

**SECTION 4.55(1A) MODIFICATION REPORT
TO AMEND SSD-81623209**



9-21 Beaconsfield Parade, Lindfield

March 2026

Submitted to the Department of Planning, Housing & Infrastructure

Contents

1. Summary	3
2. Site and Locality.....	5
3. Background.....	6
3.1. SSD-81623209.....	6
4. Strategic Context.....	7
5. Proposed Modifications.....	8
5.1. Amendments	8
5.1.1. Basement Design Overview.....	8
5.1.2. Detailed Breakdown of Basement Design Amendments	8
5.1.3. Updated Numerical Overview	9
5.2. Updated Architectural Set	10
5.3. Justification of the Modification.....	13
5.4. Amendments to Conditions of Consent	13
6. Section 4.55 Assessment	16
6.1. Minimal environmental impact	16
6.2. Substantially the same development.....	16
6.3. Section 4.15(1) considerations	17
6.4. Matters for consideration in section 4.15(1) of the Act.....	18
6.4.1. Environmental planning instruments.....	18
6.4.2. Any proposed instrument.....	20
6.4.3. Development control plan.....	20
6.4.4. Any planning agreement	20
6.4.5. The Regulations	20
6.4.6. Likely impacts of the development	21
6.4.7. Suitability of the site & public interest	22
6.4.8. Reasons given for granting consent	22
7. Conclusion	24

1. Summary

This Modification Report has been prepared by Deicorp Projects (Lindfield) Pty Ltd to accompany an application under the provisions of Section 4.55(1A) of the Environmental Planning & Assessment Act 1979 (EP&A Act) to modify State Significant Development Application SSD-81623209 (as amended) at 9-21 Beaconsfield Parade, Lindfield (the site). The approved development comprises three 9-10 storey residential flat buildings containing 399 apartments (including 59 affordable housing apartments), two levels of basement accommodating 466 car spaces and other associated works.

This modification application seeks approval for minor amendments to the approved basement design. The primary change removes unnecessary stepping in the basement footprint, enabling a contiguous shoring system. As a result, the deep soil area quantum has increased from 2,790m² (20.8% - approved) to 2,926m² (21.9% - proposed), delivered within compliant 6-metre-wide deep soil zones. All changes are confined below ground and do not alter the approved built form or external appearance.

The basement layout has been rationalised to improve efficiency and circulation. A new traffic aisle in the south-eastern corner removes a dead-end and enables continuous vehicle movement. The overall car parking numbers remain largely unchanged, with four additional residential spaces provided to accommodate the four car share spaces required under Condition B8 of the SSD consent.

The amended design also incorporates Food Organics and Garden Organics (FOGO) bins at each core in Basement 01 and within the main bin holding area, satisfying Conditions B13(a)(iv) and (b) of the SSD consent.

This Statement is to be read in conjunction with the documentation in Table 1 which accompanies this modification application.

Table 1: Accompanying documentation

Appendix	Documentation	Consultant
Appendix 1	Amended Architectural plans	DKO
Appendix 2	Traffic Statement	JMT
Appendix 3	Waste Management Statement	Elephants Foot
Appendix 4	Arborist Statement	rainTree consulting

This Statement has been prepared pursuant to section 4.55(1A) of the EP&A Act. This Statement details the proposed development's compliance against applicable environmental planning instruments including:

- State Environmental Planning Policy (Housing) 2021 (Housing SEPP);
- State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP); and
- Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015).

Having regard to the applicable legislative framework, the proposed amendments to the approved development are such that the development retains the same fundamental characteristics and is therefore substantially the same development. The amended development remains consistent with the aims and objectives of the relevant environmental planning instruments whilst remaining compatible with the character of the locality.

2. Site and Locality

The site is located within the suburb of Lindfield and is within the Ku-ring-gai Council Local Government Area. The site is known as 9-21 Beaconsfield Parade, Lindfield and is legally described as Lot 3 DP 304047 (no. 9), Lot B in DP 379015 (no. 9), Lot 2 in DP 304047 (no. 11), Lot A in DP379015 (no. 15), Lot Y in DP 347595 (no. 15A), Lot X in DP 347595 (no. 17), Lot A in DP 335139 (no.19), Lot 3 in DP 529677 (no.19A), Lot 2 in DP 529677 (no.19B) and Lot 1 in DP 529677 (no. 21).

The site has an area of 13,386sqm and a frontage of approximately 121m to Beaconsfield Parade.



Figure 1: Aerial view of site, site outlined in red

3. Background

3.1. SSD-81623209

On 13 February 2026, development consent was granted to SSD-81623209 for the demolition of existing dwellings and construction of a residential development with affordable housing, comprising:

- three x 9-10 storey residential flat buildings with 399 apartments (including 59 affordable housing apartments);
- two levels of shared basement car parking with 466 car spaces;
- associated works including site preparation, tree removal, excavation, communal open space, landscaping and consolidation of allotments; and
- stratum subdivision to create four stratum lots.

4. Strategic Context

The modification application has arisen as a result of the design development process and detailed feedback from Deicorp's construction team to allow for a contiguous shoring design to remove the stepping in the basement footprint. The project will remain consistent with the strategic planning context as it:

- Aligns with State Government priorities to deliver well-located housing, proposing 399 apartments including 59 apartments designated as affordable housing in a highly accessible location.
- Is permissible with consent and provides a high-density residential development, consistent with the objectives of the Housing SEPP to increase housing density and support the delivery of affordable housing in accessible areas.
- Provides for a bulk and scale that aligns with the planning controls for the site.
- Would not result in unreasonable visual, overshadowing, privacy or traffic impacts on adjoining development or the public domain.
- Would provide for 150 construction jobs and 10 operational jobs.

5. Proposed Modifications

This Section 4.55(1A) modification application seeks consent to amend the approved drawings to reflect minor design modifications relating to the basement design. The main amendment removes unnecessary stepping in the basement footprint to enable a contiguous shoring design. All changes are confined below ground and do not alter the approved built form or external appearance.

5.1. Amendments

5.1.1. Basement Design Overview

The proposed modifications to the approved development are summarised below:

- Extension of the basement at the south-eastern corner.
- Removal of stepping of the north-eastern basement corner.
- Rearrangement of car parking layout due to revised basement footprint.
- Rearrangement of storage cages in basement while maintaining the same volume.
- Introduction of designated visitor spaces (25).
- Addition of four resident car parking spaces to accommodate the four car share spaces required under Condition B8 of the SSD consent.
- Rearrangement of bin holding area on Basement 1.
- Provision of 33 x 120L FOGO Bins at the bin holding area and 2 x FOGO bins at each core on Basement 1.
- Addition of service areas on ground floor and Level 1 due to basement extension.
- Increased quantum of deep soil extent (exceeding minimum 6m width) to 2,926sqm equating to 21.9% of the site area.

5.1.2. Detailed Breakdown of Basement Design Amendments

Table 2 provides a detailed breakdown of the basement design amendments on each basement level.

Table 2: Detailed Breakdown of Basement Design Amendments

PROPOSED MODIFICATIONS	
Basement 02	
<ul style="list-style-type: none"> - Minor adjustment to the north-east corner resulting in a reduced basement extent in this location. - Extension of the south-east corner resulting in an increased basement extent in this location. - Car parking layout amended to respond to the revised basement footprint. - Car park configuration rationalised to improve vehicle circulation and manoeuvrability within the new basement footprint. - Relocation of storage areas within the north-west corner, with overall storage provision maintained. 	

<ul style="list-style-type: none"> - Residential car parking increased from 150 (approved) to 160 (proposed). - Residential accessible parking reduced from 26 (approved) to 24 (proposed). - Residential tandem parking reduced from 70 (approved) to 64 (proposed). - Total carparking increased from 246 (approved) to 248 (proposed) - Fan room area adjusted to align with the revised basement footprint.
<p>Basement 01</p> <ul style="list-style-type: none"> - Minor adjustment to the north-east corner resulting in a reduced basement extent in this location. - Extension of the south-east corner resulting in an increased basement extent in this location. - Car parking layout amended to respond to the revised basement footprint. - Car park configuration rationalised to improve vehicle circulation and manoeuvrability within the new basement footprint. - Relocation of storage areas within the north-west corner, with overall storage provision maintained. - Residential car parking reduced from 135 (approved) to 126 (proposed). - Residential accessible parking reduced from 25 (approved) to 16 (proposed). - Residential tandem parking reduced from 60 (approved) to 50 (proposed). - Dedicated (1) car wash bay. - Dedicated (4) car-share bays - Dedicated visitor car spaces (24) and one (1) visitor accessible parking spaces. - Total carparking increased from 220 (approved) to 222 (proposed) - Bin holding room reconfigured, portion of the area has been lowered from RL 79.60 to RL 78.00 to provide better level access for waste collection vehicles. - Dedicated FOGO holding areas introduced adjacent to each core. - Fan room layout adjusted to align with the revised basement footprint. - Deep soil area increased from 2,790m² or 20.8% (approved) to 2,926m² or 21.9% (proposed) in 6m wide deep soil zones.
<p>Ground Floor</p> <ul style="list-style-type: none"> - Services areas increased to accommodate adjustments arising from the revised basement configuration.
<p>Level 01</p> <ul style="list-style-type: none"> - Services areas increased to accommodate adjustments arising from the revised basement configuration.

5.1.3. Updated Numerical Overview

Table 3 below provides an overall comparison between the approved and proposed development in relation to transport, storage, servicing and waste matters.

Table 3: Updated Numerical Overview

PROPOSED MODIFICATIONS			
Item	Approved	Proposed	Change
Parking			
Residential car spaces	440	444	+ 4 spaces
Accessible Spaces	50	40	- 10 spaces
Residential visitor spaces	26	26	No change
Residential bike spaces	399	399	No change
Residential visitor bike spaces	40	40	No change
Waste			
FOGO provision	None	33 x 120L FOGO Bins at the bin holding area and 2 x FOGO bins at each core on Basement 1.	Change
Deep Soil			
Total deep soil (minimum width of 6m)	2,564sqm (19.1%)	2,926sqm (21.9%)	+ 362sqm (2.8% increase)

5.2. Updated Architectural Set

The architectural plans prepared by DKO which accompany this application should be consulted for the full design. Extracts of the approved and proposed plans are provided below.

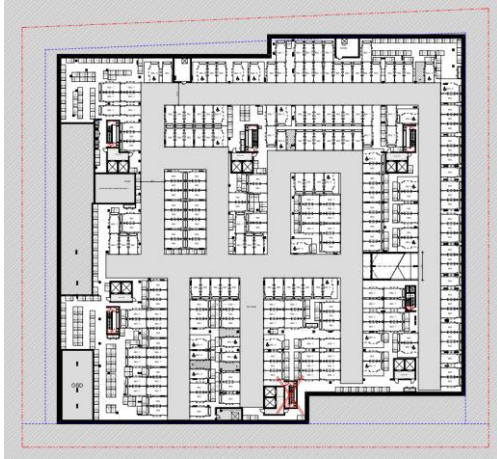


Figure 2: Approved Basement 02

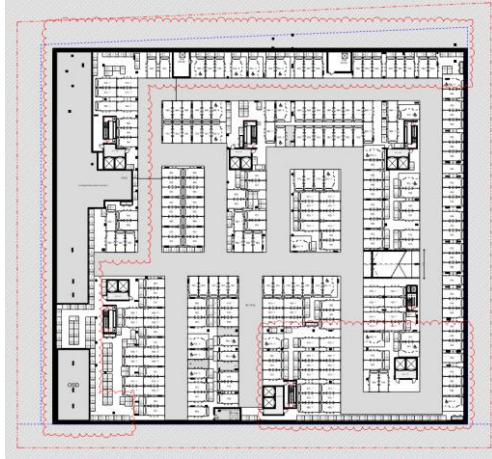


Figure 3: Proposed Basement 02



Figure 4: Approved Basement 01



Figure 5: Proposed Basement 01



Figure 6: Approved Ground Floor Plan



Figure 7: Proposed Ground Floor Plan



Figure 8: Approved Level 01 Plan



Figure 9: Proposed Level 01 Plan

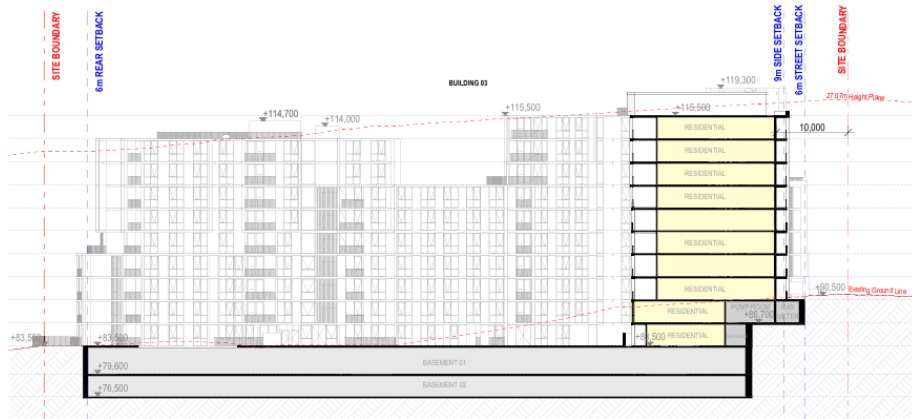


Figure 10: Approved Section 02

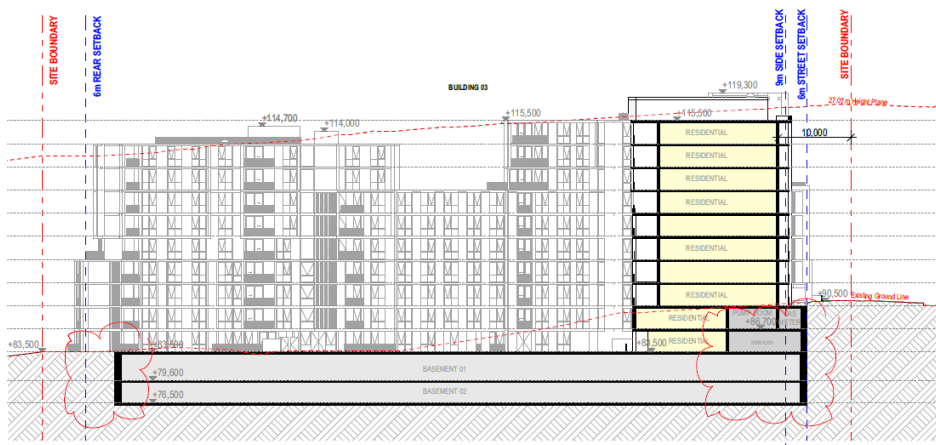


Figure 11: Proposed Section 02

5.3. Justification of the Modification

This modification application seeks approval for minor amendments to the approved basement design. The principal change involves removing the unnecessary stepping in the basement footprint to allow a contiguous shoring design to be implemented. As a result of the basement refinements, the amended proposal provides an increase in deep soil area from 2,790m² (20.8% approved) to 2,926m² (21.9% proposed), provided within compliant 6m wide deep soil zones.

The amended basement design has been simplified and made more efficient. The principal change relates to the addition of a traffic aisle in the south-eastern corner of the basement levels which provides for an improved outcome as it allows for continuous circulation in the basement and the removal of a dead end aisle. The overall car parking numbers remain largely unchanged, with the only modification being the addition of four resident car parking spaces to accommodate the four car share spaces required under Condition B8 of the SSD consent.

In relation to waste, the amended basement design accommodates Food Organics and Garden Organics (FOGO) bins with provision at each core in Basement 01 and within the main bin holding area. The introduction of FOGO bins satisfies conditions B13(a)(iv) and (b) of the SSD consent.

5.4. Amendments to Conditions of Consent

The table below details the conditions and specific drawings which are proposed to be amended as a consequence of the proposed modifications to the approved development.

Terms of Consent

A1. The Development must be carried out:

(a) in compliance with the conditions of this consent;

(b) in accordance with the EIS, the Amendment Report, the Applicant's response to submissions, and the Applicant's response to requests for further information; and

(c) in accordance with the approved plans in the table below, as modified by the conditions of this consent:

Architectural drawings prepared by DKO Architects			
Drawing Number	Rev	Name of Plan	Date
DA200	B	Basement 2	24/10/2025
DA200	C	Basement 2	25/02/2026
DA201	B	Basement 1	24/10/2025
DA201	C	Basement 1	25/02/2026
DA202	C	Ground Floor	09/12/2025
DA202	D	Ground Floor	25/02/2026
DA203	C	Level 01	09/12/2025
DA203	D	Level 01	25/02/2026
DA302	B	Section 01	24/10/2025

DA302	C	Section 01	25/02/2026
DA515	B	Storage Diagrams 01	24/10/2025
DA515	C	Storage Diagrams 01	25/02/2026
DA516	B	Storage Diagrams 02	24/10/2025
DA516	C	Storage Diagrams 02	25/02/2026

CAR PARKING

B8. Prior to the issue of the Construction Certificate for basement levels, the Applicant must submit to the Certifier a Report demonstrating that the Development will provide for the following traffic flow and car parking requirements:

- a) all vehicles can enter and leave the subject site in a forward direction;
- b) all vehicles are to be wholly contained on site before being required to stop;
- c) parking associated with the Development (including driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) are in accordance with the applicable Australian Standards;
- d) a maximum driveway gradient of 5% for the first 6m and a maximum 20% grade along the driveway access is provided;
- e) an on-site bulky good collection point is provided (not a separate hardstand area);
- f) minimum sight lines for pedestrian safety as per AS2890.1:2004 is maintained at the exit approach;
- g) appropriate pedestrian advisory signs must be provided at the egress from parking areas;
- h) all works/regulatory signposting associated with the Development must be at no cost to the relevant roads authority;
- i) the swept path of the longest vehicle (including garbage trucks) entering and exiting the site, as well as manoeuvrability through the site, must be in accordance with AUSTROADS; and
- j) submit to the Certifier a Report demonstrating compliance with the following:
 - i. provision of a maximum of **440 444** residential car parking spaces (including **50 40** accessible spaces). This must include:
 - a minimum of 28 for affordable apartments
 - a minimum of 346 for market apartments.
 - a minimum of four car share spaces
 - ii. a minimum of 25 visitor spaces (including 1 accessible space)); a minimum of two loading bays;
 - iii. a minimum of one carwash bay;
 - iv. a minimum of 439 bicycle spaces (399 for residential and 40 visitors);

- v. *compliance with Australian Standards for the layout, design and security of bicycle facilities; and*
- vi. *electric vehicle charging infrastructure in accordance with NCC 2022.*

6. Section 4.55 Assessment

6.1. Minimal environmental impact

Section 4.55(1A)(a) of the Environmental Planning and Assessment Act 1979 requires the consent authority to be *“satisfied that the proposed modification is of minimal environmental impact”*.

This modification application seeks approval for minor amendments to the approved basement design. The principal change involves removing the unnecessary stepping in the basement footprint to allow a contiguous shoring design to be implemented. The revised basement footprint improves the functionality of the car parking arrangement and increases the overall provision of deep soil by approximately 362sqm from the approved development.

The amended design does not result in any changes to the appearance of the approved built form, with all amendments accommodated below ground level. The proposed changes are wholly contained below ground level and do not alter the building’s appearance, height and gross floor area. There is a minor increase in car parking as a result of the inclusion of four (4) resident car parking spaces to accommodate the four car share spaces required under Condition B8 of the SSD consent. Importantly, the changes will not generate any additional environmental impacts in relation to visual amenity, overshadowing, noise, traffic generation or site access.

All works will be undertaken within the scope of the existing consent and integrated with the approved structure, ensuring consistency with the original development intent and functionality.

On this basis, the modification is considered to result in no more than minimal environmental impact and is suitable for assessment under Section 4.55(1A) of the EP&A Act.

6.2. Substantially the same development

Section 4.55(1A)(b) of the Environmental Planning and Assessment Act 1979 requires the consent authority to be *“satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all)”*.

The proposed amendments are of *“minimal environmental impact”*, with the development as proposed to be modified being *“substantially the same development”* for the following reasons:

- The underlying project objectives of SSD 73228210 in delivering a high-quality residential development providing affordable and market residential dwellings remains unchanged.
- The modified proposal does not alter the external built form or generate any new or perceivable visual impacts from the public domain, as all proposed changes are internal to the basement levels.

- The approved interfaces with the surrounding public domain are maintained.
- The accompanying supporting documentation confirms that the proposal will not result in any new or increased environmental impacts.
- The proposed modification does not change any of the key parameters of the SSD-81623209 approval, specifically:
 - Bicycle provision
 - Quantum and capacity of general waste and recycling storage areas, with the only amendment relating to the provision of FOGO bins.
 - Quantum of storage facilities
 - Number of apartments
 - Height of buildings and number of storeys
 - Floor space
 - Communal open space
 - Public open space
 - Cross ventilation and solar access
 - Tree removal
- The proposed modifications do not affect compliance with applicable planning controls including the Housing SEPP, Resilience and Hazards SEPP and KLEP 2015.

In conclusion, the Department can be satisfied that the development consent, as proposed to be modified, will remain substantially the same as the original development consent, with the proposed modifications representing only a minor amendment to the original consent and will not introduce any new unreasonable or substantive environmental impact.

6.3. Section 4.15(1) considerations

Section 4.55(3) of the Act requires that in determining an application for the modification of a development consent the consent authority (the Department in this case) must take into consideration:

- (a) Such for the matters referred to in section 4.15(1) of the Act as are of relevance to the development the subject of the modification application, and
- (b) The reasons given by the consent authority for the grant of the consent that is sought to be modified.

6.4. Matters for consideration in section 4.15(1) of the Act

6.4.1. Environmental planning instruments

The principal planning instruments applying to the site are addressed in the following sections as relevant to the proposed modifications. The principal planning controls applying to the development are contained in:

- Housing SEPP;
- Resilience and Hazards SEPP; and
- KLEP 2015.

Housing SEPP

Chapter 2, Part 2, Division 1 – in-fill affordable housing

Chapter 2, Part 2, Division 1 of the Housing SEPP outlines the development standards applicable to infill housing across New South Wales. The proposed development comprises a residential flat building which is a permissible land use within the R2 Low Density Residential zone.

The original SSD application carefully addressed the key provisions and standards of the SEPP to ensure compliance with the relevant planning controls, including building height, setbacks, landscaping, and dwelling mix. The proposed modifications do not alter the fundamental nature, scale, or approved use of the development.

The Housing SEPP provides non-discretionary development standards, including minimum car parking rates for market and affordable housing. The amended proposal provides a total of 444 residential car parking spaces, resulting in an additional four (4) car spaces. The amended proposal continues to comply with the minimum Housing SEPP rates.

As such, no further assessment against Chapter 2 of the Housing SEPP is required beyond what has already been undertaken.

Chapter 4 – Design of residential apartment development

A design verification statement is not required to be submitted pursuant to section 102 of the Environmental Planning and Assessment Regulations 2021 because the application is lodged under section 4.55(1A) of the Act.

In relation to the Apartment Design Guide (ADG), the modified development remains consistent with the design quality principles in Schedule 9 of the SEPP and the ADG. With regards to storage, there are minor amendments to the location of storage cages within the basement levels. However, the overall quantum of storage provision remains consistent with the approval and is compliant with the ADG. Please refer to the accompanying basement plans in Appendix 1 which confirm the quantity and volume of storage at basement levels.

In relation to deep soil, there is an increase in the quantum of deep soil with a minimum width of 6m from 19.1% (2,564sqm) to 21.9% (2,926sqm) when compared to the approved development which is a favourable outcome.

In summary, the modifications remain wholly consistent with the objectives and standards set out in the Housing SEPP.

Resilience and Hazards SEPP

The proposed modification does not affect consistency with this SEPP. Contamination risks were previously assessed, and the site was deemed capable of being made suitable for the development.

The original SSD included a Preliminary Site Investigation (PSI – Phase 1) Report prepared by EI Australia which confirms that there is no contamination on the site which will preclude the development. The amended proposal does not affect the findings of this report.

DPHI can therefore remain satisfied that the site can be made suitable for the proposed development in accordance with the requirements of Hazards SEPP.

KLEP 2015

The proposed modification does not alter the use or zoning of the land and continues to satisfy the R2 Low Density Residential zone's objectives.

In relation to Clause 4.4 relating to floor space ratio (FSR), the modified proposal retains the same gross floor area (GFA) as the approved development. There is no subsequent change to the overall GFA which remains as per the approved development being 41,184sqm equating to a permissible FSR of 3.076:1.

Of relevance to this modification, Clause 6.2 of the LEP relates to earthworks and requires that before granting development consent for earthworks the consent authority must consider matters including:

- (a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,*
- (b) the effect of the development on the likely future use or redevelopment of the land,*
- (c) the quality of the fill or the soil to be excavated, or both,*
- (d) the effect of the development on the existing and likely amenity of adjoining properties,*
- (e) the source of any fill material and the destination of any excavated material,*
- (f) the likelihood of disturbing relics,*
- (g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,*
- (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The proposed modification maintains a comparable extent of earthworks to that of the approved design. Appropriate measures will continue to be taken to ensure construction and

excavation at the site will not impact negatively on neighbouring development. Waste from the site will be disposed of appropriately. It is not expected that relics will be unearthed given the site has previously been developed. The site is not significant in terms of its contribution to habitat nor is it environmentally sensitive. All reasonable measures will be taken to avoid, minimise or mitigate the impacts of the development.

The proposed modification does not give rise to any further consideration against the provisions of the KLPE 2015 beyond those which were considered in the assessment of the original development application.

6.4.2. Any proposed instrument

There are no proposed instruments applying to the site/area that are of relevance.

6.4.3. Development control plan

Section 2.10 of the State Environmental Planning Policy (Planning Systems) 2021 stipulates that Development Control Plans (DCPs) do not apply to State Significant Developments (SSD). This modification application is an amendment to SSD-81623209 and therefore is not directly subject to the requirements of the Ku-ring-gai Development Control Plan 2025 (KDCP 2025).

However, for clarity and consistency, the proposed modifications have been reviewed against the relevant controls of the KDCP 2025. The modifications relate to minor amendments to the basement footprint and there is no fundamental change to the approved development or its core design elements.

In relation to the amended basement layouts, the quantum of approved bicycle parking, waste management facilities and loading and services areas are maintained as part of this modification.

As such, the proposal remains generally consistent with the intent and controls of the kelp 2015, as previously assessed and approved in the original SSD application. The proposed modification to the approved development does not introduce any deviations from the DCP controls that would warrant further detailed assessment or concern.

6.4.4. Any planning agreement

Not applicable.

6.4.5. The Regulations

With respect to Part 5 of Environmental Planning and Assessment Regulation (2021) (the Regulation) it is noted:

- This modification application is made by the owner of the land (s98(1)(a) of the Regulation).
- The application is in the approved form and contains all information and documents required by s99(1) and s99(2) of the Regulation.

- The content of this application contains the information required by s100 of the Regulation.
- While the approved development form is a mixed-use proposal, the nature of the proposed modifications does not relate to the residential elements hence the requirements under s102 of the Regulation are not relevant.

6.4.6. Likely impacts of the development

The proposed modifications will result in negligible environmental impacts. The following assessment considers the likely impacts of the development.

Built Form and Urban Design

The proposed modifications have been developed in consultation with DKO, the original design architect, ensuring the design integrity of the building is maintained. The amendments are internal to the basement and do not affect the approved built form profile or architectural language of the building.

Traffic, Access and Parking

A Transport Statement has been prepared by JMT Consulting (refer Appendix 2) in support of this modification application which considers the impact of the modified proposal. In summary, the modified proposal is considered acceptable on transport grounds given:

- Vehicular access to the site remains unchanged compared to the current approval, with all vehicles having the continued ability to enter and exit in a forward direction from Beaconsfield Parade;
- The size and geometry of the loading dock remains unchanged, with access for Council waste trucks and other delivery vehicles maintained;
- The general car parking layout remains unchanged and compliant with relevant Australian Standards (AS2890.1). The only change to the approved design relates to the addition of a traffic aisle in the south-eastern corner of the basement levels – this is considered to provide for an improved outcome as it allows for continuous circulation in the basement and the removal of a dead end aisle;
- Overall car parking numbers remain largely unchanged, with the only modification being the addition of four resident car parking spaces to accommodate the four car share spaces required under Condition B8 of the project approval. The addition of four car parking spaces for residents would have no impact on the traffic analysis undertaken in support of the SSDA;
- The number of residential accessible car parking spaces has reduced from 50 down to 40 which aligns with the number of adaptable units provided in the development. This provision of accessible parking is considered suitable and aligns with best practice of ensuring every adaptable unit is provided with an accessible parking bay; and

- Visitor parking, bicycle parking, motorcycle parking and EV charging infrastructure remains unchanged compared to the current project approval.

Waste Management

Operational Waste

The amended proposal results in the following waste management changes:

- Reconfiguration of the bin collection room to improve functionality and access.
- Introduction of FOGO bins for resident use, including the provision of 33 × 120L FOGO bins within the main bin holding area and 2 × FOGO bins at each core in Basement 1.

Importantly, the proposal does not reduce the total number of bins or the size of the waste rooms compared to the approved development.

A supporting statement prepared by Elephants Foot Consulting accompanies this application at Appendix 3 and confirms that the proposed modifications will enhance the overall waste management strategy.

An updated Operational Waste Management Plan will be prepared by Elephants Foot Consulting as required by Condition E35 of the consent.

Trees

A statement has been prepared by rain Tree consulting (an AQF Level 5 consulting arborist) confirming that the modified basement design does not propose major (more than 20%) Tree Protection Zone (TPZ) encroachments adjacent to highly significant street trees which are proposed for retention.

Within Basement Level 1, the modification of the basement design results in trees 7, 8, 9 and 11 receiving minor (less than 10%) to manageable moderate (10-20%) encroachments within the TPZs. The remaining street trees are not affected by the basement footprint.

At ground floor, to ensure street trees and trees on the site are not impacted by additional excavation, it is recommended that existing ground levels within the tree protection zones remain unchanged.

6.4.7. Suitability of the site & public interest

The site remains suitable for the proposed development for the reasons outlined in the original DA. The modified development remains in the public interest and will not introduce any substantive change to the approved development which was accessed and supported by DPHI for the reasons as concluded in the Environmental Impact Statement (EIS) for the SSDA (SSD-81623209).

6.4.8. Reasons given for granting consent

The reasons given for granting consent remain relevant notwithstanding the proposed modifications. The proposed modifications will not compromise the high standard of design

excellence that the approved building will exhibit or result in significant adverse environmental or amenity impacts.

7. Conclusion

This modification application seeks approval for minor amendments to the approved basement design. The principal change involves removing the unnecessary stepping in the basement footprint to allow a contiguous shoring design to be implemented. The revised design does not alter the approved built form or its external appearance, as all amendments are confined entirely below ground level.

As detailed in this report, the proposed modification warrants approval by the Department for the following reasons:

- The proposal is considered substantially the same development as the development for which consent was originally granted.
- The proposal remains consistent with the aims and objectives of the relevant environmental planning instruments and development control plan and will not result in any adverse impacts on the amenity of the locality.
- The proposal will have no adverse environmental impacts on the site or the properties in the vicinity of the site, given that there is no change to the overall final building form, scale, design, materials and function, as originally approved.
- The proposal will be in the public interest based on these benefits and the lack of adverse impacts.