

Consultant Advice Notice

From	Matt Smith	Advice No.	CAN-VT-01
Project	2 Flide Street, Caringbah	Project No.	SYD3634
Date	27 February 2026	Pages	1/3
Subject	Vertical Transportation compliance with ADG	Revision:	2

Introduction

ADP Consulting has been engaged to provide the Vertical Transportation design services for the proposed Social and Affordable Housing – 2 Flide Street, Caringbah development. This Consultant Advice Notice (CAN) has been prepared in response to the below RFI from NSW Department for Planning, Housing and Infrastructure

"The Social Housing Block currently exceeds the ADG 4F – Common Circulation and Spaces guideline, with 52 units sharing a single lift (exceeding the recommended maximum of 40). Please provide either:

- a vertical transport statement confirming operational efficiency, or
- the modelling referenced in Appendix A of the Design Report."

Analysis

It is the opinion of ADP Consulting that, through expert review and analysis, the provision of two (2) passenger lifts in the Social Housing Block is sufficient to satisfy the proposed density of the development and subsequently the objective of NSW Apartment Design Guide (ADG) Part 4F Objective 4F-1 (refer Figure 1 below). This is demonstrated through a design response in the form of a lift traffic analysis showing adequate levels of lift service quality. 'Other design responses' are noted on Page 11 of the ADG "Introduction Section" (refer Figure 2 below) as being an acceptable method of demonstrating an objective is met where the criteria cannot be directly satisfied.

Figure 1 NSW ADG Part 4F Objective 4F-1

Objective 4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments	
Design criteria	
1.	The maximum number of apartments off a circulation core on a single level is eight
2.	For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40

Figure 2 NSW ADG Introduction Section – Page 11 Extract

The key to working with Parts 3 and 4 is that a development needs to demonstrate how it meets the objective and design criteria. The design criteria set a clear measurable benchmark for how the objective can be practically achieved. If it is not possible to satisfy the design criteria, applications must demonstrate what other design responses are used to achieve the objective and the design guidance can be used to assist in this.

The average waiting time is representative of the average time a passenger spends waiting for a lift car measured from the instant the passenger registers a landing call until the instant the passenger enters the lift car. The average waiting time is

obtained and assessed via the simulation method and criteria for a residential building per that outlined in ISO 8100-32:2020 "Lifts for the transportation of persons and goods - Part 32: Planning and selection of passenger lifts to be installed in office, hotel and residential buildings" as referenced in AS 1735.1.1:2022 "Lifts, escalators and moving walks - General requirements". Scenario 2 further show that, during off-peak periods, acceptable performance can still be achieved with one (1) lift, allowing the second to be reserved by occupants moving belongings in or out of the building. A building management plan will ensure that these move-in/move-out periods do not coincide with peak period.

Table 1 below shows in scenario 1 that two (2) lifts provide a theoretical level of lift service quality which satisfies the criteria of ISO8100-32. Scenario 2 further show that, during off-peak periods, acceptable performance can still be achieved with one (1) lift, allowing the second to be reserved by occupants moving belongings in or out of the building. A building management plan will ensure that these move-in/move-out periods do not coincide with peak period.

Table 1 2 Flide Street, Caringbah Lift Traffic Analysis Results – Residential lifts

Lift Traffic Analysis Summary	
ISO 8100-32 Simulation Method for a Residential Building	
Methodology	2-Hour Constant Traffic Profile
Traffic	Two-Way (50% incoming / 50% outgoing)
ISO 8100-32 Criteria	
Handling Capacity (HC, %)	≥ 7 Peak Time ≥ 3.5 Off-Peak Time
Average Waiting Time (AWT, s)	≤ 60
Building	Social Housing
Key Parameters	
Controls	Conventional
Min. Rated Speed (m/s)	1.6
Rated Load (kg / ppl)	1275 / 17
Scenario 1 – 2 lifts during peak period	
Available Lifts	2
Handling Capacity (HC, %)	7 (Peak)
Average Waiting Time (AWT, s)	33s
Criteria Satisfied?	Yes
Scenario 2 – 1 lift during off peak (one lift reserved for move-in/out etc.)	
Available Lifts	1
Handling Capacity (HC, %)	3.5 (Off-peak)
Average Waiting Time (AWT, s)	57s
Criteria Satisfied?	Yes

Should you have any questions regarding the content of this CAN, please do not hesitate to contact me.

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