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Control	Assessment	Complies
<p>2.1 Earthworks</p> <p>Subdivision and building work should be designed to respond to the natural topography of the site wherever possible, minimising the extent of cut and fill (e.g. for steep land houses will need to be of a 'split level' design or an appropriate alternative and economical solution).</p>	<p>A separate Complying Development Certificate (CDC) has been issued for the demolition of the existing warehouse and associated structures by an accredited certifier (dated 21 February 2025). Those demolition works are underway. Demolition works associated with development application are confined to the removal of the front car parking area.</p> <p>The earthworks proposed as part of Stage 1 of this development are sympathetic to the natural topography of the site but also have regard to the need to provide level building platforms to accommodate the future built form.</p> <p>Fill is required, particularly at the rear of the site for the Warehouse 3 building pad, and some retaining walls are necessary, however cut and fill has been minimised and is considered acceptable given the total area of the subject property.</p>	Yes
<p>2.2 Salinity Management</p> <p>Salinity assessment of soil and ground water must be undertaken and submitted to Council with the development application for subdivision. Investigations and sampling for salinity should be conducted in accordance with the requirements of the Heritage (Department of Premier and Cabinet) booklet Site Investigations for Urban Salinity.</p>	<p>A Salinity Management Plan accompanies the subject development application and details that existing soils on the site are non-saline to slightly saline and also generally sodic.</p> <p>This report has been reviewed by Council's Environmental Health Specialist who concurs with the findings and recommends the imposition of standard conditions of consent to ensure compliance with the Salinity Management Plan.</p>	Yes
<p>2.3 Water Management</p> <p>All development must demonstrate compliance with the relevant provisions of Council's Engineering Specifications including requirements for detention, drainage and water sensitive urban design.</p>	<p>The proposed development complies with the requirements of Council's Engineering Design Specifications and conditions of consent are recommended as required.</p>	Yes
<p>2.4 Trees and Vegetation</p> <p>A person must not cut down, fell, uproot, kill, poison, ringbark, burn or otherwise destroy a tree without approval from Council authorising such works</p>	<p>The proposed development includes the removal of 310 trees with provision for 167 new plantings which represents a loss of 143 trees. The development application was supported by an Arboricultural Impact Assessment and associated landscape design through detailed landscaping plans.</p> <p>The Arboricultural Impact Assessment confirms those trees required for removal and those proposed to be retained and provides recommendations regarding overseeing of tree protection through the early stages of work on site, monitoring of works and compliance, tree protection measures and replacement planting.</p>	Yes

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	<p>Council's Urban Forest Team have reviewed the documentation and advised that the tree removals proposed as part of the application are accepted due to encroachment of the building footprint/s and the cut and fill required to accommodate the proposed buildings. Council staff support the tree removals proposed and consider the compensatory planting, particularly along the southern and western boundaries, will mitigate any potential impacts.</p>	
<p>2.5 Environmentally Sensitive Land</p> <p>A development application lodged on land shown on the Environmental Sensitive Land Map as being affected by any of the categories identified must be accompanied by information that addresses potential impacts with respect endemic native vegetation, existing and potential habitat of any threatened species, populations or endangered ecological communities, regionally significant species, habitat corridors, wetlands and biodiversity values within a reserve, including a road reserve.</p>	<p>The proposed development is not located within environmentally sensitive land, but as noted in the Biodiversity Development Assessment Report (BDAR), the redevelopment of the site will clear approximately 0.6 hectares of native vegetation. While approximately 1.4 hectares of the site will remain undisturbed, the tree removal proposed exceeds the clearing threshold under the Biodiversity Conservation Regulation 2017 and therefore triggers entry into the NSW Biodiversity Offsets Scheme 2017.</p> <p>A test of significance has been provided by the applicant which concludes that the proposal will not result in any significant impact on any threatened species, populations or communities.</p> <p>The application was considered by Council's Sustainability Officer who advised that the site was previously cleared for agriculture. Landscaping of the site with natives was undertaken in the early 2000s as part of the previous development. While there is a good mix of local native species principally on the eastern boundary, the landscaping also includes other native species and some exotic species.</p> <p>Given the short age of the planting, habitat is identified as being limited. There is the potential for the Hills Fig and the Prickly-leaved Teat Tree and some Eucalypts when fruiting and flowering for potential foraging habitat for the threatened species Grey-headed Flying Fox and some threatened bird species. These bird species include Regent Honeyeater Dusky Woodswallow, Little Lorikeet, Scarlet Robin, Diamond Firetail. The Large Bent-winged Bat, Yellow-bellied Sheaf-tail-bat, Greater Broad-nosed Bat may also use the site for potential foraging habitat. Most of the foraging habitat will be retained, including the vegetation along the northeast and eastern areas.</p> <p>The removal of the fig trees is identified as a potential loss of habitat for the Grey-headed Flying Fox. A Test of Significance has been undertaken which concluded the proposal is unlikely to significantly impact on the Grey-headed Flying Fox.</p> <p>It is considered the biodiversity impacts are minimal given the young age of vegetation planted for the initial development of the site. Mitigation of the impact will be achieved through compensatory landscaping. Any trees to be removed should be assessed prior to removal, to</p>	

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	determine if there are active nest and actions put in place to determine appropriate relocation, and this will be included as a condition of any development consent issued.	
<p>2.7 Bush Fire Risk Management</p> <p>Development on land identified as bushfire prone must address the bushfire protection measures in the NSW RFS publication, 'Planning for Bushfire Protection'.</p>	<p>The development application has been accompanied by a Bushfire Hazard Analysis which concludes that the site can comply with the Planning for Bushfire Protection requirements subject to standard conditions.</p> <p>All proposed asset protection zones will be contained wholly within the site. The assessment concludes that there is low risk bushfire hazard to the north-east of the site within Kenny Creek and the development has been designed to ensure compliance with the relevant provisions of Planning for Bushfire Protection.</p> <p>The development application was referred to Council's Sustainability Officer who advises that the existing asset protection zone to the riparian corridor (which is bushfire prone) will be maintained, concurs with the contents and recommendations contained in the report and raises no objections to the proposal on bushfire grounds.</p>	Yes
<p>2.8 Flood Hazard Management</p> <p>Development on flood prone land must comply with Council's Design Specifications and Flood Risk Management Policy</p>	<p>The development application was accompanied by a Civil Engineering Report which details that the subject site is not impacted by any external catchments or overland flow paths. The proposed floor level is greater than the minimum 500mm freeboard requirement in Council's Flood Risk Management Policy and the proposal is considered acceptable from a flood management perspective.</p> <p>The application and accompanying documentation have been considered by Council's Flooding Team who have advised that given that no works are proposed within the flood risk precinct, no additional flood controls are required. However, Hartley Road is affected by flood events (5% and 20% AEP) and as such, a Flood Emergency Response Plan is required prior to the issue of any Construction Certificate, which is included in the recommended conditions accompanying this report.</p>	Yes
<p>2.9 Contaminated and Potentially Contaminated Land Management</p> <p>An assessment is to be made by the applicant under <i>SEPP (Resilience and Hazards) 2021</i> as to whether the subject land is contaminated prior to the submission of a development application.</p>	<p>Section 4.6 of the Resilience and Hazards SEPP requires the consent authority to consider if the site is contaminated. If the site is contaminated, the consent authority must be satisfied that it is suitable in its contaminated state for the development.</p> <p>The DA has been accompanied by a Detailed Site Investigation (DSI) which reveals that there are slightly elevated metals in soil and groundwater but not considered to warrant specific management. No asbestos fragments were observed during fieldwork and no asbestos containing material was present in laboratory results. Based on these results, the site is considered suitable for proposed the development.</p> <p>Council staff have assessed the DSI and associated information submitted in support of the DA. Council staff are satisfied with the conclusions that the site is suitable</p>	Yes

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	for the development subject to recommended conditions of consent.	
<p>2.12 Acoustic Amenity</p> <p>Acoustic reports are to be prepared by suitably qualified acoustic consultants.</p>	<p>An Acoustic and Vibration Assessment prepared by a suitably qualified acoustic consultant has been provided in support of the proposed development. The report includes an acoustic examination of the potential noise impacts from construction and operation of the development, together with noise impacts from traffic movements in the locality against criteria contained in the EPAs Industrial Noise Policy.</p> <p>The report concludes that operational noise emissions from the conceptual built form are compliant at all residential receivers and road traffic noise will also meet the requirements of the policy. Some construction activity may exceed the relevant noise management levels at some receivers when construction is being conducted near the sensitive receivers, although the 'highly noise affected threshold' is not exceeded at any receivers. In this regard, a Construction Noise Mitigation and Vibration Management Plan will include measures for reducing source noise levels by construction planning and equipment selection where practical.</p> <p>The report has been reviewed by Council's Environmental Health Specialist who supports the recommendations of the report and the inclusion of various conditions consistent with those recommendations and compliance mitigation strategies.</p>	Yes
<p>2.14 Waste Management</p> <p>A Waste Management Plan (WMP) must be submitted for all new development, including demolitions, construction and the ongoing (or change of) use. A WMP outlines the waste that will be generated and how the development proposes to manage the waste.</p>	<p>A suitable waste management plan has been provided. Conditions of consent are recommended.</p>	Yes
<p>2.16 Environmental Heritage</p> <p>Development application must identify any areas of Aboriginal cultural heritage value that is within or adjoining the area of the proposed development, including those areas of the site that are to be retained and protected</p>	<p>There is no item of environmental heritage in the vicinity of the subject site that requires consideration.</p> <p>However, the development application was accompanied by an Aboriginal Heritage and Due Diligence Assessment which indicates that a search of the AHIMS database identified no sites within the study area, and while no sites were found during the archaeological survey, the study area includes an area of high archaeological potential for aboriginal cultural material.</p> <p>Specifically, the report also states that the principal area of development can be considered as having low archaeological potential. Given that the proposed works</p>	Yes

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	<p>are limited to the existing building footprint and are not planned to disturb the portion of the site containing riparian land, there is no need for further investigation or the submission of an Aboriginal Cultural Heritage Report (ACHR). The report concluded that works may proceed with caution in these areas of low potential.</p> <p>Council's Heritage Adviser has reviewed the proposal and accompanying report and concurs with the conclusions and recommendations subject to the imposition of recommended conditions.</p>	
<p>2.17.1 General Requirements for Signage</p> <p>1. The location, quantity, type, colour, design and size of all signage must not detract from the amenity and character of the land or building to which it relates.</p> <p>2. All signage must be consistent with the scale of the building or the property on which it is located.</p> <p>3. Signage must align with the approved use being conducted on the land.</p> <p>4. All signage must remain within the property boundary.</p>	<p>The proposed development includes the installation of a number of signs as detailed in the Signage Details Plan. The following signs are proposed as part of this application:</p> <ul style="list-style-type: none"> • One non-illuminated business identification pylon sign measuring 12 metres in height and 3.6 metres in width; • One non-illuminated vehicular directional totem sign measuring 1.2 metres in height and 0.99 metres in width; • Four non-illuminated vehicular directional car park entry signs measuring 1.5 metres in height and 0.4 metres in width; • Five non-illuminated vehicular directional totem signs measuring 2.0 metres in height and 0.99 metres in width; • Two internally illuminated business identification wall signs for Warehouse 1 and Warehouse 2 measuring 12 metres in height and 3.6 metres in width; and • Seven wall signs. <p>The design of all proposed signage is considered to be appropriate given the scale and character of the proposed buildings and will not detract from the surrounding amenity.</p> <p>The signage is consistent in theme, integrates with the overall development and aligns with proposed future land uses for warehousing and general industrial activities. The signage is either for building identification or directional purposes, fully contained within the property boundaries and is therefore consistent with these policy controls.</p>	Yes
<p>2.17.6 Industrial Zones</p> <p>All illumination must comply with AS 1158 – Lighting for Roads and Public Spaces and AS 4282 – Control of the Obtrusive Effects of Outdoor Lighting.</p> <p>In large stand-alone developments, the total combined signage on a building elevation must not exceed 20% of that building elevation, signage visible from a public place must be complementary and</p>	<p>As noted above, there are two illuminated business identification signs proposed as part of the development. A recommended condition requires these signs to comply with AS1158 – Lighting For Roads and Public Spaces and AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.</p> <p>All of the proposed signs meet the numerical requirements of this clause, with the exception of the proposed pylon sign located within the front setback to Hartley Road. The proposed pylon sign is 12 metres in height and does not meet Council's DCP control which limits pylon and pole signs to 6 metres in height.</p>	Yes – condition required.

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<p>consistent in size, shape and style and one pole or pylon sign must not exceed 6 metres above ground level.</p>	<p>The applicant submits that although the sign exceeds the DCP controls, the proposed signage is acceptable given its location in an industrial area.</p> <p>It is assessed that the applicant has not provided sufficient justification to support the proposed pylon sign of 12 metres in height. While the frontage of the site is significant and adjacent built form proposed as part of this application will extend beyond the height of the proposed sign, the proposed sign height is greater than the statutory building height limit and should be reduced to be more in keeping with other signage located in the immediate vicinity. In this regard, it is recommended that a condition be imposed requiring the height of the pylon sign to be reduced to 6 metres in accordance with the requirements of the DCP.</p>	
<p>2.18.2 Car Parking Rates</p> <ul style="list-style-type: none"> - 1 car parking space per 300 square metres of GFA and 1 car parking space per 70 square metres of GFA for industry. - 1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and, - 1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces. - Where the office component is in excess of 20% of the floor area, the rate for office premises and business premises applies for the floor space in excess of 20% of the floor area. This rate is 1 car parking space per 40 square metres. 	<p>The proposed development will provide car parking within the development as follows:</p> <p>Warehouse 1 – 105 off-street car parking spaces Warehouse 2 – 111 off-street car parking spaces Warehouse 3 – 186 off-street car parking space Total – 402 spaces</p> <p>With respect to Warehouse 1 and 2, no end operators are known at this time, however, each of these warehouses have been designed and will be used for warehousing and distribution uses. Applying the applicable DCP rate, Warehouse 1 is required to provide 62 spaces while Warehouse 2 is required to provide 73 parking spaces. The proposal comfortably meets the requirements of the DCP.</p> <p>With respect to Warehouse 3, of the total GFA, only a minor portion of that floor area will be used for manufacturing purposes. Applying the relevant rates to each component of Warehouse 3, the building generates the need for 143 spaces and also comfortably meet the requirements of the DCP.</p> <p>The design and number of car parking spaces meets the requirements of Council's DCP.</p>	<p>Yes</p>
<p>2.18.3 Carparking Design Criteria</p> <p>Car parks that are highly visible from the public domain must comply with the following requirements</p> <ul style="list-style-type: none"> • provide a 2.5m wide landscape bay between every 6-8 car parking spaces, • provide a minimum 1m landscaping strip at the end of parking aisles, and • be landscaped generally in accordance with the Figure 2-12. 	<p>While landscaping will be increased on the perimeters of the site, trees will be lost more generally to accommodate changes in levels for the proposed buildings, driveways and car parking areas.</p> <p>This particular control aims to reduce island heat effect by providing sufficient tree planting within the car parking areas of the development to provide shade and minimise the impact of large expanses of hard paving.</p> <p>Council's Urban Forest Team have indicated that the proposal does not fully comply with the requirements of this clause with regard provision of landscaping strips within the car parking area and has raised concern with the quality of the landscape treatment within the car park. Council's Urban Forest Team suggested taller</p>	<p>Yes – with conditions</p>

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	<p>tree species with greater soil volumes to improve the car park landscaping treatments.</p> <p>There are some sections of the car parking areas throughout the development where landscape bays between every 6-8 spaces is not strictly provided. However, in such instances, the separation is only slightly greater and it is considered that the objectives of the DCP continue to be met by the landscaping opportunities being offered in the landscape design.</p> <p>The proposal is considered reasonable subject to a recommended condition that requires a revised landscape plan as part of the Construction Certificate documentation to address concerns with soil volumes and planting throughout the car park and to provide greater opportunity for larger trees to be planted within these areas.</p>	
<p>2.19 Landscape Design</p> <p>A landscape plan is to be submitted for all development that, in Council's opinion, will significantly alter the existing and intended landscape character of the land.</p>	<p>The development application has been accompanied by a detailed landscape plan which provides for a variety of trees, grasses and shrubs throughout the development.</p> <p>As noted previously, the proposal does involve the removal of a number of trees to accommodate the proposed level changes and new built form. To mitigate the loss of trees, additional tree planting is proposed particularly along the southern and western setbacks of the development.</p> <p>The landscape design proposed by the applicant is largely supported by the Urban Forest and Sustainability teams within Council. As noted above, a recommended condition requires the lodgement of a revised landscape plan as part of the Construction Certificate documentation to address concerns with soil volumes and planting throughout the car park and to provide greater opportunity for larger trees to be planted within these areas. It is also recommended that a particular tree species (<i>Cupaniopsis anacardioides</i>) be replaced with an alternative that is more suited to the local environment.</p> <p>To mitigate any potential visual impacts following the construction of the proposed built form when viewed from the public domain a recommended condition also requires additional landscape planting along the existing earth mound (outside the area of the easement) to the east of the site.</p> <p>Subject to these relatively minor plan changes, the landscape design is considered acceptable.</p>	Yes – with conditions
<p>5.5.2 Built Form and Design</p> <p>In new industrial areas, Council accepts that subdivision will result in the creation of allotments of varying</p>	<p>The proposed development involves the subdivision of the existing industrial land parcel into three industrial lots as follows:</p> <p>Lot 1 – 4.394 hectares</p>	Yes

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<p>sizes and dimensions to satisfy differing development requirements.</p> <p>The minimum lot size is to be consistent with the CLEP 2010.</p> <p>The minimum width of such allotments, at the building line must be 32m.</p>	<p>Lot 2 – 5.117 hectares Lot 3 – 7.202 hectares</p> <p>All proposed lots are well in excess of the minimum lot size of 4,000 square metres required by the LEP and minimum width of 32 metres required by the DCP.</p>	
<p>Building Materials and Appearance</p> <p>All elevations are to be constructed predominantly in masonry or textured pre-cast concrete panels.</p>	<p>The proposed warehouse buildings are to be constructed in a mix of masonry (pre-cast concrete panels) and colorbond cladding materials with colorbond metal roof to provide variety and interest throughout the development.</p> <p>The masonry finish only extends a small distance above ground level with the remaining building elevations being a colorbond material. As such, the proposal does not strictly comply with the control that anticipates a predominantly masonry finish. The applicant has argued that any condition requiring compliance with the DCP control is inconsistent with modern industrial building design and would necessitate a redesign of the warehouses.</p> <p>It is considered that the colour scheme and articulation of the building is well devised, and while the front elevation, particularly on Hartley Road for Warehouse 1 and 2, is not predominantly of masonry or precast concrete panels, it is considered that the treatment proposed is suitable given the proposed articulation, the mix of colours and the envisaged quality of finish proposed. It should also be noted that the front setback to Hartley Road is extensively landscaped and will provide screening of the warehouse buildings when viewed from the public domain. On this basis, a variation to the control is considered warranted.</p>	<p>No, but variation supported</p>
<p>Development, which is free standing or abutting adjoining buildings, must avoid large, blank wall surfaces when viewed from a public place or a residential area. Substantial elevations must be articulated by either structural variation and/or a blend of external finishes and colours and decorative elements.</p>	<p>As noted above, the proposed buildings are well articulated is free of blank walls across the development. There is a good variation in colours and finishes, while providing some consistency in theme throughout the site.</p>	<p>Yes</p>
<p>While a variety of building designs and materials is encouraged, some continuity of style should be maintained.</p>	<p>The proposed buildings are well articulated and provide interest with a variety of colours and finishes. The proposed building is a mix of masonry and clad external walls with colorbond metal roofing</p> <p>The proposed buildings are consistent in theme and so meets the requirement for a continuity of style throughout and is therefore considered will integrate</p>	<p>Yes</p>

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	well into the immediate streetscape and the greater Smeaton Grange industrial environment.	
<p>5.5.5 Fencing</p> <p>Front fencing must be designed to complement the development and form an important security role, taking into account safer by design principles. The maximum height of fencing is 2.1 metres.</p>	A 1.8 metre high black metal palisade fence is proposed along the Hartley Road frontage of the site which will offer appropriate security, take into account safer by design principles and is consistent with the theme of the proposed built form.	Yes
<p>5.5.7 Liquid and Solid Waste</p> <p>A detailed Waste Management Plan (WMP) must be submitted for the ongoing use of the site. A WMP must outline the waste that will be generated from the site and proposed arrangements for managing waste onsite and for collection</p>	<p>The development application has been supported by a Waste Management Plan which has been reviewed by our Waste Team and is considered to meet Council's relevant requirements.</p> <p>Waste will be collected from the site by a licensed commercial contractor, while being stored in areas consistent with Council requirements away from areas of the public domain.</p>	Yes
<p>5.5.10 Hazardous Goods and Materials</p> <p>Where a development involves the storage and/or use of dangerous goods, full details of the quantities and types of goods and chemicals are to be submitted with the development application, together with the storage locations, mediums and the use intended for the goods and chemicals</p>	No storage or use of dangerous goods is proposed by this application.	N/A
<p>5.5.12 Opposite, Adjacent or in Vicinity of a Residential Area</p> <p>Details of the proposed operation including mechanical operations, deliveries, vehicle movements, acoustic impacts and hours of operation must be provided for all development.</p> <p>Lighting must not create a nuisance to adjoining residential development. Council may require a lighting mitigation strategy to be submitted with a development application.</p>	<p>Consent is sought for 24 hour operation of the site which is consistent with the operating hours of the existing warehousing development that was also operating 24 hours until the use ceased.</p> <p>There is no specific operator for Warehouse 1 and 2 (those building fronting Hartley Road) but have been designed to accommodate similar warehouse and distribution type activities.</p> <p>Warehouse 3 is proposed to be used by an operator who design and manufacture a range of ground control products for the Australian mining and tunnelling industry, including stiffening bolts, ground anchors, beams and trusses. Those operations involve the manufacturing and storage of products through the use of primarily plate presses, product-forming machinery and welding operations. Operations will also include the manufacturing of standing support, ventilation control devices and, specialty products supporting the mining and tunnelling industries.</p> <p>A condition of consent is recommended requiring the submission of a lighting plan prior to the issue of a construction certificate. A condition of consent is also recommended requiring all proposed lighting to comply with relevant Australian standards.</p>	

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<p>5.6.2 Built Form and Design</p> <p>Setbacks</p> <p>15m setback from Hartley Road of which 10 metres is utilised for landscaping.</p> <p>A 10 metre setback is required to the eastern boundary of the Smeaton Grange, exclusively for landscaping.</p>	<p>The proposed development provides a minimum front building line setback of 15 metres to Hartley Road, of which 10 metres will be used exclusively for landscaping and meets the numerical requirements of the DCP.</p> <p>A 10 metre setback is to be provided along the eastern side boundary which complies with the DCP control and is consistent with the existing setback for the previous development on the land.</p> <p>There is no encroachment by the proposed development into the existing easement or the landscaped earth mound. While built form will be closer to the eastern boundary, the area was previously used for the loading and movement of trucks and will now be used for access and car parking. The proposed setbacks more than satisfy the requirements of the DCP.</p>	<p>Yes</p>
<p>Nature Strip/Road Verge and Street Tree Landscaping</p> <p>The road verge/nature strip area adjoining the development site must be turfed and planted with appropriate upper canopy street trees at the rate of approximately 1 tree per 7 metres</p>	<p>A condition of consent is recommended requiring compliance with this control.</p>	<p>Yes</p>
<p>Site Landscaping</p> <p>The road verge (i.e. footpath area) in front of each development site, must be turfed and planted with selected trees at the rate of 1 tree per 7 metres</p>	<p>A landscape plan has been submitted in support of the development application which has been reviewed by Council's Urban Landscape Team. Conditions of consent are recommended to be imposed which are noted in earlier section of this compliance table.</p>	<p>Yes</p>
<p>Visual Impact</p> <p>A landscaped visual buffer is required for land adjacent to Camden Valley Way and Turner Road in accordance with the Landscape Master Plan.</p>	<p>While not located adjacent to Camden Valley Way or Turner Road, the development site is located in the vicinity of residential properties in the neighbourhood of Currans Hill.</p> <p>As such, the applicant has prepared a landscape and visual analysis which has assessed potential visual impacts from two locations, namely Downes Crescent and Patrick Place in Currans Hill.</p> <p>The view analysis confirms that while Warehouse 3 will become visible as a result of the proposed change in levels and proposed built form, the impacts are only moderate and any perceived impacts are mitigated by the existing earth mound and landscape planting.</p> <p>With respect to Patrick Place, level changes and built form in that locality of the site are lower and the existing earth mound and landscape planting will screen the proposed built form from that residential area.</p> <p>Overall the visual impacts are considered relatively modest and is not reason to refuse consent.</p>	<p>Yes</p>

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In assessing any application, Council will consider the visual impact of the height, bulk and scale of a proposed building to ensure that a high quality appearance is achieved, particularly as viewed from Turner Road, Camden Valley Way and Smeaton Grange Road. In this regard, buildings should not dominate the skyline and should include roof lines and facades which provide visual interest and an appropriate sense of scale.	An assessment of the bulk, height and scale of the development have been provided in the main body of the accompanying planning assessment report. The application seeks to contravene the height of buildings development standard which is the subject of a Clause 4.6 written request. These matters are also discussed in the main body of the planning assessment report.	Yes
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