

SEPP 64 & Transport Corridor Advertising and Signage Guidelines Assessment

1 SEPP 64 Assessment

SEPP 64 Provision	Comment	Compliance
3. Aims, objectives etc.		
<p>(1) <i>This Policy aims:</i></p> <p>(a) <i>To ensure that signage (including advertising):</i></p> <p>(i) <i>is compatible with the desired amenity and visual character of an area, and</i></p> <p>(ii) <i>provides effective communication in suitable locations, and</i></p> <p>(iii) <i>is of high quality design and finish, and</i></p> <p>(b) <i>to regulate signage (but not content) under part 4 of the Act, and</i></p> <p>(c) <i>to provide time-limited consents for the display of certain advertisements, and</i></p> <p>(d) <i>to regulate the display of advertisements in transport corridors, and</i></p> <p>(e) <i>to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.</i></p> <p>(2) <i>This Policy does not regulate the content of signage and does not require consent for a change in the content of signage.</i></p>	<p>(a) The proposal is assessed to be compatible with the visual character and desired amenity of the locality as it is proposed install digital advertising signage. The sign will have a high design quality and is compatible with the land use character of the location.</p> <p>(b) The proposal will be assessed and regulated under Part 4 of the EP&A Act and will be appropriately managed by the Minister's conditions of consent.</p> <p>(c) Duration of consent for the proposal will be controlled by Clause 14 of SEPP 64 and will be consistent with the Minister's conditions of consent.</p> <p>(d) The proposal does not present any significant road safety issues and is not expected to compromise road safety in its vicinity. The proposal is also regulated against the Guidelines.</p> <p>(e) The proposal demonstrates public benefit by providing a revenue stream for the State Government and by providing important information to customers in special events and circumstances.</p>	✓
4. Definitions		
	<p>The proposal constitutes an advertisement to which Part 3 of the SEPP applies.</p> <p>Gore Hill Freeway (Secondary Road 2013) are classified roads under the <i>Roads Act 1993</i>.</p>	✓

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	The proposal constitutes an advertisement on a bridge on railway corridor land.	
8. Granting of consent to signage		
<p>A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:</p> <p>(a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and</p> <p>(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1.</p>	<p>An assessment against clause 3 (1) (a) is provided above.</p> <p>The SEE undertakes a detailed assessment demonstrating that the proposal is consistent with the objectives of the Policy and the Assessment Criteria specified in Schedule 1.</p>	✓
9. Advertisements to which this Part applies		
<p>(1) This Part applies to all signage to which this Policy applies, other than the following:</p> <p>(a) business identification signs,</p> <p>(b) building identification signs,</p> <p>(c) signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it,</p> <p>(d) signage on vehicles.</p> <p>(2) Despite subclause (1) (d), clause 27A applies to signage on a trailer (within the meaning of the Road Transport Act 2013).</p>	<p>The proposal constitutes an advertisement under the provisions of Part 3.</p>	✓
10. Prohibited advertisements		
<p>(1) Despite the provisions of any other environmental planning instrument, the display of an advertisement is prohibited on land that, under an environmental planning instrument, is within any of the following zones or descriptions:</p> <ul style="list-style-type: none"> • environmentally sensitive area • heritage area (excluding railway stations) • natural or other conservation area • open space • waterway • residential (but not including a mixed residential and business zone, or similar zones) • scenic protection area • national park • nature reserve <p>(2) This clause does not apply to the following:</p> <p>(a) the Mount Panorama Precinct,</p> <p>(b) the display of an advertisement at a public sporting facility situated on</p>	<p>The land upon which the sign is proposed to be erected is not described as being within any of the zones or descriptions identified and therefore it is not a prohibited advertisement.</p>	✓

SEPP 64 Provision	Comment	Compliance
land zoned public recreation under an environmental planning instrument, being an advertisement that provides information about the sponsors of the teams or organisations using the sporting facility or about the products of those sponsors.		
12. Consent authority		
<p>For the purposes of this Policy, the consent authority is:</p> <p>(a) the council of a local government area in the case of an advertisement displayed in the local government area (unless paragraph (c), (d) or (e) applies), or</p> <p>(b) TfNSW in the case of an advertisement displayed on a vessel, or</p> <p>(c) the Minister for Planning in the case of an advertisement displayed by or on behalf of RailCorp, NSW Trains, Sydney Trains, Sydney Metro or TfNSW on a railway corridor, or</p> <p>(d) the Minister for Planning in the case of an advertisement displayed by or on behalf of RMS on -</p> <p>(i) a road that is a freeway or tollway (under the Roads Act 1993) or associated road use land that is adjacent to such a road, or</p> <p>(ii) a bridge constructed by or on behalf of RMS on any road corridor, or</p> <p>(iii) land that is owned, occupied or managed by RMS, or</p> <p>(e) the Minister for Planning in the case of an advertisement displayed on transport corridor land comprising a road known as 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.</p>	<p>In accordance with clause 12(c), the Minister for Planning and Public Spaces is the consent authority for the proposal as it is on behalf of Sydney Trains on a railway corridor.</p>	✓
13. Matters for consideration		
<p>(1) A consent authority (other than in a case to which subclause (2) applies) must not grant consent to an application to display an advertisement to which this Policy applies unless the advertisement or the advertising structure, as the case requires:</p>	<p>The proposal satisfies the objectives detailed in Clause 3(1).</p> <p>The SEE concludes that the proposal is consistent with the assessment criteria detailed in Schedule 1 of SEPP 64 and in the SEPP 64 Guidelines.</p>	✓

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<p>(a) is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and</p> <p>(b) has been assessed by the consent authority in accordance with the assessment criteria in Schedule 1 and the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and</p> <p>(c) satisfies any other relevant requirements of this Policy.</p> <p>(2) If the Minister for Planning is the consent authority or clause 18 or 24 applies to the case, the consent authority must not grant consent to an application to display an advertisement to which this Policy applies unless the advertisement or the advertising structure, as the case requires:</p> <p>(a) is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and</p> <p>(b) has been assessed by the consent authority in accordance with the assessment criteria in Schedule 1 and in the Guidelines and the consent authority is satisfied that the proposal is acceptable in terms of</p> <p>(i) design, and</p> <p>(ii) road safety, and</p> <p>(iii) the public benefits to be provided in connection with the display of the advertisement, and</p> <p>(c) satisfies any other relevant requirements of this Policy.</p> <p>(3) In addition, if clause 18 or 24 applies to the case, the consent authority must not grant consent unless arrangements that are consistent with the Guidelines have been entered into for the provision of the public benefits to be provided in connection with the display of the advertisement.</p>	<p>The proposed design is considered to be acceptable noting that the sign is wholly located within the structure of the overpass and is therefore not overbearing and does not impact on any views.</p> <p>In addition, the visual screen area is 6% smaller when compared to the existing sign located to the north of the site which is proposed to be removed.</p> <p>The proposal is also supported by a TSA which concludes that the sign will not result in adverse traffic or road safety impacts (Appendix 3).</p> <p>As part of the application, the Applicant has committed to the provision of funding towards essential Sydney Trains services to the benefit of the local community.</p>	
14. Duration of consents		
<p>(1) A consent granted under this Part ceases to be in force:</p> <p>(a) on the expiration of 15 years after the date on which the consent becomes effective and operates in accordance with section 83 of the Act, or</p>	<p>It is acknowledged that any consent granted for the application would expire 15 years after the date on which the consent becomes effective.</p>	✓

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<p>(b) if a lesser period is specified by the consent authority, on the expiration of the lesser period.</p> <p>(2) The consent authority may specify a period of less than 15 years only if:</p> <p>(a) before the commencement of this Part, the consent authority had adopted a policy of granting consents in relation to applications to display advertisements for a lesser period and the duration of the consent specified by the consent authority is consistent with that policy, or</p> <p>(b) the area in which the advertisement is to be displayed is undergoing change in accordance with an environmental planning instrument that aims to change the nature and character of development and, in the opinion of the consent authority, the proposed advertisement would be inconsistent with that change, or</p> <p>(c) the specification of a lesser period is required by another provision of this Policy.</p>		
16. Transport corridor land		
<p>(1) Despite clause 10 (1) and the provisions of any other environmental planning instrument, the display of an advertisement on transport corridor land is permissible with development consent in the following cases permissible with development consent in the following cases:</p> <p>a. the display of an advertisement by or on behalf of RailCorp, NSW Trains, Sydney Trains, Sydney Metro or TfNSW on a railway corridor,</p> <p>b. the display of an advertisement by or on behalf of TfNSW on:</p> <p>(i) a road that is a freeway or tollway (under the Roads Act 1993) or associated road use land that is adjacent to such a road, or</p> <p>(ii) a bridge constructed by or on behalf of RMS on any road corridor, or</p> <p>(iii) land that is owned, occupied or managed by RMS and that is within 250 metres of a classified road,</p>	<p>(1) In accordance with sub-clause (1)(a), the proposal is permissible with development consent as the application is for the display of an advertisement on behalf of Sydney Trains on a rail corridor.</p> <p>(2) In accordance with sub-clause (2), the Minister may appoint a design review panel to provide advice concerning the design quality of the proposal.</p> <p>(3) In accordance with sub-clause (3), Council will be formally advised of the development application as part of DPIE's assessment.</p> <p>(4) In accordance with sub-clause (4), an assessment against the SEPP 64 Guidelines has been provided in the SEE.</p>	✓

SEPP 64 Provision	Comment	Compliance
<p>c. the display of an advertisement on transport corridor land comprising a road known as 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.</p> <p>(2) Before determining an application for consent to the display of an advertisement in such a case, the Minister for Planning may appoint a design review panel to provide advice to the Minister concerning the design quality of the proposed advertisement.</p> <p>(3) The Minister must not grant consent to the display of an advertisement in such a case unless:</p> <p>(a) the relevant local council has been notified of the development application in writing and any comments received by the Minister from the local council within 28 days have been considered by the Minister, and</p> <p>(b) the advice of any design review panel appointed by the Minister has been considered by the Minister, and</p> <p>(c) the Minister is satisfied that the advertisement is consistent with the Guidelines.</p> <p>(4) This clause does not apply to the display of an advertisement if the Minister determines that display of the advertisement is not compatible with surrounding land use, taking into consideration any relevant provisions of the Guidelines.</p>		
17. Advertisements with display area greater than 20 square metres or higher than 8 metres above ground		
<p>(1) This clause applies to an advertisement:</p> <p>(a) that has a display area greater than 20 square metres, or</p> <p>(b) that is higher than 8 metres above the ground.</p> <p>(2) The display of an advertisement to which this clause applies is advertised development for the purposes of the Act.</p> <p>(3) The consent authority must not grant consent to an application to display an advertisement to which this clause applies unless:</p>	<p>The proposal has an advertising display area of more than 20 square metres (46.99 square metres) but is not higher than 8m above the ground.</p> <p>An assessment of the likely impacts of the proposal and against the assessment criteria in Schedule 1 is provided within the SEE.</p>	<p>✓</p>

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<p>(a) the applicant has provided the consent authority with an impact statement that addresses the assessment criteria in Schedule 1 and the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and</p> <p>(b) the application has been advertised in accordance with section 79A of the Act, and</p> <p>(c) the consent authority gave a copy of the application to RMS at the same time as the application was advertised in accordance with section 79A of the Act if the application is an application for the display of an advertisement to which clause 18 applies.</p>		
18. Advertisements greater than 20 square metres and within 250 metres of, and visible from, a classified road		
<p>(1) This clause applies to the display of an advertisement to which clause 17 applies, that is within 250 metres of a classified road any part of which is visible from the classified road.</p> <p>(2) The consent authority must not grant development consent to the display of an advertisement to which this clause applies without the concurrence of TfNSW.</p> <p>(3) In deciding whether or not concurrence should be granted, TfNSW must take into consideration:</p> <p>(a) the impact of the display of the advertisement on traffic safety, and</p> <p>(b) the Guidelines.</p> <p>(c) (Repealed)</p> <p>(4) If TfNSW has not informed the consent authority within 21 days after the copy of the application is given to it under clause 17 (3) (c) (ii) that it has granted, or has declined to grant, its concurrence, TfNSW is taken to have granted its concurrence.</p> <p>(5) Nothing in this clause affects clause 16.</p> <p>(6) This clause does not apply when the Minister for Planning is the consent authority.</p>	<p>The proposal has an advertising display greater than 20 square metres and is within 250 metres, of and is visible from, a classified road.</p> <p>However, sub-clause (6) states that this clause does not apply when the Minister for Planning is the consent authority.</p> <p>The Minister is the consent authority for the application in accordance with clause 12(d)(ii) and, therefore, clause 18 of SEPP 64 does not apply.</p>	N/A
19. Advertising display area greater than 45 square metres		
The consent authority must not grant consent to the display of an advertisement with an advertising display area greater than 45 square metres unless—	As the proposal has an advertising display area of 46.99 square metres, the provisions of Clause 19 apply. This document demonstrates that the proposal is consistent with	N/A

SEPP 64 Provision	Comment	Compliance
(a) a development control plan is in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct, or (b) in the case of the display of an advertisement on transport corridor land, the consent authority is satisfied that the advertisement is consistent with the Guidelines.	the Guidelines as required by Clause 19.	
20. Location of certain names and logos		
(1) <i>The name or logo of the person who owns or leases an advertisement or advertising structure may appear only within the advertising display area.</i> (2) <i>If the advertising display area has no border or surrounds, any such name or logo is to be located:</i> (a) <i>within the advertisement, or</i> (b) <i>within a strip below the advertisement that extends for the full width of the advertisement.</i> (3) <i>The area of any such name or logo must not be greater than 0.25 square metres.</i> (4) <i>The area of any such strip is to be included in calculating the size of the advertising display area.</i>	A compliant operator logo will also be located at the bottom of the screen and within the skirting of the sign.	✓
22. Wall advertisements		
(1) <i>Only one wall advertisement may be displayed per building elevation.</i> (2) <i>The consent authority may grant consent to a wall advertisement only if—</i> (a) <i>the consent authority is satisfied that the advertisement is integrated with the design of the building on which it is to be displayed, and</i> (b) <i>for a building having—</i> (i) <i>an above ground elevation of 200 square metres or more—the advertisement does not exceed 10% of the above ground elevation, and</i> (ii) <i>an above ground elevation of more than 100 square metres but less than 200 square metres—the advertisement does not exceed 20 square metres, and</i> (iii) <i>an above ground elevation of 100 square metres or less—the advertisement does not exceed 20% of the above ground elevation, and</i> (c) <i>the advertisement does not protrude more than 300 millimetres from the</i>	The proposal is not a wall advertisement.	N/A

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<p>wall, unless occupational health and safety standards require a greater protrusion, and</p> <p>(d) the advertisement does not protrude above the parapet or eaves, and</p> <p>(e) the advertisement does not extend over a window or other opening, and</p> <p>(f) the advertisement does not obscure significant architectural elements of the building, and</p> <p>(g) a building identification sign or business identification sign is not displayed on the building elevation.</p> <p>(2A) In the case of the display of a wall advertisement on transport corridor land, subclause (2) does not apply and the consent authority may grant consent only if satisfied that the advertisement is consistent with the Guidelines.</p> <p>(3) In this clause, building elevation means an elevation of a building as commonly shown on building plans.</p>		
23. Freestanding advertisement		
<p>(1) The consent authority may grant consent to the display of a freestanding advertisement only if the advertising structure on which the advertisement is displayed does not protrude above the dominant skyline, including any buildings, structures or tree canopies, when viewed from ground level within a visual catchment of 1 kilometre.</p> <p>(2) This clause does not prevent the consent authority, in the case of a freestanding advertisement on land within a rural or non-urban zone, from granting consent to the display of the advertisement under clause 15.</p>	The proposal is not a freestanding advertisement.	N/A
24. Advertisements on bridges		
<p>(1) A person may, with the consent of the consent authority, display an advertisement on a bridge.</p> <p>(2) The consent authority may grant consent only if the consent authority is satisfied that the advertisement is consistent with the Guidelines.</p> <p>(3) (Repealed)</p>	An assessment against the relevant criteria in the SEPP 64 Guidelines is provided in the SEE and this Appendix.	✓

2 Transport Corridor Advertising and Signage Guidelines Assessment

2.1 Land Use Compatibility Criteria – Transport Corridor Advertising

Land Use Compatibility Criteria	Response	Compliance
i. <i>The use of outdoor advertising in a given locality should not be inconsistent with the land use objectives for the area outlined in the relevant LEP.</i>	<p>The proposal is located on land zoned SP2 Infrastructure under the WLEP 2012. The proposal is consistent with the SP2 zone objectives in the WLEP 2012 as it is compatible with and will not detract from the major road corridor.</p> <p>The proposal is consistent with the SP2 zone objectives in the WLEP 2012 as it is compatible with the provision of infrastructure. This is further addressed in Section 4.4 of the SEE.</p>	✓
ii. <i>Advertisements must not be placed on land where the signage is visible from the following areas, if it is likely to significantly impact on the amenity of those areas:</i> <ul style="list-style-type: none"> • environmentally sensitive area • heritage area (excluding railway stations) • natural or other conservation area • open space (excluding sponsorship advertising at sporting facilities in public recreation zones) • waterway • residential area (but not including a mixed residential and business zone, or similar zones) • scenic protection area • national park or nature reserve. 	<p>The proposal is not located in an environmentally sensitive area and it is unlikely the sign will have tangible impacts to any nearby areas. Due to the existing mature vegetation located on either side of the Freeway, the sign will not result in any additional impacts to surrounding areas.</p> <p>The proposed sign will not create significant impacts on the amenity of residential areas to the north because of the dense mature vegetation along the roadside corridor which will limit broader visual exposure and visual impacts.</p> <p>The proposal is unlikely to comprise any additional adverse visual impact to what is currently occurring on site from Gore Hill Freeway.</p>	✓
iii. <i>Advertising structures should not be located so as to dominate or protrude significantly above the skyline or to obscure or compromise significant scenic views or views that add to the character of the area.</i>	The sign will be mounted to the Gore Hill Freeway overpass and will remain below the tree canopies which screen the Freeway and will not comprise any significant scenic views.	✓
iv. <i>Advertising structures should not be located so as to diminish the heritage values of items or areas of local, regional or state heritage significance.</i>	The proposal will not impact on any items of heritage significance given there are no surrounding heritage items.	✓
v. <i>Where possible, advertising structures should be placed within the context of other built structures in preference to non-</i>	The proposal is considered to be consistent with the context of the existing setting, being an established road	✓

Land Use Compatibility Criteria	Response	Compliance
<i>built areas. Where possible, signage should be used to enhance the visual landscape. For example, signs may be positioned adjacent to, or screening, unsightly aspects of a landscape, industrial sites or infrastructure such as railway lines or power lines.</i>	corridor, and will provide visual interest to motorists along Gore Hill Freeway.	

Table 1: Land Use Compatibility Criteria – SEPP 64 Guidelines

2.2 Digital Sign Criteria

Design Sign Criteria	Comment	Compliance
a. <i>Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (d) below</i>	Static digital advertisements will appear on the screen for a minimum 25 second dwell time before changing to a new static digital image.	✓
b. <i>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.</i>	The signage content will be managed in order to comply with the requirements for message sequencing.	✓
c. <i>The image must not be capable of being mistaken:</i> i. <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.</i> ii. <i>As text providing driving instructions to drivers.</i>	The signage content will be managed in order to ensure images are not capable of being mistaken for a traffic control device or as text providing driving instructions to drivers.	✓
d. <i>Dwell times for image display must not be less than:</i> i. <i>10 seconds for areas where the speed limit is below 80km/h</i> ii. <i>25 seconds for areas where the speed limit is 80km/h and over</i>	A compliant dwell time of 25 seconds is proposed.	✓
e. <i>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.</i>	The transition time between messages will be no longer than 0.1 seconds and the default image in the event of image failure will be a black screen.	✓
f. <i>Luminance levels must comply with the requirements in Section 3 below.</i>	The Luminance criteria is addressed within the SEE and the LIA (Appendix 4).	✓

Design Sign Criteria	Comment	Compliance
g. <i>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.</i>	The signage content will be managed in order to ensure drivers are not unreasonably distracted.	✓
h. <i>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).</i>	The signage content will be managed in order to ensure text and information is kept to a minimum.	✓
i. <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.</i>	The proposal is not within 250m of a school zone, nor can it be sighted from any school zones.	✓
j. <i>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.</i>	This SEE provides a comprehensive assessment of the proposal and considers impacts of the digital advertising sign from the southbound direction of Gore Hill Freeway.	✓
k. <i>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.</i>	This requirement is noted.	✓
l. <i>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.</i>	There are no views to any other signs within 150m of the proposed sign.	✓
m. <i>Signs greater than or equal to 20sqm must obtain RMS concurrence and must ensure the following minimum vertical clearances;</i> <i>i. 2.5m from lowest point of the sign above the road surface if located outside the clear zone</i>	Noted. Concurrence from RMS will be sought. The sign ensures minimum clearance heights are met and is wholly contained within the structure of the overpass.	✓

Design Sign Criteria	Comment	Compliance
<p>ii. 5.5m from lowest point of the sign above the road surface if located within the clear zone (including shoulders and traffic lanes) or the deflection zone of a safety barrier if a safety barrier is installed.</p> <p>If attached to road infrastructure (such as an overpass), the sign must be located so that no portion of the advertising sign is lower than the minimum vertical clearance under the overpass or supporting structure at the corresponding location.</p>		
<p>n. An electronic log of a sign's operational activity must be maintained by the operator for the duration of the development consent and be available to the consent authority and/or RMS to allow a review of the sign's activity in case of a complaint.</p>	Noted. This can be made a condition of consent.	✓
<p>o. A road safety check which focuses on the effects of the placement and operation of all signs over 20sqm must be carried out in accordance with Part 3 of the RMS Guidelines for Road Safety Audit Practices after a 12 month period of operation but within 18 months of the signs installation. The road safety check must be carried out by an independent RMS-accredited road safety auditor who did not contribute to the original application documentation. A copy of the report is to be provided to RMS and any safety concerns identified by the auditor relating to the operation or installation of the sign must be rectified by the applicant. In cases where the applicant is the RMS, the report is to be provided to the Department of Planning and Environment as well.</p>	Noted. This can be made a condition of consent.	✓

Table 2: Digital Sign Criteria – SEPP 64 Guidelines

2.3 Bridge Signage Criteria

Bridge Signage Criteria	Response	Compliance
<p>a. <i>The architecture of the bridge must not be diminished.</i></p> <p><i>Note: Consideration should be given to whether the advertising structure is compatible with the form and scale of the bridge, and sympathetic to the bridge style and design. Consideration should be given to whether the advertisement significantly detracts from the principle structural qualities of the bridge or any important decorative inclusions. It is preferable that the sign be directly integrated into the structural design of the bridge. The sign should not compromise the architectural and visual quality of the bridge structure.</i></p>	<p>The proposal is considered to improve the architectural qualities of the Gore Hill Freeway Overpass.</p> <p>The sign is considered to be compatible with the form and scale of the overpass structure and would not detract from its structural qualities.</p>	✓
<p>b. <i>The advertisement must not extend laterally outside the structural boundaries of the bridge.</i></p> <p><i>Note: The structural boundaries of the bridge include the solid part of the structure, road deck, handrail and safety guard fencing, but do not include additional devices attached to the structure such as lighting and power poles.</i></p>	<p>The proposed sign has a reduced visual screen area (6% smaller) from the existing static advertising sign adjacent to the Freeway to ensure the sign is within the structural boundaries of the bridge.</p>	✓
<p>c. <i>The advertisement must not extend below the soffit of the superstructure of the bridge to which it is attached, unless the vertical clearance to the base of the advertisement from the roadway is at least 5.8m.</i></p>	<p>The sign will not extend below the soffit of the Gore Hill Freeway overpass.</p>	✓
<p>d. <i>On a road or pedestrian bridge, the advertisement must:</i></p> <ul style="list-style-type: none"> i. <i>not protrude above the top of the structural boundaries of the bridge</i> ii. <i>not block significant views for pedestrians or other bridge users (e.g. cyclists)</i> iii. <i>not create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other bridge users.</i> 	<p>This SEE confirms that the positioning of the sign on the Gore Hill Freeway overpass:</p> <ul style="list-style-type: none"> • will not protrude above the top of the structural boundaries of the bridge • will not block significant views for pedestrians or other bridge users including cyclists being a railway bridge • will not be longer than half the length of the Gore Hill Freeway overpass • is not longer than 14m 	✓

Bridge Signage Criteria	Response	Compliance
<p><i>Note: Signs that extend above bridge handrail height (approximately 1m above the walking surface level) have the potential to block views, create a tunnel effect or impede passive surveillance by blocking clear sightlines to and from the bridge. These viewing and safety impacts may be avoided by:</i></p> <ul style="list-style-type: none"> ensuring that signs are below handrail height for signs more than 1m above the walking surface level, ensuring that signs are: <ul style="list-style-type: none"> not longer than half the length of the bridge not longer than 14m (which ever length is shorter) only having a sign on one side of the bridge. 	<ul style="list-style-type: none"> will not create a tunnel effect, impede passive surveillance or generate any safety impacts for drivers, pedestrians and cyclists. there is only 1 x sign proposed on the western elevation of the overpass 	
<p>e. Paragraphs (a) to (d) above do not apply to the continuation of the display of any existing advertising on bridges approved prior to the gazettal of State Environmental Planning Policy No 64 (Advertising and Signage) (Amendment No 2) in 2007 for only one additional period under SEPP 64 Clause 14 if there is no increase in the advertising display area of the signage.</p>	Noted.	✓
<p>f. A DCP to display an advertisement on a bridge must be accompanied by a statement demonstrating how the advertisement will contribute to a public benefit. Section 4 outlines the public benefit test requirements.</p>	This application does not require the preparation of a site-specific DCP. Notwithstanding, the public benefit test set out in Section 4 of the SEPP 64 Guidelines is addressed within the SEE.	✓
<p>g. Any advertising sign proposed for development on a bridge over a classified road requires that construction drawings be submitted for review and approval by RMS bridge engineers prior to construction to ensure all road safety requirements are met.</p>	Construction drawings for the sign will be submitted for review and approval by TfNSW bridge engineers, prior to the commencement of construction. The Applicant is satisfied for this requirement to be included as a condition of consent.	✓
<p>h. Any advertising sign proposed for development on a bridge over a road requires provision of a fall arrest system (sign and sign support structure to bridge) to ensure the</p>	A fall arrest system will be implemented as part of the design and will ensure the sign will not detach in the event of impact by an over height vehicle. The Applicant is satisfied for	✓

Bridge Signage Criteria	Response	Compliance
<i>sign will not detach in case of impact by an over high vehicle.</i>	this requirement to be included as a condition of consent.	

Table 3: Bridge Signage Criteria – SEPP 64 Guidelines