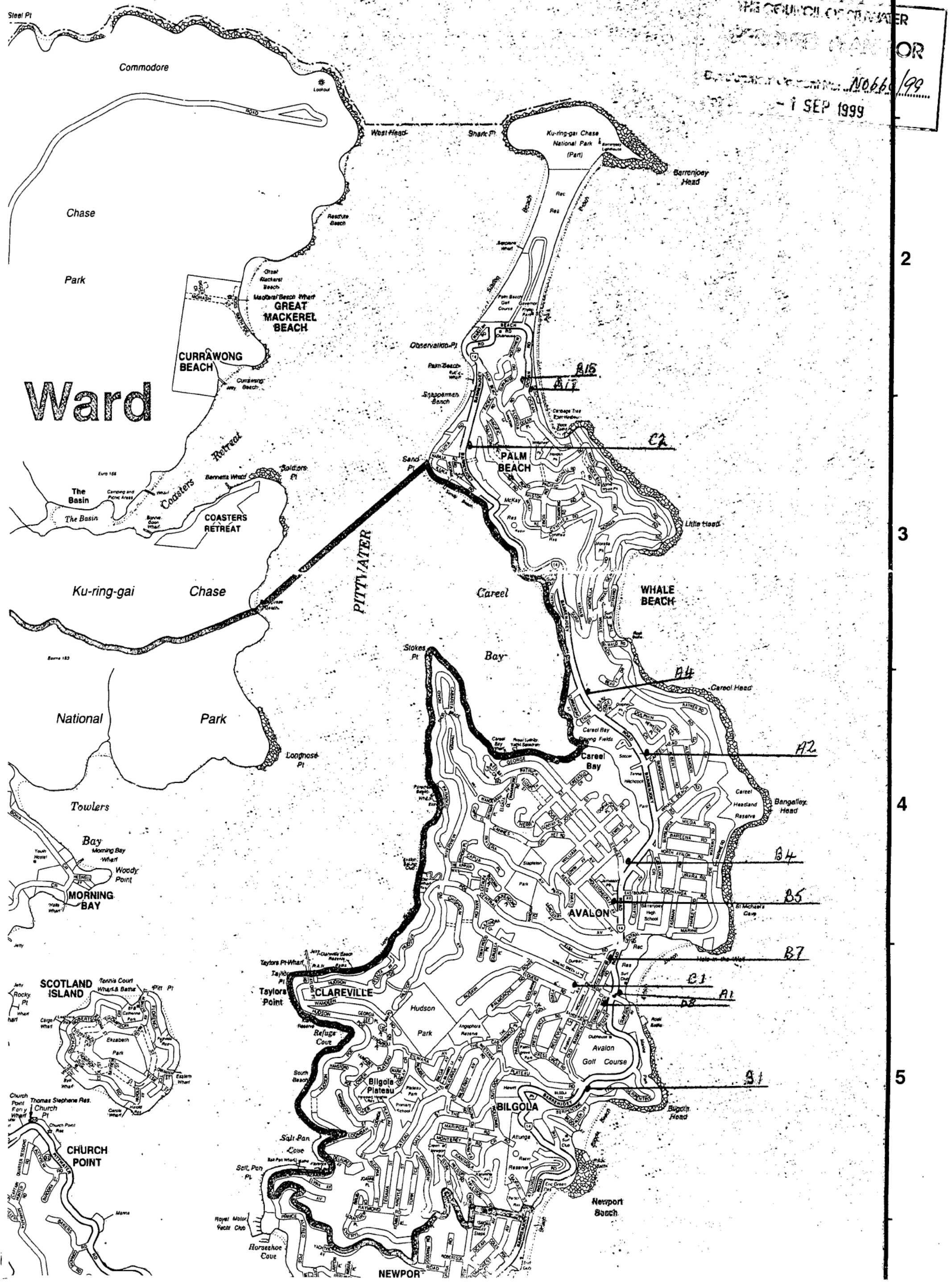
PITWATER SHELTER-TYPE A

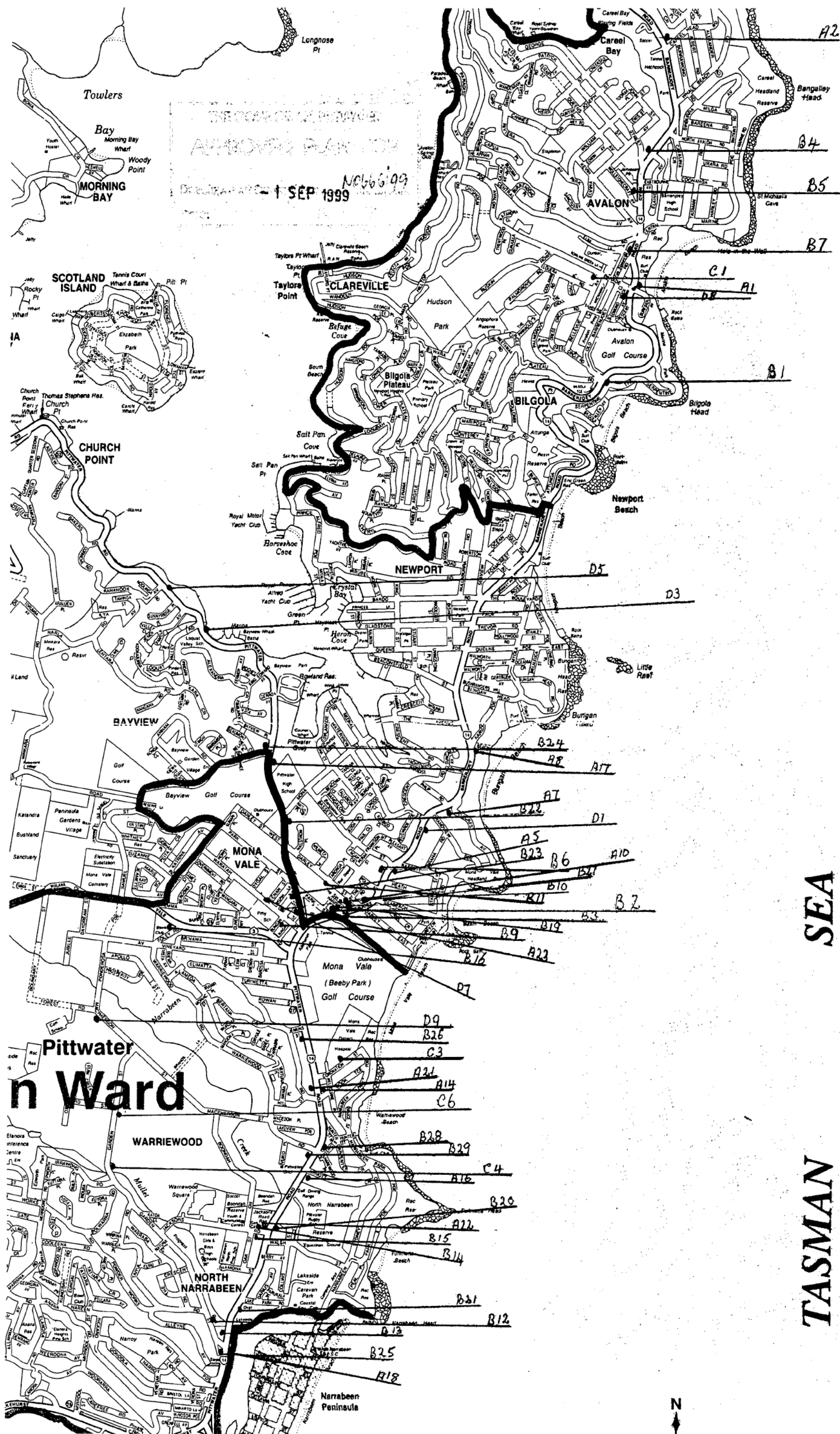
ARCH. PLANS & SECTIONS



DATE	SCALES	JOB No.	DRAWING No.
25/2/99	1:50,20	11820	A2

BROKEN BAY

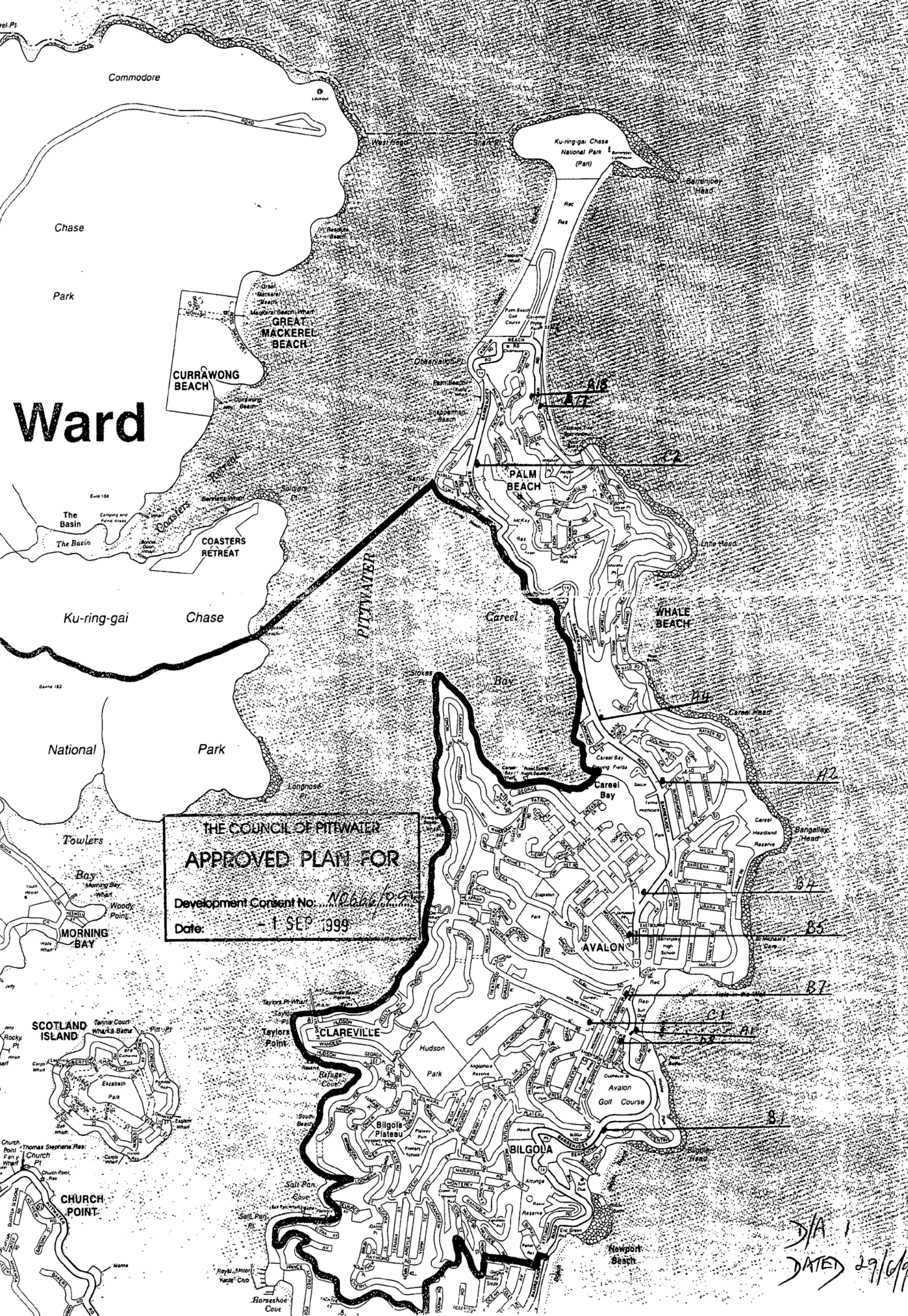




SEA
TASMAN

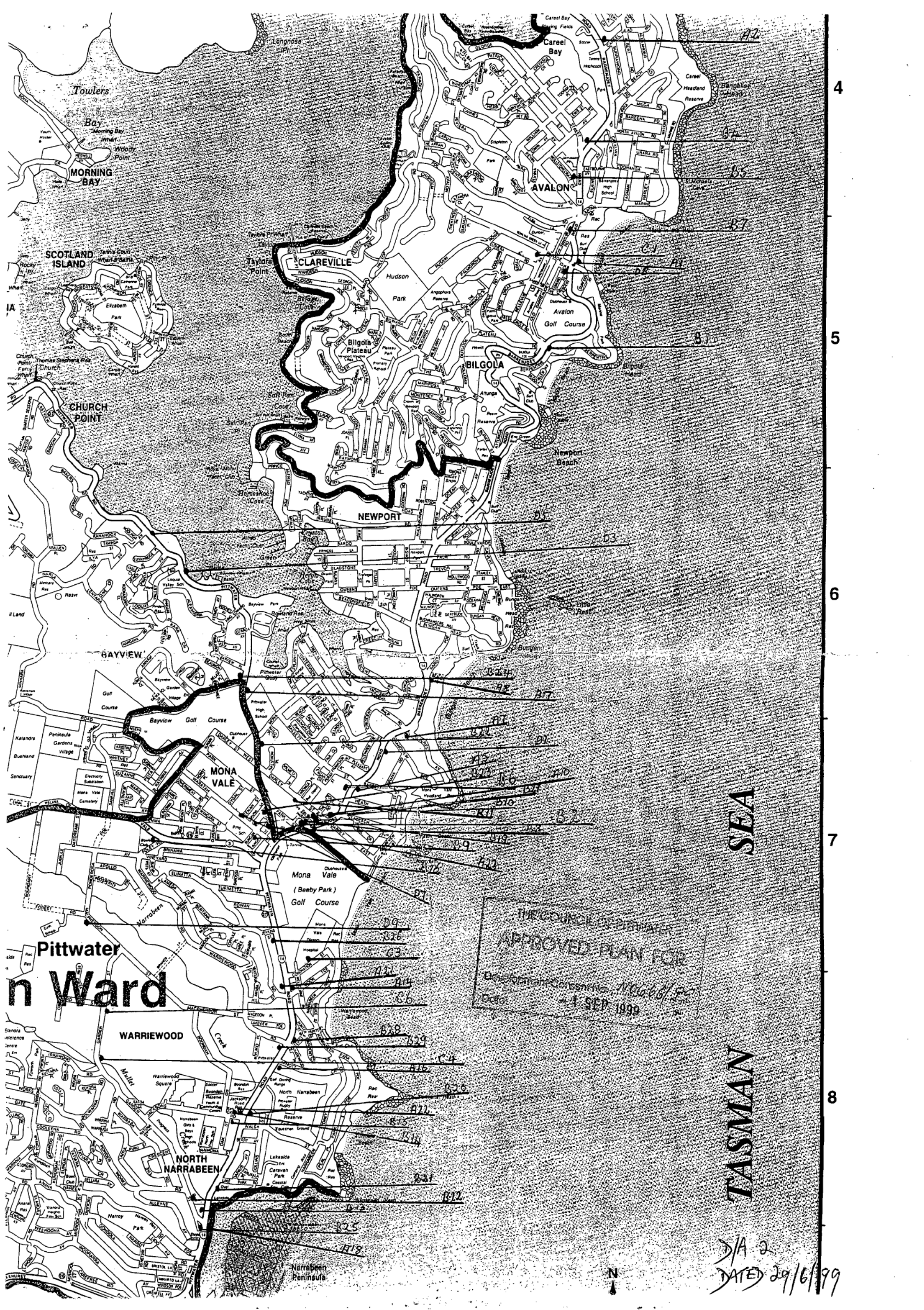
4
5
6
7
8

BROKEN BAY



Ward

D/A 1
DATED 29/6/99



SEA

TASMAN

THE COUNCIL OF PITTWATER
APPROVED PLAN FOR
Development Consenting No. 66/99
Date 4 SEP 1999

D/A 2
DATED 29/6/99

PITTWATER COUNCIL

Application Form

2nd Floor, Unit 11, No 5 Vuko Place, Warriewood
PO Box 882, MONA VALE NSW 2103
DX 9018, MONA VALE
Facsimile: (02) 9970 7150
Telephone: (02) 9970 7222



Office Use Only:

FILE AND PART NO: _____

PROPERTY NO: 200

OFFICER: _____

DA APPLICATION NO: N0666/99

CC APPROVAL NO: ec0408/99

TARGET DATE: _____

NOTIFICATION: ☐ YES ☐ NO

CATEGORY: _____

POST OUT ☐ or PICK UP ☐ _____

PRE-LODGE MENT

- Pre-design and pre-lodgement discussions with staff are recommended.
- Also consider discussing your proposal with your neighbours prior to design or lodgement.
- Carefully read the checklist on this form.

LODGE MENT

- All information required by the check-list must be submitted with this application.
- Incomplete applications or illegible information will not be accepted by Council.
- All fees are to be paid at the time of lodgement.
- To minimise delays it is suggested that you lodge this application between the hours of 10.00am and 4.30pm weekdays.

THIS APPLICATION IS FOR: (please tick)

☐ DEVELOPMENT APPROVAL

Prior to release of a consent which involves building works, the builder's long service levy must be paid

☐ MODIFICATION OF: CONSENT

Approval No _____ Approval Date _____

☒ CONCURRENT DEVELOPMENT APPLICATION AND CONSTRUCTION CERTIFICATE

Prior to release of the Construction Certificate, the licensed builder's details or owner/builder's permit No must be provided

LOCATION OF THE PROPOSAL: (please print)

House No _____ Street/Road VARIOUS STREETS (13) Suburb VARIOUS

Postcode _____ Lot _____ Section _____ Deposited Plan _____

Present use of land or building Bus stops

Description of Proposal /details of the Modification sought _____

Installation of 54 Bus Shelters at existing bus stops

APPLICANT: (please print)

Name/Company PITTWATER COUNCIL

Address P.O. BOX 882 MONA VALE

Phone (02) 9979-7533 Daytime Contact No () _____

I declare that all of the particulars and information supplied in connection with this application are correct. Further, I acknowledge that I am aware of my obligations under the Disability Discrimination Act.

Signature D. Hyall Date 29/6/99

OWNER (please print)*This section must be signed by ALL owners*

I/we consent to the lodgement of this application and permit Council authorised personnel to enter the site for the purpose of inspections.

Owner/s PITTWATER COUNCILAddress P.O. BOX 882 MONA VALEPostcode 1660Signature(s) x D. Hyall

- If the property has recently been purchased, written confirmation from the Purchaser's Solicitor must be provided.
- If contracts have been exchanged for purchase of the land, the current owner is to sign the form.
- If signed on behalf of a Company, the seal must be stamped over the signature.
- If the land is below mean high water mark, the written consent of the Crown is required.
- If the written consent is not signed by all owners of the property, this application will not be accepted.

INTEGRATED DEVELOPMENTIs this proposal within 40m of a creek, river or the foreshores of Pittwater? ☐ YES ☒ NODoes this proposal involve dredging or reclamation in Pittwater? ☐ YES ☒ NO

Will this proposal affect the quality of water flowing into a creek, river or the Pittwater waterway?

☐ YES ☒ NODoes this proposal include the building of a dam, weir or levee? ☐ YES ☒ NOWill this proposal draw water from a creek or river? ☐ YES ☒ NODoes this proposal relate to a Heritage item or Heritage Conservation area? ☐ YES ☒ NODoes this proposal relate to an Aboriginal Place or Relic? ☐ YES ☒ NODoes this proposal relate to scheduled premises or scheduled equipment under the provisions of the Clean Air Act, 1961 or the Noise Control Act, 1975? ☐ YES ☒ NOHas the land previously been used for agricultural or industrial purposes? ☐ YES ☒ NO**CONSTRUCTION MATERIALS/DETAILS: (please print) (must by law be accurate)**

External walls	<u>Steel / Glass</u>	Floor area	Existing	<u>N/A</u>	m ²
Roof	<u>Metal</u>		Proposed	<u>6</u>	m ²
Wall frames	<u>Steel</u>	Total Floor Area	<u>6</u>		m ²
Flooring	<u>Concrete</u>				

Does this proposal include a new pool? ☐ YES ☒ NO OR a new septic tank ☐ YES ☒ NO**WHAT IS THE ESTIMATED COST OF THE PROPOSAL: \$** [REDACTED]

STAFF USE		FEE	RECEIPT NO	DATE
☒ DA	TDEV			
☐ SEC 96 MODIFICATION	TMOD			
☐ SEC 82A RECONSIDERATION	TREC			
☐ ADVERTISING	TADV			
☒ IMAGE SCANNING	RMIC			
☐ STRATA/COMM TITLE APPLIC	TSUB			
☒ CONSTRUCTION CERTIFICATE	TCER <i>less 15%</i>			
☒ LONG SERVICE LEVY	QLSL			
☐ TREES	TTRE			
☐ STREET LEVELS	ESTR			
☒ BUILDER'S SECURITY	HKER			

INFORMATION REQUIRED

- Plan(s) must be drawn in ink to a metric scale, (not freehand or single line drawings). Council requires 4 copies of full sized plans and 1 copy of the plans reduced to an A4 size. Further copies of the A4 sized plans may be required, see item 'O' in the checklist.
- The site address, description of the proposal, the Architect or Draftperson's name and the date must be shown on each plan.
- Colour the new work on 2 copies of the Plan.
- The table below and check-list opposite will help you prepare and lodge a complete application.
- Your application must score a tick in every box on the right hand side of the checklist before it can be accepted by Council.

Note:

- This is a multi purpose form and therefore may not cover all of the issues relating to your application.
- If your Development Type is not listed in the table below or if it is "Designated Development", discuss the level of information required with our staff.
- Council's staff will assess your proposal and contact you should any additional information be required.

HOW TO USE THIS TABLE

- You may submit a concurrent Development Application and Construction Certificate Application.
- Locate your DEVELOPMENT TYPE in the left hand column.
- The letters in the column are the "checklist" items which must be submitted with your application.

Development Type ↓	Development Application (DA)	Combined Development and Construction Certificate Application
Single Dwellings, Additions.	A, B, C, D, E, F, G, H, I, J, K, L, N, O, Q, R and S. 1	As required in Box 1 plus M
Swimming Pools, Boatsheds, Jetties etc.	A, B, C, G, J, L, N, O, Q and R. 2	As required in Box 2 plus M.
Multi-Unit Development - Flats, Townhouses, Dual Occupancies, Aged and Disabled Housing.	A, B, C, D, E, F, G, H, I, J, K, L, O, Q, P, R and S. 3	As required in Box 3 plus M.
New Shops, Offices, Restaurants, Service Stations.	A, B, C, D, E, F, H, J, K, L, O, P, Q, R and S. 4	As required in box 4 plus M.
Change of Use of Industrial or Commercial Premises	A, E, H, Q and R. 5	As required in box 5 plus M.
Factory/ Warehouse.	A, B, C, D, E, F, G, H, J, K, L, O, P, Q, R and S. 6	As required in box 6 plus M.
Sub-Division.	A, D, F, G, N, O and R. 7	As required in box 7 plus M
Landfill/Earthworks.	A, C, F, J, N, O and R. 8	As required in box 8 plus M
Signs.	A, B, L and R. 9	As required in box 9 plus M

THE CHECKLIST

- We suggest you use the left hand column as your checklist, Council staff will check off the items in the right hand column.
- All of the details in the relevant sections must be included in your application, or it will not be accepted.
- Why is Council seeking this information? One of Council's fundamental objectives is to maintain the character of Pittwater by encouraging environmentally sensitive development, which has due regard to its setting, requires minimal site disturbance, achieves design excellence and is compatible with adjoining development and the area generally.

<u>IMPORTANT NOTES</u> In addition to the details below the following issues may apply to your application. Consult with Council staff to determine if any are applicable to your site and what is required to be submitted. Also read Council's "<u>Environmental Values Statement</u>" and any relevant Development Control Plan (DCP) or draft DCP.		
☐ On-site Stormwater Detention	☐ Wave/Tidal Inundation	☐ Heritage/Conservation area
☐ Slip Liable Land	☐ Bush fire Hazard	☐ Coastal Processes
☐ Flood Prone Land	☐ Contaminated Land	☐ Soil Conservation
☐ Bluff area	☐ Flora /Fauna(SIS)	☐ Any DCP or draft DCP

YOUR USE		STAFF USE
A SITE PLAN - An aerial view of the site showing existing and proposed buildings and the following information. Minimum Scale 1:200		
Refer Location Plans for each site	☐ North point and all boundary dimensions of the block.	☐
	☐ All existing/proposed buildings on the site and their setback or distance to the boundary; the location of windows and doors. Proposed additions to existing buildings are to be clearly identified (preferably coloured).	☐
	☐ The outline of buildings on the adjoining sites, the setback or distance from the street and common boundary including the location of windows and doors.	☐
	☐ Any easements or right of way over the site, existing/proposed stormwater drainage lines or watercourses.	☐
	☐ Existing/proposed fences, swimming pools, retaining walls, driveways or parking areas, garbage or trade waste holding areas.	☐
B ELEVATIONS - A view of all sides of the building and the site profile. Minimum scale 1:100		
☒ ☐ ☐ ☒ ☐	☐ All relevant elevations detailed and identified (i.e. north, south etc) with the proposed additions clearly identified.	☐
	☐ Existing/proposed ground levels and all floor to ceiling heights.	☐
	☐ Reduced levels (RL's) to Australian Height Datum (AHD) shown for all roof ridges, floor and ceiling levels for the existing/proposed building and those on adjoining sites, also street levels.	☐
	☒ Roof profile, material, colour, reflectivity and eaves width are shown.	☐
	☐ The outline of buildings on the adjoining sites.	☐
C SECTIONS - A cut through view of the building and site. Minimum scale 1:100		
☐ ☐ ☐ ☐	☐ The outline of the existing and/or proposed building showing all dimensions including roof pitch.	☐
	☐ All sections labelled and cross related back to where they occur on the floor plan and site plan (including driveways and their proposed gradients).	☐
	☐ Existing and proposed RL's to AHD, for the building (ceiling and floor level) and the site showing proposed excavation or filling (if any).	☐
	☐ Construction details for wall, floor, window, door, ceiling, roof frame, type of footings and size.	☐
D LONG SECTIONS - A length ways cut through view of the site, the building or driveway. Minimum Scale 1:100		
☐ ☐	☐ Details of driveways, vehicle crossing profiles and transitions.	☐
	☐ Maximum driveway grade 1:4; maximum emergency pedestrian access grade 1:8.	☐

YOUR USE		STAFF USE
E	FLOOR PLAN - An aerial view of the room layout on all levels, or storeys. Minimum scale 1:100	
☐	North point shown.	☐
☒	Room dimensions and use shown.	☐
☒	The location and dimension of all windows, doors and walls (including wall thickness).	☐
F	SURVEY DETAILS - A plan which has been prepared by a Registered Surveyor which identifies all existing site features and improvements and existing ground levels. Minimum scale 1:100	
☐	1m contour intervals, trees, rock features, the adjacent road, location of services and easements, all site boundaries, a fixed datum point (related to AHD) and proposed building platform areas.	☐
☐	The outline of buildings on the adjoining sites and their setback or distance from the street, rear and common side boundary and the location of the windows and doors.	☐
☐	The level, to AHD of the roof ridge, window sill levels and floor levels of adjoining buildings.	☐
☐	The height and location of the new building or addition relative to the existing and surrounding buildings.	☐
G	SITE CALCULATIONS - A list of Calculations comparing the application against the relevant Statutory Requirements or Council's Development Control Plans.	
☐	A comparison with the building or planning standards specified, indicating compliance or non compliance.	☐
☐	Where the proposal does not comply with a standard, a statement why the application should be supported.	☐
H	CARPARKING - Information on the carparking on-site. Minimum scale 1:200. (This information could be included on the site plan or ground floor plan layout).	
☐	Carparking spaces, including their width, and length, aisle and ramp widths.	☐
☐	Calculation of the number of carparking spaces; the areas included for the purposes of calculating.	☐
☐	Parking bays for disabled persons, delivery vehicles, couriers or loading docks, where relevant.	☐
I	SHADOW DIAGRAMS - Information on shadow effect on adjoining properties. Minimum scale 1:200 (This information could be included on the site plan).	
☐	The outline of the existing/proposed building and adjoining buildings (where they fall within the shadowed area) and the shadow cast by existing trees on the adjoining properties.	☐
☐	The outline of the shadow cast by the proposed building during the winter solstice at 9am, 12 noon and 3pm. If the proposal involves demolition of an existing building, indicate the shadow cast by that building and the new building.	☐
J	LANDSCAPE PLANS - Information on landscaping of the site. Minimum Scale 1:100. These plans are to be prepared by an appropriately qualified consultant	
☐	A Landscape Concept Plan is to be submitted with the <u>Development Application</u> , outlining the landscape objectives of the proposal. This plan is to identify the species type and location of all existing trees (with a height greater than 3m), all natural bushland areas or mangroves, all excavated site areas and proposed paved areas	☐
☐	A detailed Landscape Plan may be required with the <u>Construction Certificate Application</u> . This plan is to comply with the provisions of Council's Landscape DCP.	☐
K	MONTAGE/MODEL - A representation of what the proposal will look like relative to existing development.	
☐	A photo montage for any development with a value above \$300,000.	☐
☐	A model for development having a value greater than \$500,000. Minimum scale of 1:200.	☐
L	SCHEDULE OF EXTERIOR FINISHES - A list of proposed exterior finishes.	
☒	Exterior finishes (existing and proposed) e.g. material and colour of roof, walls, paving/driveway.	☐
M	BUILDING SPECIFICATION, ENGINEERING DETAILS - Details of construction.	
☐	Two copies, detailing method of construction, fire ratings, type of materials, dimensions and length.	☐
☐	Whether the material will be new or second hand. Give particulars of second hand materials.	☐
☐	Details of drainage, effluent disposal, water supply, ventilation arrangements etc.	☐

YOUR USE		STAFF USE
N	FLORA AND FAUNA - These issues need to be checked with Council staff.	
☐	Endangered species may occur - a Species Impact Assessment or Statement may be required.	☐
☐	Wildlife corridor - retention or planting of trees and/or shrubs is to be shown on the plan.	☐
☐	Bushland - conservation of remnant bushland is to be shown on the plan.	☐
O	NOTIFICATION PLANS - Plans which are sent to neighbours, in all cases where surrounding neighbours have not agreed in writing to the proposal as submitted.	
☐	12 copies of the site plan and elevations, reduced to A4 size with all figured dimensions clearly shown.	☐
☐	The overall height and external appearance relative to the existing/finished ground levels is to be indicated.	☐
P	ACOUSTIC DETAILS - A report from an Acoustic Engineer.	
☐	Background noise levels.	☐
☐	Projected noise levels from development.	☐
☐	Comparison with Council or Environment Protection Authority standards.	☐
☐	Hours of Operation.	☐
Q	ACCESS FOR AGED AND DISABLED- A statement, with reference to plans, that addresses people with disabilities.	
☐	Compliance with AS1428 and the Building Code of Australia	☐
R	STATEMENT OF EFFECT - A written statement which assesses the proposal in terms of the site and surrounding properties. The statement must detail the ways in which negative consequences or impacts of the proposal can be minimised. Your statement may need to address the following:-	
☒	Stormwater Disposal, Flooding, Landslip, Bushfire and other risks. Effect on the landscape, flora and fauna, archaeological aspects, streetscape or scenic quality of the locality. The amount of traffic generated, particularly in relation to the adequacy of existing roads. Vehicular access, on-site parking and the availability of public transport The social and economic effects of the proposal. Impact of the proposal on the amenity or character of the area. Design and external appearance of the proposal in relation to the site and the locality and its compatibility with surrounding development. Privacy, noise affects, solar access and view effect on neighbours and how these could be minimised. The siting and design of the building, including access for the disabled. Spillage from lighting, illuminated signage; glare from roof surfaces or door/window panels. The method and duration of excavation, quantities involved, disposal arrangements and soil erosion mitigation.	☐
S	DEMOLITION - An application is required for this activity to satisfy "WorkCover" and safety requirements	
☐	Two (2) copies of the Site Plan showing the location of the building.	☐
☐	Soil sedimentation controls.	☐
☐	Details as to how the public will be excluded from the site during demolition	☐
☐	What machinery is to be used and hours of work?	☐
☐	Details of waste disposal site.	☐
30/6/98	Checked as being complete. Name <u> </u>	Signature <u>25/6/99</u>

**BACKGROUND INFORMATION
AND STATEMENT OF EFFECTS
TO ACCOMPANY GENERIC DEVELOPMENT APPLICATION
FOR ERECTION OF 54 BUS SHELTERS
WITHIN THE PITTWATER COUNCIL AREA**

1. Background Information

A number of requests have been received for new bus shelters from members of the public. Some existing bus shelters are dilapidated and in need of replacement.

Council at its meeting held on December 7, 1998 resolved to enter into an agreement with Adshel Street Furniture Pty Ltd for the supply of street furniture and associated advertising rights for a period of 20 years based on option 3 (with 30 ad seats with the ads of a reduced size) of the proposal of 16 November 1998.

The shelters will be installed and maintained without cost to Council.

All proposed new bus shelters will be installed at existing bus stops. No relocation of bus stops or shelters is proposed.

2. Locations

Application is made in respect to 54 sites for proposed bus shelters. These have been identified on attached documents and are categorised as follows:

Category	Selection Criteria	Number of Shelters
A	Sites with existing shelters	15
B	Sites without existing shelters	28
C	Sites subject to traffic counts	5
D	Sites requested by members of the public	6
	Total Sites	54

3. Advertising

One end panel of the proposed bus shelters will be utilised for display advertising. The company providing the bus shelters, Adshel Pty Ltd will be responsible for advertising management. The company has included the following "Restrictions on Advertisements" clause in a draft Street Furniture Agreement:

"8.1 Adshel shall use its best endeavours to display only advertisements which comply with Commonwealth and State Legislation, any Local government ordinance as well as all voluntary codes of conduct established by the advertising industry, and which exhibit high quality graphic design and finish.

8.2 In particular Adshel shall not display:

- (a) any advertisement which is political, religious, pornographic in nature, or that is likely to be considered offensive;*
- (b) any advertisement depicting smoking or for a tobacco product; or*
- (c) any advertisement which resembles any traffic signs, or which as the appearance of giving any instructions or other directions to traffic, or which constitute a traffic hazard."*

4. Approval Standards

4.1 Pittwater Council Local Environmental Plan and Development Control Plan 18:

Consent is required for bus shelters containing advertising.

4.2 Pittwater Council's Local Approvals Policy:

Type of Activity	Exemption Circumstances/ Requirements	Proposal Compliance ✓ = Yes X = No
Bus Shelters	♦ Must be suitably designed and constructed by or for Council.	✓
	♦ Must reflect character and amenity of the area.	✓
	♦ Structurally adequate construction.	✓
	♦ Not obstruct the line of sight of vehicular traffic.	✓
	♦ A maximum height of 2.7m above the footpath.	X (2.9m ²)
	♦ Have an area of less than 10m ²	✓ (6m ²)
	♦ Non reflective surface finishes.	✓
	♦ The proposal does not include tree removal	✓

Comment

The proposed bus shelters, which will not have advertising, would be considered as exempt development not requiring approval.

5. Statement of Effect

The bus shelters will be placed at existing bus stops and will not cause any consequential negative impact in terms of stormwater disposal, flooding, landslip, bush fires or other risks.

The structures will comprise large glazed panels and the design will have no adverse impact on landscape or streetscape.

There will be no impact on the volume of traffic or parking.

The bus shelters will enhance the amenity for users of public transport by providing shelter from the elements.

The relativity of the appearance of the proposed bus shelters to the character of the particular area, in which they are situated, will vary from location to location. Overall, the selected bus shelter design provides an attractive combination of traditional shape with extensive utilisation of glass thereby avoiding solid mass componentry.

Existing landscaped and built environment located adjacent to the bus shelters will remain visible through transparent material.

Disability Considerations

Bus shelters will be installed in a manner to facilitate access thereto by disabled persons. Street furniture has been designed with consideration to the requirements of the disabled within the community.

For example:

- (a) Poles, columns, bollards and fixtures are not to project into access paths. Obstacles that abut the access paths are to have a luminance contrast with the background of not less than 30%.
- (b) Manoeuvring areas are to comply with AS1428.2, clause 6.2, "Circulation Space for a 180° Wheelchair Turn".
- (c) Where waiting areas, i.e., a bus shelter, are provided a minimum of two seats or five % of the seats are to be identified as available for passengers with disabilities if required. Ample space is available within the shelter for additional requirements.
- (d) Signs comply with AS1428.2, clause 17.1, Signs, 17.2, Height of Letters in Signs and 17.3, Illumination of Signs, and also AS1428.2, clause 17.4, Location of Signs.
- (e) Lighting provided complies with AS1428.2, clause 19.1, Illumination levels.
- (f) Seats comply with AS 1428.2, clause 27.2, Seating in Pedestrian Areas.

Minimal excavation would be involved in establishing the concrete base and supporting foundations. This would have negligible impact and any spoil would be removed to a suitable site. Fifteen existing bus shelters will be demolished to make way for new structures. Materials will be recycled where appropriate, otherwise disposed of at an approved location.

Overall benefits will include an improved, safer amenity for transport users and less need for maintenance of materials.

Shelters will be located so that there will be no impact on the line of sight of vehicular traffic.

A medium level of illumination will be provided within the shelter.

6. Materials and Construction

The bus shelters will each occupy 6m² in area and will be located upon a concrete base.

Materials proposed include steel structural support members, super light glass infill panels, sheet aluminium, gable ends and pitched, Colorbond roofing. Federation colours will be utilised.

Report to Development Unit Meeting of 19 August, 1999

Subject: Determination of Development Application for the installation of 54 bus shelters, with signage panels at existing bus stops throughout Pittwater

DA No N0666/99

Item:

File No: 13414

DOC: 54 Bus Shelters at Existing Bus Stops (U Binder)

LODGED:	29 June 1999
REFERRED TO:	Environment and Planning Committee as the use involves Council land
REPORT BY:	Denis Fish

- | | |
|---------------------|--|
| 1. APPLICANT | Pittwater Council, PO Box 882, Mona Vale NSW 2103. |
| 2. OWNER | As above and the Roads & Traffic Authority. |

- | | |
|--------------------------------|--------------------------------|
| 3. DEVELOPMENT CONTROLS | ZONING - Unzoned road reserve. |
|--------------------------------|--------------------------------|

- | | |
|-------------------------|--|
| 4. NOTIFICATIONS | <p>228 property owners notified and the Bayview Church Point Progress Association, the Palm Beach Association, the Newport Progress Association, The Avalon Preservation Trust, the North Avalon Protection Group, the Mona Vale Progress Association, the Narrabeen Chamber of Commerce, the Avalon Chamber of Commerce, the Newport Chamber of Commerce and the Mona Vale Chamber of Commerce.</p> <p>40 submissions received.</p> |
| 5. ISSUES | <p>Resident Issues – Potential vandalism, inappropriate location, view obstruction, inappropriate architectural style, traffic hazard.</p> <p>Assessment Issues –</p> <ul style="list-style-type: none">• Permissibility of use. <p>Variation to Policy – Nil.</p> |

6. RECOMMENDATION

Approval

7. SITE DETAILS

Various locations throughout Pittwater, predominantly along Barrenjoey Road and Pittwater Road. (See Plans D/A 1&2, dated 29/6/99).

8. PROPOSAL IN DETAIL

- 8.1 Development consent is sought to the installation of bus shelters, with signage panels (which require consent), at existing bus stops. No relocation of bus stops or shelters is proposed.
- 8.2 The bus shelters have dimensions of 1.51 metres x 3.93 metres, with an overall height of 2.9 metres. These structures will be of steel frame construction with glass paneling and a Colourbond steel roof. All structures have an advertising panel at one end, facing the traffic flow. These advertising panels will be illuminated. (See Plan Attachment 1).

9. INTER-DEPARTMENTAL COMMENTS

All relevant comments have been considered and incorporated as conditions in the recommendation.

10. DISCUSSION OF ISSUES

10.1 Policy Compliance

This proposal complies with all of the relevant codes and policies.

10.2 Resident Notification

All bus shelters where concerns were expressed by an adjoining property owner, have been withdrawn from this determination, to allow for further discussions to take place with the resident concerned.

Accordingly, this application relates to the provision of 33 bus shelters. Bus shelters shown as B4, B5, B1, D5, D3, A8, D1, B23, B3, A21, B20, B12, B13, B25, A5, D7, C6, B11, B24, B28, & A18 on plan D/A 2, dated 29/6/99, will be the subject of a further report to Council to modify the consent, following further resident consultation.

10.3 Permissibility of Use

As the proposed bus shelters incorporate an advertising panel, development consent is required, pursuant to the provisions of Pittwater Local Environmental Plan 1993.

11. CONCLUSION

The proposed bus shelters are to be provided at existing bus stops, throughout Pittwater, these are of a standard size and design.

The Development Application was extensively notified to Residents and Community Groups, where a submission was received, expressing concern, the shelter referred to has been deleted from this determination to allow for further consultation with surrounding residents

Development Consent is therefore recommended for 33 bus shelters, with signage panels, subject to the imposition of conditions.

12. RECOMMENDATION

That the Development Application for the erection of 33 bus shelters, throughout Pittwater, as shown on Plan Nos 1&2, be approved subject to the conditions contained in the attached Draft Development Consent.

(signed)

(date)

Name

Denis Fish

Date

CHAIRMAN



Pittwater Council

All correspondence to be addressed to General Manager

Units 9, 11 & 12
5 Vuko Place
WARRIEWOOD NSW 2102

Postal Address
P.O. Box 882
MONA VALE NSW 2103

Telephone (02)9970 7222
Facsimile (02) 9970 7150
DX 9018 MONA VALE
Internet www.pittwaterlga.com.au

Denis Fish, Policy Development and Special Projects Officer
8am to 6pm Mon - Thurs, 8am to 5pm Fri
Phone 9970 1137 Mobile 0414 858 932
Email denis_fish@pittwater.nsw.gov.au

DA No N0666/99
CC No CC0408/99

In all correspondence please
quote this/these numbers

1 September 1999

Pittwater Council
PO Box 882
MONA VALE NSW 2103

Dear Sir/Madam

Development Application and concurrent Construction Certificate for the installation of bus shelters, with signage panels at existing bus stops at various locations in Pittwater

I am pleased to advise that this application has been approved and I attach for your assistance a copy of the Development Consent, the conditions of approval and a copy of the approved plan. The remainder of the plans have been retained for the purposes of issuing the Construction Certificate.

You are advised that before Council can issue the concurrent Construction Certificate Council will require the following details:

- F1. Two sets of Structural Engineering details relating to the concrete footings are to be submitted prior to release of the Construction Certificate. Each plan/sheet is to include a signed statement from a qualified practising Structural Engineer confirming that the plans/details comply with all of the relevant Building Code of Australia and/or Australian Standards (see format appendix 1).
- F2. Exterior building finishes and colours are to be nominated and approved prior to issue of the Construction Certificate. Council's preference is for earthy tones, which will enable the building to blend in with the natural environment.

Please note that some sections of the Consent may require the lodgement of Building Component Certificates at various stages of the development. These Certificates must be returned to Council or the Accredited Certifier, prior to issue of the Compliance Certificate, Occupation Certificate or Subdivision Certificate. **You should also note that both Council and the Accredited Certifier will charge a fee for the issue of the Compliance, Occupation or Subdivision Certificates.**

I would also take this opportunity to draw your attention to the fact that prior to your commencing work, it will be necessary for you to nominate whether Council or an accredited certifier will be issuing the Compliance Certificates.

You should also note that you will be required to notify Council a minimum of 2 days prior to you actually commencing work on the site.

Commencement of the land use, the work or activity, in accordance with the provisions of this Development consent and the conditions attached thereto, signifies that you accept all of the conditions imposed by Council. It is therefore important that prior to proceeding with the project, that you satisfy yourself that you understand and are able to comply with all of the conditions.

If there are any matters relating to this approval which require further explanation, please contact me prior to commencing work on the site.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Denis Fish', with a stylized flourish extending from the end.

Denis Fish

POLICY DEVELOPMENT AND SPECIAL PROJECTS OFFICER



Pittwater Council

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CONSENT NO: N0666/99
ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979
NOTICE TO APPLICANT OF DETERMINATION
OF A DEVELOPMENT APPLICATION

Applicant's Name and Address:

Pittwater Council, PO Box 882, Mona Vale, NSW 2103.

Being the applicant in respect of Development Application No N0666/99.

Pursuant to section 80(1) of the Act, notice is hereby given of the determination by Pittwater Council, as the consent authority, of this Development Application for:

The installation of 33 bus shelters, with signage panels at existing bus stops.

At:

Various locations in Pittwater.

Decision:

The Development Application has been determined by the granting of consent subject to the conditions detailed below.

The reason for the imposition of these conditions is to ensure that the development consented to is carried out in such a manner as to achieve the objectives of the Environmental Planning and Assessment Act, pursuant to section 5(a) of the Act, having regard to the relevant matters for consideration contained in section 79C of the Act and the Environmental Planning Instruments applying to the land, as well as section 80A of the Act which authorises the imposing of the consent conditions.

Endorsement of date of consent

- 1 SEP 1999

Angus Gordon

GENERAL MANAGER

Per:



Pittwater Council

All correspondence to be addressed to General Manager

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STANDARD CONDITIONS OF DEVELOPMENT CONSENT

A. NOTATIONS

- i. This Consent is not an approval to commence building work, these works can only commence following the issue of a Construction Certificate.
- ii. The development is to be carried out generally in accordance with plans numbered D/A 1 and 2 and A1 and 2, dated 29/6/99 and 25/2/99, prepared by Adshel Street Furniture Pty Ltd, as amended in red or as modified by any condition of this consent. This consent does not relate to shelters nos. B4, B5, B1, D5, D3, A8, D1, B23, B3, A21, B20, B12, B13, B25, A5, D7, C6, B11, B24, B28, & A18 shown on plan D/A 2, dated 29/6/99.
- iii. The use or occupation of this building can not commence until an occupation certificate has been issued.
- iv. This Development Consent remains current and operative for a 2 year period from the date of endorsement. Council would be prepared to consider an extension of this Consent period for a further 12 months, however, the request for extension would have to be received during the initial 2 year period.
- v. If you are dissatisfied with this decision, Section 97 of the Environmental Planning and Assessment Act, 1979, gives you a right of appeal to the Land and Environment Court within 12 months of the date of endorsement of this Consent.

B. MATTERS TO BE SATISFIED PRIOR TO RELEASE OF CONSENT

Nil

C. PRESCRIBED CONDITIONS

- C1. All building works are to be carried out in accordance with the provisions of the Building Code of Australia or where not covered by the Building code of Australia, the relevant Australian Standard.

Note: Particular attention should be paid to the relevant fire safety requirements of the Building Code of Australia

- C2. The proposal is to comply with the relevant provisions of Clauses 78 A-I of the Environmental Planning and Assessment (Amendment) Regulation, 1998.

D. CONDITIONS TO MINIMISE THE IMPACT OF THE DEVELOPMENT ON THE NATURAL AND BUILT ENVIRONMENT

- D1. The hours of construction being restricted to 7.00am to 5.00pm Monday – Friday and 7.00am to 1.00pm on Saturdays. Internal building work may be carried out at any time outside these hours, subject to noise emission from the building or works not being audible at any adjoining boundary.



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E. SECTION 94 CONTRIBUTION CONDITIONS

Nil

F. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

The following conditions must be complied with prior to issue of the Construction Certificate:

- F1. Two sets of Structural Engineering details relating to the concrete footings are to be submitted prior to release of the Construction Certificate. Each plan/sheet is to include a signed statement from a qualified practising Structural Engineer confirming that the plans/details comply with all of the relevant Building Code of Australia and/or Australian Standards (see format appendix 1).
- F2. Exterior building finishes and colours are to be nominated and approved prior to issue of the Construction Certificate. Council's preference is for earthy tones, which will enable the building to blend in with the natural environment.

G. MATTERS TO BE SATISFIED PRIOR TO COMMENCEMENT OF WORK

The following conditions are to be complied with prior to commencement of work:

- G1. Prior to commencement of the project, a Project manager is to be designated. Further, the "Notification of Commencement" form (copy attached) is to be returned to Council, a minimum 2 days prior to commencement of site works.

If an alternate Project Manager is appointed after the approved plans are collected from Council, that Project Manager is to co-sign the "Notification of Commencement" form.

In the event that Council is nominated to issue any associated Compliance Certificates, the fee as specified in Council's Plan of Management is to be paid prior to commencement of site works.

- G2. A hoarding or other barrier is to be provided around the work site to prevent the entry of the general public. The location and adequacy of hoardings or other barriers is to be to the satisfaction of Council's Property Manager or his designated nominee. These facilities are to be maintained around the work site till completion of the project.

H. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF COMPLIANCE CERTIFICATE

The following conditions must be complied with prior to the issue of the Compliance Certificate:

- H1. A Certificate is to be submitted by a qualified Building Surveyor, Builder, Structural Engineer or Site Manager, certifying that piers or foundations and steel reinforcing complies with the details shown on the approved plans, building specification or Construction Certificate, prior to the placement of footings. No further building works are to take place until this certification has been obtained and a copy forwarded to the accredited certifier or Council (see copy of form FN-1 attached).



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i. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF CERTIFICATE OF OCCUPATION

The following conditions must be complied with prior to the issue of the Occupation Certificate:

- i1. A Certificate is to be submitted by a Glazier, Builder or Project Manager, certifying that all glazing has been installed in accordance with the relevant Building Code of Australia and Australian Standards. The use or occupation of this building can not commence until this certification has been obtained and a copy forwarded to the accredited certifier or Council (see copy of form GL-1 attached).
- i2. The building is not to be occupied or used until an Occupation Certificate has been issued, confirming that the project complies with the relevant standards and the conditions of development consent. The request for an Occupation Certificate is to be accompanied by a copy of all of the Compliance Certificates required by the conditions of development consent (see copy of form attached).

J. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF SUBDIVISION CERTIFICATE

Nil

K. GENERAL ADVICE

- A. The applicant or project manager is to comply with the advice and requirements of the various supply and utility authorities, i.e. Sydney Water, Sydney Electricity, Telstra etc.
 - B. It is the Project Managers responsibility to ensure that all of the Compliance Certificates issued during the course of the project are lodged with Council. Failure to comply with the conditions of approval or lodge the Compliance Certificates will prevent Council from issuing the Occupation Certificate or the Building Certificate.
 - C. A stamped copy of the approved plans is to be kept on the site at all times, during construction.
 - D. You are reminded of your obligations under the provisions of the Disability Discrimination Act.
-

BROKEN BAY

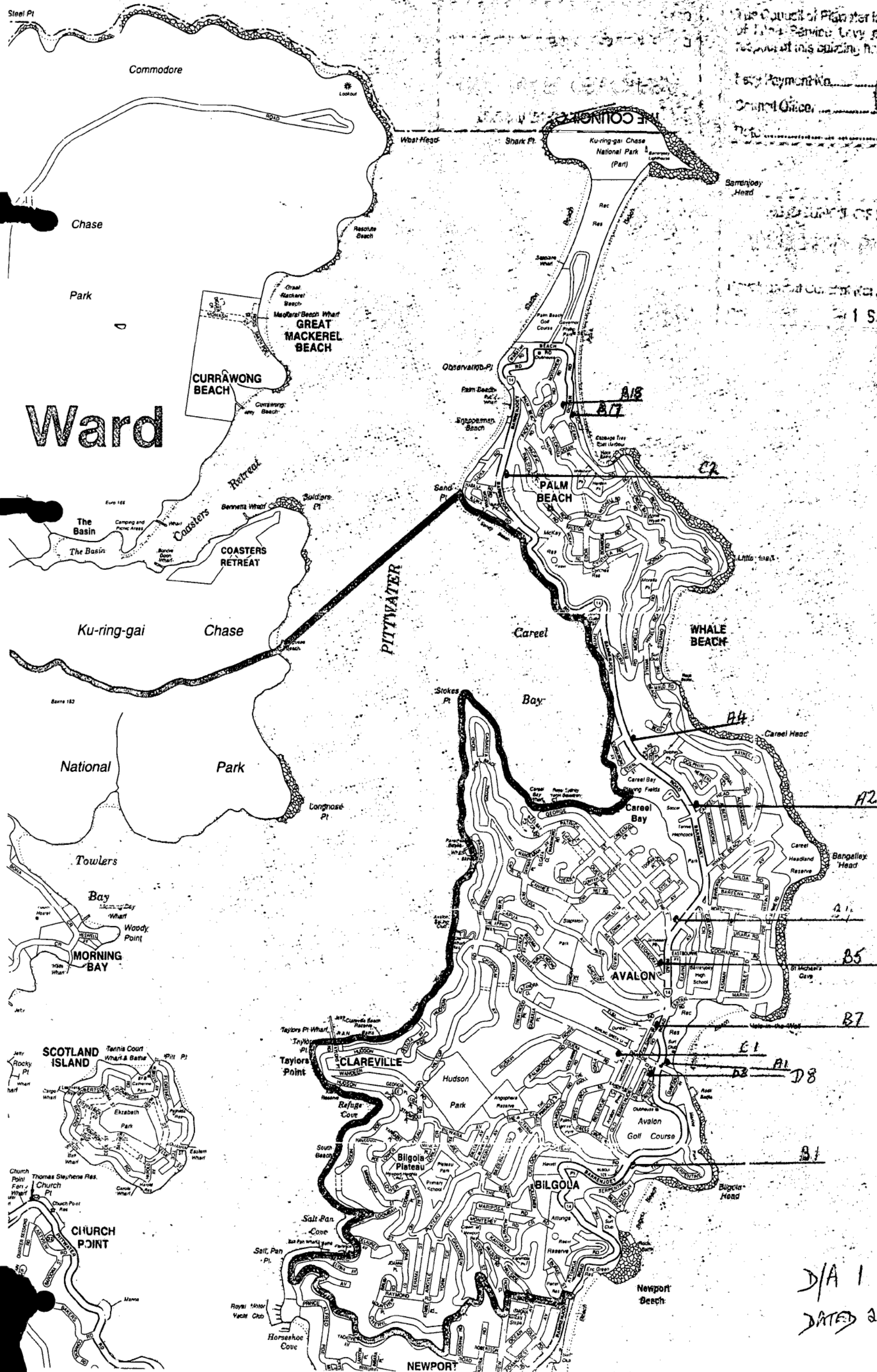
LOCAL GOVERNMENT SERVICE LEVY PAYMENT

Form 1 in Clause 28 of the Local Government Act (NSW) Regulation 1990 (under Part 5 Building and Construction Industry Land Service Payment Act 1986).

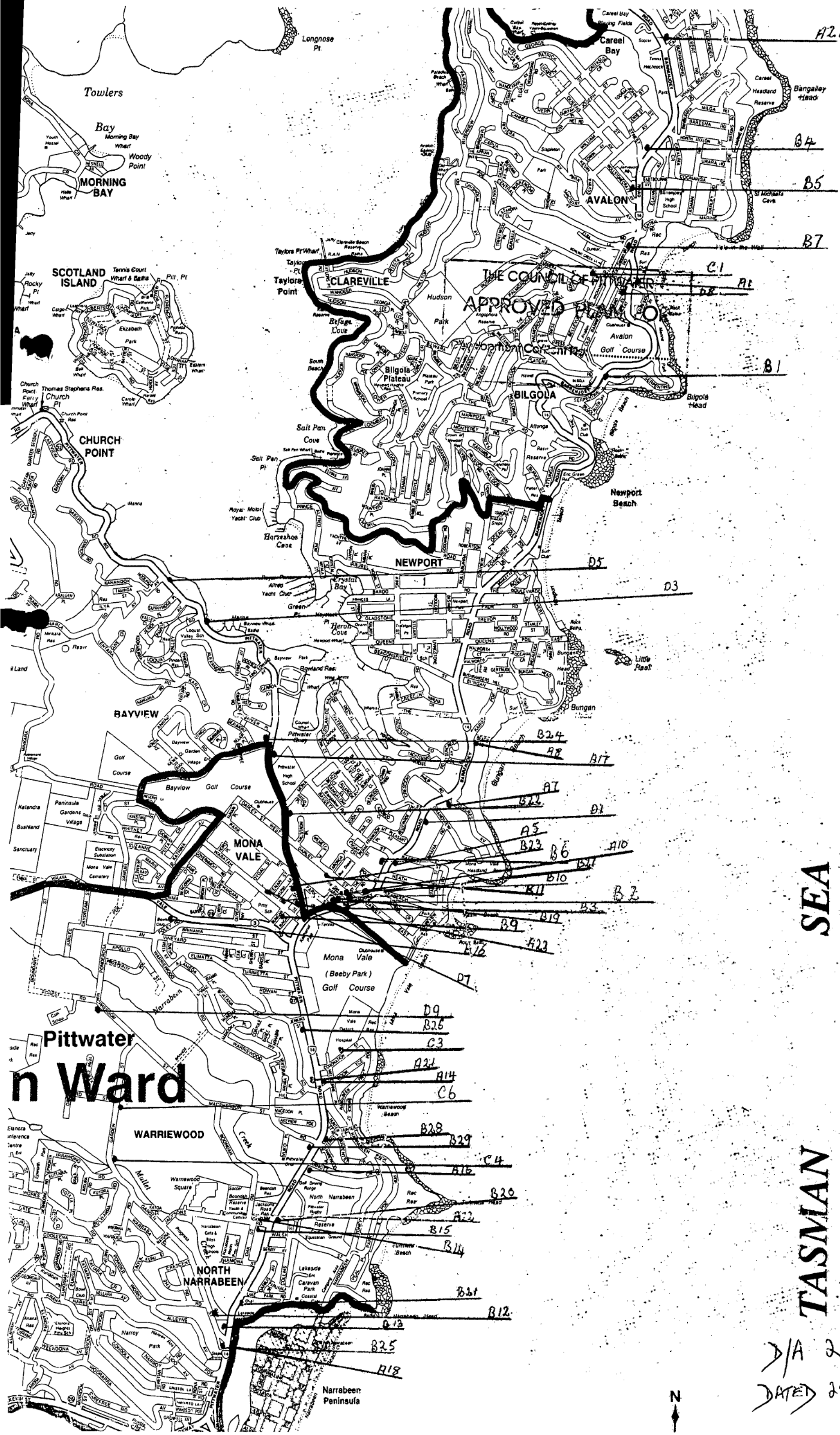
The Council of Pittwater is satisfied that the amount of Land Service Levy or Improvement Payment in respect of this building has been duly paid.

Levy Payment No. 10666/99

Council Office: 10666/99



D/A 1
DATED 29/6/99



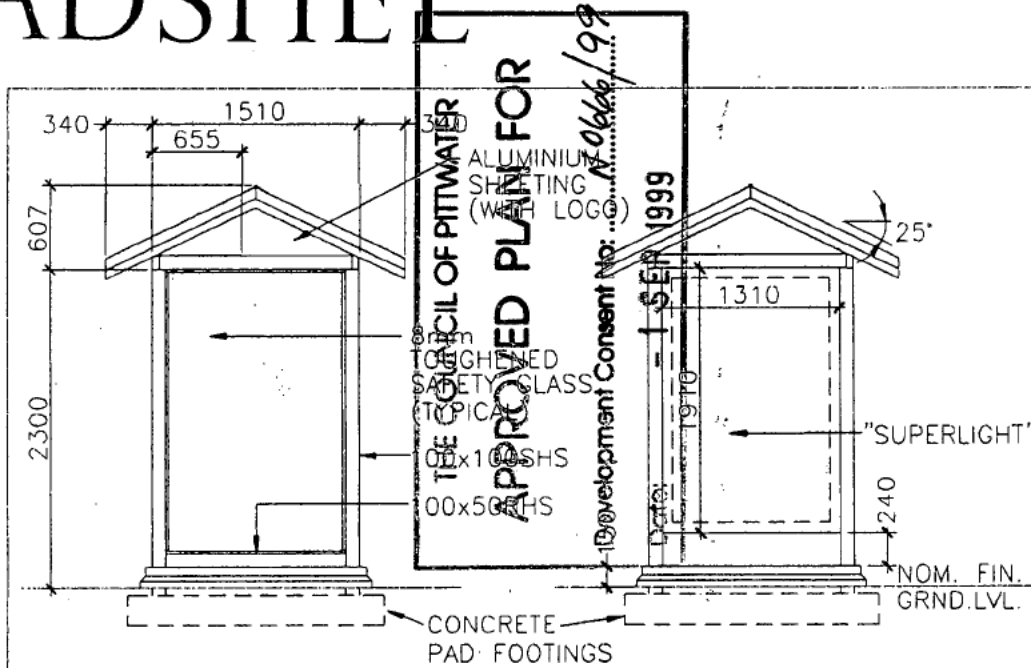
SEA

TASMAN

D/A 2
DATED 27/6/99

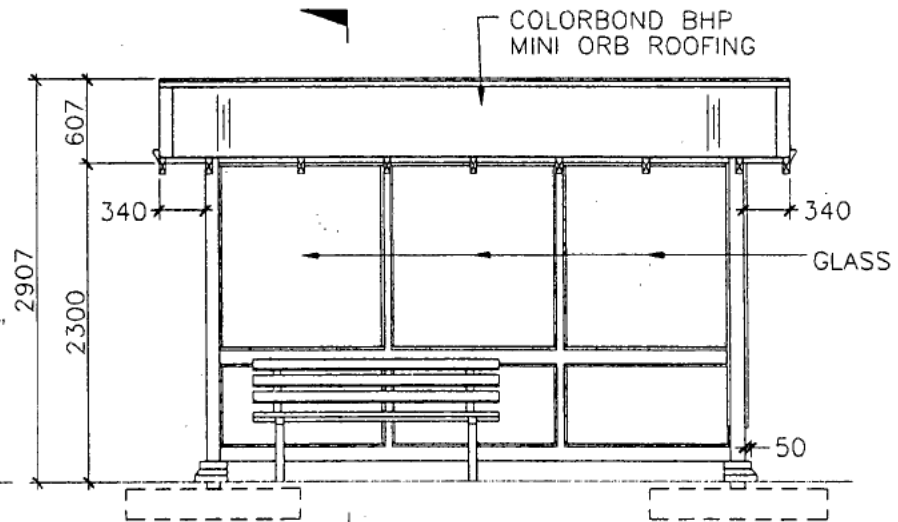


ADSHEL

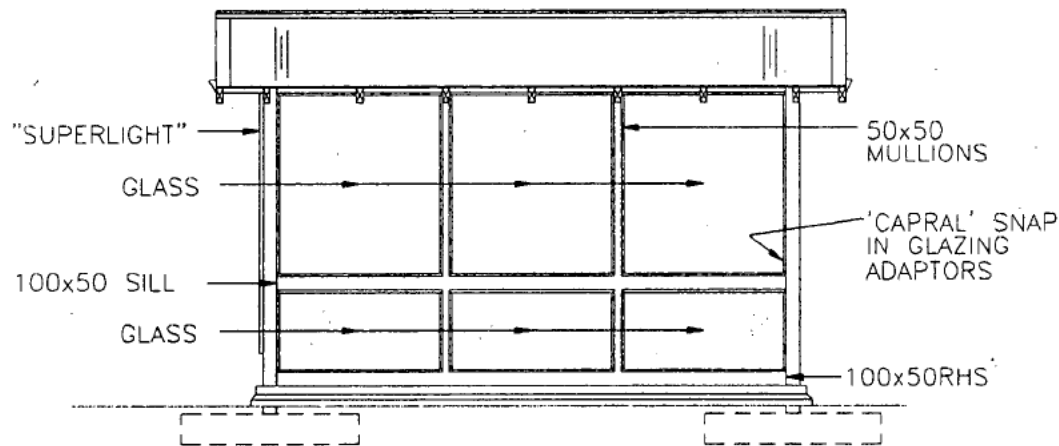


LEFT ELEVATION

RIGHT ELEVATION



FRONT ELEVATION



REAR ELEVATION

ADSHEL

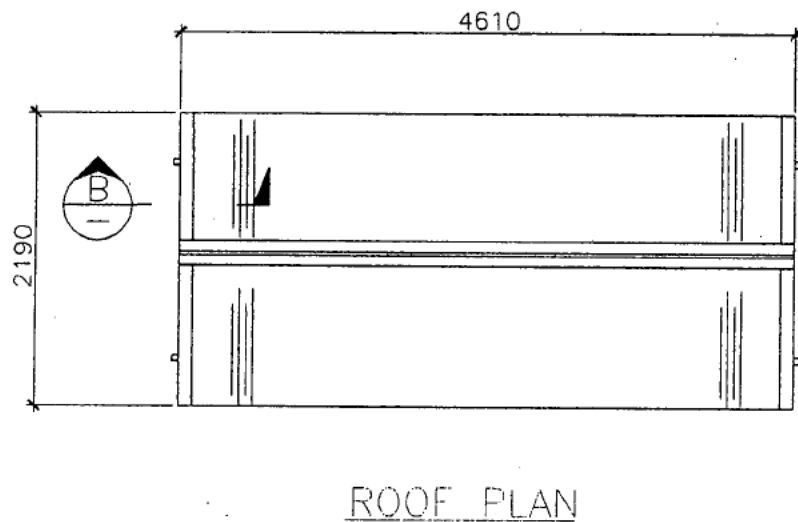
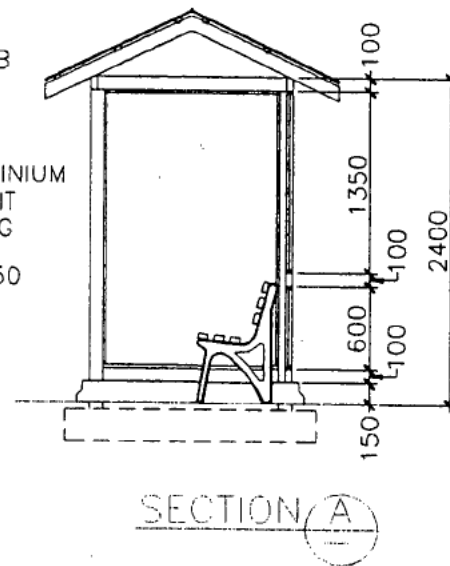
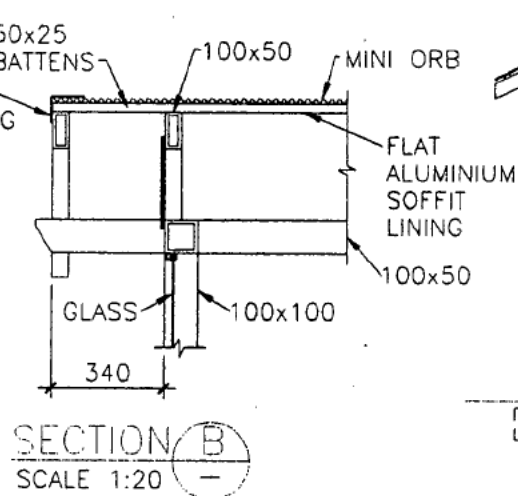
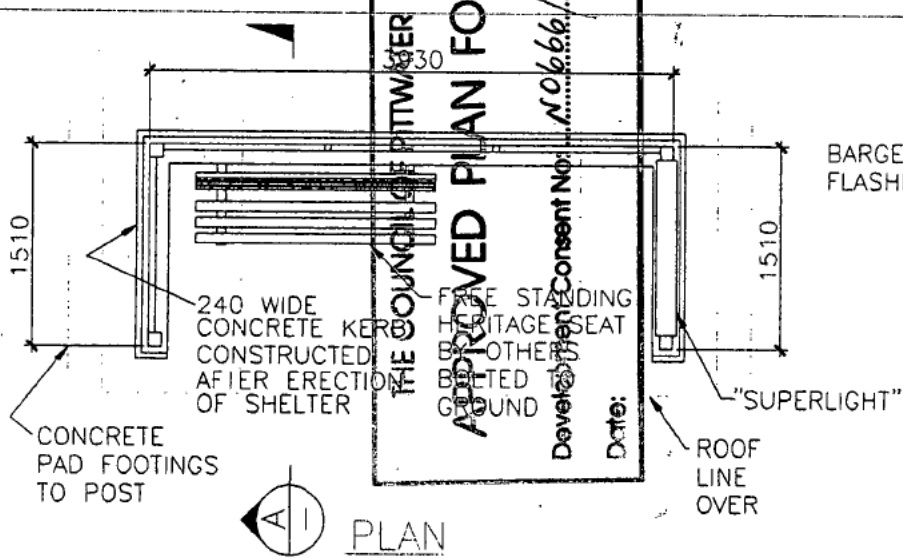
PITWATER SHELTER-TYPE A

ARCH. ELEVATIONS



DATE	SCALES	JOB No.	DRAWING No.
25/2/99	1:50	11820	A1

ADSHEL



ADSHEL

PITTWATER SHELTER-TYPE A

ARCH. PLANS & SECTIONS



DATE	SCALES	JOB No.	DRAWING No.
25/2/99	1:50,20	11820	A2

SITES FOR PROPOSED BUS SHELTERS

Summary

Fifty-four bus shelters are proposed to be provided at the locations shown on following sheets 'A', 'B', 'C' and 'D'. Streets involved are:

Avalon Parade	Avalon
Barrenjoey Road	Avalon, Mona Vale, Newport, Palm Beach, Whale Beach
Bungan Street	Mona Vale
Coronation Road	Mona Vale
Darley Street	Mona Vale
Garden Street	North Narrabeen, Warriewood
Jacksons Road	Warriewood
McPherson Street	Warriewood
Mona Vale Road	Mona Vale
Ocean Road	Palm Beach
Park Street	Mona Vale
Pittwater Road	Bayview, Mona Vale, North Narrabeen, Warriewood
Waratah Street	Mona Vale

Specific locations are identified on the following four pages.

PITTWATER COUNCIL

Application Form

2nd Floor, Unit 11, No 5 Vuko Place, Warriewood
PO Box 882, MONA VALE NSW 2103
DX 9018, MONA VALE
Facsimile: (02) 9970 7150
Telephone: (02) 9970 7222



Office Use Only:

FILE AND PART NO: _____

PROPERTY NO: _____

OFFICER: _____

APPLICATION NO: _____

APPROVAL NO: _____

TARGET DATE: _____

NOTIFICATION: ☐ YES ☐ NO

CATEGORY: _____

POST OUT ☐ or PICK UP ☐ _____

PRE-LODGE MENT

- Pre-design and pre-lodgement discussions with staff are recommended.
- Also consider discussing your proposal with your neighbours prior to design or lodgement.
- Carefully read the checklist on this form.

LODGE MENT

- All information required by the check-list must be submitted with this application.
- Incomplete applications or illegible information will not be accepted by Council.
- All fees are to be paid at the time of lodgement.
- To minimise delays it is suggested that you lodge this application between the hours of 10.00am and 4.30pm weekdays.

THIS APPLICATION IS FOR: (please tick)

☐ DEVELOPMENT APPROVAL

Prior to release of a consent which involves building works, the builder's long service levy must be paid

☐ MODIFICATION OF: CONSENT

Approval No _____

Approval Date _____

☒ CONCURRENT DEVELOPMENT APPLICATION AND CONSTRUCTION CERTIFICATE

Prior to release of the Construction Certificate, the licensed builder's details or owner/builder's permit No must be provided

LOCATION OF THE PROPOSAL: (please print)

House No _____ Street/Road VARIOUS STREETS (13) Suburb VARIOUS

Postcode _____ Lot _____ Section _____ Deposited Plan _____

Present use of land or building Bus stops

Description of Proposal /details of the Modification sought _____

Installation of 54 Bus Shelters at existing bus stops

APPLICANT: (please print)

Name/Company PITTWATER COUNCIL

Address P.O. BOX 882 MONA VALE

Phone (02) 9979-7533 Daytime Contact No () _____

I declare that all of the particulars and information supplied in connection with this application are correct. Further, I acknowledge that I am aware of my obligations under the Disability Discrimination Act.

Signature [Signature] Date 29/6/99

OWNER (please print)

This section must be signed by ALL owners

I/we consent to the lodgement of this application and permit Council authorised personnel to enter the site for the purpose of inspections.

Owner/s PITTWATER COUNCIL

Address P.O. Box 882 MONA VALE

Postcode 1660

Signature(s) x E. Hyatt

- If the property has recently been purchased, written confirmation from the Purchaser's Solicitor must be provided.
- If contracts have been exchanged for purchase of the land, the current owner is to sign the form.
- If signed on behalf of a Company, the seal must be stamped over the signature.
- If the land is below mean high water mark, the written consent of the Crown is required.
- If the written consent is not signed by all owners of the property, this application will not be accepted.

INTEGRATED DEVELOPMENT

Is this proposal within 40m of a creek, river or the foreshores of Pittwater? ☐ YES ☒ NO

Does this proposal involve dredging or reclamation in Pittwater? ☐ YES ☒ NO

Will this proposal affect the quality of water flowing into a creek, river or the Pittwater waterway?

☐ YES ☒ NO

Does this proposal include the building of a dam, weir or levee? ☐ YES ☒ NO

Will this proposal draw water from a creek or river? ☐ YES ☒ NO

Does this proposal relate to a Heritage item or Heritage Conservation area? ☐ YES ☒ NO

Does this proposal relate to an Aboriginal Place or Relic? ☐ YES ☒ NO

Does this proposal relate to scheduled premises or scheduled equipment under the provisions of the Clean Air Act, 1961 or the Noise Control Act, 1975? ☐ YES ☒ NO

Has the land previously been used for agricultural or industrial purposes? ☐ YES ☒ NO

CONSTRUCTION MATERIALS/DETAILS: (please print) (must by law be accurate)

External walls	<u>Steel/Glass</u>	Floor area	Existing	<u>NA</u>	m ²
Roof	<u>Metal</u>		Proposed	<u>6</u>	m ²
Wall frames	<u>Steel</u>	Total Floor Area	<u>6</u>		m ²
Flooring	<u>Concrete</u>				

Does this proposal include a new pool? ☐ YES ☒ NO OR a new septic tank ☐ YES ☒ NO

WHAT IS THE ESTIMATED COST OF THE PROPOSAL: \$ [REDACTED]

STAFF USE		FEE	RECEIPT NO	DATE
☒ DA	TDEV			
☐ SEC 96 MODIFICATION	TMOD			
☐ SEC 82A RECONSIDERATION	TREC			
☐ ADVERTISING	TADV			
☒ IMAGE SCANNING	RMIC			
☐ STRATA/COMM TITLE APPLIC	TSUB			
☒ CONSTRUCTION CERTIFICATE	TCER <i>less 15%</i>			
☒ LONG SERVICE LEVY	QLSL			
☐ TREES	TTRE			
☐ STREET LEVELS	ESTR			
☒ BUILDER'S SECURITY	HKER			

INFORMATION REQUIRED

- Plan(s) must be drawn in ink to a metric scale, (not freehand or single line drawings). Council requires 4 copies of full sized plans and 1 copy of the plans reduced to an A4 size. Further copies of the A4 sized plans may be required, see item 'O' in the checklist.
- The site address, description of the proposal, the Architect or Draftperson's name and the date must be shown on each plan.
- Colour the new work on 2 copies of the Plan.
- The table below and check-list opposite will help you prepare and lodge a complete application.
- Your application must score a tick in every box on the right hand side of the checklist before it can be accepted by Council.

Note:

- This is a multi purpose form and therefore may not cover all of the issues relating to your application.
- If your Development Type is not listed in the table below or if it is "Designated Development", discuss the level of information required with our staff.
- Council's staff will assess your proposal and contact you should any additional information be required.

HOW TO USE THIS TABLE

- You may submit a concurrent Development Application and Construction Certificate Application.
- Locate your DEVELOPMENT TYPE in the left hand column.
- The letters in the column are the "checklist" items which must be submitted with your application.

Development Type ↓	Development Application (DA)	Combined Development and Construction Certificate Application
Single Dwellings, Additions.	A, B, C, D, E, F, G, H, I, J, K, L, N, O, Q, R and S. ①	As required in Box ① plus M
Swimming Pools, Boatsheds, Jetties etc.	A, B, C, G, J, L, N, O, Q and R. ②	As required in Box ② plus M.
M. Unit Development - Flats, Townhouses, Dual Occupancies, Aged and Disabled Housing.	A, B, C, D, E, F, G, H, I, J, K, L, O, Q, P, R and S. ③	As required in Box ③ plus M.
New Shops, Offices, Restaurants, Service Stations.	A, B, C, D, E, F, H, J, K, L, O, P, Q, R and S. ④	As required in box ④ plus M.
Change of Use of Industrial or Commercial Premises	A, E, H, Q and R. ⑤	As required in box ⑤ plus M.
Factory/ Warehouse.	A, B, C, D, E, F, G, H, J, K, L, O, P, Q, R and S. ⑥	As required in box ⑥ plus M.
Sub-Division.	A, D, F, G, N, O and R. ⑦	As required in box ⑦ plus M
Landfill/Earthworks.	A, C, F, J, N, O and R. ⑧	As required in box ⑧ plus M
Signs.	A, B, L and R. ⑨	As required in box ⑨ plus M

THE CHECKLIST

- We suggest you use the left hand column as your checklist, Council staff will check off the items in the right hand column.
- All of the details in the relevant sections must be included in your application, or it will not be accepted.
- Why is Council seeking this information? One of Council's fundamental objectives is to maintain the character of Pittwater by encouraging environmentally sensitive development, which has due regard to its setting, requires minimal site disturbance, achieves design excellence and is compatible with adjoining development and the area generally.

IMPORTANT NOTES

In addition to the details below the following issues may apply to your application. Consult with Council staff to determine if any are applicable to your site and what is required to be submitted. Also read Council's "Environmental Values Statement" and any relevant Development Control Plan (DCP) or draft DCP.

- | | | |
|---|--|---|
| ☐ On-site Stormwater Detention | ☐ Wave/Tidal Inundation | ☐ Heritage/Conservation area |
| ☐ Slip Liable Land | ☐ Bush fire Hazard | ☐ Coastal Processes |
| ☐ Flood Prone Land | ☐ Contaminated Land | ☐ Soil Conservation |
| ☐ Bluff area | ☐ Flora /Fauna(SIS) | ☐ Any DCP or draft DCP |

YOUR
USE

STAFF
USE

A SITE PLAN - An aerial view of the site showing existing and proposed buildings and the following information. Minimum Scale 1:200

Refer Location
Plans for each site

- | | | |
|--------------------------|--|--------------------------|
| ☐ | North point and all boundary dimensions of the block. | ☐ |
| ☐ | All existing/proposed buildings on the site and their setback or distance to the boundary; the location of windows and doors. Proposed additions to existing buildings are to be clearly identified (preferably coloured). | ☐ |
| ☐ | The outline of buildings on the adjoining sites, the setback or distance from the street and common boundary including the location of windows and doors. | ☐ |
| ☐ | Any easements or right of way over the site, existing/proposed stormwater drainage lines or watercourses. | ☐ |
| ☐ | Existing/proposed fences, swimming pools, retaining walls, driveways or parking areas, garbage or trade waste holding areas. | ☐ |

B ELEVATIONS - A view of all sides of the building and the site profile. Minimum scale 1:100

- | | | |
|-------------------------------------|---|--------------------------|
| ☐ | All relevant elevations detailed and identified (ie. north, south etc) with the proposed additions clearly identified. | ☐ |
| ☐ | Existing/proposed ground levels and all floor to ceiling heights. | ☐ |
| ☐ | Reduced levels (RL's) to Australian Height Datum (AHD) shown for all roof ridges, floor and ceiling levels for the existing/proposed building and those on adjoining sites, also street levels. | ☐ |
| ☒ | Roof profile, material, colour, reflectivity and eaves width are shown. | ☐ |
| ☐ | The outline of buildings on the adjoining sites. | ☐ |

C SECTIONS - A cut through view of the building and site. Minimum scale 1:100

- | | | |
|--------------------------|--|--------------------------|
| ☐ | The outline of the existing and/or proposed building showing all dimensions including roof pitch. | ☐ |
| ☐ | All sections labelled and cross related back to where they occur on the floor plan and site plan (including driveways and their proposed gradients). | ☐ |
| ☐ | Existing and proposed RL's to AHD, for the building (ceiling and floor level) and the site showing proposed excavation or filling (if any). | ☐ |
| ☐ | Construction details for wall, floor, window, door, ceiling, roof frame, type of footings and size. | ☐ |

D LONG SECTIONS - A length ways cut through view of the site, the building or driveway. Minimum Scale 1:100

- | | | |
|--------------------------|--|--------------------------|
| ☐ | Details of driveways, vehicle crossing profiles and transitions. | ☐ |
| ☐ | Maximum driveway grade 1:4; maximum emergency pedestrian access grade 1:8. | ☐ |

YOUR USE		STAFF USE
E	FLOOR PLAN - An aerial view of the room layout on all levels, or storeys. Minimum scale 1:100	
☒	North point shown.	☐
☒	Room dimensions and use shown.	☐
☒	The location and dimension of all windows, doors and walls (including wall thickness).	☐
F	SURVEY DETAILS - A plan which has been prepared by a Registered Surveyor which identifies all existing site features and improvements and existing ground levels. Minimum scale 1:100	
☐	1m contour intervals, trees, rock features, the adjacent road, location of services and easements, all site boundaries, a fixed datum point (related to AHD) and proposed building platform areas.	☐
☐	The outline of buildings on the adjoining sites and their setback or distance from the street, rear and common side boundary and the location of the windows and doors.	☐
☐	The level, to AHD of the roof ridge, window sill levels and floor levels of adjoining buildings.	☐
☐	The height and location of the new building or addition relative to the existing and surrounding buildings.	☐
G	SITE CALCULATIONS - A list of Calculations comparing the application against the relevant Statutory Requirements or Council's Development Control Plans.	
☐	A comparison with the building or planning standards specified, indicating compliance or non compliance.	☐
☐	Where the proposal does not comply with a standard, a statement why the application should be supported.	☐
H	CARPARKING - Information on the carparking on-site. Minimum scale 1:200. (This information could be included on the site plan or ground floor plan layout).	
☐	Carparking spaces, including their width, and length, aisle and ramp widths.	☐
☐	Calculation of the number of carparking spaces; the areas included for the purposes of calculating.	☐
☐	Parking bays for disabled persons, delivery vehicles, couriers or loading docks, where relevant.	☐
I	SHADOW DIAGRAMS - Information on shadow effect on adjoining properties. Minimum scale 1:200 (This information could be included on the site plan).	
☐	The outline of the existing/proposed building and adjoining buildings (where they fall within the shadowed area) and the shadow cast by existing trees on the adjoining properties.	☐
☐	The outline of the shadow cast by the proposed building during the winter solstice at 9am, 12 noon and 3pm. If the proposal involves demolition of an existing building, indicate the shadow cast by that building and the new building.	☐
J	LANDSCAPE PLANS - Information on landscaping of the site. Minimum Scale 1:100. These plans are to be prepared by an appropriately qualified consultant.	
☐	A Landscape Concept Plan is to be submitted with the <u>Development Application</u> , outlining the landscape objectives of the proposal. This plan is to identify the species type and location of all existing trees (with a height greater than 3m), all natural bushland areas or mangroves, all excavated site areas and proposed paved areas	☐
☐	A detailed Landscape Plan may be required with the <u>Construction Certificate Application</u> . This plan is to comply with the provisions of Council's Landscape DCP.	☐
K	MONTAGE/MODEL - A representation of what the proposal will look like relative to existing development.	
☐	A photo montage for any development with a value above \$300,000.	☐
☐	A model for development having a value greater than \$500,000. Minimum scale of 1:200.	☐
L	SCHEDULE OF EXTERIOR FINISHES - A list of proposed exterior finishes.	
☒	Exterior finishes (existing and proposed) e.g. material and colour of roof, walls, paving/driveway.	☐
M	BUILDING SPECIFICATION, ENGINEERING DETAILS - Details of construction.	
☐	Two copies, detailing method of construction, fire ratings, type of materials, dimensions and length.	☐
☐	Whether the material will be new or second hand. Give particulars of second hand materials.	☐
☐	Details of drainage, effluent disposal, water supply, ventilation arrangements etc.	☐

YOUR USE		STAFF USE
N	FLORA AND FAUNA - These issues need to be checked with Council staff.	
☐	Endangered species may occur - a Species Impact Assessment or Statement may be required.	☐
☐	Wildlife corridor - retention or planting of trees and/or shrubs is to be shown on the plan.	☐
☐	Bushland - conservation of remnant bushland is to be shown on the plan.	☐
O	NOTIFICATION PLANS - Plans which are sent to neighbours, in all cases where surrounding neighbours have not agreed in writing to the proposal as submitted. <i>3 Plans x 2</i>	
☐	12 copies of the site plan and elevations, reduced to A4 size with all figured dimensions clearly shown.	☐
☐	The overall height and external appearance relative to the existing/finished ground levels is to be indicated.	☐
P	ACOUSTIC DETAILS - A report from an Acoustic Engineer.	
☐	Background noise levels.	☐
☐	Projected noise levels from development.	☐
☐	Comparison with Council or Environment Protection Authority standards.	☐
☐	Hours of Operation.	☐
Q	ACCESS FOR AGED AND DISABLED - A statement, with reference to plans, that addresses people with disabilities.	
☐	Compliance with AS1428 and the Building Code of Australia	☐
R	STATEMENT OF EFFECT - A written statement which assesses the proposal in terms of the site and surrounding properties. The statement must detail the ways in which negative consequences or impacts of the proposal can be minimised. Your statement may need to address the following:-	
☒	Stormwater Disposal, Flooding, Landslip, Bushfire and other risks. Effect on the landscape, flora and fauna, archaeological aspects, streetscape or scenic quality of the locality. The amount of traffic generated, particularly in relation to the adequacy of existing roads. Vehicular access, on-site parking and the availability of public transport The social and economic effects of the proposal. Impact of the proposal on the amenity or character of the area. Design and external appearance of the proposal in relation to the site and the locality and its compatibility with surrounding development. Privacy, noise affects, solar access and view effect on neighbours and how these could be minimised. The siting and design of the building, including access for the disabled. Spillage from lighting, illuminated signage; glare from roof surfaces or door/window panels. The method and duration of excavation, quantities involved, disposal arrangements and soil erosion mitigation.	☐
S	DEMOLITION - An application is required for this activity to satisfy "WorkCover" and safety requirements	
☐	Two (2) copies of the Site Plan showing the location of the building.	☐
☐	Soil sedimentation controls.	☐
☐	Details as to how the public will be excluded from the site during demolition	☐
☐	What machinery is to be used and hours of work?	☐
☐	Details of waste disposal site.	☐
30/6/98	Checked as being complete. Name <u><i>[Signature]</i></u>	Signature <u>25/6/99</u>

Pittwater Council Site Survey
Suitable Sites With Existing Shelters

No.	Street	Address	Suburb	Comments
1	Barrenjoey Rd	E/S Barrenjoey Rd N/O Avalon Pde	Avalon	2x new shelters/Brick shelter/Position north of existing shelter
2	Barrenjoey Rd	E/S Barrenjoey Rd N/O Careel Head Rd	Whale Beach	Timber shelter/Site suitable
4	Barrenjoey Rd	E/S Barrenjoey Rd Opp Currawong Ave	Whale Beach	Timber shelter/A panel slightly obstructed
5	Barrenjoey Rd	E/S Barrenjoey Rd S/O Bassett St	Mona Vale	Timber shelter/Slight obstructions
7	Barrenjoey Rd	E/S Barrenjoey Rd S/O Hillcrest Ave	Mona Vale	Timber shelter/Slight obstructions
8	Barrenjoey Rd	E/S Barrenjoey Rd S/O Karloo Pde	Newport	Australian Posters shelter/Site suitable
10	Barrenjoey Rd	N/S Barrenjoey Rd E/O Darley St	Mona Vale	Australian Posters shelter/A panel slightly obstructed
14	Pittwater Rd	E/S Pittwater Rd N/O Cook Terrace	Mona Vale	Timber shelter/B panel slightly obstructed
16	Pittwater Rd	E/S Pittwater Rd S/O Arnott Cres	Warriewood	Timber shelter/B panel slightly obstructed
17	Pittwater Rd	E/S Pittwater Rd S/O Cabbage Tree Rd	Bayview	Brick shelter/Slight obstructions
18	Pittwater Rd	E/S Pittwater Rd S/O Garden St	North Narrabeen	Australian Posters shelter/Site suitable
21	Pittwater Rd	W/S Pittwater Rd N/O Elimatta Rd	Mona Vale	Brick shelter/B panel obstructed
22	Pittwater Rd	W/S Pittwater Rd N/O Jackson Rd	North Narrabeen	Brick shelter/A panel slightly obstructed
23	Pittwater Rd	W/S Pittwater Rd S/O Bungan Lane	Mona Vale	Australian Posters shelter/Slight obstructions by telstra phones

14 Suitable Sites with 15 shelters

Pittwater Council Site Survey
Suitable Sites With No Existing Shelters

No.	Street	Address	Suburb	Comments
1	Barrenjoey Rd	E/S Barrenjoey Rd S/O Old Barrenjoey Rd	Avalon	Site suitable
2	Barrenjoey Rd	N/S Barrenjoey Rd E/O Park St	Mona Vale	Existing seat/Slight obstructions/Site suitable
3	Barrenjoey Rd	S/S Barrenjoey Rd Opp Harkeith St	Mona Vale	Existing advertising seat/Site suitable
4	Barrenjoey Rd	W/S Barrenjoey Rd N/O George St	Avalon	Existing advertising seat/Site suitable
5	Barrenjoey Rd	W/S Barrenjoey Rd N/O Wollstonecraft Ave	Avalon	A panel obstructions/New shelter must be positioned forward
6	Barrenjoey Rd	W/S Barrenjoey Rd S/O Bassett St	Mona Vale	Seat/Position north of power pole/Slight obstructions
7	Barrenjoey Rd	W/S Barrenjoey Rd S/O Central Rd	Avalon	Slight B panel obstructions/Set new shelter back
9	Bungan St	E/S Bungan St S/O Waratah St O/Side Shop.Ctre	Mona Vale	Site suitable
10	Darley St	N/S Darley St W/O Barrenjoey Rd	Mona Vale	Site suitable
11	Darley St	S/S Darley Rd E/O Taronga Pl	Mona Vale	Mark bus zone/Site suitable
12	Garden St	E/S Garden St S/O Powder Works Rd	North Narrabeen	Slight obstructions/Site suitable
13	Garden St	S/S Garden St W/O Pittwater Rd	North Narrabeen	Slight obstructions/Site suitable
14	Jacksons Rd	N/S Jacksons Rd W/O Pittwater Rd	Warriewood	Remove section of garden bed to allow shelter to fit
15	Jacksons Rd	S/S Jacksons Rd E/O Oak St	Warriewood	Existing seat/Slight obstructions/Site suitable
16	Mona Vale Rd	S/S Mona Vale Rd W/O Foley St	Mona Vale	Existing advertising seat/Slight obstructions/Site suitable
17	Ocean Rd	E/S Ocean Rd Opp Palm Beach Rd	Palm Beach	Existing advertising seat/Site suitable
18	Ocean Rd	W/S Ocean Rd N/O Palm Beach Rd	Palm Beach	Existing advertising seat/Site suitable
19	Park St	N/S Park St W/O Barrenjoey Rd	Mona Vale	Existing seat/Site suitable
20	Pittwater Rd	E/S Pittwater Rd N/O Jackson Rd	North Narrabeen	Existing advertising seat/Site suitable
21	Pittwater Rd	E/S Pittwater Rd S/O Lake Park Rd	North Narrabeen	Slight obstructions/Site suitable
22	Pittwater Rd	E/S Pittwater Rd S/O Mona St	Mona Vale	Slight A panel obstructions/Site suitable
23	Pittwater Rd	W/S Pittwater Rd N/O Bungan St	Mona Vale	Existing seat/Bus bay/Slight obstructions both ways/Position shelter forward
24	Pittwater Rd	W/S Pittwater Rd N/O Cabbage Tree Rd	Bayview	Site suitable
25	Pittwater Rd	W/S Pittwater Rd S/O Garden St	North Narrabeen	Position 4mtrs south of power pole/Slight obstructions
26	Pittwater Rd	W/S Pittwater Rd S/O Jenkins St	Mona Vale	Existing advertising seat/Site suitable
27	Waratah St	N/S Waratah St E/O Akuna Lane	Mona Vale	Existing advertising seat/Slight obstructions/Site suitable
28	Pittwater Rd	E/S Pittwater Rd N/O Hunter St South	Warriewood	Existing advertising seat/Build retaining wall/Council to clear bushes
29	Pittwater Rd	W/S Pittwater Rd S/O Warriewood Rd	Warriewood	Site suitable/Build retaining wall

Existing seat at location

28 Suitable Sites

Pittwater Council Site Survey
Shelter Sites Requiring Traffic Counts

No.	Street	Address	Suburb	Comments
✓ 1	Avalon Pde	N/S Avalon Pde W/O Bellevue Ave Opp Mo's Market	Avalon	Slight obstructions/Site suitable
✓ 2	Barrenjoey Rd	E/S Barrenjoey Rd N/O Nabilla Rd Opp RSL	Palm Beach	New Non-Illuminated/Existing AP shelter/Position south of driveway & trim tree
✓ 3	Coronation Rd	N/S Coronation Rd O/Side Mona Vale Hospital	Mona Vale	Timber shelter/Position 10m west of existing shelter
✓ 4	Garden St	E/S Garden St N/O Irrawong Rd	North Narrabeen	Site suitable
✓ 6	Garden St	E/S Garden St S/O Orchard St Opp No 200	Warriewood	Private shelter/Bus bay/Site suitable

Existing shelter at location

5 Suitable sites

①

**Pittwater Council Site Survey
Public Requests**

No.	Street	Address	Suburb	Comments
1	Barrenjoey Rd	E/S Barrenjoey Rd S/O Waterview St	Mona Vale	Site suitable/Previous shelter site/Relocate stop 80m south
2	Pittwater Rd	E/S Pittwater Rd S/O Jenkins St Opp Shaws	Mona Vale	Not suitable/Insufficient width to install shelter
3	Pittwater Rd	N/S Pittwater Rd S/O Loquat Valley Rd	Bayview	Site suitable
4	Mona Vale Rd	Mona Vale Rd Cnr Chiltern & Manor Rd	Ingleside	Not suitable/Obstructions both ways form trees
5	Pittwater Rd	E/S Pittwater Rd S/O Kananook Ave	Bayview	Site suitable
6	Narrabeen Park Pde	E/S Narrabeen Park Pde Cnr Parking area to Rock Pool	Narrabeen	Not suitable/Insufficient width to install shelter
7	Waratah St	N/S Waratah St W/O Bungan St Opp School	Mona Vale	Site suitable
8	Barrenjoey Rd	W/S Barrenjoey Pde S/O Avalon Pde	Avalon	Site suitable/AP shelter/Extend existing slab & retaining wall
9	Macpherson St	Macpherson St & Forest Rd	Warriewood	Site suitable
10	Gladstone St	S/S Gladstone St near No.29	Newport	Not suitable/Obstructions from trees
11	Pittwater Rd	W/S Pittwater Rd S/O Namona St	Narrabeen	Not suitable/Line of sight problem for Namona St
12	Beaconsfield St	N/S Beaconsfield St adj. to Stuart St Road closure	Newport	Not suitable/Quiet/Obstructions

6 Suitable Sites

TOTAL NUMBERS

6 Request

15 Replacements

6 Requiring Traffic Counts

28 No shelters

Total = 54



C2 – Pittwater Rd Opp Rickard Rd E/S

C3 – Pittwater Rd S/O Lake Park Rd W/S



PITTWATER COUNCIL

Application Form

2nd Floor, Unit 11, No 5 Vuko Place, Warriewood
PO Box 882, MONA VALE NSW 1660
DX 9018, MONA VALE
Facsimile: (02) 9970 7150
Telephone: (02) 9970 1111



Office Use Only:

FILE AND PART NO: _____

PROPERTY NO: _____

OFFICER: _____

DA NO: 705/00

CC NO: _____

PRE-LODGE

- Pre-design and pre-lodgement discussions with staff are recommended.
- Also consider discussing your proposal with your neighbours prior to design or lodgement.
- Carefully read the checklist on this form.

LODGE

- All information required by the check-list must be submitted with this application.
- Incomplete applications or illegible information will not be accepted by Council.
- All fees are to be paid at the time of lodgement.
- To minimise delays it is suggested that you lodge this application between the hours of 10.00am and 4.30pm weekdays.

THIS APPLICATION IS FOR: (please tick)

- ☐ DEVELOPMENT APPROVAL
Prior to release of a consent which involves building works, the builder's long service levy must be paid
- ☐ MODIFICATION OF CONSENT
Approval No _____ Approval Date _____
- ☒ CONCURRENT DEVELOPMENT APPLICATION AND CONSTRUCTION CERTIFICATE
Prior to release of the Construction Certificate, the licensed builder's details or owner/builder's permit No must be provided

LOCATION OF THE PROPOSAL: (please print)

House No _____ Street/Road VARIOUS STREETS Suburb VARIOUS
Postcode _____ Lot _____ Section _____ Deposited Plan _____

Present use of land or building BUS STOPS

Description of Proposal /details of the Modification sought _____

INSTALLATION AT EXISTING BUS STOPS OF 50
ADSHEL BUS SHELTERS AND AT OTHER EXISTING
BUS STOPS, 30 SEATS CONTAINING ADVERTISEMENTS

APPLICANT DETAILS

For contact during application processing: (please print)

Name/Company PITTWATER COUNCIL

Address P.O. BOX 882 MONA VALE NSW 1660

E-Mail Contact Details _____

Phone (02) 9979-7533 Daytime Contact No () _____

BUILDER: (please print)

Name/Company ADSHEL STREET FURNITURE PTY LTD

Address UNIT 3, 3 WARRAH STREET, CHATSWOOD 2067

Phone () 9882-6133 Daytime Contact No () _____

SCANNED

25 JUL 2000

PITTWATER COUNCIL

OWNER (please print)

This section must be signed by ALL owners

I/we consent to the lodgement of this application and permit Council authorised personnel to enter the site for the purpose of inspections.

Owner/s PITTWATER COUNCIL

Address P.O. BOX 882 MONA VALE

Postcode 1660

Signature(s) D. Ryall Manager Property

- If the property has recently been purchased, written confirmation from the Purchaser's Solicitor must be provided.
- If contracts have been exchanged for purchase of the land, the current owner is to sign the form.
- If signed on behalf of a Company, the seal must be stamped over the signature.
- If the land is below mean high water mark, the written consent of the Crown is required.
- If the written consent is not signed by all owners of the property, this application will not be accepted.

INTEGRATED DEVELOPMENT

Is this proposal within 40m of a creek, river or the foreshores of Pittwater? ☐ YES ☒ NO

Does this proposal involve dredging or reclamation in Pittwater? ☐ YES ☒ NO

Will this proposal affect the quality of water flowing into a creek, river or the Pittwater waterway?
☐ YES ☒ NO

Does this proposal include the building of a dam, weir or levee? ☐ YES ☒ NO

Will this proposal draw water from a creek or river? ☐ YES ☒ NO

Does this proposal relate to a Heritage item or Heritage Conservation area? ☐ YES ☒ NO

Does this proposal relate to an Aboriginal Place or Relic? ☐ YES ☒ NO

Does this proposal relate to scheduled premises or scheduled equipment under the provisions of the Clean Air Act, 1961 or the Noise Control Act, 1975? ☐ YES ☒ NO

Has the land previously been used for agricultural or industrial purposes? ☐ YES ☒ NO

CONSTRUCTION MATERIALS/DETAILS: (please print) (must by law be accurate)

External walls Steel/Glass Floor area Existing N/A m²
Roof Metal Proposed 6 m²
Wall frames Steel Total Floor Area 6 m²
Flooring Concrete No of Storeys N/A
Does this proposal include a new pool? ☐ YES ☒ NO OR a new septic tank ☐ YES ☒ NO

WHAT IS THE ESTIMATED COST OF THE PROPOSAL: \$ 350,000-00

STAFF USE		FEE	RECEIPT NO	DATE
☐ DA	TDEV	807.50		
☐ SEC 96 MODIFICATION	TMOD			
☐ SEC 82A RECONSIDERATION	TREC			
☐ ADVERTISING	TADV	1650		
☐ IMAGE SCANNING	RMIC	27.50		
☐ STRATA/COMM TITLE APPLIC	TSUB			
☐ CONSTRUCTION CERTIFICATE	TCER			
☐ LONG SERVICE LEVY	QLSL			
☐ TREES	TTRE			
☐ STREET LEVELS	ESTR			
☐ BUILDER'S SECURITY	HKER			

INFORMATION REQUIRED

- Plan(s) must be drawn in ink to a metric scale, (not freehand or single line drawings). Council requires 4 copies of full sized plans and 1 copy of the plans reduced to an A4 size. Further copies of the A4 sized plans may be required, see item 'O' in the checklist.
- The site address, description of the proposal, the Architect or Draftperson's name and the date must be shown on each plan.
- Colour the new work on 2 copies of the Plan.
- The table below and check-list opposite will help you prepare and lodge a complete application.
- Your application must score a tick in every box on the right hand side of the checklist before it can be accepted by Council.

Note:

- This is a multi purpose form and therefore may not cover all of the issues relating to your application.
- If your Development Type is not listed in the table below or if it is "Designated Development", discuss the level of information required with our staff.
- Council's staff will assess your proposal and contact you should any additional information be required.

HOW TO USE THIS TABLE

- You may submit a concurrent Development Application and Construction Certificate Application.
- Locate your DEVELOPMENT TYPE in the left hand column.
- The letters in the column are the "checklist" items which must be submitted with your application.

Development Type ↓	Development Application (DA)	Combined Development and Construction Certificate Application
Single Dwellings, Additions.	A, B, C, D, E, F, G, H, I, J, K, L, N, O, Q, R and S. 1	As required in Box 1 plus M
Swimming Pools, Boatsheds, Jetties etc.	A, B, C, F, G, J, L, N, O, Q and R. 2	As required in Box 2 plus M.
Multi-Unit Development - Flats, Townhouses, Dual Occupancies, Aged and Disabled Housing.	A, B, C, D, E, F, G, H, I, J, K, L, O, Q, P, R and S. 3	As required in Box 3 plus M.
New Shops, Offices, Restaurants, Service Stations.	A, B, C, D, E, F, H, J, K, L, O, P, Q, R and S. 4	As required in box 4 plus M.
Change of Use of Industrial or Commercial Premises	A, E, H, Q and R. 5	As required in box 5 plus M.
Factory/ Warehouse.	A, B, C, D, E, F, G, H, J, K, L, O, P, Q, R and S. 6	As required in box 6 plus M.
Sub-Division.	A, D, F, G, N, O and R. 7	As required in box 7 plus M
Landfill/Earthworks.	A, C, F, J, N, O and R. 8	As required in box 8 plus M
Signs.	A, B, L and R. 9	As required in box 9 plus M

THE CHECKLIST

- We suggest you use the left hand column as your checklist, Council staff will check off the items in the right hand column.
- All of the details in the relevant sections must be included in your application, or it will not be accepted.
- Why is Council seeking this information? One of Council's fundamental objectives is to maintain the character of Pittwater by encouraging environmentally sensitive development, which has due regard to its setting, requires minimal site disturbance, achieves design excellence and is compatible with adjoining development and the area generally.

IMPORTANT NOTES

In addition to the details below the following issues may apply to your application. Consult with Council staff to determine if any are applicable to your site and what is required to be submitted. Also read Council's "Environmental Values Statement" and any relevant Development Control Plan (DCP) or draft DCP.

- | | | |
|---|--|---|
| ☐ On-site Stormwater Detention | ☐ Wave/Tidal Inundation | ☐ Heritage/Conservation area |
| ☐ Slip Liable Land | ☐ Bush fire Hazard | ☐ Coastal Processes |
| ☐ Flood Prone Land | ☐ Contaminated Land | ☐ Soil Conservation |
| ☐ Bluff area | ☐ Flora /Fauna(SIS) | ☐ Any DCP or draft DCP |

YOUR USE		STAFF USE															
A	*REFER TO OVERALL AREA PLAN AND INDIVIDUAL PLANS FOR EACH SITE SITE PLAN - An aerial view of the site showing existing and proposed buildings and the following information. Minimum Scale 1:200 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">☐</td> <td style="width: 85%;">North point and all boundary dimensions of the block.</td> <td style="width: 10%; text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>All existing/proposed buildings on the site and their setback or distance to the boundary; the location of windows and doors. Proposed additions to existing buildings are to be clearly identified (preferably coloured).</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>The outline of buildings on the adjoining sites, the setback or distance from the street and common boundary including the location of windows and doors.</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Any easements or right of way over the site, existing/proposed stormwater drainage lines or watercourses.</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Existing/proposed fences, swimming pools, retaining walls, driveways or parking areas, garbage or trade waste holding areas.</td> <td style="text-align: center;">☐</td> </tr> </table>	☐	North point and all boundary dimensions of the block.	☐	☐	All existing/proposed buildings on the site and their setback or distance to the boundary; the location of windows and doors. Proposed additions to existing buildings are to be clearly identified (preferably coloured).	☐	☐	The outline of buildings on the adjoining sites, the setback or distance from the street and common boundary including the location of windows and doors.	☐	☐	Any easements or right of way over the site, existing/proposed stormwater drainage lines or watercourses.	☐	☐	Existing/proposed fences, swimming pools, retaining walls, driveways or parking areas, garbage or trade waste holding areas.	☐	
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B	ELEVATIONS - A view of all sides of the building and the site profile. Minimum scale 1:100 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">☒</td> <td style="width: 85%;">All relevant elevations detailed and identified (i.e. north, south etc) with the proposed additions clearly identified.</td> <td style="width: 10%; text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Existing/proposed ground levels and all floor to ceiling heights.</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Reduced levels (RL's) to Australian Height Datum (AHD) shown for all roof ridges, floor and ceiling levels for the existing/proposed building and those on adjoining sites, also street levels.</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☒</td> <td>Roof profile, material, colour, reflectivity and eaves width are shown.</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>The outline of buildings on the adjoining sites.</td> <td style="text-align: center;">☐</td> </tr> </table>	☒	All relevant elevations detailed and identified (i.e. north, south etc) with the proposed additions clearly identified.	☐	☐	Existing/proposed ground levels and all floor to ceiling heights.	☐	☐	Reduced levels (RL's) to Australian Height Datum (AHD) shown for all roof ridges, floor and ceiling levels for the existing/proposed building and those on adjoining sites, also street levels.	☐	☒	Roof profile, material, colour, reflectivity and eaves width are shown.	☐	☐	The outline of buildings on the adjoining sites.	☐	
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C	SECTIONS - A cut through view of the building and site. Minimum scale 1:100 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">☐</td> <td style="width: 85%;">The outline of the existing and/or proposed building showing all dimensions including roof pitch.</td> <td style="width: 10%; text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>All sections labelled and cross related back to where they occur on the floor plan and site plan (including driveways and their proposed gradients).</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Existing and proposed RL's to AHD, for the building (ceiling and floor level) and the site showing proposed excavation or filling (if any).</td> <td style="text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Construction details for wall, floor, window, door, ceiling, roof frame, type of footings and size.</td> <td style="text-align: center;">☐</td> </tr> </table>	☐	The outline of the existing and/or proposed building showing all dimensions including roof pitch.	☐	☐	All sections labelled and cross related back to where they occur on the floor plan and site plan (including driveways and their proposed gradients).	☐	☐	Existing and proposed RL's to AHD, for the building (ceiling and floor level) and the site showing proposed excavation or filling (if any).	☐	☐	Construction details for wall, floor, window, door, ceiling, roof frame, type of footings and size.	☐				
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D	LONG SECTIONS - A length ways cut through view of the site, the building or driveway. Minimum Scale 1:100 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">☐</td> <td style="width: 85%;">Details of driveways, vehicle crossing profiles and transitions.</td> <td style="width: 10%; text-align: center;">☐</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>Maximum driveway grade 1:4; maximum emergency pedestrian access grade 1:8.</td> <td style="text-align: center;">☐</td> </tr> </table>	☐	Details of driveways, vehicle crossing profiles and transitions.	☐	☐	Maximum driveway grade 1:4; maximum emergency pedestrian access grade 1:8.	☐										
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YOUR USE		STAFF USE
E	FLOOR PLAN - An aerial view of the room layout on all levels, or storeys. Minimum scale 1:100	
☐	North point shown.	☐
☒	Room dimensions and use shown.	☐
☒	The location and dimension of all windows, doors and walls (including wall thickness).	☐
F	SURVEY DETAILS - A plan which has been prepared by a Registered Surveyor which identifies all existing site features and improvements and existing ground levels. Minimum scale 1:100	
☐	1m contour intervals, trees, rock features, the adjacent road, location of services and easements, all site boundaries, a fixed datum point (related to AHD) and proposed building platform areas.	☐
☐	The outline of buildings on the adjoining sites and their setback or distance from the street, rear and common side boundary and the location of the windows and doors.	☐
☐	The level, to AHD of the roof ridge, window sill levels and floor levels of adjoining buildings.	☐
☐	The height and location of the new building or addition relative to the existing and surrounding buildings.	☐
G	SITE CALCULATIONS - A list of Calculations comparing the application against the relevant Statutory Requirements or Council's Development Control Plans.	
☐	A comparison with the building or planning standards specified, indicating compliance or non compliance.	☐
☐	Where the proposal does not comply with a standard, a statement why the application should be supported.	☐
H	CARPARKING - Information on the carparking on-site. Minimum scale 1:200. (This information could be included on the site plan or ground floor plan layout).	
☐	Carparking spaces, including their width, and length, aisle and ramp widths.	☐
☐	Calculation of the number of carparking spaces; the areas included for the purposes of calculating.	☐
☐	Parking bays for disabled persons, delivery vehicles, couriers or loading docks, where relevant.	☐
I	SHADOW DIAGRAMS - Information on shadow effect on adjoining properties. Minimum scale 1:200 (This information could be included on the site plan).	
☐	The outline of the existing/proposed building and adjoining buildings (where they fall within the shadowed area) and the shadow cast by existing trees on the adjoining properties.	☐
☐	The outline of the shadow cast by the proposed building during the winter solstice at 9am, 12 noon and 3pm. If the proposal involves demolition of an existing building, indicate the shadow cast by that building and the new building.	☐
J	LANDSCAPE PLANS - Information on landscaping of the site. Minimum Scale 1:100. These plans are to be prepared by an appropriately qualified consultant	
☐	A Landscape Concept Plan is to be submitted with the <u>Development Application</u> , outlining the landscape objectives of the proposal. This plan is to identify the species type and location of all existing trees (with a height greater than 3m), all natural bushland areas or mangroves, all excavated site areas and proposed paved areas	☐
☐	A detailed Landscape Plan may be required with the <u>Construction Certificate Application</u> . This plan is to comply with the provisions of Council's Landscape DCP.	☐
K	MONTAGE/MODEL - A representation of what the proposal will look like relative to existing development.	
☐	A photo montage for any development with a value above \$300,000.	☐
☐	A model for development having a value greater than \$500,000. Minimum scale of 1:200.	☐
L	SCHEDULE OF EXTERIOR FINISHES - A list of proposed exterior finishes	
☒	Exterior finishes (existing and proposed) e.g. material and colour of roof, walls, paving/driveway.	☐
M	BUILDING SPECIFICATION, ENGINEERING DETAILS - Details of construction.	
☐	Two copies, detailing method of construction, fire ratings, type of materials, dimensions and length.	☐
☐	Whether the material will be new or second hand. Give particulars of second hand materials.	☐
☐	Details of drainage, effluent disposal, water supply, ventilation arrangements etc.	☐

YOUR USE		STAFF USE
N	FLORA AND FAUNA - These issues need to be checked with Council staff.	
☐	Endangered species may occur - a Species Impact Assessment or Statement may be required.	☐
☐	Wildlife corridor - retention or planting of trees and/or shrubs is to be shown on the plan.	☐
☐	Bushland - conservation of remnant bushland is to be shown on the plan.	☐
O	NOTIFICATION PLANS - Plans which are sent to neighbours, in all cases where surrounding neighbours have not agreed in writing to the proposal as submitted. (A3 Area Plans X 2 Copies)	
☐	12 copies of the site plan and elevations, reduced to A4 size with all figured dimensions clearly shown.	☐
☐	The overall height and external appearance relative to the existing/finished ground levels is to be indicated.	☐
P	ACOUSTIC DETAILS - A report from an Acoustic Engineer.	
☐	Background noise levels.	☐
☐	Projected noise levels from development.	☐
☐	Comparison with Council or Environment Protection Authority standards.	☐
☐	Hours of Operation.	☐
Q	ACCESS FOR AGED AND DISABLED- A statement, with reference to plans, that addresses people with disabilities.	
☐	Compliance with AS1428 and the Building Code of Australia	☐
R	STATEMENT OF EFFECT - A written statement which assesses the proposal in terms of the site and surrounding properties. The statement must detail the ways in which negative consequences or impacts of the proposal can be minimised. Your statement may need to address the following:-	
☐	Stormwater Disposal, Flooding, Landslip, Bushfire and other risks. Effect on the landscape, flora and fauna, archaeological aspects, streetscape or scenic quality of the locality. The amount of traffic generated, particularly in relation to the adequacy of existing roads. Vehicular access, on-site parking and the availability of public transport The social and economic effects of the proposal. Impact of the proposal on the amenity or character of the area. Design and external appearance of the proposal in relation to the site and the locality and its compatibility with surrounding development. Privacy, noise affects, solar access and view effect on neighbours and how these could be minimised. The siting and design of the building, including access for the disabled. Spillage from lighting, illuminated signage; glare from roof surfaces or door/window panels. The method and duration of excavation, quantities involved, disposal arrangements and soil erosion mitigation.	☐
S	DEMOLITION - An application is required for this activity to satisfy "WorkCover" and safety requirements	
☐	Two (2) copies of the Site Plan showing the location of the building.	☐
☐	Soil sedimentation controls.	☐
☐	Details as to how the public will be excluded from the site during demolition	☐
☐	What machinery is to be used and hours of work?	☐
☐	Details of waste disposal site.	☐
5/1/00	Checked as being complete. Name <u>CP</u>	Signature <u>Chris</u>

APPLICANT SIGNOFF

I declare that all of the particulars and information supplied in connection with this application are correct.

I also confirm that this application has been prepared addressing the relevant Local Environmental Plan and Development Control Plan requirements

I hereby certify that this proposal complies with the following numeric requirements of the relevant Development Control Plan (please tick the relevant issues)

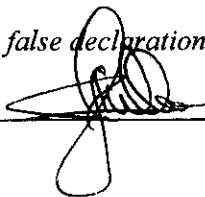
- | | |
|--|--|
| ☐ Site Coverage | ☐ Building Height |
| ☐ Boundary Setbacks | ☐ Building Lines |
| ☐ Solar Access | ☐ Carparking |

Alternatively, where this application does not comply with these numeric requirements, I have provided a written justification in support of this proposal, addressing the aims and objectives of the relevant Development Control Plan

Further, I acknowledge that I am aware of my obligations under the Disability Discrimination Act.

I understand that a false declaration will result in the refusal of this application

Signature



Date

June 26, 2000

Note : Where the application is found to constitute “ integrated development” (see page 2 of the application form) Council will require payment of the statutory \$250 fee at the time of lodgement of the application. All cheques are to be made out to the referral body/bodies, Council will arrange for the application and fee to be forwarded as required by the Legislation.

ACCEPTING THE APPLICATION

Check that Application Form has been completed



Check plans, scale and drawing number



Check Map Info



Check notification plans, adequate detail and legible



Check Owners Consent



Lot & DP Description

What is the Application Category (see chart)

OTHER

Select Sub Category (see chart)

COAL DEV.

Accompanying Consultant Reports

Stormwater Drainage Details (including OSD)

Submitted

N/A

Geotechnical Report

Flood Study

Hazard Report (Bluff/Coastal Erosion, Wave/Tidal Inundation)

Bush Fire Report

Contaminated Land Study

Species/Fauna Impact Study

Heritage Assessment

Identify External Notification Requirement

No Notification

☐

Notification to Adjoining Properties

☐

Advertise

☐

Integrated/Concurrent

☐

→ Government Department →

☐

Designated

☐
☐
☐

Estimated Cost of Work

350 000

Fee

Does the estimated cost accord with the AIBS Guide

Yes

☐

No

☐

Internal Referrals

Engineers

☐

Community Services

☐

Natural Resources (Habitat)

☐

Property

☐

Natural Resources (Fire)

☐

Access Committee

☐

Landscape

☐

Heritage

☐

Health (Shops/Food etc)

☐

Construction Certificate

Check Application Form

☐

Check Plans

☐

Concurrent Application

☒

Value of Work

Fee

Application to be made separately

☐

Development Team

North

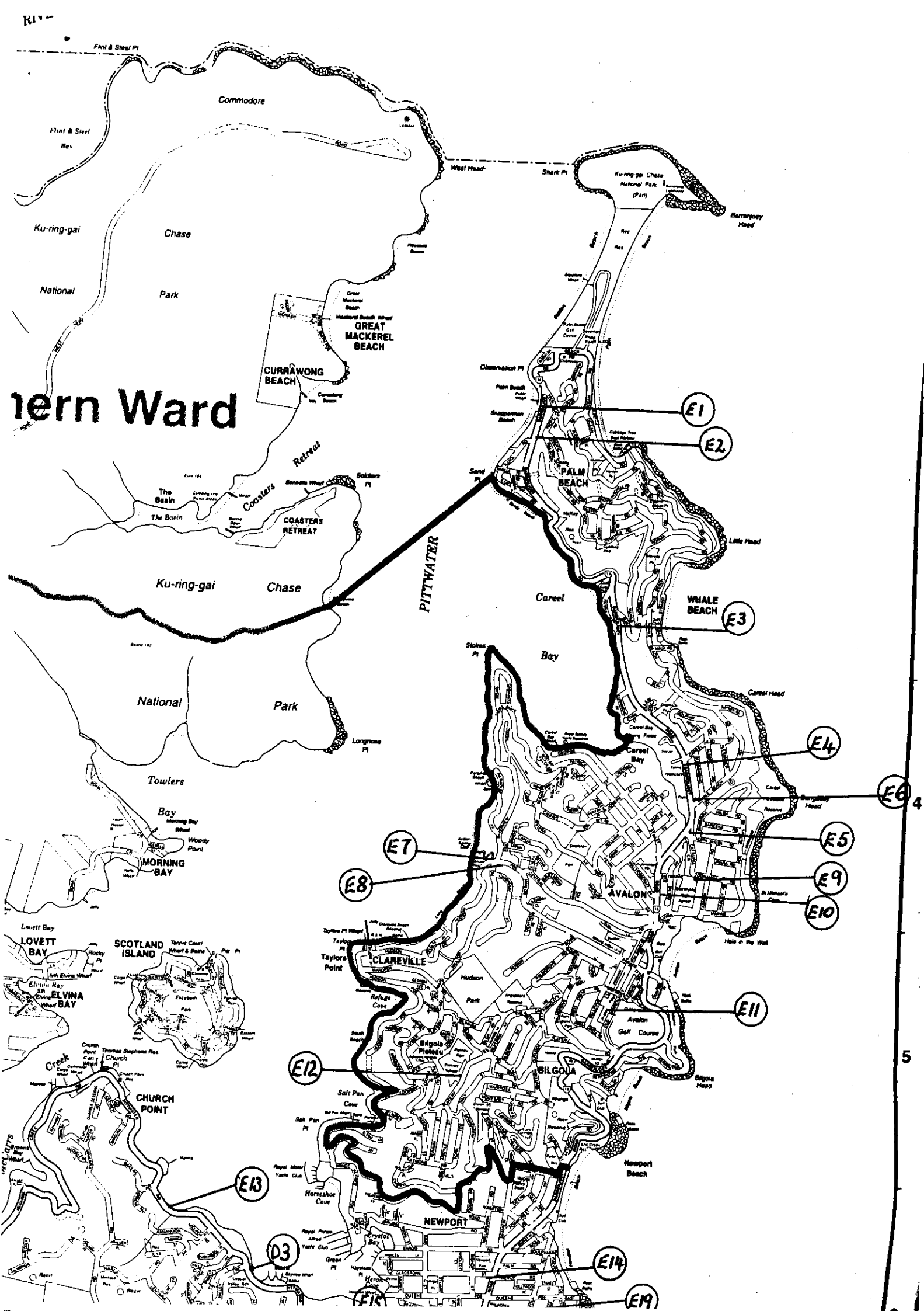
☒

Application Accepted by

CP

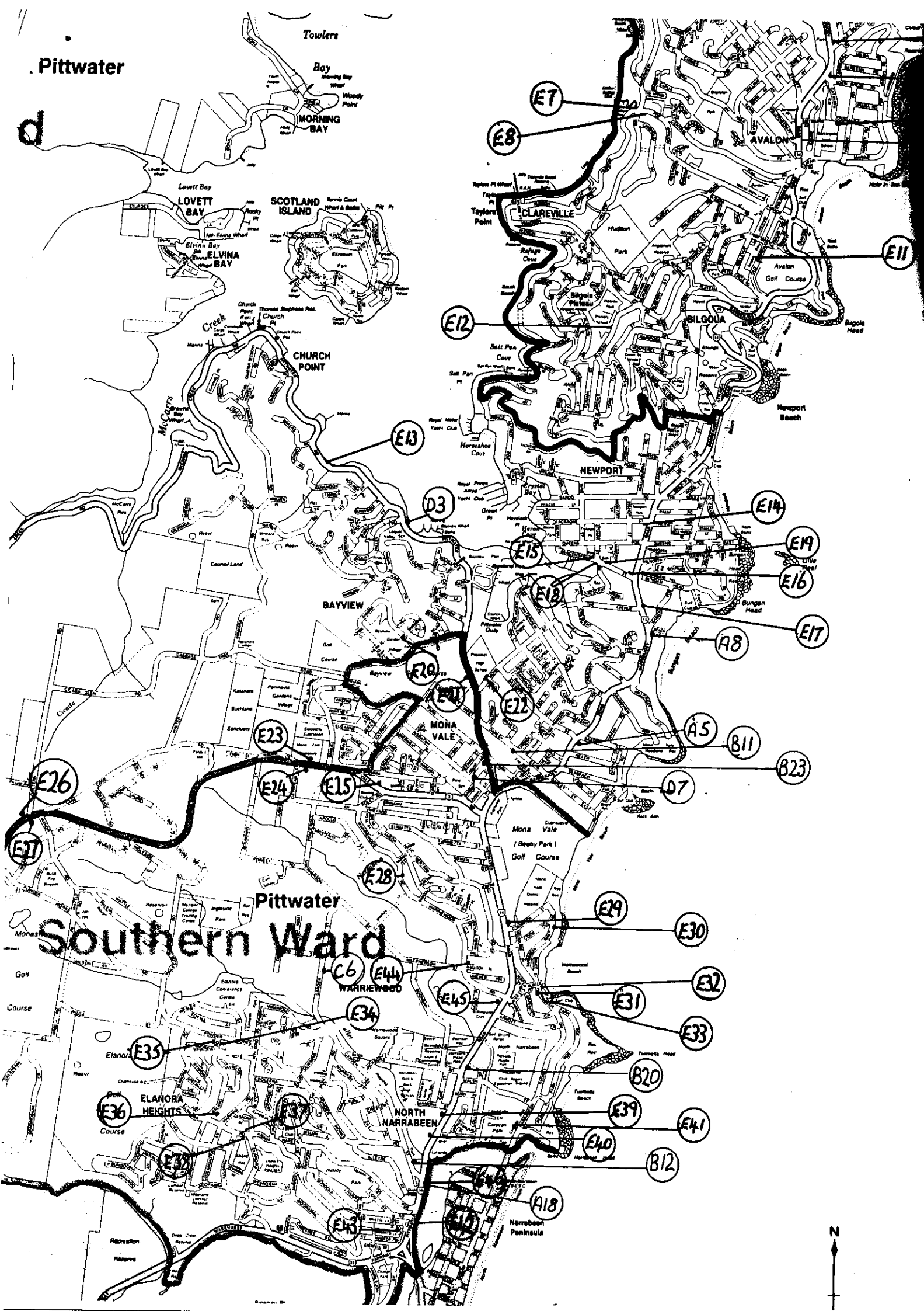
South

☒



Pittwater

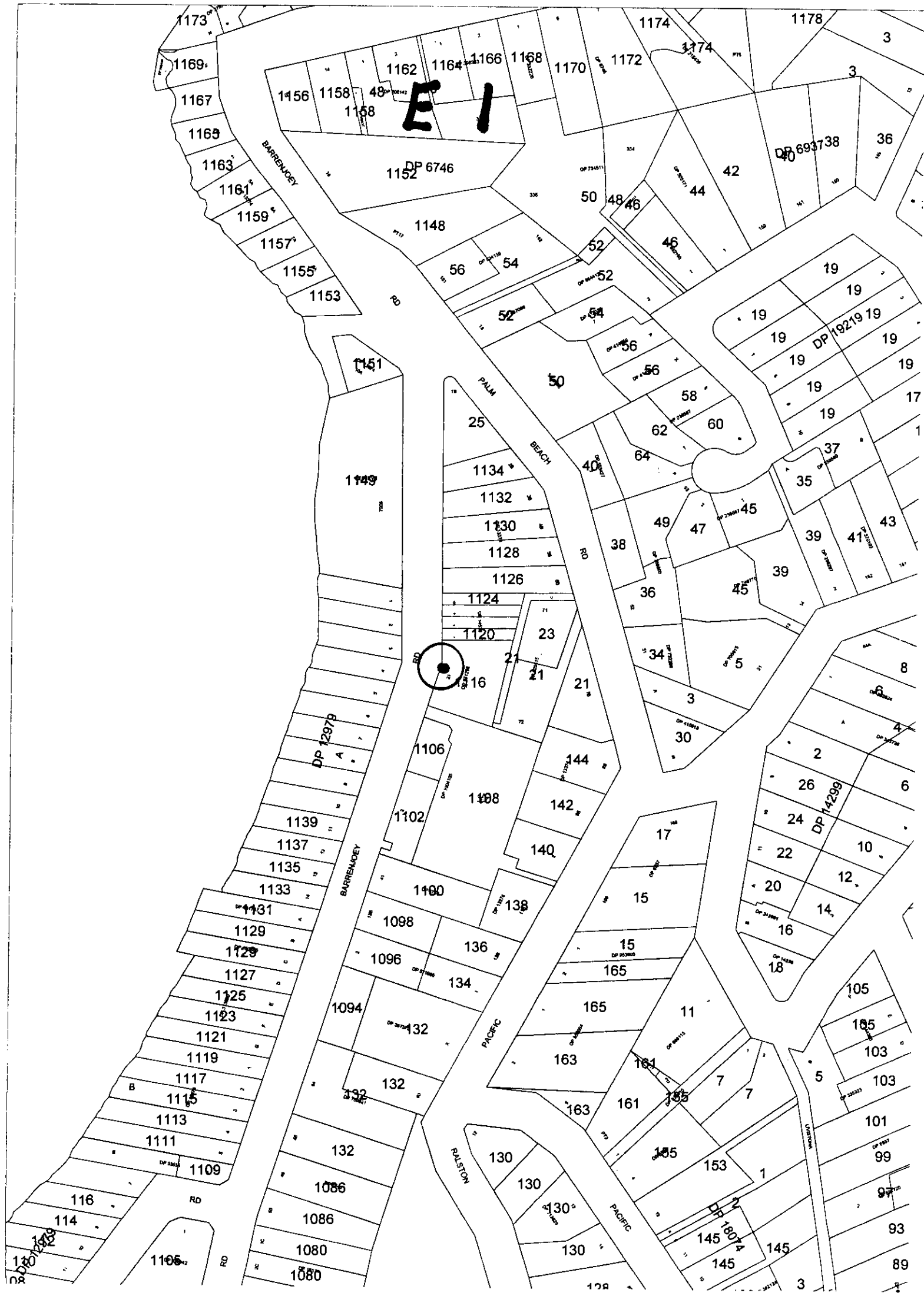
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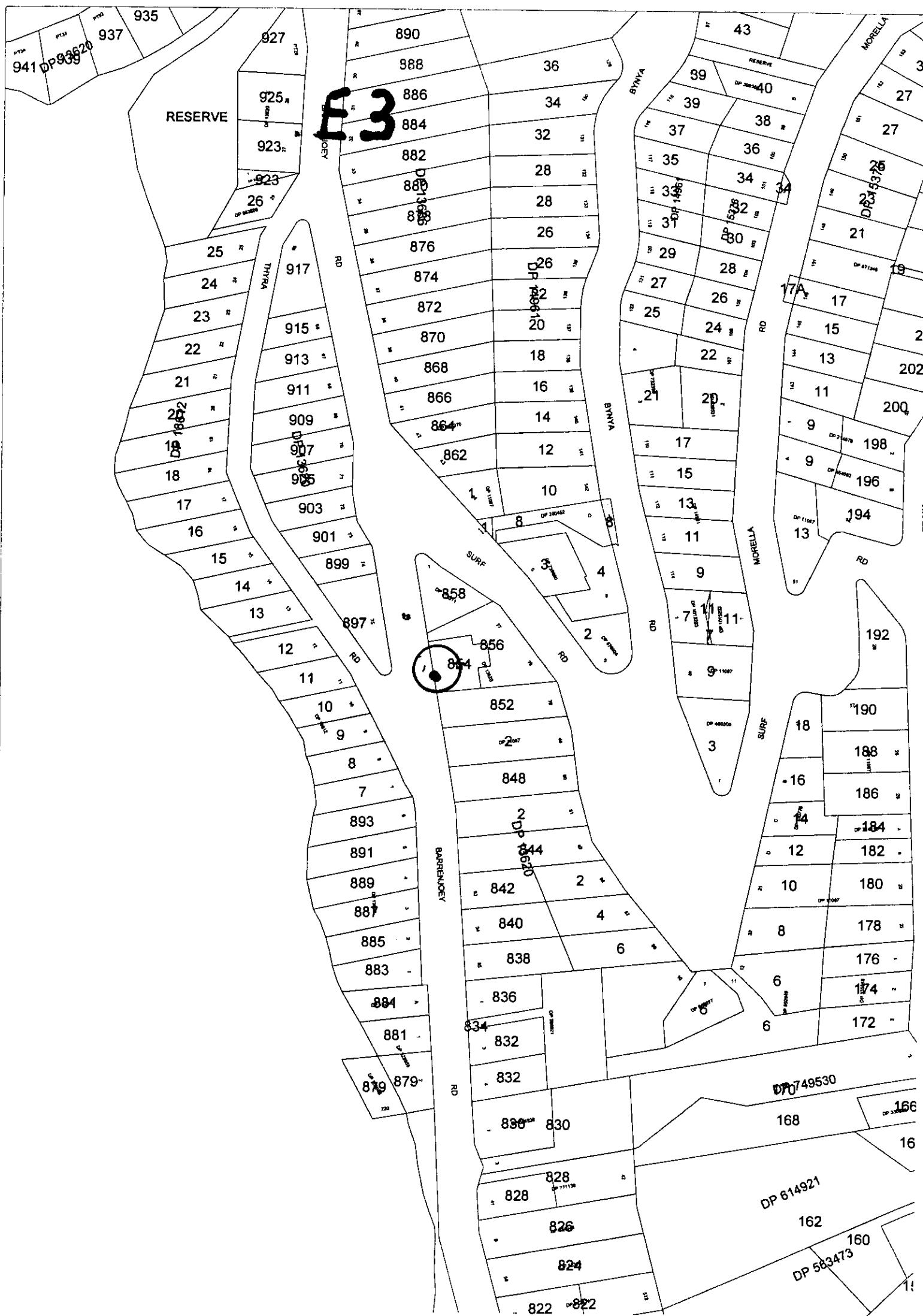
BUS SHELTERS – VARIOUS LOCATIONS DEVELOPMENT APPLICATION

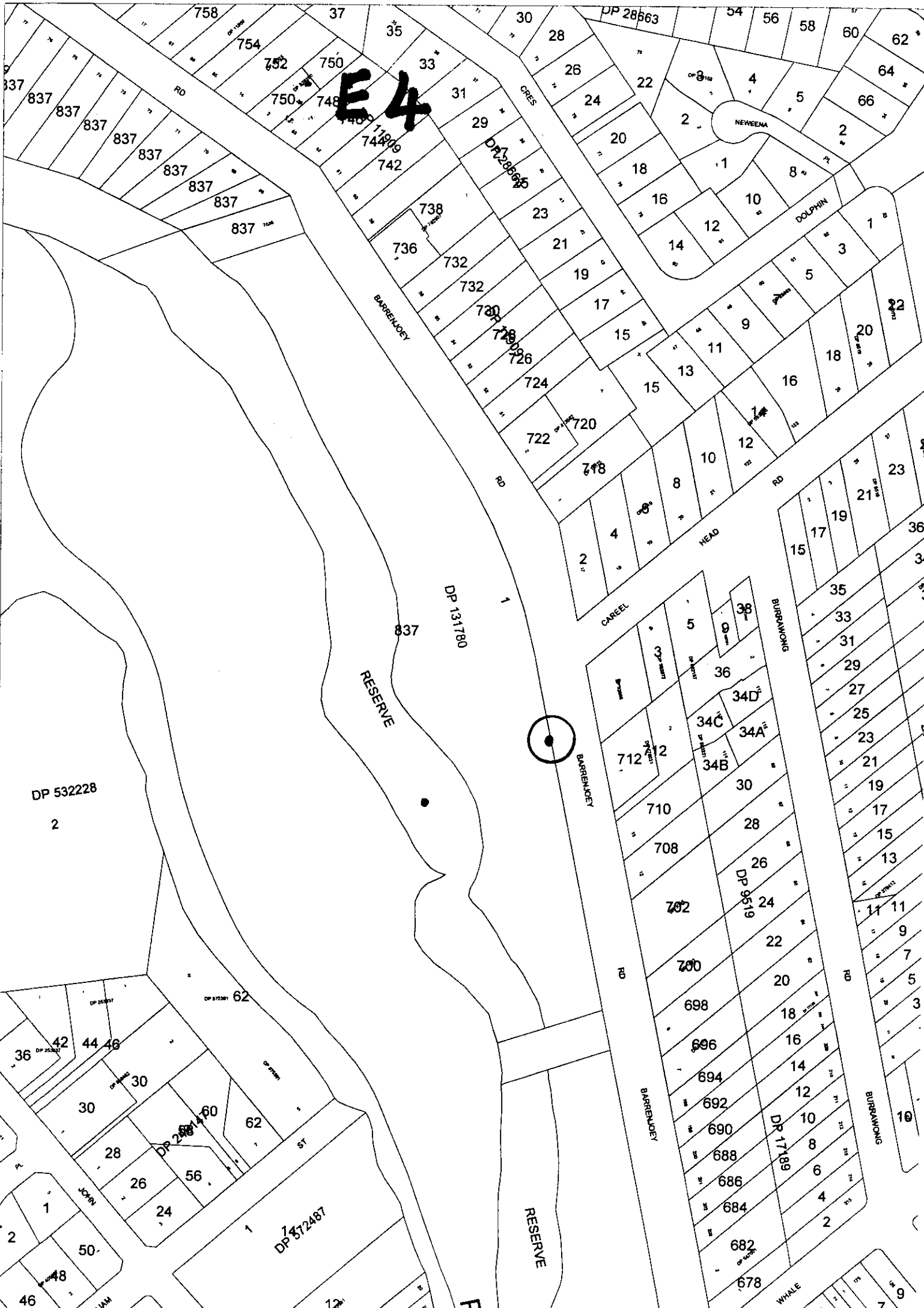
No.	Street or Road	Location	Suburb	Comment
E1	Barrenjoey	Opposite Wharf outside shops North of Barrenjoey House. No. 1108. East side of Barrenjoey Road	Palm Beach	New Shelter
E2	Barrenjoey	East side of Barrenjoey Road. North of Iluka Road. North of 1078.	Palm Beach	New Shelter
E3	Barrenjoey	East side of Barrenjoey Road. South of Surf Road. Outside No's 854-856.	Palm Beach	Replacement old shelter with new Adshel shelter.
E4	Barrenjoey	West side of Barrenjoey Road. South of Careel Head Road. Opposite shops – Careel Shopping Village.	Careel Bay	New Shelter
E5	Barrenjoey	East side Barrenjoey Road. North of North Avalon Road. In reserve.	Avalon	Replacement old shelter with new Adshel shelter.
E6	Barrenjoey	East side of Barrenjoey Road. North of Whale Beach Road.	Avalon	Replacement old shelter with new Adshel shelter.
E7	Hudson Pde	North side of Hudson Parade. West of Riverview Road.	Avalon	Replacement old shelter with new Adshel shelter.
E8	Hudson Pde	South side of Hudson Parade. Near No. 23. East of Hilltop Road.	Avalon	New Shelter
E9	Coonanga	South side Coonanga Road outside School	Avalon	2 new shelters
E10	Barrenjoey	East side of Barrenjoey Road. North of 580. Opposite Wollstonecraft Avenue.	Avalon	New shelter
E11	Old Barrenjoey	West side of Old Barrenjoey Road. Outside School. Opposite Park.	Avalon	2 new shelters
E12	Plateau Road	West side of Plateau Road. Outside School. Opposite No. 177.	Bilgola Plateau	2 new shelters
E13	Pittwater	North side of Pittwater Road. Near Reserve. Opposite No. 2063.	Church Point	New Shelter
E14	Gladstone	South side of Gladstone Street. West of Barrenjoey Road. Outside No. 1 Gladstone Street.	Newport	Replacement old shelter with new Adshel shelter.
E15	Beaconsfield	North side of Beaconsfield. West of Stuart Street. Near School	Newport	New shelter
E16	Beaconsfield	North side of Beaconsfield. Outside No. 202. West of Barrenjoey Road.	Newport	Replacement old shelter with new Adshel shelter.
E17	Barrenjoey	East side of Barrenjoey Road. Opposite The Avenue.	Newport	New shelter
E18	Beaconsfield	South side of Beaconsfield outside No. 35.	Newport	New shelter
E19	Beaconsfield	North side of Beaconsfield. Opposite No. 29.	Newport	New shelter
E20	Annam Road	West side of Annam Road. Opposite No. 107. North of Cabbage Tree Road.	Bayview	New shelter
E21	Pittwater	West side of Pittwater Road. Opposite school. North of Mona Street	Mona Vale	New shelter
E22	Mona Street	North side of Mona Street. Outside School. Opposite Nailon Place.	Mona Vale	2 new shelters
E23	Mona Vale Rd	North side of Mona Vale Road. Outside Mona Vale Cemetery.	Mona Vale	New shelter
E24	Mona Vale Rd	South side of Mona Vale Road. Opposite Mona Vale Cemetery. East of Daydream Street.	Mona Vale	New shelter
E25	Mona Vale Rd	North side of Mona Vale Road. Outside No. 87. Opposite Foley Street.	Mona Vale	New shelter
E26	Mona Vale Rd	North side of Mona Vale Road. West of Chiltern Road.	Ingleside	New shelter
E27	Mona Vale Rd	South side of Mona Vale Road. West of Manor Road.	Ingleside	New shelter
E28	Warriewood Rd	East side of Warriewood Road. Outside No. 126. South of Moriac Street.	Warriewood	Replacement old shelter with new Adshel shelter.

No.	Street or Road	Location	Suburb	Comment
E29	Pittwater Rd	East side of Pittwater Road. North of Coronation Street.	Mona Vale	Replacement old shelter with new Adshel shelter.
E30	Narrabeen Park Pde	East side of Narrabeen Park Parade. Opposite No. 184. South of Cook Terrace.	Mona Vale	New shelter
E31	Narrabeen Park Pde	West side of Narrabeen Park Parade. Outside Shops. South of Hunter Street.	Warriewood	New shelter
E32	Narrabeen Park Pde	East side of Narrabeen Park Parade. Opposite shops. South of Hunter Street.	Warriewood	New shelter
E33	Narrabeen Park Pde	North-east of Narrabeen Park Parade. Opposite No. 104. North of Carpenter Crescent.	Warriewood	New shelter
E34	Kalang Road	East side of Kalang Road. South of Powder Works Road.	Elanora Heights	New shelter
E35	Kalang Road	West side of Kalang Road. Outside shop. South of Powder Works Road.	Elanora Heights	New shelter
E36	Kalang Road	East side of Kalang Road. Outside No. 3. North of Elanora Road.	Elanora Heights	New shelter
E37	Elanora Road	North side of Elanora Road. Outside No. 51. West of Georgina. Opposite shops.	Elanora Heights	New shelter
E38	Elanora Road	South side of Elanora Road. West of Elanora Road. Outside Park. West of shop.	Elanora Heights	New shelter
E39	Pittwater Rd	West side of Pittwater Road. Outside School. South of Namona Street.	North Narrabeen	New shelter
E40	Pittwater Rd	West side of Pittwater Road. Outside school. Opposite Lake Park Road.	North Narrabeen	New shelter
E41	Narrabeen Park Pde	West side of Narrabeen Park Pde. Opposite shop. Outside Caravan Park. South of Wash Street	North Narrabeen	New shelter
E42	Pittwater Rd	East side of Pittwater Road. Opposite Fish Shop. North of Rickard Road.	North Narrabeen	Replacement old shelter with new Adshel shelter.
E43	Rickard Rd	South side of Rickard Road. West of Pittwater Road. West of Minarto Lane.	North Narrabeen	New shelter
E44	Warriewood Rd	East side of Warriewood Road. Outside No. 42. Opposite MacPherson Street.	Warriewood	Replacement old shelter with new Adshel shelter.
E45	Pittwater Rd	West side of Pittwater Road. South of Warriewood Road.	Warriewood	2 new shelters
E46	Jacksons Rd	South side of Jacksons Road. Opposite Warriewood Square.	Warriewood	New shelter



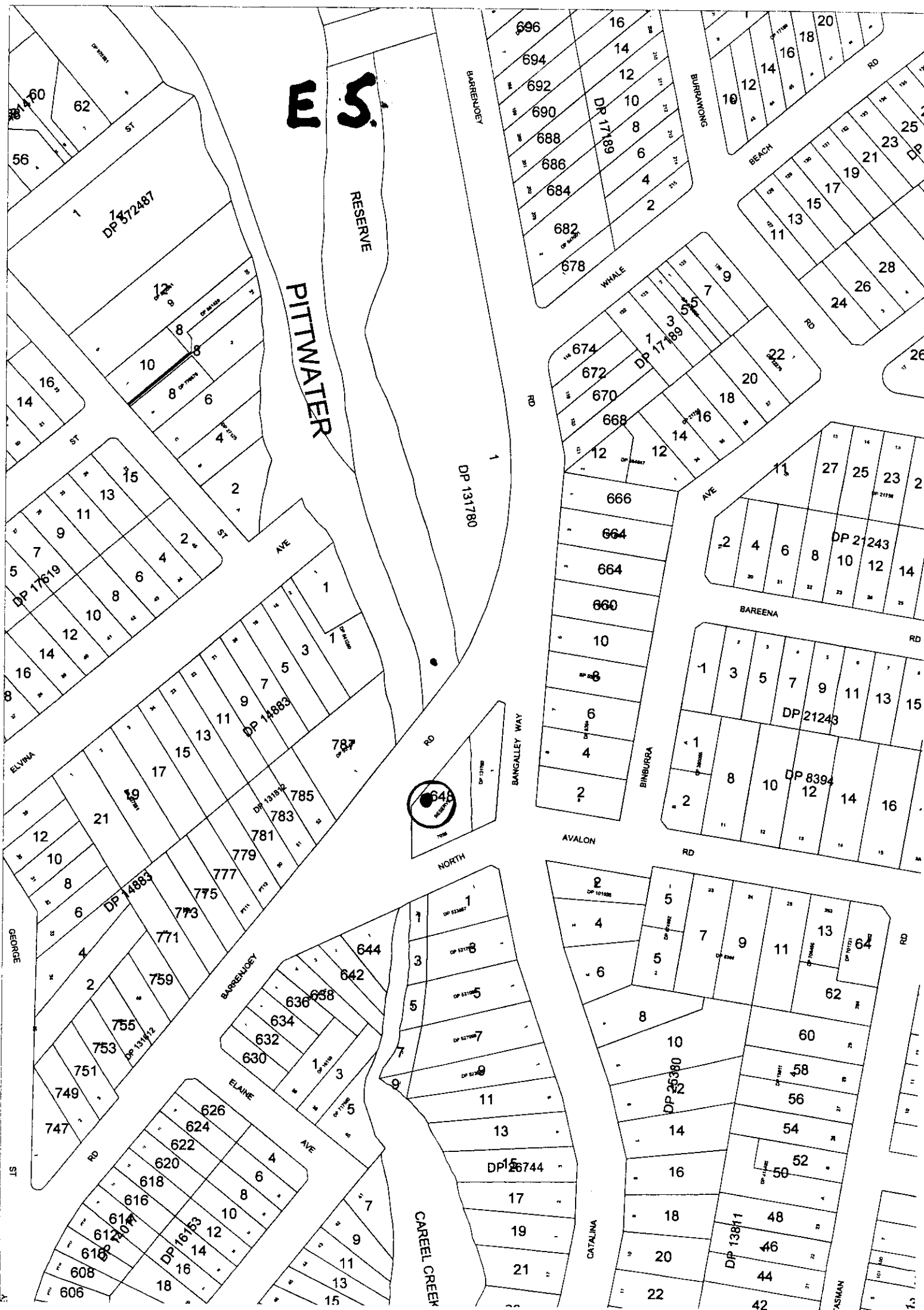
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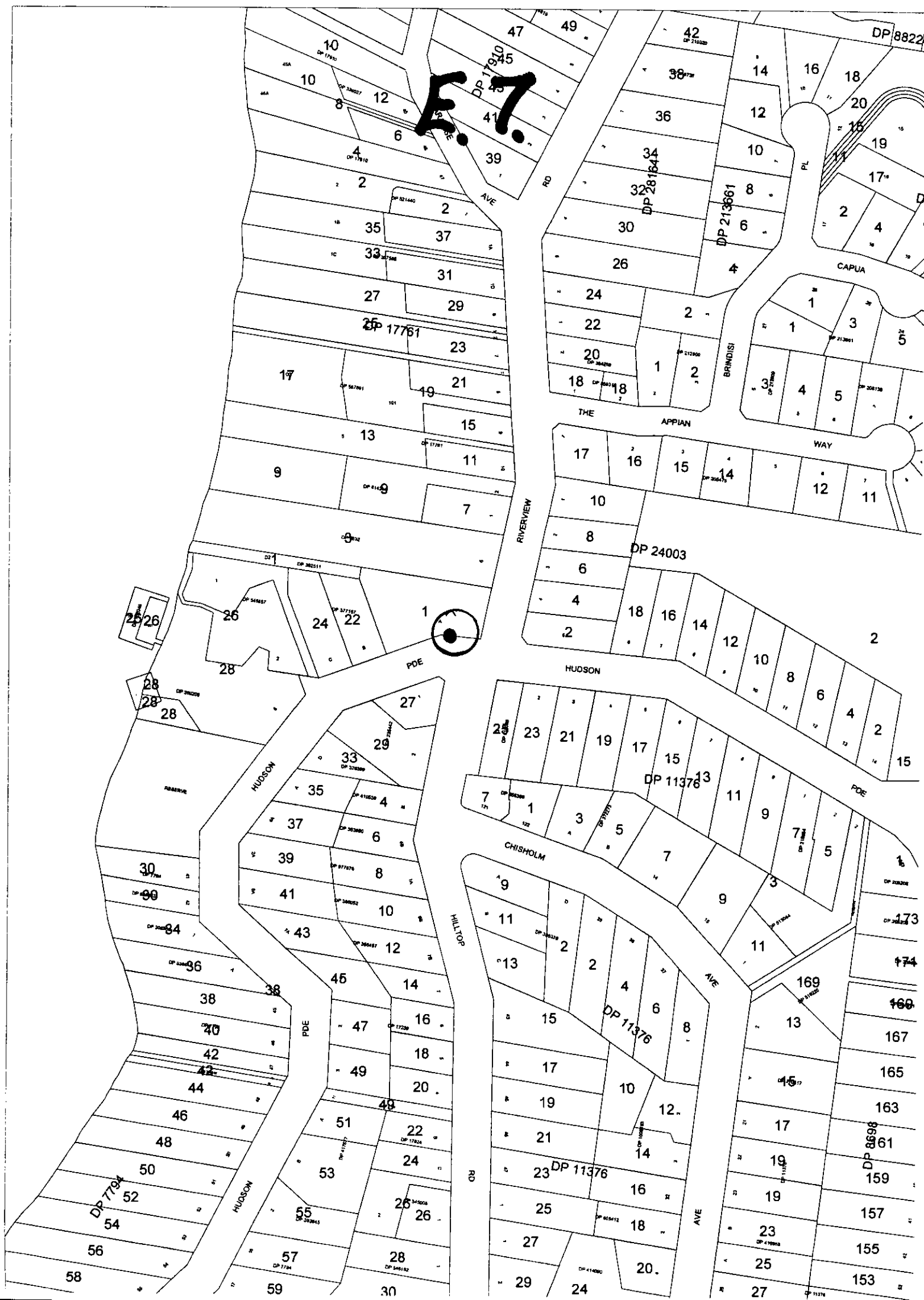


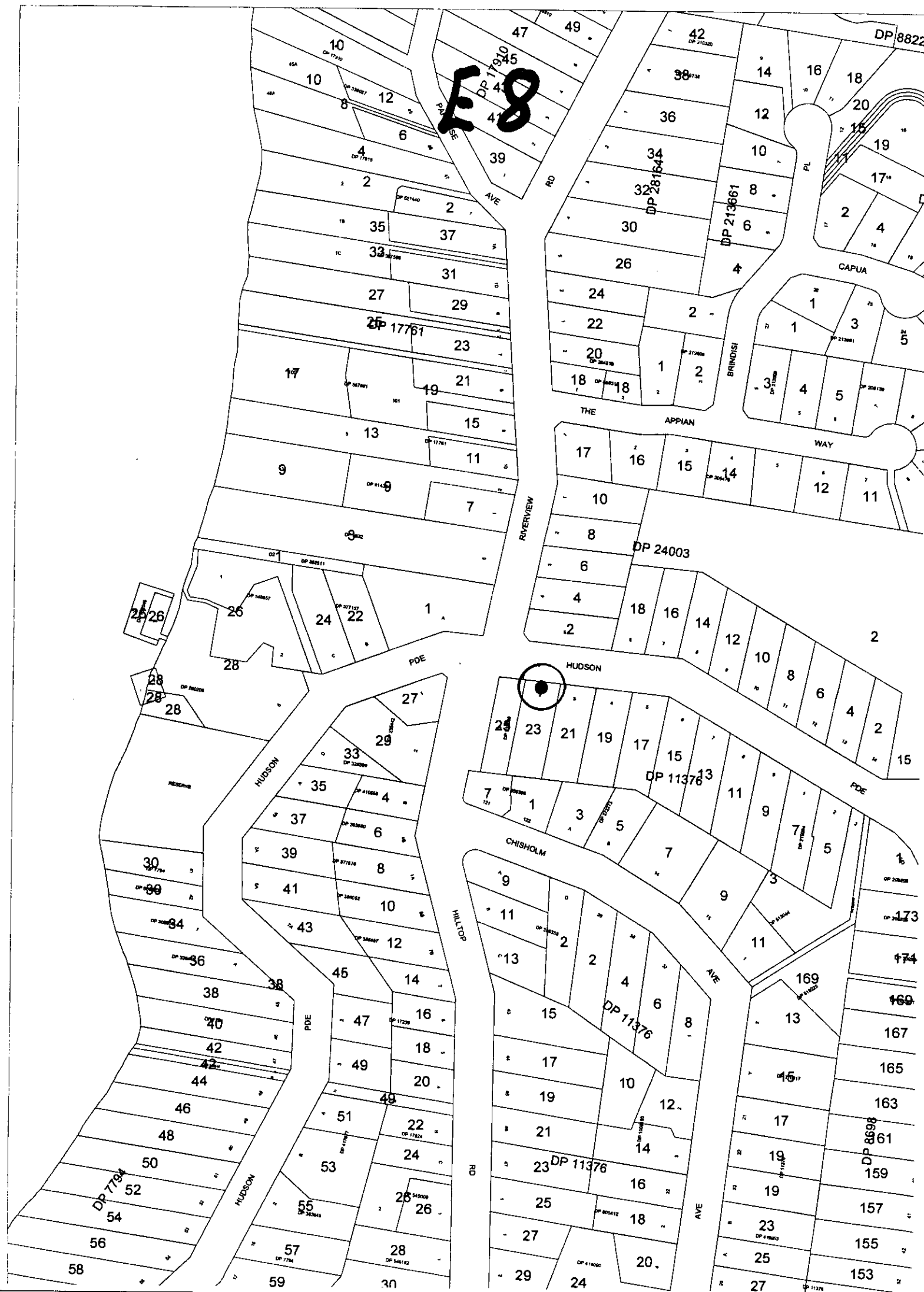
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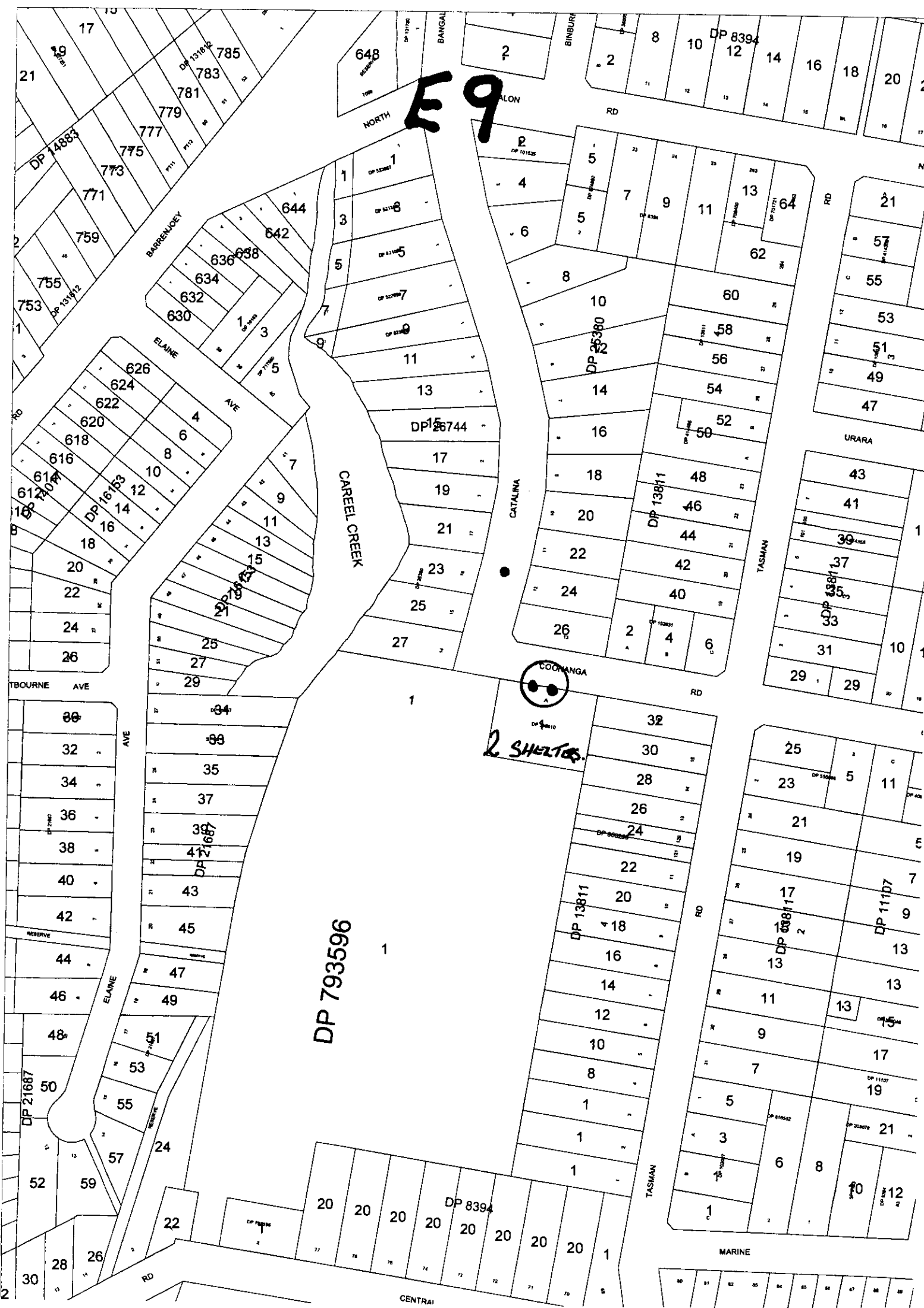




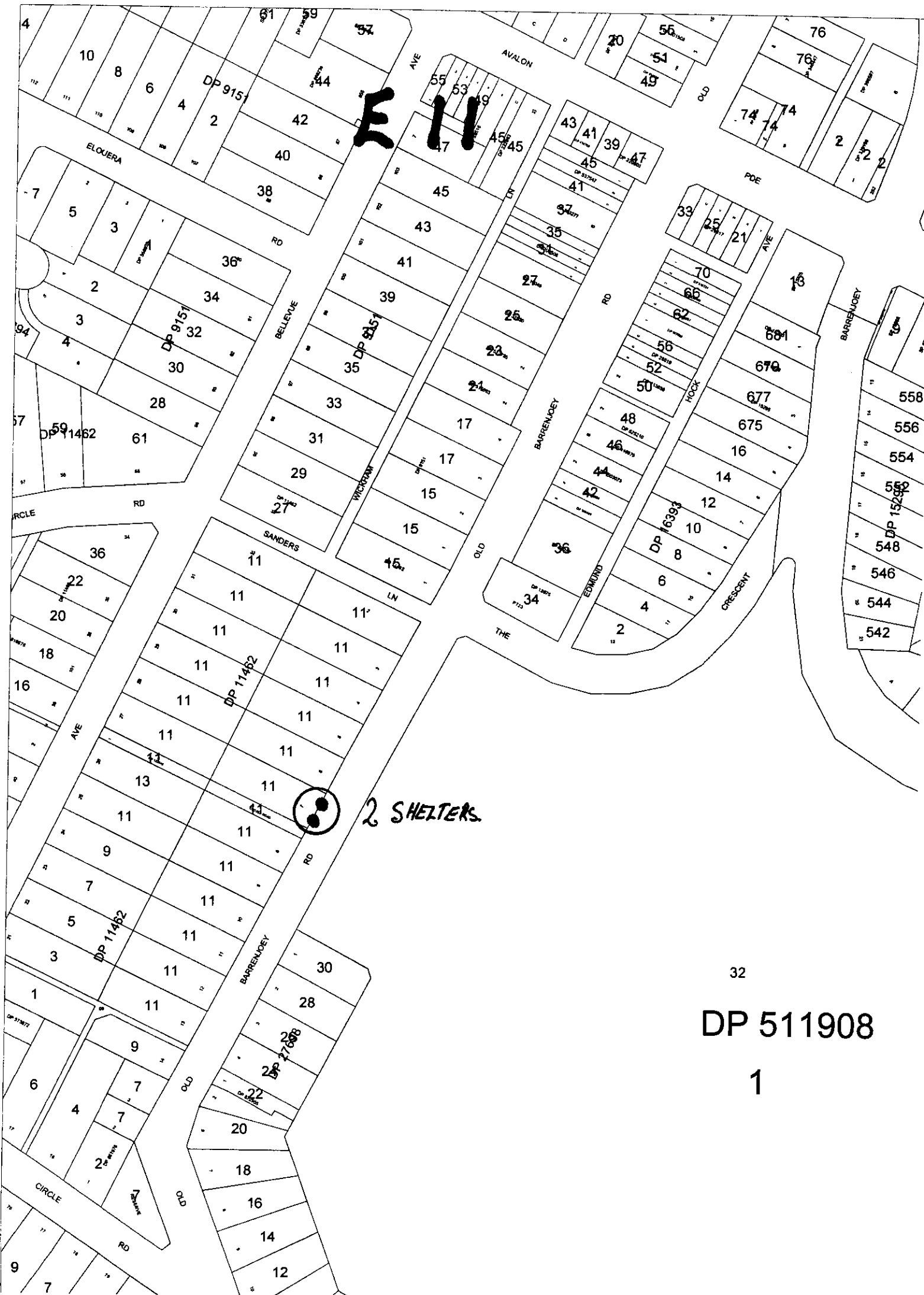


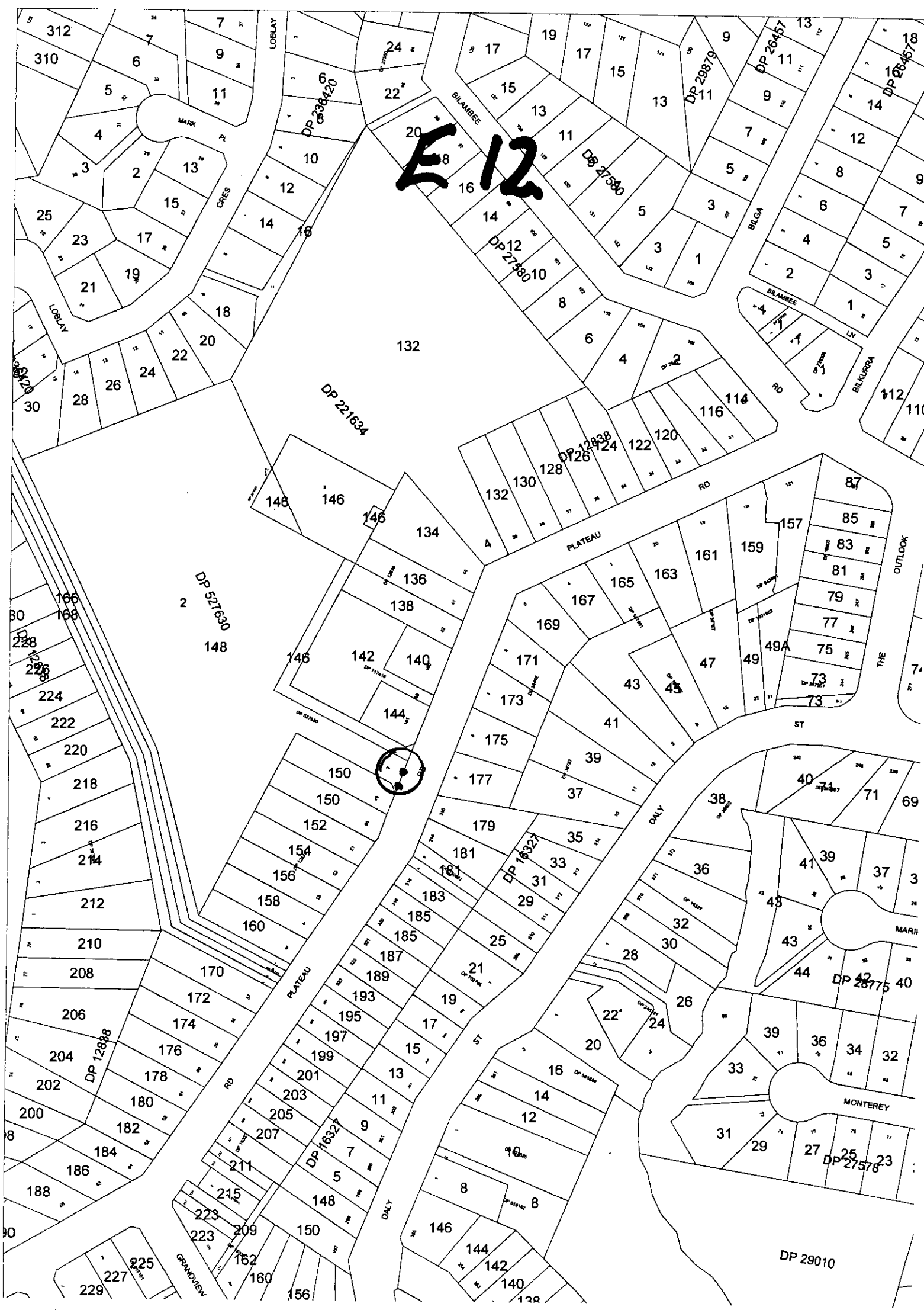


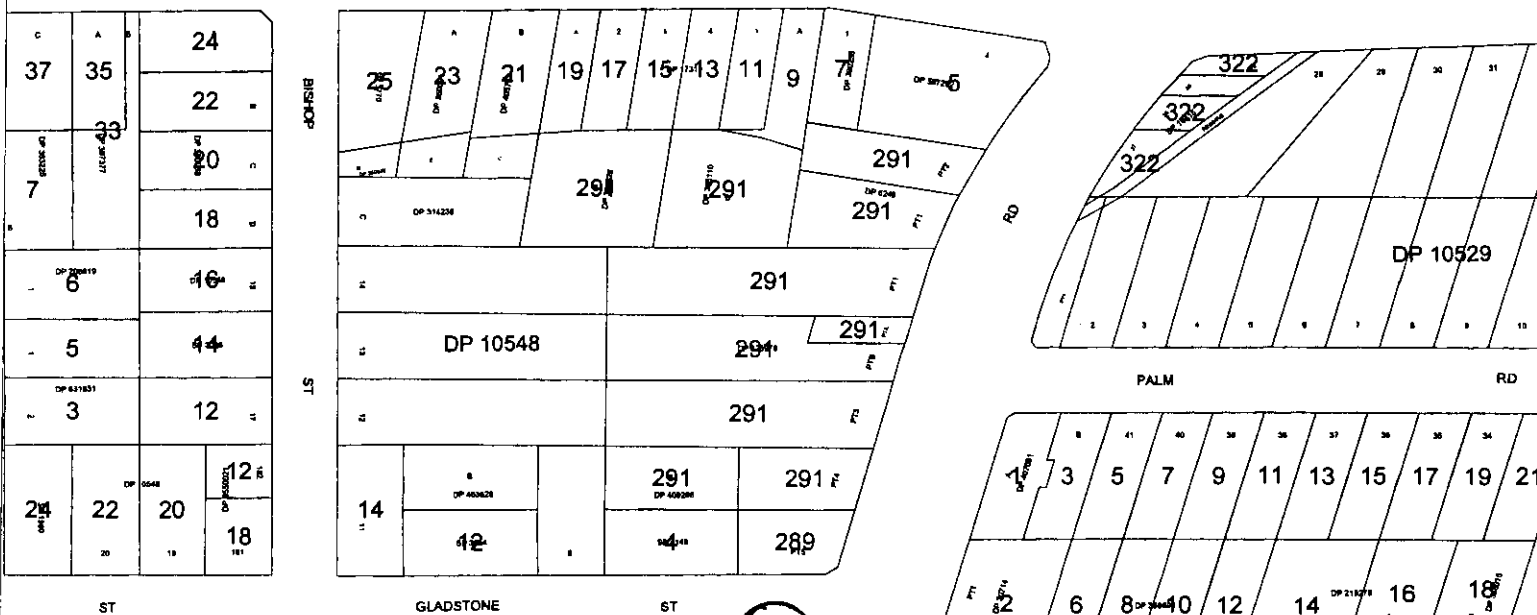
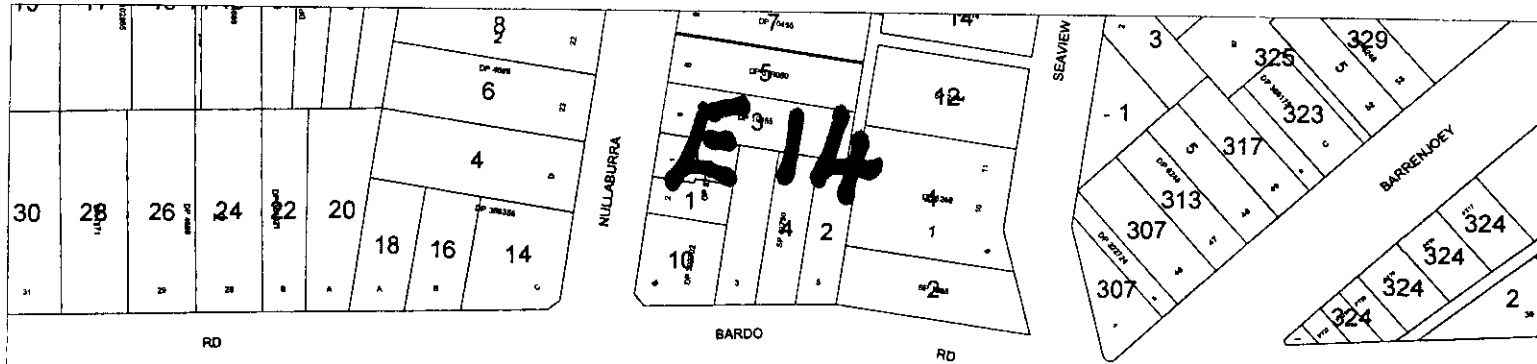
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E. 15.

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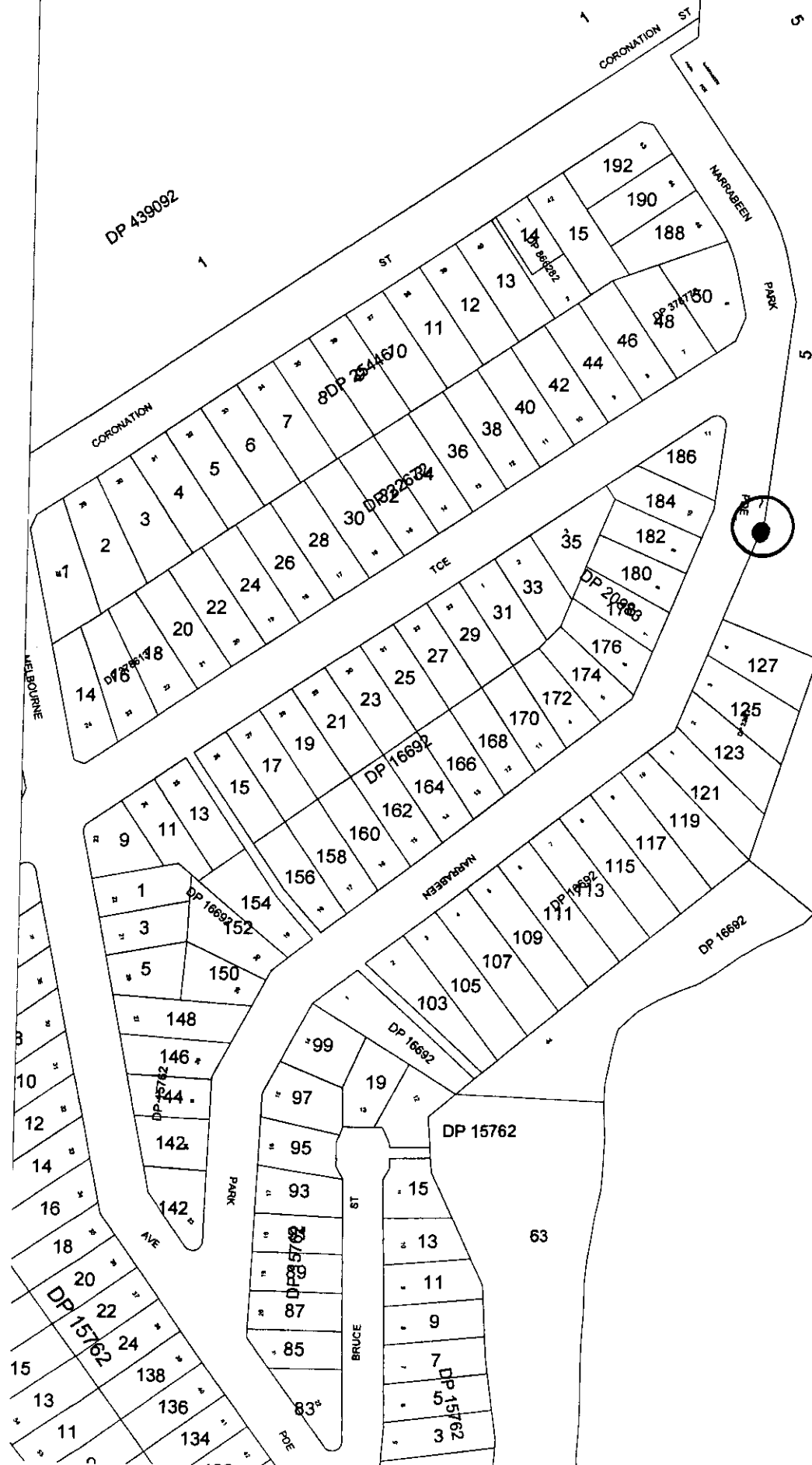
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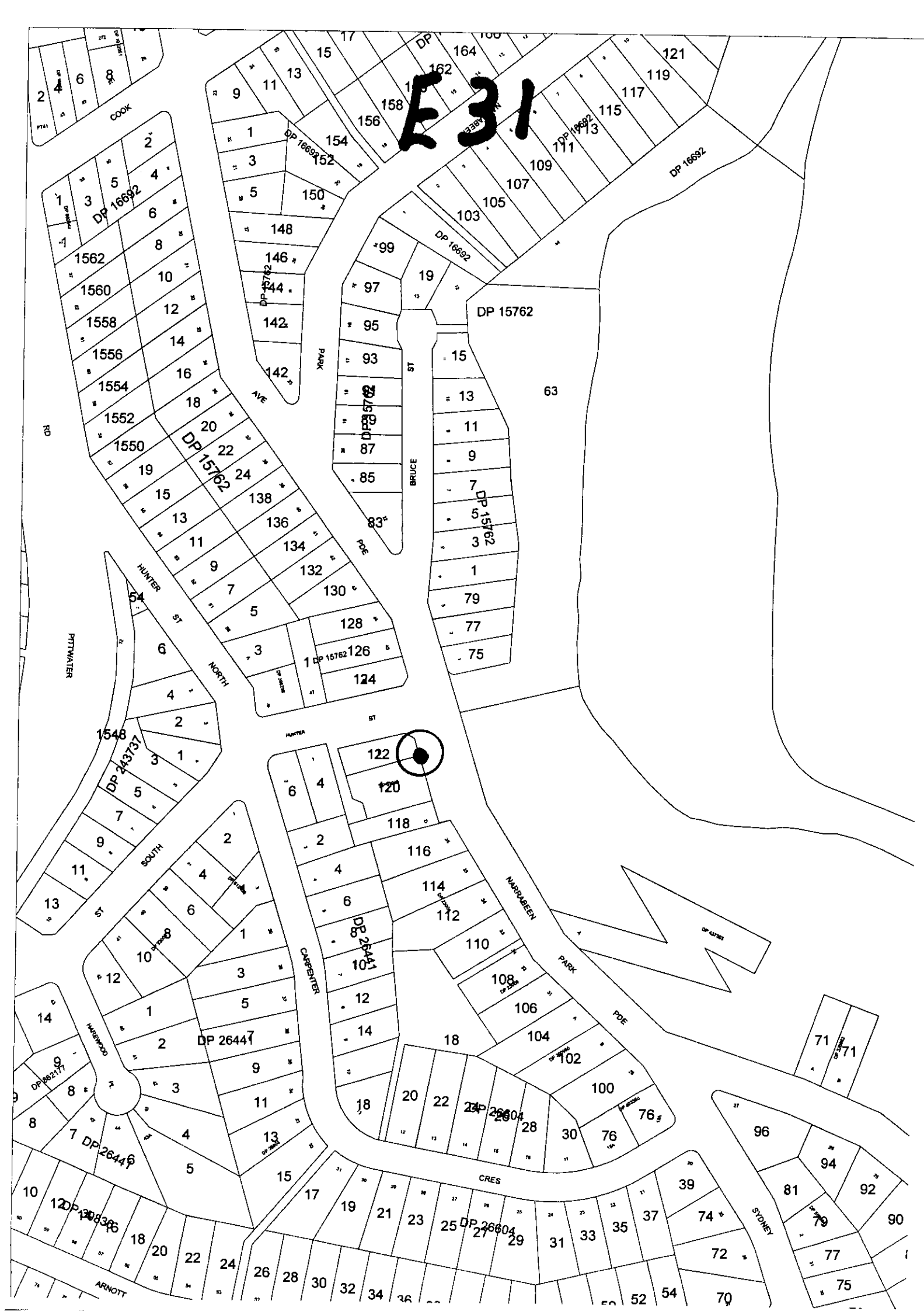
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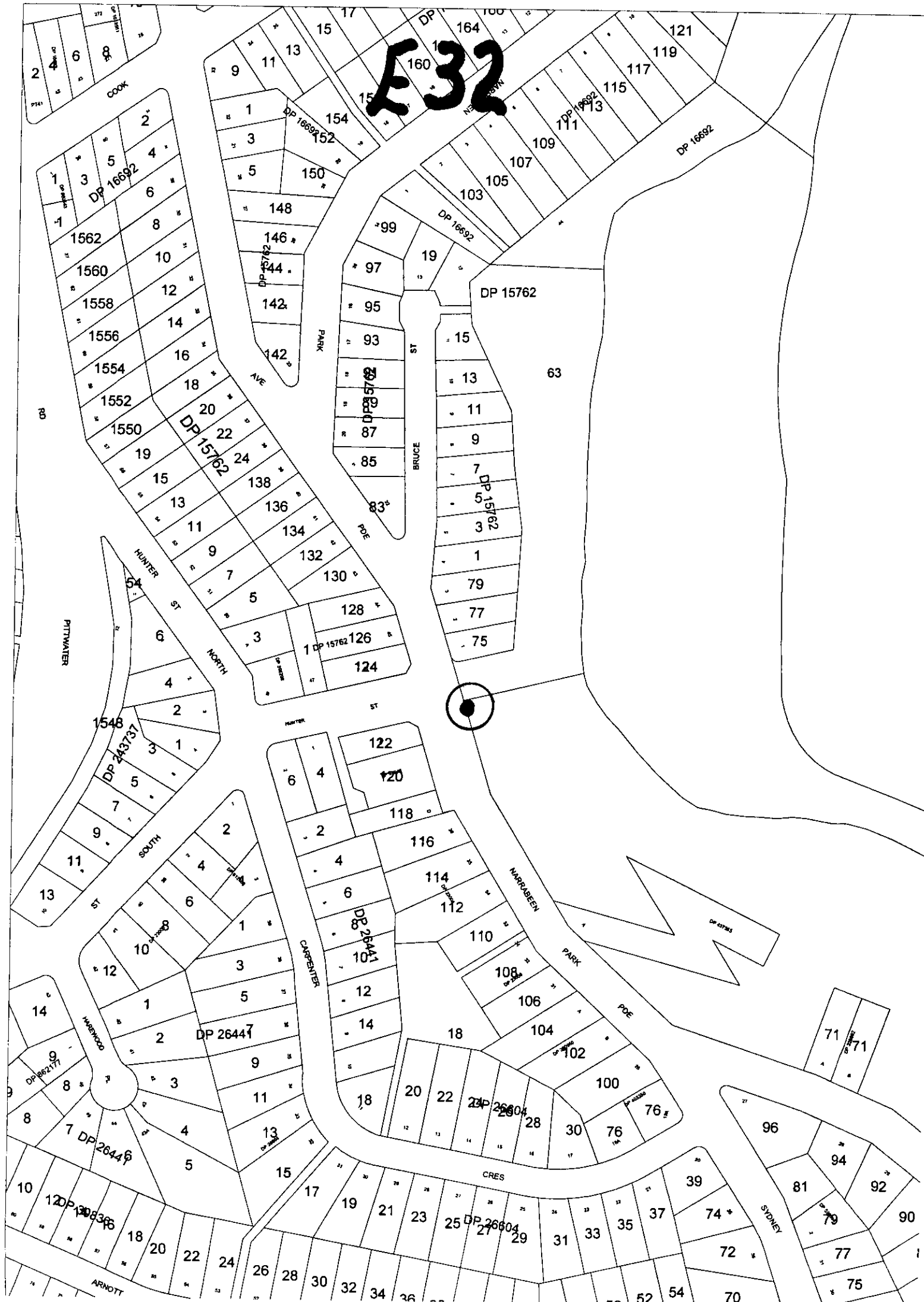
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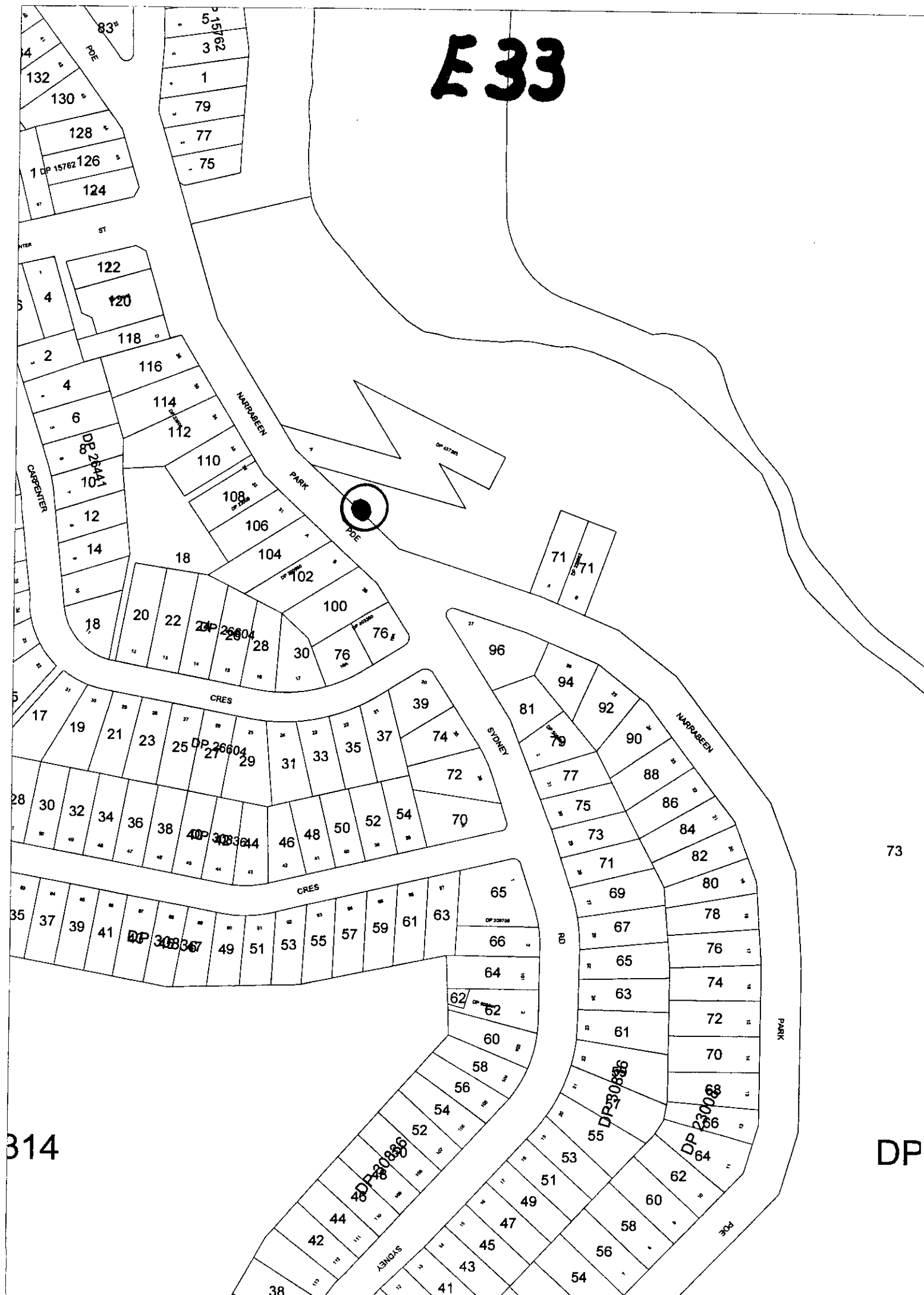




E32



E33

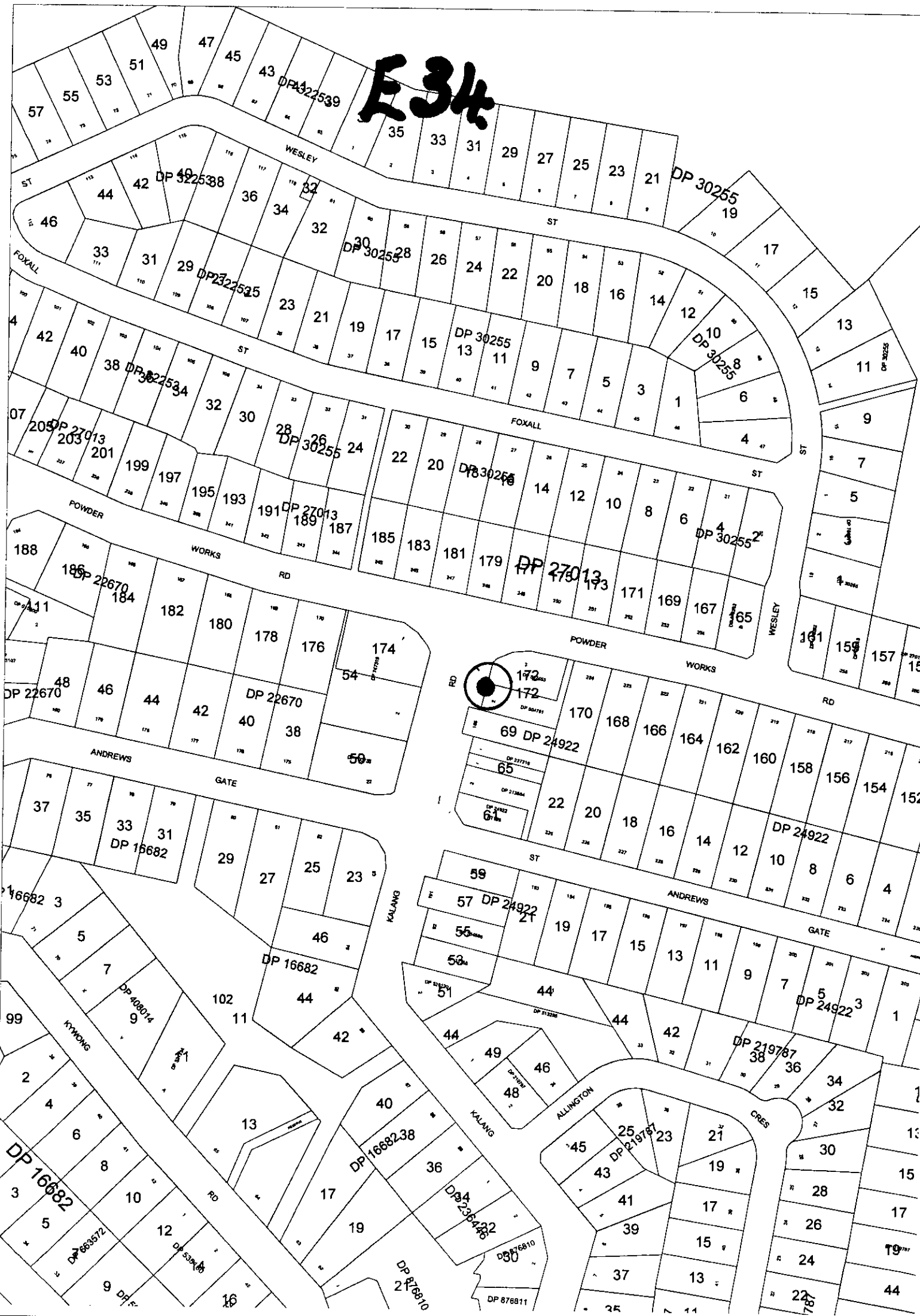


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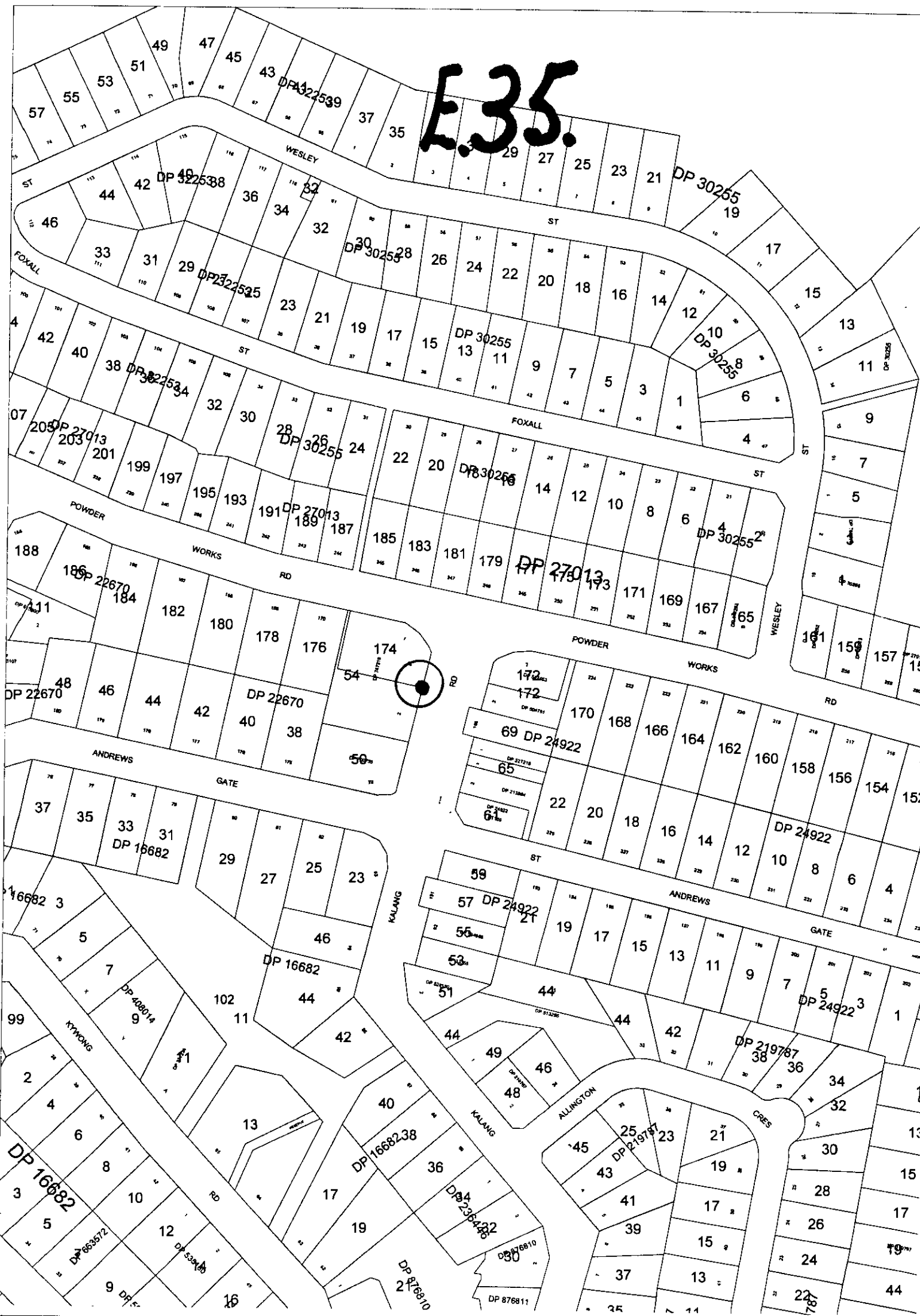
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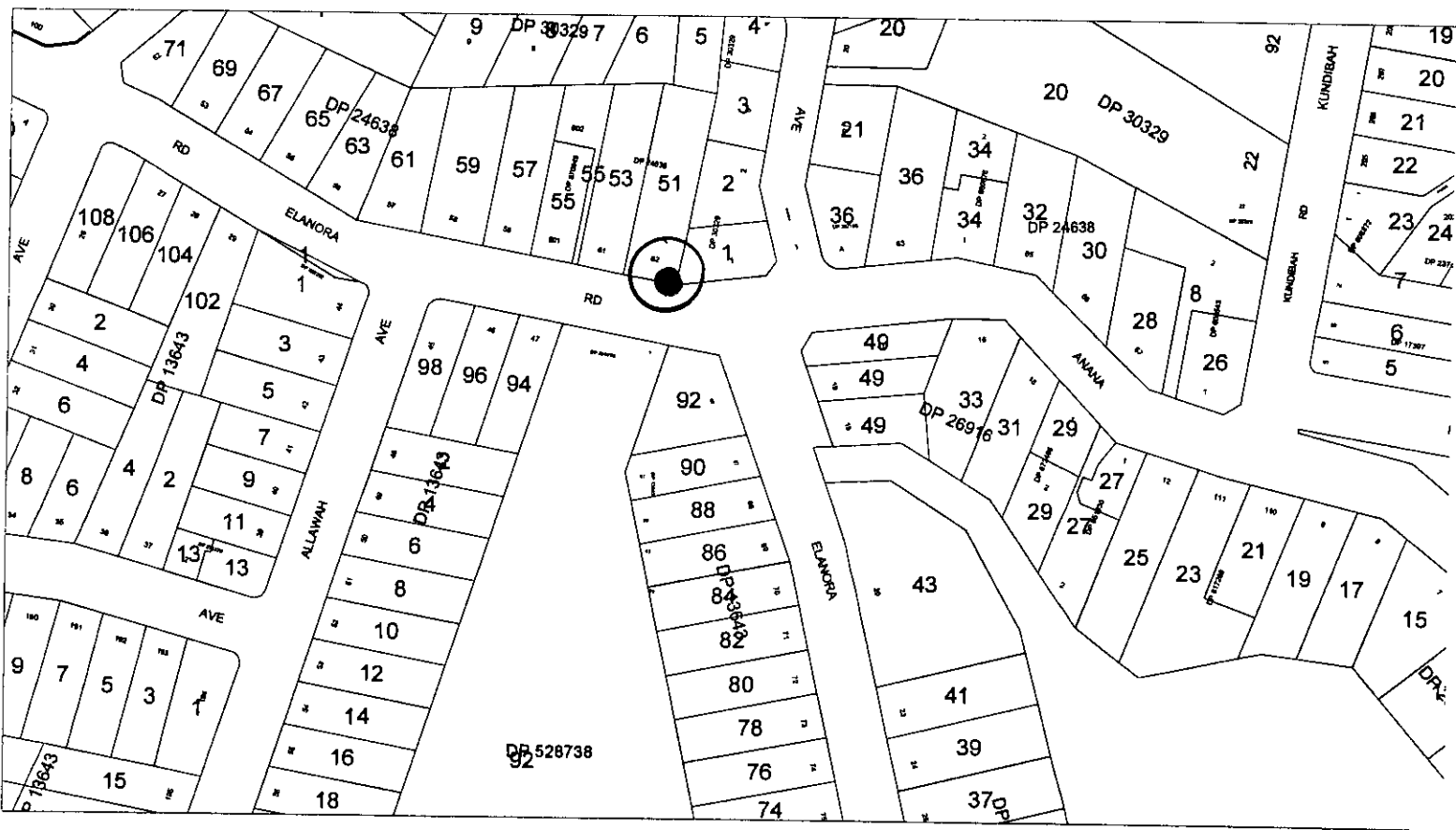
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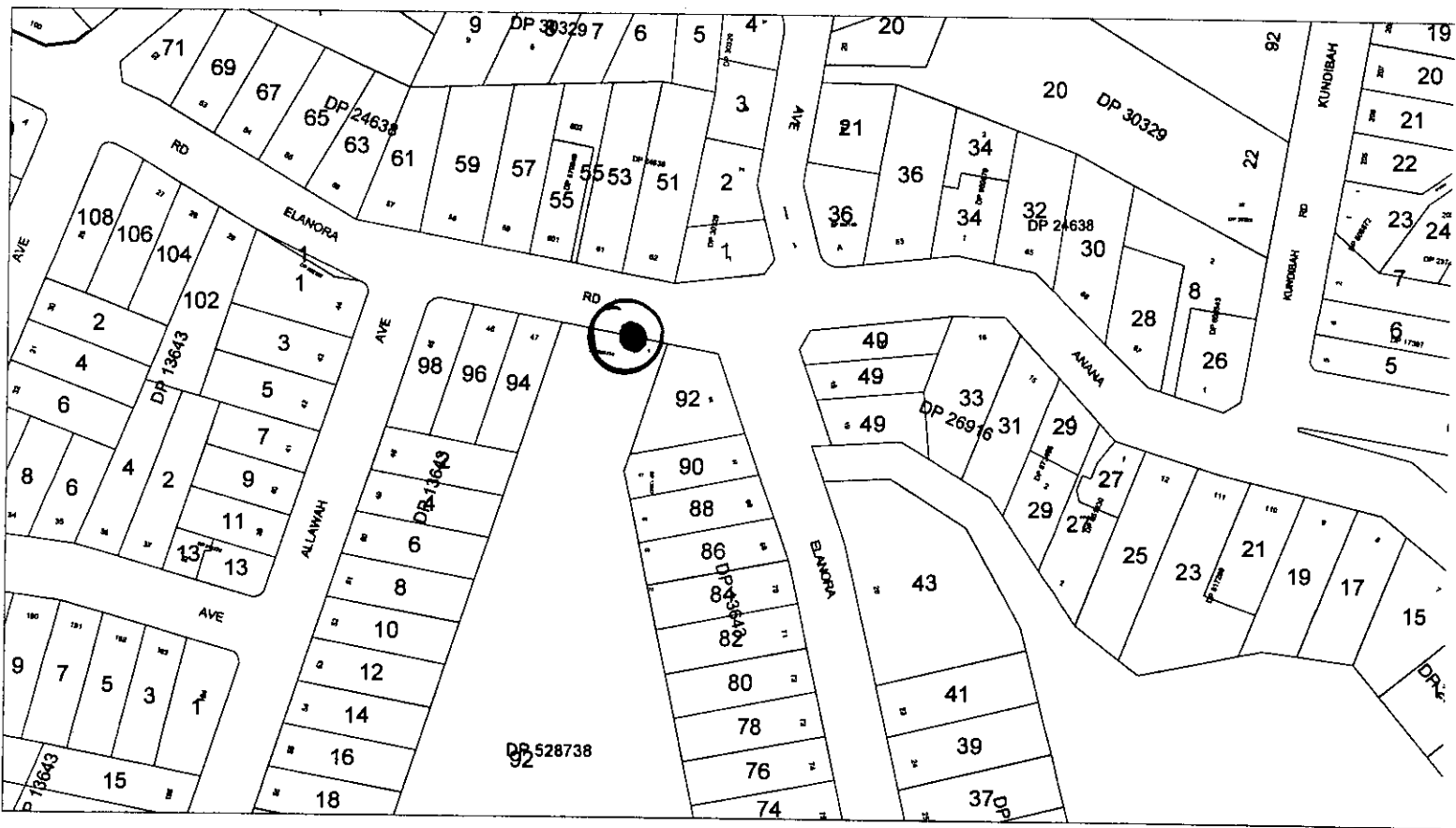
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E 38



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E. 39



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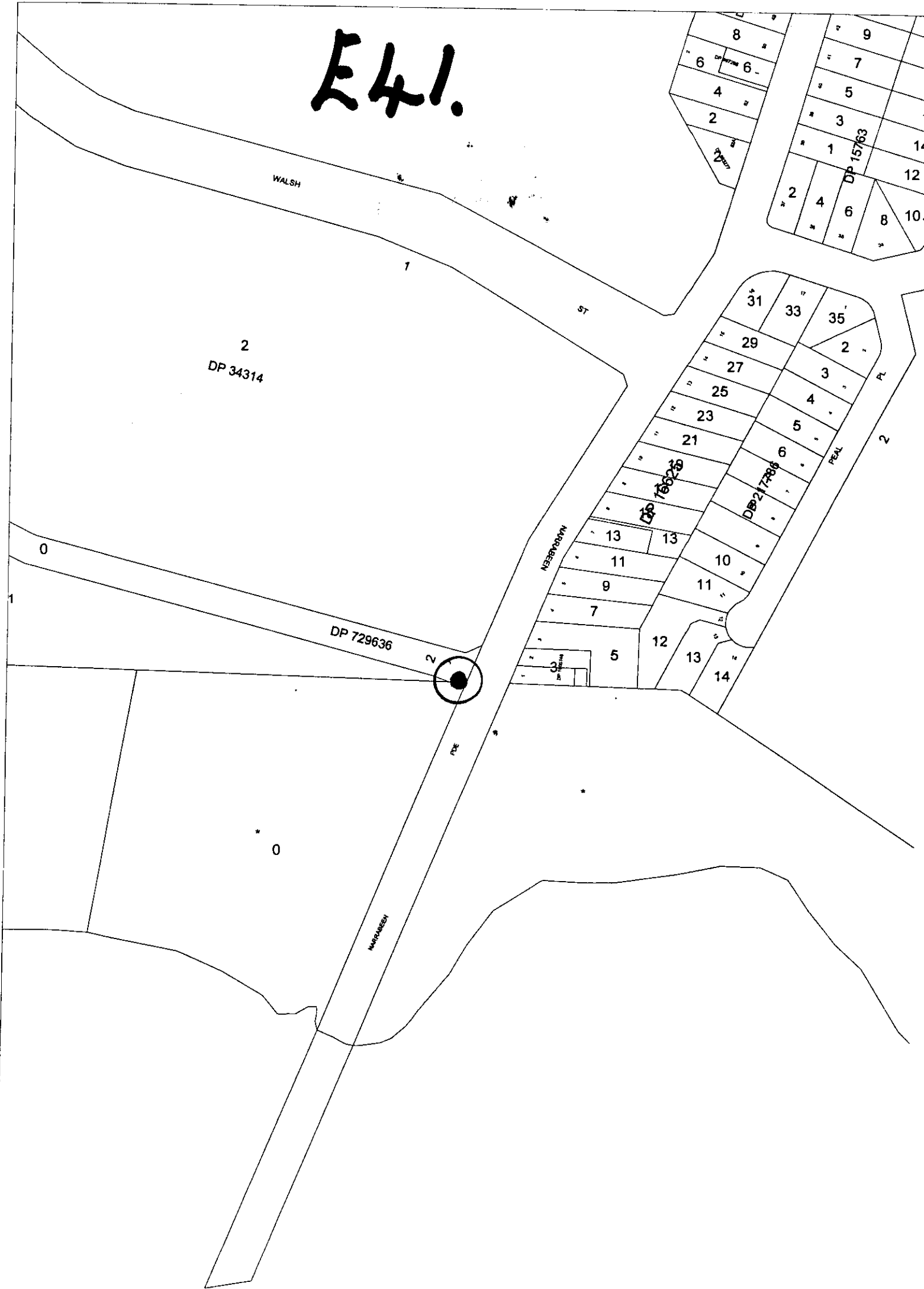
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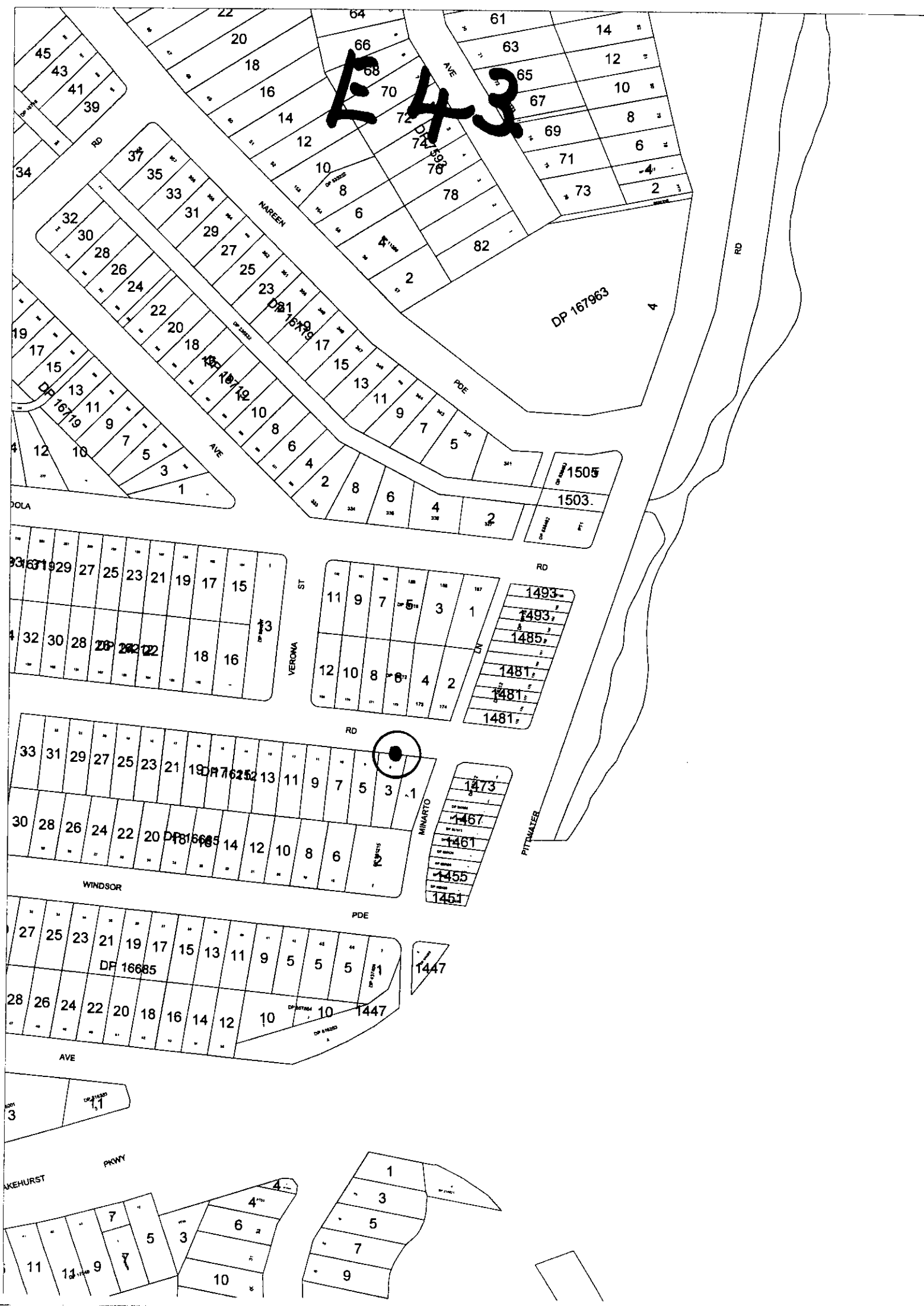
E41.



The map shows a portion of E42, with various land parcels and streets. The parcels are numbered and labeled with their respective owners or identifiers. The streets shown are VERONA ST, MINARTO LN, RD, and PDE. The water bodies are PITTSBURGH RIVER and PITTSBURGH LAKE. A large 'E42' is written across the top. A circle with a dot is located on the right side of the map.

Parcel Numbers and Labels:

- Top row: 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



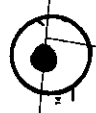
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MACPHERSON

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LAKEVIEW

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ELIMATA

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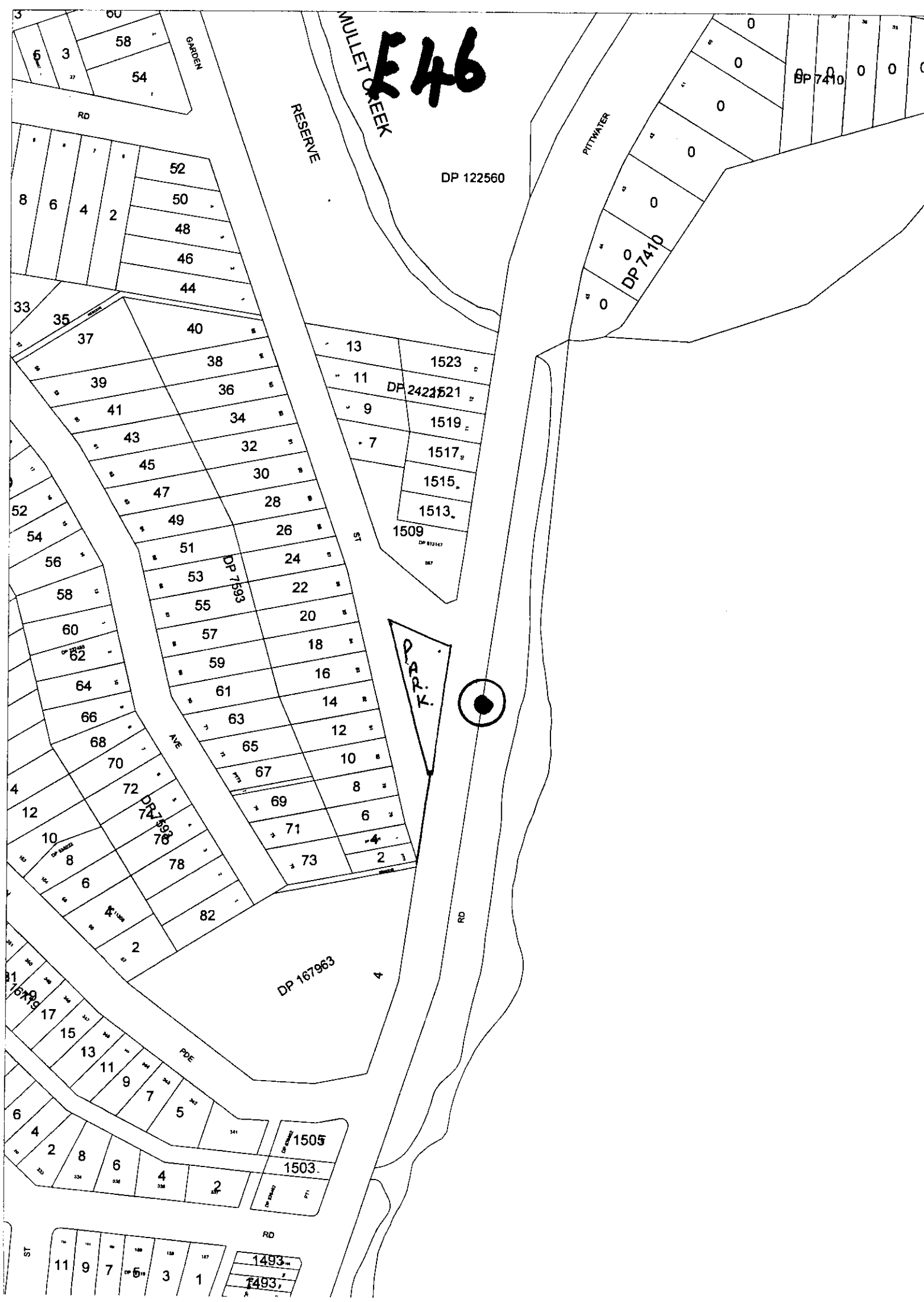
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E46

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**BACKGROUND INFORMATION AND STATEMENT OF EFFECTS
TO ACCOMPANY GENERIC DEVELOPMENT APPLICATION
FOR ERECTION OF 61 BUS SHELTERS AND 39 BUS SEATS
WITH ADVERTISEMENTS, WITHIN THE PITTWATER COUNCIL AREA**

1. Background Information

A number of requests have been received for new bus shelters from members of the public. Some existing bus shelters are dilapidated and in need of replacement.

Council at its meeting held on December 7, 1998 resolved to enter into an agreement with Adshel Street Furniture Pty Ltd for the supply of street furniture and associated advertising rights for a period of 20 years based on option 3 of Adshel's proposal of 16 November 1998.

The shelters will be installed and maintained without cost to Council.

All proposed new bus shelters will be installed at existing bus stops. No relocation of bus stops or shelters is proposed. Bus stops would only be relocated by the State Transit Authority, not by Council.

2. Previous Development Application

Development Application No. 666/99 was submitted in June 1999 in respect to 54 proposed bus shelters. Development Consent was subsequently granted in respect to 33 new shelters, however, the remaining 21 proposed shelters were excluded from that consent as a result of objections having been received thereto.

Of those 21 shelters which were excluded from the consent, 11 will not be pursued. The balance of 10 shelters have been included in this Development Application, together with an additional proposed 50 new bus shelters.

Attachment 2. Forming part of this statement, identifies the location of the 10 shelters referred to above and comments on the outcome of assessments made in respect to the objections received.

3. Locations

3.1 Bus Shelters

Application is made in respect to a total of 61 proposed bus shelters. These have been identified on attachments 2 and 3.1.

3.2 Seats

Application is made in respect to 39 sites for proposed seats with advertisements. The locations for the seats are identified on Attachment 3.2.

4. Advertising

One panel of the proposed bus shelters will be utilised for display advertising, while removable advertising will be placed on the back of seats as shown on attachment 4.

The company providing the bus shelters, Adshel Pty Ltd will be responsible for advertising management. The company has included the following "Restrictions on Advertisements" clause in a draft Street Furniture Agreement.

8.1 *Adshel shall use its best endeavors to display only advertisements which comply with Commonwealth and State Legislation, any Local government ordinance as well as all voluntary codes of conduct established by the advertising industry, and which exhibit high quality graphic design and finish.*

8.2 *In particular Adshel shall not display:*

- (a) *any advertisement which is political, religious, pornographic in nature, or that is likely to be considered offensive;*
- (b) *any advertisement depicting smoking or for a tobacco product; or for a tobacco product; or*
- (c) *any advertisement which resembles any traffic signs, or which as the appearance of giving any instructions or other directions to traffic, or which constitute a traffic hazard."*

5. Approval Standards

5.1 Pittwater Council Local Environmental Plan and Development Control Plan 18:
Consent is required for bus shelters and seats containing advertising.

5.2 Pittwater Council's Development Control Plan No. 22 (Exempt Development)

Type of Activity	Exemption Circumstances/ Requirements	Proposal Compliance ✓ = Yes X = No
Bus Shelters	♦ Must be suitably designed and constructed by or for Council	✓
	♦ Must reflect and enhance the character and amenity of the area	✓
	♦ Structurally adequate construction	✓
	♦ Not obstruct the line of sight of vehicular traffic	✓
	♦ A maximum height of 3.0m above the footpath	✓
	♦ Have an area of less than 15m ²	✓ Actual size 6m ²
	♦ No more than two bays per bus stop	✓
	♦ Non reflective surface finishes	✓
	♦ No advertising signage	X

Comment

Apart from proposed advertising signs, the bus shelters will conform to all other requirements specified for exempt developments. (Bus shelters without advertising would be exempt development).

6. Statement of Effect

The bus shelters and advertising seats will be placed at existing bus stops and will not cause any consequent negative impact in terms of stormwater disposal, flooding, landslip, bus fires or other risks.

The bus shelters' structures will comprise large glazed panels and the design will have no adverse impact on landscape or streetscape.

There will be no impact on the volume of traffic or parking.

The bus shelters will enhance the amenity for users of public transport by providing shelter from the elements. Seats will provide resting places at bus stops where it is not suitable for shelters to be installed.

The relativity of the appearance of the proposed bus shelters to the character of the particular area, in which they are situated, will vary from location to location. Overall, the selected bus shelter design provides an attractive combination of traditional shape with extensive utilisation of glass thereby avoiding solid mass componentry.

Existing landscaped and built environment located adjacent to the bus shelters will remain visible through transparent material.

Disability Considerations

Bus shelters will be installed in a manner to facilitate access thereto by disabled persons. Street furniture has been designed with consideration to the requirements of the disabled within the community.

For example:

- (a) Poles, columns, bollards and fixtures are not to project into access paths. Obstacles that abut the access paths are to have a luminance contrast with the background of not less than 30%.
- (b) Manoeuvring areas are to comply with AS1428.2, clause 6.2, "Circulation Space for a 180° Wheelchair Turn".
- (c) Where waiting areas, i.e., a bus shelter, are provided a minimum of two seats or five % of the seats are to be identified as available for passengers with disabilities if required. Ample space is available within the shelter for additional requirements.
- (d) Signs comply with AS1428.2, clause 17.1, Signs, 17.2, Height of Letters in Signs and 17.3, Illumination of Signs, and also AS1428.2, clause 17.4, Location of Signs.
- (e) Lighting provided complies with AS1428.2, clause 19.1, Illumination levels.
- (f) Seats comply with AS 1428.2, clause 27.2, Seating in Pedestrian Areas.

Minimal excavation would be involved in establishing the concrete base and supporting foundations. This would have negligible impact and any spoil would be removed to a suitable site. Fifteen existing bus shelters will be demolished to make way for new structures. Materials will be recycled where appropriate, otherwise disposed of at an approved location.

Overall benefits will include an improved, safer amenity for transport users and less need for maintenance of materials.

Shelters will be located so that there will be no impact on the line of sight of vehicular traffic.

A medium level of illumination will be provided within the shelter.

7. Materials and Construction

The bus shelters will each occupy 6m² in area and will be located upon a concrete base.

Materials proposed include steel structural support members, super light glass in-fill panels, sheet aluminum, gable ends and pitched, Colorbond roofing. Federation colours will be utilised.

The following sites were submitted in the original submission dated 29 June 1999 but received opposition following notification. Each objector has been contacted and replies are attached together with repeat site maps.

Total opposed sites 21 (Development Approval No. 666/99)

Rejected 11

Total Resubmitted 10

Pittwater Road		A18	E/S Pittwater Road S/O Garden St, North Narrabeen	
Complaint – Name & Add		Summary of Complaint	Consultation	Action
No objection found on file		-	-	No problem in proceeding
Barrenjoey Road		A5	E/S Barrenjoey Road E/S Bassett St, Mona Vale	
		Steep slope behind shelter could lead to accidents. Difficult to access driveway. Drinking etc on Thur, Fri & Sat. Drunks fighting on their front lawn.	Request move 20m south	Agreed to position a non ad shelter and trim obstructing shrubs
		Access problems due to buses blocking driveway.	Request move 20m north	Agreed to position a non ad shelter and trim obstructing shrubs.
Barrenjoey Road		A8	E/S Barrenjoey Road S/O Karloo Pde, Newport	
		Safety (blocks vision). Noise (buses starting and stopping). Vandalism and air pollution.	Not involved. Is other side of road. No shelter outside his house.	STA to be consulted to relocate stop. – Dave Duffy
		Driveway access difficulty as blocks vision.	Suggest move north of Karloo Pde. Combine the two stops into one. 1) Stop opposite the Avenue and 2) The stop south of Karloo	STA to be consulted to relocate stop. Dave Duffy
Darley Street		B11	S/S Darley Street E/O Taronga Place, Mona Vale	
		Wants to know where bus shelter is to be placed as not indicated in notification.	Advised that stop not outside any residence. Is outside a carpark.	No problem in proceeding.
Garden Street		B12	E/S Garden Street S/O Powderworks Rd, North Narrabeen	
		Noise, crime, vandals	Neither objector affected. Proposed shelter is opposite No's 40-60 not 10 or 4. No other objectors for this site.	No problem in proceeding
		Vandalism, drunks and urination.		
Pittwater Road		B20	E/S Pittwater Road N/O Jacksons Road, North Narrabeen	
		Suggest stop be moved north 100m as could be driveway access problem.	Request move 100m.	STA to be consulted to relocate stop. Dave Duffy
		Recommend moving stop 100m north	Request move 100m	STA to be consulted to relocate stop. Dave Duffy

Pittwater Road		B23	W/S Pittwater Road N/O Bungan Street, Mona Vale	
		Protection of tree. Should be heritage style shelter.	Both objectors agreed to location clear of tree. Style of shelter no OK.	Location and style agreed.
		Requests heritage style shelter.		
Garden Street		C6	E/S Garden Street S/O Orchard St opposite No. 200, Warriewood	
No objection found in file		-	-	No problem in proceeding
Pittwater Road		D3	N/S Pittwater Road S/O Loquat Valley Rd, Bayview	
		Request meeting to show location.	Location now accepted.	No problem in proceeding.
Mona Vale		D7	N/S Waratah Street W/O Bungan Street, Opposite School	
No objection found on file		-	-	No problem in proceeding

BUS SHELTERS – VARIOUS LOCATIONS DEVELOPMENT APPLICATION

No.	Street or Road	Location	Suburb	Comment
E1	Barrenjoey	Opposite Wharf outside shops North of Barrenjoey House. No. 1108. East side of Barrenjoey Road	Palm Beach	New Shelter
E2	Barrenjoey	East side of Barrenjoey Road. North of Iluka Road. North of 1078.	Palm Beach	New Shelter
E3	Barrenjoey	East side of Barrenjoey Road. South of Surf Road. Outside No's 854-856.	Palm Beach	Replacement old shelter with new Adshel shelter.
E4	Barrenjoey	West side of Barrenjoey Road. South of Careel Head Road. Opposite shops – Careel Shopping Village.	Careel Bay	New Shelter
E5	Barrenjoey	East side Barrenjoey Road. North of North Avalon Road. In reserve.	Avalon	Replacement old shelter with new Adshel shelter.
E6	Barrenjoey	East side of Barrenjoey Road. North of Whale Beach Road.	Avalon	Replacement old shelter with new Adshel shelter.
E7	Hudson Pde	North side of Hudson Parade. West of Riverview Road.	Avalon	Replacement old shelter with new Adshel shelter.
E8	Hudson Pde	South side of Hudson Parade. Near No. 23. East of Hilltop Road.	Avalon	New Shelter
E9	Coonanga	South side Coonanga Road outside School	Avalon	2 new shelters + 1
E10	Barrenjoey	East side of Barrenjoey Road. North of 580. Opposite Wollstonecraft Avenue.	Avalon	New shelter
E11	Old Barrenjoey	West side of Old Barrenjoey Road. Outside School. Opposite Park.	Avalon	2 new shelters + 1
E12	Plateau Road	West side of Plateau Road. Outside School. Opposite No. 177.	Bilgola Plateau	2 new shelters + 1
E13	Pittwater	North side of Pittwater Road. Near Reserve. Opposite No. 2063.	Church Point	New Shelter
E14	Gladstone	South side of Gladstone Street. West of Barrenjoey Road. Outside No. 1 Gladstone Street.	Newport	Replacement old shelter with new Adshel shelter.
E15	Beaconsfield	North side of Beaconsfield. West of Stuart Street. Near School	Newport	New shelter
E16	Beaconsfield	North side of Beaconsfield. Outside No. 202. West of Barrenjoey Road.	Newport	Replacement old shelter with new Adshel shelter.
E17	Barrenjoey	East side of Barrenjoey Road. Opposite The Avenue.	Newport	New shelter
E18	Beaconsfield	South side of Beaconsfield outside No. 35.	Newport	New shelter
E19	Beaconsfield	North side of Beaconsfield. Opposite No. 29.	Newport	New shelter
E20	Annam Road	West side of Annam Road. Opposite No. 107. North of Cabbage Tree Road.	Bayview	New shelter
E21	Pittwater	West side of Pittwater Road. Opposite school. North of Mona Street	Mona Vale	New shelter
E22	Mona Street	North side of Mona Street. Outside School. Opposite Nailon Place.	Mona Vale	2 new shelters + 1
E23	Mona Vale Rd	North side of Mona Vale Road. Outside Mona Vale Cemetery.	Mona Vale	New shelter
E24	Mona Vale Rd	South side of Mona Vale Road. Opposite Mona Vale Cemetery. East of Daydream Street.	Mona Vale	New shelter
E25	Mona Vale Rd	North side of Mona Vale Road. Outside No. 87. Opposite Foley Street.	Mona Vale	New shelter
E26	Mona Vale Rd	North side of Mona Vale Road. West of Chiltern Road.	Ingleside	New shelter
E27	Mona Vale Rd	South side of Mona Vale Road. West of Manor Road.	Ingleside	New shelter
E28	Warriewood Rd	East side of Warriewood Road. Outside No. 126. South of Moriac Street.	Warriewood	Replacement old shelter with new Adshel shelter.

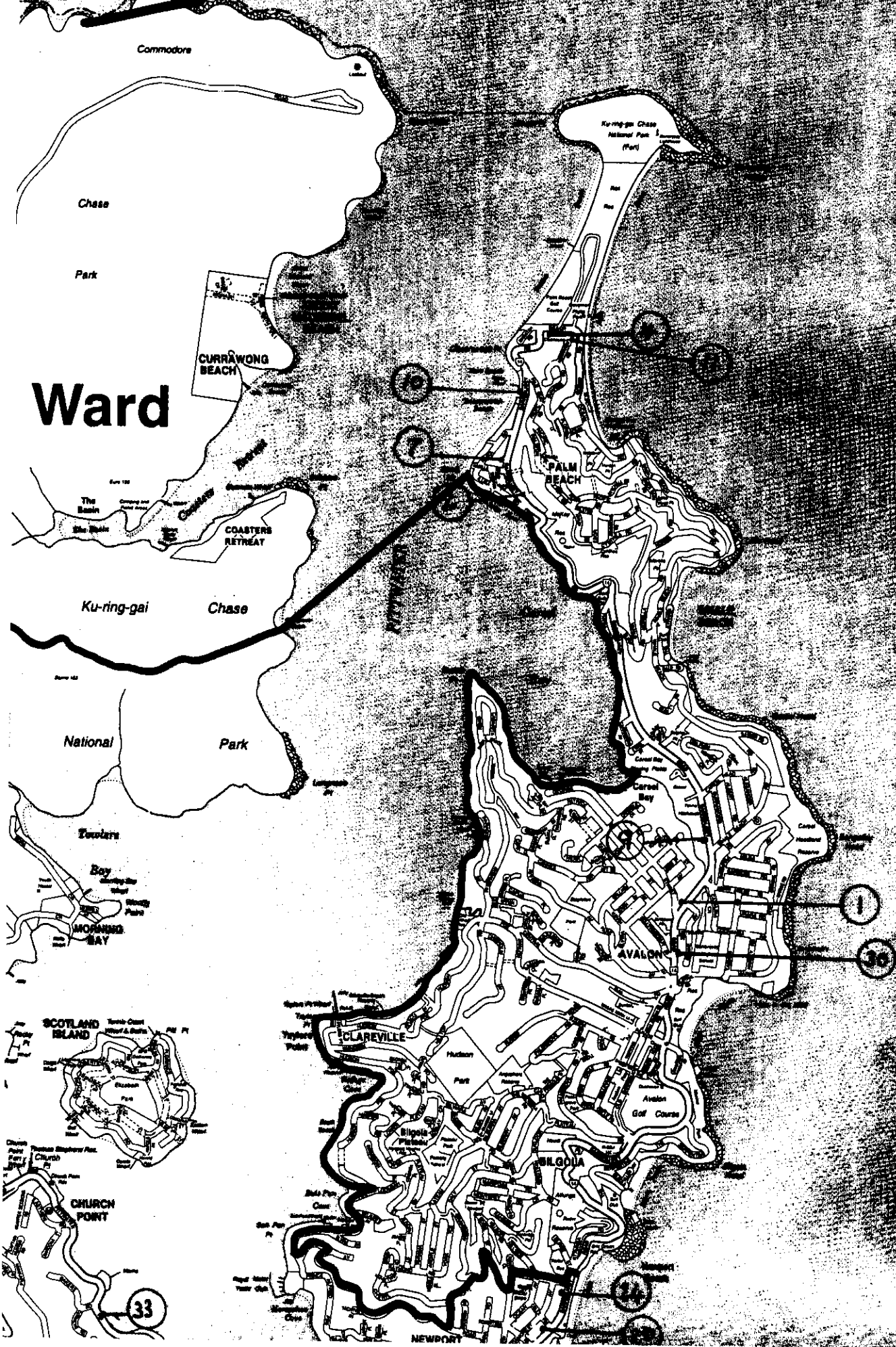
No.	Street or Road	Location	Suburb	Comment
E29	Pittwater Rd	East side of Pittwater Road. North of Coronation Street.	Mona Vale	Replacement old shelter with new Adshel shelter.
E30	Narrabeen Park Pde	East side of Narrabeen Park Parade. Opposite No. 184. South of Cook Terrace.	Mona Vale	New shelter
E31	Narrabeen Park Pde	West side of Narrabeen Park Parade. Outside Shops. South of Hunter Street.	Warriewood	New shelter
E32	Narrabeen Park Pde	East side of Narrabeen Park Parade. Opposite shops. South of Hunter Street.	Warriewood	New shelter
E33	Narrabeen Park Pde	North-east of Narrabeen Park Parade. Opposite No. 104. North of Carpenter Crescent.	Warriewood	New shelter
E34	Kalang Road	East side of Kalang Road. South of Powder Works Road.	Elanora Heights	New shelter
E35	Kalang Road	West side of Kalang Road. Outside shop. South of Powder Works Road.	Elanora Heights	New shelter
E36	Kalang Road	East side of Kalang Road. Outside No. 3. North of Elanora Road.	Elanora Heights	New shelter
E37	Elanora Road	North side of Elanora Road. Outside No. 51. West of Georgina. Opposite shops.	Elanora Heights	New shelter
E38	Elanora Road	South side of Elanora Road. West of Elanora Road. Outside Park. West of shop.	Elanora Heights	New shelter
E39	Pittwater Rd	West side of Pittwater Road. Outside School. South of Namona Street.	North Narrabeen	New shelter
E40	Pittwater Rd	West side of Pittwater Road. Outside school. Opposite Lake Park Road.	North Narrabeen	New shelter
E41	Narrabeen Park Pde	West side of Narrabeen Park Pde. Opposite shop. Outside Caravan Park. South of Wlash Street	North Narrabeen	New shelter
E42	Pittwater Rd	East side of Pittwater Road. Opposite Fish Shop. North of Rickard Road.	North Narrabeen	Replacement old shelter with new Adshel shelter.
E43	Rickard Rd	South side of Rickard Road. West of Pittwater Road. West of Minarto Lane.	North Narrabeen	New shelter
E44	Warriewood Rd	East side of Warriewood Road. Outside No. 42. Opposite MacPherson Street.	Warriewood	Replacement old shelter with new Adshel shelter.
E45	Pittwater Rd	West side of Pittwater Road. South of Warriewood Road.	Warriewood	2 new shelters + 1
E46	Jacksons Rd	South side of Jacksons Road. Opposite Warriewood Square.	Warriewood	New shelter

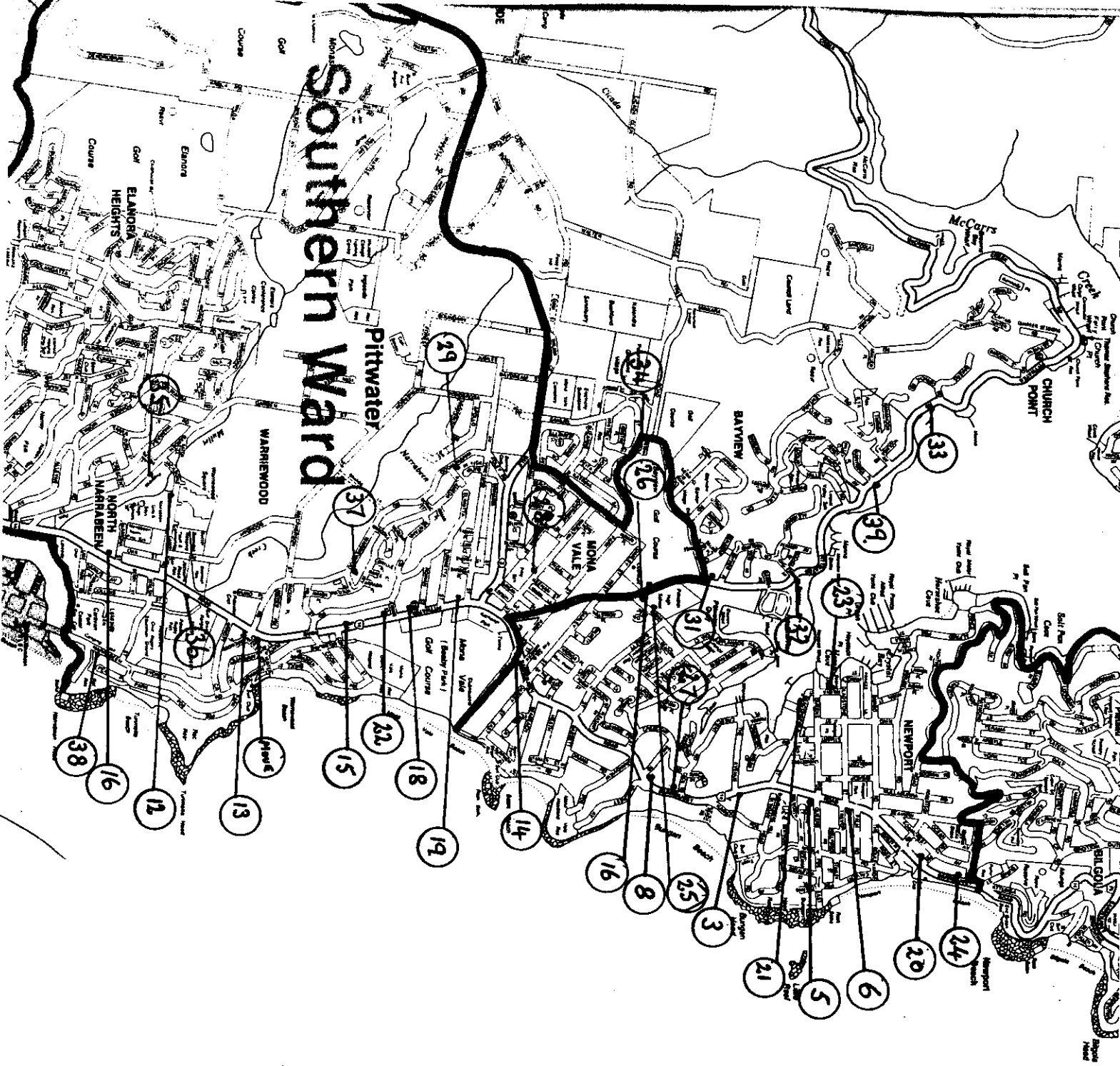
Extra Shelters at E9, E11, E12, E22, E45 = 5
+ 46
TOTAL 51

BROKEN BAY

SEPT. 3.

Ward





Southern Ward

Pittwater

WARRIEWOOD

ELANORA HEIGHTS

NORTH MANLY

MANLY VALE

BAYVIEW

NEWPORT

CHURCH POINT

McCort's

37

29

26

33

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23

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BIL GON

S 38

WALSH

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ST

2

DP 34314

DP 729636

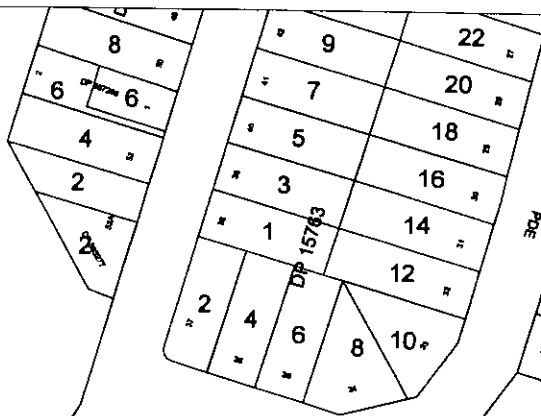


WALSH

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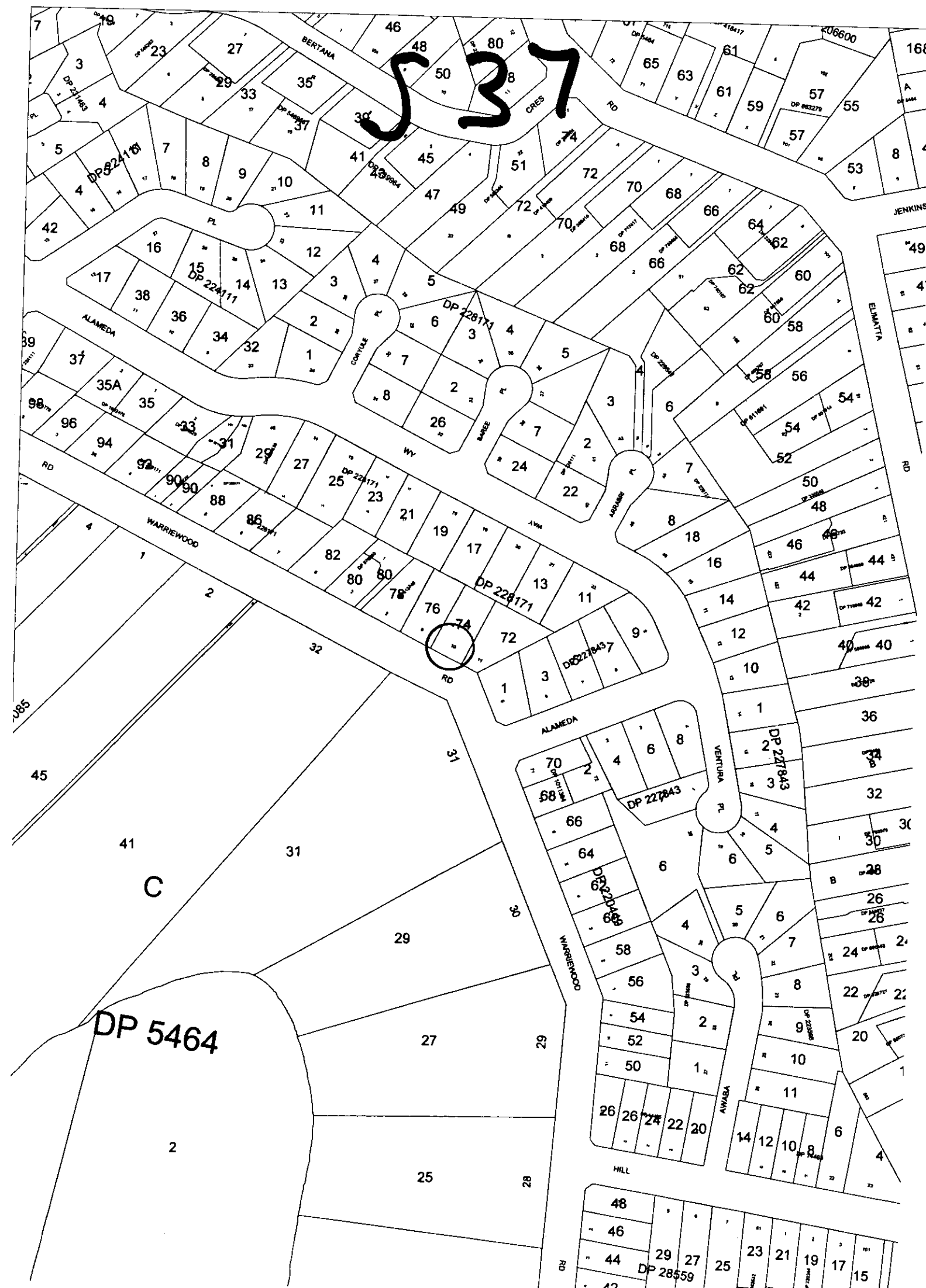
WALSH

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DP 21

37



DP 88270

536

DP 737137

*1540

1589

SP 36126

PITWATER

DP 13460

1502

1502

1502

DP 402309

B

4

DP 547505

PITWATER

WALSH

ST

ST

COLLINS

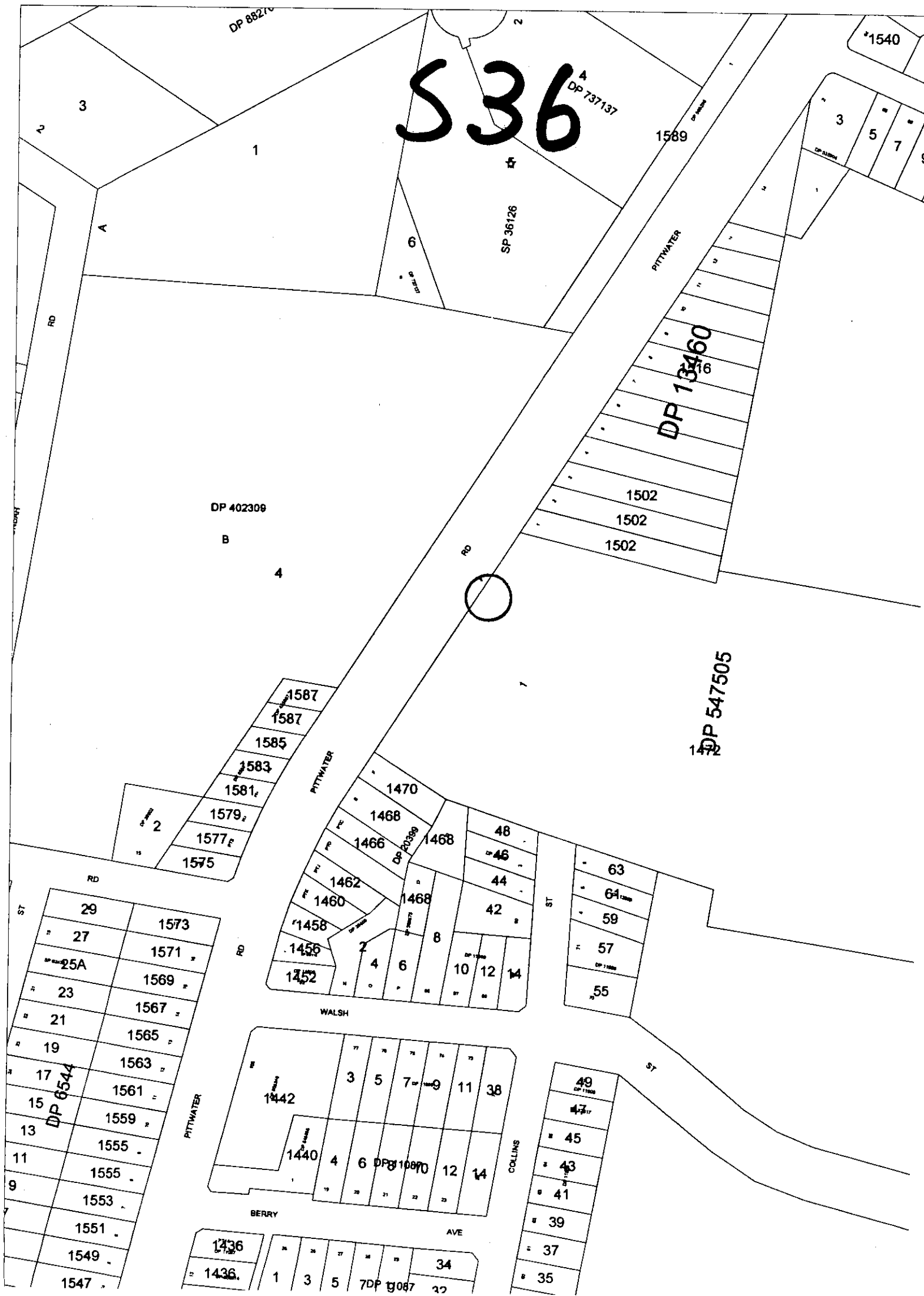
AVE

BERRY

PITWATER

RD

ST



29	1573
27	1571
25A	1569
23	1567
21	1565
19	1563
17	1561
15	1559
13	1555
11	1555
9	1553
	1551
	1549
	1547

1587	1470	48
1587	1468	46
1585	1466	44
1583	1468	42
1581	1462	
1579	1460	
1577	1458	
1575	1456	
	1452	
	2	8
	4	6
	10	12
	14	

1442	3	5	7	9	11	38
1440	4	6	8	10	12	14

63
61
59
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49
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35

1436	1	3	5	7DP	11087	34
1436.						

12

234

DP 19161

DP 260019

DP 602520

DP 260019

DP 577834

CABBAGE

TREE

RD

DP 240315

DP 582264

DP 242359

SAMUEL

ST

SP 32034

PARK

DP 240368

DP 242448

DP 240728

DP 242690

DP 240728

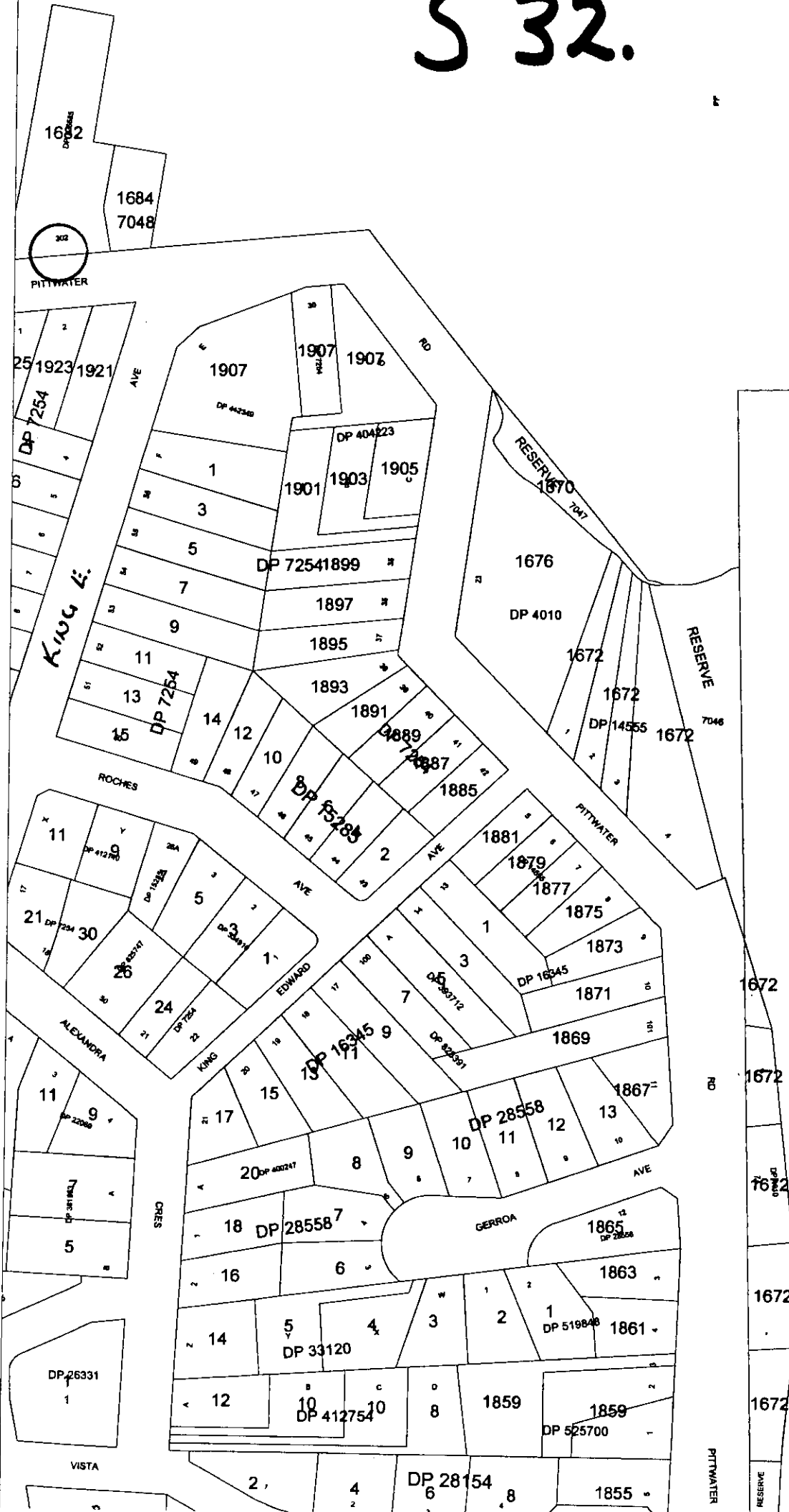
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KRISTINE

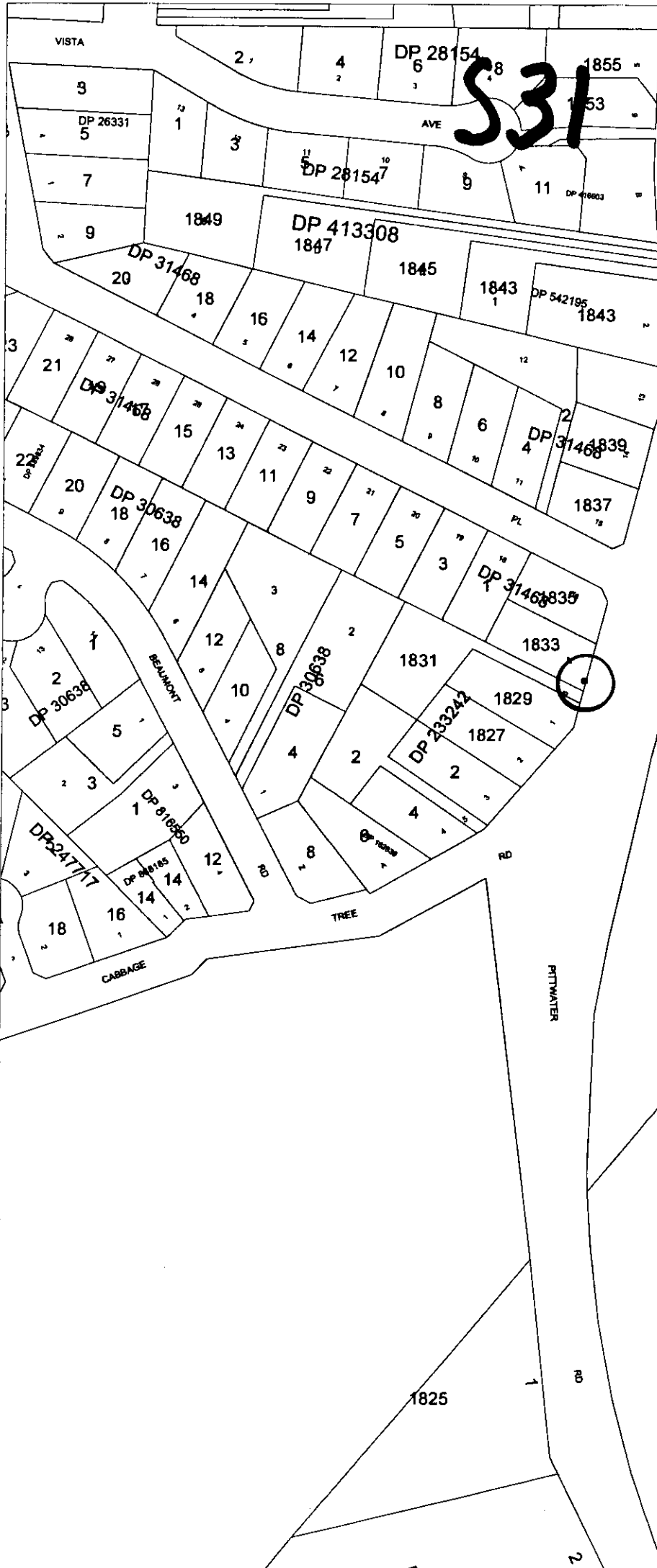
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DP 238405

S 32.



DP 57.



PITTWATER

RESERVE

9 2

10

DP 73805668

530



529

DP C
5464
115

C

[illegible]



526

1380 1368

DP 986894

DP 230607

DP 230607

DP 744458

DP 241720

DP 241720

DP 241720

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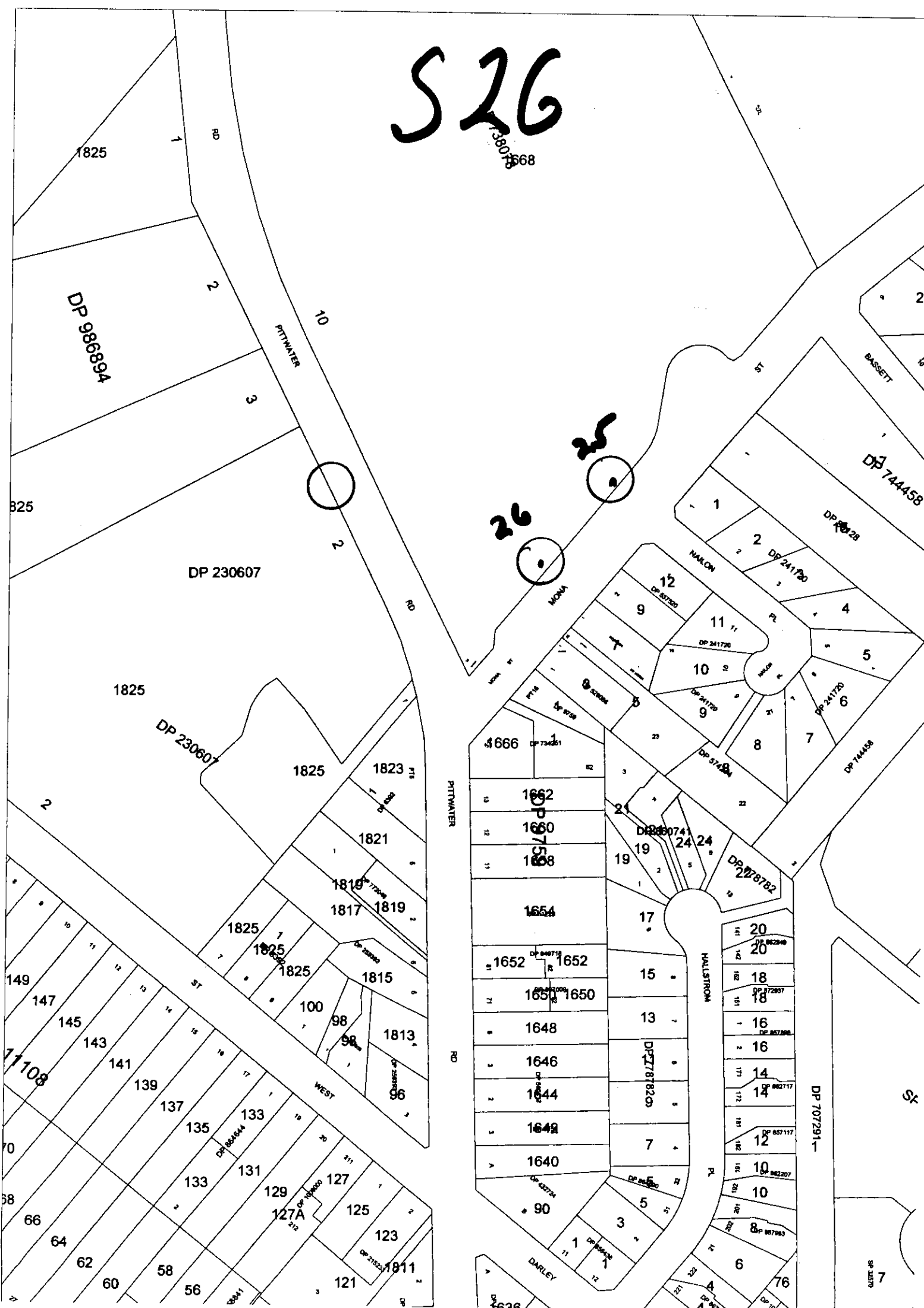
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S.24

15

18

ATTUNGA

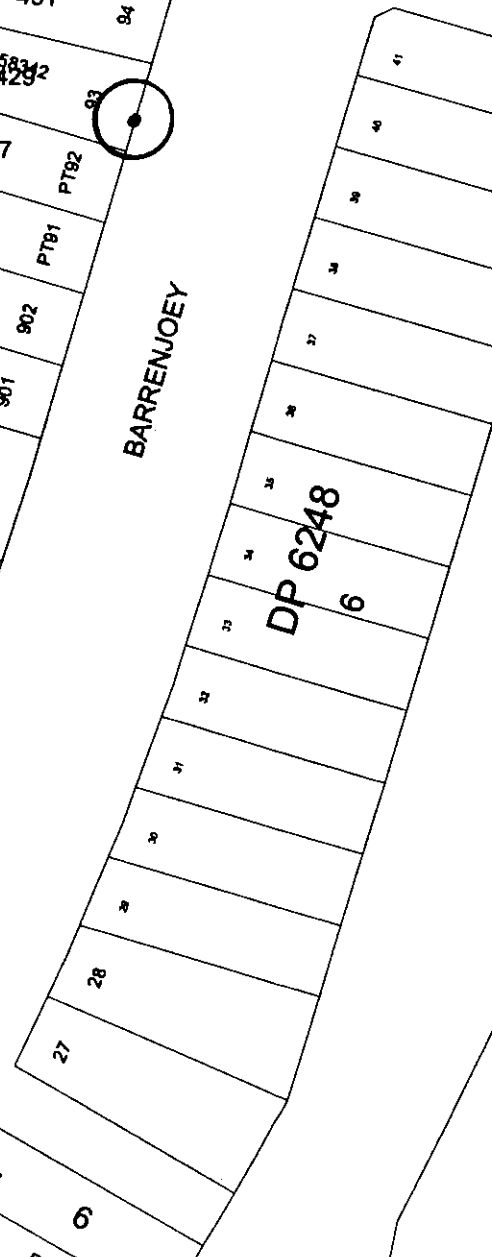
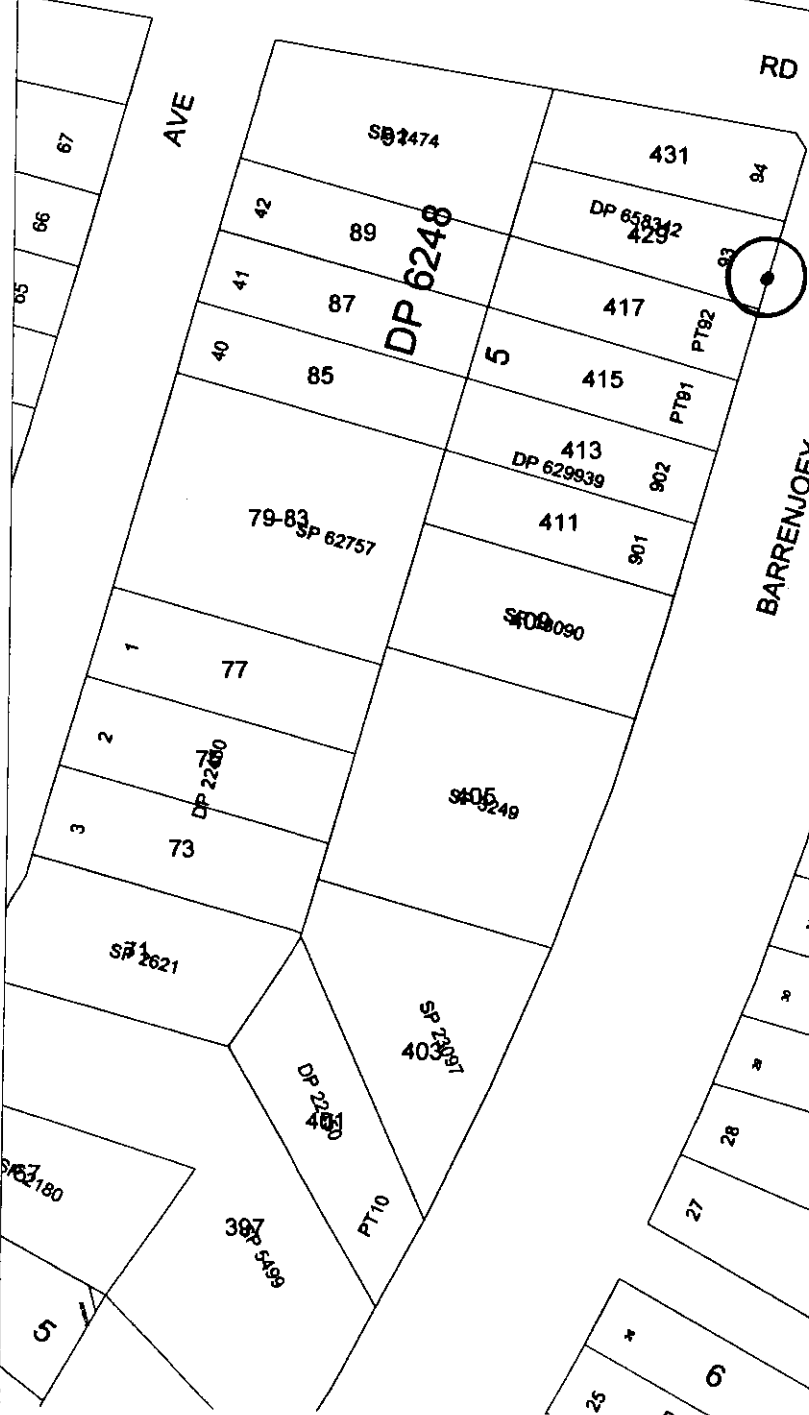
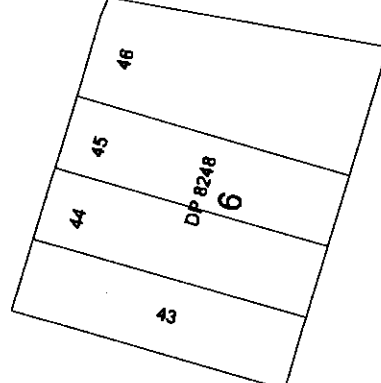
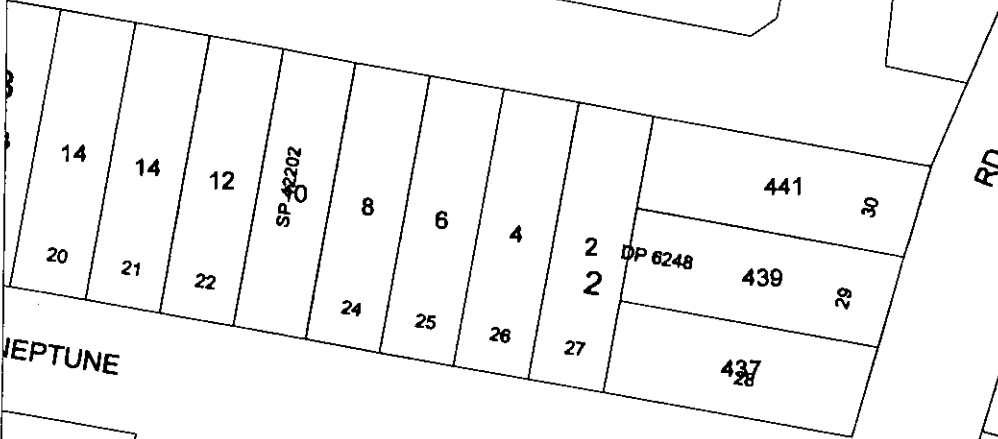
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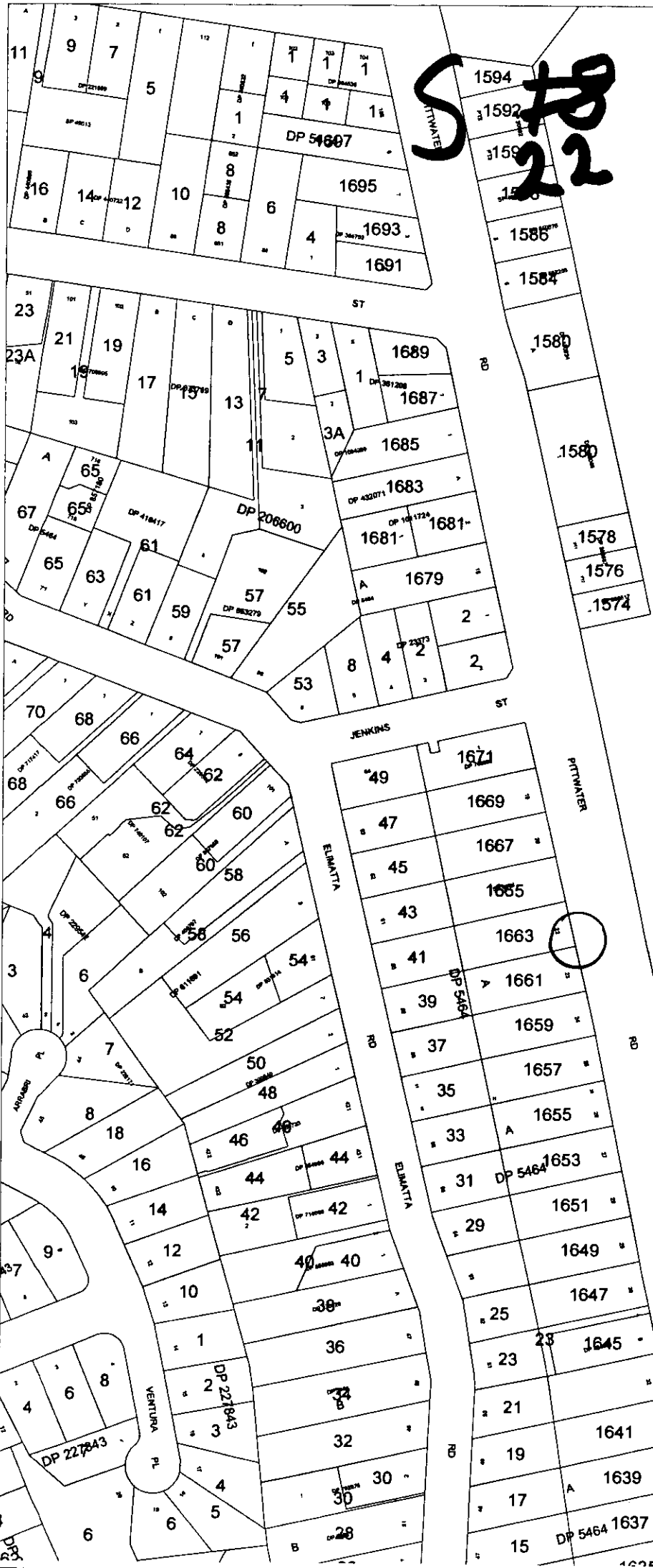
RD

BARRENJOEY

NEPTUNE

AVE





DP 25105

4

DP 439092

DP 251053

CORPORATION

RD

5.21

SP 4658

SP 9535

DP 230775
8

2

B

DP 162447

2

A

QUEENS

PDE

1

DP 72587

1

ST

BEACONSFIELD

9	2	3A	4A	5A
9	9	11	13	13
DP 383493	DP 209106	DP 164259	DP 159498	DP 158658
1C	62	4B	60	58
	3B			5B

SP 3144

SP 879394

SP 3181

SP 3456

DP 25340

DP 520974

DP 528967

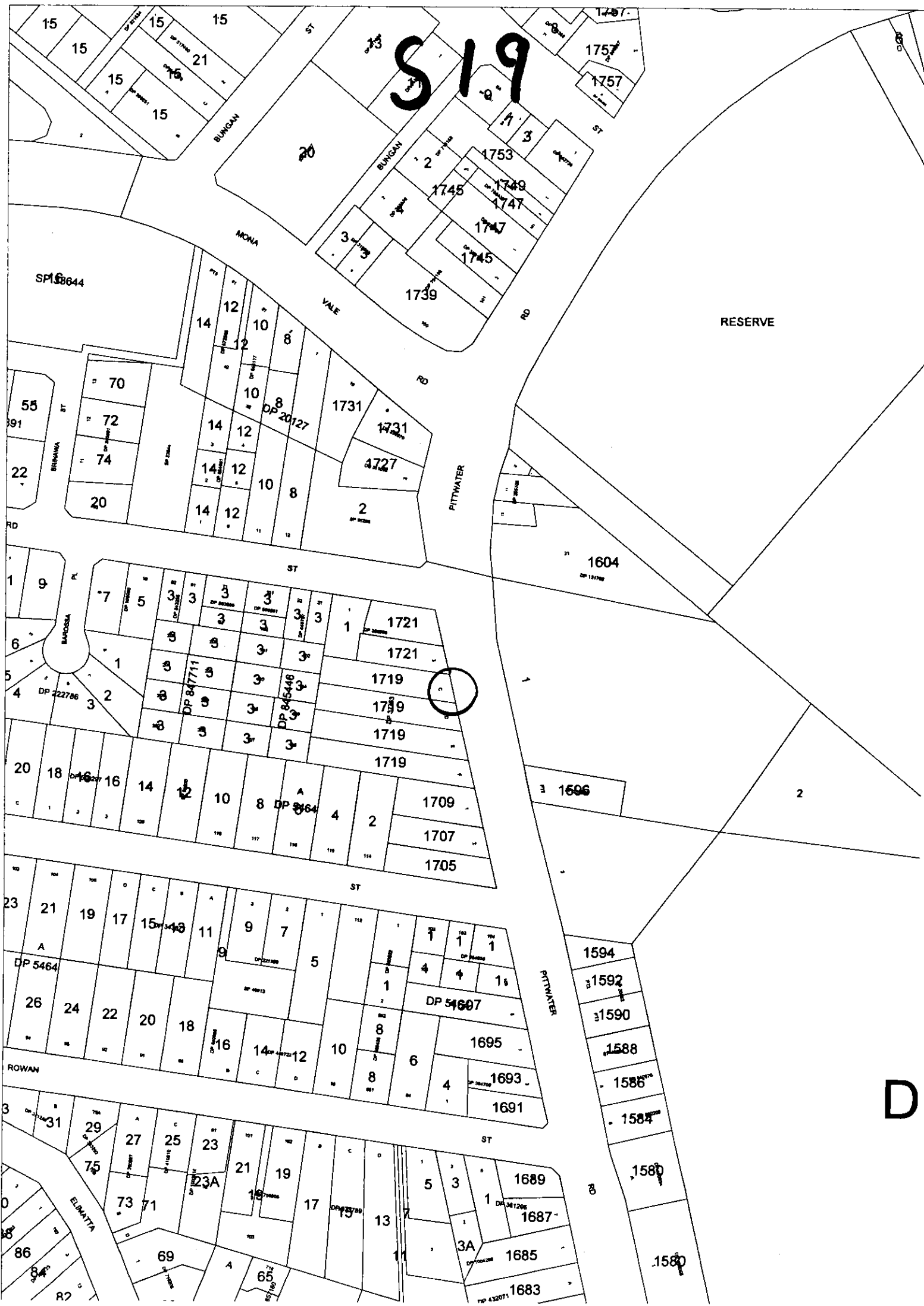
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DP 160972

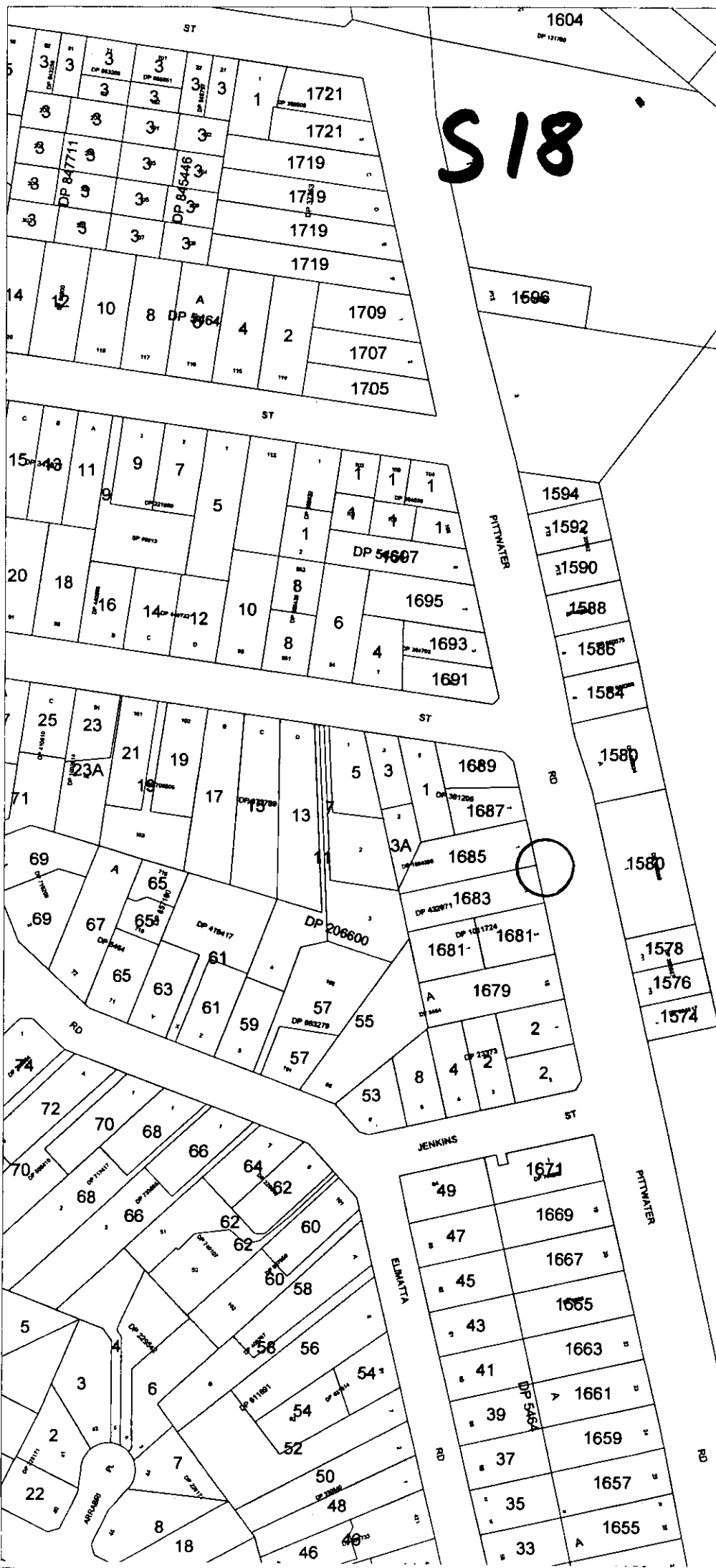
S10



S19



D



560

1525

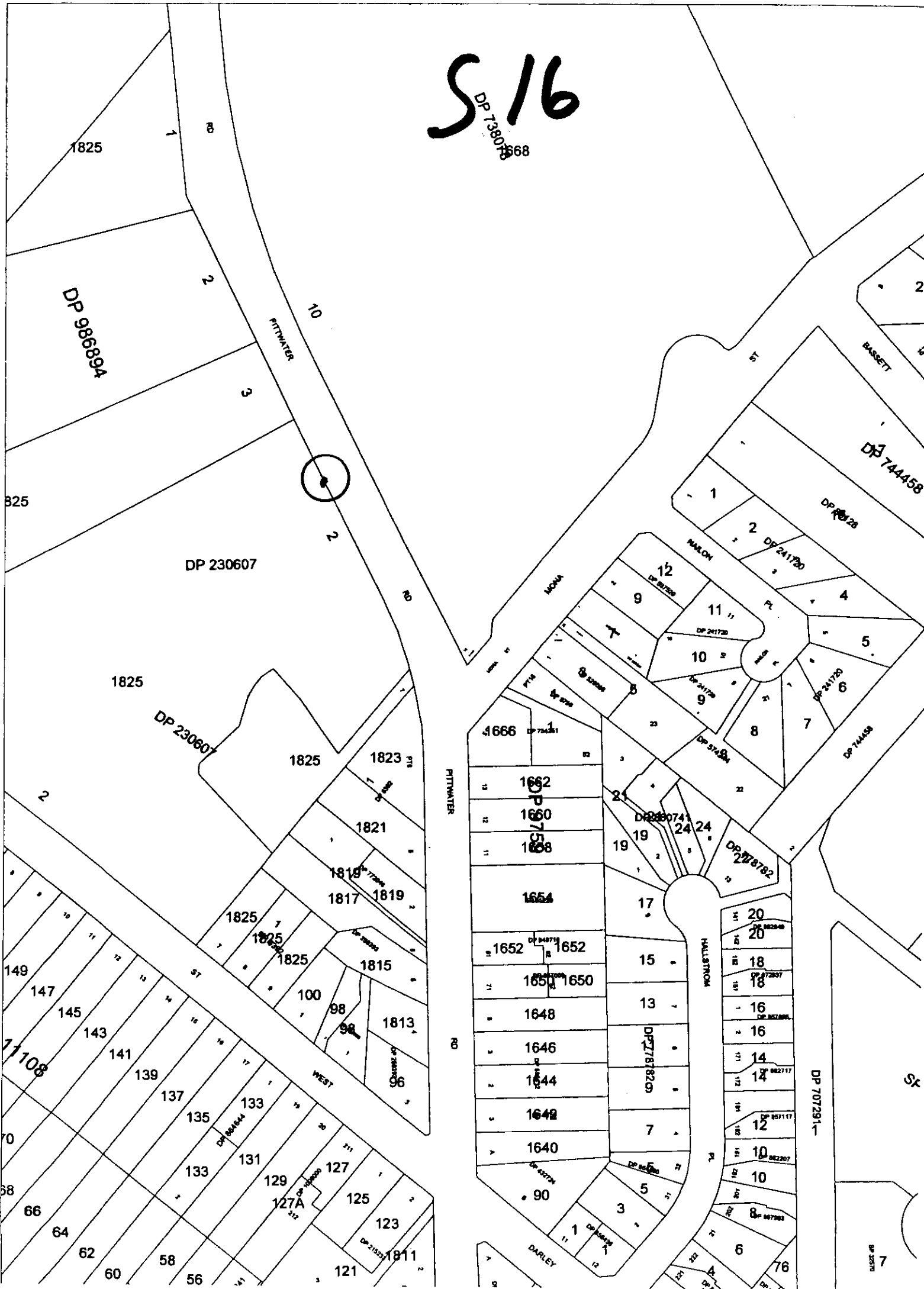
DP 122560

2

DP 122560

NARRAB

S16
DP 73801868



S. 14



R. O. C'W. VAR. WIDTH

221.92

S. 12.

7172

WARRIEWOOD
SQUARE

D.

SHEET

DRAINAGE
EASEMENT
10' WIDE

D.

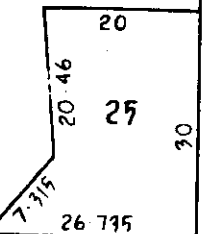
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260277

6812

22

142 105

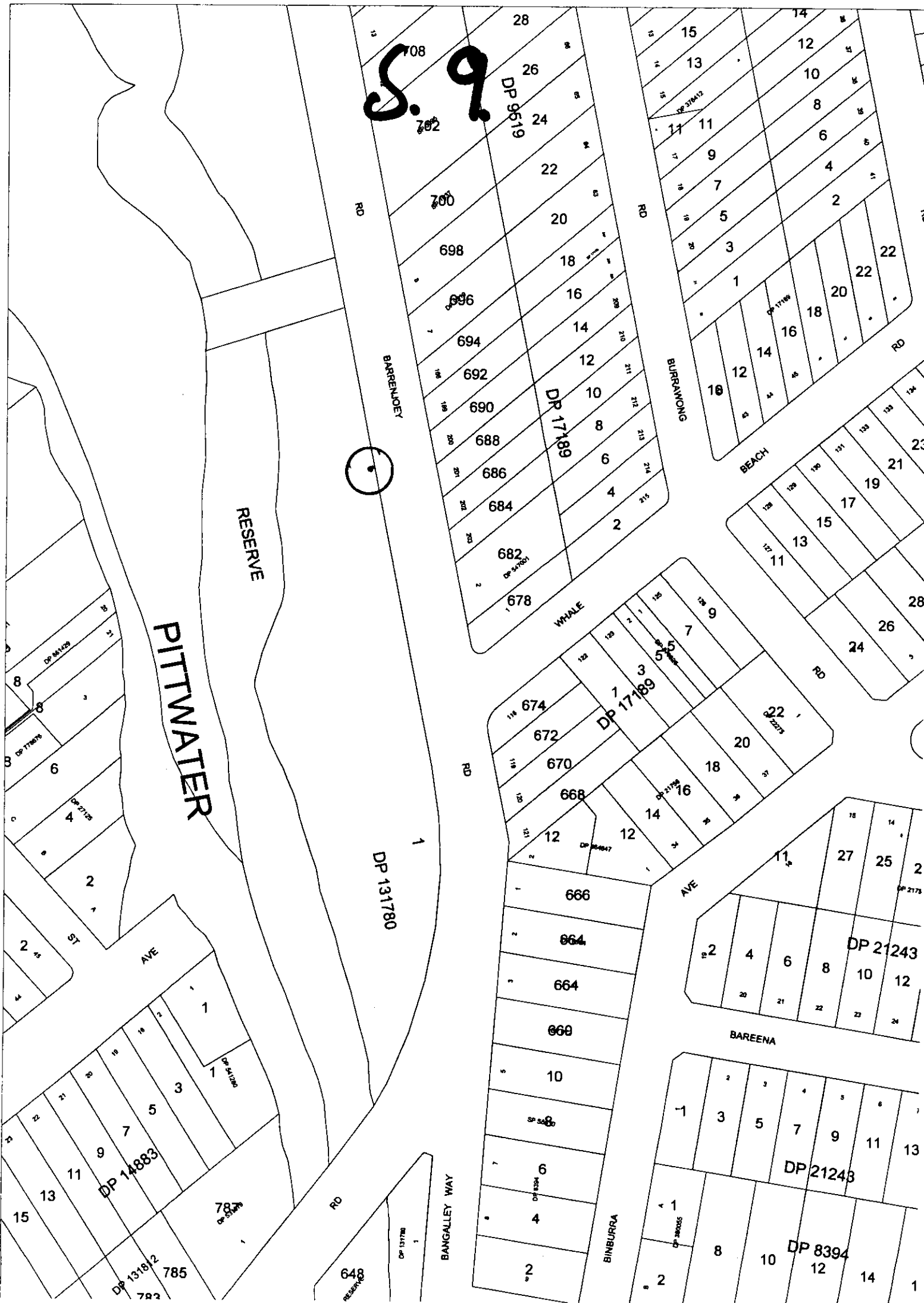


JACKSONS





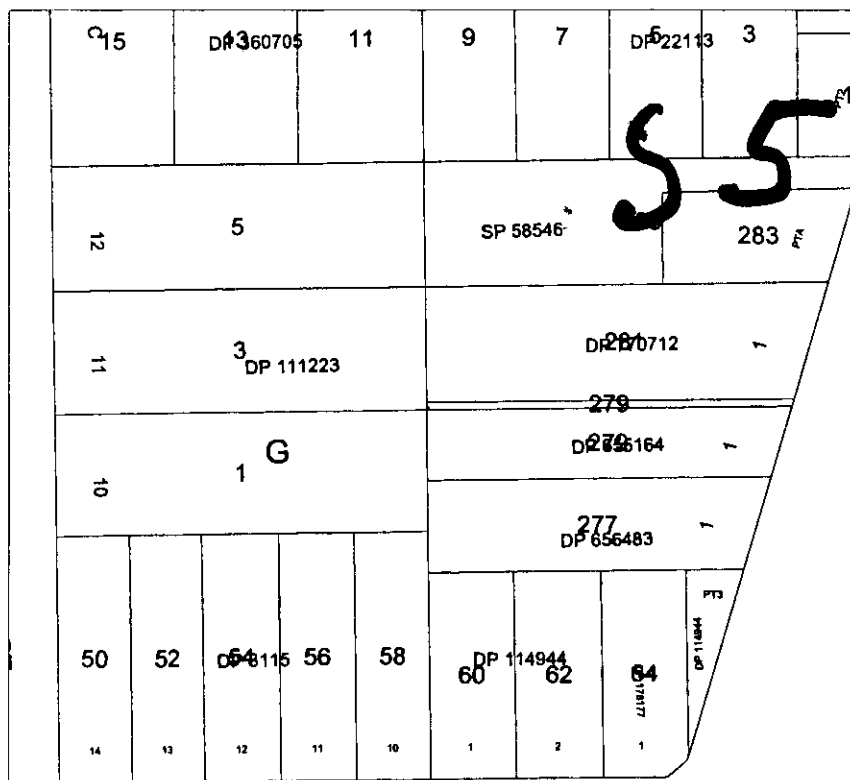




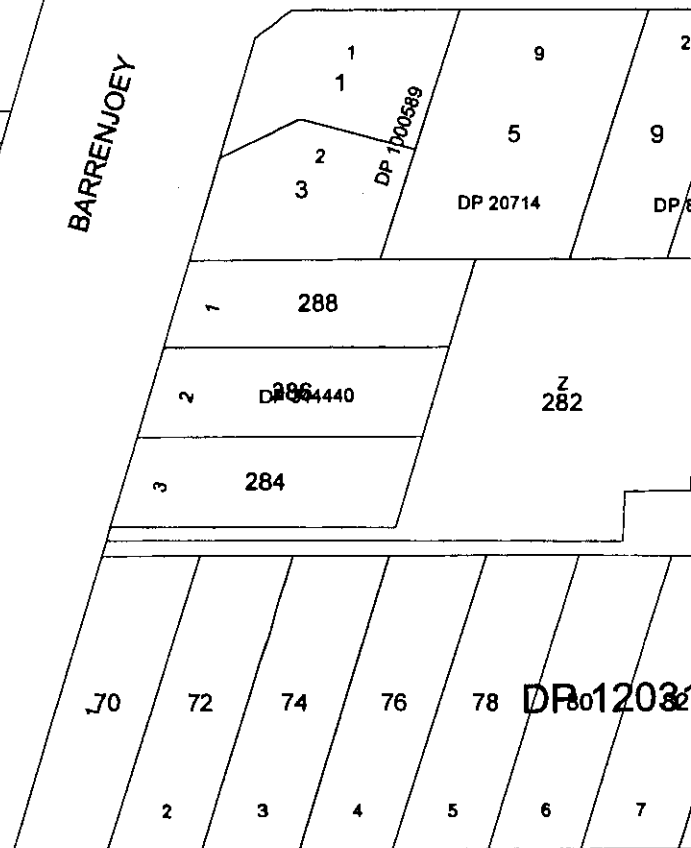




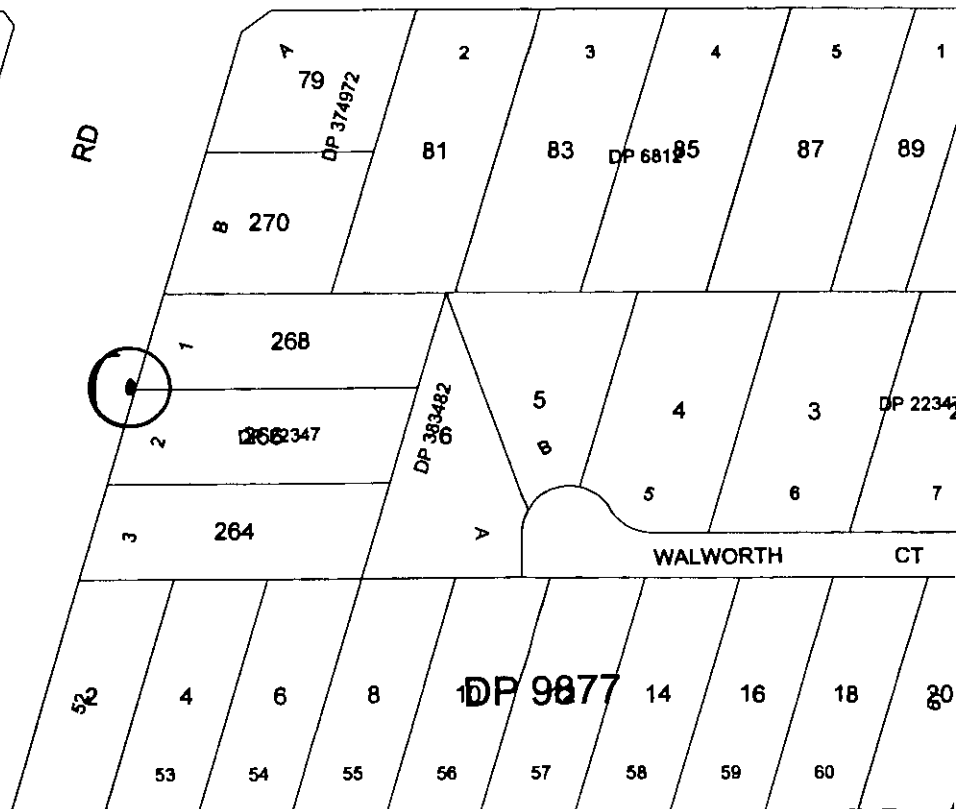
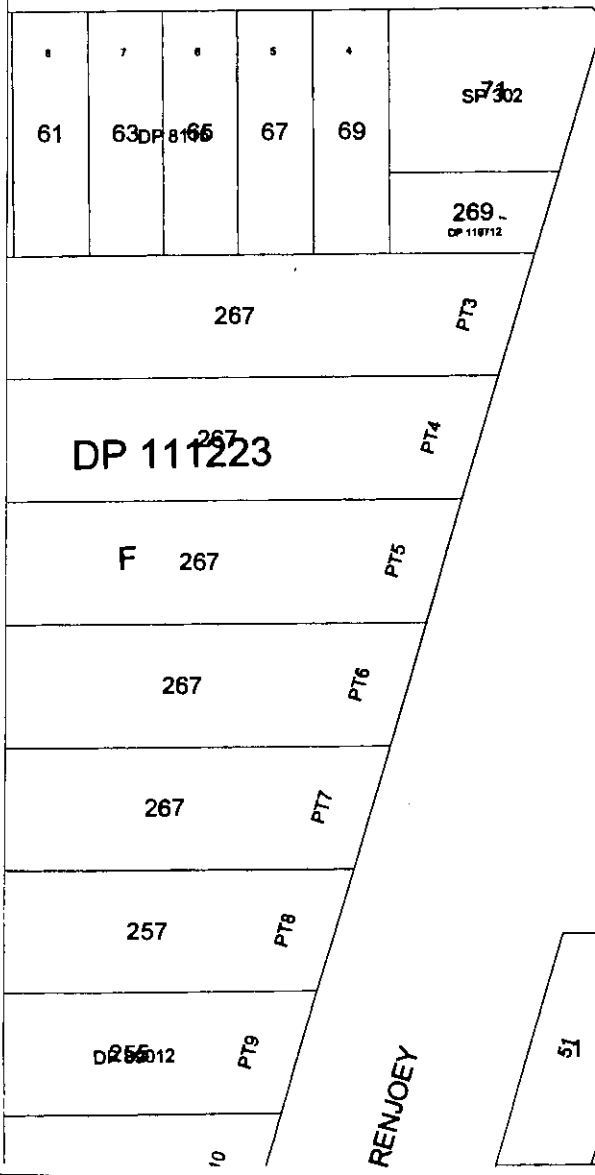




PDE



QUEENS

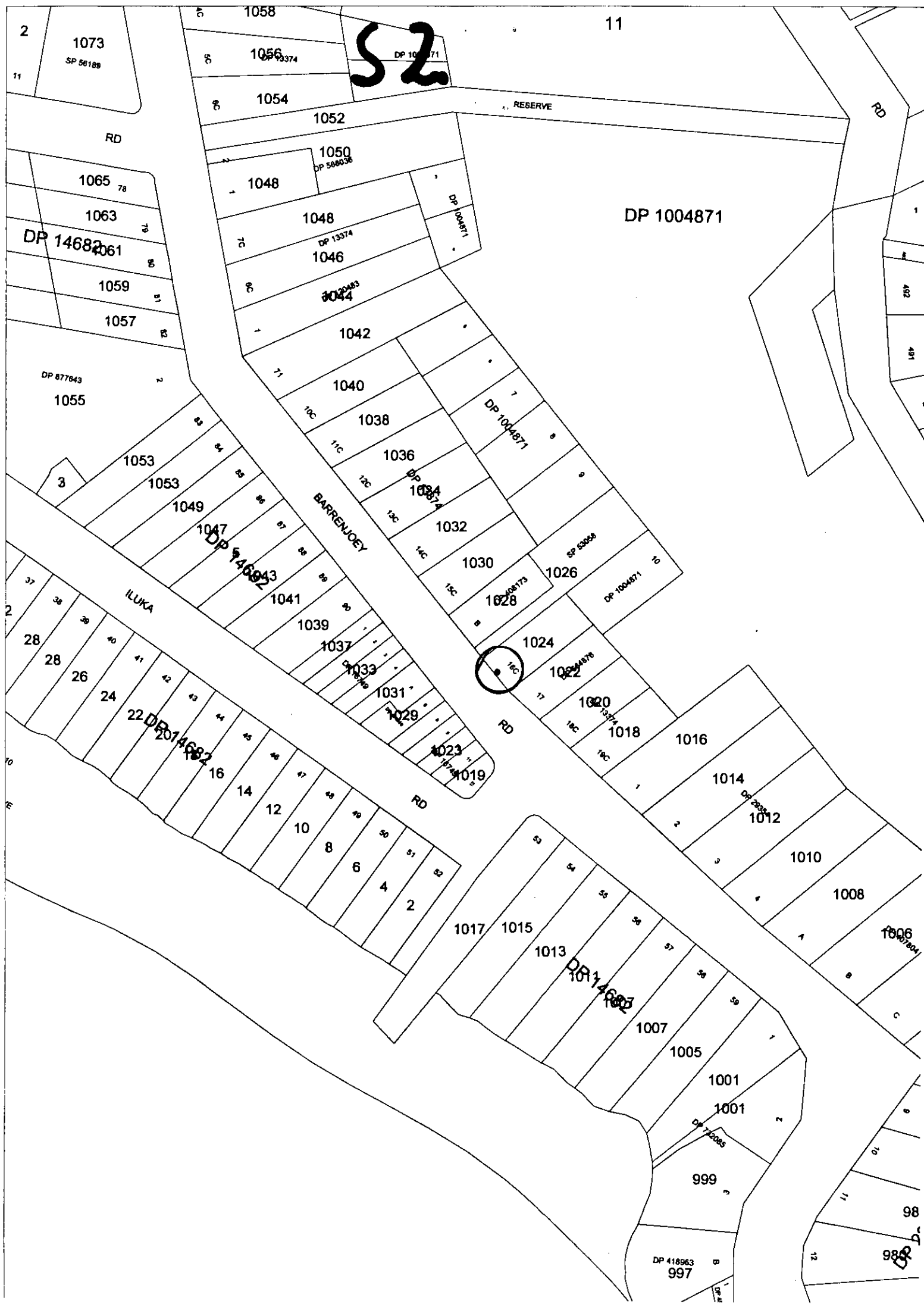


WALWORTH

AVE

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COLOUR SCHEDULE

ALL FRAMEWORK, GABLE ENDS AND SEAT BRACKETS	- DULUX SAND SATIN No. 51438
SEAT SLATS	- NATURAL ANODIZED ALUMINIUM
ROOF SHEETING, RIDGE AND BARGE ROLL	- COLORBOND CASURINA (XSE)
CONCRETE KERBS	- DULUX DOESKIN No. 32516

ADSHEL

ASSEMBLED ISOMETRIC

PITTWATER SHELTER TYPE 'A'

EVERINGHAM PLATT & ANTHONY PTY LTD
CONSULTING ENGINEERS

4th Floor
414 Elizabeth Street
Surry Hills, NSW 2010

Tel: 9211 9499
Fax: 9211 9599



DATE	SCALES	JOB No.	DRAWING No.
28/9/99	N.T.S.	11820	A3-B

PLAN OR DOCUMENT CERTIFICATION

I am a qualified • CIVIL & STRUCTURAL ENGINEER

I hold the following qualifications or license No.

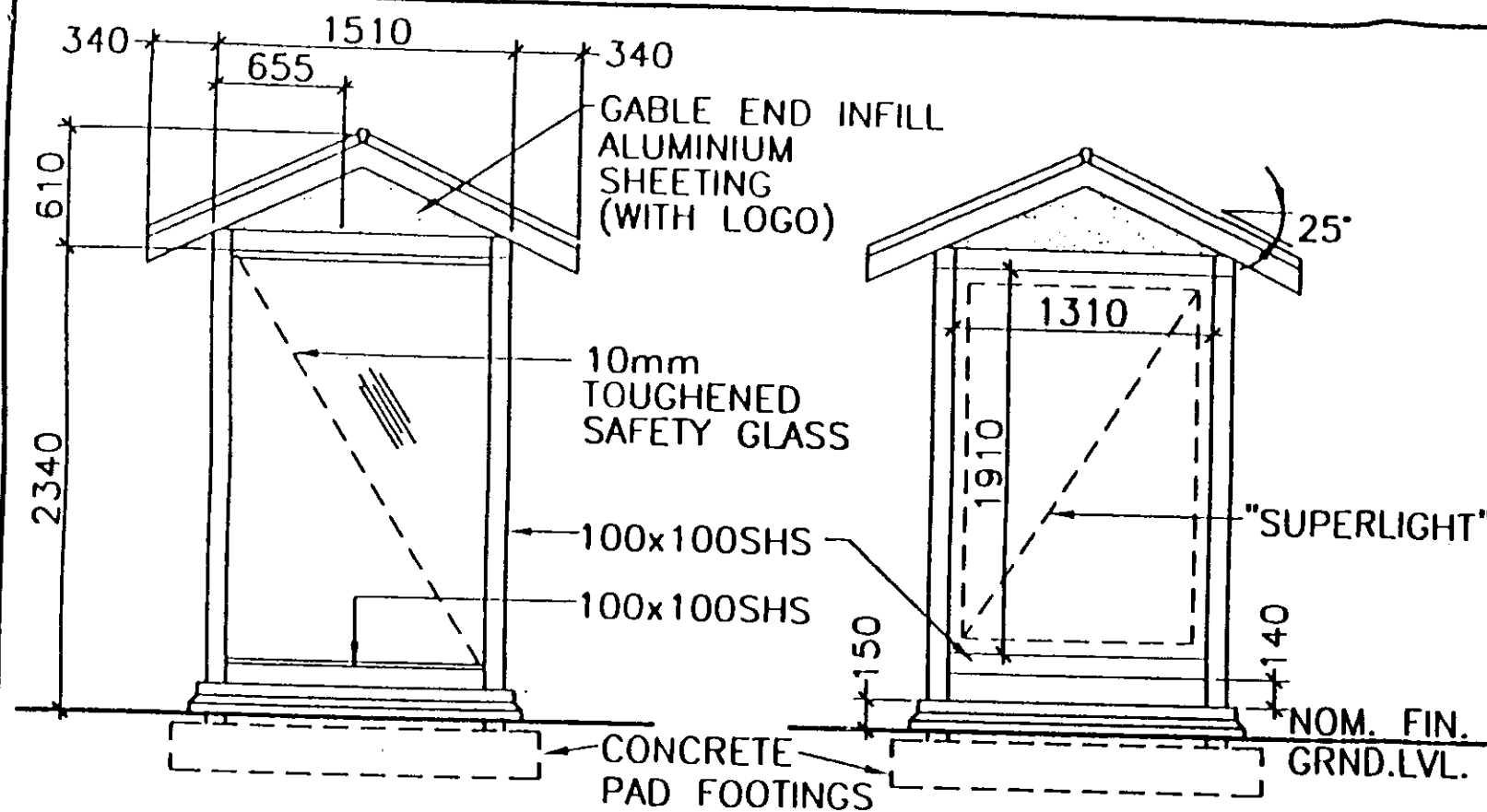
E.I.E. Aust. C.P.ENG. 104555

Further I am appropriately qualified to certify this component of the project.

I hereby state that these plans or details comply with the conditions of development consent, the provisions of the building code of Australia and/or relevant Australian/Industry standards.

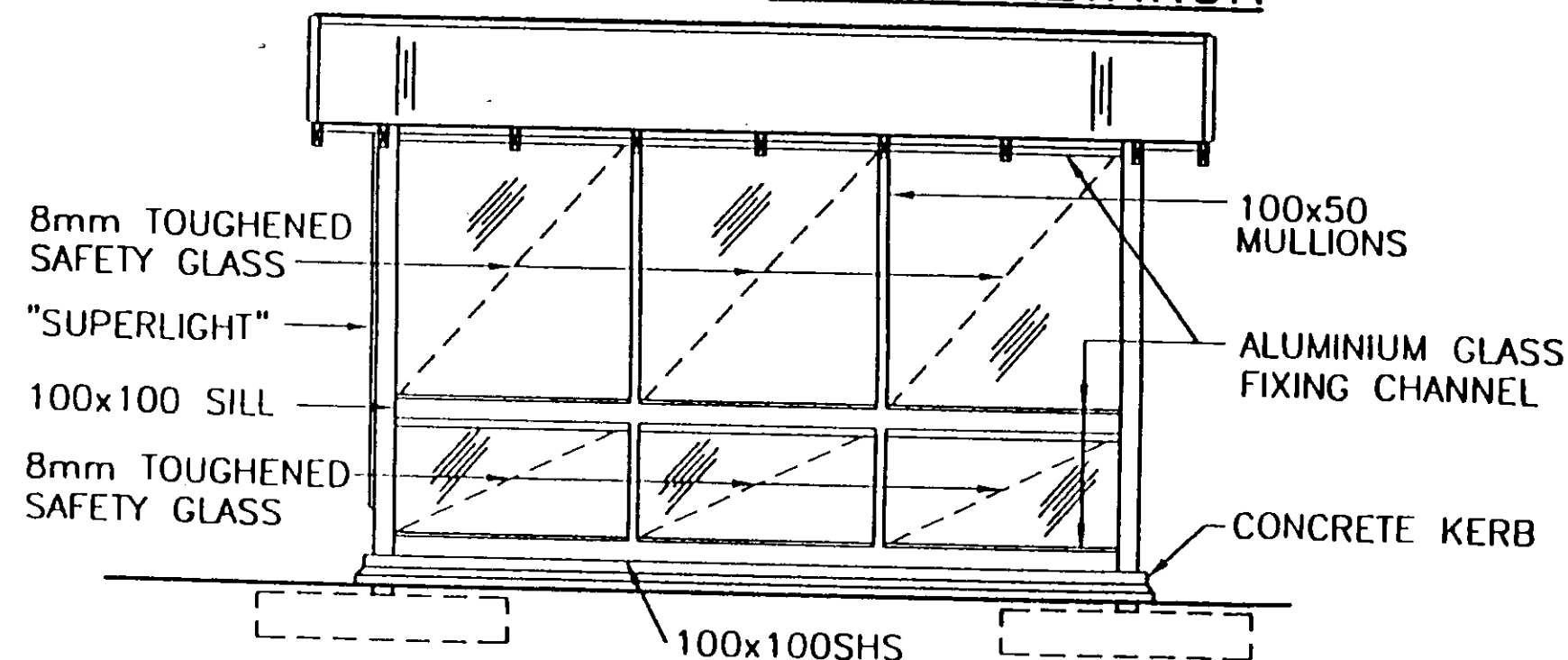
TERENCE V. ANTONIO 3/11/99 [Signature]
Name Date Signature

*eg. Licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc.

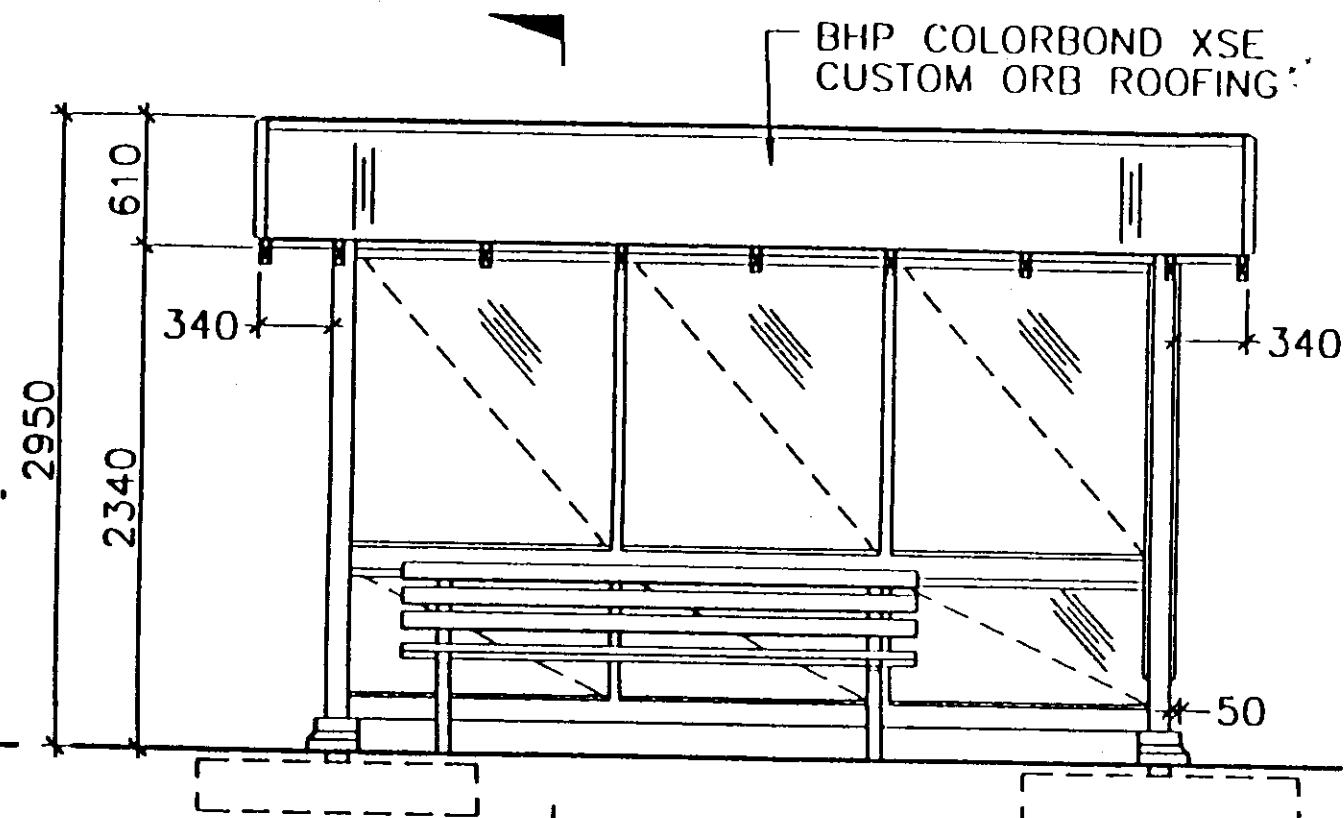


LEFT ELEVATION

RIGHT ELEVATION



REAR ELEVATION



FRONT ELEVATION

ADSHEL

PITTWATER SHELTER-TYPE A

ARCH. ELEVATIONS

EVERINGHAM PLATT & ANTHONY PTY LTD
CONSULTING ENGINEERS

4th Floor
414 Elizabeth Street
Surry Hills, NSW 2010

Tel: 9211 9499
Fax: 9211 9599



PLAN OR DOCUMENT CERTIFICATION

I am a qualified • CIVIL & STRUCTURAL ENGINEER

I hold the following qualifications or license No.

F.I.E. Aust. C.P.E.N.G. 104555

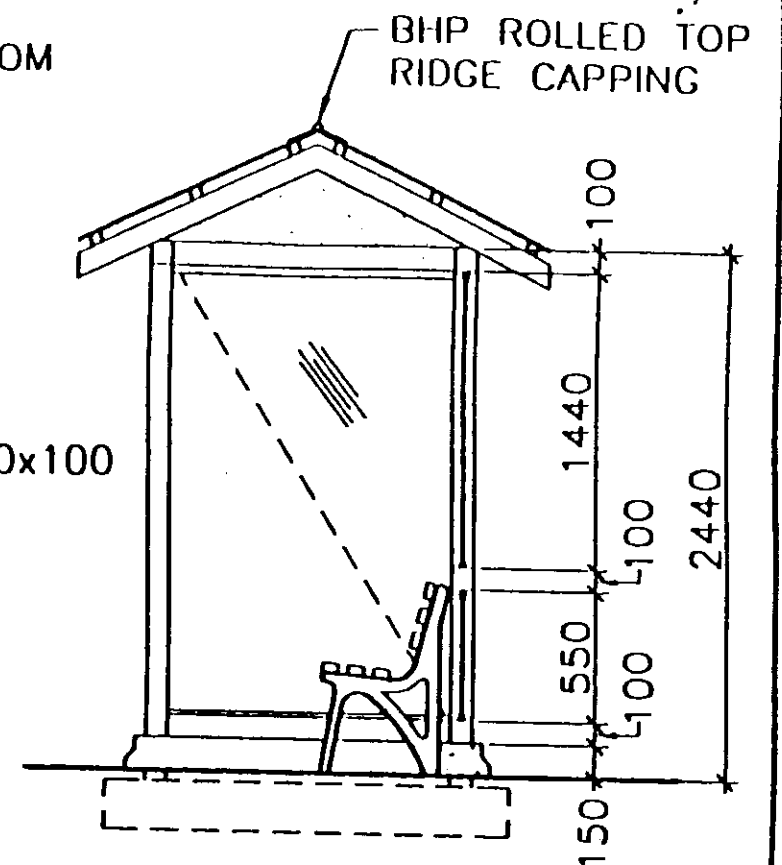
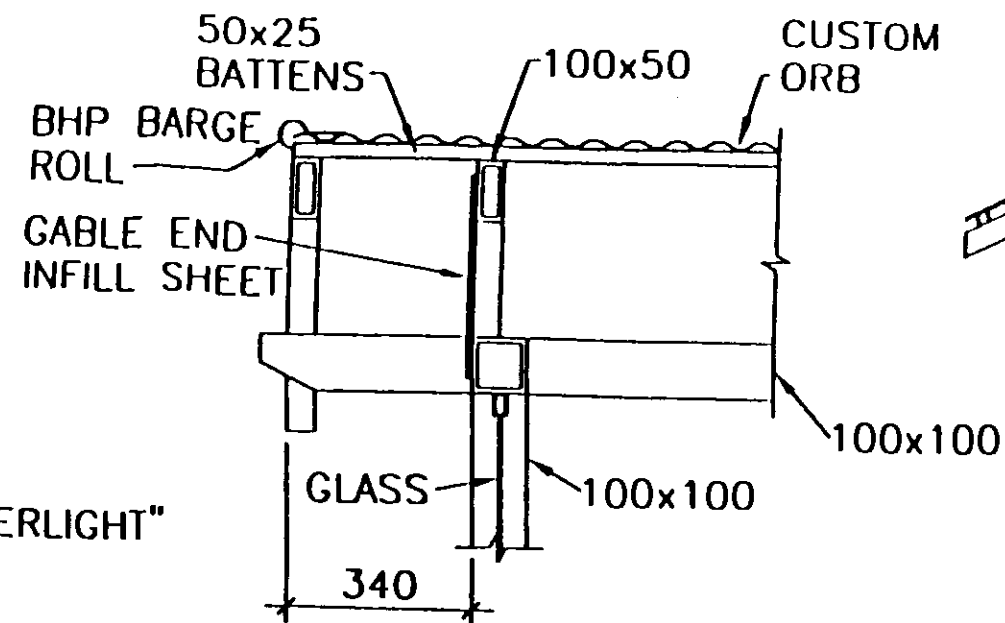
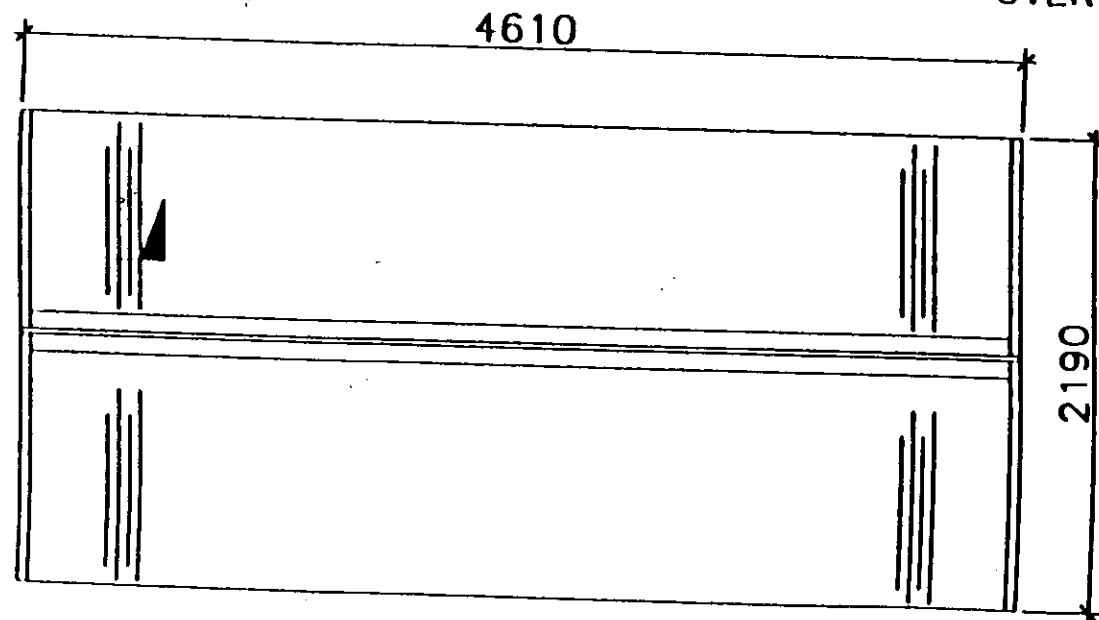
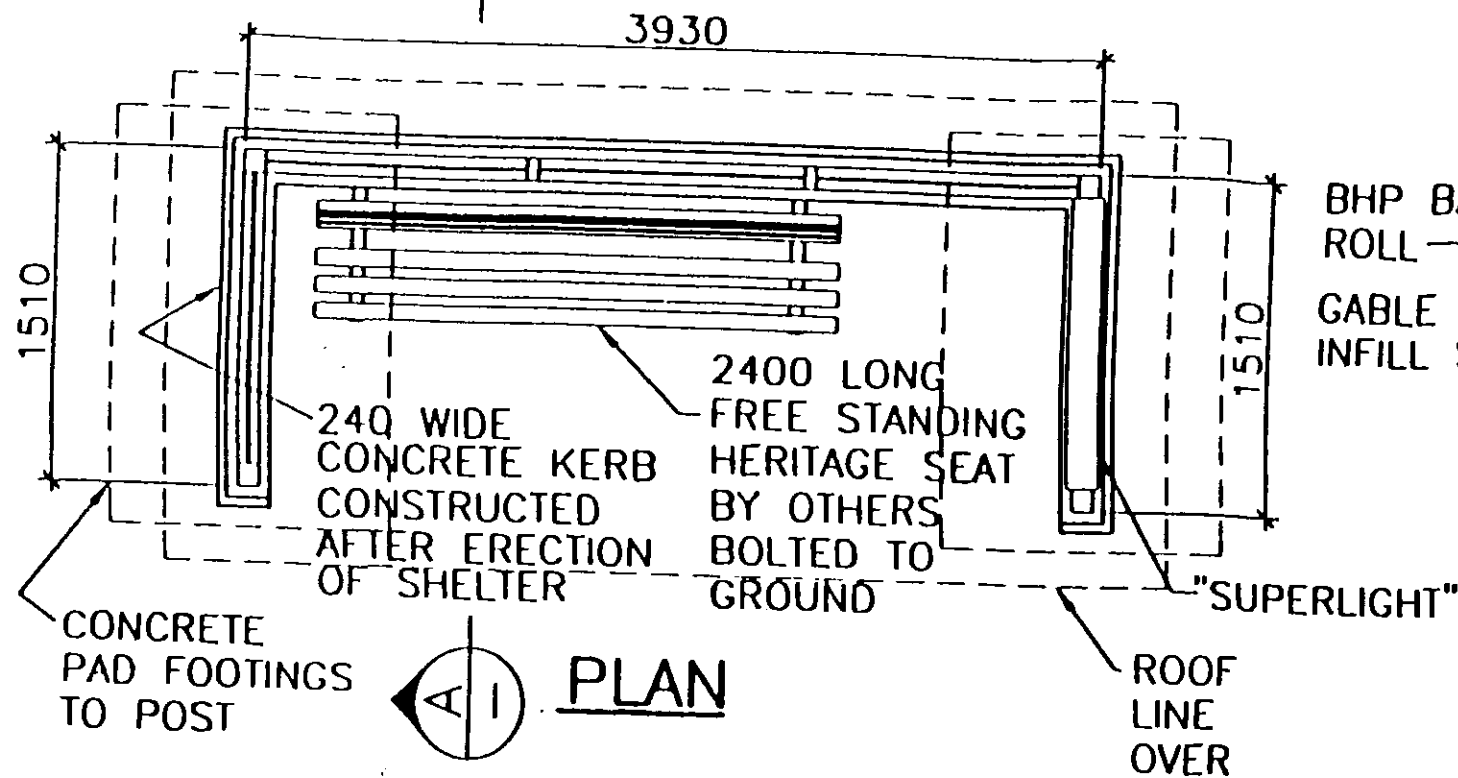
Further I am appropriately qualified to certify this component of the project.

I hereby state that these plans or details comply with the conditions of development consent, the provisions of the building code of Australia and/or relevant Australian/Industry standards.

TERENCE V. ANTHONY 3/11/99
Name Date Signature

* e.g. Licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc.

DATE	SCALES	JOB No.	DRAWING No.
28/9/99	1:50	11820	A1-C



ADSHEL

PITTWATER SHELTER-TYPE A

ARCH. PLANS & SECTIONS

EVERINGHAM PLATT & ANTHONY PTY LTD
CONSULTING ENGINEERS

4th Floor
414 Elizabeth Street
Surry Hills, NSW 2010

Tel: 9211 9499
Fax: 9211 9599



PLAN OR DOCUMENT CERTIFICATION

I am a qualified • CIVIL & STRUCTURAL ENGINEER.

I hold the following qualifications or license No. F.I.E. Aust. CPENG 104555

Further I am appropriately qualified to certify this component of the project.

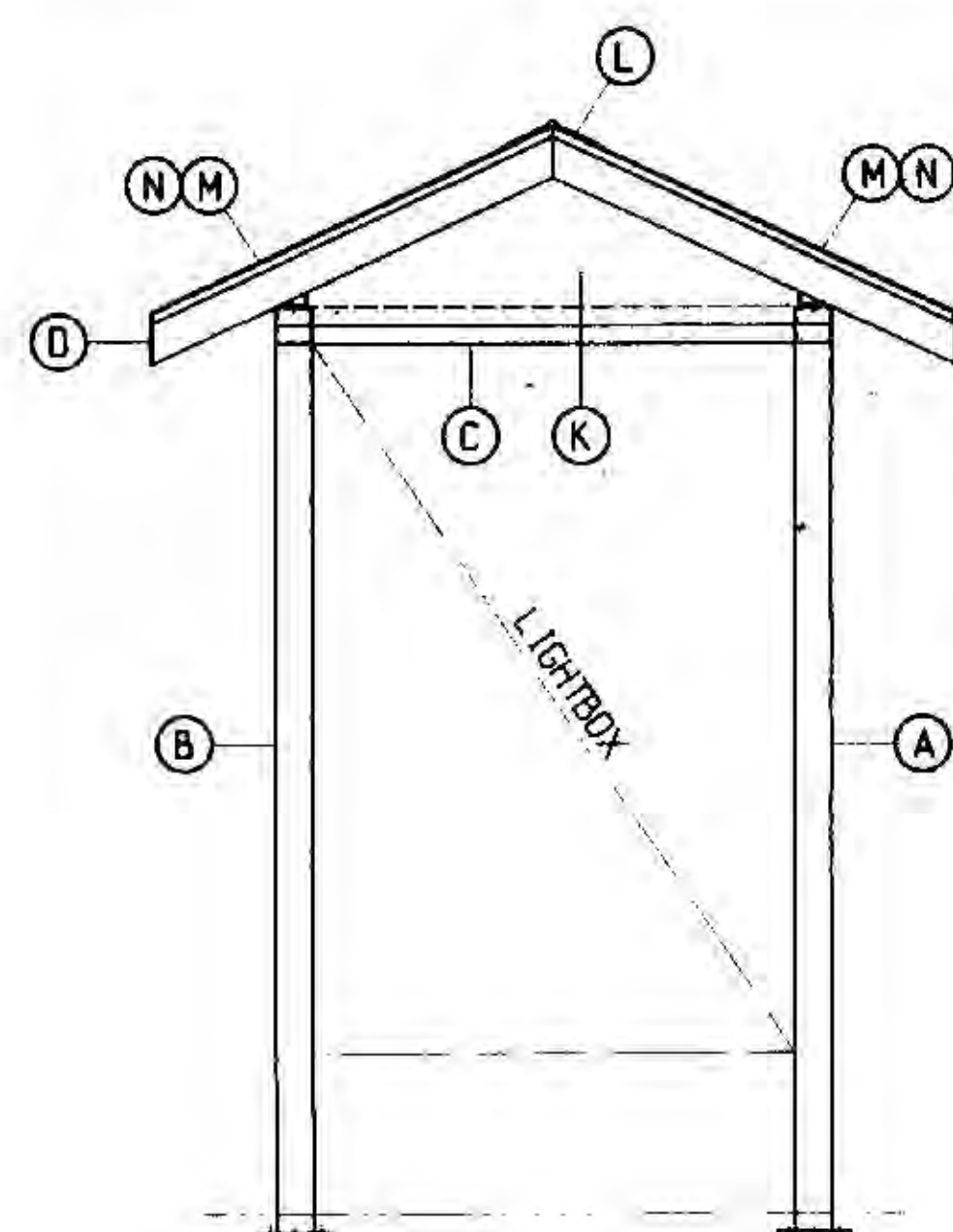
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TERENCE V. ANTHONY 3/11/99 [Signature]

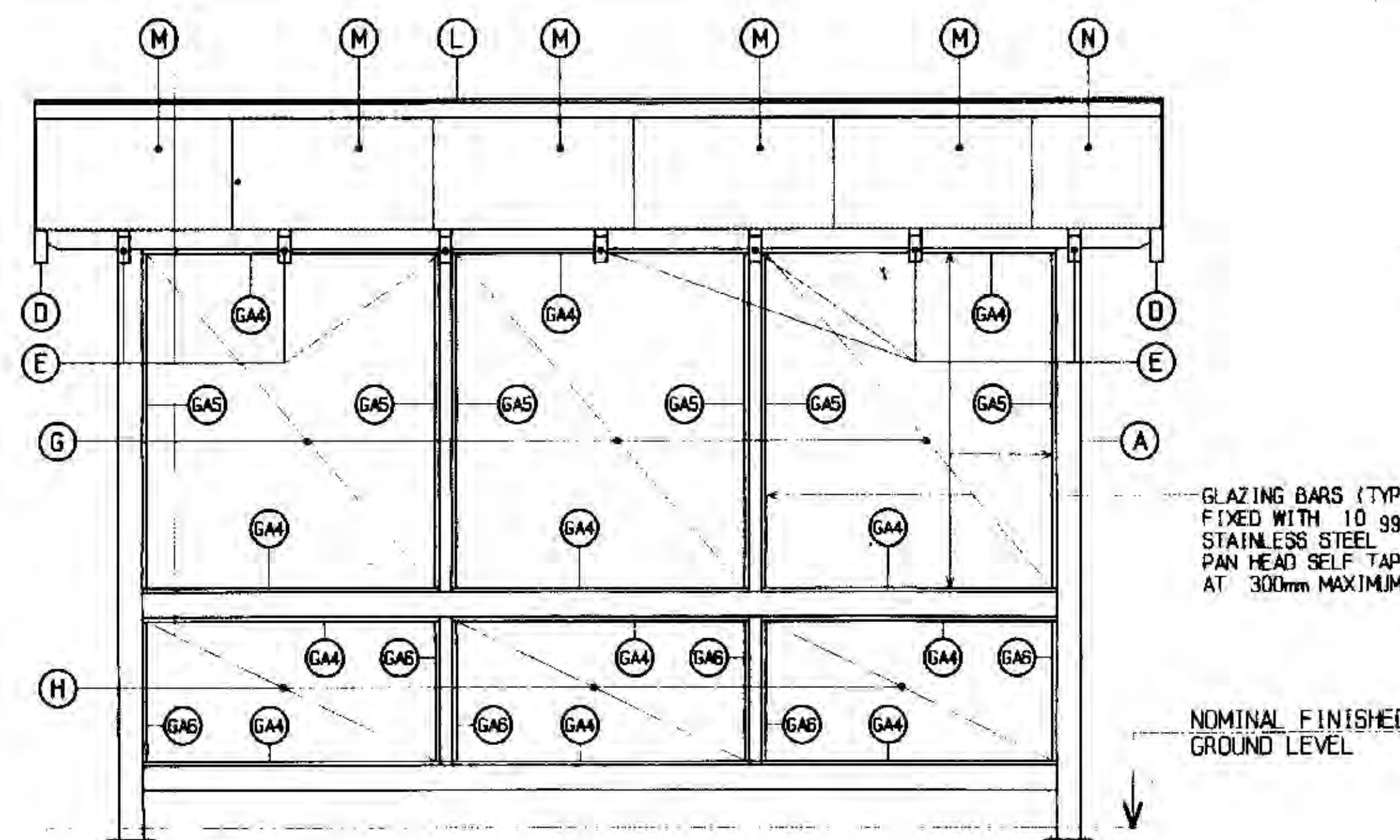
Name Date Signature

* e.g. Licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc.

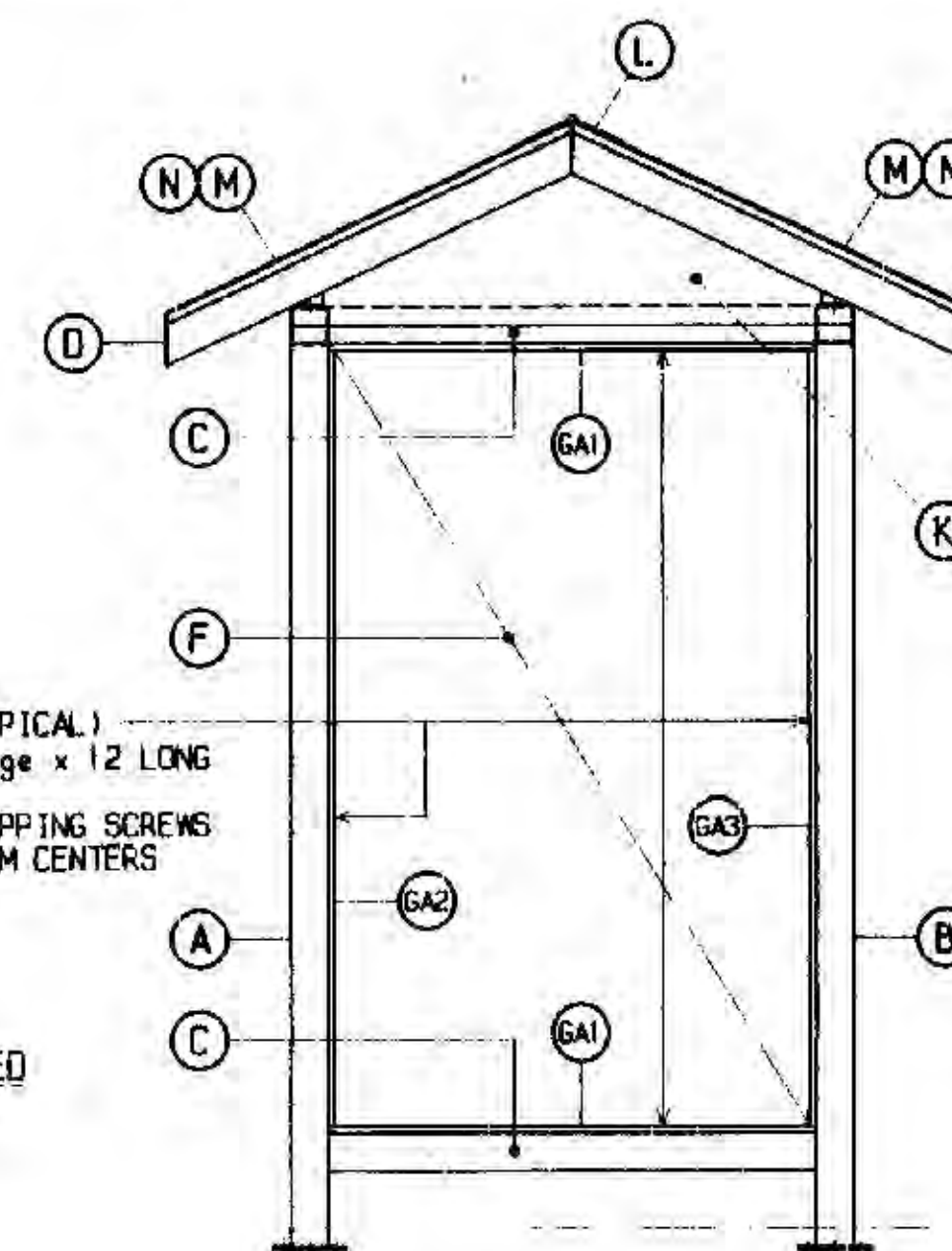
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28/9/99	1:50, 20	11820	A2-C



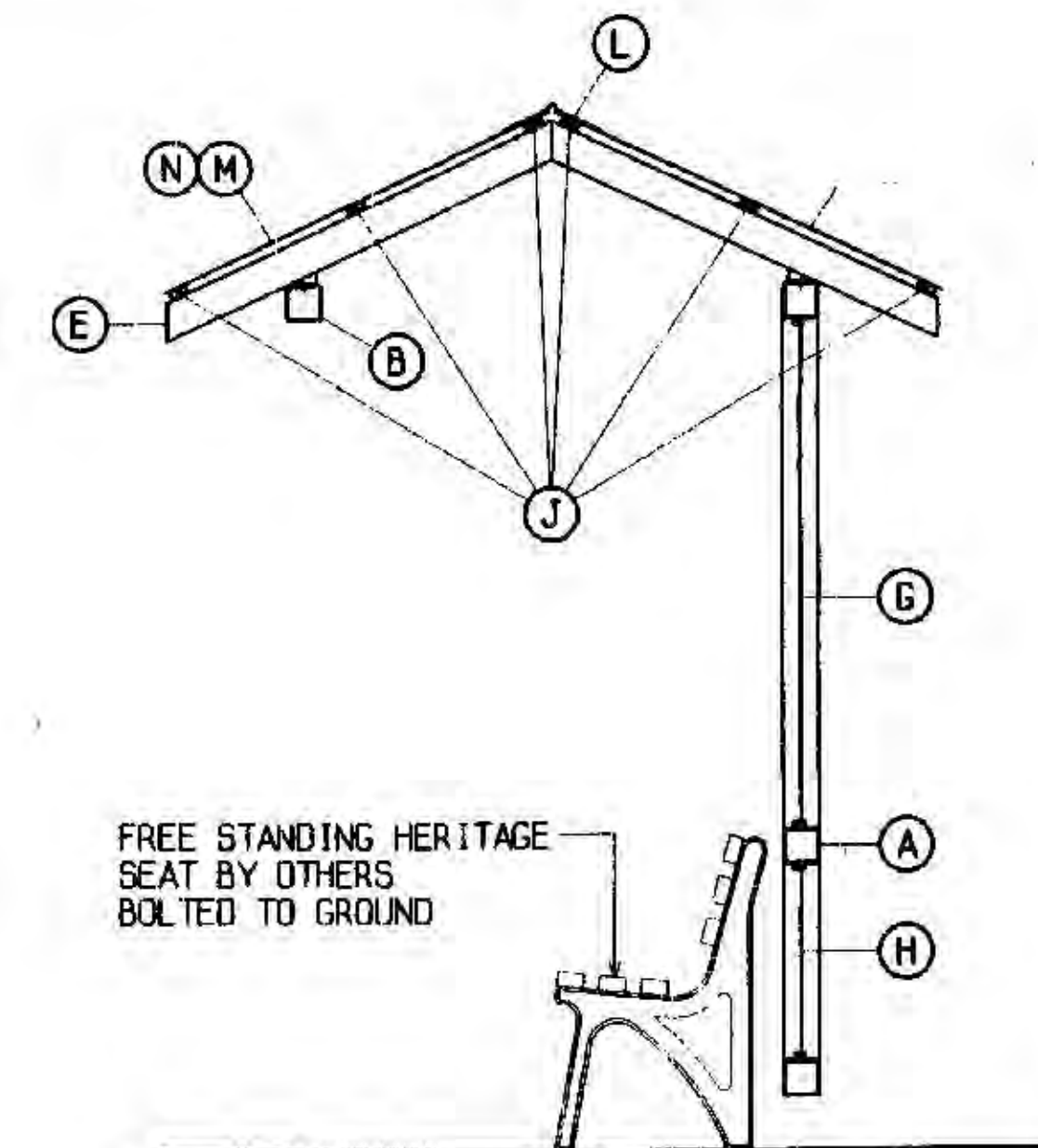
OUTSIDE ELEVATION - LIGHT BOX FRAME



OUTSIDE ELEVATION - REAR ELEVATION

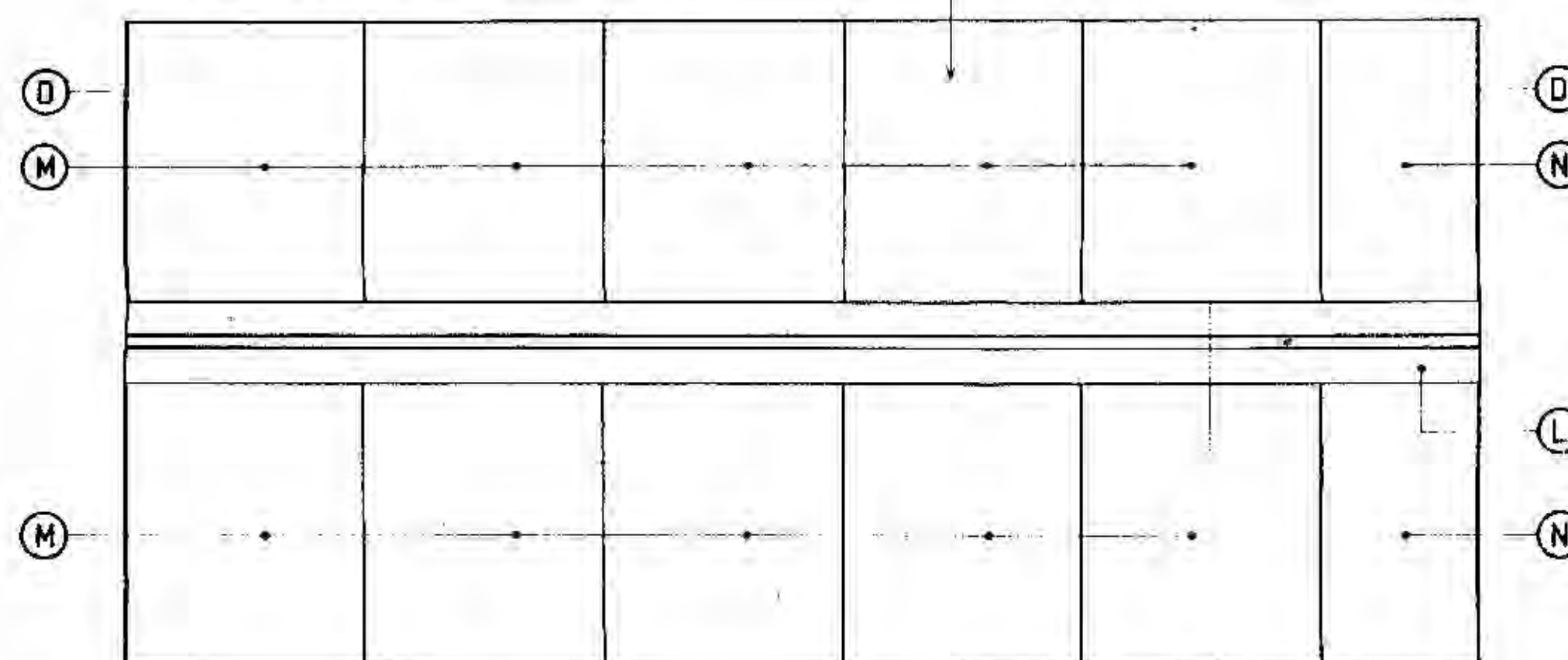


OUTSIDE ELEVATION - LEFT END FRAME

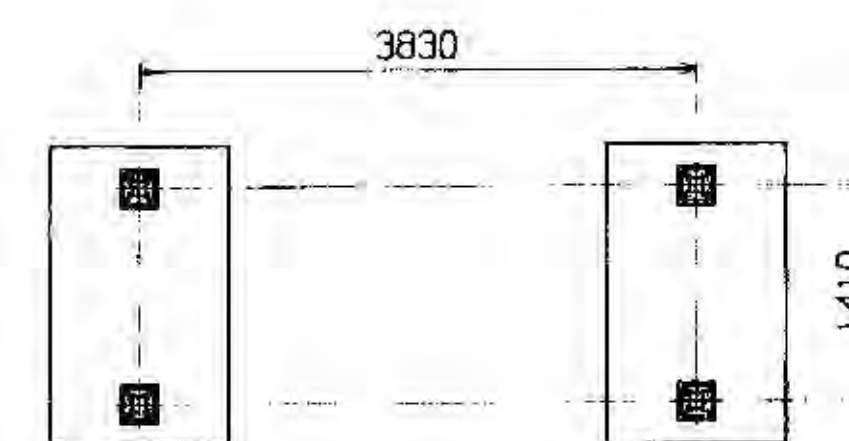


TYPICAL SECTION THROUGH SHELTER

COLORBOND MINI-ORB SHEETING TO BE FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION. MINI-ORB ROOF SHEET FIXINGS TO BE LOCATED AT 150mm MAXIMUM CENTRES ALONG ALL SUPPORT POINTS FOR CYCLONIC CONDITIONS.

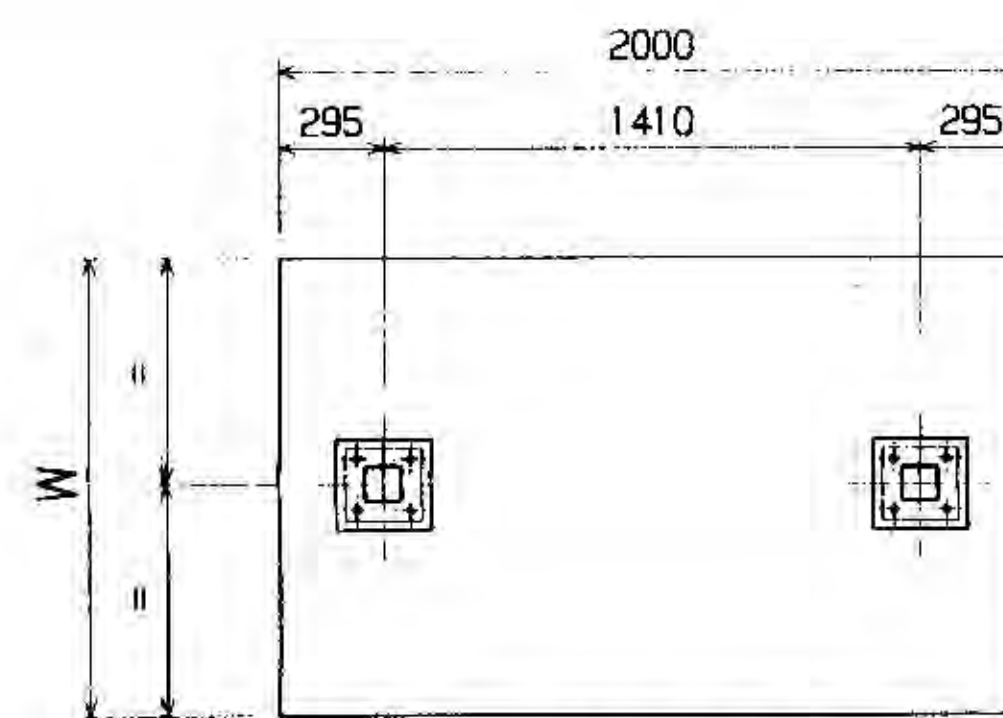


ROOF PLAN LAYOUT



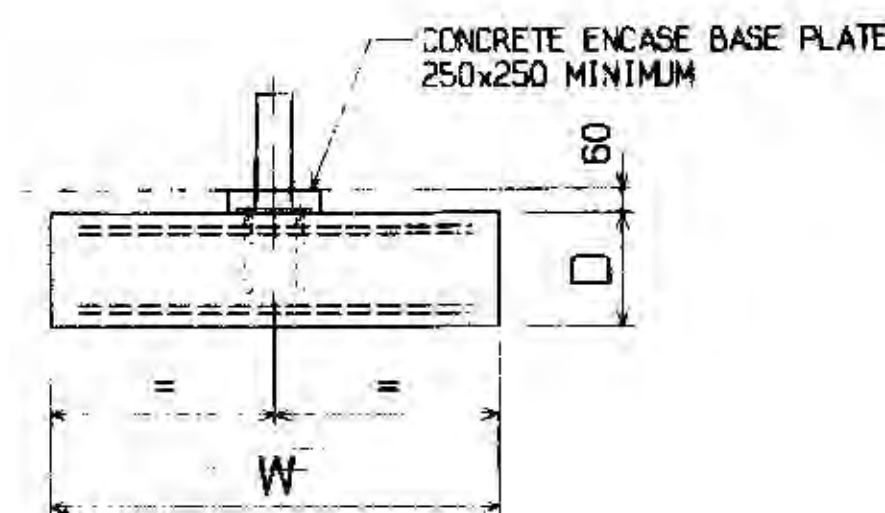
PLAN SETOUT FOR FOOTINGS

ASSEMBLY SCHEDULE		
ASSEMBLY TAB	DESCRIPTION	NUMBER REQUIRED
A	REAR FRAME ASSEMBLY	1
B	FRONT FRAME ASSEMBLY	1
C	SIDE BEAMS	3
D	END ROOF RAFTER	2
E	MID ROOF RAFTER	7
F	GLAZING	1
G	GLAZING	3
H	GLAZING	3
J	ROOF BATTENS	6
K	GABLE END INFILL	2
L	ROOF RIDGE CAPPING	1
M	ROOF SHEETING	10
N	ROOF SHEETING	2
GA1	GLAZING ADAPTOR	2
GA2	GLAZING ADAPTOR	1
GA3	GLAZING ADAPTOR	1
GA4	GLAZING ADAPTOR	12
GA5	GLAZING ADAPTOR	6
GA6	GLAZING ADAPTOR	6



TYPICAL FOOTING PLAN

50mm COVER TOP AND BOTTOM
CONCRETE STRENGTH $f'_{c} = 20MPa$



TYPICAL SECTION

ANCHORS:
4 - M20 RAMSET CHEMSET INJECTION SYSTEM GALVANISED - 210 MINIMUM EMBEDMENT
OR
4 - M20 GRADE 8.8 CAST-IN BOLTS (GALV.)

FOOTINGS DESIGNED FOR A MINIMUM ALLOWABLE BEARING INTENSITY OF 100KPa						
TERRAIN CATEGORY	REGION	DESCRIPTION	ULTIMATE BASIC WIND SPEED (m/s)	W (mm)	D (mm)	REINFORCEMENT TOP AND BOTTOM
3	A	NORMAL	50	950	300	2 LAYERS RF B2
3	B	INTERMEDIATE	60	1400	300	2 LAYERS RF B2

CODES USED FOR DESIGN OF SHELTER

DESIGN :

ALUMINIUM STRUCTURES

AS/NZS 1664.1 : 1997 PART 1 : LIMIT STATE DESIGN
AS/NZS 1664.1 : 1997 SUPP 1 : LIMIT STATE DESIGN

AS/NZS 1664.2 : 1997 PART 2 : ALLOWABLE STRESS DESIGN
AS/NZS 1664.2 : 1997 SUPP 2 : ALLOWABLE STRESS DESIGN

GLASS :

GLASS IN BUILDINGS
AS1288 : 1994 - SELECTION AND INSTALLATION

PAINT :

AS/NZS 4506 : 1998 - METAL FINISHING THERMOSET POWDER COATINGS

AS 3715 : 1989 - METAL FINISHING THERMOSET POWDER COATINGS FOR ARCHITECTURAL APPLICATIONS

WELDING :

AS 1555 : 1992 - WELDING OF ALUMINIUM STRUCTURES

CONCRETE :

AS 3600 : 1994 - CONCRETE STRUCTURES

BOLTING :

AS/NZS 1252 : 1996 - HIGH STRENGTH STEEL BOLTS

DESIGN LOADS :

AS 1170.2 : 1989 - WIND LOADS

PLAN OR DOCUMENT CERTIFICATION

I am a qualified **CIVIL & STRUCTURAL ENGINEER**.

I hold the following qualifications or license No. **E.I.E. Aust. C.Peng. 104555**.

Further I am appropriately qualified to certify this component of the project.

I hereby state that these plans or details comply with the conditions of development consent, the provisions of the building code of Australia and/or relevant Australian/industry standards.

TERENCE V. ANTHONY 3/11/99
Name Date Signature

*e.g. Licensed Builder, Electrical Contractor, Engineer, Landscape Architect, Geotechnical Engineer etc.

ADSHL

PRODUCT: SHELTER - TYPE A

PROJECT: PITTSWATER

TITLE: WORKSHOP DETAILS
SHELTER ASSEMBLY LAYOUTS
AND FOOTING PLAN LAYOUT

USE OF THESE DRAWINGS:
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EVERINGHAM PLATT & ANTHONY PTY LTD
CONSULTING ENGINEERS
4th Floor Tel: 9211 9488
414 Elizabeth Street Fax: 9211 9589
Surry Hills, NSW 2010
E-Mail Address: epsayd@magna.com.au

CAD FILENAME: S1.MOD
DRAWN BY: G.C.
CHECKED BY: [Signature]
DATE: 8-6-99
DATE: 23-6-99

ORIGINAL SIZE: A1
SCALE: 1:20, 1:50
JOB NUMBER: 11820
DRAWING NUMBER: S1
REVISION: A

Report to Environment And Planning Committee Meeting Of 5 March 2001

Subject: Determination of a Development Application No 705/00 for the Erection of 18 Bus Shelters and Seats and Associated Advertising – Various Locations Within the Road Reserve throughout Pittwater.

Item:

DEVELOPMENT UNIT REPORT

PURPOSE OF REPORT	To inform the Committee of the Development Unit's recommendation following consideration of Development Application No 705/00 for the Erection of 18 Bus Shelters and Seats and Associated Advertising – Various Locations Within the Road Reserve throughout Pittwater.
BACKGROUND	The Development Unit, at its meeting held on Thursday 22 February 2001 considered the Development Officer's report (Attachment 1) for determination of a Development Application No 705/00 for the Erection of 18 Bus Shelters and Seats and Associated Advertising – Various Locations Within the Road Reserve throughout Pittwater. Issues were raised regarding Bus Shelter No E22 (Mona Street) and it was recommended that approval of this shelter be deferred to allow further consultation with Pittwater High School in relation to the preferred location for the two bus shelters in Mona Street. The Development Unit noted the report from the Consultant, asked that the report be amended to reflect the deferral of Bus Shelter No E22 (Mona Street) and referred the application to Council for determination.
ISSUES	Bus Shelter No E22 – Safety, Lighting, Congregation of people, disrupted sleep, visual impact, general amenity.
POLICY IMPLICATIONS	Nil
DEVELOPMENT UNIT RECOMMENDATION (NOTED)	That the recommendation in the report from the Consultant in relation to Development Application No705/00 for the Erection of 18 Bus Shelters and seats within various areas of Road Reserve be noted and referred to Council for determination.

Ian Dregghorn
DEVELOPMENT UNIT CHAIRMAN

Report to the Development Unit Meeting of 22 February 2001

Subject: Determination of a Development Application for the Erection of 18 Bus Shelters and Seats and Associated Advertising – Various Locations Within the Road Reserve throughout Pittwater.

Item:

DA 705/00

E:\WPDOCS\LETTERS\Pittwater\4849report.doc

SUBMITTED:	25 July 2000
REFERRED TO:	Development Unit
REPORT BY:	Don Fox Planning Pty Ltd Consultant Town Planner

1. APPLICANT	Pittwater Council
2. OWNER	As Above
3. DEVELOPMENT CONTROLS	ZONING – Unzoned Lands within the Road Reservation; Development Identified as an “Activity” and Assessed under Part V of the Environmental Planning and Assessment Act, 1979 (as amended)

4. NOTIFICATIONS	200 property owners notified. 48 submissions received. 39 Objections 7 Support
5. ISSUES	Resident Issues – • Traffic impacts • Safety • Drainage • Vandalism/Graffiti Assessment Issues – • Activity Assessment – Part “V” • Traffic/Road Safety • Resident issues Variation to Policy – Nil

6. RECOMMENDATION	Consent
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7. COMPLIANCE TABLE - LOCALITY PLAN AND BUILDING CODE

ITEM	STANDARD	PROPOSED	COMPLIANCE
Site Area	Existing	No alteration	Yes
Site Coverage	Variable	Minor increase - negligible	Yes
Boundary Setbacks Street (N) Rear Side (W) (E) Foreshore	N/A	Variable - Compliance with AS 2890.1 – Driveways & Austroads Intersections	Yes*
Land Slope	Slight	Slight	Yes
Height of Building	8.5 m	2240mm	Yes
Roof Reflectivity	Earthy tones	Consistent design	Satisfactory
Carparking	N/A		
Vehicle access/manoeuvring	Existing bus stops	Existing bus stops	Satisfactory*
Retaining Walls	N/A		
Compatible Building Materials	Earthy tones	Design prepared in consultation between Council and Adshell	Satisfactory
Front Fence - Height, setback and landscaping		Minor site treatments for access and grade continuity	Satisfactory
Site Landscaping	Landscape Plan additional	Minor site rehabilitation	Satisfactory
Impact on trees, vegetation	Maintain existing	Conditioned	Satisfactory
Geotechnical Risk Area	Geotechnical report	N/A	Satisfactory
Heritage Item	No	No	Yes
Development in vicinity of heritage item	No	No	Yes
Residential Amenity Impact		Negligible	Satisfactory
Solar Access Code		No	Satisfactory
Character and Design Integration		Satisfactory	Satisfactory
Access to services		Yes	Satisfactory
Wave action/Coastal hazard		N/A	Satisfactory
OSD		N/A	Satisfactory
Flood prone land		No	Satisfactory
* These issues are discussed later in the report			
Compiled by: Don Fox Planning Pty Ltd Date: 31 January 2001			

8. BACKGROUND

Pittwater Council resolved at the meeting of 7 December, 1998 to enter into an agreement with Adshell Street Furniture for the provision of bus shelters throughout Pittwater. The shelters are to be installed and maintained without cost to Council in return for the advertising rights for a period of 20 years.

Development Application No.666/99 was submitted in June 1999 seeking consent for the erection of 54 shelters. Approval was subsequently granted for the erection of 33 new shelters with 21 proposed shelters deferred as a result of submissions lodged during exhibition of the proposed development to provide for further consultation and consideration.

Development Application No. 705/00 was lodged in July 2000 seeking Council consent for the second stage of the implementation program. This application initially sought consent for the erection of 61 bus shelters including 10 previously considered by Council. However in response to concerns raised during the public exhibition, the application was reviewed and the majority of those sites the subject of local objection requiring a review of the proposed bus shelter have been deferred. These deferred bus shelter sites may form a third implementation stage to be the subject of a separate development application. This will enable further detailed consultation with the public without the need to restrict construction of the remaining bus shelters.

9. SITE DETAILS

Various miscellaneous locations within the road reservation throughout the Pittwater Local Government Area. All shelters are to be provided adjacent to existing bus stops on primary bus routes throughout the local area, in particular focussed upon Barrenjoey, Pittwater and Mona Vale Roads.

10. PROPOSAL IN DETAIL

The proposed development involves the erection of 18 bus shelters upon 16 different sites (two sites each have two shelters proposed). A map detailing the locations was provided with the development application and is attached to this report.

Each bus shelter consists of a concrete slab, safety glass walls to rear and far side, colourbond custom orb pitched roofing, heritage seat, bus timetable and advertising panel.

The sites selected for bus shelters are existing bus stops, with shelters proposed in the road reserve between the footpath and road pavement. Council officers have been involved in identifying and locating the proposed bus shelters predicated upon usability, visibility and minimising impacts upon the environment and upon adjoining and adjacent properties.

The proposed bus shelter sites are summarised in the following table:

Shelter No.	Location	Suburb	Comment
E2	East side of Barrenjoey Road, North of Iluka Road	Palm Beach	New shelter
E5	East side of Barrenjoey Road, North of North Avalon Road	Avalon	Replacement of existing shelter
E7	North side of Hudson Pde, West of intersection with Riverview Road	Avalon	Replacement of existing shelter

Shelter No.	Location	Suburb	Comment
E10	East side of Barrenjoey Road, Opposite intersection with Wollstonecraft Ave	Avalon	New shelter
E11	West side of Old Barrenjoey Road Outside school	Avalon	Two (2) new shelters
E17	East side of Barrenjoey Road, Opposite intersection with The Avenue	Newport	New shelter
E21	West side of Pittwater road, Opposite school, north of intersection with Mona Street	Mona Vale	New shelter
E22	North side of Mona Street, Opposite Nailon Place, Outside School	Mona Vale	Two (2) new shelters
E23	North side of Mona Vale Road, Outside cemetery	Mona Vale	New shelter
E24	South side of Mona Vale Road, east of Daydream Street, Opposite cemetery	Mona Vale	New shelter
E25	North side of Mona Vale Road, Opposite Foley Street	Mona Vale	New shelter
E28	East side of Warriewood Road, south of Moriac Street	Warriewood	Replacement of existing shelter
E35	West side of Kalang Road, south of Powder Works Road	Elanora Heights	New shelter
E40	West side of Pittwater Road, Opposite Lake Park Road	North Narrabeen	New shelter
E42	East side of Pittwater Road, North of Rickard Road	North Narrabeen	Replacement of existing shelter
E46	South side of Jacksons Road, Opposite Warriewood Square	Warriewood	New shelter

Advertising within the proposed bus shelters is controlled by contract with Adshell and requires:

- Only advertisements to be displayed which comply with Commonwealth and State Legislation, any Local Government Ordinance as well as codes of conduct established by the advertising industry;
- Political, religious, pornographic or advertisements likely to be considered offensive are not to be displayed;
- Tobacco advertising is not permitted;
- Any advertisement resembling traffic instructions is not to be displayed.

11. INTER-DEPARTMENTAL COMMENTS

All relevant comments have been considered and incorporated in the recommendation.

12. DISCUSSION OF ISSUES

12.1 Statutory Controls

As the proposed bus shelters are to be erected within the road reservation, the subject sites are on land which is not zoned under Pittwater Local Environmental Plan 1993.

Consequently, approval is required under Part V of the Environmental Planning and Assessment Act, 1979 for an "Activity". Clause 82(2) of the Regulations outlines factors which must be considered in assessing the impact of an activity on the environment. An Environmental Impact Statement is not required in this case. The general matters to be considered when assessing an activity are summarised as follows:

- Any specific guidelines in force;
- Any environmental impact upon a community;
- Any transformation of a locality;
- Any environmental impact on the ecosystems of the locality;
- Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality;
- Any effect on a locality having special value for present or future generations;
- Any impact upon the habitat of protected fauna;
- Any endangering of any species;
- Any long term effects upon the environment;
- Any degradation of the quality of the environment;
- Any risk to the safety of the environment;
- Any reduction in the range of beneficial uses of the environment;
- Any pollution of the environment;
- Any environmental problems associated with the disposal of waste;
- Any increased demands upon resources; and,
- Any cumulative environmental effect.

Having considered the proposed bus shelters in regard to the above requirements it is concluded that the proposed bus shelters would have a negligible environmental effect and a positive effect upon the immediate locality in which they are located and to the Pittwater community generally. Accordingly consideration of the above issues would not raise sufficient grounds for refusal of any of the proposed bus shelters.

Australian Standard AS2890.1 - Driveways and Austroads - Intersections provide criteria for the consideration of sight distance requirements in establishing appropriate locations for the proposed bus shelters. A schematic representation of the site layout of the proposed bus shelters has been provided with the application and complies with the requirements contained in the two aforementioned publications. Further, Council's Traffic Engineer does not consider it necessary to provide a traffic study for the following reasons:

- The location of bus stops is at the discretion of bus companies investigated at the time of establishment of the bus route; and
- The provision of a shelter does not create any additional traffic.

The actual location of the shelter on the nature strip is in accordance with specific guidelines to minimise any impact on adjacent residences and other land uses including consideration of sight distances from any nearby driveways.

Two outstanding assessment issues are raised being the location of proposed bus shelters E17 (east side of Barrenjoey Road, Newport, opposite intersection with The Avenue) and E46 (south side of Jacksons Road, Warriewood, opposite Warriewood Square).

Concern is raised in regard to the siting of proposed bus shelter E17 between the kerb and adjoining rock face and the ability to maintain adequate access to the shelter. An opportunity has been identified to relocate the bus stop approximately 200m south where the road verge significantly increases. Accordingly this bus shelter is recommended for deferral its relocation to be investigated with the local bus company and the local community.

An erroneous identification between the location plans and site identification locates the proposed bus shelter E46 in two different locations. The siting of this shelter should be clarified and re-exhibited with the development application for the next implementation stage. Accordingly this bus shelter is also recommended for deferral.

12.2 Development Control Plan No. 22 - Exempt and Complying Development

In accordance with recent amendments to the Environmental Planning and Assessment Act DCP No.22 identifies those type of development which do not require the development consent of Council.

Bus shelters are identified as exempt development within regions 4 and 5. These regions generally correspond with the rural areas of Pittwater and road reservations throughout the Pittwater LGA. The following criteria are established for bus shelters constituting exempt development:

- Must be designed and constructed by or for Council or the relevant public authority
- No advertising signage
- Must not obstruct the line of sight of vehicular traffic
- Maximum height of 3m above footpath
- Maximum area of 15m² per bay, with no more than two bays per bus stop
- Non-reflective surface finishes

As all the proposed bus shelters contain advertising they cannot be considered as exempt development.

12.3 Development Control Plan No.18 - Outdoor Advertising

This DCP establishes detailed controls relating to advertising signs. These provisions however generally relate to advertising in association with the use of a particular building. Part B of this DCP establishing General Provisions has been considered for the purposes of a merit based assessment.

Council is required to consider the following:

- Amenity of the site and surrounding area
- Environmental Impact
- Landscape and scenic quality of the locality
- Size, height, shape, and colour of the advertisement relative to the scale and character of the site
- Effect of illumination and light spillage on residential property

- Approved signs on the premises and any adjoining premises
- Public safety and interest.

By the general nature of the above considerations and unique design of the proposed bus shelters they will not adversely impact on the amenity of the Pittwater area. The proposed advertising has been designed to comply with AS 1428.2 which controls the design and location of signs and in particular, Clause 19 which controls illumination levels. Design for compliance with the relevant Australian Standard will ensure minimal impacts upon adjoining properties and the local community generally.

12.4 Resident Issues

In accordance with Council's policy the proposal was notified to adjoining owners and advertised in local papers.

Generally submissions were lodged in respect of individual shelters proposed. The majority of shelter sites the subject of submissions have been deferred from this application to enable more extensive community consultation and will be the subject of a further development application, phase 3.

Notwithstanding, the following table summarises those remaining bus shelter sites which were the subject of submissions and the comments made in submissions received by Council.

Shelter No.	Location	Concerns	Preferred Location	Comments
E2	East side of Barrenjoey Road, North of Iluka Road, Palm Beach	Water & drainage problems. Availability of site plan	Opposite side of carpark for a more suitable location.	Agree. Defer shelter for further consultation and consideration.
E7	North side of Hudson Pde, West of intersection with Riverview Road, Avalon	Availability of site plan. Provision of kerb & gutter. Convenient access, footpath and vegetation.		Disagree. Replacement of an existing shelter. Provision of a footpath and kerb and gutter referred to Engineering Department for separate detailed consideration
E10	East side of Barrenjoey Road, Opposite intersection with Wollstonecraft Ave, Avalon	Like shelter made into an alcohol-free zone and a bin fixed to shelter. Careful not to damage existing vegetation		Installation of illuminated shelters has proven to deter drinkers and antisocial behavior. Request for a bin has been referred to Council's Works Division for consideration.

E22	North side of Mona Street, Opposite Nailon Place, Outside School, Mona Vale	More appropriate use at alternative location Cause disrupted sleep and visual impact	Alternative location	Disagree. Shelter location considered appropriate and necessary to support use of bus stop.
E25	North side of Mona Vale Road, Opposite Foley Street, Mona Vale	Obstruct view, be unsightly and devalue this property value		Disagree. Do not support visual concerns, shelter proposed is a single storey structure uniquely designed for the Pittwater LGA. Shelter location considered appropriate for existing bus stop primarily serving the adjoining residential area and Pittwater Leagues Club

Each proposed bus shelter was considered in accordance with the established criteria and the issues raised in submissions to Council. Therefore as a result of this assessment the majority of bus shelters can be approved subject to the imposition of a small number of standard conditions of development consent to be applied by Council.

The comments made in respect of proposed bus shelter E2 are considered to require further detailed consideration and consultation with the immediately adjoining owner prior to establishing the preferred location of the proposed shelter. Accordingly proposed shelter E2 is recommended for deferral from the subject application for further detailed consideration in the next implementation stage for the proposed bus shelters.

13. CONCLUSION

Each bus shelter was considered in accordance with the criteria established under Clause 82(2) of the Environmental Planning and Assessment Regulation, 1994 and the provisions within Australian Standard AS2890.1 - Driveways and Austroads - intersections. The concerns raised in submissions have been considered and where concerns are supported and cannot be easily resolved in this current application recommendation has been made for the deferral of the proposed bus shelter for review and consideration in the next implementation stage which will also include further community consultation.

As a result of the above assessment, the majority of proposed bus shelters (15) can be approved with only three (3) proposed bus shelter sites (sites E2, E17 and E46) recommended be deferred from this application for the reasons outlined above. Accordingly the following recommendation is made:

14. RECOMMENDATION

That

- i). Council approve Development Application No.705/00 for the erection of 15 Bus Shelters and associated advertising within the road reserve in various locations throughout the Pittwater Local Government Area subject to the conditions contained in the attached draft consent:
- ii). Proposed bus shelters E2, E17 and E46 be deferred for accurate siting and consultation with the local bus company and the community.
- iii). Submitters be advised of Council's decision.

DRAFT CONSENT LETTER

Draft Date Only

DA No: 705/00

The General Manager
Pittwater Council
PO Box 882
MONA VALE NSW 2103

Attention: Mr David Lyall
A/Director Urban and Environmental Assets

Dear Sir/Madam,

Development Application for the Erection of 18 Bus Shelters and Associated Advertising Within Various Road Reservations throughout the Pittwater Local Government Area

I am pleased to advise that this application has been approved and I attach for your assistance a copy of the Development Consent, the conditions of approval and a copy of the approved plan.

Please note that some sections of the Consent may require the lodgement of Building Component Certificates at various stages of the development. These certificates must be returned to Council or the Accredited Certifier, prior to the issue of the Compliance Certificate, Occupation Certificate or Subdivision Certificate. You should also note that both Council and the Accredited Certifier will charge a fee for the issue of the Compliance, Occupation or Subdivision Certificates.

I would also take this opportunity to draw your attention to the fact that prior to your commencing work, it will be necessary for you to nominate whether Council or an accredited certifier will be supervising the project and carrying out the various progress inspections (ie, the Compliance inspections, and issuing the Compliance Certificates).

You should also note that you will be required to notify Council a minimum 2 days prior to you actually commencing work on the site.

Commencement of the land use, the work or activity, in accordance with the provisions of this Development Consent and the conditions attached thereto, signifies that you accept all of the conditions imposed by Council. It is therefore important that prior to proceeding with the project, that you satisfy yourself that you understand and are able to comply with all of the conditions.

If there are any matters relating to this approval which require further explanation, please contact Council's Senior Development Officer, Mr Lance Doyle prior to gathering information associated with the Construction Certificate or commencing work on the site.

Yours faithfully

Michael Eagles
Consultant Town Planner

CONSENT NO. 705/00
ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979
NOTICE TO APPLICANT OF DETERMINATION
OF A DEVELOPMENT APPLICATION

Applicants Name and Address:

Pittwater Council
PO Box 882
MONA VALE NSW 2103

Being the applicant in respect of Development Application No.705/00

Pursuant to section 80(1) of the Act, notice is hereby given of the determination by Pittwater Council, as the consent authority, of this Development Application for:

Erection of 18 Bus Shelters and Associated Advertising

At:

Within Various Road Reservation throughout the Pittwater Local Government Area

Decision:

The Development Application has been determined by the granting of consent subject to the conditions detailed below.

The reason for the imposition of these conditions is to ensure that the development consented to is carried out in such a manner as to achieve the objectives of the Environmental Planning and Assessment Act, pursuant to Section 5(a) of the Act, having regard to the relevant matters for consideration contained in Section 79C of the Act and the Environmental Planning Instruments applying to the land, as well as Section 80A of the Act which authorises the imposing of the consent conditions.

Endorsement of date of consent:

Draft Date Only

Angus Gordon
GENERAL MANAGER

Per:

CONDITIONS OF DEVELOPMENT CONSENT

A NOTATIONS

- A1 This consent is not an approval to commence building work, these works can only commence following the issue of a Construction Certificate.
- A2 The development is to be carried out generally in accordance with plans numbered 11820 A1-C, 11820 A2-C and 11820 A3- B dated 28 September, 1999 prepared by Everingham, Platt and Anthony Pty Ltd as amended in red or as modified by an condition of this consent.
- A3. The use or occupation of this building can not commence until an occupation certificate has been lodged.
- A5 This Development Consent remains current and operative for a 2 year period from the date of endorsement. Council would be prepared to consider an extension of this Consent period for a further 12 months, however the request for extension would have to be received during the initial 2 year period.
- A6 If you are dissatisfied with this decision, Section 97 of the Environmental Planning and Assessment Act, 1979, gives you a right of appeal to the Land and Environment Court within 12 months of the date of endorsement of this Consent.

B. MATTERS TO BE SATISFIED PRIOR TO RELEASE OF CONSENT

Nil

C. PRESCRIBED CONDITIONS

- C1. All building works are to be carried out in accordance with the provisions of the Building Code of Australia or where not covered by the Building Code of Australia, the relevant Australian Standard.

Note: Particular attention should be paid to the relevant fire safety requirements of the Building Code of Australia.

D. CONDITIONS TO MINIMISE THE IMPACT OF THE DEVELOPMENT OF THE NATURAL AND BUILT ENVIRONMENT

- D1 The hours of construction being restricted to 7.00am to 5.00pm Monday - Friday and 7.00am to 1.00pm on Saturdays. Internal building work may be carried out at any time outside these hours, subject to noise emission from the building or works not being audible at any adjoining boundary.
- D4 The top of the concrete slab is to be a minimum 300mm above the adjacent finished ground level, with a 75mm step to enable suitable flashing and drainage to be provided.

E. SECTION 94 CONTRIBUTION CONDITIONS

Nil

F. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

F2 Two sets of detailed working drawings which comply in all respects with the conditions of Development Consent are to be submitted prior to release of the Construction Certificate. Each plan/sheet is to include a signed statement from a suitably qualified person, that the plans/details provide for the works to be carried out in accordance with the Building Code of Australia and/or Australian Standard and the provisions of the Disability Discrimination Act (see format appendix 1).

F2a In particular, the plans are to show full details of the following:

- b) Framing Details
- g) Wheelchair ramp access grades

G. MATTERS TO BE SATISFIED PRIOR TO COMMENCEMENT OF WORK

G1. Prior to commencement of the project, a Project Manager is to be designated. Further, the "Notification of Commencement" form (copy attached) is to be returned to Council, a minimum 2 days prior to commencement of site works.

If an alternate Project Manager is appointed after the approved plans are collected from Council, that Project Manager is to co-sign the "Notification of Commencement" form.

In the event that Council is nominated to issue any associated Compliance Certificates, the fee as specified in Council's Plan of Management is to be paid prior to commencement of site works.

G7 A hoarding is to be provided around the site to prevent the entry of the general public. The hoarding is not to encroach upon the public footpath without the prior approval of Council.

H. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF OCCUPATION CERTIFICATE

H50 The building is not to be occupied or used until an Occupation Certificate has been issued, confirming that the project complies with the relevant standards and the conditions of development consent. The request for an Occupation Certificate is to be accompanied by a copy of all of the Compliance Certificates required by the conditions of development consent (see copy of form attached).

J. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF SUBDIVISION CERTIFICATE

Nil

K. GENERAL ADVICE

K1 The applicant or project manager is to comply with the advice and requirements of the various supply and utility authorities, ie. Sydney Water, Sydney Electricity, Telstra, etc.

K2 Advertising signs are to be the subject of a separate Development Application.

K12 You are reminded of your obligations under the provisions of the Disability Discrimination Act.

K14 All plumbing and drainage work is to be carried out in accordance with the National Plumbing and Drainage Code.

Additional Conditions:

1. Proposed bus shelter sites E2, E17, E22 and E46 have been deferred from this application to enable further detailed consideration of the comments and concerns raised in submissions and assessment of the subject application.

Additional Condition Site Remediation:

1. Prior to the completion of construction of each individual shelter the immediate surrounds of the bus shelter site shall be remedied to a similar standard to that which existed prior to the commencement of construction.

CONSENT NO. N0705/00
ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979
NOTICE TO APPLICANT OF DETERMINATION
OF A DEVELOPMENT APPLICATION

Applicants Name and Address:

Pittwater Council
PO Box 882
MONA VALE NSW 2103

Being the applicant in respect of Development Application No.N0705/00

Pursuant to section 80(1) of the Act, notice is hereby given of the determination by Pittwater Council, as the consent authority, of this Development Application for:

Erection of 13 Bus Shelters and Associated Advertising

At:

Within Various Road Reservation throughout the Pittwater Local Government Area

Decision:

The Development Application has been determined by the granting of consent subject to the conditions detailed below.

The reason for the imposition of these conditions is to ensure that the development consented to is carried out in such a manner as to achieve the objectives of the Environmental Planning and Assessment Act, pursuant to Section 5(a) of the Act, having regard to the relevant matters for consideration contained in Section 79C of the Act and the Environmental Planning Instruments applying to the land, as well as Section 80A of the Act which authorises the imposing of the consent conditions.

Endorsement of date of consent:

14 MARCH 2001

Angus Gordon
GENERAL MANAGER

Per:

CONDITIONS OF DEVELOPMENT CONSENT

A NOTATIONS

- A1 This consent is not an approval to commence building work, these works can only commence following the issue of a Construction Certificate.
- A2 The development is to be carried out generally in accordance with plans numbered 11820 A1-C, 11820 A2-C and 11820 A3- B dated 28 September, 1999 prepared by Everingham, Platt and Anthony Pty Ltd as amended in red or as modified by an condition of this consent.
- A3. The use or occupation of this building can not commence until an occupation certificate has been lodged.
- A5 This Development Consent remains current and operative for a 2 year period from the date of endorsement. Council would be prepared to consider an extension of this Consent period for a further 12 months, however the request for extension would have to be received during the initial 2 year period.
- A6 If you are dissatisfied with this decision, Section 97 of the Environmental Planning and Assessment Act, 1979, gives you a right of appeal to the Land and Environment Court within 12 months of the date of endorsement of this Consent.

B. MATTERS TO BE SATISFIED PRIOR TO RELEASE OF CONSENT

Nil

C. PRESCRIBED CONDITIONS

- C1. All building works are to be carried out in accordance with the provisions of the Building Code of Australia or where not covered by the Building Code of Australia, the relevant Australian Standard.

Note: Particular attention should be paid to the relevant fire safety requirements of the Building Code of Australia.

D. CONDITIONS TO MINIMISE THE IMPACT OF THE DEVELOPMENT OF THE NATURAL AND BUILT ENVIRONMENT

- D1 The hours of construction being restricted to 7.00am to 5.00pm Monday - Friday and 7.00am to 1.00pm on Saturdays. Internal building work may be carried out at any time outside these hours, subject to noise emission from the building or works not being audible at any adjoining boundary.
- D4 The top of the concrete slab is to be a minimum 300mm above the adjacent finished ground level, with a 75mm step to enable suitable flashing and drainage to be provided.

E. SECTION 94 CONTRIBUTION CONDITIONS

Nil

F. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

F2 Two sets of detailed working drawings which comply in all respects with the conditions of Development Consent are to be submitted prior to release of the Construction Certificate. Each plan/sheet is to include a signed statement from a suitably qualified person, that the plans/details provide for the works to be carried out in accordance with the Building Code of Australia and/or Australian Standard and the provisions of the Disability Discrimination Act (see format appendix 1).

F2 a) In particular, the plans are to show full details of the following:
b) Framing Details
g) Wheelchair ramp access grades

G. MATTERS TO BE SATISFIED PRIOR TO COMMENCEMENT OF WORK

G1. Prior to commencement of the project, a Project Manager is to be designated. Further, the "Notification of Commencement" form (copy attached) is to be returned to Council, a minimum 2 days prior to commencement of site works.

If an alternate Project Manager is appointed after the approved plans are collected from Council, that Project Manager is to co-sign the "Notification of Commencement" form.

In the event that Council is nominated to issue any associated Compliance Certificates, the fee as specified in Council's Plan of Management is to be paid prior to commencement of site works.

G7 A hoarding is to be provided around the site to prevent the entry of the general public. The hoarding is not to encroach upon the public footpath without the prior approval of Council.

H. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF OCCUPATION CERTIFICATE

H50 The building is not to be occupied or used until an Occupation Certificate has been issued, confirming that the project complies with the relevant standards and the conditions of development consent. The request for an Occupation Certificate is to be accompanied by a copy of all of the Compliance Certificates required by the conditions of development consent (see copy of form attached).

J. MATTERS TO BE SATISFIED PRIOR TO ISSUE OF SUBDIVISION CERTIFICATE

Nil

K. GENERAL ADVICE

K1 The applicant or project manager is to comply with the advice and requirements of the various supply and utility authorities, ie. Sydney Water, Sydney Electricity, Telstra, etc.

K2 Advertising signs are to be the subject of a separate Development Application.

- K12 You are reminded of your obligations under the provisions of the Disability Discrimination Act.
- K14 All plumbing and drainage work is to be carried out in accordance with the National Plumbing and Drainage Code.

Additional Conditions:

1. Proposed bus shelter sites E2, E17, E22 and E46 have been deferred from this application to enable further detailed consideration of the comments and concerns raised in submissions and assessment of the subject application.

Additional Condition Site Remediation:

1. Prior to the completion of construction of each individual shelter the immediate surrounds of the bus shelter site shall be remedied to a similar standard to that which existed prior to the commencement of construction.



Pittwater Council
Component Certificate

DA No: N0705/00

CC No: CC0408/99

**Property: MISC ROAD RESERVES PITTWATER ROAD NORTH
NARRABEEN NSW 2101**



Pittwater Council
Notification of Commencement

DA No: N0705/00

CC No: CC0408/99

**Property: MISC ROAD RESERVES PITTWATER ROAD NORTH
NARRABEEN NSW 2101**

Iof.....
(Name) (Business)

at
(Mailing Address)

being the:

☐ owner ☐ applicant ☐ builder ☐ project manager

hereby certify that I have read and understood all of the conditions of Development Consent. Further, I acknowledge that it is my responsibility to comply with all of these conditions.

In accordance with the provisions of the Environmental Planning and Assessment (Amendment) Act, 1997, for the purposes of post approval management of the project, I hereby nominate:

☐ Pittwater Council

OR



Pittwater Council
Component Certificate

DA No: N0705/00

CC No: CC0408/99

**Property: MISC ROAD RESERVES PITTWATER ROAD NORTH
NARRABEEN NSW 2101**

☐ _____ as the accredited certifier

Accreditation No _____ Contact No _____

Where Council is nominated, a fee will be levied, based on the value of the works.
Further, Council will receive the various component certificates from appropriately qualified
persons and issue confirmation that the consent conditions have been satisfied, when
appropriate.

Also, as required by the Legislation, I advise that works on this project will commence on

Signature **Date**

RES HINC \$.....

COM HIND \$.....



Pittwater Council
Component Certificate

DA No: N0705/00

CC No: CC0408/99

**Property: MISC ROAD RESERVES PITTWATER ROAD NORTH
NARRABEEN NSW 2101**



Pittwater Council
Final Inspection Request

DA No: N0705/00

CC No: CC0408/99

**Property: MISC ROAD RESERVES PITTWATER ROAD NORTH
NARRABEEN NSW 2101**

Iof.....
(Name) (Business)

at
(Mailing Address)

being the **owner** of the site,

request that Council conduct a final inspection of the site and confirm that all building works and site landscaping have been completed, with a view to issuing the Occupation Certificate.

For access to the site, please contact:

Name: Phone:

NOTE:

Prior to lodging this request, you are advised to ensure that all component certificates required by the conditions of development consent have been submitted to Council.



Pittwater Council
Component Certificate

DA No: N0705/00

CC No: CC0408/99

**Property: MISC ROAD RESERVES PITTWATER ROAD NORTH
NARRABEEN NSW 2101**

Failure to lodge any of these certificates will prevent Council from carrying out the final inspection.

Council will charge a fee for the issue of an Occupation Certificate.

Signature Date

FOCC \$220.00

Property:

RES ROADS

MISC ROAD RESERVES PITTWATER ROAD NORTH NARRABEEN NSW 2101

Owner:

PITTWATER COUNCIL

P O BOX 882

MONA VALE NSW 1660



PITTWATER COUNCIL

SURVEY OF COUNCIL SERVICES DEVELOPMENT APPLICATIONS (PART 2)

As part of Pittwater Council's aim to continually monitor and improve our services we rely on input from residents and other users.

To achieve this objective, Council regularly carries out random surveys of persons submitting development applications. We would therefore be grateful if you would complete the attached questionnaire and return it to us at PO Box 882, MONA VALE NSW 1660 at your convenience.

The data received is very important to us because it will enable us to identify areas where we can provide a better service to you.

Thank you for your cooperation.

ANGUS GORDON
GENERAL MANAGER

Application No. _____

1. Did you require any assistance during the processing of your application?

Comments

.....

☐

Yes

☐

No

2. How would you rate the standard of assistance provided?

Comments

.....

☐

Poor

☐

Adequate

☐

Good

☐

Not Applicable

3. Were inspections carried out at times that suited you?

Comments

.....

☐

Yes

☐

No



4 Did Council staff communicate with you promptly when seeking further information?

Comments
.....

Yes No

5 Do you consider the time taken to make a decision on your application was satisfactory?

Comments

☐ Yes ☐ No

6. Overall, how do you rate the following:-

1. Level of courtesy





Poor Adequate Good

2. Attitude of Council Staff





Poor Adequate Good

3. Responsiveness





Poor Adequate Good

7. Are there any areas or processes you would like to see improved and how?

[illegible]

Signed:_____

Dated:_____