

13th April 2022  
Simon Joseph  
Waterloo OSD Development Manager  
Waterloo Integrated Station Development  
Level 10, 54 Park Street  
Sydney  
NSW, 2000

Dear Simon

## **Waterloo Metro Over Station Development**

### **Southern Precinct - S4.55 Modification – Traffic Statement**

ptc. have been engaged by the WL Developer to provide a traffic statement to accompany the Section 4.55 modification for the Southern Precinct as part of the Waterloo Metro Over Station Development.

The layout for Building 3 was originally submitted for approval under SSD 10437-Southern Precinct.

The modification will seek to reconfigure the approved layout of the Loading Dock, to accommodate a security boom gate along the access ramp to the loading dock.

This traffic statement outlines the proposed modifications to the loading dock layout and compliance of the modifications with the relevant Australian Standards.

## 1. Revised Loading Dock Layout Assessment

### 1.1. Approved Loading Dock Layout

As part of the SSD-10437 Southern Precinct submission, Batesmart prepared the Ground Floor plans, relevant to the loading dock, and the approved stamped plan is listed below:

WMQ-BLD3-BSA-AR-DRG-DA100 (M) – Ground Floor Plan

This plan is shown in Figure 1 and Attachment 1

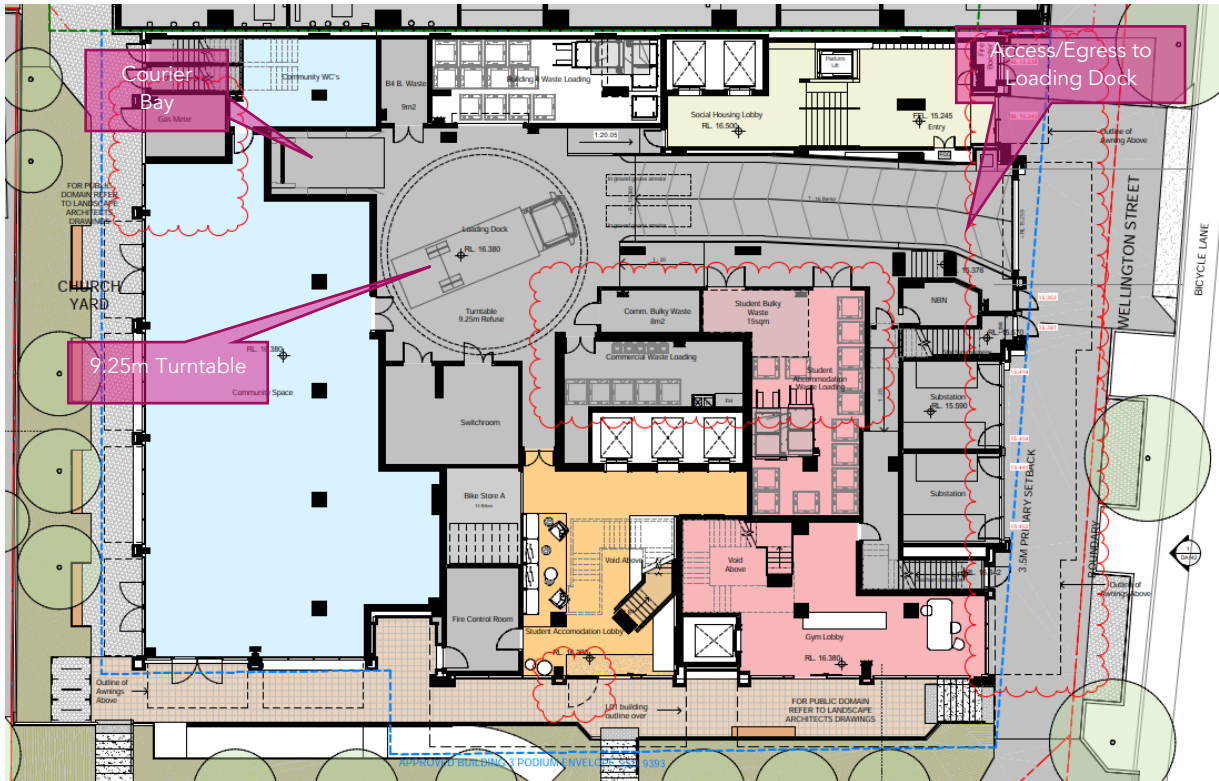


Figure 1 – Approved Ground Floor Layout

## 1.2. Modified Loading Dock Layout

The modification seeks to reconfigure the loading dock layout, with the alterations being:

- Minor realignment to the access kerbline and walls; and,
- The provision of a security boom gate,

The modified layouts are shown on the Batesmart plans listed below:

WMQ-BLD3-BSA-AR-DRG-DA100 (N) – Ground Floor Plan

This plan is shown in Figure 2 and Attachment 2.

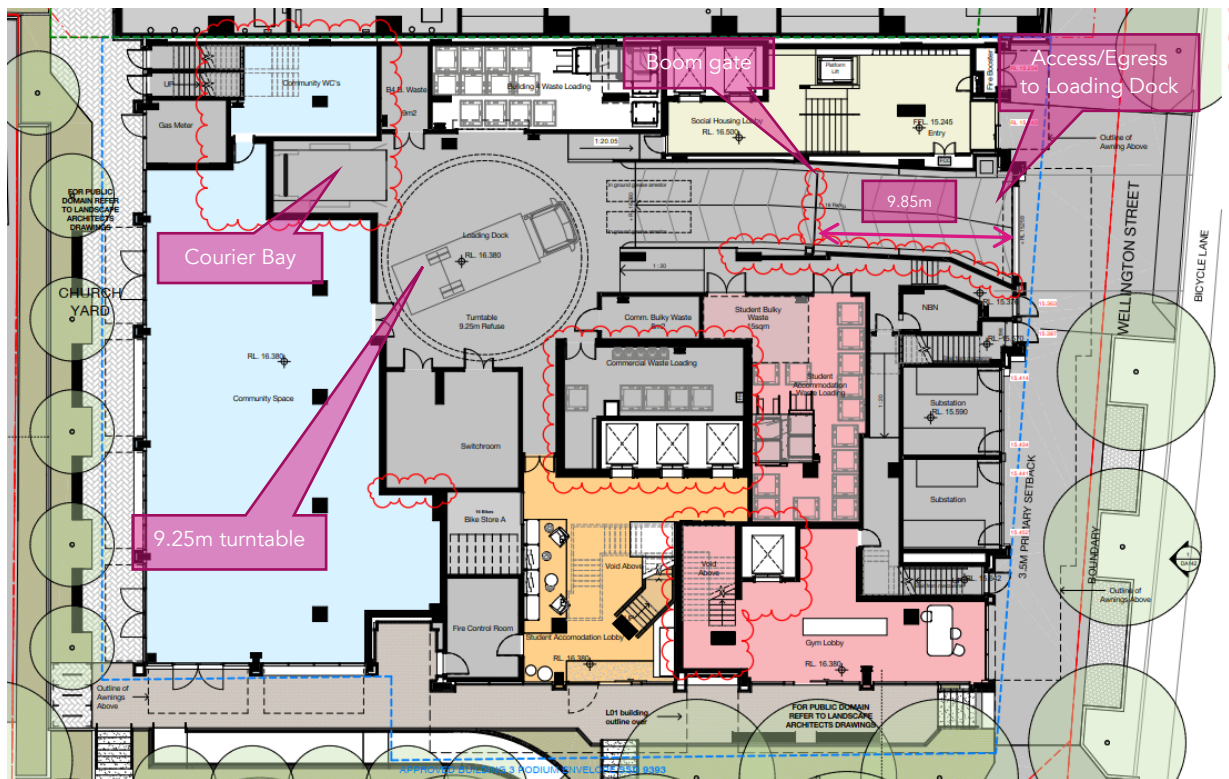


Figure 2 – Modified Ground Floor Layout

This modification provides a security provision of a boom gate to control access to the loading dock during operating hours. The boom gate is set back from the property boundary by 9.85m, which is adequate to accommodate the largest expected vehicle, being the 9.25m City of Sydney waste collection vehicle

Other arrangements such as the access width, grade and headroom have not been modified and / or reduced.

## 2. Conclusion

In conclusion, it is considered that the proposed modifications to the ground floor layout provides additional security for users of the loading dock.

The revised layout meets the requirements of AS2890.1 and AS2890.2 or has been assessed on a performance basis and has been deemed to be fit for purpose.

Therefore, from a parking and traffic perspective, **ptc.** endorse the proposed change to the ground floor configuration.

Yours faithfully



**Steve Wellman**

**Project Director**

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Document Control: Prepared by SW on 13/04/2022. Reviewed by SW on 13/04/2022

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## **Attachment 1 – Approved Architectural Layouts**







## **Attachment 2 – Modified Architectural Layouts**



