



9-21 Beaconsfield Parade, Lindfield

Traffic Statement

27 February 2026

Department of Planning, Housing & Infrastructure

27 February 2026

Dear Sir / Madam

9-21 Beaconsfield Parade, Lindfield – Modification: Traffic Statement

JMT Consulting has been engaged to provide traffic, transport and parking advice in relation to the approved State Significant Development Application (SSD 81623209) at 9-21 Beaconsfield Parade, Lindfield ('the site'). The document should be considered as an addendum to the transport impact assessment report prepared by JMT Consulting dated 7 May 2025 as submitted with the SSDA.

This traffic statement has been prepared in support of a modification proposal submitted by Deicorp in relation to the proposal.

The architectural plans submitted for the modification have been reviewed and deemed to have no impacts from a traffic and transport perspective (relative to the existing project approval) given the following:

- 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.

In this context the traffic and transport impacts of the proposal are considered acceptable.

Please do not hesitate to contact the undersigned should you have any questions in relation to this advice.

Regards

A handwritten signature in black ink, appearing to read 'J. Milston', is positioned above the printed name.

Josh Milston

Director | JMT Consulting

MIEAust CPEng