

25 July 2024

Goodman
C/- James Crouch
The Hayesbery
1-11 Hayes Rd
Rosebery NSW 2018

Email: James.Crouch@goodman.com
Revision: 01

Dear James

**SYD2434: 85-87 Waterloo Road, Macquarie Park
Acceptability of lift waiting times for building C and E**

Introduction

This Consultant Advice Notice (CAN) is in response to the request to “confirm that the lift wait times for building C and E are acceptable”.

Response

A lift traffic analysis has been conducted on buildings C and E in accordance with the simulation method, residential assumptions and service quality criteria outlined in ISO 8100-32 “Planning and selection of passenger lifts to be installed in office, hotel and residential buildings” as referenced by AS 1735.1.1.

The results of the lift traffic analysis are presented in Table 1 below. These results demonstrate a good level of theoretical lift service quality is provided by three (3) lifts per building, achieving the recommended ISO 8100-32 criteria.

It is therefore the opinion of ADP Consulting that the provision of three (3) lifts per residential building is sufficient to accommodate the proposed population and movement of goods.

Table 1 ISO8100-32 Lift Traffic Analysis Methodology, Criteria, and Results

	Building C	Building E
Key Parameters		
Controls	Conventional	Conventional
Rated Speed (m/s)	1.6	1.6
No. Lifts in Group	3	3
Rated Load (kg / ppl)	1600 / 21	1600 / 21
ISO 8100-32 Simulation Method		
Methodology	2-Hour Constant Traffic Profile	2-Hour Constant Traffic Profile
Traffic	Two-Way (50% incoming / 50% outgoing)	Two-Way (50% incoming / 50% outgoing)
ISO 8100-32 Criteria		
Handling Capacity (HC, %)	≥ 7	≥ 7
Average Waiting Time (AWT, s)	≤ 60	≤ 60
Results		
Handling Capacity (HC, %)	7	7
Average Waiting Time (AWT, s)	27	22
Criteria Satisfied through simulation	Yes	Yes

Yours sincerely
 Matt Smith
 CEng MIMechE
 Senior Vertical Transportation Engineer

85 Waterloo Road | Lift Traffic Analysis Summary | Building A | Lifts A1 & A2





Project No. SYD2434

Date 18/03/2024

Engineer **Matt Smith**































Status **Preliminary**

Revision **2**

Key	
Passenger Lift	
Overrun/Pit	
No Lift Service	
Main Floor	

Building Overview			
Level	Height (m)	RL (m)	Description
Roof		93.8	Roof
Level 12	3.2	90.6	COS
Level 11	3.3	87.3	Apartments
Level 10	3.2	84.1	Apartments
Level 9	3.2	80.9	Apartments
Level 8	3.2	77.7	Apartments
Level 7	3.2	74.5	Apartments
Level 6	3.2	71.3	Apartments
Level 5	3.2	68.1	Apartments
Level 4	3.2	64.9	Apartments
Level 3	3.3	61.6	Apartments
Level 2	3.2	58.4	Apartments / Amenity
Level 1	3.2	55.2	Apartments
Ground	3.2	52.0	Amenities / Apartments / Main Entry
Basement 1	4.0	48.0	Retail & Visitor Car Park / Apartments
Basement 2	3.2	44.8	Resi Car Park
TOTAL:			

Building A						
Studio	1-Bed	2-Bed	3-Bed	TTL Apts	Pop.	CP
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
2	1	2		5	11	
1	4	2		7	15	
2	1			3	5	
						25
23	14	21		58	123	25

Lift Service	
A1	A2
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	

Architectural Reference Documentation

DKO 'Preliminary' documentation received 20 June 2023.

DKO 'Development Summary' documentation dated 01 August 2023.

Analysis Reference Criteria and Methodology

ISO 8100-32: 2020 Simulation Method for 'Standard' residential type buildings as per recommendations of AS 1735.1.1

Notes & Assumptions

- Results are theoretical only
 - Main entry floor on Ground.
 - Fully occupied residential building.
 - Lifts are for resident's use only (i.e. excludes visitors movements from analysis).
 - Goods movements occur outside of peak-periods only.
 - Resi CP excludes commercial, retail and guest carparking.
 - Resi CP spaces distributed across each building as a ratio of the total no. of apartments per building.
 - Resi CP spaces distributed as 0.2 per Studio, 0.41 per 1 Bed, 0.5 per 2 Bed and 0.7 per 3 Bed
 - 1% entry bias allowed for residents using retail and amenity during peak-periods.
 - Carpark utilisation entry bias of 25% has been allowed
- (based on ITE Traffic Generation Data - CP Usage for 'Multifamily Housing - Mid Rise')

- Number of Lifts
- Machine Type
- Control System
- Rated Speed
- Load Rating
- Passenger Rating

- Analysis Type
- Handling Capacity Criteria (% pop per 5-mins)
- Avg Waiting Time (AWT, limit)

- HC
- AWT
- Criteria Satisfied?

Specifications

Two
MRL
Conventional
1.6 m/s
1600 kg
21 ppl

Analysis Criteria

ISO Resi Sim
7%
≤ 60 s

Results Summary

7%
13 s
Yes

85 Waterloo Road | Lift Traffic Analysis Summary | Building A | Lifts A3 & A4





Project No. SYD2434

Date 18/03/2024

Engineer **Matt Smith**































Status **Preliminary**

Revision **2**

Key	
Passenger Lift	
Overrun/Pit	
No Lift Service	
Main Floor	

Building Overview			
Level	Height (m)	RL (m)	Description
Roof			Roof
Level 13		93.8	Apartments
Level 12	3.2	90.6	Apartments / Amenity
Level 11	3.3	87.3	Apartments
Level 10	3.2	84.1	Apartments
Level 9	3.2	80.9	Apartments
Level 8	3.2	77.7	Apartments
Level 7	3.2	74.5	Apartments
Level 6	3.2	71.3	Apartments
Level 5	3.2	68.1	Apartments
Level 4	3.2	64.9	Apartments
Level 3	3.2	61.7	Apartments
Level 2	3.2	58.5	Apartments
Level 1	3.3	55.2	Apartments
Ground	3.2	52.0	Amenities / Apartments / Main Entry
Basement 1	3.2	48.8	Retail & Visitor Car Park / Apartments
Basement 2	5.2	43.6	Resi Car Park
TOTAL:			

Building A						
Studio	1-Bed	2-Bed	3-Bed	TTL Apts	Pop.	CP
1		2		3	8	
1		2		3	8	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		3		5	12	
2		1		3	6	
						32
26		38		64	153	32

Lift Service	
A3	A4
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	

Architectural Reference Documentation
DKO 'For DA Submission' documentation dated August 2023.
DKO 'Development Summary' documentation dated 01 August 2023.
Analysis Reference Criteria and Methodology
ISO 8100-32: 2020 Simulation Method for 'Standard' residential type buildings as per recommendations of AS 1735.1.1
Notes & Assumptions
<ul style="list-style-type: none"> - Results are theoretical only - Main entry floor on Ground. - Fully occupied residential building. - Lifts are for resident's use only (i.e. excludes visitors movements from analysis). <ul style="list-style-type: none"> - Goods movements occur outside of peak-periods only. - Resi CP excludes commercial, retail and guest carparking. - Resi CP spaces distributed across each building as a ratio of the total no. of apartments per building. - Resi CP spaces distributed as 0.2 per Studio, 0.41 per 1 Bed, 0.7 per 2 Bed and 1 per 3 Bed <ul style="list-style-type: none"> - 1% entry bias allowed for residents using retail and amenity during peak-periods. - Carpark utilisation entry bias of 22% has been allowed <p>(based on ITE Traffic Generation Data - CP Usage for 'Multifamily Housing - Mid Rise')</p>

Number of Lifts	Two
Machine Type	MRL
Control System	Conventional
Rated Speed	1.6 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Type	ISO Resi Sim
Handling Capacity Criteria (% pop per 5-mins)	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
Results Summary	
HC	7%
AWT	17 s
Criteria Satisfied?	Yes

Specifications	
Number of Lifts	Two
Machine Type	MRL
Control System	Conventional
Rated Speed	1.6 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Criteria	
ISO Resi Sim	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
Results Summary	
HC	7%
AWT	17 s
Criteria Satisfied?	Yes

85 Waterloo Road | Lift Traffic Analysis Summary | Building B



Project No. SYD2434
 Date 18/03/2024
 Engineer **Matt Smith**
 Status **Preliminary**
 Revision **2**

Key	
Passenger Lift	
Overrun/Pit	
No Lift Service	
Main Floor	

Building Overview			
Level	Height (m)	RL (m)	Description
Roof		90.6	Roof
Level 11	3.2	87.4	Apartments / Amenity
Level 10	3.3	84.1	Apartments
Level 9	3.2	80.9	Apartments
Level 8	3.2	77.7	Apartments
Level 7	3.2	74.5	Apartments
Level 6	3.2	71.3	Apartments
Level 5	3.2	68.1	Apartments
Level 4	3.2	64.9	Apartments
Level 3	3.2	61.7	Apartments
Level 2	3.2	58.5	Apartments
Level 1	3.3	55.2	Retail
Ground	3.2	52.0	Amenities / Main Entry
Basement 1	4.0	48.0	Retail & Visitor Car Park
Basement 2	3.2	44.8	Resi Car Park

Building B					
Studio	1-Bed	2-Bed	TTL Apts	Pop.	CP
2		2	4	9	
2	2	4	8	19	
2	2	4	8	19	
2	2	4	8	19	
2	2	4	8	19	
2	2	4	8	19	
2	2	4	8	19	
2	2	4	8	19	
2	4	2	8	16	
2		6	8	21	
					38
20	18	38	76	176	38

Lift Service	
B1	B2





TOTAL:
Architectural Reference Documentation
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Analysis Reference Criteria and Methodology
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Notes & Assumptions
<ul style="list-style-type: none"> - Results are theoretical only - Main entry floor on Ground. - Fully occupied residential building. - Lifts are for resident's use only (i.e. excludes visitors movements from analysis). <ul style="list-style-type: none"> - Goods movements occur outside of peak-periods only. - Resi CP excludes commercial, retail and guest carparking. - Resi CP spaces distributed across each building as a ratio of the total no. of apartments per building. <ul style="list-style-type: none"> - Resi CP spaces distributed as 0.2 per Studio, 0.41 per 1 Bed, 0.7 per 2 Bed and 1 per 3 Bed - 1% entry bias allowed for residents using retail and amenity during peak-periods. - Carpark utilisation entry bias of 23% has been allowed (based on ITE Traffic Generation Data - CP Usage for 'Multifamily Housing - Mid Rise')

Number of Lifts	Two
Machine Type	MRL
Control System	Conventional
Rated Speed	1.0 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Type	ISO Resi Sim
Handling Capacity Criteria (% pop per 5-mins)	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
HC	7%
AWT	26 s
Criteria Satisfied?	Yes

Specifications	
Number of Lifts	Two
Machine Type	MRL
Control System	Conventional
Rated Speed	1.0 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Criteria	
ISO Resi Sim	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
Results Summary	
HC	7%
AWT	26 s
Criteria Satisfied?	Yes






































































85 Waterloo Road | Lift Traffic Analysis Summary | Building C

Project No. SYD2434
 Date 18/03/2024
 Engineer **Matt Smith**
 Status **Preliminary**
 Revision **2**

Key	
Passenger Lift	
Overrun/Pit	
No Lift Service	
Main Floor	

Building Overview			
Level	Height (m)	RL (m)	Description
Roof		117.2	Roof
Level 19	4.0	113.2	Amenity / Apartments
Level 18	3.3	110.0	Apartments
Level 17	3.3	106.7	Apartments
Level 16	3.2	103.5	Apartments
Level 15	3.2	100.3	Apartments
Level 14	3.2	97.1	Amenity / Apartments
Level 13	3.3	93.8	Apartments
Level 12	3.2	90.6	Apartments
Level 11	3.2	87.4	Apartments
Level 10	3.2	84.2	Apartments
Level 9	3.2	81.0	Apartments
Level 8	3.2	77.8	Apartments
Level 7	3.2	74.6	Apartments
Level 6	3.2	71.4	Apartments
Level 5	3.2	68.2	Apartments
Level 4	3.2	65.0	Amenity / Apartments
Level 3	3.3	61.7	Amenity / Apartments
Level 2	3.3	58.4	Apartments
Level 1	3.2	55.2	Apartments
Ground	3.2	52.0	Speciality Retail / Amenities / Main Entry
Basement 1	4.0	48.0	Retail & Visitor Car Park
Basement 2	3.2	44.8	Resi Car Park

Building C						
Studio	1-Bed	2-Bed	3-Bed	TTL Apts	Pop.	CP
	1	3		4	11	
	3	3	1	7	18	
	3	3	1	7	18	
	3	3	1	7	18	
	3	3	1	7	18	
	2	2	1	5	14	
3	2	4		9	20	
3	2	4		9	20	
3	2	4		9	20	
3	2	4		9	20	
3	2	4		9	20	
3	2	4		9	20	
3	2	4		9	20	
3	2	4		9	20	
3	2	3		8	17	
	2	3	1	6	17	
	1	7	3	11	35	
	1	1		2	5	
						78
30	39	67	9	145	352	78

Lift Service		
C1	C2	C3
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		





TOTAL:
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Notes & Assumptions
- Results are theoretical only
- Main entry floor on Ground.
- Fully occupied residential building.
- Lifts are for resident's use only (i.e. excludes visitors movements from analysis).
- Goods movements occur outside of peak-periods only.
- Resi CP excludes commercial, retail and guest carparking.
- Resi CP spaces distributed across each building as a ratio of the total no. of apartments per building.
- Resi CP spaces distributed as 0.2 per Studio, 0.41 per 1 Bed, 0.7 per 2 Bed and 1 per 3 Bed
- 1% entry bias allowed for residents using retail and amenity during peak-periods.
- Carpark utilisation entry bias of 22% has been allowed
(based on ITE Traffic Generation Data - CP Usage for 'Multifamily Housing - Mid Rise')

Number of Lifts	Three (3)
Machine Type	MRL
Control System	Conventional
Rated Speed	1.6 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Type	ISO Resi Sim
Handling Capacity Criteria (% pop per 5-mins)	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
HC	7%
AWT	27 s
Criteria Satisfied?	Yes

Specifications	
Number of Lifts	Three (3)
Machine Type	MRL
Control System	Conventional
Rated Speed	1.6 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Criteria	
Analysis Type	ISO Resi Sim
Handling Capacity Criteria (% pop per 5-mins)	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
Results Summary	
HC	7%
AWT	27 s
Criteria Satisfied?	Yes













































































































85 Waterloo Road | Lift Traffic Analysis Summary | Building E

Project No. SYD2434
 Date 18/03/2024
 Engineer Matt Smith
 Status Preliminary
 Revision 2

Key	
Passenger Lift	
Overrun/Pit	
No Lift Service	
Main Floor	

Building Overview			
Level	Height (m)	RL (m)	Description
Roof		119.5	Roof
Level 20	3.3	116.3	Amenity / Apartments
Level 19	3.3	113.0	Apartments
Level 18	3.2	109.8	Apartments
Level 17	3.2	106.6	Apartments
Level 16	3.2	103.4	Apartments
Level 15	3.2	100.2	Apartments
Level 14	3.2	97.0	Amenity / Apartments
Level 13	3.3	93.7	Apartments
Level 12	3.2	90.5	Apartments
Level 11	3.2	87.3	Apartments
Level 10	3.2	84.1	Apartments
Level 9	3.2	80.9	Apartments
Level 8	3.2	77.7	Apartments
Level 7	3.2	74.5	Apartments
Level 6	3.2	71.3	Apartments
Level 5	3.2	68.1	Apartments
Level 4	3.2	64.9	Amenities / Apartments
Level 3	3.3	61.6	Apartments
Level 2	3.2	58.4	Apartments
Level 1	4.4	54.0	Speciality Retail / Retail F&B / Retail Car Park / Main Entry
Ground	3.2	50.8	Resi Car Park
Basement 1	3.2	47.6	Resi Car Park
TOTAL:			

Building E						
Studio	1-Bed	2-Bed	3-Bed	TTL Apts	Pop.	CP
		4		4	12	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	2		6	13	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	4	3		7	16	
	2	2	4	8	26	
	1	1	2	4	13	
						35
						35
	65	53	6	124	300	70

Lift Service		
1	2	3
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		





Architectural Reference Documentation	
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DKO 'Development Summary' documentation dated 01 August 2023.	
Analysis Reference Criteria and Methodology	
ISO 8100-32: 2020 Simulation Method for 'Standard' residential type buildings as per recommendations of AS 1735.1.1	
Notes & Assumptions	
<ul style="list-style-type: none"> - Results are theoretical only - Main entry floor on 1. - Fully occupied residential building. - Lifts are for resident's use only (i.e. excludes visitors movements from analysis). - Goods movements occur outside of peak-periods only. - Resi CP excludes commercial, retail and guest carparking. - Resi CP spaces distributed across each building as a ratio of the total no. of apartments per building. - Resi CP spaces distributed as 0.2 per Studio, 0.41 per 1 Bed, 0.7 per 2 Bed and 1 per 3 Bed - 1% entry bias allowed for residents using retail and amenity during peak-periods. - Carpark utilisation entry bias of 22% has been allowed 	
(based on ITE Traffic Generation Data - CP Usage for 'Multifamily Housing - Mid Rise')	

Number of Lifts	Three (3)
Machine Type	MRL
Control System	Conventional
Rated Speed	1.60 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Type	ISO Resi Sim
Handling Capacity Criteria (% pop per 5-mins)	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
HC	7%
AWT	22 s
Criteria Satisfied?	Yes

Specifications	
Number of Lifts	Three (3)
Machine Type	MRL
Control System	Conventional
Rated Speed	1.60 m/s
Load Rating	1600 kg
Passenger Rating	21 ppl
Analysis Criteria	
ISO Resi Sim	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
Results Summary	
HC	7%
AWT	22 s
Criteria Satisfied?	Yes

85 Waterloo Road | Lift Traffic Analysis Summary | Building F | F3 & F4

Project No. SYD2434
 Date 18/03/2024
 Engineer **Matt Smith**
 QA/Review **Matt Hinds**
 Status **Preliminary**
 Revision **2**

Key	
Passenger Lift	
Overrun/Pit	
No Lift Service	
Main Floor	

Building Overview			
Level	Height (m)	RL (m)	Description
Roof		105.5	Roof
Level 16	3.2	102.3	Apartments
Level 15	3.2	99.1	Amenity / Apartments
Level 14	3.3	95.8	Apartments
Level 13	3.2	92.6	Apartments
Level 12	3.2	89.4	Apartments
Level 11	3.2	86.2	Apartments
Level 10	3.2	83.0	Apartments
Level 9	3.2	79.8	Apartments
Level 8	3.2	76.6	Apartments
Level 7	3.2	73.4	Apartments
Level 6	3.2	70.2	Amenity / Apartments
Level 5	3.3	66.9	Apartments
Level 4	3.3	63.6	Apartments
Level 3	3.2	60.4	Apartments / Main Entry
Level 2	3.4	57.0	Childcare
Level 1	3.0	54.0	Speciality Retail / Retail F&B / Visitor & Retail Car Park
Ground	3.2	50.8	Resi Car Park / Services
Basement 1	3.2	47.6	Resi Car Park
TOTAL:			

Architectural Reference Documentation

DKO 'For DA Submission' documentation dated August 2023.
 DKO 'Development Summary' documentation dated 01 August 2023.







































Analysis Reference Criteria and Methodology

ISO 8100-32: 2020 Simulation Method for 'Standard' residential type buildings as per recommendations of AS 1735.1.1

Notes & Assumptions

- Results are theoretical only
 - Main entry floor on Lvl 3
 - Fully occupied residential building.
 - Lifts are for resident's use only (i.e. excludes visitors movements from analysis).
 - Goods movements occur outside of peak-periods only.
 - Resi CP excludes commercial, retail and guest carparking.
 - Resi CP spaces distributed across each building as a ratio of the total no. of apartments per building.
 - Resi CP spaces distributed as 0.2 per Studio, 0.41 per 1 Bed, 0.7 per 2 Bed and 1 per 3 Bed
 - 1% entry bias allowed for residents using retail and amenity during peak-periods.
 - Carpark utilisation entry bias of 26% has been allowed
- (based on ITE Traffic Generation Data - CP Usage for 'Multifamily Housing - Mid Rise')

Building F						
Studio	1-Bed	2-Bed	3-Bed	TTL Apts	Pop.	CP
3		1		4	8	
3		1		4	8	
4		2		6	12	
4		2		6	12	
4		2		6	12	
4		2		6	12	
4		2		6	12	
4		2		6	12	
4		2		6	12	
3		1		4	8	
3		2	1	6	15	
2	1			3	5	
2	1			3	5	
						12
48	2	21	1	72	143	12

Lift Service	
F3	F4
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	
	

Specifications

Number of Lifts	Two (2)
Machine Type	MRL
Control System	Conventional
Rated Speed	1.60 m/s
Load Rating	1600kg
Passenger Rating	21 ppl
Analysis Criteria	
Analysis Type	ISO Resi Sim
Handling Capacity Criteria (% pop per 5-mins)	7%
Avg Waiting Time (AWT, limit)	≤ 60 s
Results Summary	
HC	7%
AWT	18 s
Criteria Satisfied?	Yes

Number of Lifts
 Machine Type
 Control System
 Rated Speed
 Load Rating
 Passenger Rating
 Analysis Type
 Handling Capacity Criteria (% pop per 5-mins)
 Avg Waiting Time (AWT, limit)
 HC
 AWT
 Criteria Satisfied?

