

Australian/New Zealand Standard™

**Parking facilities**

**Part 1: Off-street car parking**



This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee CE-001, Parking Facilities. It was approved on behalf of the Council of Standards Australia on 12 January 2004 and on behalf of the Council of Standards New Zealand on 23 February 2005.

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The following are represented on Committee CE-001:

ACT Department of Urban Services  
Association of Consultants in Access Australia  
Australian Building Codes Board  
Disabled Persons Assembly New Zealand  
Institute of Public Works Engineering Australia  
Institution of Engineers Australia  
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# Australian/New Zealand Standard™

## Parking facilities

### Part 1: Off-street car parking

Originated as AS 2890.1—1986.

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## PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee CE-001, Parking Facilities and supersedes AS 2890.1—1993, *Parking facilities, Part 1: Off-street car parking*.

*This Standard incorporates Amendment No. 1 (August 2005). The changes required by the Amendment are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.*

It is one of a series of Standards on parking facilities as follows:

### AS/NZS

- 2890 Parking facilities
- 2890.1 Part 1: Off-street car parking (this Standard)
- 2890.6 Part 6: Off-street parking for people with disabilities\*

### AS

- 2890 Parking facilities
- 2890.2 Part 2: Off-street commercial vehicle facilities
- 2890.3 Part 3: Bicycle parking facilities
- 2890.5 Part 5: On-street parking

The objective of this Standard is to provide planners, designers and regulatory bodies with requirements and recommendations for the design and layout of off-street parking facilities.

The following lists the principal changes and additions to this edition of the Standard:

- (a) Publication as a Joint Australia/New Zealand Standard. Where requirements or recommendations apply only to Australia or only to New Zealand, these are indicated in the text or on illustrations.
- (b) Addition of two new user classes, the first aimed at relaxing manoeuvre space requirements to reach parking spaces in residential properties and the second, to increase aisle width requirements at certain high turnover parking areas.
- (c) Expanded detail on parallel parking in parking aisles.
- (d) Changes in ramp grade requirements for private/residential car parks and for parking on domestic properties.
- (e) A reappraisal of design vehicle characteristics and dimensions which includes an increase in the minimum vehicle ground clearance from 100 mm to 120 mm.

The terms ‘normative’ and ‘informative’ have been used in this Standard to define the application of the appendix to which they apply. A ‘normative’ appendix is an integral part of a Standard, whereas an ‘informative’ appendix is only for information and guidance.

Statements expressed in mandatory terms in notes to tables and figures are deemed to be requirements of this Standard.

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\* In preparation. See footnote to Clause 1.2.

## CONTENTS

	<i>Page</i>
FOREWORD.....	4
SECTION 1 SCOPE AND GENERAL	
1.1 SCOPE .....	5
1.2 REFERENCED DOCUMENTS .....	5
1.3 DEFINITIONS .....	6
1.4 CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES.....	6
SECTION 2 DESIGN OF PARKING MODULES, CIRCULATION ROADWAYS AND RAMP	
2.1 GENERAL .....	10
2.2 GENERAL DESCRIPTION .....	10
2.3 PRELIMINARY DESIGN CONSIDERATIONS .....	11
2.4 DESIGN OF PARKING MODULES .....	13
2.5 DESIGN OF CIRCULATION ROADWAYS AND RAMP .....	22
2.6 DESIGN OF DOMESTIC DRIVEWAYS .....	27
SECTION 3 ACCESS FACILITIES TO OFF-STREET PARKING AREAS AND QUEUING AREAS	
3.1 GENERAL .....	28
3.2 ACCESS DRIVEWAYS—WIDTH AND LOCATION.....	28
3.3 GRADIENTS OF ACCESS DRIVEWAY .....	33
3.4 QUEUING AREAS .....	34
3.5 ACCESS TO MECHANICAL PARKING INSTALLATIONS .....	35
SECTION 4 OTHER CONSIDERATIONS	
4.1 PEDESTRIAN SERVICE.....	36
4.2 BICYCLE PARKING.....	36
4.3 SIGNPOSTING .....	36
4.4 PAVEMENT MARKINGS.....	41
4.5 PARCEL PICK-UP .....	43
4.6 SHOPPING TROLLEY REQUIREMENTS.....	43
4.7 LIGHTING .....	44
4.8 LANDSCAPING .....	44
4.9 HUMBS .....	45
4.10 SPECIAL LOADING/UNLOADING PARKING SPACES .....	46
SECTION 5 ADDITIONAL REQUIREMENTS FOR CAR PARKING STRUCTURES	
5.1 GENERAL .....	47
5.2 COLUMN LOCATION AND SPACING .....	47
5.3 HEADROOM .....	48
5.4 DESIGN OF ENCLOSED GARAGES.....	49
APPENDICES	
A DESIGN VEHICLE CHARACTERISTICS AND DIMENSIONS .....	52
B BASE DIMENSIONS AND DESIGN STANDARDS .....	56
C GROUND CLEARANCE TEMPLATES .....	69
D CAPACITY PROVISION AT ENTRY AND EXITS AT LARGE CAR PARKS.....	71

## FOREWORD

As an integral part of transportation, provision for car parking is vital to the economic life of communities, whether it is in city central business districts, town business centres, shopping centres, hospitals, department stores, entertainment and sporting facilities, or other traffic generators. Parking areas must also cater for bicycles, motorcycles, pedestrians, and other legitimate users.

The basic dimensions for parking spaces, aisles, circulation roadways and other manoeuvring areas given in this Standard have been determined firstly by an examination of the dimensions of vehicles in the current range, and the selection of an 85th percentile and a 99.8th percentile vehicle (see Appendix A). Following this, a set of base dimensions based on requirements for the so-called B85 and B99 vehicles has been established, and a set of design dimensions has been derived by the addition of working clearances (see Appendix B). The concept of 'parking module' has been adopted to ensure that parking space width and length are properly related to aisle width.

The success of a parking development requires an efficient design. It must represent a balance between function, economics, safety and aesthetics. Consideration must be given to the speed and quality of parking service, the traffic circulation, access to and from the street, the external traffic network, car manoeuvring, and convenience for the drivers and pedestrians, including people with disabilities.

Although it provides minimum requirements, this Standard cannot be taken as a textbook for the design of parking stations. The services of a qualified person experienced in designing car parking facilities should be sought in the application of this document. Moreover, its use does not remove the need to comply with regulatory requirements of local government.

## STANDARDS AUSTRALIA/STANDARDS NEW ZEALAND

**Australian/New Zealand Standard**  
**Parking facilities**

**Part 1: Off-street car parking**

## SECTION 1 SCOPE AND GENERAL

**1.1 SCOPE**

This Standard sets out the minimum requirements for the design and layout of off-street parking facilities, including multi-storey car parks for motor cars, light vans and motorcycles. It includes access and egress requirements for both public and private car parks, and car parking on domestic properties.

**1.2 REFERENCED DOCUMENTS**

The following documents are referred to in this Standard:

**AS**

- 1348 Glossary of terms—Road and traffic engineering
- 1680 Interior lighting
- 1680.2.1 Part 2.1: Circulation spaces and other general areas
- 1742 Manual of uniform traffic control devices
- 1742.1 Part 1: General introduction and index of signs
- 1742.2 Part 2: Traffic control devices for general use
- 1742.10 Part 10: Pedestrian control and protection
- 1742.13 Part 13: Local area traffic management
- 1744 Forms of letters and numerals for road signs
- 2890 Parking facilities
- 2890.3 Part 3: Bicycle parking facilities

**AS/NZS**

- 1158 Road lighting
- 1158.3.1 Part 3.1: Pedestrian area (Category P) lighting—Performance and installation design requirements
- 1170 Structural design actions
- 1170.1 Part 1: Permanent, imposed and other actions