



STATEMENT OF ENVIRONMENTAL EFFECTS

(BUS SHELTER ADVERTISING)

Digital Advertising Signage

DA5 (Signs H2-H4)

Former Warringah Council

Prepared for: oOh! Media Street Furniture Pty Ltd

REF: M240481

DATE: 15 July 2025



BUS
SHELTER
ADVERTISING

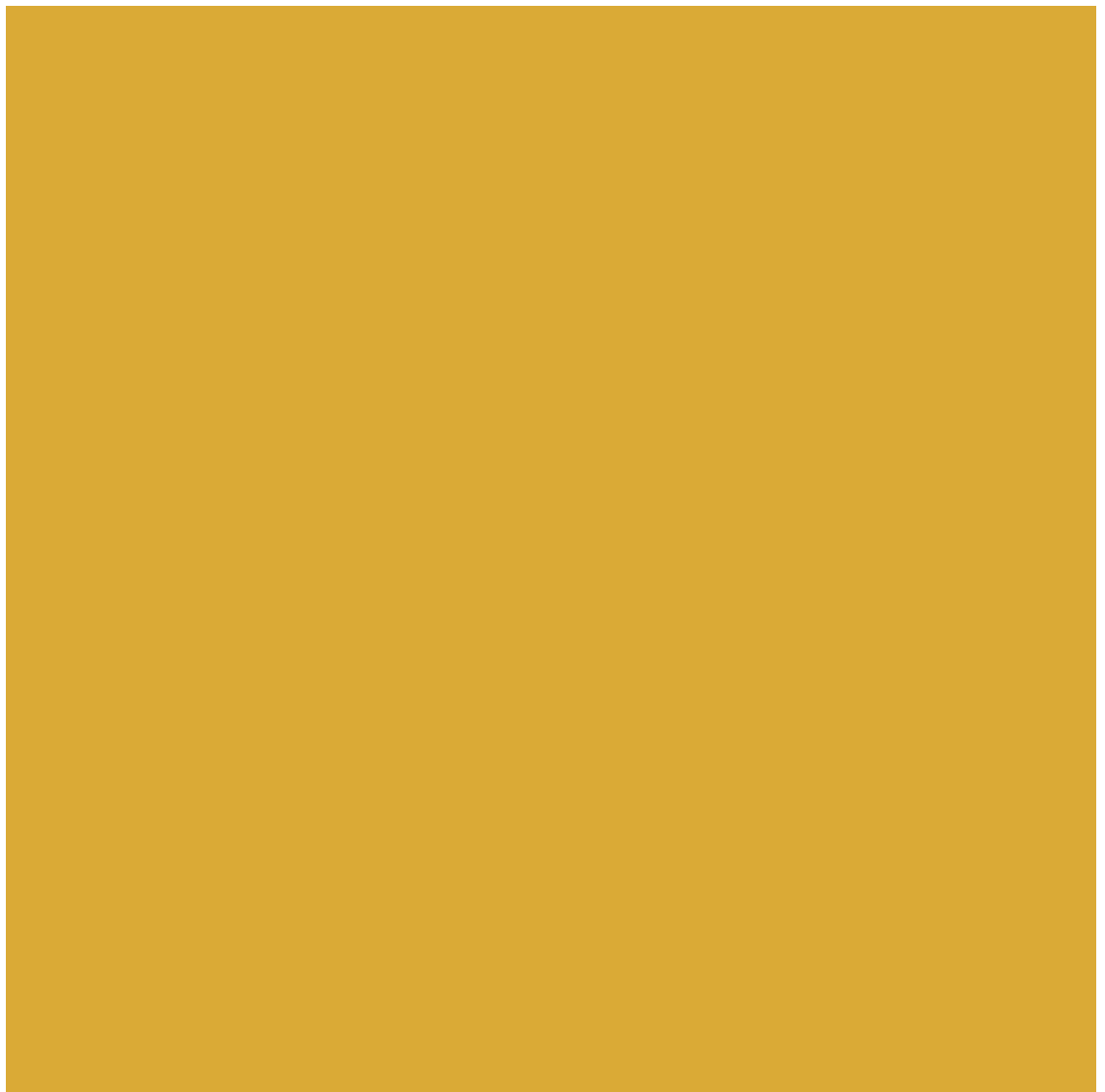


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1. Introduction

This Statement of Environmental Effects has been prepared by Planning Ingenuity Pty Ltd for oOh! Media Street Furniture Pty Ltd as part of development application for the proposed replacement of bus shelter advertising panels across Three (3) select public bus stop shelters within the Warringah LEP area, 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 164 of the *Environmental Planning & Assessment Regulation 2021* to expand and intensify 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 occurs within **Annexures A-C**.

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 and/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 and/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 H2-H4 will have a dwell time of 10 seconds.
<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	 Bus stops H2-H4 are not identified as heritage items, located within a heritage conservation area or in proximity to a heritage item.
<ul style="list-style-type: none">ITS05098 – Merrit Reserve I174 in MLEP	

Table 1 Pre DA- meeting discussions

- ITS05088, ITS05089, ITS05091 – Park I251 in MLEP

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

<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> Statement of Environmental Effects 	This document.
<ul style="list-style-type: none"> Details addressing SEPP (Industry and Employment) 2021 – Chapter 3 	Refer to Section 5.3.1 of this Statement and Annexures A to C .
<ul style="list-style-type: none"> 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 5.3.6 of this Statement. Site cards have been prepared by oOh! Media and are included in Annexure E of this Statement.
<ul style="list-style-type: none"> Scaled and dimensioned plans: <ul style="list-style-type: none"> Site Plan/s – area and specific; Elevations; and Signage details (generic) Details of LUX and rotation time / scrolling interval of advertisements 	
<ul style="list-style-type: none"> Cost of works estimate 	A cost of works estimate has been prepared and is submitted with the application.
<ul style="list-style-type: none"> Site location plan for each bus stop 	Noted.
<ul style="list-style-type: none"> Closest property address included for each shelter 	Noted.
<ul style="list-style-type: none"> Waste Management Plan (minimal if disposal of old sign boards only) 	Noted.
<ul style="list-style-type: none"> See also the provisions of the publication titled 'Transport Corridor Outdoor Advertising and Signage Guidelines approved by the Minister for the 	See Annexures A-C .

Table 1 Pre DA- meeting discussions

purposes of the State Environmental Planning Policy	
<u>Concluding Comments</u>	
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 C 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 H2 and H3 are located on State Classified Warringah Road (No. 0000328). Bus Shelter is located on Regional Classified Allambie Road (No.0007345) 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 three (3) advertising structures at various existing bus shelters within the Warringah LEP area, known as H2, H3 and H4. 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 Warringah Council).

The previous approvals granted to each site for the construction of a bus shelter at the shelter for signs H2-H4 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 H2 on Warringah Road, in front of 323-327 Warringah Road, Beacon Hill

16 November 1999, former Warringah Council granted Development Consent to Development Application 3062DA for *construction of a bus shelter* at Site No.20560 in front of 323-327 Warringah Road, Beacon Hill.

This development application did not specifically include consent for advertising signage, however as demonstrated throughout this Statement, the design of the bus shelter clearly contemplated advertising signage to be provided. In any event, the provision of signage for the bus shelter would be considered as ancillary development when considering Planning Circular PS21-008 (refer to Part 5.3.6 below) and therefore the replacement of the existing signage will rely on the intensification of existing use rights and Approval Documentation.

2.2.2 Bus Shelter H3 on Warringah Road, in front of 214 Warringah Road, Beacon Hill

On 1 March 2000 former Warringah Council granted Development Consent to Development Application 3069DA for *construction of a bus shelter* at Site No.20538 in front of 214 Warringah Road, Beacon Hill.

This development application did not specifically include consent for advertising signage, however as demonstrated throughout this Statement, the design of the bus shelter clearly contemplated advertising signage to be provided. In any event, the provision of signage for the bus shelter would be considered as ancillary development when considering Planning Circular PS21-008 (refer to Part 5.3.6 below) and therefore the replacement of the existing signage will rely on the intensification of existing use rights and Approval Documentation.

2.2.3 Bus Shelter H4 on Allambie Road, in front of 7 Rodborough Road, Allambie Heights

18 November 1999, former Warringah Council granted Development Consent to Development Application 3055DA for *construction of a bus shelter* at Site No.20573 in front of 7 Rodborough Road, Allambie Heights.

This development application did not specifically include consent for advertising signage, however as demonstrated throughout this Statement, the design of the bus shelter clearly contemplated advertising signage to be provided. In any event, the provision of signage for the bus shelter would be considered as ancillary development when considering Planning Circular PS21-008 (refer to Part 5.3.6 below) and therefore the replacement of the existing signage will rely on the intensification of existing use rights and Approval Documentation.

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

3. Site Analysis and Context

3.1 THE SITES

This application relates to the upgrade of three (3) existing bus shelter advertisements to include digital and/or static signage at various bus shelter locations within Warringah LEP area. The signage is proposed at the following locations:

- Bus Stop H2 on Warringah Road, in front of 323-327 Warringah Road, Beacon Hill
- Bus Stop H3 on Warringah Road, in front of 214 Warringah Road, Beacon Hill
- Bus Stop H4 on Allambie Road, in front of 7 Rodborough Road, Allambie Heights

A context plan, depicting the location of the proposed sites is provided in **Figure 1** below.

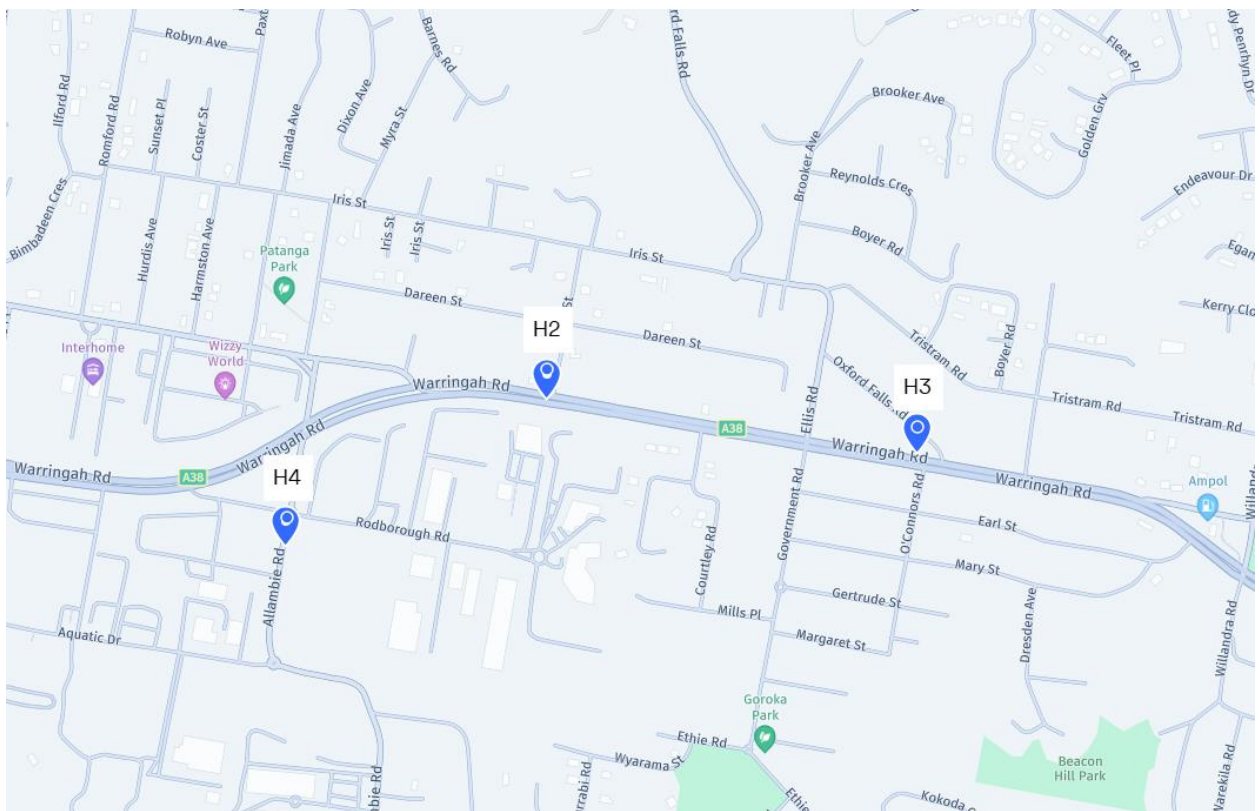


Figure 1 Site context plan (Source: Nearmap)

Images of the existing bus shelters are provided in **Figures 2 to 4** below.



Figure 2 Existing H2 Bus Stop and Shelter Warringah Road, in front of 323-327 Warringah Road, Beacon Hill



Figure 3 Existing H3 Bus Stop and Shelter on Warringah Road, in front of 214 Warringah Road, Beacon Hill



Figure 4 Existing H4 Bus Stop and Shelter on in front of 7 Rodborough Road, Allambie Heights

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:

- Two (2) will contain Digital/Static (D/S) (H2-H3) and;
- One (1) will contain Double Sided Digital (DSD) signage (H4).

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
ITS00171	H2	Warringah Road, in front of 323-327 Warringah Road, Beacon Hill	Beacon Hill	Warringah Council	3062DA	D/S	SP2
ITS00288	H3	Warringah Road, in front of 214 Warringah Road, Beacon Hill	Beacon Hill	Warringah Council	3069DA	D/S	SP2
ITS00127	H4	Allambie Road, in front of 7 Rodborough Road, Allambie Heights	Allambie Heights	Warringah Council	3055DA	DSD	SP4

4.1.2 Type of Signage

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

Table 3 Signage Specifications

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)			

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

The existing shelters are in the style *Pitched Roof Metro*. **Figures 5 to 6** below illustrates the standard design details and elevations of each of the new digital advertising panels.

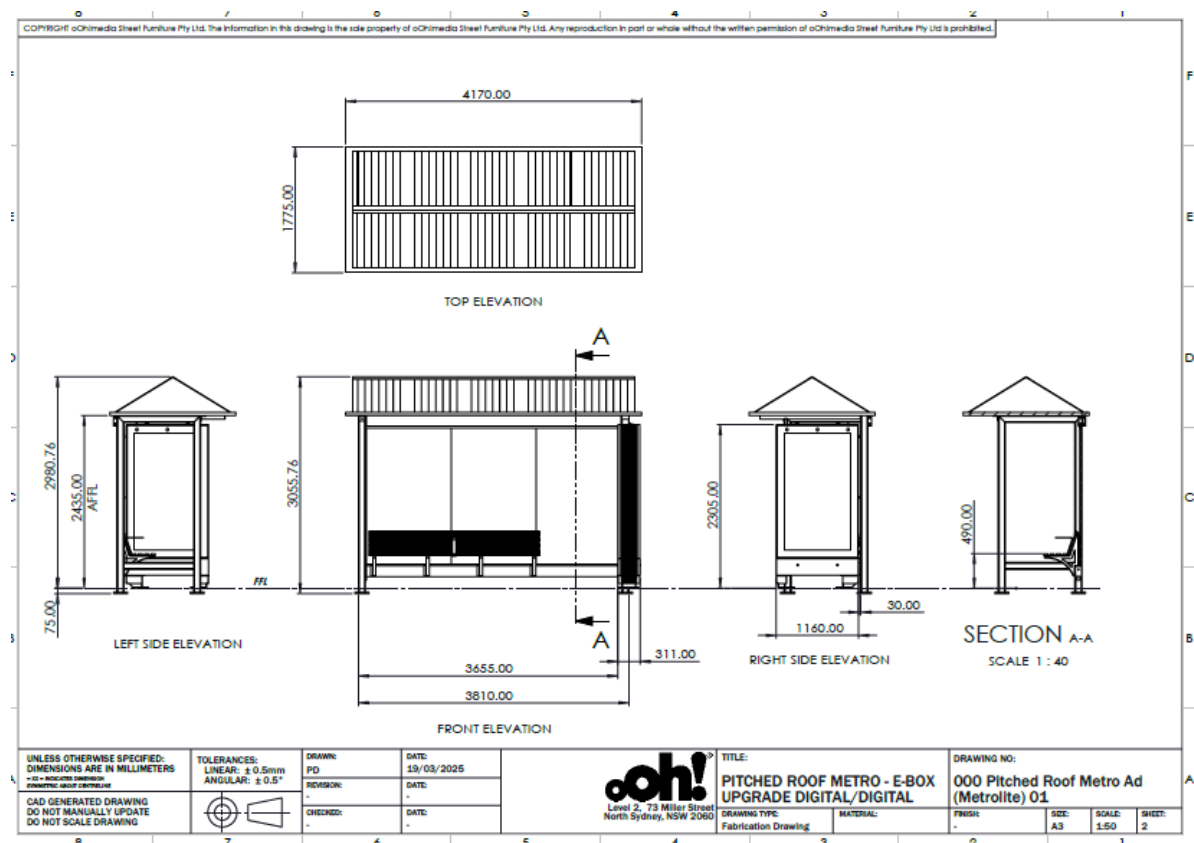


Figure 5 Proposed Digital/Digital Signage Elevation

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.

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 C**.

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 Warringah 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 Warringah Local Environmental Plan (WLEP 2011) prohibits advertising in the land use zones. An inspection of the Northern Beaches Council (and former Warringah Council) Development Application tracker has found DA approvals, for the existing bus shelter sites. Refer to Section 2.2 of this Statement.

Under the Warringah Local Environmental Plan 2011, 'signage' is not specified in item 2 or 3 and are now prohibited in SP2 Zoned Land. Notwithstanding the WLEP 2011 provisions, the bus shelter enjoys the benefit 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 (a) as it seeks to intensify 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-C**.

Existing use rights apply to these shelter sites as follows:

Table 5 Existing Use Rights (Shelter H2-H4)				
Shelter No.	Address	Zone	DA No.	Type of Approval
H2	Warringah Road, in front of 323-327 Warringah Road, Beacon Hill	SP2	3062DA	Bus shelter
H3	Warringah Road, in front of 214 Warringah Road, Beacon Hill	SP2	3069DA	Bus shelter
H4	Allambie Road, in front of 7 Rodborough Road, Allambie Heights	SP4	3055DA	Bus shelter

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 H2 on Warringah Road, in front 323-327 Warringah Road, Beacon Hill

On 16 November 1999, DA3062 was approved for the construction of a bus shelter, and whilst this consent did not specifically include the provision of advertising signage, its provision was contemplated in the associated approval documentation. **Figures 7 and 6** below depicts the submitted plans for DA3062 and associated construction certificate documentation. The advertising panel (outlined red) demonstrates the provision of signage was contemplated at this shelter site, as a use ancillary to the operation of the bus stop and shelter. This is discussed in Part 5.3.6 of this Statement.

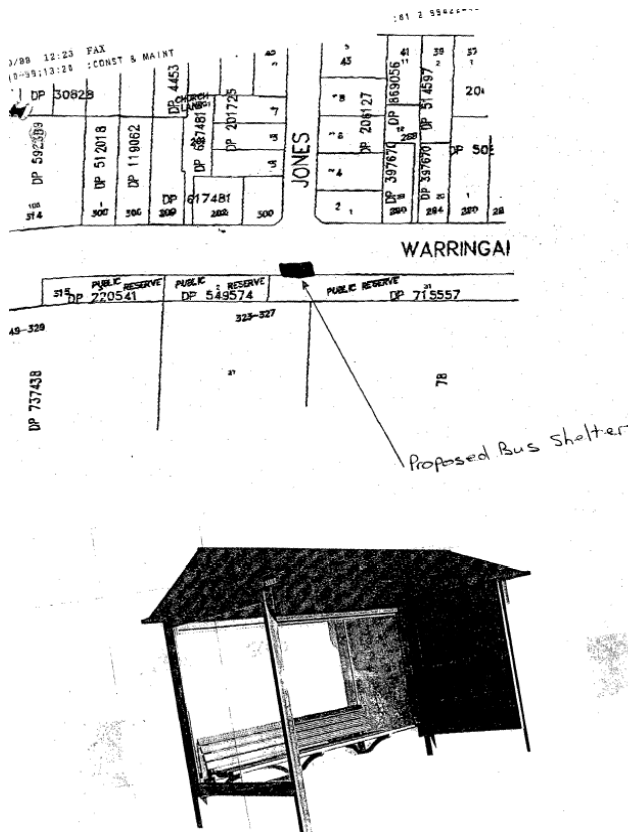


Figure 7 Shelter H2 DA3062 Submitted Site Plan

SCHEDULE 1 : METROLITE @ MACK IV + FOOTINGS

WARWICKSHIRE COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
Construction Certificate No. 3062CC1

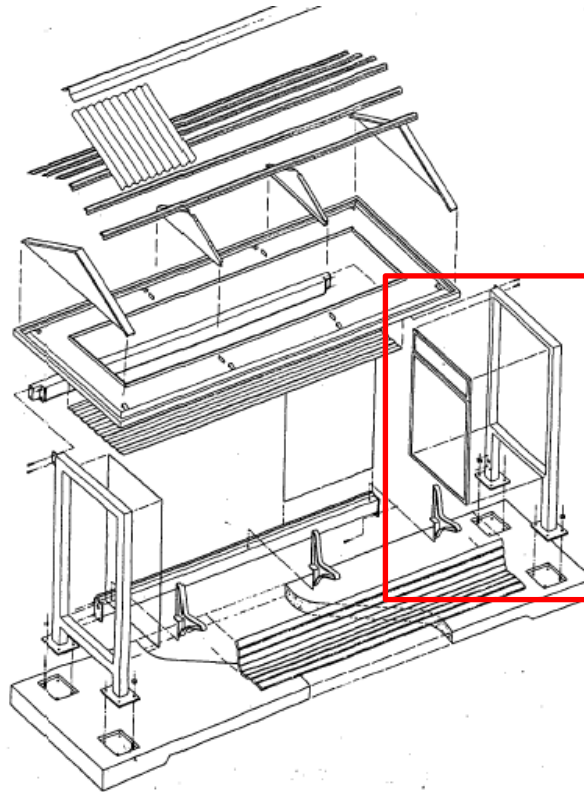


Figure 8 Stamped Construction Certificate Plans DA3062 (advertising panel outlined red)

As depicted in **Figure 8** above, the Stamped CC plan contains the description *Metrolite*. It is assumed that this description refers to the widely known specification of street furniture advertising, specifically at bus shelters. This description marked on the stamped CC plans therefore contemplates the future provision of signage at the site. It is therefore demonstrated that whilst the consent did not explicitly approve the provision of signage, it was an anticipated and accepted use at the shelter site.

The bus shelter site including signage enjoys EUR, which were established at the time advertising signage became prohibited. The use has been continuous since that time. This is evidenced in part by Google street view history as illustrated in **Figure 9** below. The compilation of street view images confirms the likely continuous use of the signs.



Google streetview did not operate prior to 2007.	<p>March 2008</p> 	<p>November 2009</p> 
Images not available for 2010, 2011 and 2012	<p>November 2013</p> 	Images not available for 2014 and 2015
<p>December 2016</p> 	<p>December 2017</p> 	<p>October 2018</p> 
<p>September 2019</p> 	<p>November 2020</p> 	<p>December 2021</p> 
Images not available for 2023	<p>May 2022</p> 	<p>August 2024</p> 

Figure 9 Shelter H2 Google Streetview



As detailed above, this application seeks to intensify the existing use rights on the shelter site by replacing the existing paper advertisements, with illuminated digital/ static signage. 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 H3 on Warringah Road, in front of 214 Warringah Road, Beacon Hill

On 1 March 2000, DA3069 was approved for the construction of a bus shelter, and whilst this consent did not specifically include the provision of advertising signage, its provision was contemplated in the associated approval documentation. **Figures 10 and 11** below depicts the stamped plans for DA3069, the advertising panel (outlined red), demonstrates the provision of signage was contemplated at this shelter site, as a use ancillary to the operation of the bus stop and shelter.

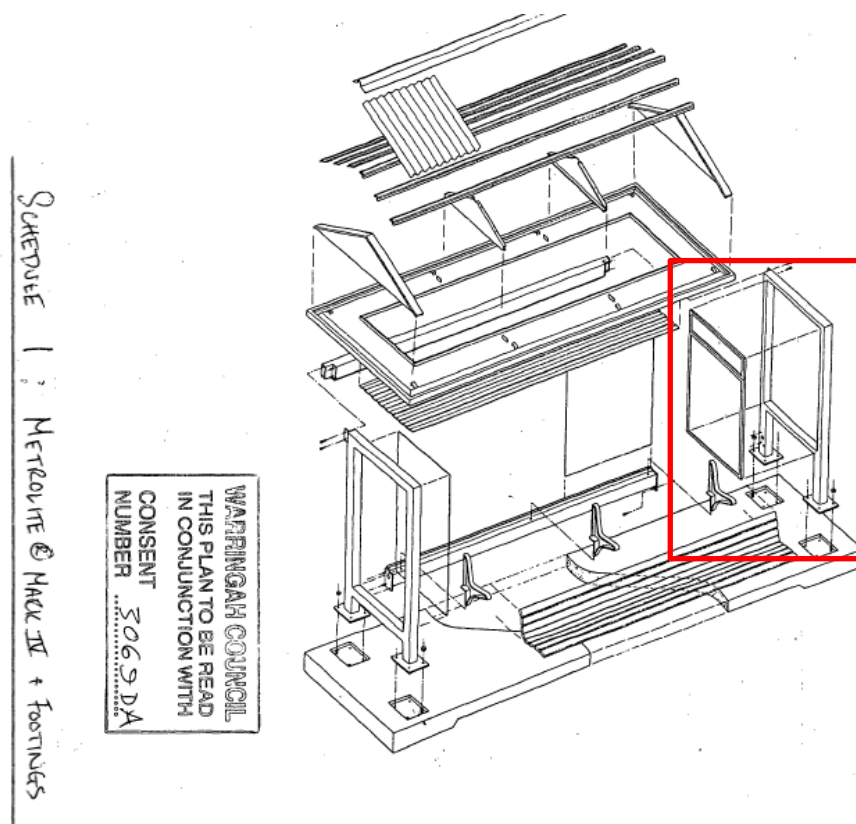


Figure 10 Shelter H3 DA3069 Stamped Plan indicating advertising panel (outlined red)

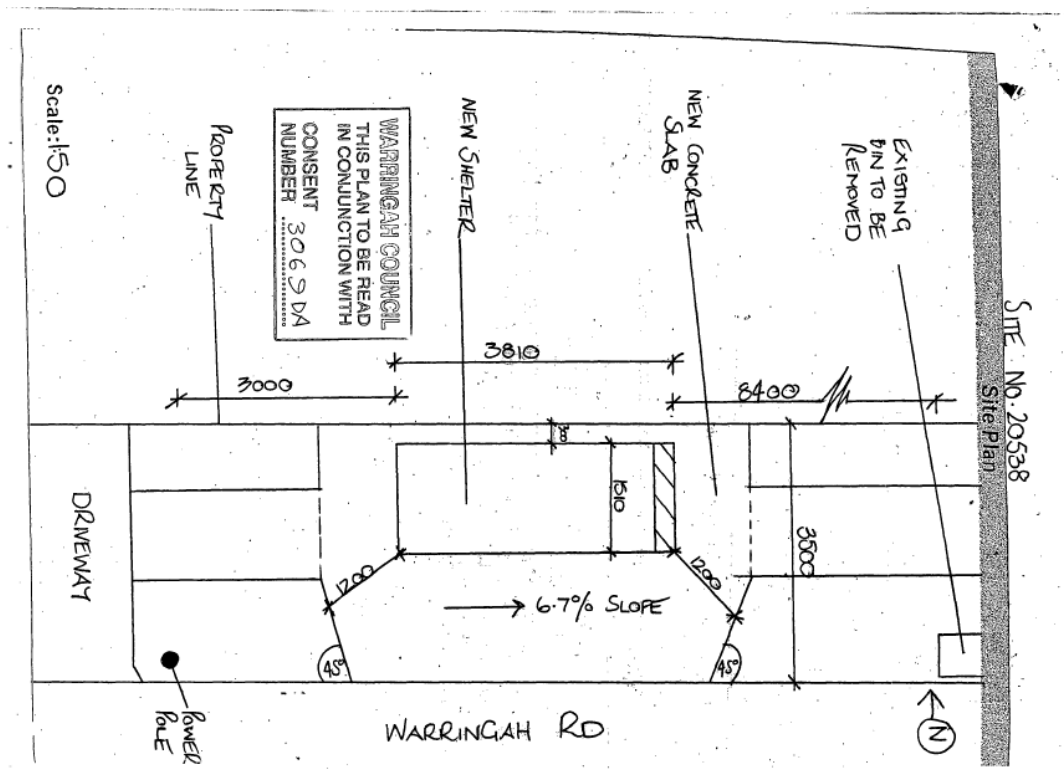


Figure 11 Stamped site plan DA3069

As depicted in **Figure 10** above, the Stamped DA plan contains the description *Metrolite*. It is assumed that this description refers to the widely known specification of street furniture advertising, specifically at bus shelters. This description marked on the stamped DA plans therefore contemplates the future provision of signage at the site. It is therefore demonstrated that whilst the consent did not explicitly approve the provision of signage, it was an anticipated and accepted use at the shelter site.

The bus shelter site including signage enjoys EUR, which were established at the time advertising signage became prohibited. The use has been continuous since that time. This is evidenced in part by Google street view history as illustrated in **Figure 12** below. The compilation of street view images confirms the likely continuous use of the signs.

Google streetview did not operate prior to 2007.	January 2008 	November 2009 
Images not available for 2010, 2011 and 2012	November 2013 	Images not available for 2014 and 2015



Figure 12 Shelter H3 Streetview

As detailed above, this application seeks to intensify the existing use rights on the shelter site by replacing the existing paper advertisements, with illuminated digital/ static signage. 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 H4 on Allambie Road, in front of 7 Rodborough Road, Allambie Heights

On 18 November 1999, DA3055 was approved for the construction of a bus shelter, and whilst this consent did not specifically include the provision of advertising signage, its provision was contemplated in the associated approval documentation. **Figure 13** below depicts the stamped plans for DA3055, the advertising panel (outlined red), demonstrates the provision of signage was contemplated at this shelter site, as a use ancillary to the operation of the bus stop and shelter. This is discussed in Part 5.3.6 of this Statement.

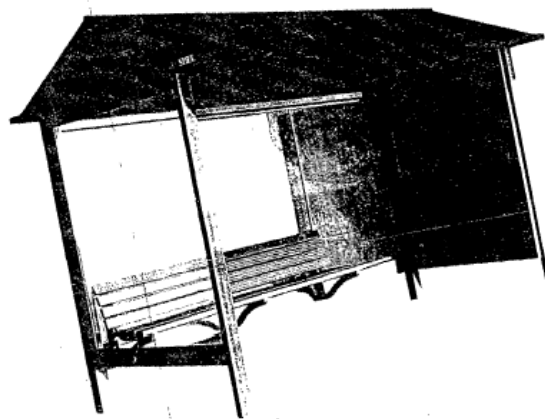
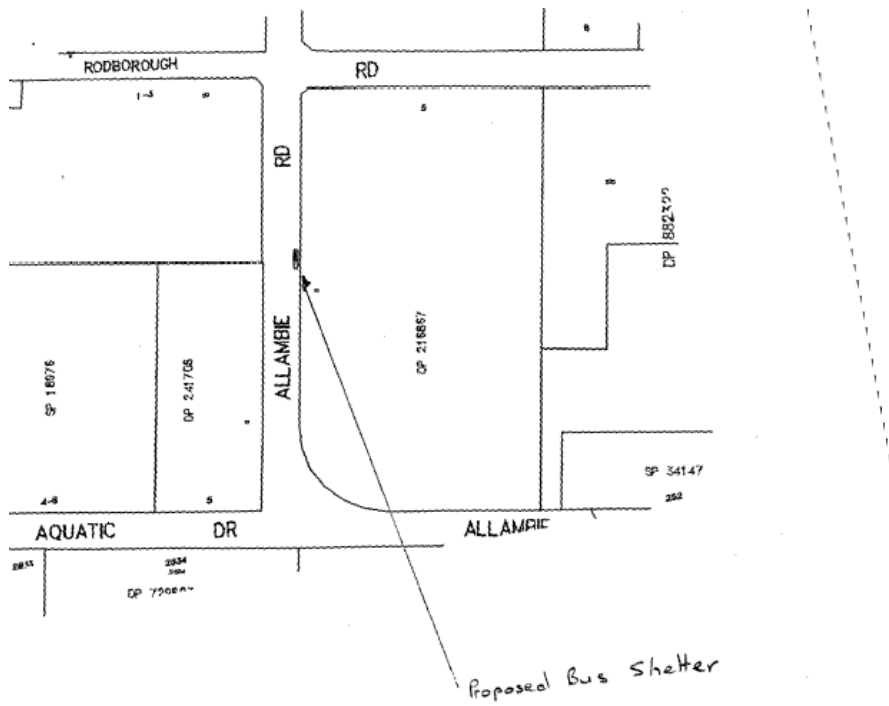


Figure 13 Shelter H4 DA3055 Submitted Site Plan

SCHEDULE 1 : METROLITE @ MAX 12 + FOOTINGS

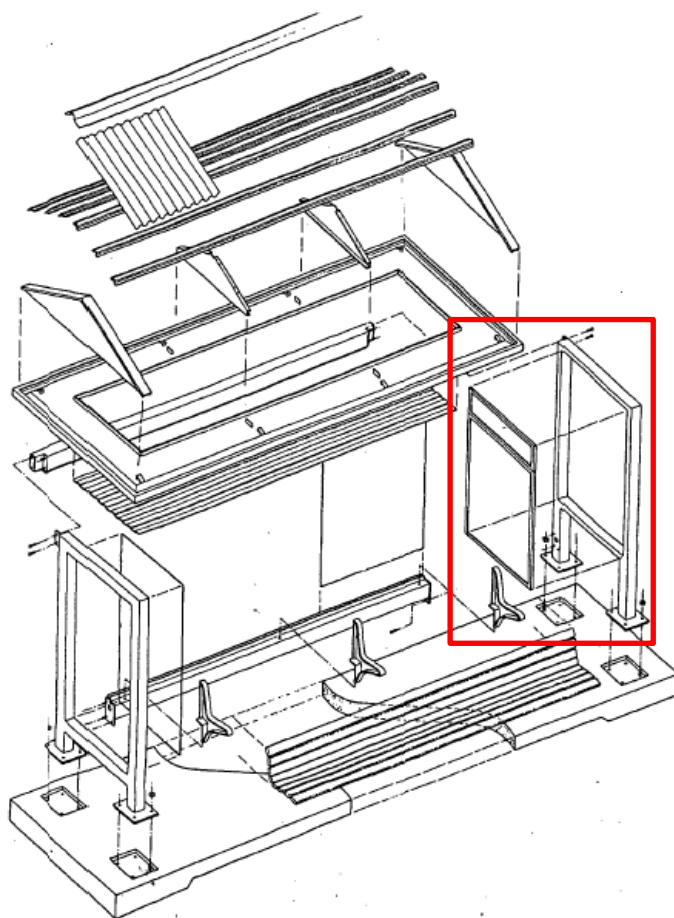
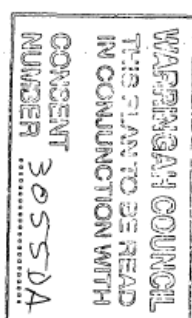


Figure 14 Shelter H4 DA3055 Stamped Site Plan

As depicted in **Figure 13** above, the Stamped DA plan contains the description *Metrolite*. It is assumed that this description refers to the widely known specification of street furniture advertising, specifically at bus shelters. This description marked on the stamped DA plans therefore contemplates the future provision of signage at the site. It is therefore demonstrated that whilst the consent did not explicitly approve the provision of signage, it was an anticipated and accepted use at the shelter site.

The bus shelter site including signage enjoys EUR, which were established at the time advertising signage became prohibited. The use has been continuous since that time. This is evidenced in part by Google street view history as illustrated in **Figure 15** below. The compilation of street view images confirms the likely continuous use of the signs.

Google streetview did not operate prior to 2007.

January 2008



November 2009





Figure 15 Shelter H4 Streetview

As detailed above, this application seeks to intensify the existing use rights on the shelter site by replacing the existing paper advertisements, with illuminated digital/ static signage. 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	✓	✓	
"	Warringah Local Environmental Plan 2011	✓	✓	
S.4.15(1)(a)(ii)	Draft Northern Beaches Local Environmental Plan	✓	✓	
S.4.15(1)(a)(iii)	Warringah Development Control Plan 2011	✓	✓	
S.4.15(1)(a)(iv)	Any other prescribed matter: - <ul style="list-style-type: none">Planning Circular PS 21-008TFNSW 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 *Warringah Local Environmental Plan 2011*. The primary non-statutory plan relating to the subject site and proposed development is the *Warringah Development Control Plan 2011*. 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 Annexure **A** to **C** 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 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 three (3) advertising structures. Specifically, proposal seeks to provide two (2) digital/static signs and one (1) double sided digital sign which replaces 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 a digital and/or static advertising sign 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.

Section 3.11 lists the matters for consideration in which advertising signage is to be assessed. Refer to **Annexures A to C** 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 H3-H4 are located on a classified roads 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 *oOhMedia!* 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 12 and 13** below provide a comparison between a typical wall sign and typical bus shelter signage.



Figure 16 Typical wall sign as per the *Transport Corridor Outdoor Advertising and Signage Guidelines*



Figure 17 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 has been assessed against each sign proposed. This is contained within **Annexures A to C** 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 Warringah Local Environmental Plan 2011

The *Warringah Local Environmental Plan (WLEP2011)* applies to the three (3) bus shelter sites. Under the LEP, the subject sites are located within the following zones

- Bus Shelter H2-H3 – SP2 Infrastructure
- Bus Shelter H4– SP4 Enterprise

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 WLEP 2011 is provided at **Annexure A to C** of this statement. The proposed development satisfies all relevant provisions of WLEP 2011.

5.3.4 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.

5.3.5 Warringah Development Control Plan 2011

The *Warringah Development Control Plan 2011 (WDCP 2011)* applies to all land to which the Warringah Local Environmental Plan 2011 applies, including the subject sites. The proposal relates to the replacement of existing advertising signage with digital and/or static panels. Part D23 of the WDCP outlines controls for signage and advertisements. An assessment of each sign against the core signage controls under the WDCP are provided in **Annexures A to C**.

As concluded in Section 5.3.1 above, the proposed signage is not a wall sign and the definition in D23 of WDCP contains similar wording. As such, an assessment of the proposal against the WDCP controls for wall signs have not been provided. Even if we are wrong on the definition of a wall sign under WDCP, 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 DCP for signage, noting that the provisions under Chapter 3 of the Industry and Employment SEPP prevail in the event of any inconsistency.

5.3.6 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 wall of 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 D) 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 wall 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 wall 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.

5.3.7 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 C**.

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 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 instillation for each shelter type is provided in **Figures 18 and 19** below.



Figure 18 Typical Digital/Digital shelter instillation



Figure 19 Typical Digital/Static shelter instillation

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 Warringah 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 H2



SEPP (Industry and Employment) Assessment – SIGN H2

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 Beacon Hill 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. Notwithstanding, the proposed signage is modest, is not overbearing with regards to size, scale and materials and within the confines of an existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The advertising sign is to be installed into the signage panel within the existing bus shelter. There are no significant views obtained from or through the bus shelter site and therefore the signage, which is positioned below the maximum height of the building in any case, will not obscure views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	As noted above, the signage proposed will be situated below the maximum height of the bus shelter and will not impact the skyline in any significant way.
	• Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not compromise the viewing rights of other advertisers as it has been designed in a sympathetic manner which is non-obtrusive and does not unreasonably obscure lines of sight from the adjoining roads and footpaths to any signs on neighbouring properties. As detailed, the proposal includes the replacement of existing signage with digital signage, which will not change the scale or location of signage with respect to viewing rights.
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.

SEPP (Industry and Employment) Assessment – SIGN H2

	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> Does the proposal protrude above buildings, structures or tree canopies in the area or locality? 	The signage does not extend above the height of surrounding buildings, structures or tree canopies.
	<ul style="list-style-type: none"> Does the proposal require ongoing vegetation management? 	The proposed signage will not require any ongoing vegetation management.
5 Site and building	<ul style="list-style-type: none"> 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 compatible with surrounding development in terms of its scale and proportion. The signage is designed to integrate with the existing bus shelter on site, as such will not overwhelm the surrounding buildings.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

SEPP (Industry and Employment) Assessment – SIGN H2

	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • Is the illumination subject to a curfew? 	As above. The lighting is not proposed to be extinguished overnight however will have a moderate luminosity. If considered necessary, the consent authority may choose to impose a condition of consent requiring that illumination is extinguished during certain hours but the applicant would prefer to maintain illumination of the signs given the lack of amenity impacts.
8 Safety	<ul style="list-style-type: none"> • Would the proposal reduce the safety for any public road? 	The proposed signage is modest in terms of scale, design and illumination will not comprise the safety of Warringah Road.
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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.



Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H2

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 H2 is within the reserve of a classified state road, Warringah Road.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H2

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 do 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 advertising structure, the bus shelter, is retained as part of this application. As such no further consideration is required.
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	As above.
c. The advertising structure should be in keeping with important features of the site, building or bridge structure	As above.
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 H2

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.

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.

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.

Conditions can be imposed by the consent authority to ensure that the sign is completely static for the specified 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.

Conditions can be imposed by the consent authority to ensure there is no message sequencing that creates driver anticipation for the next message on the proposed sign or with any other signs.

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.

Conditions can be imposed by the consent authority to ensure that sign content, design, imagery and messages neither replicate nor can be mistaken for a prescribed traffic control device or instruction to drivers. For example, advertisements must not instruct drivers to perform an action such as 'Stop'. Refer to Section 4.1.4 of this statement for content management.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H2

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 Waringah Road for Sign H2. Conditions can be imposed by the consent authority to ensure this minimum dwell time.

- 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.

Conditions can be imposed by the consent authority to ensure that the sign has a transition time of no more than 0.1 seconds and a black screen in the event of image failure.

- 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). Conditions can be imposed by the consent authority specifying maximum allowable luminance levels.

- 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.

Advertising content will not include images or displays that dazzle, flash or represent traffic control devices. Conditions can be imposed by the consent authority to ensure that the sign's images comply with requirements to not contain flickering or flashing content.

- 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).

Conditions can be imposed by the consent authority to ensure that minimal text and information is supplied on a sign no more than a driver can read at a short glance.

- 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

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H2

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

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 H2 is located within Zone SP2 Infrastructure, there are 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. A condition of consent may be imposed.

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)?

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 H2

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?

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.

No change to location of sign supports.

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 H2 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 H2

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:

The location of the sign does not change.

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.

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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.

Noted.

Additional criteria for digital signs:

Noted.

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 H2

Additional criteria for digital signs and moving signs:

Sign H2 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. Conditions of consent can be imposed in this regard.

- 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 H2 is a digital/static sign. The proposed dwell time is 10 seconds. A condition of consent can be imposed to ensure appropriate dwell times.

Noted.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H2

- 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.
- A condition of consent can be imposed.

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. A condition can be imposed in this regard.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H2

- 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
- As above.

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.

Warringah Local Environmental Plan 2011 Assessment – SIGN H2

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<p><u>SP2 Infrastructure</u></p> <ul style="list-style-type: none"> 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.	No HOB control prescribed for the site. there will be no increase to the height of the bus shelter.	N/A
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
Part 6 Additional Local Provisions			
6.4 Development on sloping land	<p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—</p> <p>(a) the application for development has been assessed for the risk associated with landslides in relation to both property and life, and</p> <p>(b) the development will not cause significant detrimental impacts because of stormwater discharge from the development site, and</p> <p>(c) the development will not impact on or affect the existing subsurface flow conditions.</p>	The site is identified as Area A Slope <5°. The proposed development involves the replacement of existing advertising signage, no earthworks are proposed. Therefore, the proposal will not increase landslide risk or affect existing subsurface flow conditions.	Yes.

Warringah Development Control Plan 2011 Assessment – SIGN H2			
Clause/ Control	Requirement	Proposal	Complies?
Part D Design			
D23 Signs	1. Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality. In particular, signs are not to dominate or obscure other signs or result in visual clutter.	The signage has been designed as to integrate with the existing bus shelter on site. The proposal will not introduce any additional visual clutter and is compatible with the Beacon Hill locality, which includes advertising at multiple shelter sites.	Yes
	2. Signs are to be compatible with the design, scale and architectural character of the building or site on which they are to be placed.	As above. The proposed signage is compatible with the existing scale and design of the shelter.	Yes
	3. Signs on heritage items or on buildings in conservation areas should not by their size, design or colour, detract from the character or significant qualities of individual buildings, the immediate context or the wider streetscape context of the area.	The site is not located on a heritage item, within a heritage conservation area or in proximity to a heritage item.	N/A
	4. Signs are not to obscure views of vehicles, pedestrians or potentially hazardous road features or reduce the safety of all users of any public road (including pedestrians and cyclists).	The signage forms part of the shelter wall and as such will not of itself obscure any vehicle or pedestrian views, nor will it compromise the safety of road users.	Yes
	5. Signs should not be capable of being confused with, or reduce the effectiveness of, traffic control devices.	The proposed signage does not include images or displays that dazzle, flash or represent traffic control devices.	Yes
	6. Signs are not to emit excessive glare or cause excessive reflection.	Noted. Refer to Section 4.1.3 of this Statement illumination will be controlled accordingly.	Yes
	7. Signs should not obscure or compromise important views.	There are no important views obtained through or from the shelter site.	N/A

Warringah Development Control Plan 2011 Assessment – SIGN H2

	<p>8. Signs displayed on dwellings are to be attached to the ground floor façade of the dwelling, unless the land is located on a main road or the dwelling is not visible from the street, in which case the sign may be attached to a front fence.</p> <p>9. For Land in the RU4 zone with frontage to both Mona Vale Road and Myoora Road: Only small, non-obtrusive and non-illuminated signs that identify the use of a site are to be visible from Mona Vale Road. Signs that are designed of such size, height or visual appearance so as to attract passing trade are not considered appropriate and are discouraged. All signs are to be in keeping with the colour and textures of the natural landscape.</p> <p>10. No more than one sign is to be located above the awning level for business uses.</p> <p>11. Tenancy boards and the like are encouraged to be in the form of consolidated signs.</p> <p>14. The following signs are not considered appropriate and are discouraged:</p> <ul style="list-style-type: none"> • Flashing or moving signs on all land other than the carriageway of a public road • Pole or pylon signs, unless there is no building on the site, or the building is not visible from the street or public domain; this does not include identification, interpretive, directional and advance warning signs described as Exempt Development, or a sign erected by the Council for the display of community information; • Signs on or above the roof or parapet of a building. • A-frame and temporary signs located on public land, including: <ul style="list-style-type: none"> ○ Signs on motor vehicles which are not able to be driven with the sign displayed ○ Balloons or other inflatable objects used for the purpose of advertising which are placed on or above roof level ○ Illuminated signs in residential zones 	<p>Not applicable.</p> <p>Not applicable. The sign age is located within the Road reserve of Warringah Road in Zone SP2.</p> <p>Not applicable. The proposed signage is for advertising purposes.</p> <p>Not Proposed.</p> <p>The proposed signage:</p> <ul style="list-style-type: none"> ○ Is located in the carriageway of Warringah Road. It does not comprise flashing elements. Digital signage will be rotated periodically. ○ Does not comprise pole or pylon signage. ○ Does not project above the roof of the shelter. ○ Does not comprise an A-frame or temporary sign. 	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Yes</p>
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ANNEXURE B

Planning Assessment – Compliance Table – Sign H3



SEPP (Industry and Employment) Assessment – SIGN H3

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 Beacon Hill 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. Notwithstanding, the proposed signage is modest, is not overbearing with regards to size, scale and materials and within the confines of an existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The advertising sign is to be installed into the signage panel within the existing bus shelter. There are no significant views obtained from or through the bus shelter site and therefore the signage, which is positioned below the maximum height of the building in any case, will not obscure views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	As noted above, the signage proposed will be situated below the maximum height of the bus shelter and will not impact the skyline in any significant way.
	• Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not compromise the viewing rights of other advertisers as it has been designed in a sympathetic manner which is non-obtrusive and does not unreasonably obscure lines of sight from the adjoining roads and footpaths to any signs on neighbouring properties. As detailed, the proposal includes the replacement of existing signage with digital signage, which will not change the scale or location of signage with respect to viewing rights.
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 H3

	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> Does the proposal require ongoing vegetation management? 	The proposed signage will not require any ongoing vegetation management.
5 Site and building	<ul style="list-style-type: none"> 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 compatible with surrounding development in terms of its scale and proportion. The signage is designed to integrate with the existing bus shelter on site, as such will not overwhelm the surrounding buildings.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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 H3

	<ul style="list-style-type: none">• 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.
	<ul style="list-style-type: none">• 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.
	<ul style="list-style-type: none">• Is the illumination subject to a curfew?	As above. The lighting is not proposed to be extinguished overnight however will have a moderate luminosity. If considered necessary, the consent authority may choose to impose a condition of consent requiring that illumination is extinguished during certain hours but the applicant would prefer to maintain illumination of the signs given the lack of amenity impacts.
8 Safety	<ul style="list-style-type: none">• Would the proposal reduce the safety for any public road?	The proposed signage is modest in terms of scale, design and illumination will not comprise the safety of Warringah Road.
	<ul style="list-style-type: none">• 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.
	<ul style="list-style-type: none">• 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 H3 is within the reserve of a classified state road, Warringah 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 do 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 H3

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 advertising structure, the bus shelter is retained as part of this application. As such no further consideration is required.

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

As above.

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

As above.

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 H3

- 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.	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.
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.	Conditions can be imposed by the consent authority to ensure that the sign is completely static for the specified 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.	Conditions can be imposed by the consent authority to ensure there is no message sequencing that creates driver anticipation for the next message on the proposed sign or with any other signs.
c. The image must not be capable of being mistaken: <ul style="list-style-type: none"> 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. 	Conditions can be imposed by the consent authority to ensure that sign content, design, imagery and messages neither replicate nor can be mistaken for a prescribed traffic control device or instruction to drivers. For example, advertisements must not instruct drivers to perform an action such as 'Stop'. Refer to Section 4.1.4 of this statement for content management.
d. Dwell times for image display must not be less than: <ul style="list-style-type: none"> 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 Waringah Road for Sign H3. Conditions can be imposed by the consent authority to ensure this minimum dwell time.

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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.	Conditions can be imposed by the consent authority to ensure that the sign has a transition time of no more than 0.1 seconds and a black screen in the event of image failure.
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). Conditions can be imposed by the consent authority specifying maximum allowable luminance levels.
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.	Advertising content will not include images or displays that dazzle, flash or represent traffic control devices. Conditions can be imposed by the consent authority to ensure that the sign's images comply with requirements to not contain flickering or flashing content.
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).	Conditions can be imposed by the consent authority to ensure that minimal text and information is supplied on a sign no more than a driver can read at a short glance.
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 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 H3

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 H3 is located within Zone SP2 Infrastructure, there are 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. A condition of consent may be imposed.

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 H3

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.

No change to location of sign supports.

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 H3 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 H3

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 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 location of the sign does not change.
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 H3

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.

Noted.

Additional criteria for digital signs:

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.

Noted.

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 H3

Additional criteria for digital signs and moving signs:

Sign H3 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. Conditions of consent can be imposed in this regard.

- 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 H3 is a digital/static sign. The proposed dwell time is 10 seconds. A condition of consent can be imposed to ensure appropriate dwell times.

Noted.

Not proposed.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H3

- 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.
- A condition of consent can be imposed

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. A condition can be imposed in this regard.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H3

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| 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 | As above. |
|---|-----------|

3.4 Road safety review of new or modified signs

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| 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

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| 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. |
|---|--------|

Warringah Local Environmental Plan 2011 Assessment – SIGN H3

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<p><u>SP2 Infrastructure</u></p> <ul style="list-style-type: none"> 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.	No HOB control 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
Part 6 Additional Local Provisions			
6.4 Development on sloping land	<p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—</p> <p>(a) the application for development has been assessed for the risk associated with landslides in relation to both property and life, and</p> <p>(b) the development will not cause significant detrimental impacts because of stormwater discharge from the development site, and</p> <p>(c) the development will not impact on or affect the existing subsurface flow conditions.</p>	The site is identified as Area A Slope <5° and Area B Flanking Slopes 5° to 25°. The proposed development involves the replacement of existing advertising signage, no earthworks are proposed. Therefore, the proposal will not increase landslide risk or affect existing subsurface flow conditions.	Yes

Warringah Development Control Plan Assessment – SIGN H3

Clause/ Control	Requirement	Proposal	Complies?
Part D Design			
D23 Signs	1. Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality. In particular, signs are not to dominate or obscure other signs or result in visual clutter.	The signage has been designed as to integrate with the existing bus shelter on site. The proposal will not introduce any additional visual clutter and is compatible with the Beacon Hill locality, which includes advertising at multiple shelter sites.	Yes
	2. Signs are to be compatible with the design, scale and architectural character of the building or site on which they are to be placed.	As above. The proposed signage is compatible with the existing scale and design of the shelter.	Yes
	3. Signs on heritage items or on buildings in conservation areas should not by their size, design or colour, detract from the character or significant qualities of individual buildings, the immediate context or the wider streetscape context of the area.	The site is not located on a heritage item, within a heritage conservation area or in proximity to a heritage item.	N/A
	4. Signs are not to obscure views of vehicles, pedestrians or potentially hazardous road features or reduce the safety of all users of any public road (including pedestrians and cyclists).	The signage forms part of the shelter wall and as such will not of itself obscure any vehicle or pedestrian views, nor will it compromise the safety of road users.	Yes
	5. Signs should not be capable of being confused with, or reduce the effectiveness of, traffic control devices.	The proposed signage does not include images or displays that dazzle, flash or represent traffic control devices.	Yes
	6. Signs are not to emit excessive glare or cause excessive reflection.	Noted. Refer to Section 4.1.3 of this Statement illumination will be controlled accordingly.	Yes
	7. Signs should not obscure or compromise important views.	There are no important views obtained through or from the shelter site.	N/A

Warringah Development Control Plan Assessment – SIGN H3

	<p>8. Signs displayed on dwellings are to be attached to the ground floor façade of the dwelling, unless the land is located on a main road or the dwelling is not visible from the street, in which case the sign may be attached to a front fence.</p> <p>9. For Land in the RU4 zone with frontage to both Mona Vale Road and Myoora Road: Only small, non-obtrusive and non-illuminated signs that identify the use of a site are to be visible from Mona Vale Road. Signs that are designed of such size, height or visual appearance so as to attract passing trade are not considered appropriate and are discouraged. All signs are to be in keeping with the colour and textures of the natural landscape.</p> <p>10. No more than one sign is to be located above the awning level for business uses.</p> <p>11. Tenancy boards and the like are encouraged to be in the form of consolidated signs.</p> <p>14. The following signs are not considered appropriate and are discouraged:</p> <ul style="list-style-type: none"> • Flashing or moving signs on all land other than the carriageway of a public road • Pole or pylon signs, unless there is no building on the site, or the building is not visible from the street or public domain; this does not include identification, interpretive, directional and advance warning signs described as Exempt Development, or a sign erected by the Council for the display of community information; • Signs on or above the roof or parapet of a building. • A-frame and temporary signs located on public land, including: <ul style="list-style-type: none"> ○ Signs on motor vehicles which are not able to be driven with the sign displayed ○ Balloons or other inflatable objects used for the purpose of advertising which are placed on or above roof level ○ Illuminated signs in residential zones 	<p>Not applicable.</p> <p>Not applicable. The sign age is located within the Road reserve of Warringah Road in Zone SP2.</p> <p>Not applicable.</p> <p>Not Proposed.</p> <p>The proposed signage:</p> <ul style="list-style-type: none"> ○ Is located in the carriageway of Warringah Road. It does not comprise flashing elements. Digital signage will be rotated periodically. ○ Does not comprise pole or pylon signage. ○ Does not project above the roof of the shelter. Does not comprise an A-frame or temporary sign. ○ Is not located in residential zone 	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Yes</p>
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ANNEXURE C

Planning Assessment – Compliance Tables – Sign H4



SEPP (Industry and Employment) Assessment – SIGN H4

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 Allambie Heights 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. Notwithstanding, the proposed signage is modest, is not overbearing with regards to size, scale and materials and within the confines of an existing bus shelter.
3 Views and vistas	• Does the proposal obscure or compromise important views?	The advertising sign is to be installed into the signage panel within the existing bus shelter. There are no significant views obtained from or through the bus shelter site and therefore the signage, which is positioned below the maximum height of the building in any case, will not obscure views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	As noted above, the signage proposed will be situated below the maximum height of the bus shelter and will not impact the skyline in any significant way.
	• Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not compromise the viewing rights of other advertisers as it has been designed in a sympathetic manner which is non-obtrusive and does not unreasonably obscure lines of sight from the adjoining roads and footpaths to any signs on neighbouring properties. As detailed, the proposal includes the replacement of existing signage with digital signage, which will not change the scale or location of signage with respect to viewing rights.
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.

SEPP (Industry and Employment) Assessment – SIGN H4

	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> Does the proposal require ongoing vegetation management? 	The proposed signage will not require any ongoing vegetation management.
5 Site and building	<ul style="list-style-type: none"> 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 compatible with surrounding development in terms of its scale and proportion. The signage is designed to integrate with the existing bus shelter on site, as such will not overwhelm the surrounding buildings.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

SEPP (Industry and Employment) Assessment – SIGN H4

	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • Is the illumination subject to a curfew? 	As above. The lighting is not proposed to be extinguished overnight however will have a moderate luminosity. If considered necessary, the consent authority may choose to impose a condition of consent requiring that illumination is extinguished during certain hours but the applicant would prefer to maintain illumination of the signs given the lack of amenity impacts.
8 Safety	<ul style="list-style-type: none"> • Would the proposal reduce the safety for any public road? 	The proposed signage is modest in terms of scale, design and illumination will not comprise the safety of Allambie Road.
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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.



Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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 H4 is within the reserve of a classified regional road, Allambie Road.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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 do 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 advertising structure, the bus shelter is retained as part of this application. As such no further consideration is required.
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	As above.
c. The advertising structure should be in keeping with important features of the site, building or bridge structure	As above.
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 H4

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.

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.

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.

Conditions can be imposed by the consent authority to ensure that the sign is completely static for the specified 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.

Conditions can be imposed by the consent authority to ensure there is no message sequencing that creates driver anticipation for the next message on the proposed sign or with any other signs.

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.

Conditions can be imposed by the consent authority to ensure that sign content, design, imagery and messages neither replicate nor can be mistaken for a prescribed traffic control device or instruction to drivers. For example, advertisements must not instruct drivers to perform an action such as 'Stop'. Refer to Section 4.1.4 of this statement for content management.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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 60km/h along Allambie Road for Sign H4. Conditions can be imposed by the consent authority to ensure this minimum dwell time.

- 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.

Conditions can be imposed by the consent authority to ensure that the sign has a transition time of no more than 0.1 seconds and a black screen in the event of image failure.

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

This area is Zone 3 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), 700cd/m² (twilight and inclement weather) and 350cd/m² (night-time). Conditions can be imposed by the consent authority specifying maximum allowable luminance levels.

- 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.

Advertising content will not include images or displays that dazzle, flash or represent traffic control devices. Conditions can be imposed by the consent authority to ensure that the sign's images comply with requirements to not contain flickering or flashing content.

- 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).

Conditions can be imposed by the consent authority to ensure that minimal text and information is supplied on a sign no more than a driver can read at a short glance.

- 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

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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

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 H4 is located within Zone SP4 Enterprise, there are no residential uses within immediate proximity of the site. Dwell times are proposed in accordance with those specified above. A condition of consent may be imposed.

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

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 H4

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?

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.

No change to location of sign supports.

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. Sign will be inset into the bus shelter panel, as existing.

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

Sign H4 is less than 2sqm.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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.

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 location of the sign does not change.

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

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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.

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.

Noted.

Additional criteria for digital signs:

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.

Noted.

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.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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:

- 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 H4 is a digital sign. Refer to Section 4.1.4 of this statement for details on content management. Conditions of consent can be imposed in this regard.

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.

Sign H4 is a digital sign. The proposed dwell time is 10 seconds. A condition of consent can be imposed to ensure appropriate dwell times.

Noted.

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

- | | |
|---|---------------------------------------|
| d. Digital signs must not contain animated or video/movie style advertising or messages including live television, satellite, Internet or similar broadcasts. | 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. | A condition of consent may be imposed |

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

Transport Corridor Outdoor Advertising and Signage Guidelines Assessment – SIGN H4

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. A condition can be imposed in this regard.

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

As above.

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.

Warringah Local Environmental Plan 2014 Assessment – SIGN H4

Clause/ Control	Requirement	Proposal	Complies?
Part 2 Permitted or Prohibited development			
2.2 Zone objectives and Land Use Table	<p><u>SP4 Enterprise</u></p> <ul style="list-style-type: none"> • To provide for development and land uses that support enterprise and productivity. • To provide healthy, attractive, functional and safe business areas. • To minimise conflict between land uses in the zone and adjoining zones and ensure the amenity of adjoining or nearby residential land uses. • To create business environments of high visual quality that relate favourably in architectural and landscape treatment to neighbouring land uses and to the natural environment. • To provide a range of facilities and services, light industries, warehouses and offices. • To provide opportunities for new and emerging light industries. • To restrict retail uses to ensure sufficient land is available for industrial and light industrial uses to meet future demands. 	<p>The proposed advertising signage does not affect the provision of enterprise or productivity 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 or have adverse architectural or landscape treatment. The proposal is not antipathetic to the objectives of the zone.</p>	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.	No HOB control prescribed for the site. There will be no increase to the height of the bus shelter,	N/A
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

Warringah Local Environmental Plan 2014 Assessment – SIGN H4

Part 6 Additional Local Provisions

6.4 Development on sloping land	(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that— (a) the application for development has been assessed for the risk associated with landslides in relation to both property and life, and (b) the development will not cause significant detrimental impacts because of stormwater discharge from the development site, and (c) the development will not impact on or affect the existing subsurface flow conditions.	The site is identified as Area A Slope <5°. The proposed development involves the replacement of existing advertising signage, no earthworks are proposed. Therefore, the proposal will not increase landslide risk or affect existing subsurface flow conditions.	Yes.
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Warringah Development Control Plan 2011 Assessment – SIGN H4

Clause/ Control	Requirement	Proposal	Complies?
Part D Design			
D23 Signs	1. Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality. In particular, signs are not to dominate or obscure other signs or result in visual clutter.	The signage has been designed as to integrate with the existing bus shelter on site. The proposal will not introduce any additional visual clutter and is compatible with the Allambie Heights locality, which includes advertising at multiple shelter sites.	Yes
	2. Signs are to be compatible with the design, scale and architectural character of the building or site on which they are to be placed.	As above. The proposed signage is compatible with the existing scale and design of the shelter.	Yes
	3. Signs on heritage items or on buildings in conservation areas should not by their size, design or colour, detract from the character or significant qualities of individual buildings, the immediate context or the wider streetscape context of the area.	The site is not located on a heritage item, within a heritage conservation area or in proximity to a heritage item.	N/A
	4. Signs are not to obscure views of vehicles, pedestrians or potentially hazardous road features or reduce the safety of all users of any public road (including pedestrians and cyclists).	The signage forms part of the shelter wall and as such will not of itself obscure any vehicle or pedestrian views, nor will it compromise the safety of road users.	Yes
	5. Signs should not be capable of being confused with, or reduce the effectiveness of, traffic control devices.	The proposed signage does not include images or displays that dazzle, flash or represent traffic control devices.	Yes
	6. Signs are not to emit excessive glare or cause excessive reflection.	Noted. Refer to Section 4.1.3 of this Statement illumination will be controlled accordingly.	Yes
	7. Signs should not obscure or compromise important views.	There are no important views obtained through or from the shelter site.	N/A

Warringah Development Control Plan 2011 Assessment – SIGN H4

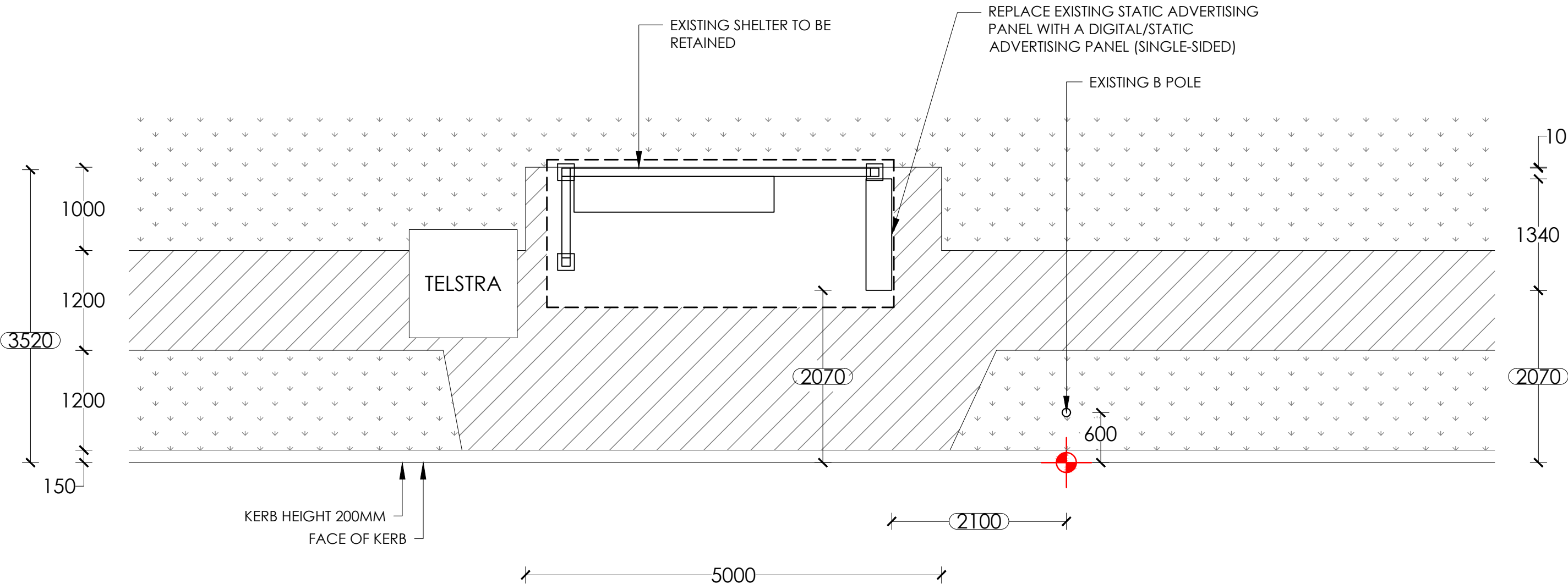
	<p>8. Signs displayed on dwellings are to be attached to the ground floor façade of the dwelling, unless the land is located on a main road or the dwelling is not visible from the street, in which case the sign may be attached to a front fence.</p> <p>9. For Land in the RU4 zone with frontage to both Mona Vale Road and Myoora Road: Only small, non-obtrusive and non-illuminated signs that identify the use of a site are to be visible from Mona Vale Road. Signs that are designed of such size, height or visual appearance so as to attract passing trade are not considered appropriate and are discouraged. All signs are to be in keeping with the colour and textures of the natural landscape.</p> <p>10. No more than one sign is to be located above the awning level for business uses.</p> <p>11. Tenancy boards and the like are encouraged to be in the form of consolidated signs.</p> <p>14. The following signs are not considered appropriate and are discouraged:</p> <ul style="list-style-type: none"> • Flashing or moving signs on all land other than the carriageway of a public road • Pole or pylon signs, unless there is no building on the site, or the building is not visible from the street or public domain; this does not include identification, interpretive, directional and advance warning signs described as Exempt Development, or a sign erected by the Council for the display of community information; • Signs on or above the roof or parapet of a building. • A-frame and temporary signs located on public land, including: <ul style="list-style-type: none"> ○ Signs on motor vehicles which are not able to be driven with the sign displayed ○ Balloons or other inflatable objects used for the purpose of advertising which are placed on or above roof level ○ Illuminated signs in residential zones 	<p>Not applicable.</p> <p>Not applicable. The signage is located within Zone SP4.</p> <p>Not applicable.</p> <p>Not Proposed.</p> <p>The proposed signage:</p> <ul style="list-style-type: none"> ○ Is located in the carriageway of Allambie Road. It does not comprise flashing elements. Digital signage will be rotated periodically. ○ Does not comprise pole or pylon signage. ○ Does not project above the roof of the shelter. ○ Does not comprise an A-frame or temporary sign. ○ The signage is not located within a residential zone. 	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Yes</p>
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ANNEXURE D

Site Cards –
Bus Stops H2, H3, and H4



NO. 323-327 WARRINGAH ROAD, FRENCHS FOREST



WARRINGAH 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 #FF44348 located 11.5m to the left of the shelter.

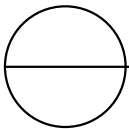
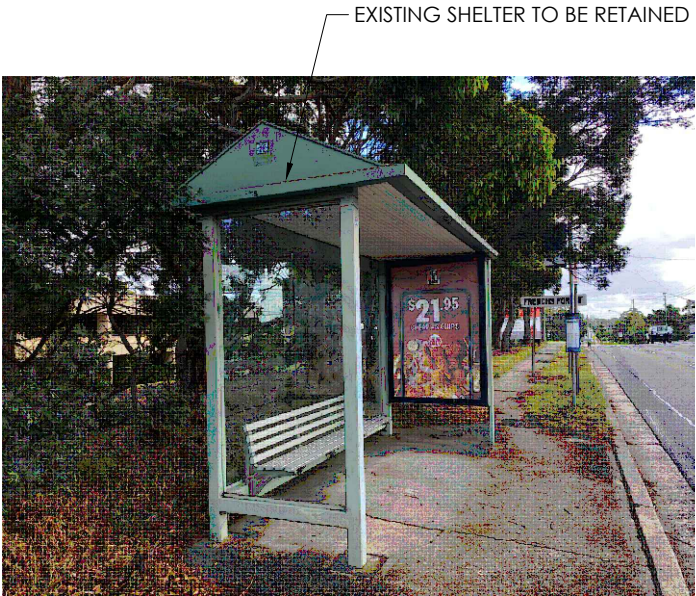
NOTE:
PROPOSED CONFIG - DIGITAL/STATIC

SURVEY	
①	2.6
②	0.9
③	0.9

TRANSITION TABLE	

LEGEND:

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



PROPOSED
SCALE 1:50

SITE ADDRESS : IN FRONT OF NO. 323-327 WARRINGAH ROAD, FRENCHS FOREST

SITE # : 20560

BUS STOP: H2 (210072)



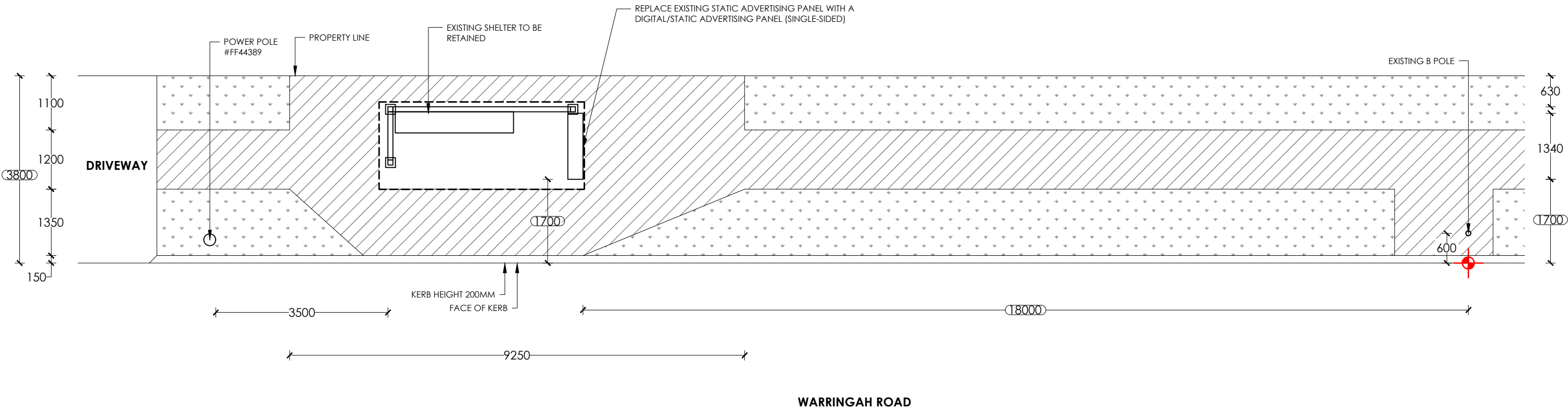
PAPER SIZE: A3

			SCALE	
			1:50	
B	24/03/25	SYN	REV NO.	
A	26/07/17	NK		
REV.	DATE	INT.	B	

	DRAWING NO.	
	101	
	DATE	
	24/03/25	

NO. 214 WARRINGAH ROAD, BEACON HILL

HIGH CROSSFALLS AT REAR



NOTES:

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

NOTE:

PROPOSED CONFIG - DIGITAL/STATIC

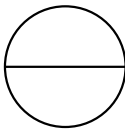
SURVEY

1	↓	7.3
2	↓	4.5
3	→	5.9

TRANSITION TABLE

LEGEND:

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



PROPOSED
SCALE 1:80



SITE ADDRESS : IN FRONT OF NO. 214 WARRINGAH ROAD, BEACON HILL

SITE # : 20538

BUS STOP: H3 (2100144)



PAPER SIZE: A3

			SCALE	DRAWING NO.
			1:80	101
B	27/03/25	SYN	REV NO.	DATE
A	26/07/17	NK		
REV.	DATE	INT.	B	27/03/25

Technical drawing illustrating the layout and dimensions of a bus shelter structure, including the existing shelter to be retained and the proposed replacement shelter with a digital advertising panel (double-sided).

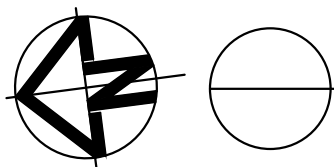
Dimensions:

- Overall width: 5500
- Overall height: 1800
- Shelter width: 1800
- Shelter depth: 1800
- Distance from kerb to shelter front: 885
- Distance from shelter front to existing B pole: 650
- Distance from shelter front to proposed digital advertising panel: 2000
- Distance from shelter front to existing B pole: 600
- Distance from shelter front to proposed digital advertising panel: 600
- Distance from shelter front to existing B pole: 600
- Distance from shelter front to existing B pole: 600

Components and Notes:

- EXISTING SHELTER TO BE RETAINED
- REPLACE EXISTING STATIC ADVERTISING PANEL WITH A DIGITAL ADVERTISING PANEL (DOUBLE-SIDED)
- EXISTING B POLE
- KERB HEIGHT 150MM
- FACE OF KERB

– EXISTING SHELTER TO BE RETAINED



NOTES:

1. Retrofit digital screen
2. Existing shelter to remain.
3. Reinstate all disturbed areas to match existing, refer hatch legend.
4. Power Pole # FF44943 located 10m to the right of the shelter.

NOTE:

PROPOSED CONFIG - DIGITAL/DIGITAL

SURVEY		TRANSITION TABLE	
1	↓ 3.5		
2	0.9		
3	1.9		

LEGEND:

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



PAPER SIZE: A3

			SCALE 1:50	DRAWING NO. 101
B	24/03/25	SYN	REV NO. B	DATE 24/03/25
A	31/07/17	NK		
REV.	DATE	INT.		

ANNEXURE E

Existing Use Rights – Documentation





H2 – Warringah Rd Opp Jones St S/S





Warringah
Council

PF 5005/Bus-C
Mr Norm Fletcher, Ph. 9942 2414
Mobile: 015 663 086

16 November 1999

Adshel Street Furniture Pty Ltd
3/3 Warrah Street
CHATSWOOD 2067

Construction Certificate

Certificate


I certify that the work if completed in accordance with the attached plans and specifications will comply with the requirements of Section 81A (5) of the *Environmental Planning and Assessment Act 1979* for the following premises:

Address of Property: Site No. 20560 – Warringah Road, Beacon Hill

Construction Certificate No: 3062CC1

**Date of Endorsement of
Construction Certificate:** 16 November 1999

**Name of
Authorised Officer:** N Fletcher

Signature 

NOTE: Prior to commencement of work Sections 81A (2) (b) and (c), and/or 81A (4) (b) and (c) of the *Environmental Planning and Assessment Act 1979* must be satisfied.

This means that a Notice of Commencement of Building or Subdivision work and Appointment of Principal Certifying Authority must be submitted to Council, giving Council at least 2 days' notice of intention to commence erection of the building. (See form 7).

Development Consent

Consent No: 3062DA

Date of Determination: 16 November 1999

DA

Development Application Determination

DEVELOPMENT APPLICATION DETERMINATION

No: 3062DA
Lodged: 22 October 1999

Development Proposal

Bus shelter.

Site Description

Site No. 20560 – Warringah Road, Beacon Hill

Applicant's Name and Address

Adshel Street Furniture Pty Ltd
3/3 Warrah Street
CHATSWOOD 2067

Owner's Name and Address

Warringah Council
Civic Centre
725 Pittwater Road
DEE WHY 2099

Recommendation (Consent)

That the application for Bus shelter at Site No. 20560 – Warringah Road, Beacon Hill be approved subject to conditions as contained in the attached draft consent notice.

Instrument of Exercise of Delegated Authority (Consent by Officer under delegation)

The within application is DETERMINED in accordance with the recommendations set out above, including any additional conditions, pursuant to delegated authority granted by the General Manager on 11 August 1998.



(Signed) 16-11-99 (Date)

**Warringah
Council****Notice of Determination of Development Application****Development Application No:** 3062DA**Development Application Details:**

Applicant Name: Adshel Street Furniture Pty Ltd
Applicant Address: 3/3 Warrah Street
CHATSWOOD 2067

Land to be developed (Address): Site No. 20560 – Warringah Road, Beacon Hill

Proposed Development: Bus shelter

Determination:

Made on (Date): 16 November 1999 *See note 1*

Determination: Consent 3062DA granted subject to conditions described below

Consent to operate from (Date): 16 November 1999

Consent to lapse on (Date): 16 November 2004

Details of Conditions *See note 2*
(including Section 94 conditions):

The conditions which have been applied to the consent aim to ensure that the Environmental Impacts of Development are minimised and the Health and Safety of the community is maintained in accordance with the relevant standards and the Building Code of Australia.

NOTE: *If the works are to be certified by a private certifying authority, then it is the certifiers responsibility to ensure all outstanding fees and bonds have been paid to Council prior to the issue of the Construction Certificate or as otherwise specified by Consent conditions.*

1. Development being generally in accordance with plans numbered Site No. 20560, submitted 22 October 1999 as modified by any conditions of this consent/approval. (C1)
2. At least 2 days prior to work commencing on site Council must be informed, by the submission of Form 7 of the Environmental Planning and Assessment Regulation 1998 of the name and details of the Principal Certifying Authority and the date construction work is proposed to commence. (C168)
3. Compliance with Building Code of Australia
 - (1) All building work must be carried out in accordance with the provisions of the Building Code of Australia.
 - (2) This clause does not apply to the extent to which an exemption is in force under Clause 80H or 80I, subject to the terms of any condition or requirement referred to in Clause 80H (6) or 80I (4). (C375)

4. Protection of Public Places

- (1) If the work involved in the erection or demolition of a building:
 - (a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or
 - (b) building involves the enclosure of a public place, a hoarding or fence must be erected between the work site and the public place.
- (2) If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.
- (3) The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
- (4) Any such hoarding, fence or awning is to be removed when the work has been completed. (C381)

Right to Review by the Council

You may request the Council to review the determination of the application under Section 82A of the Environmental Planning & Assessment Act 1979. Any request to review the application must be within 28 days after the date the determination shown on this notice. A fee of \$500.00 will apply.

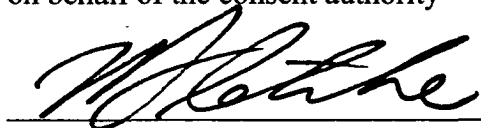
Right of Appeal

If you are dissatisfied with this decision Section 97* of the Environmental Planning & Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.

* Section 97 of the Environmental Planning and Assessment Act 1979 does not apply to the determination of a development application for State significant development or local designated development that has been the subject of a Commission or inquiry.

Signed on behalf of the consent authority

Signature



Name

Norm Fletcher

Date

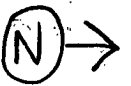
16 November 1999

Note 1 *Where the consent is subject to a condition that the consent is not to operate until the applicant satisfies a particular condition the date should not be endorsed until that condition has been satisfied.*

Note 2 *Clause 69A of the Regulation contains additional particulars to be included in a notice of determination where a condition under Section 94 of the Environmental Planning and Assessment Act 1979 has been imposed.*

SITE NO. 20560

Site Plan



NEW BUS
POLE
LOCATION

NEW SHELTER

NEW CONCRETE
SLAB

BUS
POLE TO BE
RELOCATED

TELSTRA
PIT

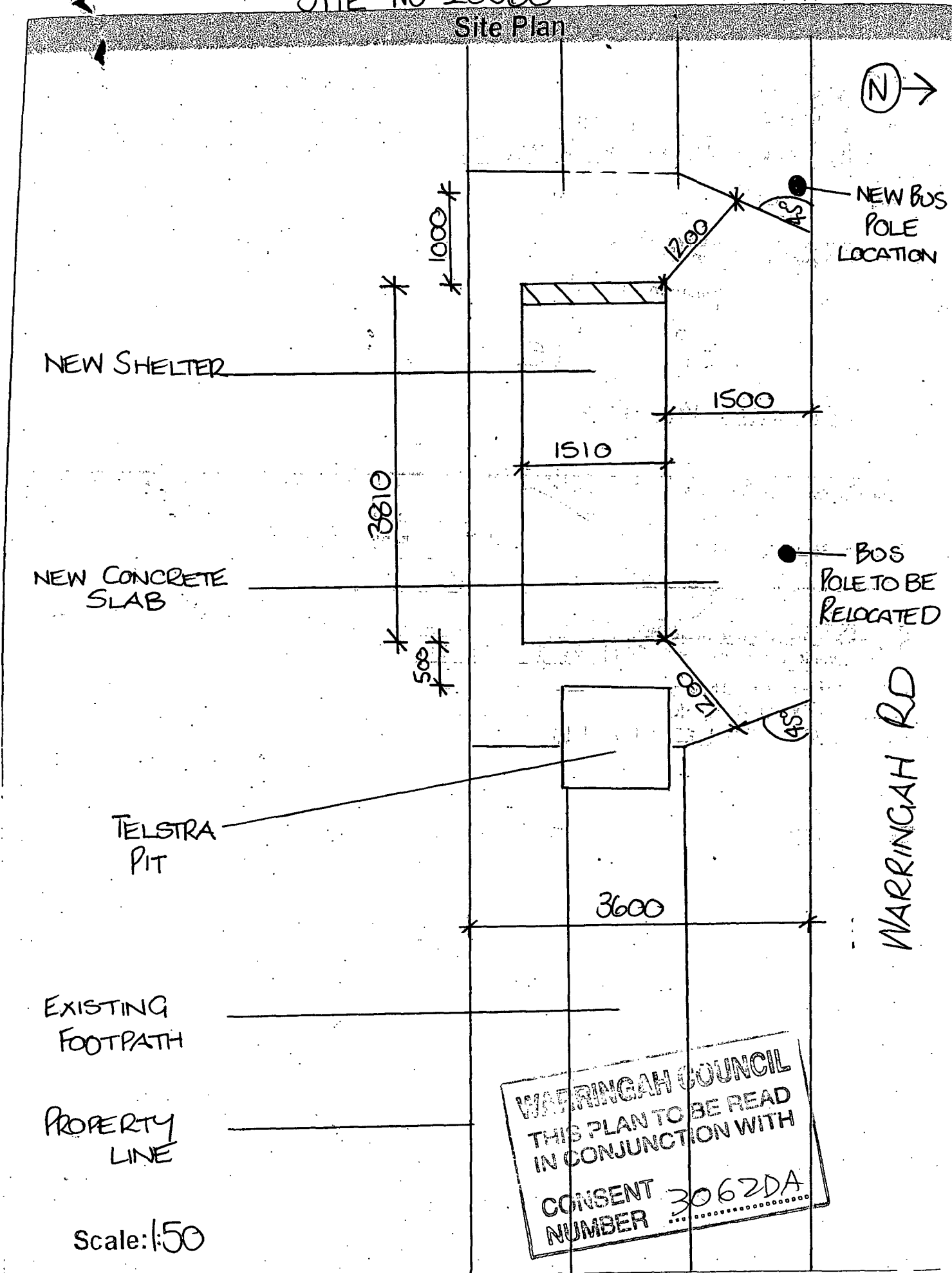
EXISTING
FOOTPATH

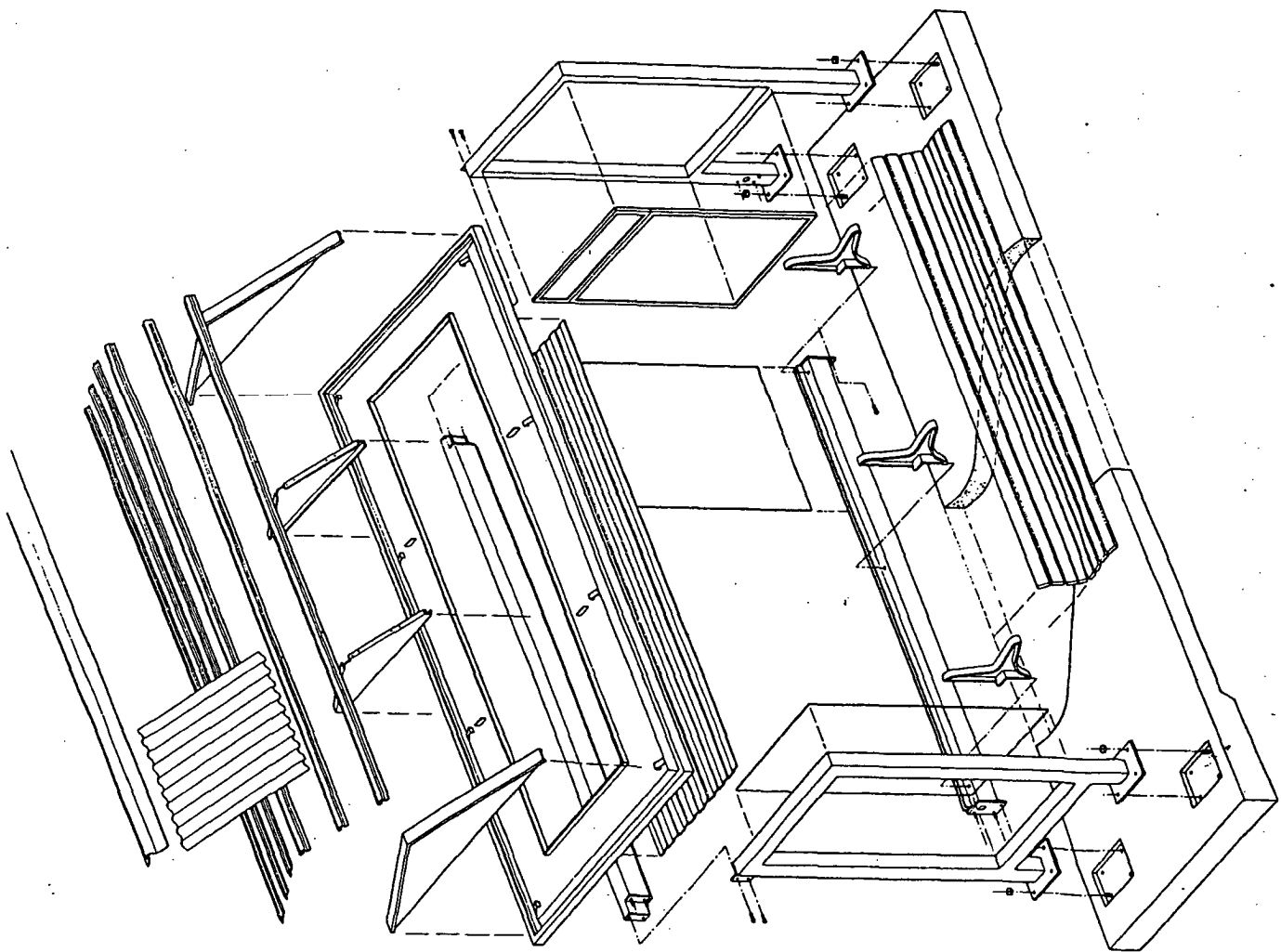
PROPERTY
LINE

Scale: 1:50

WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
CONSENT
NUMBER 3062DA

WARRINGAH RD





WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
CONSENT NUMBER 3062DA

SCHEDULE 1 : METROLITE © MARK IV + FOOTINGS

81 2 99422448

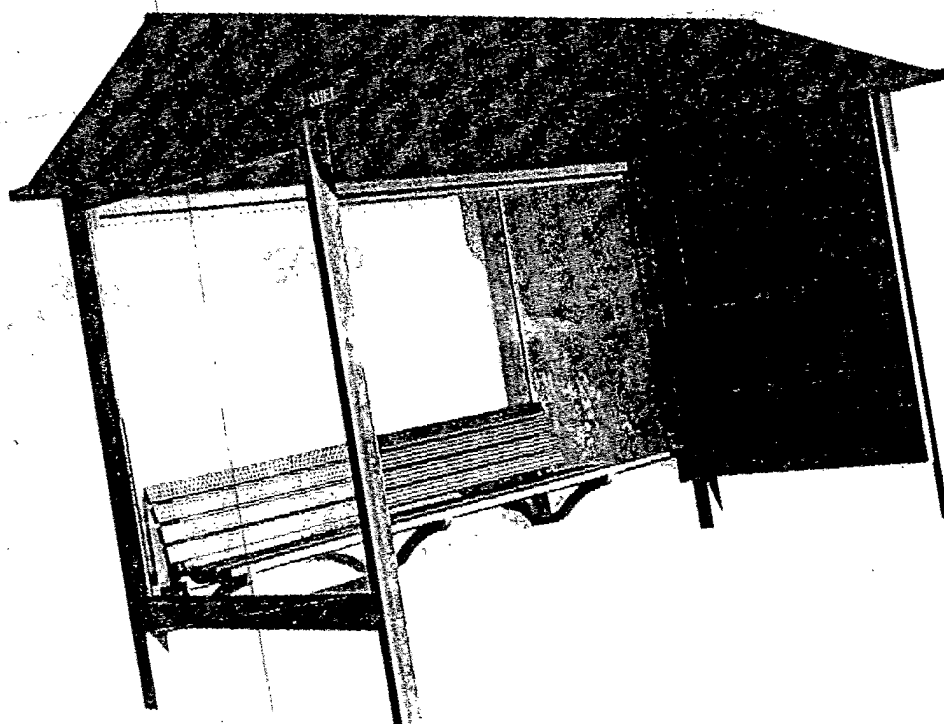
43	41	39	57
206127	DP 869056	2	201
24	DP 397670	DP 514597	50
2	280	294	280

JONES

WARRINGAI

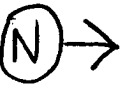
315 PUBLIC RESERVE DP 220541	PUBLIC RESERVE DP 549574	PUBLIC RESERVE DP 715557
549-329	323-327	
DP 737438	27	78

1 Proposed Bus Shelter



SITE NO. 20560

Site Plan



NEW BUS
POLE
LOCATION

BUS
POLE TO BE
RELOCATED

WARRINGAH RD

NEW SHELTER

NEW CONCRETE
SLAB

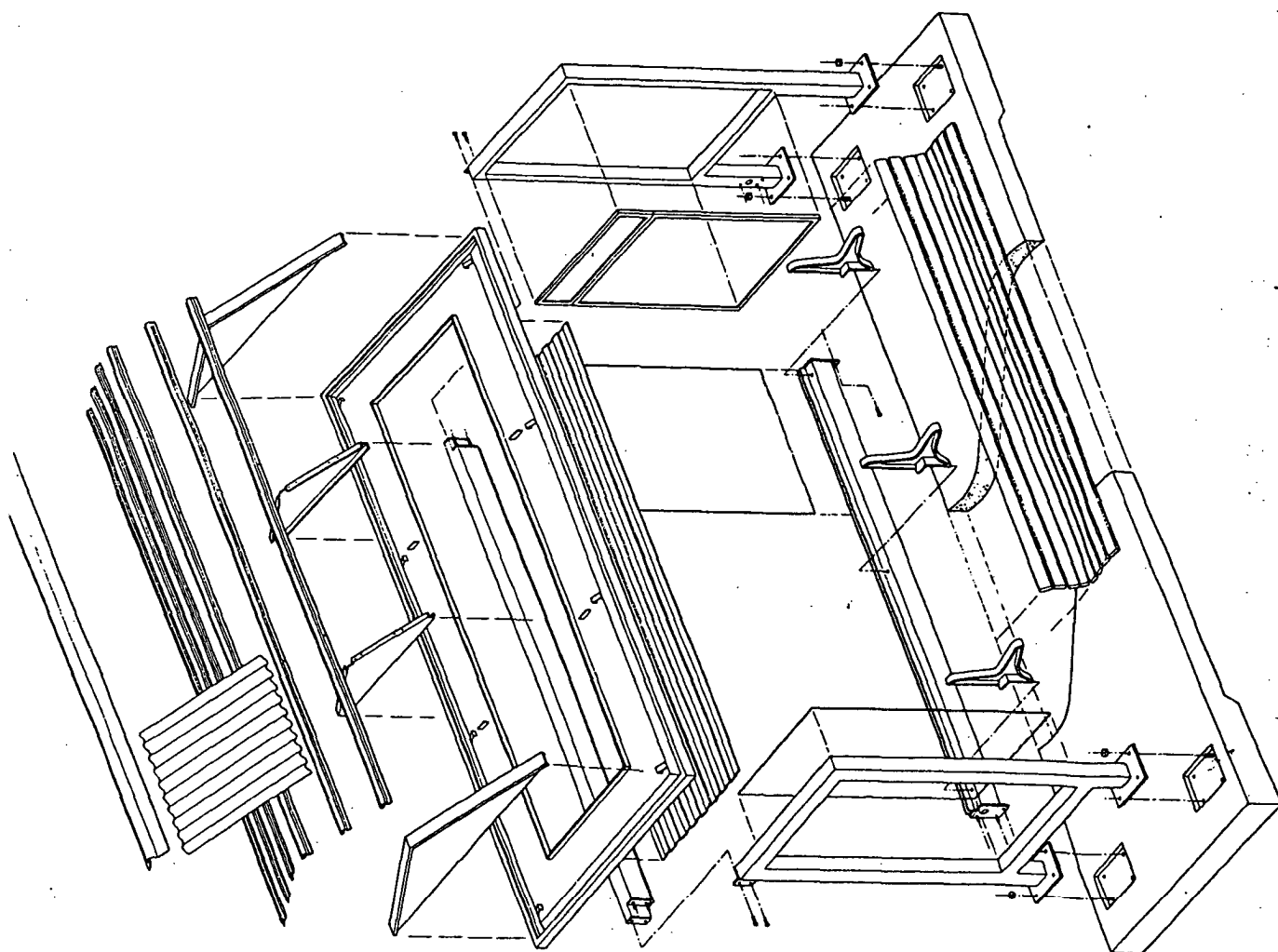
TELSTRA
PIT

EXISTING
FOOTPATH

PROPERTY
LINE

Scale: 1:50





WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
Construction
Certificate No 3062CC1....

SCHEDULE 1 : METROLITE® MARK II + FOOTINGS



H3 – Warringah Rd W/O Oxford Falls Rd N/S



DA

Development Application Determination

DEVELOPMENT APPLICATION DETERMINATION

No: 3069DA
Lodged: 22 October 1999

Development Proposal

Bus shelter.

Site Description

Site No. 20538 – Outside No. 214 Warringah Road, Beacon Hill

Applicant's Name and Address

Adshel Street Furniture Pty Ltd
 3/3 Warrah Street
 CHATSWOOD 2067

Owner's Name and Address

Warringah Council
 Civic Centre
 725 Pittwater Road
 DEE WHY 2099

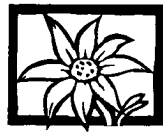
Recommendation (Consent)

That the application for Bus shelter at Site No. 20538 – Outside No. 214 Warringah Road, Beacon Hill be approved subject to conditions as contained in the attached draft consent notice.

Instrument of Exercise of Delegated Authority (Consent by Officer under delegation)

The within application is DETERMINED in accordance with the recommendations set out above, including any additional conditions, pursuant to delegated authority granted by the General Manager on 11 August 1998.

A. Capon (Signed) 1/3/00 (Date)



**Warringah
Council**

Notice of Determination of Development Application

Development Application No: 3069DA

Development Application Details:

Applicant Name: Adshel Street Furniture Pty Ltd
 Applicant Address: 3/3 Warringah Street
 CHATSWOOD 2067
 Land to be developed (Address): Site No. 20538 – Outside No. 214 Warringah Road,
 Beacon Hill
 Proposed Development: Bus shelter

Determination:

Made on (Date): 1 March 2000 *See note 1*
 Determination: Consent 3069DA granted subject to conditions
 described below
 Consent to operate from (Date): 1 March 2000
 Consent to lapse on (Date): 1 March 2005
Details of Conditions *See note 2*
 (including Section 94 conditions):

The conditions which have been applied to the consent aim to ensure that the Environmental Impacts of Development are minimised and the Health and Safety of the community is maintained in accordance with the relevant standards and the Building Code of Australia.

NOTE: *If the works are to be certified by a private certifying authority, then it is the certifiers responsibility to ensure all outstanding fees and bonds have been paid to Council prior to the issue of the Construction Certificate or as otherwise specified by Consent conditions.*

1. Development being generally in accordance with plans numbered Site No. 20538, submitted 22 October 1999 as modified by any conditions of this consent/approval. (C1)
2. At least 2 days prior to work commencing on site Council must be informed, by the submission of Form 7 of the Environmental Planning and Assessment Regulation 1998 of the name and details of the Principal Certifying Authority and the date construction work is proposed to commence. (C168)
3. Compliance with Building Code of Australia
 - (1) All building work must be carried out in accordance with the provisions of the Building Code of Australia.
 - (2) This clause does not apply to the extent to which an exemption is in force under Clause 80H or 80I, subject to the terms of any condition or requirement referred to in Clause 80H (6) or 80I (4). (C375)

4. Protection of Public Places

- (1) If the work involved in the erection or demolition of a building:
 - (a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or
 - (b) building involves the enclosure of a public place, a hoarding or fence must be erected between the work site and the public place.
- (2) If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.
- (3) The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
- (4) Any such hoarding, fence or awning is to be removed when the work has been completed. (C381)

Right to Review by the Council

You may request the Council to review the determination of the application under Section 82A of the Environmental Planning & Assessment Act 1979. Any request to review the application must be within 28 days after the date the determination shown on this notice. A fee of \$500.00 will apply.

Right of Appeal

If you are dissatisfied with this decision Section 97* of the Environmental Planning & Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.

* Section 97 of the Environmental Planning and Assessment Act 1979 does not apply to the determination of a development application for State significant development or local designated development that has been the subject of a Commission or inquiry.

Signed _____ on behalf of the consent authority

Signature

Per: A Caponos

Name

P Gatenby

Date

1 March 2000

Note 1 *Where the consent is subject to a condition that the consent is not to operate until the applicant satisfies a particular condition the date should not be endorsed until that condition has been satisfied.*

Note 2 *Clause 69A of the Regulation contains additional particulars to be included in a notice of determination where a condition under Section 94 of the Environmental Planning and Assessment Act 1979 has been imposed.*

SITE No. 20538

Site Plan

EXISTING
BIN TO BE
REMOVED

NEW CONCRETE
SLAB

NEW SHELTER

WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
CONSENT
NUMBER 3069 DA

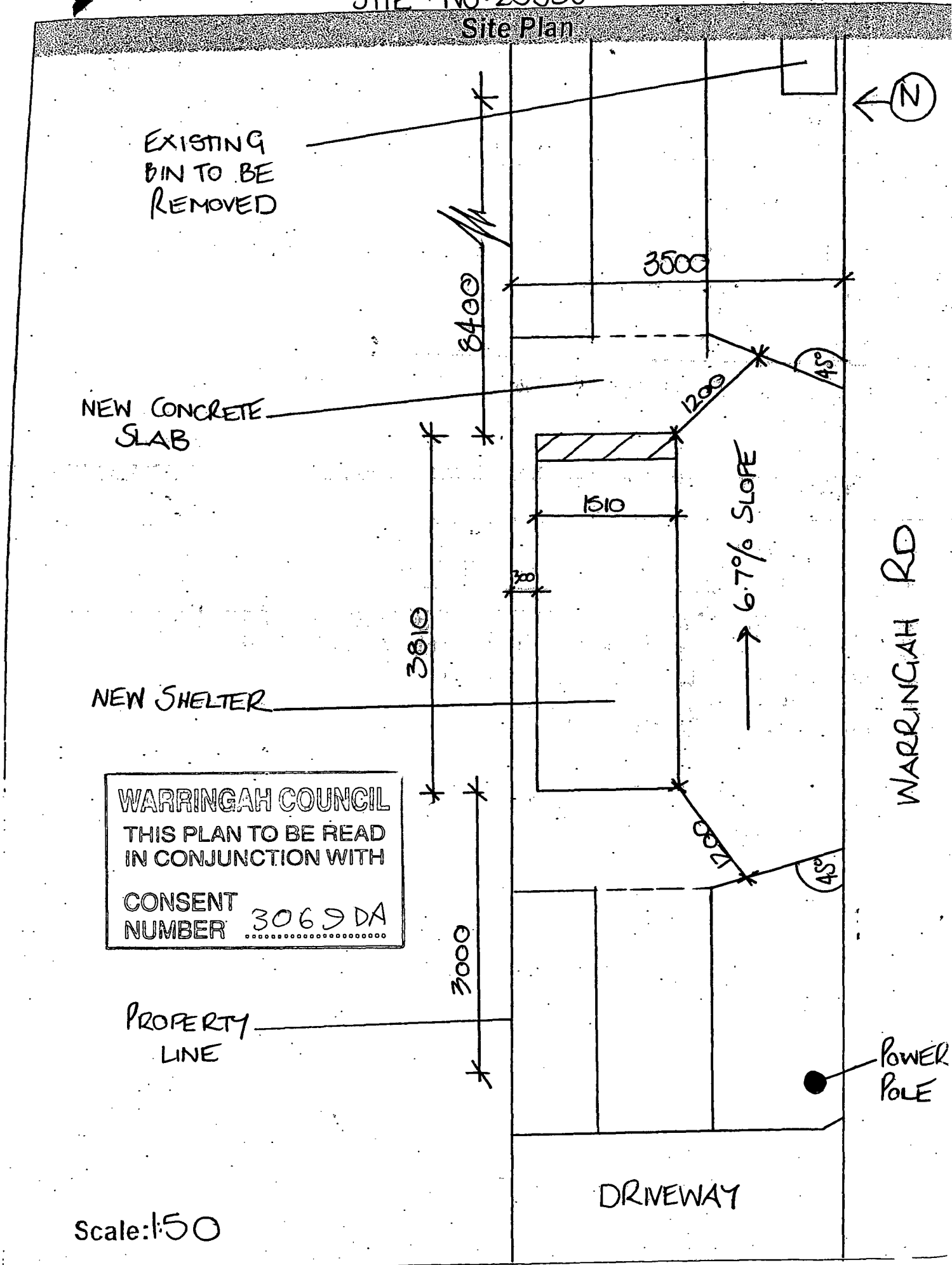
PROPERTY
LINE

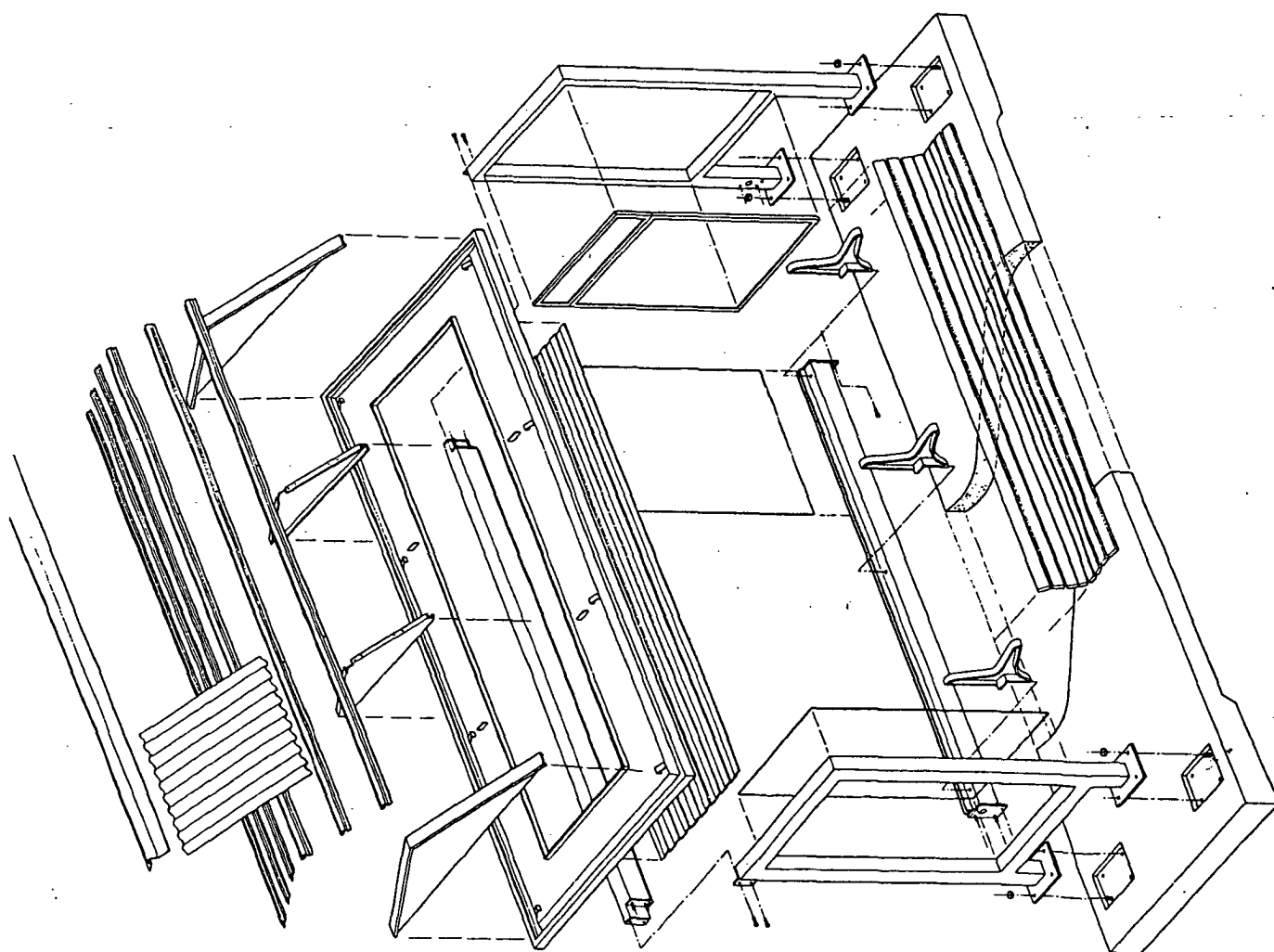
Scale: 1:50

DRIVEWAY

WARRINGAH RD

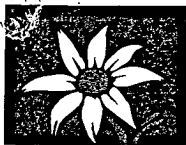
POWER
POLE





WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
CONSENT
NUMBER 3069 DA

SCHEDULE 1 : METROLITE © MACK IV + FOOTINGS



Warringah
Council

PF 5005/Bus-C/4131

1 March 2000

Adshel Street Furniture Pty Ltd
3/3 Warrah Street
CHATSWOOD 2067

Construction Certificate

Certificate

I certify that the work if completed in accordance with the attached plans and specifications will comply with the requirements of Section 81A (5) of the *Environmental Planning and Assessment Act 1979* for the following premises:

Address of Property: Site No. 20538 – Outside No. 214 Warringah Road,
Beacon Hill

Construction Certificate No: 3069CC1

**Date of Endorsement of
Construction Certificate:** 1 March 2000

Name of

Authorised Officer: A Caponas

Signature:

A. Caponas

NOTE: Prior to commencement of work Sections 81A (2) (b) and (c), and/or 81A (4) (b) and (c) of the *Environmental Planning and Assessment Act 1979* must be satisfied.

This means that a Notice of Commencement of Building or Subdivision work and Appointment of Principal Certifying Authority must be submitted to Council, giving Council at least 2 days' notice of intention to commence erection of the building. (See form 7).

Development Consent

Consent No: 3069DA

Date of Determination: 1 March 2000

SITE NO. 20538

Site Plan

EXISTING
BIN TO BE
REMOVED

NEW CONCRETE
SLAB

NEW SHELTER

WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH

Construction
Certificate No

3069CC1

PROPERTY
LINE

Scale: 1:50

DRIVEWAY

WARRINGAH RD

POWER
POLE

N

3500

8400

3810

3000

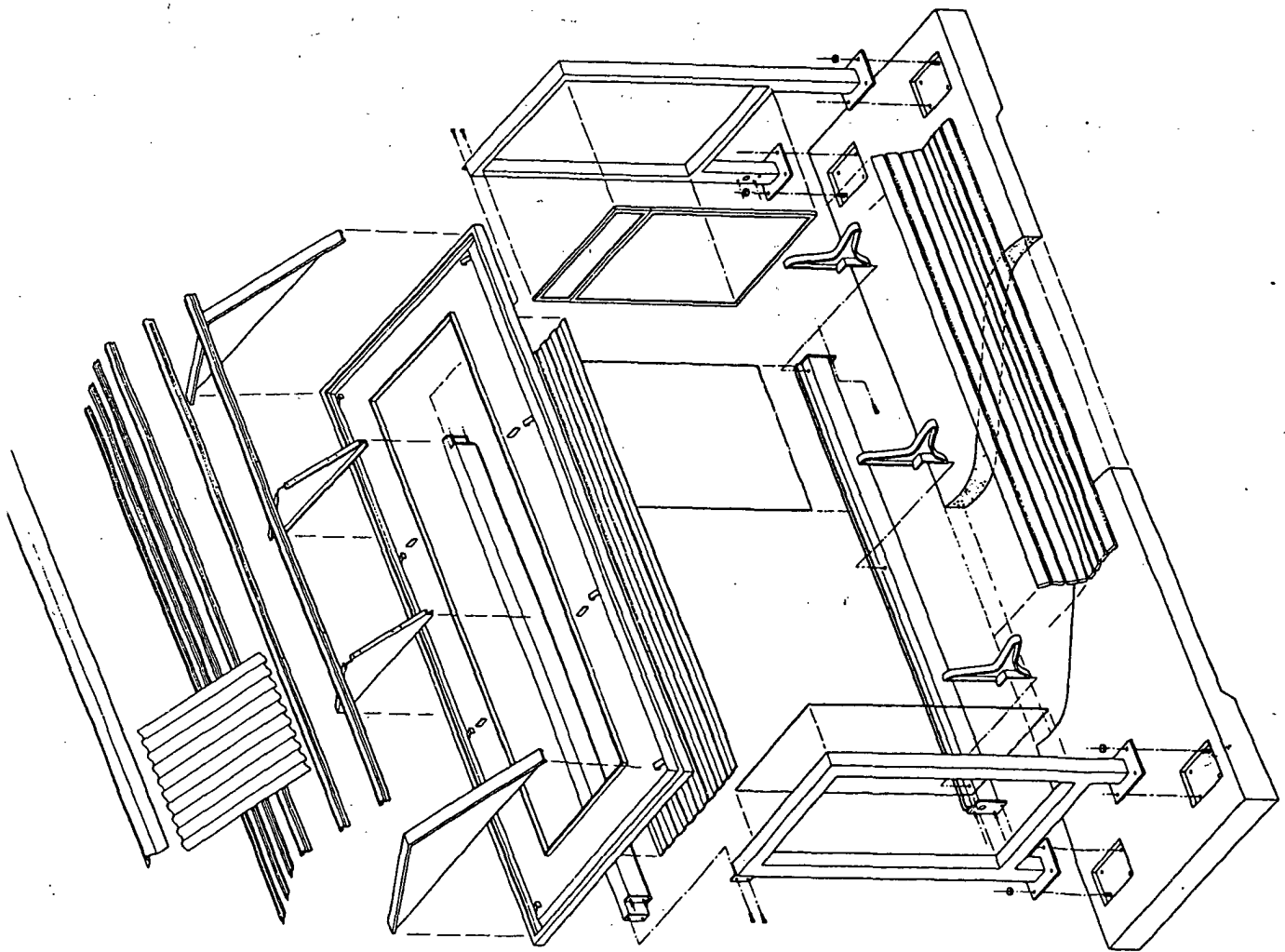
1510

300

1200

6.7% SLOPE

1700



WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
Construction
Certificate No 3069<<1

SCHEDULE 1 : METROLITE® MACK IV + FOOTINGS

CC

**Warringah
Council****Notice of Determination of Development Application****Development Application No:** 3069DA**Development Application Details:****Applicant Name:** Adshel Street Furniture Pty Ltd**Applicant Address:** 3/3 Warrah Street
CHATSWOOD 2067**Land to be developed (Address):** Site No. 20538 – Outside No. 214 Warringah Road,
Beacon Hill**Proposed Development:** Bus shelter**Determination:****Made on (Date):** 1 March 2000 *See note 1***Determination:** Consent 3069DA granted subject to conditions
described below**Consent to operate from (Date):** 1 March 2000**Consent to lapse on (Date):** 1 March 2005**Details of Conditions** *See note 2*
(including Section 94 conditions):

The conditions which have been applied to the consent aim to ensure that the Environmental Impacts of Development are minimised and the Health and Safety of the community is maintained in accordance with the relevant standards and the Building Code of Australia.

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1. Development being generally in accordance with plans numbered Site No. 20538, submitted 22 October 1999 as modified by any conditions of this consent/approval. (C1)
2. At least 2 days prior to work commencing on site Council must be informed, by the submission of Form 7 of the Environmental Planning and Assessment Regulation 1998 of the name and details of the Principal Certifying Authority and the date construction work is proposed to commence. (C168)
3. Compliance with Building Code of Australia
 - (1) All building work must be carried out in accordance with the provisions of the Building Code of Australia.
 - (2) This clause does not apply to the extent to which an exemption is in force under Clause 80H or 80I, subject to the terms of any condition or requirement referred to in Clause 80H (6) or 80I (4). (C375)

4. Protection of Public Places

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- (4) Any such hoarding, fence or awning is to be removed when the work has been completed. (C381)

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Right of Appeal

If you are dissatisfied with this decision Section 97* of the Environmental Planning & Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.

* Section 97 of the Environmental Planning and Assessment Act 1979 does not apply to the determination of a development application for State significant development or local designated development that has been the subject of a Commission or inquiry.

Signed

on behalf of the consent authority

Signature

Per: A. Gatenby

Name

P Gatenby

Date

1 March 2000

Note 1 Where the consent is subject to a condition that the consent is not to operate until the applicant satisfies a particular condition the date should not be endorsed until that condition has been satisfied.

Note 2 Clause 69A of the Regulation contains additional particulars to be included in a notice of determination where a condition under Section 94 of the Environmental Planning and Assessment Act 1979 has been imposed.



**Warringah
Council**

Civic Centre, 725 Pittwater Road
(enter Civic Drive)
DEE WHY NSW 2099
DX 9118 Dee Why
Ph: (02) 9942 2222
Fax: (02) 9942 2612

3069CC1
PF3003/BUS-C
**Construction
Certificate**

Form 11
Environmental Planning and Assessment Amendment Regulation 1998

Construction Certificate Application

Issued under the *Environmental Planning and Assessment Act 1979* Sections 109C (1) (b), 81A (2) and 81A (4)

* To be completed by Applicant

* Applicant

Name

ADSHEL STREET FURNITURE PTY LTD

Address

3/3 WARRAH ST CHATELWOOD NSW 2067

Contact No (Telephone/Fax)

9882-6133

Signature

* Owner

Name

WARRINGAH COUNCIL

Address

~~2/2~~

Contact No (Telephone/Fax)

* Consent of All Owner(s)

Signature

I/we consent to this application

* Subject Land

Address

N/S WARRINGAH Rd w/o OXFORD FALLS Rd

Lot No, DP/MPS, etc vol/foi

Street Name

BEACON HILL

Suburb/Locality

Area of Site (m²)

Lot No/Portion

Section/Parish

DP/FP

* Description of Development

Type of Work



building work



subdivision work

Description

BUS SHELTER

Development Consent

Development Consent No

Date of Determination

Building Code of Australia Building Classification

Nominated on the

Development Consent



**Warringah
Council**

Environmental Planning and Assessment Amendment Regulation 1998

Builder/Owner/Builder

(if known)

**To be completed in the case of
proposed residential building
work**

Name

OZFAB PTY LTD

Contractor Licence/Permit No

ACN NO. 086199064

in case of Owner Builder

*** Value of Work**

Building/Subdivision

\$4000

Required Attachments

See Note 1 and 2

- Note 1 details the information that must be submitted with an application for a construction certificate for proposed subdivision or building works
- Note 2 details the information that may be submitted with an application for a construction certificate for proposed residential building work.

Schedule

(for building work only)

- The attached schedule is required to be completed for the purposes of providing information to the Australian Bureau of Statistics

Date of Receipt

Date Received

(to be completed by certifying
authority)

Determination

Determination

Approved/Refused*

*delete whichever is not applicable

Date of Determination

(this date is to be the same as
the date of endorsement of the
certificate on the approved
plans and specifications)

Attachments

- detail reasons for refusal

- schedule of essential fire safety measures
- conditions required to be attached by the Regulations

*** Plans and**

Specifications

Approved/Refused

List Plan No(s) and

Specifications Reference

Right of Appeal

Under Section 109K where the certifying authority is a council an applicant may appeal to the Land and Environment Court against the refusal to issue a construction certificate within 12 months from the date of the decision



Notes for Completing Construction Certificate Application

Note 1 The following information must accompany applications for a construction certificate for building and subdivision work.

Building Work

In the case of an application for a construction certificate for **building work**:

- a) copies of compliance certificates relied upon
- b) four (4) copies of detailed plans and specifications

The plan for the building must be drawn to a suitable scale and consist of a general plan and a block plan.

The general plan of the building is to:

- show a plan of each floor section
- show a plan of each elevation of the building
- show the levels of the lowest floor and of any yard or unbuilt on area belonging to that floor and the levels of the adjacent ground
- indicate the height, design, construction and provision for fire safety and fire resistance (if any)

Where the proposed building work involves any alteration or addition to, or rebuilding of, an existing building the general plan is to be coloured or otherwise marked to the satisfaction of the certifying authority to adequately distinguish the proposed alteration, addition or rebuilding.

Where the proposed building work involves a modification to previously approved plans and specifications the general plans must be coloured or otherwise marked to the satisfaction of the certifying authority to adequately distinguish the modification.

The specification is:

- to describe the construction and materials of which the building is to be built and the method of drainage, sewerage and water supply.
- state whether the materials proposed to be used are new or second hand and give particulars of any second hand and give particulars of any second-hand materials used
- c) where the application involves an alternative solution to meet the performance requirements of the Building Code of Australia, the application must also be accompanied by:
 - details of the performance requirements that the alternative solution is intended to meet, and
 - details of the assessment methods used to establish compliance with those performance requirements
- d) evidence of any accredited component, process or design sought to be relied upon
- e) except in the case of an application for, or in respect of, a Class 1a or Class 10 building:
 - a list of any fire safety measures that are proposed to be implemented in the building or on the land on which the building is situated, and
 - if the application relates to a proposal to carry out any alteration or rebuilding of, or addition to, an existing building, a separate list of such of those measures as are currently implemented in the building or on the land on which the building is situated.

The list must describe the extent, capability and basis of design of each of the measures concerned.

Subdivision Work

In the case of an application for a construction certificate for **subdivision work**:

- a) copies of compliance certificates relied upon
- b) four (4) copies of detailed engineering plans. The detailed plans may include but are not limited to the following:
 - earthworks
 - roadworks
 - road pavement
 - road furnishings
 - stormwater drainage
 - water supply works
 - sewerage works
 - landscaping works
 - erosion control works

Where the proposed subdivision work involves a modification to previously approved plans the plans must be coloured or otherwise marked to the satisfaction of the certifying authority to adequately distinguish the modification.

Note 2

Home Building Act Requirements

In the case of an application for a construction certificate for residential building work (within the meaning of the *Home Building Act 1989*) attach the following:

- (a) in the case of work by a licensee under that Act:
 - (i) a statement detailing the licensee's name and contractor licence number, and
 - (ii) documentary evidence that the licensee has complied with the applicable requirements of that Act*, or
- (b) in the case of work done by any other person:
 - (i) a statement detailing the person's name and owner-builder permit number, or
 - (ii) a declaration signed by the owner of the land, to the effect that the reasonable market cost of the labour and materials involved in the work is less than the amount prescribed for the purposes of the definition of **owner-builder work** in Section 29 of that Act.

*A certificate purporting to be issued by an approved insurer under Part 6 of the *Home Building Act 1989* to the effect that a person is the holder of an insurance contract issued for the purposes of that Part, is sufficient evidence that the person has complied with the requirements of that Part.



Certificate

Certificate

I certify that the work if completed in accordance with these plans and specifications will comply with the requirements of Section 81A (5) of the Environmental Planning and Assessment Act 1979.

Signature

Date of Endorsement

Certificate No

**prior to commencement of work Sections 81A (2) (b) and (c), and/or 81A(4) (b) and (c) of the Environmental Planning and Assessment Act 1979 must be satisfied (see form 7).*

Certifying Authority

Name of Certifying Authority
if accredited certifier

Accreditation No

Contact No

Address

Development Consent
Number and Date of
Determination

**For the purposes of notifying a council under clause 79D (2) of the Regulation of the determination of an application an accredited certifier must forward all sections of this form, including all attachments to the relevant council where they have not been previously forwarded to the council.*

OFFICE USE ONLY

Zone / Planning Control:

APPLICATION NO:

CASE OFFICER:

Date Received:

APPLICATION ASSESSMENT COMMENTS:

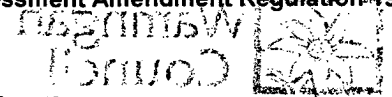
Assessed Fee:

Fee Receipt:

Account No:

Target Date:

Category:



Schedule to Construction Certificate Application

Information to be completed by Applicant

*** To be completed by Applicant**

Particulars of the Proposal

What is the area of the land (m²)? 10m²

Gross floor area of existing building (m²)? 10m²

What are the current uses of all or parts of the building(s)/land?
(If vacant state vacant) BUS SHELTER

Location

Use

Does the site contain a dual occupancy? N/A

What is the gross floor area of the proposed addition or new building (m²)?
10m²

What are the proposed uses of all parts of the building(s)/land?

Location

Use

Number of pre-existing dwellings N/A

Number of dwellings to be demolished N/A

How many dwellings are proposed? N/A

How many storeys will the building consist of?
1

Materials to be Used

Place a tick (✓) in the box which best describes the materials the new work will be constructed of:

	Code
Walls	
brick veneer	12
full brick	11
single brick	11
concrete block	11
concrete/masonry	20
concrete	20
steel	60 ✓
fibrous cement	30
hardiplank	30
timber/weatherboard	40
cladding-aluminium	70
curtain glass	50 ✓
other	80
unknown	90
Floor Frame	
concrete	20 ✓
timber	10
other	80
unknown	90

	Code
Roof	
aluminium	70
concrete	20
concrete tile	10
fibrous cement	30
fibreglass	80
masonry/terracotta shingle	10
tiles	20
slate	20
steel	60 ✓
terracotta tile	10
other	80
unknown	90
Roof	
timber	40
steel	60
other	80
unknown	90

Construction Certificate Lodgement Checklist

Address N/S WARRINGAH Rd W/O OXFORD FALLS Rd Lot DP

Project Description BEACON HILL, INSTALLATION OF BUS SHELTER

Development Consent issued / lodged?

☒ Y ☐ N

If No, you are advised Development consent is required for all proposed building works, prior to Construction Certificate being issued.

Consent No.....

Date Issued / Lodged.....

Construction Certificate Application Form

Owners Consent/Company seal provided?

☒ Y ☐ N

Check estimated construction cost, O/K?

☒ Y ☐ N

Checked Fees

☒ Y ☐ N

Floor area of existing and proposed works:

Existing N/A m² Proposed 10 m² Total 10 m²

Is a Change of Use or Classification part of this Application?

☒ Y ☐ N

If so, previous legal use.....

Proposed Use.....

Minimum information:

General-All Applications

A O

- ☒ ☐ 4 Sets of full Architectural plans.
- ☒ ☐ 2 Specifications.
- ☒ ☐ Site plan including:-
 - ☒ ☐ Setback of all buildings to all boundaries and distances between buildings.
 - ☐ ☐ Existing and proposed height of the building relative to a nominated fixed datum or preferably AHD (Australian Height Datum).
 - ☒ ☐ Proposed cut and fill levels indicating existing ground and proposed finished levels and including method of retaining soil.
- ☒ ☐ Structural Details including retaining walls and bracing/tie down methods.
- ☐ ☐ Stormwater or On-site Stormwater detention details, where applicable (refer to Council's policy).
- ☐ ☐ Geotechnical Report, where applicable.
- ☐ ☐ Proposed Fire Separation method between buildings including materials for wall, floor, ceiling & roof, where applicable.
- ☐ ☐ Alternate Solution, where applicable (details prepared by a suitably qualified person).
- ☐ ☐ Compliance Certificate, where applicable (details prepared by a suitably qualified person).
- ☒ ☐ **Additional** information/details and/or revisions required by the Development Consent

Dwellings and Dual Occupancies

- ☐ ☐ Termite Control measures (new buildings only).
- ☐ ☐ Proposed Smoke Alarm type and locations.
- ☐ ☐ Wet Area treatment methods.
- ☐ ☐ Mechanical Ventilation details for enclosed rooms.
- ☐ ☐ Sound Transmission details between separate occupancies (Dual Occupancy only).
- ☐ ☐ Fire Resistance details including fire hazard properties for wall, floor, ceiling & roof.
(refer to Part C of the BCA)¹(Dual Occupancy only).

Garages and Carports

- ☐ ☐ Location of existing and proposed car parking accommodation including dimensions.
- ☐ ☐ Existing/proposed driveway and/or crossing, indicating levels from the roadway to car stand area.

Swimming Pools

- ☐ ☐ Plan to include cross-sectional elevation of existing and finished ground level.
- ☐ ☐ Proposed pool concourse/coping level relative to a fixed datum (not ground level).
- ☐ ☐ Safety fence-position, type and height to be nominated on plans.
- ☐ ☐ Structural details prepared by a suitably qualified structural engineer.

Residential Flats, Commercial, Shops, Factories, Schools, etc.

- ☐ ☐ Fire Resistance details including fire hazard properties for wall, floor, ceiling & roof.
(refer to Part C of the BCA).
- ☐ ☐ Location and type of all Required Exits including access for people with disabilities
(refer Part D of the BCA).
- ☐ ☐ All existing and proposed services and equipment and fire safety measures (refer Part E of the BCA).
- ☐ ☐ Damp and Wet Area treatment methods (refer to Part F1 of the BCA).
- ☐ ☐ Sanitary and other facilities (refer Part F2 of the BCA).
- ☐ ☐ Mechanical Ventilation details (refer Part F4 of BCA & AS 1668 Part 1 & 2).
- ☐ ☐ Sound Transmission details between separate occupancies (refer to Part F5 of BCA).

Theatres, Stages and Public Halls

- ☐ ☐ Details of the proposed method of complying with Part H of the BCA.

Council Use Only: The following information is required before lodgement:

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.....

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Checked by:

Applicant.....

Council Officer.....

Date.....

Date.....

¹ Building Code of Australia 1996 (Vol. 1).



H4 – Allambie Rd S/O Rodborough Rd E/S



Development Application Determination

DEVELOPMENT APPLICATION DETERMINATION

No: 3055DA
Lodged: 22 October 1999

Development Proposal

Bus shelter.

Site Description

Site No. 20573 – Allambie Road, Frenchs Forest

Applicant's Name and Address

Adshel Street Furniture Pty Ltd
3/3 Warrah Street
CHATSWOOD 2067

Owner's Name and Address

Warringah Council
Civic Centre
725 Pittwater Road
DEE WHY 2099

Recommendation (Consent)

That the application for Bus shelter at Site No. 20573 – Allambie Road, Frenchs Forest be approved subject to conditions as contained in the attached draft consent notice.

Instrument of Exercise of Delegated Authority (Consent by Officer under delegation)

The within application is DETERMINED in accordance with the recommendations set out above, including any additional conditions, pursuant to delegated authority granted by the General Manager on 11 August 1998.



(Signed) 18.11.99 (Date)

**Warringah
Council****Notice of Determination of Development Application****Development Application No:** 3055DA**Development Application Details:**

Applicant Name: Adshel Street Furniture Pty Ltd
Applicant Address: 3/3 Warrah Street
CHATSWOOD 2067
Land to be developed (Address): Site No. 20573 – Allambie Road, Frenchs Forest
Proposed Development: Bus shelter

Determination:

Made on (Date): 18 November 1999 *See note 1*
Determination: Consent 3055DA granted subject to conditions described below
Consent to operate from (Date): 18 November 1999
Consent to lapse on (Date): 18 November 2004
Details of Conditions *See note 2*
(including Section 94 conditions):

The conditions which have been applied to the consent aim to ensure that the Environmental Impacts of Development are minimised and the Health and Safety of the community is maintained in accordance with the relevant standards and the Building Code of Australia.

NOTE: *If the works are to be certified by a private certifying authority, then it is the certifiers responsibility to ensure all outstanding fees and bonds have been paid to Council prior to the issue of the Construction Certificate or as otherwise specified by Consent conditions.*

1. Development being generally in accordance with plans numbered Site No. 20573, submitted 22 October 1999 as modified by any conditions of this consent/approval. (C1)
2. At least 2 days prior to work commencing on site Council must be informed, by the submission of Form 7 of the Environmental Planning and Assessment Regulation 1998 of the name and details of the Principal Certifying Authority and the date construction work is proposed to commence. (C168)
3. Compliance with Building Code of Australia
 - (1) All building work must be carried out in accordance with the provisions of the Building Code of Australia.
 - (2) This clause does not apply to the extent to which an exemption is in force under Clause 80H or 80I, subject to the terms of any condition or requirement referred to in Clause 80H (6) or 80I (4). (C375)

4. Protection of Public Places

- (1) If the work involved in the erection or demolition of a building:
 - (a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or
 - (b) building involves the enclosure of a public place, a hoarding or fence must be erected between the work site and the public place.
- (2) If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.
- (3) The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
- (4) Any such hoarding, fence or awning is to be removed when the work has been completed. (C381)

Right to Review by the Council

You may request the Council to review the determination of the application under Section 82A of the Environmental Planning & Assessment Act 1979. Any request to review the application must be within 28 days after the date the determination shown on this notice. A fee of \$500.00 will apply.

Right of Appeal

If you are dissatisfied with this decision Section 97* of the Environmental Planning & Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.

* Section 97 of the Environmental Planning and Assessment Act 1979 does not apply to the determination of a development application for State significant development or local designated development that has been the subject of a Commission or inquiry.

Signed

on behalf of the consent authority

Signature



Name

Norm Fletcher

Date

18 November 1999

Note 1 *Where the consent is subject to a condition that the consent is not to operate until the applicant satisfies a particular condition the date should not be endorsed until that condition has been satisfied.*

Note 2 *Clause 69A of the Regulation contains additional particulars to be included in a notice of determination where a condition under Section 94 of the Environmental Planning and Assessment Act 1979 has been imposed.*

SITE No. 20573

Site Plan



BUS
POLE

ALLAMBIE RD

NEW SHELTER

WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
CONSENT
NUMBER 3055 DA

NEW CONCRETE
SLAB

PROPERTY
LINE

EXISTING
FOOTPATH

Scale: 1:50

2000

3600

3810

300

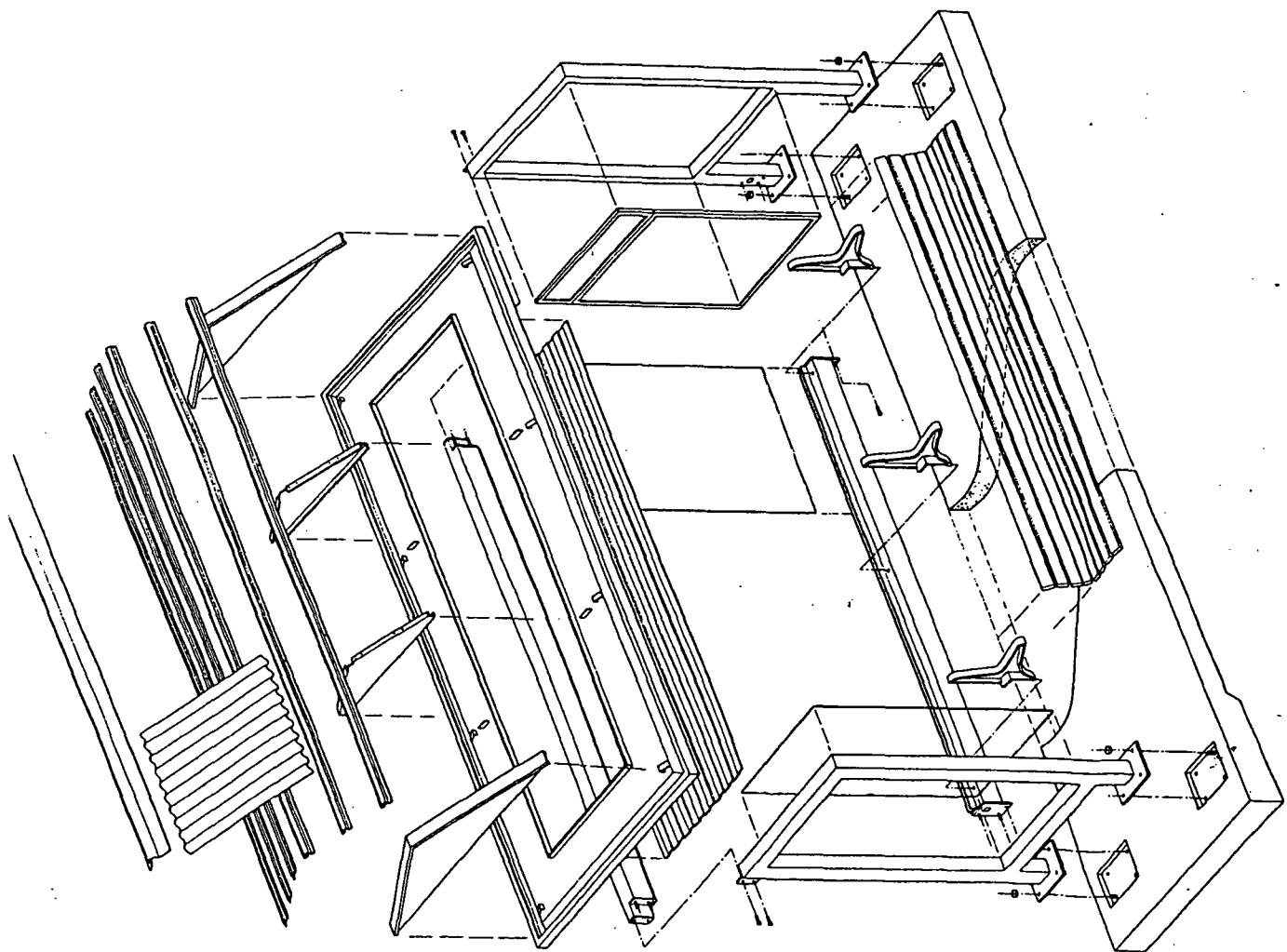
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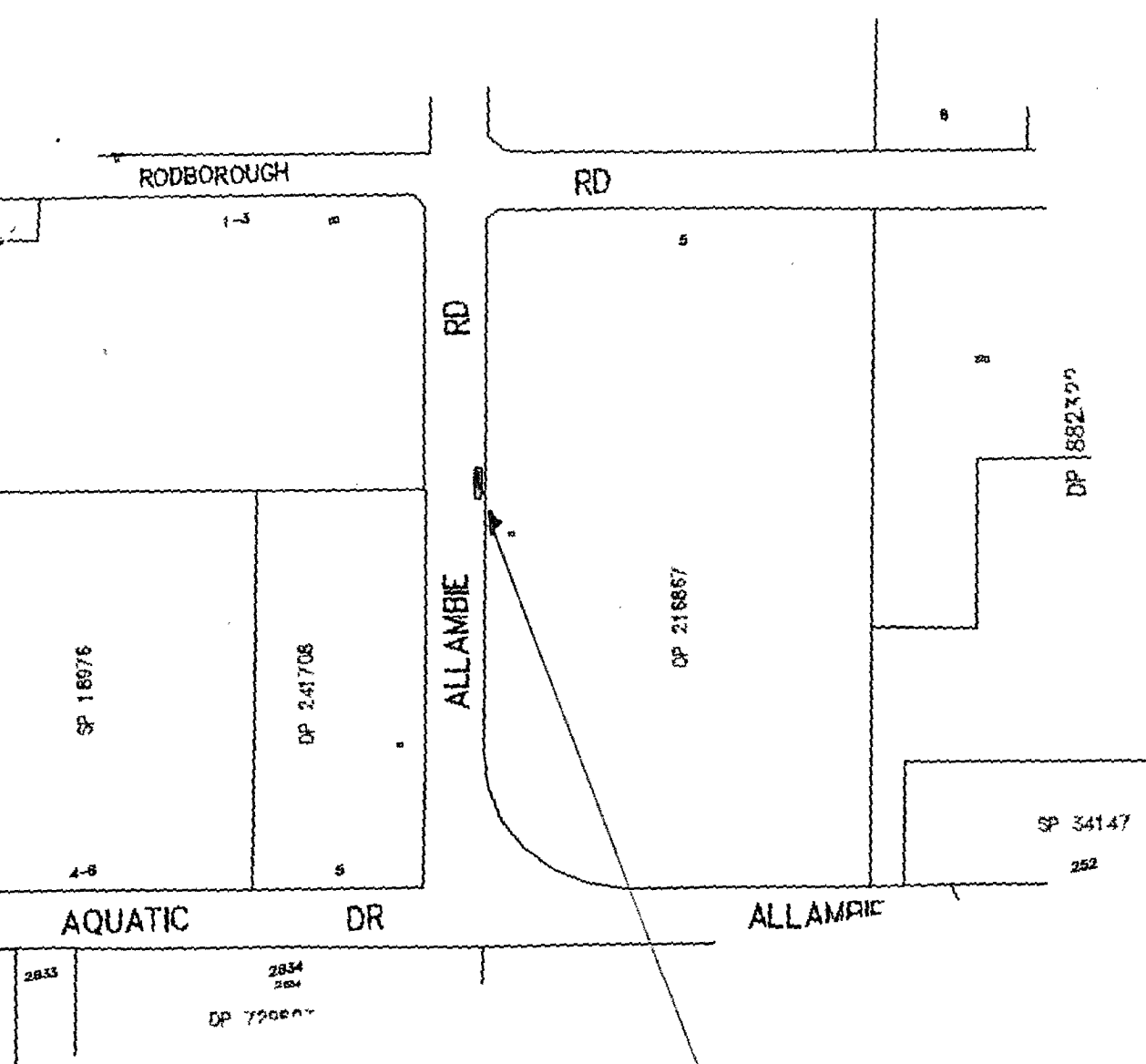
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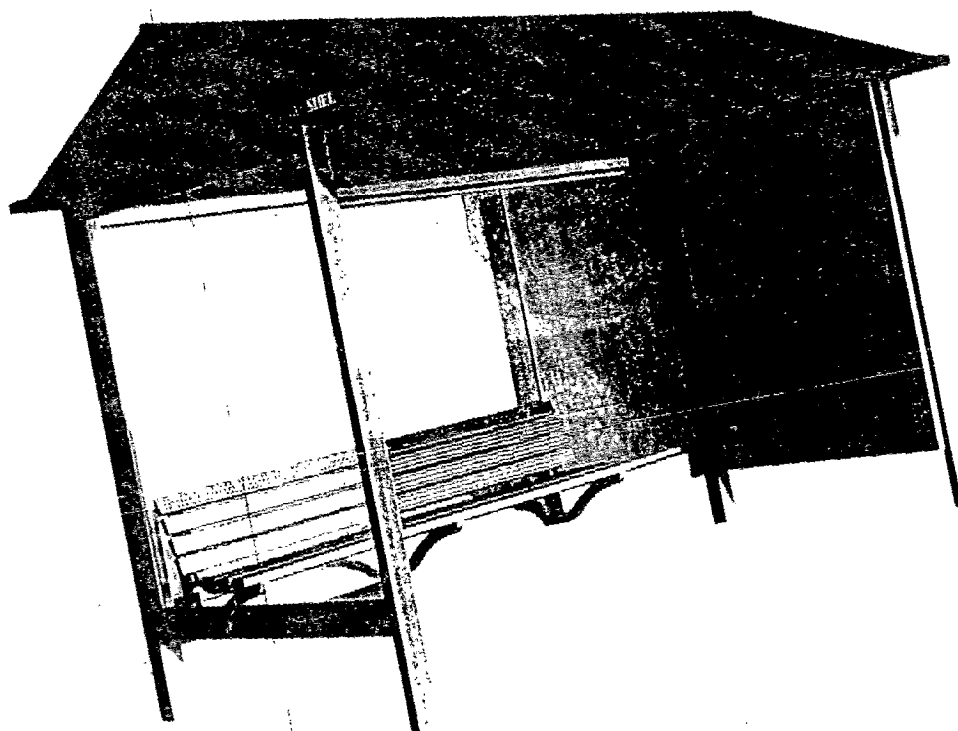


WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
CONSENT
NUMBER 3055DA

SCHEDULE 1 : METROLITE © MARK IV + FOOTINGS



Proposed Bus Shelter



SITE No. 20573

Site Plan

WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH

Construction
Certificate No 3055CC1

NEW SHELTER

NEW CONCRETE
SLAB

PROPERTY
LINE

EXISTING
FOOTPATH

Scale: 1:50

3600

2000

3810

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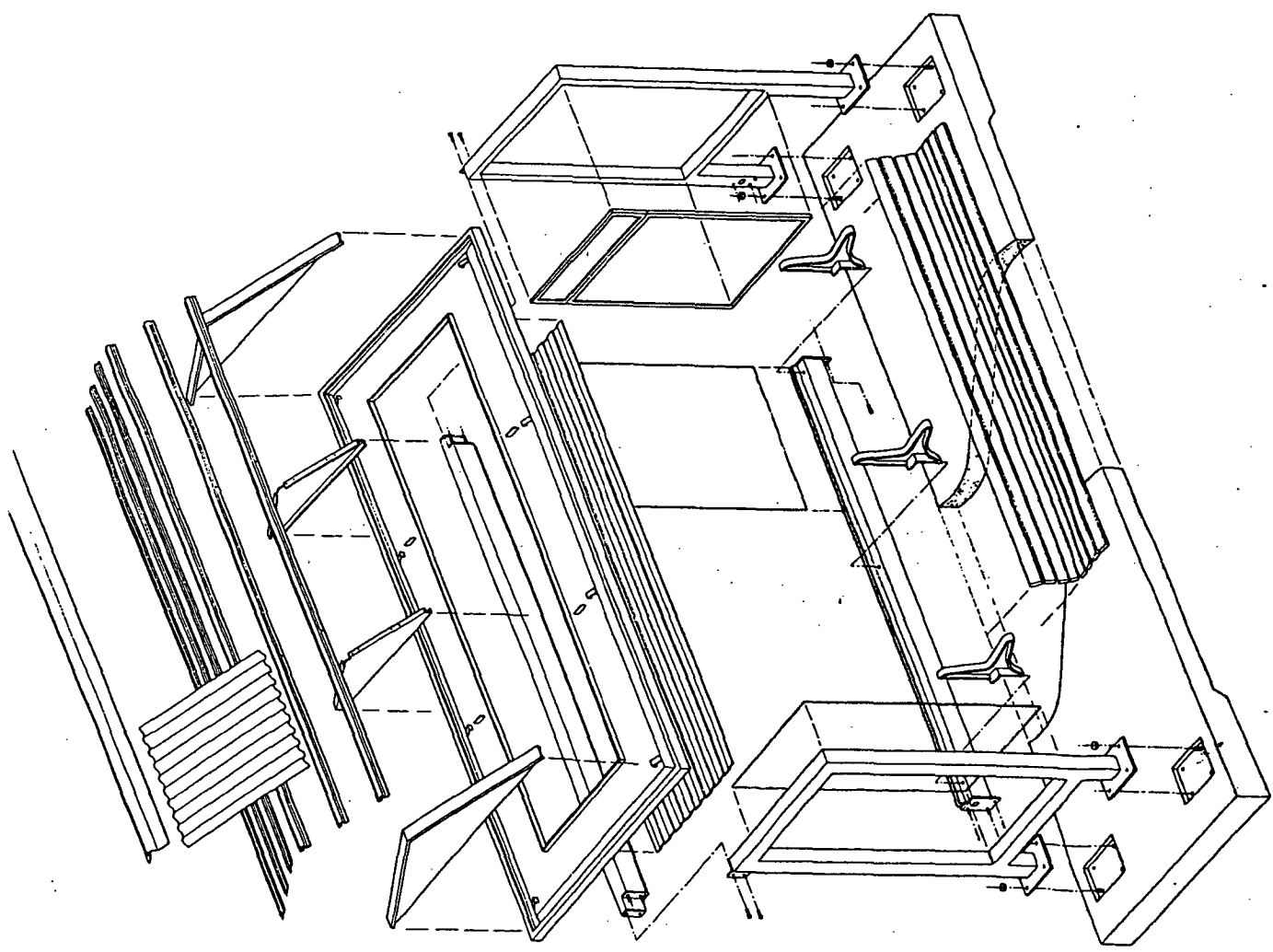


BUS
POLE

ALLAMBIE RD

45°

45°



WARRINGAH COUNCIL
THIS PLAN TO BE READ
IN CONJUNCTION WITH
Construction
Certificate No 3055CC1

SCHEDULE 1 : METROLITE® MARK IV + FOOTINGS