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Our Ref: 30206389
Subject: Burrah Park development – Compliance review

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Dear Liam,

This letter outlines car parking design and access compliance against Australian Standards (AS) for the Burrah Park development proposed at Elizabeth Drive, Badgerys Creek, in Sydney. The following standards are referenced:

- *AS2890.1:2004 – Off-Street Car Parking*
- *AS2890.2:2018 – Off-Street Commercial Vehicle Facilities*
- *AS2890.6:2022 – Off-Street Parking for People with Disabilities.*

Off-street car parking

Layout for angled parking

Off-street car parking is to be designed in accordance with *AS2890.1:2004 – Off-street Car Parking*. The car parking areas for Lot 1.1 and Lot 1.2 are considered to be User Class 1 (employee and commuter parking - generally, all-day parking), as per Table 1.1.

The requirements for User Class 1 for off-street 90-degree angled parking is as follows:

- Width of car parking space: 2.4m
- Length of car parking space (where parking is to a wall or high kerb not allowing any overhang): 5.4m
- Aisle width: 6.2m

Car parking spaces within Lot 1.1 and Lot 1.2 have been designed to be compliant with this and have a typical dimension of 2.5m width and 5.4m length. Both Lot 1.1 and 1.2 have been designed to have a compliant aisle width of 6.2m.

Circulation roadway

Circulation roadways within the parking area are to be designed in accordance with *AS2890.1:2004 Section 2.5.2*, in which two-way roadways or ramps are to be a minimum width of 5.5m between kerbs.

Circulation roadways are located outside of the proposed offices and connect between the car parking areas of Lot 1.1 and Lot 1.2.

All roadways have been designed to be 6.0m in width, which exceeds the required minimum width of 5.5m.

Motorcycle parking

The layout of motorcycle parking is to align with *AS2890.1:2004 Figure 2.7*, in which the following applies:

- Parking space length: 2.5m
- Parking space width: 1.2m.

14 motorcycle spaces are proposed for both Lot 1.1 and Lot 1.2, accessed by the roadways adjacent to the proposed offices. All motorcycle parking spaces have been designed to meet the dimensional requirements.

Grades and transitions

Grades within parking areas are to align with *AS2890.1 Section 3.3*. Key criteria for compliance includes:

- Property line/ building alignment – maximum grade of 1 in 20 (5%) between edge of frontage road and the property line or building alignment, and for at least 6m into the car park
- Vehicular control points – maximum grade of 1 in 20 (5%) for at least 6m prior to the control point
- Queuing area – maximum grade of 1 in 10 (10%)
- Across footpaths – where the driveway cross a footpath, the driveway grade shall be 1 in 40 (2.5%) or less across the footpath over a lateral distance of at least 1.0m.

Grades within parking areas, circulation roadways and access points for both Lot 1.1 and 1.2 meet this criteria.

Driveway design and location

Access Facility Category 2 applies to the car parking area access facilities for the development as per *AS2890.1:2004 Table 3.1* and *Table 3.2*. This class requires a minimum driveway width of 3m for both entry and exit. Both entry and exit driveways for each Lot accessed from Estate Road 01 are designed to have a width of 6.2m, which complies with this requirement.

Driveways for off-street parking are to be designed such that they are not located within 6m of the tangent point of an intersection as per *AS2890.1:2004 Section 3.2.3*. All proposed driveways within Lot 1.1 and Lot 1.2 comply with this.

Sight distance

Sight distance at access driveways is to comply with *AS2890.1:2004 Section 3.2.4* as follows:

- Stopping sight distance – Unsignalised access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park is at least 45m for a 50 kilometer per hour frontage road.
- Sight distance to pedestrians – Clear sight lines shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park and pedestrians on the frontage road footpath.
- On-street parking on either side of the driveway shall be restricted to allow for the minimum SSD.

No permanent structures are proposed within locations that will block stopping sight distances as per Figure 3.2, and therefore is compliant.

The fenceline is proposed to be offset from the property boundary along the landscape setback (ie 4m to 6m away from property boundary within the site). This removes the risk of blocking pedestrian sight lines for vehicles exiting the site via the driveways and therefore is compliant for sight distance to pedestrians.

Vehicle queueing at gate

Car parking area

AS2890.1 Table 3.3 indicates that a minimum length at a car park with control point at entrances should be able to accommodate three queuing cars for a car park with more than 100 parking spaces.

Driveway entry points to Lot 1.1 and Lot 1.2 have been designed with a 12m queueing space, which can accommodate up to two vehicles. Both parking areas will operate without a control point during peak arrival times, resulting in unimpeded access for vehicles. This will be maintained by car park operators, who will monitor and supervise the car park during peak arrival times. Therefore, the lack of a third space for vehicle queuing upon entering the site at the access point is considered appropriate.

During off-peak times when the gate will be closed for vehicles entering the site, volumes are expected to be low. This means that up to one vehicle at a time is expected to queue at the gate to gain entry. The resultant queue of this is therefore will not impact the public road network and will be able to be accommodated off-street. Pedestrians walking within the surrounding road network are expected to be very low, given the industrial nature of proposed developments. Therefore any impacts to pedestrian circulation from queueing cars entering the site during off-peak times when the gate is not open are expected to be minimal.

Heavy vehicle loading area

AS2890.2:2018 – *Off-Street Commercial Vehicle Facilities* dictates the design of the heavy vehicle docking areas within the development. However, no guidance is provided on queuing space for heavy vehicles entering the facility being accommodated on site.

Notwithstanding, the site will be managed by staff to ensure that gates to the docking areas are open for vehicles on approach to minimise any potential queuing on Estate Road 03. Additionally, Estate Road 03 is planned as a local road supplying access only to local industrial properties and as such, background vehicle volumes using Estate Road 03 are expected to be low. Given the nature of the surrounding precinct, it is a reasonable expectation for trucks to be operating within this area.

Additionally, a hardstand area is provided within the site to enable truck staging and parking if docks are fully loaded. This further mitigates the potential for queuing of vehicles occurring within the external road network.

Accessible parking spaces

Off-street parking for people with mobility issues are to be designed in accordance with AS2890.6:2022 – *Off-Street Parking for People with Disabilities*. Accessible spaces require a shared area adjacent to the parking space for access or egress by the driver and/or passenger, as well as accessible path of travel to the accessible entrance.

Accessible parking spaces have been designed in accordance with Figure 4 and Figure 5, which specifies the following requirements:

- Located within 50m of an accessible entrance
- Parking space width: 2.4m
- Parking space length: 5.4m
- Shared area dimensions: 2.4m width and 5.4m length

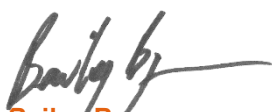
- A bollard/ post shall be located within the shared area to prevent vehicles from parking within the shared area.
- Where the accessible path of travel and the shared area are at a different level, a kerb ramp shall be provided.
- Grades are not to exceed 1:40 slope in any direction. Where the surface is bitumous seal and the parking space is uncovered in outdoor locations, the fall may be 1:33.

Five accessible parking spaces are proposed within Lot 1.1, and six spaces within Lot 1.2. All spaces have been designed in accordance with required dimensions in AS 2890.6:2022, including with a grade that does not exceed 1 in 40, and kerb ramps connecting to the accessible paths of travel leading to the offices.

Summary

The car parking design and access for the Burrah Park development at Elizabeth Drive, Badgerys Creek comply with the relevant Australian Standards AS2890.1, AS2890.2, and AS2890.6. All requirements for parking spaces, roadways, driveways, sight distances, vehicle queuing, heavy vehicle loading, and accessible parking have been met.

Kind Regards,



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