

**State Environmental Planning Policy Western Parkland City (2021) and
Camden Growth Centres Precincts Development Control Plan
Assessment Tables**

State Environmental Planning Policy Western Parkland City (2021)			
Clause	Standard	Assessment	Complies
4.3 Height of buildings	The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.	A maximum height of 13 metres applies to the subject site. The proposed development has a maximum height of 14.6m being a 12.3% variation to the development Standard.	No – subject to a Clause 4.6 written request.
4.4 Floor space ratio	The floor space ratio for a building on any land is not to exceed the maximum floor space ratio shown for the land on the Floor Space Ratio Map.	A maximum FSR of 1:1 applies to the site. The proposed development has an FSR of 0.35:1 and complies with the relevant development standard.	Yes
4.6 Exceptions to development standards	Development consent may be granted even though the development would contravene a development standard imposed by this and other environmental planning instruments.	As noted above, a maximum building height of 13 metres applies to the site. The proposed development has a maximum height of 14.6 metres, representing a 1.6 metre or 12.3% variation.	No – subject to a Clause 4.6 written request. Refer to discussion in main body of report.
5.9 Preservation of trees or vegetation	A person must not ringbark, cut down, top, lop, remove, injure or wilfully destroy any tree or other vegetation to which any such development control plan applies without the authority conferred by — (a) development consent, or (b) a permit granted by the Council.	All tree removals were considered as part of the early works application (DA/2019/879/1). In this regard, Council's Natural Resources Officer advised that this land is bio certified and recommended a condition of consent regarding a Tree Survey Plan and Hollow Bearing Trees/Active Nests be included. As part of the subject application the applicant proposes to plant 108 trees around the perimeter of the site and between the two warehouse buildings.	Yes
6.1 Public utility infrastructure	The consent authority must not grant development consent to development on land to which this Precinct Plan applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been	The subject site is suitably serviced and adequate arrangements have been made to make infrastructure available as required as considered under previous approvals.	Yes

	made to make that infrastructure available when required.		
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Camden Growth Centres Precincts Development Control Plan			
Clause	Control	Assessment	Complies
2.2 The Indicative Layout Plan	All development applications are to be generally in accordance with the Indicative Layout Plan. Any proposed variations to the general arrangement of the Indicative Layout Plan must be demonstrated by the applicant, to Council's satisfaction, to be consistent with the Precinct Planning vision in the relevant Precinct Schedule.	ILP variations were considered and supported as part of the early works application (DA/2019/879/1). No further variations / assessment is required as part of this built form DA.	N/A
2.3.1 Flooding	The subdivision layout is to ensure that the ability to develop land, including adjoining properties, is not adversely impacted, with regard to the 1% Annual Exceedance Probability (AEP) flood extent	This has been assessed by Council's Infrastructure Planning Engineer and Land Development Engineer who have deemed that adjoining sites will not be adversely impacted with respect to flooding.	Yes
2.3.2 Water cycle management	Management of 'minor' flows and 'major' flows within subdivisions and development sites is to be in accordance with Council's Engineering Specification.	This has been assessed by Council's Infrastructure Planning Engineer and Land Development Engineer who raise no objection to the development subject to the imposition of appropriate conditions.	Yes
	All new development is to be connected, via the network described in control 1 above, to the Council's trunk drainage system shown on the Key elements of the water cycle management and ecology strategy figure, in the relevant Precinct Schedule.	This has been satisfactorily addressed in the engineering plans and suitable conditions are included in the recommendation.	Yes
2.3.3 Salinity and soil management	Development applications, that include earthworks, on land with a low, or moderate to high risk of salinity (identified in the Areas of potential salinity risk map), are to be accompanied by information detailing how the design and construction of the proposed subdivision intends to address salinity issues.	A salinity management plan has been submitted with this DA and reviewed by Council's SSEHO and is considered satisfactory. An existing Salinity Management Plan was approved under DA/2019/879/1 (as amended). Conditions of consent have been recommended in this regard.	Yes

	Salinity and sodicity management related to Appendix B is to complement WSUD strategies, improving or at least maintaining the current condition, without detriment to the waterway environment.	As above.	Yes
	All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development.	A soil erosion and sediment control plan has been submitted with this DA and is considered satisfactory. Conditions of consent have been recommended in this regard.	Yes
	Salinity shall be considered during the planning, design and carrying out of earthworks, rehabilitation works and during the siting, design and construction of all development including infrastructure	As above.	Yes
2.3.4 Aboriginal and European heritage	Development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development,	Parts of this site are identified as being of moderate archaeological sensitivity. An archaeological report was submitted for consideration as part of the early works DA/2019/879/1 and has not identified any Aboriginal heritage sites or areas of archaeological potential.	Yes
	Applications for subdivision and building on the properties identified on the European cultural heritage sites figure, in the relevant Precinct's Schedule, are to be accompanied by a Heritage Management Document.	This site is not identified as having European cultural heritage.	N/A
2.3.5 Native vegetation and ecology	Native trees and other vegetation are to be retained where possible by careful planning of development to incorporate trees into areas such as road reserves and private or communal open space.	This issue was considered as part of the early works application. Council's Natural Resources Officer reviewed that proposal and has advised that the land is bio certified and did not raise any issues with tree removal.	Yes
	All existing indigenous trees shall be retained or replaced where removal is unavoidable. Where approval is given to remove trees, appropriate replacement planting using	This issue was considered as part of the early works application. In this regard, Council's Natural Resources Officer reviewed the proposal and advised that the land is bio certified and	Yes

	similar species will be required.	has not raised any issues with tree removal.	
	The design of a development should demonstrate that existing street trees will be retained to the greatest practical extent.	There are no existing street trees.	N/A
	The design and location of access driveways should wherever possible be located to avoid or minimise removal of existing street trees.	There are no existing street trees.	N/A
	Where practical, prior to development commencing, applicants are to: <ul style="list-style-type: none"> • provide for the appropriate re-use of native plants and topsoil that contains known or potential native seed bank; and • relocate native animals from development sites. Applicants must refer to OEH's Policy on the • Translocation of Threatened Fauna in NSW. 	A condition of consent has been recommended in regard to the relocation of wildlife.	Yes
	Development on land that adjoins land zoned E2 Environmental Conservation is to ensure that there are no significant detrimental impacts to the native vegetation and ecological values of the E2 zone.	The subject site does not adjoin E2 Environmental Conservation zoned land.	N/A
	All subdivision design and bulk earthworks are to consider the need to minimise weed dispersion and to eradicate weeds on site.	A noxious weeds management condition has been recommended to address this.	Yes
	A landscape plan is to be submitted with all subdivision development applications.	A landscape plan was provided as part of the subject application that proposes the planting of 108 trees to be planted. The landscape plan is considered satisfactory.	Yes
2.3.6 Bushfire hazard management	Reference is to be made to Planning for Bushfire Protection 2006 in subdivision planning and design and development is to be consistent with	A small portion at the north east corner of the site was previously identified as being bushfire prone when the early works application was considered. However, new mapping indicates that the	N/A

	Planning for Bushfire Protection 2006.	site is no longer bush fire affected.	
2.3.7 Site contamination	All investigation, reporting and identified remediation works must be in accordance with the NSW EPA's (now Office of Environment and Heritage) Guidelines for Consultants Reporting on Contaminated Sites and SEPP 55 – Contaminated Land and relevant Council Policies.	The issue of land contamination was considered as part of the early works DA (DA/2019/879/1). The site has been remediated and is suitable for the proposed development.	Yes
2.3.8 Development on and adjacent to electricity and gas easements	Where development is proposed on land containing or adjacent to easements, applicants are to consult with the organisation responsible for management of the easement as part of the process of preparing subdivision or other development plans. Any written requirements of the infrastructure organisation are to be submitted with the Development Application, and the Development Application documentation is to demonstrate how the requirements have been addressed in the design.	This application was referred to Endeavour Energy as the subject site adjoins the North Leppington Zone Substation. Endeavour Energy have reviewed this proposal and raise no objections subject to conditions which will be attached as part of this consent.	Yes
	Earthworks (excavation or filling) and landscaping within easements are subject to conditions and requirements of the infrastructure organisation.	See comments above.	Yes
	Subdivision of easements is to be minimised.	Subdivision is not proposed.	N/A
	Requirements of the infrastructure organisation in relation to access to easements for inspections and maintenance are to be addressed in the design of the development. Access to the easement from public land (eg. roads, open space or drainage land) is preferable.	See comments above.	Yes
2.3.9 Noise	Development Applications must be accompanied by an acoustic report where the development is in a location, shown on the Potential noise attenuation measures figure in the relevant Precinct Schedule	The application was accompanied by an acoustical assessment report. An amended acoustic report was requested during the assessment of the DA to ensure that the nearest residentially zoned land was	Yes

		<p>not impacted by the proposed 24-hour operation of the warehouse/distribution centres. Amended noise contour plans were provided that demonstrate that noise impacts at the two residential receivers will comply with the requirements of the NSW Industrial Noise Policy with the construction of a 3.5 metre high acoustic barrier.</p> <p>The barrier is to be located behind a car parking area accessed off Dickson Road, positioned approximately 50 metres from the front property boundary of Dickson Road and constructed of materials to achieve a minimum surface density of 9kg/sqm.</p> <p>Council's Specialist Support Environmental Health Officer has reviewed the report, concurs with its conclusions and has recommended a number of conditions to be imposed on any development consent issued.</p>	
2.3.10 Odour assessment and control	Where land is deemed by Council to be affected by an odour source Council will consider whether the type of development in this area is appropriate and will also consider the need for the applicant to provide additional supporting information with the development application.	The land is zoned for industrial purposes and an odour assessment is not considered to be warranted in this instance.	N/A
2.3.11 Air quality	For industrial / employment developments, the emission of all air impurities is to be strictly controlled in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2002 and must not exceed the prescribed standard concentration and emission rates.	The proposed development and use of the land for warehousing purposes is not expected to have any significant impact on air quality in the locality, with operational air quality being the subject for the end users of this facility.	Yes
	Implement effective site controls during and after demolition and construction to ensure that development does not contribute to increased air pollution.	Conditions of consent are recommended in this regard.	Yes

2.6 Earthworks	Subdivision and building work is to be designed to respond to the natural topography of the site wherever possible, minimising the extent of cut and fill both during subdivision and when buildings are constructed.	Bulk earthworks formed part of the early works application (DA/2019/879/1). The extent of cut and fill has been minimised, noting that there is significant level change across the entire land parcel and establishing a level building platform is crucial to development of the site for industrial purposes. All other matters required to be considered in this clause were considered as part of this early works DA.	Yes
3.4 Construction Environmental Management	A Construction Environmental Management Plan (CEMP) is to be submitted to Council or the accredited certifier	A condition of consent has been recommended requiring the submission of a CEMP to the certifier prior to the commencement of works	Yes
6.3 Landscape Design	A landscape plan must be prepared for all new industrial subdivisions and new buildings prepared in accordance with the requirements of sub-clause of 6.3.2,	A landscape plan accompanied the DA and has been reviewed/endorsed by Council's Landscape Officer. A 5m landscaping setback has been applied from each road frontage on Eastwood and Dickson Road.	Yes
	Landscaping of car parking areas is to meet minimum standards in terms of large canopy tree planting, soil planting depth and raised kerb barriers.	The landscaping of the car parking areas generally meets the design requirements of the DCP. It is noted that in some areas, a canopy tree is not provided every 9 parking spaces as required, however part of that car park is covered by an office overhang / awning that provides adequate shading.	Yes
	Development for industries or light industries of the scale proposed are to be provided with a communal area for employees.	Both of the warehouse units include an area of communal outdoor space located adjacent to the respective office areas which meets the design requirements of this control.	Yes
6.4 – Built Form and Streetscape	All buildings are to be setback a minimum of 7.0 metres from the front boundary (unless otherwise specified in the Precinct Schedule). In this instance, a 7.0 metre setback is required to both the Dickson and Eastwood Road frontages.	The proposed development provides a minimum front building setback of 7 metres to Dickson Road and Eastwood Road to comply with the building setback requirements of the DCP.	Yes

	<p>All setbacks should be landscaped and maintained in accordance with the landscape provisions in Clause 6.3.</p>	<p>The proposed development includes landscaping for the entire Eastwood Road frontage as required by the DCP.</p> <p>There is a partial variation to this control on the Dickson Road frontage as the 5m landscape control is not adhered to along the entire eastern boundary. Although there is sufficient landscaped area that provides reasonable softening of the hardstand areas along this elevation, there is still a numerical non-compliance.</p>	<p>No – refer to discussion in main body of report.</p>
	<p>Blank facades facing the primary street frontage is not permitted. Built form and architecture of buildings located at street corners should respond positively and emphasise the corner.</p>	<p>The previously approved warehouse & distribution centre included construction on the corner of Bringelly Road and Dickson Road. The subject DA proposes a further two warehouses on the southern side of the consolidated allotments that do not include development to the prominent corner. The development does not present blank facades as there are a number of architectural features on the side elevations facing Dickson Road and Eastwood Road.</p>	<p>Yes</p>
	<p>The layout and orientation of buildings should minimise lengthy or deep areas of car parking along the street front.</p>	<p>The layout of the built form is setback sufficiently from each street frontage with landscaping forward of both car parking areas and as such car parking areas proposed do not dominate the front setback areas.</p>	<p>Yes</p>
	<p>Building facades should articulated by elements such as external structures, finishes, etchings, recessed patterns, decorative features textures and colours.</p>	<p>The development does not present blank facades as there are a number of architectural elements / features on the elevations facing Dickson Road and Eastwood Road.</p>	<p>Yes</p>
	<p>Locate offices and highlighting entries within front facades.</p>	<p>The ancillary office components for each of the warehouse tenancies is located on the southern side of the building to face the private internal access road. Access to these areas is via Eastwood and Dickson Road</p>	<p>Yes</p>

		and is clearly defined to meet the objectives of the DCP.	
	Buildings with dual street frontages should be designed to ensure that the building addresses both primary and secondary street frontages with distinctive architectural elements to provide interest and varied facades.	Both building frontages to public roads are designed to provide sufficient interest through changes in materials and colours.	Yes
	The location of roller shutters, loading docks and other building openings should be so that they do not detract from the overall appearance of the building. Where possible, roller shutters and the like should not be located on the street frontage.	Loading activities are all accessed via the internal private road and as a result, no roller shutter doors and loading docks will be visible from adjoining public roads.	Yes
	Roof design should be visually interesting and provide for natural lighting and be compatible with the overall building design.	The roof design adopted is a low-profile skillion over the warehouse component which is very typical for an industrial building of this scale, while more varied roof treatments are provided for the office component and awning coverage over the loading areas.	Yes
	External finishes should be constructed of durable, high quality and low maintenance materials with a combination of materials and/or colours.	It is considered that the revised external treatment provides a suitable mix of colour and variety of material to satisfy this aspect of the DCP.	Yes
	Building entries should be clearly visible, well sign posted and lit. Architectural features are to be provided at ground level giving an entrance element of the building and addressing the primary street frontage.	Building entries from the internal private access road (accessed from Dickson and Eastwood Roads) are clearly visible, signposted and will be appropriately lit.	Yes
	Industrial development adjacent to residential zone land is to be designed so that heavy vehicle entry and exit points are from side street or the rear.	Heavy vehicle entry is via Eastwood Road and exit via Dickson Road and is well separated from the nearest residential zones.	Yes
	Customer and visitor car parking spaces at the front of the property should be located behind a landscaped zone a minimum of 5 metres in depth.	Both car parking areas (i.e. adjacent to Eastwood Road and Dickson Road) contain 5m of landscaping between the boundary and the car parking areas proposed.	Yes

	Noisy aspects associated with development should be located and screened away from residential zoned land and preferably behind buildings	Loading and unloading activities are located on the northern (internal) side of the building and are therefore well separated from residential zoned land.	Yes
	Where located in proximity to residential areas, an acoustic assessment undertaken by a qualified acoustic consultant shall be submitted with the DA.	An acoustical assessment accompanied the DA. A review of the acoustic aspects of the development is discussed in Section 2.3.9 of this assessment table above. Subject to conditions, the proposal is found to comply with the requirements of the Industrial Noise Policy.	Yes
6.5 Ecologically Sustainable Development	Development Applications involving any landfill/excavation activities must provide an Earthworks Plan that demonstrates how the subject site and land that shares the same drainage catchment may be developed in accordance with this DCP and the Precinct Water Cycle Management Strategy	Council's Engineers have reviewed this proposal and are satisfied that this site be developed in accordance with this DCP and the Precinct Water Cycle Management Strategy.	Yes
Water Cycle Management	On site detention (OSD) of stormwater is required for all development on land to which this part of the DCP applies. The on-site detention system is to have a capacity sufficient to detain stormwater to meet the objectives of the Precinct Water Cycle Management Strategy and Council's Engineering Specifications	Engineering details accompanied the DA demonstrating compliance with the Water Cycle Management Plan for the precinct and the Council's Engineering Specification. Council's engineering professionals have reviewed the documentation and raised no objection subject to the imposition of recommended conditions.	Yes
6.6.1 Fencing	Front and side boundary fencing forward of the building shall consist of open palisade style fencing. Side fencing behind the building line may consist of chain wire mesh or similar open style fencing with dark green or black plastic coating. Fencing must not exceed 2.1 metres in height.	A combination of black metal palisade fencing is proposed along the street frontages and chain wire fencing along the other boundaries. Height of fencing is noted on the plans as 2.1 metres. The fencing therefore satisfies the requirements of the DCP.	Yes
6.6.2 Signage and Lighting	To ensure that signage and lighting supports the visual appearance of the building and the visual appeal of the zone.	The proposal seeks approval for a total of seven pylon signs for business identification purposes. A separate assessment of the proposed signage is	Yes

		provided against the provisions of Schedule 5 of the SEPP Industry and Employment – Advertising and Signage.	
	Business identification signs should be attached to the building to complement the architecture of the building. Free standing signs are to be integrated with the landscape design.	The only signage proposed as part of this application are <ul style="list-style-type: none"> • Two (2) pylon signs measuring 3,000mm (height) x 845mm (width); • Three (3) pylon signs (Truck Entry) measuring 1,500mm (height) x 1,500mm (width); and • Two (2) pylon signs measuring 1,500mm (height) x 1,500mm (width). All proposed signs are integrated with the landscape design.	Yes
	Directional signs for car parking areas, loading and delivery areas should be located close to the main access to the site and be consistent in scale, type and colour across the entire site.	See comments above.	Yes
	Signage is only to display corporate logos and company name and is to occupy no more than 10% of any façade or wall of the building.	The Stockland corporate logo appears on each of the proposed signs.	Yes
	All lighting must comply with AS 1158 and AS 4282	Addressed by way of recommended condition.	Yes
6.7.1 Vehicular Access	Applicants are required to submit plans and details of proposed vehicular access and circulation for Council's approval with the Development Application.	Vehicular accessways (driveways) were approved as part of the early works application (DA/2019/879/1).	Yes
	Adequate vehicular entrance to and exit from the development is to be provided and designed in order to provide safety for pedestrians and vehicles using the site and adjacent roadways	As noted above, vehicular access was considered as part of the early works application. Council's Traffic Engineer reviewed the location of the entry and exit points and was satisfied (following a review of a road safety audit submitted as part of that application).	Yes
	Vehicular ingress and egress to the site must be in a forward direction at all times.	A condition of consent has been recommended to ensure ingress and egress is in a forward direction.	Yes
	Driveway crossovers accesses by heavy vehicles should be a minimum of 9m	Driveway crossovers are a minimum of 9.5 metres in width and comply with the	Yes

	wide, when measured at the kerb alignment.	relevant control, noting that these elements were approved as part of the early works DA.	
	Turning circles will not be permitted to encroach upon any building.	Turning circles provided with the application confirm that vehicles servicing the development have sufficient space to manoeuvre on the site and be able to enter and leave the site in a forward direction.	Yes
	Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas are to be screened from the road.	As indicated in other sections of this report, all loading and unloading associated with the proposed use of the site is well screened from the public road and of sufficient size to accommodate the vehicle types expected to service the facility.	Yes
	All parking areas and access roadways must be provided with a drainage system comprising surface inlet pits. Details of pipe sizes (with calculations) and drainage layouts (including discharge points) must be submitted with the Development Application.	Engineering details have accompanied the development application and have been assessed by Council's Development Engineers who have raised no objection to the engineering design subject to the imposition of a number of standard conditions.	Yes
6.7.2 Car Parking	Car parking must be provided to comply with Table 6-2 (unless otherwise specified in the relevant Precinct Schedule). Table 6-2 of the DCP states that car parking for warehouse and distribution centres, including office space up to 20% of the total GFA be provided at a rate of 1 space per 300 square metres.	The gross floor space of the proposed development (Warehouse 2 and 3) is 35,665 square metres of warehouse space including 1,195 square metres of ancillary office (which is less than 20% of the GFA). As such applying the rate of 1 space per 300 square metres, the proposed development generates a demand for 84 off-street car parking spaces. A total of 135 spaces are provided for Warehouse 2 and 3 which comply with the requirements of the DCP.	Yes
6.8 Waste Management	Details of proposed waste management are to be provided as part of all development applications for new buildings and for applications proposing a change of use of a building. For larger developments Council may require a Waste	A Waste Management Plan, prepared by Foresight Environmental, was submitted as part of the subject development application.	Yes

	Management Plan to be prepared.		
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The following table provides an assessment against the relevant clauses of Growth Centres DCP, namely Schedule 1 – Austral and Leppington North and Schedule 2 – Leppington Major Centre.

Schedule 1 – Austral and Leppington North			
Clause	Control	Assessment	Compliance
3.1 The Indicative Layout Plan	All development applications are to be generally in accordance with the Indicative Layout Plan. Any proposed variations to the general arrangement of the Indicative Layout Plan must be demonstrated by the applicant, to Council's satisfaction, to be consistent with the Precinct Planning vision in the relevant Precinct Schedule.	A variation to the ILP shown in Figure 2-1 was considered and supported as part of the early works application (DA/2019/879/1). No further variations are proposed as part of this application.	Yes
4.2 Development near or on electricity easements	To ensure that development on or near electricity easements considers potential impacts on the integrity and safety of electricity infrastructure.	See discussion in assessment table above which advises Endeavour Energy has provided concurrence for the proposal.	Yes

Schedule 2 - Leppington Major Centre			
Clause	Control	Assessment	Compliance
3.1 The Indicative Layout Plan	All development applications are to be generally in accordance with the Indicative Layout Plan. Any proposed variations to the general arrangement of the Indicative Layout Plan must be demonstrated by the applicant, to Council's satisfaction, to be consistent with the Precinct Planning vision in the relevant Precinct Schedule.	A variation to the ILP shown in Figure 2-1 was considered and supported as part of the early works application (DA/2019/879/1). No further variations are proposed as part of this application.	Yes
3.3 Road hierarchy and circulation	The locations of streets are to be as shown on the Indicative Layout Plan.	A variation to the ILP was considered and supported as part of the early works application. No further discussion is required on this issue.	N/A

5.1 – Building Envelope and Setbacks	Buildings are to be orientated towards major roads Service bays and loading docks are to be orientated towards service lanes or where not possible screened from view from the street.	The proposed development is appropriately orientated, with loading bays facing the internal private road. The buildings, while industrial in nature, provide an appropriate presentation to Eastwood and Dickson Road.	Yes
5.2 – Façade Design	Much of these relevant controls are similar to the controls contained within the Growth Centres SEPP.	See earlier assessment in Growth Centres DCP table above.	Yes
5.3 Landscaping	Much of these relevant controls are similar to the controls contained within the Growth Centres SEPP.	See earlier assessment in Growth Centres DCP table above.	Yes
5.5 – Parking, Loading and Access	Much of these relevant controls are similar to the controls contained within the Growth Centres SEPP.	See earlier assessment in Growth Centres DCP table above.	Yes
5.8 Staging of development	Development in the early stages of growth in the centre should be designed, oriented and located to comply with the relevant controls in this schedule, or to not preclude future development from complying with the controls and Planning Principles.	This development follows previous approvals and acts as a final stage to the site facilitating the construction of a further two warehouse distribution centres on the site.	Yes
	Early development in the centre is to consider the layout, orientation and scale of future stages of development that may occur and whether the proposed development will enable future stages of development to occur. Council may require the applicant to submit concept plans showing how the proposed development would integrate with potential future stages of development on the land or on adjoining land, in a manner that is consistent with the controls in this Schedule.	This proposal is the second and final stage of the proposed development and does not need to consider future development on this site. As above.	Yes
	Council may consider amendments to the locations of roads as shown on the Indicative	This issue has been considered as part of the early works application (DA/2019/879/1). The	Yes

	Layout Plan, where necessary to maximise the development potential of land or to ensure that appropriate access is provided.	removal of the ILP roads was considered reasonable given the consolidated nature of the overall development site.	
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