

Australian Standard™

**Parking facilities**

**Part 2: Off-street commercial vehicle  
facilities**

This Australian Standard was prepared by Committee CE-001, Parking Facilities. It was approved on behalf of the Council of Standards Australia on 30 September 2002 and published on 10 October 2002.

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The following are represented on Committee CE-001:

A.C.T. Department of Urban Services  
Association of Consultants in Access Australia  
Australian Building Codes Board  
Institute of Public Works Engineering Australia  
Institution of Engineers Australia  
Main Roads Department, Queensland  
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Australian Standard™

## **Parking facilities**

### **Part 2: Off-street commercial vehicle facilities**

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## PREFACE

This Standard was prepared by the Australian members of the Joint Standards Australia/Standards New Zealand Committee CE-001, Parking Facilities, and supersedes AS 2890.2—1989, *Off-street parking, Part 2: Commercial vehicle facilities*. After consultation with stakeholders in both countries, Standards Australia and Standards New Zealand decided to develop this Standard as an Australian Standard rather than an Australian/New Zealand Standard. It is one of a series of Standards on parking facilities, the entire series being as follows:

### AS

2890	Parking facilities
2890.1	Part 1: Off-street car parking*
2890.2	Part 2: Off-street commercial vehicle facilities (this Standard)
2890.3	Part 3: Bicycle parking facilities
2890.4	Part 4: Bus parking†
2890.5	Part 5: On-street parking

This Standard sets out minimum requirements and recommendations for the provision of off-street parking, loading and manoeuvre areas for four representative commercial vehicles classified according to limiting dimension and minimum turning circle. Significant changes from the previous edition of this Standard are as follows:

- (a) Inclusion of an additional vehicle class, the medium rigid vehicle (MRV).
- (b) More detailed specification of allowable grades on ramps and limitations on changes of grades, especially for articulated vehicles. A suggested ground clearance test method is included.
- (c) Specification of height limits for all classes of vehicles.
- (d) Inclusion of guidance on the design of driveways for large vehicles.
- (e) More detailed guidance on the layout of typical service areas for both rigid and articulated vehicles.

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Statements expressed in mandatory terms in footnotes to tables are deemed to be requirements of this Standard.

The term 'informative' has been used in this Standard to define the application of the appendix to which it applies. An 'informative' appendix is only for information and guidance.

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\* The next edition of this Part is expected to be a joint Australian/New Zealand Standard.

† In preparation.

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## FOREWORD

A series of design vehicles has been selected to represent the common classes of service vehicle for which provision may need to be made in commercial vehicle parking and loading facilities. Each design vehicle comprises a dimensional configuration which represents the characteristics of the greater number of vehicles in that class. For example, it could be expected that a turning path template for each design vehicle would accommodate at least 99% of the vehicles in that class. The three largest design vehicle configurations have been adopted from the joint AUSTRROADS/SA Handbook HB 72.

All industrial and commercial activities have a need for access by service vehicles. Warehouse and heavy industry should be capable of accommodating both heavy rigid and articulated vehicles as should large retail outlets having at least a supermarket. Designers of commercial and industrial establishments should check local authority regulations and the proprietors' requirements for the number and mix of vehicle types to be provided.

Turning circles quoted by vehicle manufacturers can be given either to the centre of the wheel track of the front wheel on the outside of the turn or to the outer edge of the outside front wheel (kerb-to-kerb turning circles), and more rarely to the maximum projection of the vehicle which is usually the front overhang (wall-to-wall turning circles or swept paths). The swept paths given in this Standard are all in the wall-to-wall category, and the turning circles from which design turning radii have been derived, kerb-to-kerb.

# STANDARDS AUSTRALIA

## Australian Standard Parking facilities

### Part 2: Off-street commercial vehicle facilities

## SECTION 1 SCOPE AND GENERAL

### 1.1 SCOPE

This Standard specifies minimum requirements for the layout of off-street facilities for the loading and unloading of commercial vehicles, including design requirements for access driveways across the property boundary and for internal circulation roadways. It provides for a variety of standard design vehicle sizes and configurations.

NOTE: State and local government regulations, by-laws or other statutes may impose requirements and constraints on the development of facilities which are additional to those specified in this Standard.

### 1.2 OBJECTIVE

The objective of this Standard is to provide designers of commercial vehicle docking facilities and off-street manoeuvring areas with a set of uniform standards and recommended design practices.

### 1.3 REFERENCED DOCUMENTS

AS/NZS

2890 Parking facilities

2890.1 Part 1: Off-street car parking

HB 72 Design vehicles and turning path templates (AUSTROADS publication No. AP-34/95)

ADR\*

43 Vehicle configuration and dimensions

Road Transport Reform (Australian Road Rules) Regulations 1999—Australian Road Rules 2000

### 1.4 DEFINITIONS

For the purpose of this Standard the definitions below apply.

#### 1.4.1 Access driveway

A driveway extending from the edge of a public roadway to the property boundary to connect with the service area or circulation roadway.

#### 1.4.2 Apron

The manoeuvring area in front of the loading dock excluding the service bay.

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\* Australian design rules for motor vehicles and trailers.