



Our Ref: 22-000158

1 August 2023

Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124
Attention: Michelle Niles – A/Director, Regional Assessments

RE: Response to Request for Additional Information for DA23/4918 -Use of Existing Illuminated Advertising Signs at Old Windsor Rd, Bella Vista

Dear Michelle,

This letter has been prepared by Egis Consulting (previously Calibre Professional Services) on behalf of Mulpha Norwest in response to request for further information dated 3 July 2023.

Compliance to Transport and Infrastructure SEPP

1. *Provide an assessment of compliance against the relevant requirements of the State Environmental Planning Policy (Transport and Infrastructure) 2021 such as s2.119 Development with frontage to classified road.*

Comment: Assessment under the SEPP (Transport and Infrastructure) 2021, Subdivision 2 – Development in or adjacent to road corridors and road reservations, Section 2.119 Development with frontage to classified road:

Control:	Comment/Compliance:
Objectives: <i>(a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and</i> <i>(b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.</i>	The proposed advertising signage does not compromise the operation and function of Old Windsor Road. A traffic signage safety assessment report has been prepared which concluded that the signage does not have an impact on the functioning of the road. Refer to the report prepared by Stantec, submitted with the DA under Appendix C. Therefore, the proposed development is consistent with the objectives of Clause 2.119 of the SEPP.
<i>(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—</i> <i>(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and</i> <i>(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—</i> <i>(i) the design of the vehicular access to the land, or</i> <i>(ii) the emission of smoke or dust from the development, or</i>	Complies. The proposed development does not impact on the vehicular access to Old Windsor Road or the safety, efficiency and ongoing operation of the road. The sign is located on a pedestrian bridge over Old Windsor Road, therefore, will not have any impacts on the vehicular or pedestrian access to Old Windsor Road.

(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and	
(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.	Complies. The proposed signage is not sensitive to traffic noise or vehicle emissions.

Compliance with the Transport Corridor Outdoor Advertising and Signage Guidelines (Guidelines)

2. *The Signage Safety Assessment, prepared by Stantec dated 12/09/2022, must be updated to include assessment of Section 2 of the Guidelines to ensure both signs meet design and locational requirements of the Guidelines.*

Comment:

2.3 Macro-scale planning principles		
1	Character of the area <ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	Complies. The proposed signage is compatible with the existing character area. The signage is located in a pedestrian bridge over a major road and not visible from any existing residential dwellings.
2	Special area <ul style="list-style-type: none"> 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? 	Complies. Given the size and location of the current signage, it is considered that it does not detract from the amenity of the local environment.
3	Views and vistas <ul style="list-style-type: none"> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers? 	Complies. The signage does not have any adverse impact on views, on skyline or vistas and other advertisements. The nearest advertisement on Old Windsor Road is approximately 2km north of the subject signage.
4	Streetscape, setting or landscape <ul style="list-style-type: none"> Is the scale, proportion, and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, 	Complies. The signage is satisfactory in terms of scale given the size and location and its integration into the pedestrian bridge. The signage adds an attractive element to the rectangular form of the bridge and the local setting. The signage will be prominent in the middle-ground and background settings but as they are integrated into

	<p>structures or tree canopies in the area or locality?</p> <ul style="list-style-type: none"> Does the proposal require ongoing vegetation management? 	<p>the design of the bridge, it does not create an element of unsightliness.</p> <p>Additionally, the signage does not protrude above buildings or trees and does not require any vegetation management.</p>
5	<p>Site and building</p> <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? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>Complies. The signage is integrated into the existing pedestrian bridge and scale is compatible with the surrounding built form in the Norwest Circa Precinct.</p> <p>There are no impacts on site features. The signage is integrated into the existing bridge design.</p>
6	<p>Associated devices and logos with advertisement and advertising structures</p> <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? 	<p>Complies. The signage is integrated into the pedestrian bridge which incorporated safety platforms for maintenance and logos.</p>
7	<p>Illumination</p> <ul style="list-style-type: none"> Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of accommodation? Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew? 	<p>Complies. Illumination will comply with standard requirements and conditions.</p> <p>Illumination complies with standard requirements and conditions. The illumination complies with standard requirements and conditions as detailed within the Lighting Impact Assessment submitted in Appendix A of the DA.</p> <p>Illumination can be conditioned as required. There is no current curfew for the signage as approved by the previous consent. This application is seeking that no curfew be applied given the location and setting of the signage.</p>
8	<p>Safety</p> <ul style="list-style-type: none"> Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists? Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>TfNSW have reviewed and approved this signage. A road safety assessment was commissioned to assess the subject illuminated advertisement signage. This signage was assessed against the current requirements for outdoor advertising as outlined in the Transport Corridor Outdoor Advertising and Signage Guidelines. TfNSW have provided</p>

		requirements for safety and maintenance of the signage, which can be conditioned in the consent. This report concluded that the proposal can be supported on road user safety grounds.
2.3.2 Sign placement in transport corridors in urban areas	As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads: <ul style="list-style-type: none"> 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. 	Complies. The proposed signage is located over a classified road, being Old Windsor Road, Bella Vista. The signage is located adjacent to a business/mixed use zone and is in character with the surrounding area.
2.4 Sign clutter controls	In assessing advertising proposals, the consent authority is to have regard to clutter: <ul style="list-style-type: none"> a. Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter. b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased. c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline. 	Complies. There is only one advertisement per side of the pedestrian bridge, therefore the subject signage does not contribute to visual clutter. Refer to the signage safety assessment report which provides further assessment of visual clutter and road safety. This report concluded that the advertising signage will have no impact on the existing road network or reduce the effectiveness of the road signs.
2.5.1 – Site Specific and structural criteria General Criteria	Advertising structures should meet the following site-specific criteria: <ul style="list-style-type: none"> a) The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure. 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. c) The advertising structure should be in keeping with important features of the site, building or bridge structure. d) The placement of the advertising structure should not require the removal of significant trees or other native vegetation. 	Complies. The signage is compatible with the existing pedestrian bridge in terms of scale and being in the characteristics of the surrounding environment. The placement of the signage does not require removal of significant trees or native vegetation. The signage is being retained in its current location with no physical works proposed. A landscape plan is not required as the signage is attached to a pedestrian bridge over a roadway. The signage illumination has been assessed and complies with the relevant requirements in Section 3.3.3.

	<p>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.</p> <ul style="list-style-type: none"> • The development of a landscape management plan may be required as a condition of consent. • Landscaping outlined within the plan should require minimal maintenance. <p>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.</p> <p>g) Illumination of advertisements must comply with the requirements in Section 3.3.3.</p> <p>h) Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.</p>	<p>The illumination does not have any impact on residential properties or nature reserves. Refer to the Lighting Assessment submitted with the DA in Appendix A.</p>
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Structural Integrity

3. *Provide confirmation from the project Structural Engineer that both signs are structurally sound to be used for another 15 years. Where required, this advice must also include recommendations for any necessary upgrades or modifications to ensure the structural viability of the signs or for compliance with relevant BCA requirements or/and Australian Standards.*

Comment: A condition assessment is required for Calibre to confirm the signs are structurally sound to be used for an additional 15 years. Access to the interior of sign structure is required to complete this task which will require access by suitability qualified personal. Calibre may also require on-going periodic inspections during the nominated 15 years subjected to the current condition of the signage structure.

4. *Provide confirmation from the project Structural Engineer that both signs meet wind loading requirements as specified in AS 1170.1 and AS1170.2.*

Comment: The signage structure complies with the AS/NZS 1107.1:2002 Structural Design Actions Part 1: Imposed and Other actions.

- Signage Dead Load (self-weight) (G) 39.24 kN
- Signage Live Load (Q) 16.0 kN

The signage structure complies with the AS/NZS 1107.2:2021 Structural Design Actions. Part 2: Wind Actions

- Importance level: 2
- Annual probability of Exceedance: 1/500
- Region: A2
- Terrain Category: (TC) 2.0
- Shielding Multiplier: (Ms) 1.0
- Topographic Multiplier: (Mt) 1.0

Fall Arrest System

5. *Clarify whether a fall arrest system is in place for the development. If a system is not in place, provide details of a fall arrest system that is intended to ensure the signs, and sign support structures to the bridge, will not detach and fall onto the road in case of impact by an over high vehicle.*



Comments: A fall arrest system is not currently in place for the signage. Calibre has prepared a sketch of a fall arrest system for the signs. The signs are to be supported by the fall arrest system fixed to the top bridge structure at 3 locations for each sign. Refer to attachment 1 for the sketch of the fall arrest detail.

The signage structure has not been designed for impact loading however the fall arrest system has been designed to support the signage structure in the event the primary signage supports (structural supports under the sign structure) are damaged due to an impact by an over height vehicle.

The existing signage supports are currently bolted to the signs and will also be supported the fall arrest system. The fall arrest system is reliant on the signage structural integrity remaining intact after the vehicle impact. Localised damage to the sign structure may lead to debris falling on to the roadway.

I trust that the above information satisfies the Departments' queries to allow the development application to proceed to determination. If you have any further questions, please do not hesitate to contact Jessica Head at (02) 8808 5000 or E: Jessica.Head@egis-group.com.

Yours sincerely,

Egis Consulting Pty Ltd

Attachments:

1. SK020623-1 Pedestrian Bridge Signage - Fall Arrest Detail