

# Advertising Signage – Canterbury Road, Canterbury

Part 4 Development Application (DA 24/12733)

December 2024





# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Advertising Signage – Canterbury Road, Canterbury (DA 24/12733)  
Assessment Report

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Cover photo: View of the southwest bound facing sign (Statement of Environmental Effects, [2024](#))

# Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of the development application to extend the use of existing static signage on a pedestrian overbridge at the Canterbury Road and Church Street intersection, Canterbury. The development site is located in the City of Canterbury-Bankstown local government area (LGA).

The application has been lodged by Transport for NSW (the Applicant) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The report includes:

- the permissibility of the proposal and who the consent authority is
- an assessment of the proposal against government policy and statutory requirements, including mandatory considerations
- a demonstration of how matters raised by stakeholders have been considered
- an explanation of any changes made to the proposal during the assessment process
- an assessment of the likely environmental, social, and economic impacts of the proposal
- an evaluation which weighs up the likely impacts and benefits of the proposal, having regard to the proposed mitigations, offsets, community views and expert advice; and provides a view on whether the impacts are on balance, acceptable, and
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether development consent for the proposal should be granted and any conditions that should be imposed.

The Department considers the proposal is in the public interest and concludes that it should be approved subject to conditions.

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# 1. Introduction

## 1.1 The proposal

Transport for NSW (TfNSW) (the Applicant) has sought approval to continue the use of two existing static advertising signs on a pedestrian overbridge at the Canterbury Road and Church Street intersection, Canterbury for another 15 years. The development site is located in the City of Canterbury-Bankstown local government area (LGA). No construction is proposed.

An overview of the proposed development is provided in **Section 2**.

## 1.2 Proposal location

The signs are located on either side of the Canterbury Road pedestrian overbridge at the intersection of Canterbury Road and Church Street, Canterbury (Figure 1, Figure 2 and Figure 3). The pedestrian overbridge spans Canterbury Road in a general northwest-southeast alignment, allowing pedestrians to safely cross Canterbury Road and access the Canterbury Public School from the residential areas on the northwestern side of the road. The signs are oriented towards eastbound and westbound traffic on Canterbury Road.



**Figure 1** | Site context (Source: SEE, 2024)





**Figure 2** | Existing sign as seen from Canterbury Road looking southwest (Source: SEE, 2024)



**Figure 3** | Existing sign as seen from Canterbury Road looking northeast (Source: SEE, 2024)

### 1.3 Proposal background

On 24 July 2009, development consent was granted, under the delegated authority of the former Minister for Planning, for the installation of two illuminated advertising panels on the pedestrian overbridge at the Canterbury Road and Church Street intersection, Canterbury (DA/068/05/2009).

The existing development consent lapsed on 24 July 2024. As such, a new development application has been lodged seeking to continue use of the existing advertising structure for a period of 15 years. Each of the signage structures comprise a backlit sign box with an advertising display area of 40.5 m<sup>2</sup> fixed to the pedestrian overbridge.

### 1.4 Surrounding context

The surrounding area comprises a mixed-use character, consisting of:

- Canterbury Public School to the immediate north of the site
- Canterbury Girls High School as well as low-density residential development further north of the site
- low-density residential development to the south and to the west along Unwin Street
- vacant commercial premises and a mix of low and medium density residential development to the immediate east of the site along Canterbury Road, and
- a mix of low-density residential development and commercial/retail development to the south-west of the site along Canterbury Road.

Canterbury Road at this location has a 60 km/h speed restriction in both directions.

On road cycling is permitted, however no formal cycling infrastructure or line marking is provided.



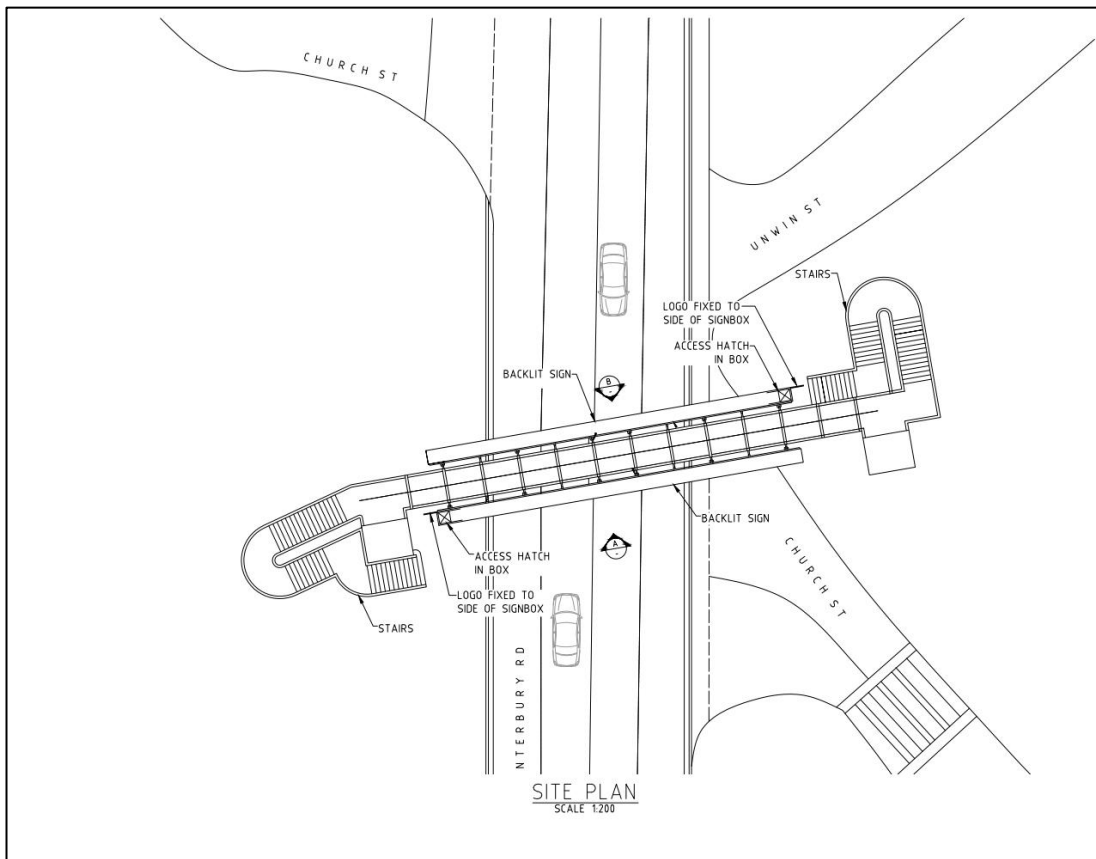
## 2 Proposed development

### 2.1 Proposal overview

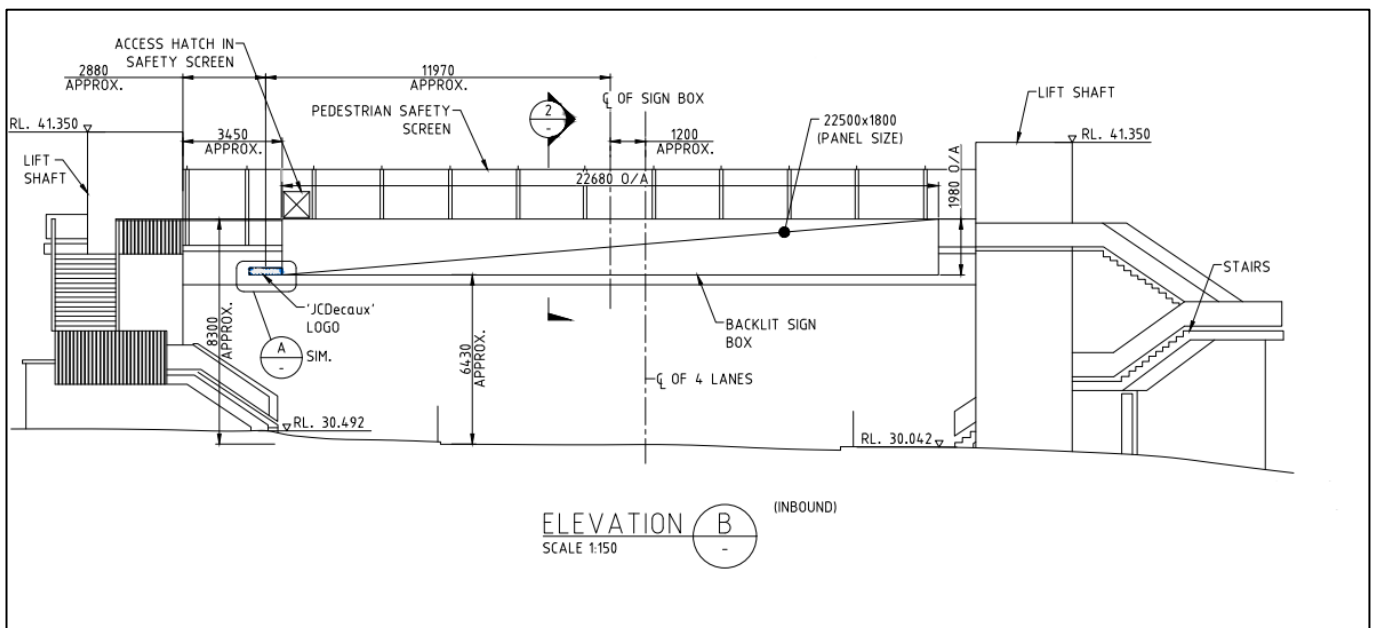
The key aspects of the proposal are provided in detail in the Statement of Environmental Effects (SEE) and outlined in Table 1. The existing static signs for which approval of continued use is sought are shown in Figure 2 and Figure 3. The site plan is shown in Figure 4Error! Reference source not found.. Site elevations are shown in Figure 5 and Figure 6. A cross section of the advertising signage structure is shown in Figure 7.

**Table 1 |** Key aspects of the proposal

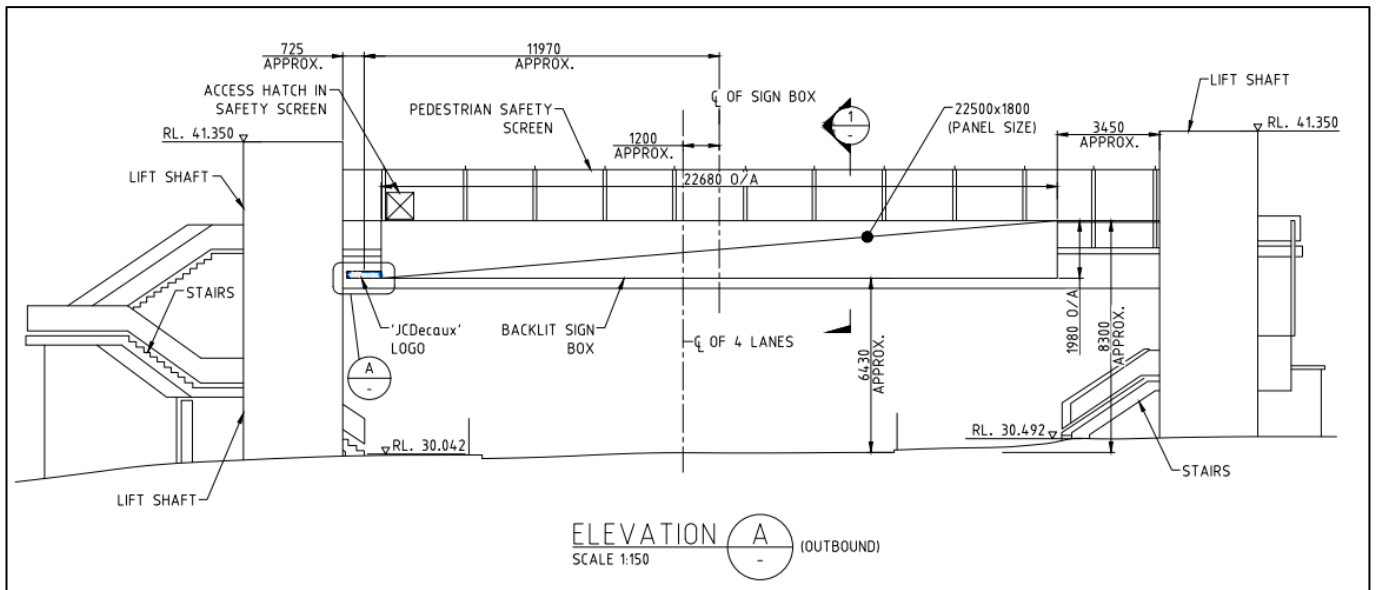
Aspect	Description
<b>Summary</b>	No physical work is proposed. The proposal seeks approval for the continued operation of the two existing illuminated static advertising signs for another 15-year period.
<b>Advertising display area</b>	40.5 m <sup>2</sup> (22.5 m x 1.8 m) + 0.61m <sup>2</sup> logo – per sign
<b>Signage location</b>	The signs are located on the northeastern and southwestern elevation of the Canterbury Road pedestrian overbridge, Canterbury, oriented towards traffic.
<b>Road clearance from ground level to the sign</b>	<p>The pedestrian overbridge has an approximate clearance of 6.43 m to ground level (Canterbury Road).</p> <p>The clearance of the overbridge to the road is lower than the signage structures and not higher than 8 metres above the ground.</p>
<b>Timing and sequencing</b>	<p>Static (non-digital).</p> <p>Advertising material will be changed approximately once a month, during daylight hours and generally within the afternoon period.</p>
<b>Type of signage</b>	<p>Each sign is a static display.</p> <p>Each of the signage structures comprise a backlit sign box with an overall advertising display area of 40.5 m<sup>2</sup>. No physical changes to the structures are proposed.</p>
<b>Consent period</b>	15 years.



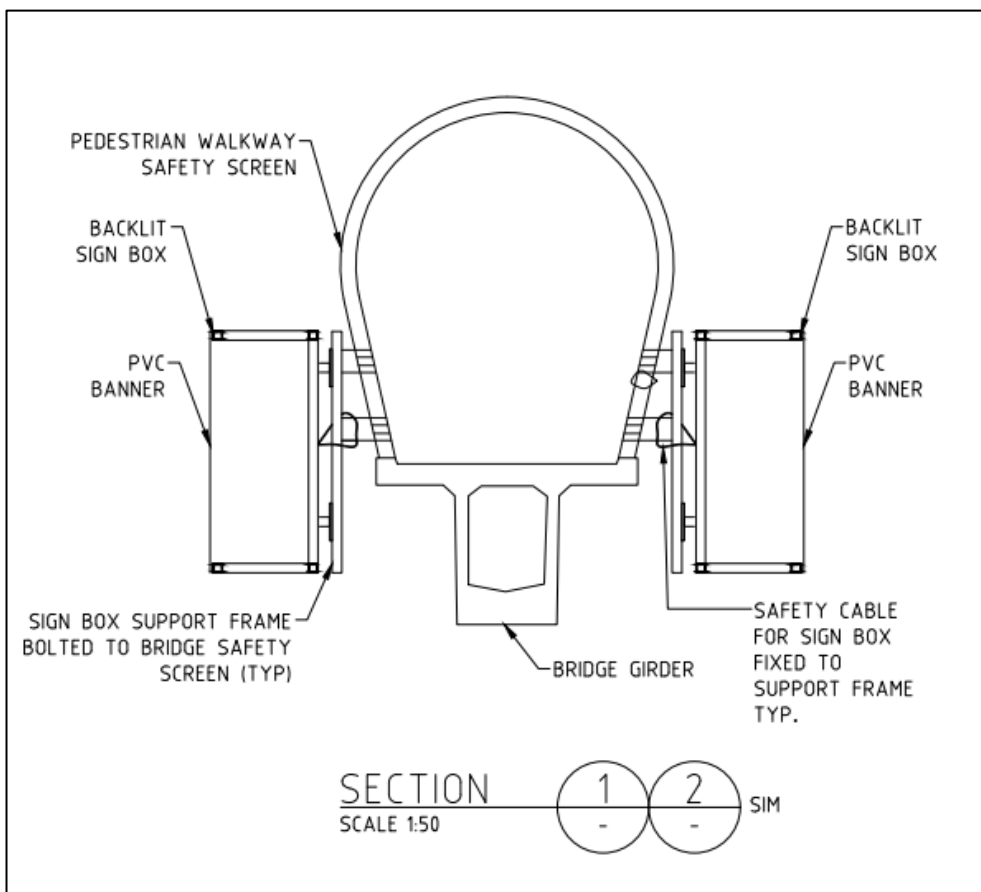
**Figure 4 | Site plan (Source: Revised architectural plans 01/11/24)**



**Figure 5 | Sign elevation – northeast (Source: Revised architectural plans 01/11/24)**



**Figure 6** | Sign elevation – southwest (Source: Revised architectural plans 01/1124)



**Figure 7** | Cross section of the structures (Source: Revised architectural plans 01/11/24)

## 3 Statutory context

### 3.1 Permissibility and assessment pathway

Details of the legal pathway under which consent is sought and the permissibility of the proposal are provided in Table 2.

**Table 2** | Permissibility and assessment pathway

Consideration	Description
<b>Permissibility</b>	<p>This proposal is permissible with consent</p> <p>The signage is permissible with consent under section 3.14(1)(b)(ii) of <i>State Environmental Planning Policy (Industry and Employment) 2021</i> (the Industry and Employment SEPP) as the advertisement is on a bridge constructed by or on behalf of TfNSW, on a road corridor.</p> <p>The site is zoned SP2 Infrastructure (for the purpose of roads) under the <i>Canterbury-Bankstown Local Environmental Plan 2023</i> (Canterbury-Bankstown LEP). Signage is permissible with consent in the SP2 zone.</p>
<b>Consent authority</b>	<p><b>Minister for Planning and Public Spaces (the Minister)</b></p> <p>The Minister for Planning and Public Spaces (the Minister) is the consent authority for an advertisement displayed on a bridge constructed by or on behalf of TfNSW on any road corridor (section 3.10(d)(ii) of the Industry and Employment SEPP).</p>
<b>Assessment pathway</b>	<p><b>Development assessment and consent</b></p> <p>Section 3.1(1)(b) of the Industry and Employment SEPP regulates signage (but not content) under Part 4 of the <i>Environmental Planning and Assessment Act 1979</i> (the EP&amp;A Act).</p> <p>The application is a Crown DA under Division 4.6, section 4.32(2)(a) of the EP&amp;A Act because it is an application made by the Crown. Section 294(a) of the <i>Environmental Planning and Assessment Regulation 2021</i> (EP&amp;A Regulation) prescribes public authorities (other than a council) as the Crown for the purposes of section 4.32(2)(a) of the EP&amp;A Act. The Applicant (TfNSW) is a public authority.</p> <p>The application will therefore be assessed under Part 4 of the EP&amp;A Act.</p>



Consideration	Description
<b>Decision-maker</b>	<p>Director, Transport and Water Assessments</p> <p>In accordance with the Minister’s delegation dated 9 March 2022, the Director, Transport and Water Assessments may determine the application if:</p> <ul style="list-style-type: none"> <li>• the application has not been made by a person who has disclosed a reportable political donation;</li> <li>• there are less than 15 public submissions in the nature of objection; and</li> <li>• the council has not made a submission by way of objection.</li> </ul> <p>The proposal meets the terms of this delegation. As such, the Director, Transport and Water Assessments, is the delegated authority to determine the development application.</p>

## 3.2 Mandatory matters for consideration

### 3.2.1 Matters of consideration required by the EP&A Act

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application. The Department’s consideration of these matters is provided in Table 3.

**Table 3 | Matters for Consideration**

Matter for consideration	Department’s assessment
<b>Environmental planning instruments, proposed instruments, development control plans &amp; planning agreements</b>	<p>The relevant EPIs and development control plans are:</p> <ul style="list-style-type: none"> <li>• Industry and Employment SEPP</li> <li>• <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP)</li> <li>• <i>Transport Corridor Outdoor Advertising and Signage Guidelines</i> (Department of Planning and Environment, 2017) (2017 Guidelines)</li> <li>• Canterbury-Bankstown LEP</li> <li>• <i>Canterbury-Bankstown Development Control Plan 2023</i> (Canterbury-Bankstown DCP).</li> </ul>

Matter for consideration	Department's assessment
	Detailed consideration of the provisions of the EPIs is provided in Appendix D. The Department is satisfied that the development generally complies with the relevant provisions of the EPIs and DCP.
<b>EP&amp;A Regulation</b>	Subject to any other references to compliance with the EP&A Regulation cited in this Assessment Report, the requirements for fees (Part 13) and consultation with relevant authorities via the NSW Planning Portal (Part 15, Division 4) have been complied with.
<b>Likely impacts</b>	Section 5 – Assessment
<b>Suitability of the site</b>	Section 1.3 - Proposal background, Section 3 - Statutory Context and Section 5 - Assessment
<b>Public submissions</b>	Section 4 - Engagement
<b>Public interest</b>	Section 4 - Engagement Section 5 – Assessment, and Section 6 - Evaluation

### 3.2.2 Objects of the EP&A Act and ecologically sustainable development

In determining the application, the consent authority must consider whether the proposal is consistent with the relevant objects of the EP&A Act. These are set out in section 1.3 of the EP&A Act and include the principles of ecologically sustainable development (ESD). Consideration of the objects and ESD is provided in Appendix D.

As a result of the analyses in Appendix D, the Department is satisfied that the development is consistent with the objects of the EP&A Act and the principles of ESD.

### 3.2.3 Biodiversity development assessment report

Section 7.7 of the *Biodiversity Conservation Act 2016* requires a Part 4 development application to be accompanied by a Biodiversity Development Assessment Report (BDAR) if it is likely to significantly affect threatened species.

The proposed development is an existing signage structure attached to a pedestrian overbridge. No vegetation would be cleared, and no construction works are required.

The Applicant has undertaken a test to determine whether the proposed development is likely to significantly affect threatened species or ecological communities, or their habitats. The test has

been undertaken in accordance with section 7.3 of the *Biodiversity Conservation Act 2016*. The test determined that the proposed development would not have a significant impact on threatened species. Therefore, a BDAR was not required to be submitted with the development application.

## 4 Engagement

### 4.1 Exhibition of the development application

#### 4.1.1 Public exhibition of the development application

After accepting the development application and SEE, the Department:

- publicly exhibited the proposal, including the SEE, from 7 November 2024 until 20 November 2024 on the NSW Planning Portal
- notified occupiers and landowners in the vicinity of the site about the public exhibition, and
- notified and invited comment from TfNSW and City of Canterbury-Bankstown.

The Department received no public submissions on the proposal during the public exhibition period.

#### 4.1.2 Summary of advice received from government agencies

The Department received advice from TfNSW. The advice did not object to the proposed development and provided recommended conditions of consent regarding:

- the types of images to be displayed on the signage
- a requirement for compliance with the *Transport Corridor Outdoor Advertising and Signage Guidelines 2017*, and
- a requirement for obtaining a Road Occupancy Licence from the Transport Management Centre for any works that may impact on traffic flows on the subject section of Canterbury Road.

#### 4.1.3 Summary of advice received from council

The Department received no advice from City of Canterbury-Bankstown.

### 4.2 Response to submissions

As there were no public submissions and Canterbury-Bankstown Council did provide a submission, the Applicant was not requested to prepare a response to submissions.



### 4.3 Request for further information

On 14 October 2024, the Department requested the Applicant provide:

- updated assessments for lighting, signage safety and structural feasibility referencing and assessing each against the relevant current Australian Standards
- an updated Statement of Environmental Effects addressing:
  - how the application is consistent with the relevant matters of the EP&A Regulation
  - if any safety devices, platforms or lighting devices have been designed as an integral part of the signage or structure on which it is to be displayed
  - the requirements of the Canterbury-Bankstown DCP
  - a test of significance to determine whether the development is likely to significantly affect threatened species or ecological communities, or their habitats, and
  - further details surrounding the extent of the visual impacts of the signage, including evaluation in accordance with TfNSW's landscape character and visual impact rating matrix
- updated architectural plans showing the advertising signs logo size and location.

A link to the Department's request for information and the Applicant's response can be found at **Appendix C**.

## 5 Assessment

The Department has reviewed the Applicant's SEE, supporting information and response to the request for information and considered the potential impacts of the proposed signage. Based on this, the Department considers the key issues associated with the proposal are:

- design and suitability of the site
- road safety, and
- structural feasibility.

These issues are addressed in Sections 5.1 to 5.3. Other issues are addressed in Section 5.4.

### 5.1 Design and suitability of the site

*The proposed location and design are suitable as continued use of the static signage would not have a significant impact on the local urban character.*

The Applicant seeks to continue operation of two existing static illuminated advertising signs on a pedestrian overbridge for an additional 15 years. The signs have an approximate advertising area of 40.5 m<sup>2</sup> per sign and are oriented towards vehicles travelling northeast and southwest on Canterbury Road.

The Department considers the design and location of the existing advertising structure to be suitable for the following reasons:

- the existing structure has been in place for 15 years and no further physical works are proposed as part of the development application
- the signage complies with the design criteria of the Industry and Employment SEPP, the 2017 Guidelines and AS/NZS 4282:2023 – *Control of the Obtrusive Effects of Outdoor Lighting*
- the existing advertising display area and structure fit the character of the locality (being of mixed-use) with commercial premises and a mix of medium and high-density residential development, and
- the location of the sign within a roadway corridor is suitable for advertising and consistent with signage on other bridges on major roads.

The Department is satisfied the design and location of the site remains suitable and continued use would not result in additional amenity impacts.

## 5.2 Road safety

*Continued use of the existing static signage would not increase driver risk.*

The Applicant provided a Signage Safety Assessment that assessed the proposed development against the *Austroads Guide to Road Design Part 4A 2017* (the Austroads Guidelines) and the Industry and Employment SEPP. The Signage Safety Assessment considered the signage exposure distance, safe stopping sight distance and road accident history in proximity to the site.

The Austroads Guide specifies that the minimum safe stopping distance for a 60 km/h speed zone is 64 metres. This applies to both approaches (eastbound and westbound) on Canterbury Road. The signage is not located within the safe stopping distance of any decision making or conflict point on Canterbury Road – the signs are located just beyond such points.

The minimum safe stopping distance for a 50 km/h speed zone is 42 metres under the Austroads Guidelines. This applies to both the northbound and southbound approach of Church Street. The signage is not located within the safe stopping distance of the Canterbury Road/Church Street intersection in either direction.

Crash history data was reviewed for both the westbound and eastbound facing signs, using crash data for the period between 1 January 2019 to 31 December 2023. Five casualty crashes were identified on the westbound approach to the signage on Canterbury Road. None of these crashes were within the legible distance of the signage and therefore the Signage Safety Assessment did not consider the signage to be the cause. No crashes were identified within the visible distance of the signage on the southbound approach on Church Street.

Seven casualty crashes were reported within visible distance of the signage on the eastbound approach on Canterbury Road with four of these crashes being within the legible distance of the signage. No crashes were reported within the visible distance of the signage on the northbound approach on Church Street. The Signage Safety Assessment did not consider this number to be concerning due to the high volume of traffic (more than 22,000 vehicles in the eastbound direction) and highly urbanised road environment of the signage's location.

The Department accepts these findings as:

- the existing static signs do not physically obstruct or interfere with the view of, or restrict sight distances to any intersections, traffic control devices, vehicles, pedestrians, or cyclists
- the existing static signs would display static images only, and
- the existing static signs are consistent with the requirements of the Industry and Employment SEPP, Transport for NSW Advertising Sign Safety Assessment Matrix, and the 2017 Guidelines.

To ensure ongoing road safety, the Department has recommended conditions relating to the display of information and signage content to limit the potential for glare and driver distraction, consistent with the 2017 Guidelines and recommendations of TfNSW road safety advice.

### 5.3 Structural feasibility

*The existing static signage meets current Australian standards for steel structures and would be maintained to ensure structural integrity.*

The SEE was accompanied by a Structural Feasibility Statement which concluded the structural integrity of the signage structure is sound. Further, the steel structure and sign box are in good condition with only minor localised corrosion, and both have been assessed as being structurally suitable for another 25 years, provided they are regularly inspected and maintained. The Structural Feasibility Statement recommended the structure and sign box be reinspected in two years.

The Applicant provided a supplementary structural feasibility statement in response to the Department's request to demonstrate that the structure complies with the current Australian standards for steel structures and wind load calculation. The Statement concluded that the structure meets the relevant requirements of the Australian standard.

To ensure that the structure remains safe, the Department has recommended conditions relating to maintenance and compliance with the Australian standard. This includes the preparation of a Maintenance Plan that outlines measures to treat corrosion and a schedule of structural inspections and audits.

### 5.4 Other issues

The Department's consideration of other issues is summarised in Table 3.

**Table 3** | Assessment of other issues

Issue	Findings and conclusions	Recommended conditions
<b>Visual Amenity</b>	<p>The SEE addressed the visual impacts of the signage on the surrounding area. The proposal does not involve any physical changes to the existing signs, and they remain oriented to westbound and eastbound motorists travelling along Canterbury Road.</p> <p>The visual impact of the signs and advertising structure are considered to be acceptable as:</p>	No recommended conditions



Issue	Findings and conclusions	Recommended conditions
	<ul style="list-style-type: none"> <li>the signage will not extend outside the structural boundaries of the Canterbury Road pedestrian overbridge, and</li> <li>the advertising structure is consistent with the visual requirements of the Industry and Employment SEPP and the 2017 Guidelines.</li> </ul>	
<b>Illumination and Glare</b>	<p>The Applicant's Lighting Impact Assessment indicated that the proposed development would comply with the relevant requirements of AS/NZS 4282:2023– <i>Control of the Obtrusive Effects of Outdoor Lighting</i>, the 2017 Guidelines and the Industry and Employment SEPP in respect to lighting requirements.</p> <p>The existing signage is internally illuminated using non-dimmable fluorescent lights fixed to the back of the signage box. The lights operate during the nighttime period (7 days per week) and are switched off during the daytime period.</p> <p>The Department accepts that illumination of the signs can meet luminance criteria and therefore would not result in an unacceptable glare or detract from the amenity of nearby residences.</p>	<p>The Department has recommended a condition requiring that signage lighting complies with the requirements of AS 4282:2023 and the 2017 Guidelines.</p>
<b>Public Benefit</b>	<p>The Public Benefit Statement provided with the SEE advised that revenue generated from advertising on the signs would be re-invested into road infrastructure maintenance, network management, road user compliance activities and road safety programs across the whole of NSW.</p> <p>The Public Benefit Statement noted that the existing static signage provide affordable advertising space for road safety messages in prime locations, and that advertising campaigns have played an important role in helping to address key road safety problems across NSW.</p>	<p>The Department has recommended a condition requiring the advertising structure to be made available for a minimum total of 28 days each calendar year for the display of road safety messages.</p> <p>The Department has also recommended that the Applicant record and report in its annual reports how the revenue generated from the signs has</p>

Issue	Findings and conclusions	Recommended conditions
	<p>The Department is satisfied the continued use of the existing static signage would result in sufficient public benefits, as it would contribute to infrastructure maintenance, network management and road safety programs across NSW. This is broadly consistent with the 2017 Guidelines.</p>	<p>been applied to provide a public benefit.</p>
<b>Size of Logo</b>	<p>The architectural plans show the existing logo box located to the left-hand side of the advertising signage. The logo box has dimensions of 1.8 m x 0.34 m (0.612 m<sup>2</sup>).</p> <p>Section 3.18 of the Industry and Employment SEPP specifies the area and location of names and logos on an advertisement. The requirements in relation to logos are:</p> <ul style="list-style-type: none"> <li>the name or logo is to be located within the advertising display area (section. 3.18(1)), and</li> <li>the area of the logo must not be greater than 0.25 m<sup>2</sup> (section.3.18(3)).</li> </ul> <p>The current logos exceed the prescribed area requirement.</p>	<p>The Department has recommended a condition requiring the logo size to be compliant with the requirements of section 3.18 of the Industry and Employment SEPP.</p>
<b>Heritage</b>	<p>There are no significant historical or Aboriginal cultural heritage features at the site that will be impacted by the proposal. The closest heritage item to the proposal is the Victorian stone school building within Canterbury Public School, which is located approximately 75 metres north of the proposal.</p>	<p>No recommended conditions.</p>

## 6 Evaluation

The Department has assessed the development application and supporting information against the relevant matters for consideration under Part 4 of the EP&A Act, the Industry and Employment SEPP, and other relevant environmental planning instruments. The Department's assessment concludes the proposed development is acceptable as:

- it is permissible with development consent on transport corridor land under the Industry and Employment SEPP and is consistent with the objectives of the Industry and Employment SEPP and the 2017 Guidelines
- it would not change the character of the local area and is consistent with the existing urban and transport corridor character of the locality
- its luminance levels are consistent with the 2017 Guidelines and Australian Standards for outdoor lighting to protect the nearby residential amenity and driver safety, particularly at night
- it will not significantly affect threatened species or ecological communities, or their habitats, and
- it will provide a public benefit as revenue generated will contribute to funding to support road infrastructure maintenance, network management, road user compliance activities and road safety programs across NSW.

The Department's assessment concludes that the impacts of the proposed development are acceptable, and it is in the public interest. The Department recommends that the development application be approved, subject to the recommended conditions of consent (**Appendix E**).

## 7 Recommendation

It is recommended that the Director, Transport and Water Assessments, as delegate of the Minister for Planning and Public Spaces:

- considers the findings and recommendations of this report
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the application
- agrees with the key reasons for approval listed in the notice of decision
- grants consent for the application in respect of DA 24/12733 subject to the conditions in the attached development consent, and
- signs the attached development consent (**Appendix E**).

Recommended by:



Juliette Willis  
Planning Officer  
Transport and Water Assessments

Recommended by:



Mary Garland  
Team Leader  
Transport and Water Assessments

## 8 Determination

The recommendation is adopted by:



**Glenn Snow**

Director

Transport and Water Assessments



# Glossary

Abbreviation	Definition
<b>Applicant</b>	Transport for NSW (TfNSW)
<b>Advertising display area</b>	The area of an advertisement or advertising structure used for signage, and includes any borders of, or surrounds to, the advertisement or advertising structure, but does not include safety devices, platforms or lighting devices associated with advertising structure.
<b>AS/NZS 4282:2023</b>	Australian and New Zealand Standard AS/NZS 4282:2023 – <i>Control of the Obtrusive effects of Outdoor Lighting</i>
<b>Canterbury-Bankstown DCP</b>	<i>Canterbury-Bankstown Development Control Plan 2023</i>
<b>Canterbury Bankstown LEP</b>	<i>Canterbury-Bankstown Local Environmental Plan 2023</i>
<b>Council</b>	City of Canterbury-Bankstown
<b>DCP</b>	Development Control Plan
<b>Department</b>	Department of Planning, Housing and Infrastructure
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2021</i>
<b>EPI</b>	Environmental planning instrument
<b>ESD</b>	Ecologically sustainable development
<b>Industry and Employment SEPP</b>	<i>State Environmental Planning Policy (Industry and Employment) 2021</i>
<b>LEP</b>	Local environmental plan
<b>LGA</b>	Local government area

Abbreviation	Definition
<b>Minister</b>	Minister for Planning and Public Spaces
<b>Planning Secretary</b>	Secretary of the Department of Planning, Housing and Infrastructure
<b>SEE</b>	Statement of Environmental Effects
<b>SEPP</b>	State environmental planning policy
<b>Transport and Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
<b>TfNSW</b>	Transport for NSW
<b>2017 Guideline</b>	<i>Transport Corridor Outdoor Advertising and Signage Guidelines</i> (Department of Planning and Environment, 2017)

# Appendices

## Appendix A – List of referenced documents

The following supporting documents and additional information to this assessment can be found as follows:

Austrroads, 2021. *Guide to Road Design Part 3*.

- <https://austrroads.gov.au/publications/road-design/agrd03>

Canterbury-Bankstown Local Environmental Plan 2023.

- <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2023-0336>

Canterbury-Bankstown Development Control Plan 2023.

- <https://www.cbcity.nsw.gov.au/planning-and-building/planning-city/planning-controls-and-policies/canterbury-bankstown-development-control-plan>

Department of Planning, 2008. *Development Near Rail Corridors and Busy Roads – Interim Guideline*.

- <https://www.planning.nsw.gov.au/sites/default/files/2023-03/development-near-rail-corridors-and-busy-roads-interim-guideline.pdf>

Department of Planning and Environment, 2017. *Transport Corridor Outdoor Advertising and Signage Guidelines 2017* (2017 Guidelines).

- <https://www.planning.nsw.gov.au/sites/default/files/2023-03/transport-corridor-outdoor-advertising-and-signage-guidelines.pdf>

Keylan, 2024. *Statement of Environmental Effects – Advertising Signage TfNSW Pedestrian Bridge Canterbury Road, Canterbury*.

- <https://www.planningportal.nsw.gov.au/daex/under-consideration/da2412733-continued-use-existing-static-signage-canterbury-road-canterbury>

Standards Australia, 2019. *AS/NZS 4282:2019 Control of the Obtrusive Effects of Outdoor Lighting*.

## Appendix B – Submissions and government agency advice

No submissions were received from the community or Canterbury-Bankstown Council. Government agency advice can be found here:

<https://www.planningportal.nsw.gov.au/daex/under-consideration/da2412733-continued-use-existing-static-signage-canterbury-road-canterbury>

## Appendix C – Requests for Information

The Department's requests for information and Applicant's responses can be found at:

<https://www.planningportal.nsw.gov.au/daex/under-consideration/da2412733-continued-use-existing-static-signage-canterbury-road-canterbury>

## Appendix D – Statutory considerations

In line with the requirements of section 4.15 of the EP&A Act, the Department's assessment has included detailed consideration of the relevant statutory requirements. These include:

- the objects of the Act listed in section 1.3 of the EP&A Act, and
- the matters listed under section 4.15(1) of the EP&A Act, including applicable environmental planning instruments and the Regulations.

The Department has considered each of these matters which are summarised in Table D - 1 and Table D - 2.

### Objects of the EP&A Act

A summary of the Department's consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in Table D - 1.

**Table D - 1 | Objects of the EP&A Act and how they have been considered**

Object	Consideration
<b>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</b>	The proposed development seeks to maximise the use of the site and provides social and economic benefits by generating revenue which the Applicant allocates to funding to support road infrastructure maintenance, network management, road user compliance activities and road safety programs across the whole of NSW. The proposed development would not unreasonably impact on the State's natural or other resources
<b>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment</b>	<p>The potential environmental impacts of the proposed development have been considered by the Department.</p> <p>The proposed development is not anticipated to have any adverse impacts on flora or fauna, including</p>

Object	Consideration
	<p>threatened species, populations and ecological communities, and their habitats.</p> <p>The proposed development is unlikely to have any significant impacts to the social or economic environment but should return funds for investment into TfNSW's road network.</p> <p>As such, the Department considers that the proposed development would not adversely impact on the biophysical or social environments, and that the principals of ESD have been appropriately considered.</p>
<p><b>(c) to promote the orderly and economic use and development of land</b></p>	<p>The development promotes the orderly and economic use of the land by continuing the operation of the existing advertising signage.</p> <p>This would allow the signs to continue to provide public benefits including the generation of revenue that contributes to improving and maintaining the TfNSW road network.</p>
<p><b>(d) to promote the delivery and maintenance of affordable housing</b></p>	<p>Not applicable as affordable housing does not form part of this application.</p>
<p><b>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</b></p>	<p>The development would not impact on any threatened species or other species of native animals and plants, ecological communities and their habitats.</p>
<p><b>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)</b></p>	<p>There are no significant historical or Aboriginal cultural heritage features at the site that will be impacted by the proposal.</p>
<p><b>(g) to promote good design and amenity of the built environment</b></p>	<p>The Department considers the proposal would not result in unacceptable built form impacts, as the development application seeks to continue the use of the pedestrian overpass bridge to display advertising signage.</p>



Object	Consideration
<b>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants</b>	Not applicable as the proposed development is not for an occupied building.
<b>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State</b>	The Department sought advice from TfNSW and City of Canterbury-Bankstown during the exhibition of the proposed development. Canterbury-Bankstown Council did not provide a submission. The advice from TfNSW is addressed in Sections 4 and 5 of this report.
<b>(j) to provide increased opportunity for community participation in environmental planning and assessment.</b>	The Department exhibited the proposed development on the NSW Planning Portal between 07/11/2024 and 20/11/2024. Written notification of the exhibition was provided to adjacent and nearby landowners. No public submissions were received.

### Sections 4.15 and 4.6 of the EP&A Act - Matters for Consideration

In determining a development application, a consent authority is to take into consideration the matters specified in section 4.15 of the EP&A Act where they are of relevance to the development which is the subject of the development application. A summary of the Department's consideration of the Matters for Consideration (found in section 4.15 of the EP&A Act) are provided in Table D - 2 and the Matters for Consideration specific to Crown developments (Division 4.6 of the EP&A Act) are provided in Table D - 3.

**Table D - 2 | Matters for consideration under section 4.15 of the EP&A Act**

Matters for Consideration	Consideration
<b>(a) the provisions of —</b> <b>(i) any environmental planning instrument, and</b>	<ul style="list-style-type: none"> <li>The Department has considered the relevant environmental planning instruments in its assessment of the proposal. Details of the assessment are provided below.</li> </ul>
<b>(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the</b>	<ul style="list-style-type: none"> <li>There are no applicable proposed environmental planning instruments.</li> </ul>

Matters for Consideration	Consideration
consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	
(iii) any development control plan, and	<ul style="list-style-type: none"> <li>The proposal generally meets the relevant/applicable objectives of the Canterbury-Bankstown DCP as addressed in Table D - 9.</li> </ul>
(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	<ul style="list-style-type: none"> <li>The Applicant has not entered into a planning agreement under section 7.4 of the EP&amp;A Act.</li> </ul>
(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,	<ul style="list-style-type: none"> <li>The Department has assessed the development in accordance with all relevant matters prescribed by the Regulations, the findings of which are contained in this report.</li> </ul>
(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	<ul style="list-style-type: none"> <li>The Department has considered the likely impacts of the development in detail in Section 5 of this report. The Department concludes that all environmental impacts can be appropriately managed and mitigated through the recommended conditions of consent.</li> </ul>
(c) the suitability of the site for the development,	<ul style="list-style-type: none"> <li>The existing signs are mounted on a pedestrian overbridge over Canterbury Road with the signs oriented towards eastbound and westbound traffic. The development does not adversely impact on surrounding uses and is considered to be a suitable development at that location (refer Section 5.1 of this report).</li> </ul>
(d) any submissions made in accordance with this Act or the regulations,	<ul style="list-style-type: none"> <li>No submissions were received from the community or Canterbury-Bankstown Council.</li> </ul>
(e) the public interest.	<ul style="list-style-type: none"> <li>The Department considers the proposal to be in the public interest (refer to Section 5.4 of this report).</li> </ul>

**Table D - 3 |** Matters for consideration under Division 4.6 of the EP&A Act

Matter	Consideration
<b>Section 4.32 Definitions</b>	
<b>(1) In this Division— ... Crown development application means a development application made by or on behalf of the Crown.</b>	The Applicant and landowner is a public authority, and the application is considered to be a Crown Development Application.
<b>Section 4.33 Determination of Crown development applications</b>	
<b>(1) A consent authority (other than the Minister) must not —</b>	
<b>(a) refuse its consent to a Crown development application, except with the approval of the Minister, or</b>	The Department recommends the application be approved, subject to the recommended conditions (Appendix E).
<b>(b) impose a condition on its consent to a Crown development application, except with the approval of the applicant or the Minister.</b>	<p>The Minister is the consent authority.</p> <p>The Department forwarded the recommended conditions to the Applicant on 4 December 2024</p> <p>Further minor amendments were issued on 9 and 13 December 2024. The Applicant accepted the revised conditions on 13 December 2024.</p>

## EP&A Regulation

Subject to any other references to compliance with the EP&A Regulation cited in this Assessment Report, the requirements for fees (Part 13) and the NSW Planning Portal (Part 15) have been complied with (refer to Chapter 3 of this report).

## Environmental Planning Instruments (EPIs)

To satisfy the requirements of section 4.15(1) of the EP&A Act, the following EPIs, development control plans (DCPs) and guidelines were considered as part of the assessment of this proposal:

- *State Environmental Planning Policy (Industry & Employment) 2021* (Industry and Employment SEPP)
- *Transport Corridor Outdoor Advertising and Signage Guidelines 2017* (2017 Guidelines)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP)

- *Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008)*
- *Canterbury-Bankstown Local Environment Plan 2023*
- *Canterbury-Bankstown Development Control Plan 2023*

### ***State Environmental Planning Policy (Industry and Employment) 2021***

Chapter 3 of the Industry and Employment SEPP applies to all signage that can be displayed with or without development consent and is visible from any public place or public reserve. The proposed signage has been assessed against the requirements of the Industry and Employment SEPP in Table D - 4 and the specific assessment criteria of Schedule 5 of the SEPP in Table D - 5.

**Table D - 4 | Industry and Employment SEPP compliance assessment**

Section	Criteria	Comments	Compliance
<b>3.1 Aims, objectives etc</b>	(1)(a) to ensure that signage (including advertising) –  (i) is compatible with the desired amenity and visual character of an area, and  (ii) provides effective communication in suitable locations, and  (iii) is of high quality design and finish, and	The Department considers the proposed development is compatible with the surrounding development and visual character of the area and provides an effective communication means.  The proposed development is consistent with the surrounds and is therefore considered to be consistent with the objectives of the SEPP.	Yes
	(1)(b) to regulate signage (but not content) under Part 4 of the Act, and	The application relates to the continued use of existing signage.	Yes
	(1)(c) to provide time-limited consents for the display of certain advertisements, and	If a consent is granted, the consent will be valid for 15 years.	Yes
	(1)(d) to regulate the display of advertisements in transport corridors, and	The application of the requirements relates to the regulation of signage in transport corridors. If approved, the conditions of consent would regulate the signage structures and displays.	Yes
	(1)(e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.	The development application is accompanied by a Public Benefit Statement that advises that funds obtained from the proposed development would be invested to support road infrastructure maintenance,	Yes

Section	Criteria	Comments	Compliance
		network management, road use compliance activities and road safety programs across the whole of NSW.	
<b>3.6 Granting of consent to signage</b>	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—  (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and	The objectives of section 3.1 (1)(a) are addressed above.	Yes
	(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	See relevant assessment in Table D - 5.	Yes
<b>3.8 Prohibited advertisements</b>	(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: <ul style="list-style-type: none"> <li>• environmentally sensitive area</li> <li>• heritage area (excluding railway stations)</li> <li>• natural or other conservation area</li> <li>• open space</li> <li>• waterway</li> </ul>	The proposed signage is not within any of the prescribed zones.  Signage on land zoned SP2 Infrastructure is permitted with consent, therefore the proposal is not a prohibited advertisement.	Yes



Section	Criteria	Comments	Compliance
	<ul style="list-style-type: none"> <li>residential (but not including a mixed residential and business zone, or similar zones)</li> <li>scenic protection area</li> <li>national park</li> <li>nature reserve</li> </ul>		
	<p>(2) This section 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 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.</p>	Noted, these requirements are not applicable.	N/A
<b>3.10 Consent authority</b>	<p>For the purposes of this Chapter, the consent authority is —</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>In accordance with section 3.10(d)(ii), the Minister is the consent authority as the advertisement is displayed on a bridge constructed by or on behalf of TfNSW on a road corridor.</p> <p>The proposal involves the continued operation of advertising signs on a pedestrian overbridge on Canterbury Road, therefore, the Minister for Planning and Public Spaces is the consent authority.</p>	Yes

Section	Criteria	Comments	Compliance
	<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 TfNSW,</p>		
<b>3.11 Matters for consideration</b>	<p>(2) If the Minister for Planning is the consent authority or section 3.16 or 3.22 applies to the case, the consent authority must not grant consent to an application to display an advertisement to which this Chapter applies unless the advertisement or the advertising structure, as the case requires –</p> <p>(a) is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and</p>	<p>The proposed development has been assessed against the aims and objectives of this Chapter (see section 3.1(1)(a) above).</p> <p>The Department considers that the proposed development is consistent with the aims and objectives of the Industry and Transport SEPP.</p>	Yes
	<p>2(b) has been assessed by the consent authority in accordance with the assessment criteria in Schedule 5 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>The proposed development is assessed against the criteria in <b>Table D - 5</b>.</p> <p>The proposed development has been assessed as generally consistent with the Schedule 5 criteria.</p>	Yes
	<p>(c) satisfies any other relevant requirements of this Chapter.</p>	<p>The proposed development has been assessed against other relevant criteria of the Chapter in this table.</p>	Yes

Section	Criteria	Comments	Compliance
	3. In addition, if Section 3.16 or 3.22 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.	As part of the application, the Applicant has committed to the provision of funding towards improvements in the road and transport network to the benefit of the local community.	Yes
<b>3.12 Duration of consents</b>	(1) A consent granted under this Part ceases to be in force —  (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	The proposal seeks consent for a 15-year period.	Yes
	(b) if a lesser period is specified by the consent authority, on the expiration of the lesser period.	Not Applicable. The proposal seeks consent for a 15-year period.	N/A
<b>3.14 Transport corridor land</b>	(1) Despite section 3.8(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 —  (b) the display of an advertisement by or on behalf of TfNSW on:	The proposal is permissible with development consent as the application is on behalf of TfNSW and is located on a pedestrian overbridge constructed by or on behalf of TfNSW on a road corridor (Canterbury Road).	Yes

Section	Criteria	Comments	Compliance
	<p>(i) a road that is a freeway or tollway (under the <i>Roads Act 1993</i>) or associated road use land that is adjacent to such a road, or</p> <p>(ii) a bridge constructed by or on behalf of TfNSW on any road corridor, or</p> <p>(iii) land that is owned, occupied or managed by TfNSW and that is within 250 metres of a classified road,</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.	No design review panel was appointed because the existing pedestrian overbridge has displayed advertising signage materials under previous development consents.	N/A
<b>3.15 Advertisements with display area greater than 20 square metres or higher than 8 metres above ground</b>	<p>(2) The consent authority must not grant consent to an application to display an advertisement to which this section applies unless—</p> <p>(a) the applicant has provided the consent authority with an impact statement that addresses the assessment criteria in Schedule 5 and the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and</p>	<p>Each advertising sign has a display area greater than 20 square metres. The Applicant has provided an impact statement that addresses the requirements of Schedule 5. This has been assessed by the Department in <b>Table D - 5</b>.</p> <p>The proposed development has been assessed as generally consistent with the Schedule 5 criteria.</p> <p>The Department is satisfied that the impacts of the proposed development are acceptable.</p>	Yes

Section	Criteria	Comments	Compliance
	(b) the consent authority gave a copy of the application to TfNSW before the application is exhibited if the application is an application for the display of an advertisement to which section 3.16 applies.	The development application has been exhibited, and TfNSW was provided with a copy prior to the exhibition commencing.	Yes
<b>3.16 Advertisements greater than 20 square metres and within 250 metres of, and visible from, a classified road</b>	(1) This section applies to the display of an advertisement to which section 3.15 applies, that is within 250 metres of a classified road any part of which is visible from the classified road.	This section does not apply when the Minister for Planning and Public Spaces is the consent authority.	N/A
	(2) The consent authority must not grant development consent to the display of an advertisement to which this section applies without the concurrence of TfNSW.	Even though this section does not apply, comment was sought from TfNSW and considered in the Department's assessment.	N/A
	(3) In deciding whether or not concurrence should be granted, TfNSW must take into consideration –  (a) the impact of the display of the advertisement on traffic safety, and  (b) the Guidelines.	Although concurrence is not required, TfNSW considered these matters in its advice.	Yes
	(4) If TfNSW has not informed the consent authority within 21 days after the copy of the application is given to it under section 3.15(2)(b) that it has granted, or has declined to grant, its concurrence, TfNSW is taken to have granted its concurrence.	Not applicable – TfNSW provided its advice on the proposed development within the required timeframes.	N/A

Section	Criteria	Comments	Compliance
<b>3.18 Location of certain names and logos</b>	(1) The name or logo of the person who owns or leases an advertisement or advertising structure may appear only within the advertising display area.	The logos for both signs are within the advertising display area.	Yes
	(2) If the advertising display area has no border or surrounds, any such name or logo is to be located – (a) within the advertisement, or (b) within a strip below the advertisement that extends for the full width of the advertisement.	This requirement is not applicable as the advertising display area of both signs has a surround.	N/A
	(3) The area of any such name or logo must not be greater than 0.25 square metres.	The logos have an area of 0.61 square metres. The Department has recommended a condition requiring compliance with the relevant requirements of the Industry and Employment SEPP.	No
	(4) The area of any such strip is to be included in calculating the size of the advertising display area.	Not applicable as the signs do not have a strip below the advertisements.	N/A
<b>3.22 Advertisements on bridges</b>	(1) A person may, with the consent of the consent authority, display an advertisement on a bridge.	The proposed development is located on a pedestrian overbridge and seeks consents to continue to use both advertising structures on the overbridge.	Yes
	(2) The consent authority may grant consent only if the consent authority is satisfied that the advertisement is consistent with the Guidelines.	An assessment of the proposed development against the requirements of the 2017 Guidelines has been made at Table D - 6.	Yes



**Table D - 5 |** Assessment against the requirements of Schedule 5 of the Industry and Employment SEPP

Clause	Requirement	Comments	Compliance
<b>1 Character of the area</b>	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 development compatible with the existing and desired future character of the area as it is located within a busy road corridor.	Yes.
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no theme for outdoor advertising in the area. The signs are consistent in appearance and function with other advertising structures located on bridges across the broader TfNSW road and rail network.	Yes
<b>2 Special areas</b>	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 advertising signs do not detract from the amenity or visual quality of the prescribed special areas. The closest heritage item to the proposal is located approximately 75 metres north of the overbridge.	Yes
<b>3 Views and vistas</b>	Does the proposal obscure or compromise important views?	The proposal does not obscure or compromise any important views as it is located on an arterial road corridor.	Yes
	Does the proposal dominate the skyline and reduce the quality of vistas?	The proposal does not dominate the skyline or reduce the quality of vistas as the signs do not protrude above the top of the existing structural boundaries of the overbridge to which they are fixed.	Yes
	Does the proposal respect the viewing rights of other advertisers?	The proposal respects the viewing rights of other advertisers as the existing advertising signs are located on an existing	Yes

Clause	Requirement	Comments	Compliance
		pedestrian overbridge and do not obscure any other advertisements.	
<b>4 Streetscape, setting or landscape</b>	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the advertising signs remain appropriate for the streetscape as they are located over a highly frequented arterial road corridor and do not protrude above or below the structure of the pedestrian overbridge. Further the existing advertising signs would remain the same size and scale.	Yes
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The Department considers that the proposal would not contribute to the visual interest of the streetscape, setting or landscape but is compatible with the existing streetscape.	Yes
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal seeks to continue the use of the existing advertising signs. No additional works or signs are proposed as part of this proposal. The proposed development would neither reduce nor increase visual clutter. The Department considers this to be acceptable as the existing static signage does not unacceptably cause visual clutter.	Yes
	Does the proposal screen unsightliness?	The proposal screens parts of the pedestrian overbridge on which it is located.	Yes
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No, the proposal is located within the confines of the existing pedestrian overbridge.	Yes

Clause	Requirement	Comments	Compliance
	Does the proposal require ongoing vegetation management?	No vegetation management is required.	Yes
<b>5 Site and building</b>	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 proposal would not change the existing characteristics of the site, as the proposal seeks to continue the use of the existing advertising signs.	Yes
	Does the proposal respect important features of the site or building, or both?	The advertising signs fit into the broader design of the existing pedestrian overbridge.	Yes
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposal is for the continued use of two existing advertising signs. No new works are proposed.	N/A
<b>6 Associated devices and logos with advertisements and advertising structures</b>	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>Each of the advertising signs can be accessed from existing access hatches located on the side of the safety screen, a platform between the safety screen and the box and a hatch on the top of the box.</p> <p>When the advertising skin is replaced, it is done from a walkway inside the box without having to stop the traffic below the sign. There is a horizontal cable running the length of the box that workers replacing the advertising skin can fix their harnesses to during the skin change.</p>	Yes
<b>7 Illumination</b>	Would illumination result in unacceptable glare?	The proposed development would not result in unacceptable glare. The Lighting Impact Assessment indicates that the	Yes

Clause	Requirement	Comments	Compliance
		proposed development would comply with the requirements of AS/NZS 4282:2023.	
	Would illumination affect safety for pedestrians, vehicles or aircraft?	The proposed development complies with AS/NZS 4282:2023 as such illumination is unlikely to affect safety for pedestrians, vehicles or aircraft.	Yes
	Would illumination detract from the amenity of any residence or other form of accommodation?	The Department considers that the proposed development would not result in adverse impacts to amenity, as the advertising signs are only partially visible from a small number of residential properties located on Canterbury Road, Church Street and Unwin Street.	Yes
	Can the intensity of the illumination be adjusted, if necessary?	The dimming level of the lights cannot be adjusted; however, the luminance level emitted by the signs complies with the maximum permissible nighttime luminance allowance of 100 cd/m <sup>2</sup> under the Transport Guidelines and Australian standard.	No
	Is the illumination subject to a curfew?	No curfew is proposed.	Yes
<b>8 Safety</b>	Would the proposal reduce the safety for any public road?	The Department has assessed road safety risks in <b>Section 5.2</b> of the report and considers the proposed development would not reduce road safety.	Yes

Clause	Requirement	Comments	Compliance
	Would the proposal reduce the safety for pedestrians or bicyclists?	There are no specific safety issues for pedestrians or cyclists. The proposed development would not reduce the safety for pedestrians or cyclists.	Yes
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The advertising signs are located on an existing pedestrian overbridge above a road and would not obscure sightlines to or from public areas.	Yes

**Table D - 6 |** Assessment against the Transport Corridor Outdoor Advertising and Signage Guidelines

Clause	Considerations	Comments	Compliance
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**TABLE 1: LAND USE COMPATIBILITY CRITERIA – TRANSPORT CORRIDOR ADVERTISING**

(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.	<p>The proposal is located on land zoned SP2 Infrastructure under the Canterbury-Bankstown LEP.</p> <p>The proposal is consistent with the SP2 zone objectives in the Canterbury-Bankstown LEP as it is compatible with the pedestrian overbridge and will not detract from the road corridor.</p>	Yes
(ii)	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:	The advertising signs are partially visible from a small number of residential properties located on Church Street and Canterbury Road.	Yes

Clause	Considerations	Comments	Compliance
	<ul style="list-style-type: none"> <li>- environmentally sensitive area</li> <li>- heritage area (excluding railway stations)</li> <li>- natural or other conservation area</li> <li>- open space (excluding sponsorship advertising at sporting facilities in public recreation zones)</li> <li>- waterway</li> <li>- residential area (but not including a mixed residential and business zone, or similar zones)</li> <li>- scenic protection area</li> <li>- national park or nature reserve.</li> </ul>	As such, it is considered the signs would not be likely to significantly impact on the amenity of the listed areas.	
<b>(iii)</b>	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.	<p>The advertising signs are located on the northeastern and southwestern elevations of the Canterbury Road pedestrian overbridge, Canterbury.</p> <p>The advertising signs do not protrude above the existing structural boundaries of the overbridge and therefore do not obscure any significant views.</p>	Yes
<b>(iv)</b>	Advertising structures should not be located so as to diminish the heritage values of items or areas of local, regional or state heritage significance.	There are no local heritage items immediately adjacent to the advertising signs. The nearest item is 75 metres away and does not have a direct view of the signs.	Yes

Clause	Considerations	Comments	Compliance
(v)	Where possible, advertising structures should be placed within the context of other built structures in preference to non-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.	The proposal seeks the continued use of two existing advertising signs on a pedestrian overbridge on a busy road corridor. It is considered that the signs are similar to and form part of the streetscape of the surrounding built environment and remain within the context of other built structures.	Yes

### 2.3.2: Sign placement in transport corridors in urban areas

(a)	Advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads: within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones,	The advertising signs are appropriately located in a transport corridor zone, adjacent to an area of mixed uses comprising commercial and residential.	Yes
(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.	The advertising signs are appropriately located in a transport corridor zone.	Yes
	Consideration must be given to the compatibility of advertising development with surrounding land uses	The advertising signs are located in a transport corridor zone.	Yes



Clause	Considerations	Comments	Compliance
	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.	<p>The surrounding locality comprises a mixed-use character consisting of:</p> <ul style="list-style-type: none"> <li>• Canterbury Public School to the immediate north of the site</li> <li>• Canterbury Girls High School as well as low density residential development to the further north of the site</li> <li>• low density development to the south</li> <li>• vacant commercial premises and a mix of low and medium density residential development to the immediate east of the site along Canterbury Road</li> <li>• low density development to the west along Unwin Street</li> <li>• a mix of low-density residential development and commercial/retail development to the south-west of the site along Canterbury Road.</li> </ul> <p>As no new signs are proposed, there will not be an increase in visibility of signage at nearby residences.</p>	

#### 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 signs have been designed to integrate with the existing pedestrian overbridge.	Yes
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Clause	Considerations	Comments	Compliance
<b>(b)</b>	The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located.	The advertising signs do not protrude above the existing structural boundaries of the overbridge and is considered compatible with the characteristics of the site.	Yes
<b>(c)</b>	The advertising structure should be in keeping with important features of the site, building or bridge structure.	The design of the advertising signs is unchanged. The Department considers that they do not have an adverse impact on the amenity of the surrounding area.	Yes
<b>(d)</b>	The placement of the advertising structure should not require the removal of significant trees or other native vegetation.	No trees or vegetation are required to be removed.	Yes
<b>(e)</b>	<p>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"> <li>- The development of a landscape management plan may be required as a condition of consent.</li> <li>- Landscaping outlined within the plan should require minimal maintenance.</li> </ul>	The proposed development does not require any landscaping to be undertaken.	N/A
<b>(f)</b>	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.	The safety devices, platforms and logos have been designed as an integral part of the signage and overbridge.	Yes

Clause	Considerations	Comments	Compliance
(g)	Illumination of advertisements must comply with the requirements in Section 3.3.3.	The advertising signs comply with the requirements of Section 3.3.3.	Yes
(h)	Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.	The advertising signs would not result in unacceptable glare or adversely impact the safety of pedestrians, residents or vehicular traffic. Additionally, they would not cause any unacceptable amenity impacts to nearby residential dwellings or accommodation.	Yes
<b>2.5.5: Bridge signage criteria</b>			
(a)	The architecture of the bridge must not be diminished.	The proposal would not alter the existing signage and therefore would not detract from the architectural qualities of the pedestrian overbridge.	Yes
(b)	The advertisement must not extend laterally outside the structural boundaries of the bridge.	The advertising signs are located wholly within the structural boundaries of the pedestrian overbridge.	Yes
(c)	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 5.8 metres.	The advertising signs do not extend below the soffit of the Canterbury Road pedestrian overbridge.	Yes
(d)	On a road or pedestrian bridge, the advertisement must:	The positioning of the advertising signs on the Canterbury Road pedestrian overbridge is such that they do not:	Yes

Clause	Considerations	Comments	Compliance
	<ul style="list-style-type: none"> <li>i. not protrude above the top of the structural boundaries of the bridge</li> <li>ii. not block significant views for pedestrians or other bridge users (e.g. cyclists)</li> <li>iii. not create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other bridge users.</li> </ul>	<ul style="list-style-type: none"> <li>- protrude above the top of the existing structural boundaries of the overbridge</li> <li>- block significant views for pedestrians or other overbridge users including cyclists, and</li> <li>- create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other overbridge users.</li> </ul>	
<b>(e)</b>	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.	Noted – N/A	N/A
<b>(f)</b>	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.	This application does not require the preparation of a site-specific DCP.	N/A
<b>(g)</b>	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	This proposal seeks to continue the use of existing advertising signs. No construction is required. A structural feasibility statement provided by the Applicant confirms	Yes

Clause	Considerations	Comments	Compliance
	(now TfNSW) bridge engineers prior to construction to ensure all road safety requirements are met.	there are no structural issues associated with the existing advertising signs.	
(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 sign will not detach in case of impact by an over high vehicle.	A fall arrest system has been implemented as part of the design to ensure the advertising signs will not detach in the event of impact by an over height vehicle.	Yes

### 3 Advertisements and Road Safety

#### 3.1 Road safety objectives

<b>TABLE 4: ROAD SAFETY ASSESSMENT CRITERIA – SCHEDULE 1 SEPP 64</b> <b>1</b>	Would the proposal reduce the safety for any public road?	The Department considers that proposal will not reduce safety on the surrounding public roads as the advertising signs have been in place for 15 years.	Yes
<b>2</b>	Would the proposal reduce the safety for pedestrians or bicyclists?	The proposal is not expected to have any impacts on the safety of pedestrians or cyclists.	Yes

Clause	Considerations	Comments	Compliance
3	Would the proposal reduce the safety for pedestrians by obscuring sightlines from public areas?	The advertising signs are located on an existing pedestrian overbridge above a road and would not obscure sightlines to or from public areas.	Yes

### 3.2.1: Road clearance

(a)	<p>The advertisement must not create a physical obstruction or hazard. For example:</p> <p>(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)?</p> <p>(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?</p> <p>(iii) Does the sign protrude laterally into the transport corridor so it could be hit by trucks or wide vehicles?</p>	<p>The advertising signs do not physically obstruct any vehicle, pedestrian and cyclist movements as they are on the outer sides of the pedestrian overbridge above Canterbury Road.</p> <p>The advertising signs are contained wholly within the structure of the pedestrian overbridge and do not protrude below or laterally, affecting vehicles.</p>	Yes
(b)	Where the sign supports are not frangible (breakable), the sign must be placed outside the clear zone in an acceptable location in accordance with Austroads Guide to Road Design (and RMS supplements) or behind an RMS-approved crash barrier.	The advertising signs are installed on both sides of the pedestrian overbridge, which is positioned above the carriageway and outside of the clear zone. Hence, a crash barrier is not required.	Yes

Clause	Considerations	Comments	Compliance
(c)	Where a sign is proposed within the clear zone but behind an existing RMS-approved crash barrier, all its structures up to 5.8 m 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.	The advertising signs are not located within the clear zone. The available vertical clearance between the road surface and the underside of the pedestrian overbridge would be maintained.	N/A
(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.	The Applicant has provided a structural feasibility statement which addresses the wind loading requirements.  The advertising signs comply with the requirements.	Yes
<b>3.2.2: Line of sight</b>			
(a)	An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.	The advertising signs are positioned on the pedestrian overbridge above Canterbury Road completely within the structure of the overbridge. Therefore, they do not obstruct the drivers' view of the road or pedestrians and cyclists.	Yes
(b)	An advertisement must not obstruct a pedestrian or cyclist's view of the road.	The advertising signs are positioned on the pedestrian overbridge above Canterbury Road completely within the	Yes



Clause	Considerations	Comments	Compliance
		structure of the overbridge. Therefore, they do not obstruct the pedestrians and cyclists view of the road.	
(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 position of the existing advertising signs would not change. They would remain at the same height as the existing overbridge which would not impede a driver's visibility on the alignment of the road. The advertising signs would not indicate misleading information or information contrary to the existing roadway.	Yes
(d)	<p>The advertisement should not distract a driver's attention away from the road environment for an extended length of time. For example:</p> <p>(i) The sign should not be located in such a way that the driver's head is required to turn away from the road and the components of the traffic stream in order to view its display and/or message. All drivers should still be able to see the road when viewing the sign, as well as the main components of the traffic stream in peripheral view.</p> <p>(ii) The sign should be oriented in a manner that does not create headlight reflections in the driver's line of sight. As a guideline, angling a sign five degrees away</p>	The advertising signs are located within a driver's peripheral vision whilst travelling eastbound and westbound on Canterbury Road. Motorists are not required to turn their heads when observing the signage, and all motorists are able to see the road simultaneously when viewing the signage. The positioning and angle of the advertising signs is not expected to result in headlight reflection or glare.	Yes

Clause	Considerations	Comments	Compliance
	from right angles to the driver's line of sight can minimise headlight reflections. On a curved road alignment, this should be checked for the distance measured back from the sign that a car would travel in 2.5 seconds at the design speed.		

### 3.2.3: Proximity to decision making points and conflict points

(a)	<p>The sign should not be located:</p> <ul style="list-style-type: none"> <li>(i) less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves</li> <li>(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</li> <li>(iii) so that it is visible from the stem of a T-intersection.</li> </ul>	<p>The Austroads Guideline specifies that the minimum safe stopping distance for a 60 km/h speed zone is 64 metres. This applies to both approaches (eastbound and westbound) on Canterbury Road. The advertising signs are not located within the safe stopping distance of any decision making or conflict point on Canterbury Road.</p> <p>The minimum safe stopping distance for a 50 km/h speed zone is 42 metres under the Austroads Guidelines. This applies to both the northbound and southbound approach of Church Street. The advertising signs are not located within the safe stopping distance of the Canterbury Road/Church Street intersection in either direction.</p>	Yes
(b)	<p>The placement of a sign should not distract a driver at a critical time. In particular, signs should not obstruct a driver's view:</p> <ul style="list-style-type: none"> <li>(i) of a road hazard</li> </ul>	<p>The advertising signs are fixed on the pedestrian overbridge and are completely within the structure of the overbridge. As such, they do not obstruct a motorist's view of any traffic signals, signage, and other traffic hazards when travelling</p>	Yes

Clause	Considerations	Comments	Compliance
	(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.	on Canterbury Road in the westbound or eastbound direction.	

#### 3.2.4: Sign spacing

	The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.	The proposal would not cause any further visual clutter as the advertising signs are already in existence.	Yes
(a)	Sign spacing should limit drivers view to a single sign at any given time with a distance of no less than 150 m 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.	There are no other large format static or digital signs within 150 metres of the advertising signs facing traffic in the westbound or eastbound direction.	Yes

### 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	There are no traffic signals or prescribed traffic control devices within the vicinity of the advertising signs. The signs are located on a pedestrian overbridge and are well above	Yes
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Clause	Considerations	Comments	Compliance
	control devices, regulatory signs or advisory signs or obscure information about the road alignment.	the height of directional, regulatory and/or advisory signs and do not obstruct or reduce the visibility of these signs.	
(b)	<p>The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device. For example:</p> <p>(i) Could the advertisement be construed as giving instructions to traffic such as 'Stop', 'Halt' or 'Give Way'?</p> <p>(ii) Does the advertisement imitate a prescribed traffic control device?</p> <p>(iii) If the sign is in the vicinity of traffic lights, does the advertisement use 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?</p>	<p>The Department considers that the advertising signs are located in a suitable location (refer <b>Section 5.1</b>).</p> <p>The Department has recommended conditions which restrict the colours, patterns and text on advertisements to ensure that they do not give directions or could be mistaken as a traffic signal or prescribed traffic control device.</p>	Yes
<b>3.3.3 Illumination and reflectance</b> <b>Illumination and reflectance criteria for non-digital signs:</b>			
(a)	Advertisements must comply with the luminance requirements in Table 5 of the guideline	The lighting assessment indicates the advertising signs would comply.	Yes

Clause	Considerations	Comments	Compliance
<b>(b)</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	The lighting assessment indicates the advertising signs would comply.	Yes
<b>(c)</b>	<p>The light sources for illuminated signs must focus solely on the sign and:</p> <ul style="list-style-type: none"> <li>i. be shielded so that glare does not extend beyond the sign</li> <li>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.</li> </ul>	The lighting assessment indicates the advertising signs would comply.	Yes
<b>(d)</b>	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.	The lighting assessment indicates the advertising signs would comply.	Yes

Clause	Considerations	Comments	Compliance
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### 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.	The advertising signs are static signs and would not contain interactive technology or technology that enables opt-in direction communication with motorists.	Yes
(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.	The advertising signs are existing static signs and would not include message sequencing.	Yes
<b>3.5.1 Road safety review of signs over 20 sqm</b>	A road safety check which focuses on the effects of the placement and operation of all signs over 20 sqm 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 sign's 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	The development application is for the continued use of two existing advertising signs. A road safety assessment was provided as part of the development application and indicates no safety concerns. As such, a road safety check is not considered necessary.	Yes

Clause	Considerations	Comments	Compliance
	provided to the Department of Planning and Environment (now Department of Planning Housing and Infrastructure) as well.		
<b>3.6 Road safety guidelines for sign content</b>	<p>SEPP 64 (superseded by the Industry and Employment SEPP) does not regulate the content of advertisements and signs and does not require consent for a change in content.</p> <p>It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.</p>	Noted.	Noted
<b>4.1 Public Benefit Test</b>	<p>The public benefit test is an assessment of how the local community will benefit as a result of the display of the advertisement, and must be applied to an advertising proposal if:</p> <p>(a) the display of the advertisement is by or on behalf of RMS or TfNSW, Sydney Trains and NSW Trains</p> <p>(b) the advertisement is to be displayed along a tollway</p> <p>(c) the advertisement is to be displayed on a bridge</p> <p>(d) the advertisement requires RMS concurrence under SEPP 64.</p>	<p>The Applicant has provided a Public Benefit Statement as Appendix 7 of the Statement of Environmental Effects.</p> <p>The Department considers that the Applicant's Public Benefit Test, is sufficient to meet the intention of the guideline requirement.</p> <p>The Department has recommended a condition which requires the advertising signs be made available for at least 28 days in every calendar year for the display of road safety messages.</p>	Yes

Clause	Considerations	Comments	Compliance
	<p>The proponent must outline in the SEE accompanying the DA what arrangements they will make to provide an appropriate public benefit (see Section 1.6.4).</p> <p>The consent authority (either the Minister for Planning or the council) will determine whether the applicant has sufficiently demonstrated that the proposed advertisement will contribute an appropriate public benefit. Public benefits, along with other matters identified in the SEPP (Clause 13), must be considered by a consent authority before approval can be given for the advertising development.</p>		
<b>4.2 What is an appropriate public benefit?</b>	<p>The level of public benefit for a given SEPP 64 advertisement is to be negotiated and agreed upon between the consent authority and the applicant.</p> <p>The public benefit can be provided as a monetary contribution or as an 'in-kind' contribution. Both monetary and in-kind contributions must be linked to improvements in local community services and facilities including benefits such as:</p> <ul style="list-style-type: none"> <li>- improved traffic safety (road, rail, bicycle and pedestrian)</li> <li>- improved public transport services</li> </ul>	<p>The Applicant has advised that revenue generated from the advertising signs would be allocated to contribute to funding to support road infrastructure maintenance, network management, road user compliance activities and road safety programs across the whole of NSW.</p> <p>The Department has recommended a condition which requires the Applicant to ensure time is made available (at no cost) for the display of community information, road safety messages and transport information.</p>	



Clause	Considerations	Comments	Compliance
	<ul style="list-style-type: none"> <li>- improved public amenity within, or adjacent to, the transport corridor</li> <li>- support school safety infrastructure and programs</li> </ul> <p>other appropriate community benefits such as free advertising time to promote a service, tourism in the locality, community information, or emergency messages.</p>		
<b>4.2.1 RMS and TfNSW, Sydney Trains and NSW Trains advertising</b>	As proponents of outdoor advertising, RMS and TfNSW, Sydney Trains and NSW Trains must demonstrate that revenue raised from outdoor advertising is directly linked to a public benefit.	The Applicant has advised that revenue generated from the advertising signs would be allocated to contribute to funding to support road infrastructure maintenance, network management, road user compliance activities and road safety programs across the whole of NSW.	Partial
	RMS and TfNSW, Sydney Trains and NSW Trains must record the total amount of outdoor advertising revenue received each year in their financial accounts and their Annual Reports. The Annual Reports must also outline investments made in the year on transport safety, amenity improvements or other public works, listing specific works to which the funds have been or are to be applied.	The Department has recommended this requirement as a condition of consent.	Yes

Clause	Considerations	Comments	Compliance
	For TfNSW, Sydney Trains and NSW Trains, railway station upgrades (e.g. providing wheelchair access) and rail crossings (e.g. installation of lights or gates) or other rail safety measures may be considered priority works. Amenity improvements along rail corridors including landscaping, litter removal, or vandalism and graffiti management may also be considered appropriate public benefits.	Noted.	Noted
	RMS and TfNSW, Sydney Trains and NSW Trains must consult with the relevant councils to identify and prioritise the public benefit works to be delivered through the program on a regional or subregional basis.	Noted.	Noted

**Table D - 7 | State Environmental Planning Policy (Transport and Infrastructure) 2021**

Section	Considerations	Comments	Compliance
<b>2.119 Development with a frontage to a classified road</b>			
<b>(1)</b>	The objectives of this section are –  (a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and	The proposal comprises development with frontage to Canterbury Road which is classified as a State classified road (no.167).	Yes

Section	Considerations	Comments	Compliance
	(b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.	The Statement of Environmental Effects and supporting technical reports conclude that the proposed development would not compromise safety for road users in the vicinity. The Department supports this conclusion.	
(2)	<p>The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that —</p> <p>(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and</p> <p>(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of —</p> <p>(i) the design of the vehicular access to the land, or</p> <p>(ii) the emission of smoke or dust from the development, or</p> <p>(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and</p> <p>(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</p>	<p>A Signage Safety Assessment has been prepared as part of the application.</p> <p>The Signage Safety Assessment considers the ongoing operation and function of Canterbury Road in context to the development and concludes that the signage would be acceptable from a road safety perspective.</p> <p>Road safety is further discussed in <b>Section 5.2</b>.</p>	Yes

Section	Considerations	Comments	Compliance
	ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the		

**Table D - 8 |** Development near rail corridors and busy roads – interim guideline

Clause	Considerations	Compliance
<b>5.1 Essential early requirements</b>	<p>The proposed development was designed in consultation with TfNSW and has included safe design practices and surveying to inform the design.</p> <p>The Applicant is expected to have addressed any internal TfNSW design reviews.</p>	Yes
<b>5.2 Electrolysis</b>	The Department has recommended a condition requiring the proposed development to meet the relevant requirements of any applicable Australian Standards and the requirements of TfNSW.	Yes, subject to conditions
<b>5.3 Cranes</b>	The proposed development would not require the use of cranes.	N/A
<b>5.4 Safe access for maintenance</b>	<p>Each advertising sign can be accessed from an existing access hatch located on the side of the safety screen, a platform between the safety screen and the box and a hatch on the top of the box.</p> <p>A condition has been recommend requiring the preparation of a maintenance plan, including an environmental and safety risk assessment.</p>	Yes, subject to conditions
<b>5.5 Stormwater Management</b>	The proposed development would not alter or increase the stormwater flow of the site.	Yes

Clause	Considerations	Compliance
<b>5.6 Vandalism</b>	It is not expected the proposed development would increase the opportunity for vandalism.	Yes
<b>5.7 Graffiti</b>	<p>It is not expected the proposed development would increase the opportunity for graffiti.</p> <p>A condition has been recommended requiring the owner/manager of the site to remove all graffiti from the advertising structures. The recommended Maintenance Plan requires the applicant to address the removal of graffiti, including timeframes for removal.</p>	Yes, subject to condition
<b>5.8 Lighting, external finishes and design</b>	The proposed development is above a classified road, and this has been considered within the design, including compliance with AS/NZS 4282:2023.	Yes
<b>5.9 – 5.13</b>	Not applicable as the proposed development is not near a rail corridor.	N/A

## Canterbury-Bankstown Local Environmental Plan 2023

The advertising signs are located on land zoned SP2 Infrastructure under the Canterbury-Bankstown LEP 2023. Signage is permissible with consent in the SP2 zone as it is ordinarily incidental or ancillary to the road corridor.

The signage is permissible with consent under Section 3.14(1)(b)(iii) of the Industry and Employment SEPP as the display of the advertisement is by or on behalf of TfNSW.

## Canterbury-Bankstown Development Control Plan 2023

The proposal generally complies with the aims, objectives, and key provisions of the Canterbury-Bankstown DCP. A detailed assessment of the proposal against the relevant provisions of the DCP is provided in Table D - 9.

**Table D - 9 | Assessment of compliance with Canterbury-Bankstown DCP – Chapter 3.6 – Signs**

Provision	Comment	Compliance
<b>Section 1 – Introduction</b>		
<b><u>Objectives</u></b> <b>01</b> To ensure signs are compatible with the desired amenity and visual character of the locality. <b>02</b> To ensure signs are compatible with the development on which it is displayed. <b>03</b> To ensure development does not lead to visual clutter through the proliferation of signs and displays. <b>04</b> To ensure signs contribute to the safety, legibility and amenity of Canterbury-Bankstown.	The development will continue to be located within an established road corridor. The sign designs are not proposed to change, and the structures will continue to promote a high-quality design that does not have an adverse impact on the amenity of the surrounding area.	Yes
<b>Section 2 – Location and Design</b>		
<b><u>Objectives</u></b> <b>01</b> To ensure signs provide effective communication in suitable locations.	The development will continue to be located within an established road corridor. The sign designs are not proposed to change, and the structures will continue to promote a high-quality	Yes

Provision	Comment	Compliance
<b>02</b> To ensure signs are of high quality design and finish.	design that does not have an adverse impact on the amenity of the surrounding area.	
<b><u>Controls</u></b>  <b>2.9</b> Corporate colours, logos and other graphics must achieve a high degree of compatibility with the architecture, materials, finishes and colours of the building and streetscape.	The development will continue to be located within an established road corridor. The sign designs are not proposed to change, and the structures will continue to promote a high-quality design that does not have an adverse impact on the amenity of the surrounding area.	Yes
<b>2.10</b> Building identification signs and business identification signs that are painted or attached to a building must not screen windows and other significant architectural features of the building.	The proposed development is not a building identification sign or business identification sign.	N/A
<b>2.11</b> Signs are not to dominate in terms of scale, number, proportion and form or any other attributes.	The proposal seeks to continue the operation of two existing advertising signs on the pedestrian overbridge at the intersection of Church Street and Canterbury Road, Canterbury, for a further 15-year period. The signs do not dominate in terms of any attributes.	Yes
<b>2.12</b> The amount of signs may be limited due to the cumulative impact on a locality or a building.	The proposal seeks to continue the operation of two existing advertising signs on the pedestrian overbridge at the intersection of Church Street and Canterbury Road, Canterbury, for a further 15-year period.	Yes
<b>2.13</b> The design and place of signs are not to adversely impact on the amenity of residential sites.	The development will continue to be located within an established road corridor. The sign designs are not proposed to change, and the structures will continue to promote a high-quality	Yes

Provision	Comment	Compliance
	design that does not have an adverse impact on the amenity of the surrounding residential sites.	
<b>2.14</b> Signs are to be designed for easy maintenance.	Hatches are located on either side of the safety screen of each advertising sign for internal access to the walkway within the signage box.	Yes
<b>2.15</b> Development must remove signs that are no longer necessary or unsightly to avoid clutter.	<p>The proposal seeks to continue the operation of two existing advertising signs on the pedestrian overbridge at the intersection of Church Street and Canterbury Road, Canterbury, for a further 15-year period.</p> <p>There are no unnecessary or unsightly signs requiring removal.</p>	Yes
<b>2.16</b> Signs are not to include offensive or objectionable material in the content of an advertisement (such as discriminatory messages, promotion of unlawful or anti-social behaviour, encouraging excessive consumption of alcohol, pornography, or offensive language).	<p>The Applicant has advised that JCDecaux (signage operator) will implement content controls for the proposal, including:</p> <ul style="list-style-type: none"> <li>• no tobacco products</li> <li>• no overtly religious advertising</li> <li>• no advertising that contains overt and sexually graphic images</li> <li>• no pornography and illegal drugs.</li> </ul>	Yes

## Section 2 – Illumination and Reflectance

<p><b><u>Objectives</u></b></p> <p><b>01</b> To minimise unacceptable glare.</p> <p><b>02</b> To ensure illuminated signs are compatible with the amenity of neighbouring residential environments.</p>	<p>The proposal seeks to continue the operation of two existing approved static illuminated advertising signs on the pedestrian overbridge at the intersection of Church Street and Canterbury Road, Canterbury, for a further 15-year period.</p> <p>The lighting assessment indicates the advertising signs would comply with</p>	Yes
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Provision	Comment	Compliance
	relevant luminance guidelines and not cause unacceptable glare.	
<p><b><u>Controls</u></b></p> <p><b>Illumination and reflectance criteria for non-digital signs</b></p> <p><b>3.1</b> The following criteria apply to non-digital illuminated signs illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:</p> <ul style="list-style-type: none"> <li>(a) Signs must comply with the luminance requirements in Table 3a.</li> <li>(b) For night time use, signs (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.</li> <li>(c) The light sources for illuminated signs must focus solely on the sign and: <ul style="list-style-type: none"> <li>i. be shielded so that glare does not extend beyond the sign</li> <li>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.</li> </ul> </li> <li>(d) The level of reflectance of a sign, and its content, is not to exceed</li> </ul>	<p>The lighting assessment indicates the advertising signs would comply with relevant luminance guidelines, including those outlined in Table 3a in the DCP and in AS/NZS 1906.1.</p> <p>The light sources for the signage illumination are internal and do not cast any shadows on previously illuminated areas.</p> <p>The Department has recommended a condition requiring that the level of reflectance of the materials used and advertisements must meet the requirements specified in AS/NZS 1906.1:2017 <i>Retroreflective materials and devices for road traffic control purposes</i>.</p>	Yes

Provision	Comment	Compliance
the 'minimum coefficients of Luminous intensity per unit area for Class 2A material', as set out in the Australian Standard AS/NZS 1906.1, Retroreflective materials and devices for road traffic control purposes will not be approved.		
<p>C1 Signs must not:</p> <ul style="list-style-type: none"> <li>be attached to a vehicle, where the vehicle remains stationary primarily for the purpose of advertising. "Vehicle" means a registered or unregistered vehicle and includes a trailer;</li> <li>be a temporary poster and sticker affixed to the exterior of the building, power poles, fences, tree, construction hoardings or the like;</li> <li>be of a portable nature, such as a sandwich board (A-frame signs), placed in, on or over a public place, except in special circumstances specified in the Plan;</li> <li>include flashing lights, regardless of whether these are for illumination of a fixed sign, to attract attention to an otherwise illuminated sign or as part of an illuminated sign;</li> <li>be painted on or applied on the roof; or</li> </ul>	<p>The proposal seeks to continue the operation of two existing approved static illuminated advertising signs on the pedestrian overbridge at the intersection of Church Street and Canterbury Road, Canterbury, for a further 15-year period.</p> <p>The advertising signs are not attached to a vehicle, nor are they temporary, portable, inflatable or on a roof. The signs do not include flashing lights.</p>	Yes

Provision	Comment	Compliance
<ul style="list-style-type: none"> <li>include inflatable signs or structures, other than temporary signs</li> </ul>		
C2. Advertising signs which do not relate to a use, business or activity carried out on the site or building on which the sign is to be placed are discouraged.	<p>Signage is permissible in the SP2 zone under the Canterbury-Bankstown LEP.</p> <p>The proposal is on behalf of TfNSW and is located within an established road corridor.</p>	Yes
C3. Advertising and signage shall be displayed in English but may include a translation in another language.	The advertising signs will continue to display messages in English.	Yes
C4. Content of signage shall not be offensive in nature.	<p>The Applicant has advised that JCDecaux (signage operator) will implement content controls for the proposal, including:</p> <ul style="list-style-type: none"> <li>no tobacco products</li> <li>no overtly religious advertising</li> <li>no advertising that contains overt and sexually graphic images</li> <li>no pornography and illegal drugs.</li> </ul>	Yes

## Appendix E – Recommended instrument of consent

The instrument of consent can be viewed at:

<https://www.planningportal.nsw.gov.au/daex/under-consideration/da2412733-continued-use-existing-static-signage-canterbury-road-canterbury>