



## **Parking facilities**

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



AS 2890.2:2018

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- Association of Consultants in Access Australia
- Australian Automobile Association
- Australian Motorcycle Council
- Department of Transport and Main Roads (Qld)
- Engineers Australia
- Institute of Public Works Engineering Australasia
- National Heavy Vehicle Regulator
- Parking Australia

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## Preface

This Standard was prepared by Standards Australia Committee CE-001, Parking Facilities, to supersede AS 2890.2—2002.

The objective of this Standard is to set out minimum requirements and recommendations for the provision of off-street parking, loading and manoeuvre areas for seven representative commercial vehicles classified according to limiting dimension and minimum turning circle.

The major changes in this edition are as follows:

- (a) Inclusion of additional vehicle classes, B-double, A-double and A-triple.
- (b) AV class length extended to 20 m to allow for National Heavy Vehicle Regulator (NHVR) Performance based standards (PBS) level 1 vehicles.
- (c) Requirements for clearances for turntables.
- (d) Guidance on pedestrian safety and access adjacent to and within service areas.
- (e) Swept path turning templates deleted and replaced with a table providing vehicle swept path data for the accurate production of swept paths using computer-aided design.

A list of all parts in the AS(/NZS) 2890 series can be found in the Standards Australia online catalogue.

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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## Introduction

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 for each design vehicle would accommodate at least 99 % of the vehicles in that class.

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.

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