



Warringah Road, Forestville Signage Safety Assessment

Prepared for:

TfNSW

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The Transport Planning Partnership

Warringah Road, Forestville Signage Safety Assessment

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1 Introduction

1.1 Overview

Transport for NSW is seeking to renew the permit for a large format static advertising sign located on a pedestrian bridge above Warringah Road, Forestville. The sign is mounted on a pedestrian bridge above Warringah Road facing eastbound traffic travelling on Warringah Road.

The sign was approved on 6 October 2010 by the Department of Planning (DA-056-08-2010), replacing a larger format static sign.

The Transport Planning Partnership (TPPP) has been commissioned by Transport for NSW to undertake a signage safety assessment. This assessment has been carried out in accordance with Department of Planning's Transport Corridor Outdoor Advertising and Signage Guidelines, November 2017 (Guidelines) and Chapter 3 of State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP).

The Guidelines outline best practice for the planning and design of outdoor advertisements in transport corridors. The Industry and Employment SEPP sets out rules regarding outdoor advertising signage for permissible locations and exempt developments.

1.2 Purpose of this Report

The aim of this assessment is to determine the suitability of renewing the permit for the existing static advertising sign and provide recommendations on mitigation measures to alleviate impacts on the surrounding road network, if required. This report sets out the findings of TPPP's signage safety assessment for the static sign above Warringah Road in Forestville.

The following items have been considered in this report:

- Potential for the sign to obstruct or distract a driver's view of the road, traffic control devices, and merge/diverge points at entry and exit ramps.
- Distance from upstream or downstream decision points such as merge and diverge points.
- Potential for the sign to distract at a critical or for an extended period of time.
- Location relative to the carriageway and its potential to be a physical obstruction for vehicles or other road users.
- Location in relation to other signage.

1.3 References

In preparing this report, reference has been made to the following:

- A site inspection of the site from a driving viewpoint on all approaches to the sign was undertaken on Tuesday 29 April 2025.
- Austroads Guide to Road Design Part 3, Geometric Design, 2021.
- Austroads Guide to Road Design Part 4A, Unsignalised and Signalised Intersections, 2023.
- Transport Corridor Outdoor Advertising and Signage Guidelines, November 2017 by Department of Planning and Environment.
- State Environment Planning Policy (Industry and Employment) 2021.
- Plans for the static advertising sign dated 18 June 2025.

2 Proposal Description

2.1 Location Details

The existing sign faces eastbound traffic travelling on Warringah Road. The sign is located approximately 60m from the signalised intersection of Forestville Avenue and Warringah Road. Warringah Road has a posted speed limit of 70km/h in vicinity of the sign.

An aerial image of the sign location and surrounding area is shown in Figure 2.1.

Figure 2.1: Sign Location



Basemap source: NearMap, aerial imagery dated April 3 2025

2.2 Description of Signage

As per the Industry and Employment SEPP, the advertising display area is defined as follows:

“advertising display area means, subject to subsection (2), 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 advertisements or advertising structures”

On the above basis, the advertising display area for the sign is to remain as per the existing dimensions, with an area of 27m² (18m width by 1.5m height).

The sign will be used by Transport for NSW to continue promoting its sponsors and third-party advertising. The static sign will contain text and images. Full scale concept design plans are provided in Appendix A.

It is noted that the existing sign replaced a larger static sign which was approximately 42m² (12m width by 3.5m height). A comparison of the existing sign and the previous sign is shown in Figure 2.2.

Figure 2.2: Sign Comparison



Source: Google Streetview

2.3 Signage Exposure

The existing static advertising sign is visible to motorists travelling eastbound on Warringah Road as shown in Figure 2.2.

Figure 2.3: Warringah Road Eastbound Approach to Sign



Basemap source: NearMap, aerial imagery dated April 3 2025

A site visit was undertaken on Tuesday 29 April 2025 to inspect driver sight distances to the existing static advertising sign and observe any potential crash hazards that could be caused by the sign. A description of the site investigation findings is provided herein.

The lane configuration on the Warringah Road eastbound carriageway in the vicinity of the existing static advertising sign is shown in Figure 2.3. Travel lanes are numbered 1 to 3 from left to right.

Figure 2.4: Warringah Road Eastbound Approach Lane Configuration



Source: Photograph taken by TTPP dated 29 April 2025

- The sign is visible to motorists on Warringah Road travelling eastbound.
- There is no other large format static or digital advertising signage within 150m of the existing sign location.
- No significant road safety issues associated with the existing static sign were observed.
- The posted speed limit is 70km/h.
- Pedestrian volumes at the time of the site inspection in vicinity of the sign were low.
- The kerbside lane is a clearway from 6am-7pm on weekdays and from 9am-6pm on the weekend and public holidays, with a 'No Parking' restriction enforced at all other times.
- Treating the observed conditions during the site inspection as the typical conditions in the area, the distance at which the static sign would be visible and legible in each travel lane is estimated and summarised in Table 2.1 with consideration to the following:
 - Given the alignment of the road, the sign is partially visible for a distance greater than 500m, but a majority of the sign is obstructed by foliage. Therefore, the partially visible distance has been taken as the point as at least 50% of the sign is visible.
 - Typically, the industry standard legible distance for large format signage is 110m, however these signs are typically at least 3m high. Given that the sign is 1.5m high, a legible distance of 60m has been used. This legible distance was confirmed on site.

Table 2.1: Sight Distances

Lane	Partial Visible Distance	Fully Visible Distance	Legible Distance
1	320m	90m	60m
2	300m	80m	60m
3	280m	70m	60m

The partially visible distance, fully visible distance and legible distance in each lane on approach to the sign is shown in Figure 2.5 to Figure 2.7.

Figure 2.5: Warringah Road Eastbound Approach Sign Exposure – Lane 1



Source: Photograph taken by TTPP dated 29 April 2025

Figure 2.6: Warringah Road Eastbound Approach Sign Exposure – Lane 2



Source: Photograph taken by TTPP dated 29 April 2025

Figure 2.7: Warringah Road Eastbound Approach Sign Exposure – Lane 3



Source: Photograph taken by TPPP dated 29 April 2025

2.4 Crash History

Historic crash data has been obtained from Transport for NSW (TfNSW) and assessed for incidents on Warringah Road within the visible distance of the existing static advertising sign. Crash history data has been assessed on the eastbound approach to the sign for the most recent five-year period for data collated and published by TfNSW. The period is between 1 January 2019 to 31 December 2023.

Crash data has been reviewed within the legible and visible distance of the static sign location, which is up to 320m from the sign on Warringah Road. Three casualty crashes were reported within the visible distance of the sign, with no crashes within the legible distance. The nearest casualty incident was 200m from the sign, it is noted that beyond the legible distance, the sign is highly unlikely to draw the attention of motorists.

During 2022 (most recent available data), Warringah Road had an AADT volume of more than 26,000 vehicles in the eastbound direction according to TfNSW's Traffic Volume Viewer. Three casualty incidents over a 300m distance and a 5-year period is not considered unusual for an arterial road in this setting given the high volume of traffic and highly urbanised road environment.

A summary of the crashes within the visible and legible distance of the sign is presented in Table 2.2. The crash locations and associated incident descriptions are also shown in Figure 2.8.

Table 2.2: Crash Type and Severity

Crash Type (RUM code)	No. of Crashes	Crash Severity (No. of Crashes)					
		Fatality	Serious Injury	Moderate Injury	Minor Injury	Uncategorised Injury	Non-casualty (tow-away)
Within Visible Distance = 320m							
Right near (RUM Code 13)	1	0	0	0	0	0	1
Left near (RUM Code 16)	1	0	0	0	1	0	0
Rear end (RUM Code 30)	2	0	0	0	2	0	0
Left rear (RUM Code 31)	1	0	0	0	0	0	1
Off road right on left bend into object (RUM Code 85)	1	0	0	0	0	0	1
Total	6	0	0	0	3	0	3

Figure 2.8: Crash Map



Basemap source: NearMap aerial imagery dated April 3 2025.

3 Statutory Requirements

This section of the report assesses the compliance with the safety assessment criteria established in the NSW Guidelines and State Environmental Planning Policy (Industry and Employment) 2021. It requires analysis as to whether the proposal would reduce the safety of:

- Any public roads
- Pedestrians and cyclists.
- Pedestrians by obscuring sight lines from public areas.

The existing design which will remain consistent in the future has been assessed against the relevant statutory requirements and guidelines. In order to assess any road facing sign against the key safety assessment criteria, a series of detailed criteria are set out in Section 3.2 *Advertisements and Road Safety* of the NSW Guidelines.

3.1 Industry and Employment SEPP Schedule 5

Clauses 1 to 7 of the Industry and Employment SEPP – Schedule 5 refer to aspects that are unrelated to road safety, as outlined in Appendix B. However, Clause 8 is related to road safety, and thus, is covered under this signage safety assessment as follows:

- a) Would the proposal reduce the safety for any public road?***
- b) Would the proposal reduce the safety for the pedestrians or bicyclists?***
- c) Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?***

Provision of the existing static advertising sign on the pedestrian bridge above Warringah Road is unlikely to reduce safety for motorists, pedestrians or cyclists. There will be no changes to the location or size of the existing static advertising sign in the future.

Assessment of the proposal in accordance with the Department of Planning's Transport Corridor Outdoor Advertising and Signage Guidelines has been undertaken in the following Section.

3.2 Transport Corridor Outdoor Advertising and Signage Guidelines – Site Specific Criteria (Section 2 of Guidelines)

The Transport Corridor Outdoor Advertising and Signage Guidelines specify criteria which are directly applicable to the assessment of signs mounted on bridges. The criteria have been assessed in Table 3.1.

Some of the criteria are related to signage content and would need to be addressed by the operator.

Table 3.1: Bridge Signage Criteria (Section 2 of Guidelines)

	Criteria	Comments
A	The architecture of the bridge must not be diminished.	The existing sign is considered to be compatible with the form and scale of the bridge structure. The proposal will not alter the existing sign and will therefore not detract from the structural qualities of the bridge.
B	The advertisement must not extend laterally outside the structural boundaries of the bridge.	The existing sign is located wholly within the structural boundaries of the bridge.
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 5.8m.	The advertisement does not extend below the soffit of the Warringah Road bridge.
D	On a road or pedestrian bridge, the advertisement must: <ul style="list-style-type: none"> i. not protrude above the top of the structural boundaries of the bridge ii. not block significant views for pedestrians or other bridge users (e.g. cyclists) iii. not create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other bridge users. 	The positioning of the sign on the Warringah Road pedestrian bridge: <ul style="list-style-type: none"> • does not protrude above the top of the existing structural boundaries of the bridge/advertising structure • does not block significant views for pedestrians or other bridge users including cyclists being a pedestrian bridge • does not create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other bridge users.
E	Paragraphs (a) to (d) above do not apply to the continuation of the display of any existing advertising on bridges approved prior to the gazettal of State Environmental Planning Policy No 64 (Advertising and Signage) (Amendment No 2) in 2007 for only one additional period under SEPP 64 Clause 14 if there is no increase in the advertising display area of the signage	N/A
F	A DCP to display an advertisement on a bridge must be accompanied by a statement demonstrating how the advertisement will contribute to a public benefit. Section 4 outlines the public benefit test requirements.	This application does not require the preparation of a site-specific DCP.
G	Any advertising sign proposed for development on a bridge over a classified road requires that construction drawings be submitted for review and approval by RMS bridge engineers prior to construction to ensure all road safety requirements are met.	Construction drawings were prepared and submitted as part of the original application.
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 sign will not detach in the event of impact by an over height vehicle.

3.3 Transport Corridor Outdoor Advertising and Signage Guidelines (Section 3 of Guidelines)

3.3.1 Signage Location Criteria

3.3.1.1 Road Clearance

(a) The advertisement must not create a physical obstruction or hazard. For example:

- i. Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas).**
- ii. Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall vehicles? Will the clearance between the road surface and the bottom of the sign meet appropriate road standards for that particular road?**
- iii. Does the sign protrude laterally into the transport corridor so it could be hit by trucks or wide vehicles?**

The existing sign does not physically obstruct any vehicle, pedestrian and cyclist movements as it is placed on the pedestrian bridge above Warringah Road. The sign does not protrude below the underside of the overhead bridge and hence the vertical clearance from the roadway to the bridge is maintained.

The development application plans for the static advertising sign are contained in Appendix A.

(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 supplement) or behind an RMS-approved crash barrier.

The sign is installed on the pedestrian bridge, which is positioned above the carriageway and outside of the clear zone. Hence, it would not require an RMS-approved crash barrier.

(c) Where a sign is proposed within the clear zone but behind an existing RMS-approved crash barrier, all its structures up to 5.8m in height (relative to the road level) are to comply with any applicable lateral clearances specified by Austroads Guide to Road Design (and RMS supplements) with respect to dynamic deflection and working width.

The sign is not located within the clear zone.

The available vertical clearance between the road surface and the underside of the pedestrian bridge would be maintained.

(d) All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

The existing sign has been approved and designed in accordance with Australian Standards AS1170.1 and AS1170.2 to meet the requirements for wind loading, whilst having consideration for the height of the sign board when under maximum vertical deflection.

3.3.1.2 Line of Sight

(a) An advertisement must not obstruct the drivers view of the road particularly of other vehicles, bicycle riders or pedestrians at crossings.

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

The sign is positioned on the pedestrian bridge above Warringah Road completely within the structure of the bridge. Therefore, the sign does not obstruct the drivers' view of the road or pedestrians and cyclists.

(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 static advertising sign would not change. The proposed static advertising sign would remain at the same height as the existing overhead bridge which would not impede a driver's visibility on the alignment of the road. The sign does not indicate misleading information or information contrary to the existing roadway.

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

- 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.**
- ii. **The sign should be oriented in a manner that does not create headlight reflection in the driver's line of sight. As a guideline, angling a sign five degrees away from right angles to the driver's line of sight can minimise headline 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.**

The sign is located above the road and well within a driver's peripheral vision whilst travelling eastbound on Warringah Road. Motorists are not required to turn their heads when observing the sign, and all motorists are able to see the road simultaneously when viewing the sign.

The positioning and angle of the sign is not expected to result in headlight reflection or glare.

3.3.1.3 Proximity to Decision Making Points and Conflict Points

(a) A sign should not be located:

- i. **Less than the safe sight distance from an intersection, merge points, exit ramp, traffic control signal or sharp curves.**
- ii. **Less than the safe stopping sight distance from a marked foot crossing, pedestrian crossing, pedestrian refuge, cycle crossing, cycleway facility or hazard within the road environment.**

As per Austroads Guide to Road Design Part 4A, the minimum safe stopping distance (SSD) is based on the travel speed and gradient of the road. At this location, the posted speed limit is 70km/h.

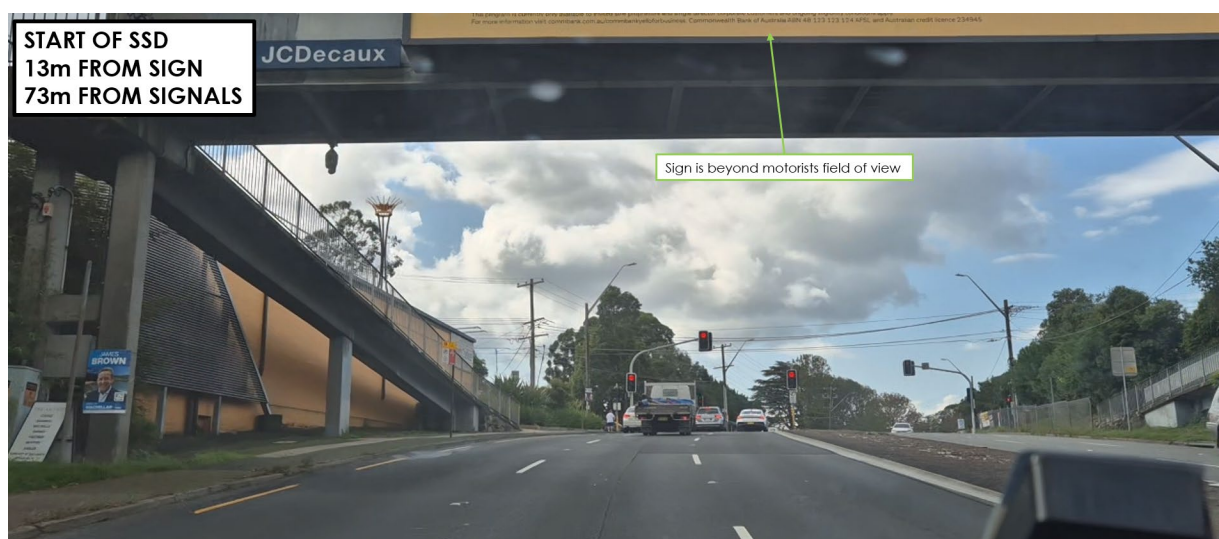
For the purpose of this assessment, an operating speed of 70 km/h has been used to calculate the safe stopping sight distance which is the sign posted speed limit on Warringah Road. Also, it is the speed at which motorists were observed to be driving during the site inspection.

Table 5.2 of the Austroads Guide to Road Design Part 3 provides the typical road conditions and driver reaction times. A reaction time of 1.5 seconds is used for road conditions in “high expectancy of stopping due to traffic signals” and with “built up areas – high traffic volumes”. Therefore, a reaction time of 1.5 seconds is deemed appropriate. The SSD for a 70km/h road with a reaction time of 1.5 seconds is 83m.

The primary decision making and conflict point located in vicinity of the sign is the signalised intersection of Warringah Road and Forestville Avenue. On the eastbound approach to the intersection there is an approximate 8% up-grade as measured using NearMap Aerial imagery. Applying the grade correction factor, the resulting SSD required to the signals is 73m.

The static sign is located 60m prior to the traffic signals, technically within the SSD of the signalised intersection of Warringah Road and Forestville Avenue. However, given that the sign is installed above the road, motorists would need to be further back to view the sign. Figure 3.1 presents the view of a motorist at the start of the required SSD of the signals.

Figure 3.1: Minimum Visible Distance



Source: Photograph taken by TPPP dated 25 October 2024.

As evident from Figure 3.1, although the sign would be located within the safe stopping sight distance of the traffic signals, the sign would not be visible to drivers within the safe stopping distance as the minimum visible distance is located beyond this point, therefore the intent of this criteria is satisfied.

Lastly, the crash history presented in Section 2.4 indicates that there are no existing road safety issues on approach to the sign, with no casualty incidents recorded in the last 5 years within 200m of the sign. This suggests that the sign has not had a detrimental impact on road safety

iii. So that it is visible from the stem of a T-intersection.

The sign would be visible to motorists waiting to turn left from Laurel Chase onto Warringah Road. The view from Laurel Chase is shown in Figure 3.2. At this point the sign is well beyond the legible distance and therefore the sign is not expected to impact driver behaviour. Further, drivers turning left onto Warringah Road would be looking over their right shoulder to select a suitable gap in traffic, and therefore the sign would not be visible whilst drivers are making their decision to turn onto Warringah Road.

Figure 3.2: Motorist's View on Laurel Chase



Source: Photograph taken by TPPP dated 29 April 2025.

The sign is not visible from any other T-intersections.

(b) The placement of a sign should not distract a driver at a critical time. In particular, signs should not obstruct a driver's view:

- (i) Of a road hazard,**
- (ii) To an intersection,**

- (iii) To a prescribed traffic control device (such as traffic signals, stop or give way signs or warning signs)**
To an emergency vehicle access point or Type 2 driveways (wider than 6-9 metres) or higher.

A “critical time” is understood to refer to a point in time when a driver’s decision is required implying that a road safety implication could occur if a driver was distracted at this time.

The sign is fixed on the pedestrian bridge and is completely within the structure of the bridge, therefore, the sign does not obstruct a motorist’s view of any traffic signals, signage, and other traffic hazards when travelling on Warringah Road in the eastbound direction.

3.3.1.4 Sign Spacing

- (a) Sign spacing should limit drivers view to a single view to a single sign at any given time with a distance of no less than 150m between signs in any one corridor. Exemptions for low speed, high pedestrian zones or CBD zones will be assessed by RMS as part of their concurrence role.**

There are no other large format static or digital signs within 150 m of the static sign.

3.3.2 Sign Design and Operation Criteria

3.3.2.1 Advertising Signage and Traffic Control Devices

- (a) The advertisement must not distract a driver from, obstruct or reduce the visibility and effectiveness of directional signs, traffic signals, prescribed traffic control devices, regulatory signs or advisory signs or obscure information about the road alignment.**

The existing static sign is located above the carriageway and therefore, it does not distract motorists nor obstruct or reduce the visibility and effectiveness of any directional signs, traffic signals, traffic control devices, regulatory signs or advisory signs.

The sign does not obscure information about the road alignment.

- (b) The advertisement must not interfere with stopping sight distance for the road’s design speed or the effectiveness of a traffic control device. For example:**
 - (i) Could the advertisement be construed as giving instructions to traffic such as ‘Stop’, ‘Halt’ or ‘Give Way’?**
 - (ii) Does the advertisement imitate a prescribed traffic control device?**
 - (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?**

Details of the advertisement/s would remain consistent with the existing advertising sign. It is noted that the sign would not display colours and shapes which could be mistaken for traffic signals.

Notwithstanding this, it is recommended that the content of the sign be reviewed against Table 5 of the Guidelines to avoid any content that may be construed as imitating a traffic control device.

3.3.2.2 Dwell Time and Transition Time

- (a) Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below**
- (b) Dwell times for the image display must not be less than:**
 - i. 10 seconds for areas where the speed limit is below 80km/hr.**
 - ii. 25 seconds for areas where the speed limit is 80km/h and over.**
- (c) Any digital sign that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.**
- (d) Digital signs must not contain animated or video/movie style advertising or messages of image failure, the default image must be a black screen.**
- (e) The transition time between messages must be no longer than 0.1 seconds, as in the event of image failure, the default image must be a black screen.**

The existing sign is not a digital sign and will remain as static sign in the future and therefore these requirements are not applicable.

3.3.2.3 Illumination and Reflectance

- (a) Luminance levels comply with the requirements in Table 6 in Transport Corridor Outdoor Advertising and Signage Guidelines**
- (b) The image displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.**

Section 3.3.3 of the Guidelines details assessment criteria to ensure that illumination and reflectance qualities of the sign does not cause a road safety hazard. It is understood that these criteria would be addressed in a separate specialist report prepared by a qualified consultant.

3.3.2.4 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.**
- (b) Message sequencing designed to make a driver anticipated the next message is prohibited across images presented on a single sign and across a series of signs.**

The sign is static and would not contain interactive technology or technology that enables opt-in direction communication with motorists.

4 Conclusion

TfNSW is seeking to renew the permit of a large format static advertising sign facing eastbound traffic, located on the footbridge above Warringah Road, Forestville.

The proposal has been assessed in accordance with the following statutory requirements and guidelines for advertising signs:

- Transport Corridor Outdoor Advertising and Signage Guidelines
- State Environmental Planning Policy (Industry and Employment) 2021.

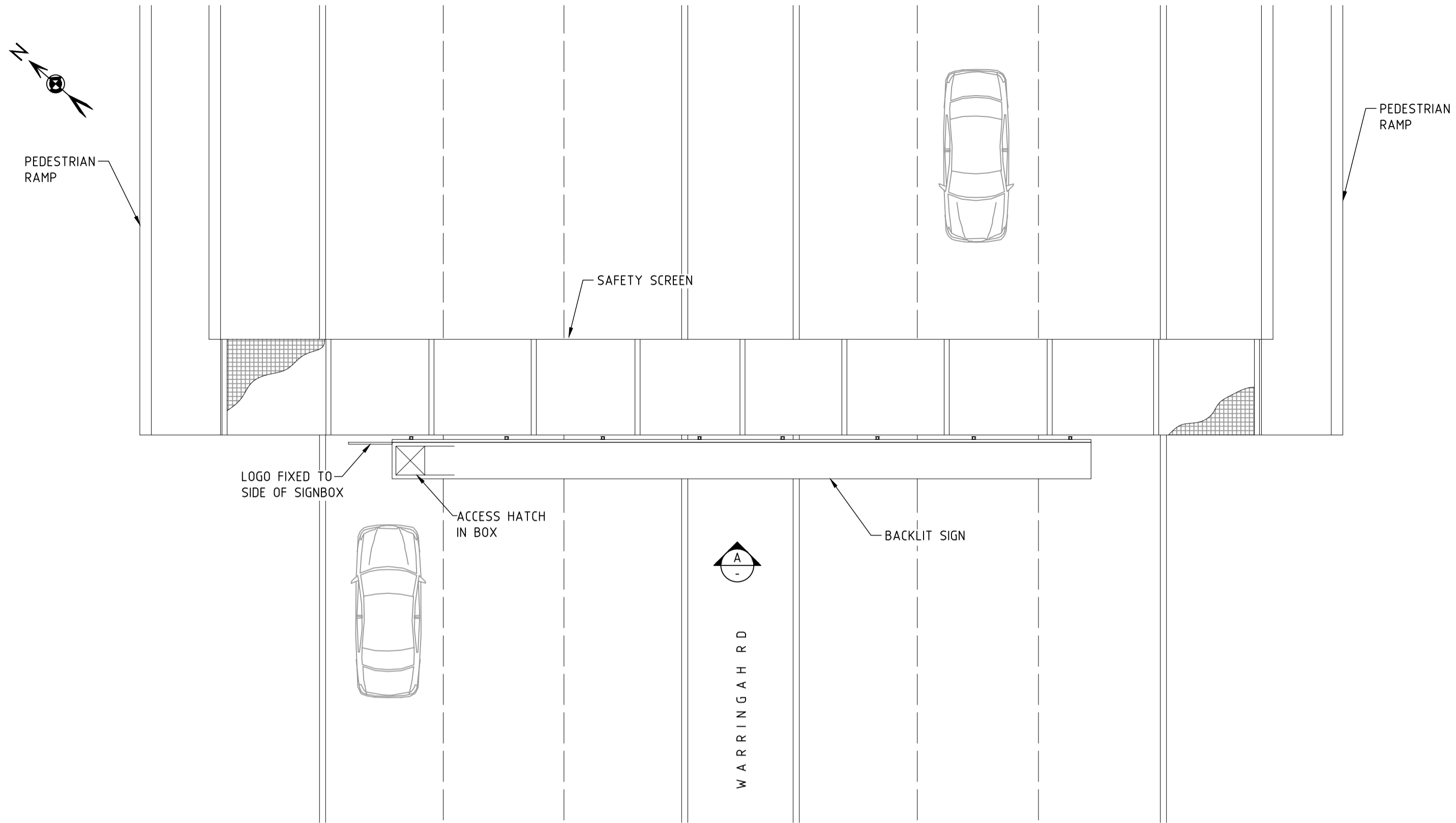
The following findings and conclusions are made from the signage safety assessment:

- In the five-year period between January 2019 and December 2023, there were three casualty incidents on the eastbound approach within the visible distance to the existing static sign, with no incidents occurring within the legible distance of the sign.
- The sign does not obstruct and/or reduce the visibility of any traffic control devices, signage, pedestrians or cyclists.
- The sign does not give incorrect information on the alignment of the road.
- The sign is located above the carriageway, within the driver's vision and does not require motorists to turn their head way from the roadway ahead.
- The sign would be located within the safe stopping sight distance of the traffic signals. However, the sign would not be visible to drivers within the safe stopping distance, therefore the intent of this criteria is satisfied.
- The sign does not compromise road safety for road users in the vicinity.

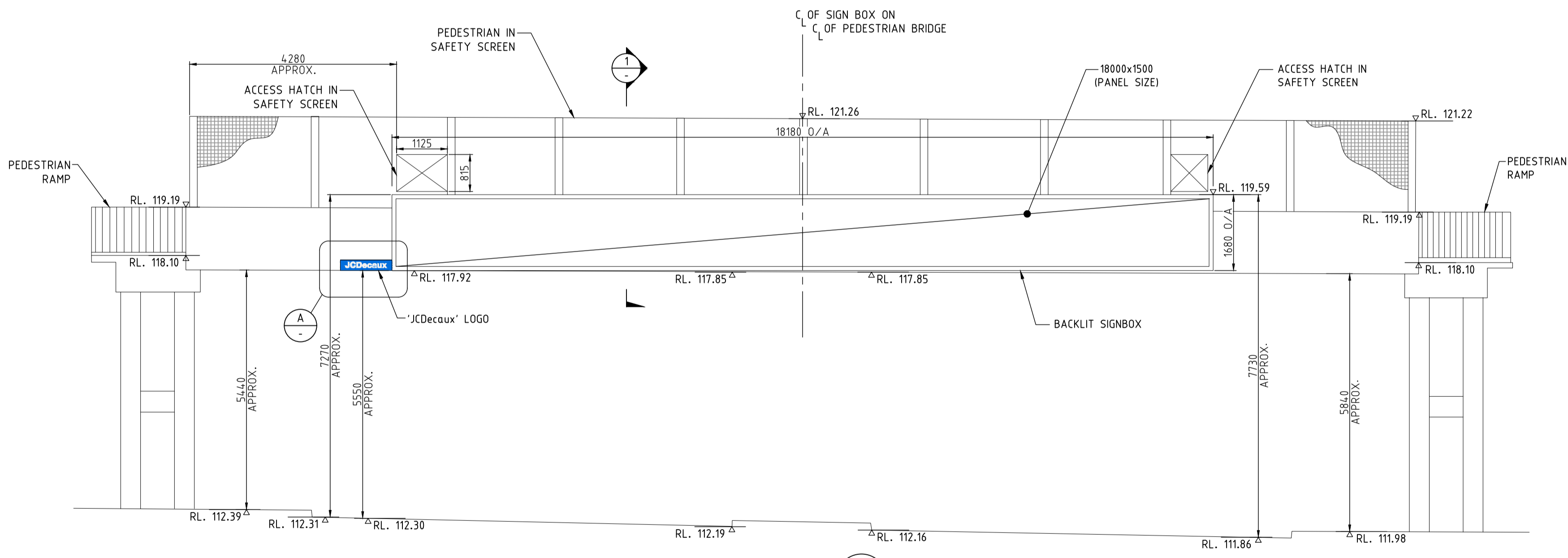
Having consideration for the static signage safety assessment and discussion presented within this report, the analysis demonstrates that the existing static sign on Warringah Road facing eastbound traffic would satisfy the traffic safety criteria, requirements and guidelines in the Industry and Employment SEPP and NSW Guidelines.

Appendix A

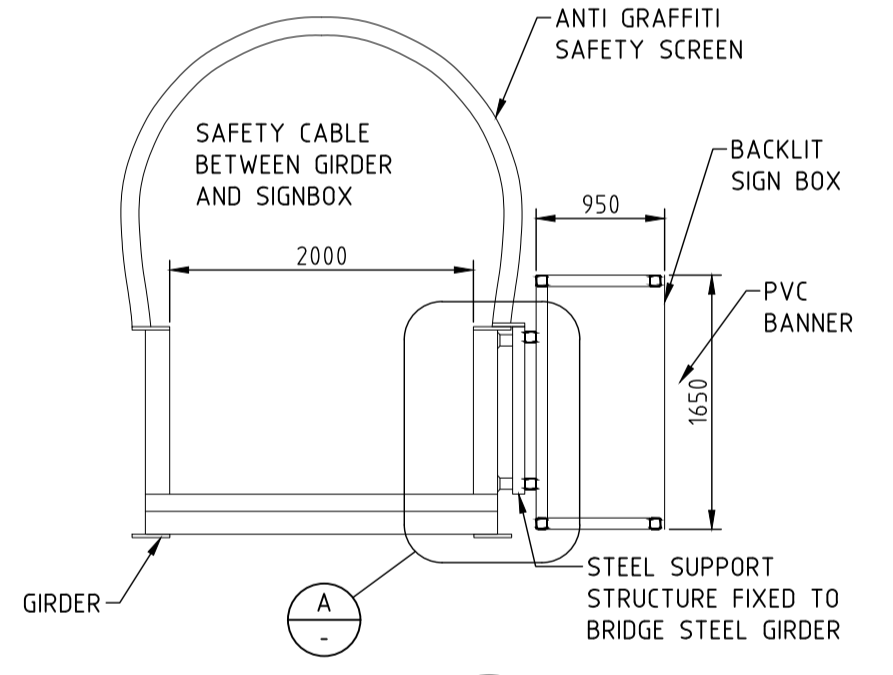
Concept Design Plans



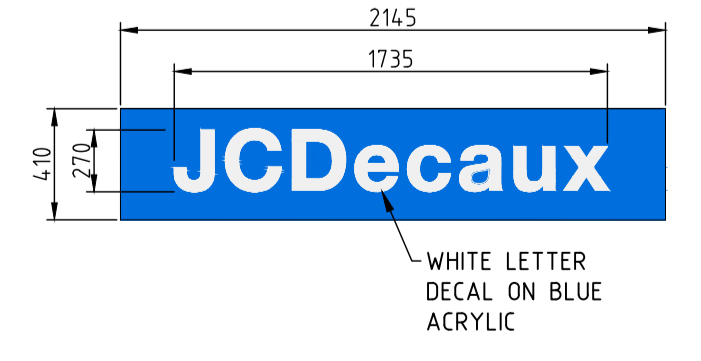
SITE PLAN
SCALE 1:100



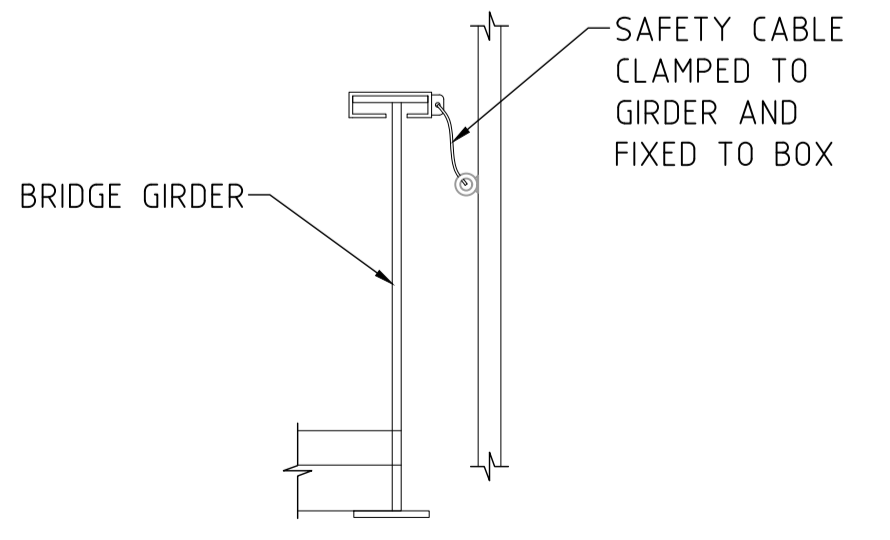
ELEVATION A
SCALE 1:75



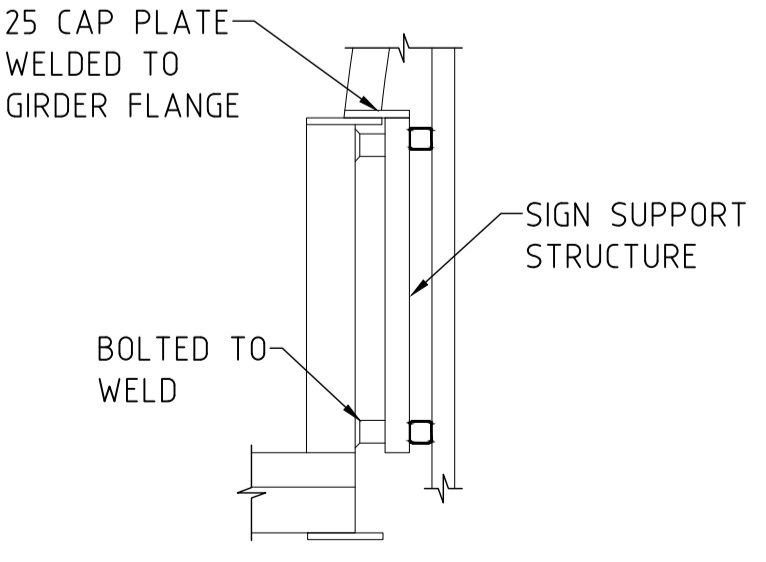
SECTION 1
SCALE 1:50



ELEVATION A
SCALE 1:25



TYPICAL SAFETY CABLE DETAIL
SCALE 1:25



DETAIL A
SCALE 1:25

ISSUE	DATE	REVISION	PREP	CHECK	AUTH
2	18/06/25	ISSUED FOR DA APPROVAL			
1	16/05/25	ISSUED FOR DA APPROVAL			

TRANSPORT FOR NEW SOUTH WALES					
WARRINGAH RD			SHIRE OF WARRINGAH		
ADVERTISING SIGNAGE PEDESTRIAN BRIDGE OVER WARRINGAH ROAD FORESTVILLE					
GENERAL ARRANGEMENT					
		27-31 Argyle Street, Parramatta NSW 2150			
PREPARED	CHECKED	REGISTRATION No OF PLANS			
DESIGN	JL	DS2025/000476			
DRAWING	MT	RTA BRIDGE NUMBER	B8514		
APPROVED	DESIGN DA RECORDS	ISSUE STATUS		DA APPROVAL	
DIRECTOR		SHEET No	DA01	ISSUE	2

Appendix B

State Environmental Planning Policy (Industry and Employment) – Schedule 5

State Environmental Planning Policy (Industry and Employment) 2021

Current version for 16 December 2022 to date (accessed 4 July 2023 at 10:29)

Schedule 5

Schedule 5 Assessment criteria

sections 3.6, 3.11 and 3.15

1 Character of the area

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

2 Special areas

- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

3 Views and vistas

- Does the proposal obscure or compromise important views?
- Does the proposal dominate the skyline and reduce the quality of vistas?
- Does the proposal respect the viewing rights of other advertisers?

4 Streetscape, setting or landscape

- Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?
- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?
- Does the proposal reduce clutter by rationalising and simplifying existing advertising?
- Does the proposal screen unsightliness?
- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?
- Does the proposal require ongoing vegetation management?

5 Site and building

- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?

- Does the proposal show innovation and imagination in its relationship to the site or building, or both?

6 Associated devices and logos with advertisements and advertising structures

- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

7 Illumination

- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

8 Safety

- Would the proposal reduce the safety for any public road?
- Would the proposal reduce the safety for pedestrians or bicyclists?
- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?

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