



PART G

CAR PARKING

DRAFT

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U P P E R L A C H L A N
D E V E L O P M E N T C O N T R O L P L A N



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G.1. RESIDENTIAL PARKING REQUIREMENTS

APPLICATION OF THIS PART

Part G.1 specifies the access and parking requirements for residential and non-residential development throughout the Upper Lachlan Local Government Area.

Tables 1 and 2 in this Part records the car parking rates to be applied to various types of development as detailed below:

1. New floor space or buildings.
2. Alterations or additions to any existing building that requires development consent, whether or not such additions or alterations involve a change in building use.
3. A change of use for which development consent is required, and that would require the provision of a greater number of on-site parking spaces than the previous use.

Part G. must be read in conjunction with the following Australian Standards and guidelines (most up to date versions thereof):

- a. AS 2890.1 Part 1: Parking Facilities: Off-street Car Parking.
- b. AS 2890.2 Part 2: Parking Facilities: Off-street Commercial Vehicle Facilities.
- c. AS 2890.3 Part 3: Parking facilities Bicycle parking.
- d. AS 2890.5 Part 5: Parking facilities On-street parking.
- e. AS 2890.6 Part 6: Parking facilities Off-street parking for people with disabilities.
- f. AUSTROADS Guide to Traffic Management.
- g. AUSTROADS Guide to Road Design.
- h. Transport for NSW Guide to Transport Impact Assessment.
- i. National Construction Code.

TERMS AND DEFINITIONS

Part G.1 uses a number of specific terms that are explained below:

Gross Floor Area is the overall area of a building as measured from the outer face of external walls, but excludes:

- a. Columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall.
- b. Lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
- c. Car parking needed to meet any requirements of Council and any internal access to such spaces.
- d. Space for the loading and unloading of goods.

Gross Leasable Floor Area (GFA) is the area of a building as measured from the internal face of the walls, but excludes:

- a. Stair cases and fire escapes.
- b. Employee and/or public amenities, toilets.
- c. Lift towers, machinery and plant rooms, ancillary storage space and vertical air conditioning ducts.
- d. Space for the loading/unloading of goods.
- e. Any other area, which in Council's opinion, does not contribute to parking.

G.1.1. Site Access Design

OBJECTIVE

To ensure residential development is provided with suitable access that is safe and well-integrated with the public road network.

STANDARDS

- a. Development involving new access does not require the removal of existing mature street trees.
- b. Development involving new access is to obtain a Section 138 Permit under the Roads Act 1993 from the relevant road authority (either Council or Transport for NSW).
- c. Development involving new access complies with the following:
 - i. Access avoids direct connection to Classified Roads or high volume / speed roads wherever an alternative access can be provided.
 - ii. Access is limited to 1 x access from any street frontage per dwelling, covering no more than 2 roller door accesses.
 - iii. Access suits design traffic loads.
 - iv. Access servicing 3 or more dwellings allows vehicles to enter and leave the site in a forwards facing direction.
 - v. Access achieves adequate site distance in both directions.
 - vi. Access is no closer than 1.5m from the boundary of the site and no closer than 6m to a corner boundary.
 - vii. Access is no closer than 12m of a 'stop' or 'give way' sign.
 - viii. Access is at right angles to centreline of any road / footpath.
 - ix. Access has sufficient standing area to eliminate the potential for on-street queuing of vehicles entering parking and loading areas.
 - x. Access is minimum 3m for each entry / exit where these are not combined.
 - xi. Access is minimum 6m where the entry / exit is combined.
 - xii. Access is surfaced in bitumen seal or concreted where the adjoining road is sealed.
 - xiii. Access incorporates signposting such as 'in' or 'entrance' and 'out' or 'exit' signs (where appropriate).
 - xiv. Access complies with Upper Lachlan Shire Council Engineering Guidelines (latest version).
- d. Despite c.xii) above, where the adjacent public road is constructed to an unsealed all-weather standard, the access may be constructed to an all-weather standard.

G.1.2. Internal Road Design

OBJECTIVE

To provide parking areas which promote ease of access as well as suitable internal circulation patterns.

STANDARDS

- a. Development for residential purposes is designed for low speed environments.
- b. Development involving dual occupancy, secondary dwellings or rural workers dwelling uses the existing internal road to the primary dwelling.
- c. Development involving 3 or more dwellings is designed with the following minimum driveway widths:
 - i. 3m for one way traffic operation.
 - ii. 6m for two way traffic operation.
- d. Development involving rural and large lot residential housing is constructed to an all-weather standard.
- e. Despite d) above, development involving new internal roads is surfaced in bitumen seal or concreted where the adjoining road is sealed.

G.1.3. Car Park Design

OBJECTIVE

To ensure adequate on-site car parking is available for development that is well-designed so as not to cause adverse visual, amenity or road safety impacts.

STANDARDS

- a. Development for residential purposes is to be provided with on-site car parking in accordance with Table 1.
- b. Development (other than single dwellings) is to comply with AS 2890.1 – Off-street Car Parking Part 1 as well as the following:
 - i. On-site parking is accessible from a public road via an internal road / driveway.
 - ii. On-site parking is located behind the front setback area.
 - iii. On-site parking does not obstruct vehicle maneuvering areas.
 - iv. On-site parking allows vehicles to move in and out of spaces in no more than 2 movements.
 - v. On-site parking does avoids double banked / stacked parking.
 - vi. On-site parking incorporates landscaping to integrate parking areas with site design and wider public domain.
 - vii. On-site parking is surfaced in bitumen seal or concreted where the adjoining road is sealed.
 - viii. On-site parking is line-marked and sign-posted to indicate the layout and circulation pattern of traffic.
- c. Despite b.vii) above, where the adjacent public road and site access are constructed to an unsealed all-weather standard, the car park may be constructed to an all-weather standard.
- d. Development for non-residential purposes is to be provided with on-site car parking in accordance with Table 2.
- e. Development comprising a number of different land-uses is to provide on-site parking by adding parking rates together to arrive at the total parking requirement.
- f. Development that cannot fully comply with the car parking standards in Tables 1 and 2 is to provide the maximum number of car parking spaces that can physically be installed on the site.

Table 1. Residential Development Types

LEP Definition	Parking Requirement
Attached Dwellings	1 space per dwelling + 1 space per 3 units (visitor parking)
Backpackers Accommodation	1 space per 5 beds + 1 space per 2 employee
Bed & Breakfast Accommodation	1 space per dwelling + 1 space per room available for accommodation purposes
Boarding Houses	1 space per 4 beds + 1 space per 2 employee
Camping Ground	1 space per van / mobile home / campsite + 1 space per 2 employees + 1 visitor space per 10 sites
Caravan Parks	1 space for manager + bus parking + 1 space per site + 1 space per 5 sites (visitor parking)
Dual Occupancies	1 space per dwelling. Visitor car parking not required
Dwelling House	1 space per dwelling. Visitor car parking not required
Eco-tourist Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Exhibition Home	1 space per dwelling behind the building line + 2 spaces per dwelling (visitor parking)
Farm Stay Accommodation	1 space for dwelling + 1 space per farm stay dwelling
Group Homes	1 space per 4 beds + 1 space per 2 employee
Hostels	1 space per 5 beds + 1 space per 2 employee
Hotel	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 employee (maximum employee level at peak time) + one space per bedroom or unit
Motels	1 space per unit + 1 space per 2 employee
	If Restaurant included, then add 1 space per 6.5 m ² of GLFA of Restaurant
	If Function Room included, then 1 space per 3 seats
Multi-dwelling Housing	1 space per dwelling + 1 space per 3 units (visitor parking)
Residential Care Facilities	Self-contained units: 2 spaces per 3 units + 1 space per 5 units (visitor parking)
	Other: 1 space per 10 beds (visitor parking) + 1 space per 2 employee + 1 ambulance space
Residential Flat Buildings	1 space per dwelling + 1 space per 3 units (visitor parking)
Rural Workers Dwelling	1 space per dwelling. Visitor car parking not required
Secondary Dwellings	1 space per dwelling. Visitor car parking not required
Semi-detached Dwellings	1 space per dwelling. Visitor car parking not required
Seniors Housing	Self-contained units: 2 spaces per 3 units + 1 space per 5 units (visitor parking)
	Other: 1 space per 10 beds (visitor parking) + 1 space per 2 employee + 1 ambulance space
Shop Top Housing	1 space for every 2 bedrooms in the dwelling, or part thereof

G.2. | NON-RESIDENTIAL PARKING REQUIREMENTS

APPLICATION OF THIS PART

Part G.2 specifies the access and parking requirements for residential and non-residential development throughout the Upper Lachlan Local Government Area.

Tables 1 and 2 in this Part record the car parking rates to be applied to various types of development as detailed below:

1. New floor space or buildings.
2. Alterations or additions to any existing building that requires development consent, whether or not such additions or alterations involve a change in building use.
3. A change of use for which development consent is required, and that would require the provision of a greater number of on-site parking spaces than the previous use.

Part G.2 must be read in conjunction with the following Australian Standards and guidelines (most up to date versions thereof):

- a. AS 2890.1 Part 1: Parking Facilities: Off-street Car Parking.
- b. AS 2890.2 Part 2: Parking Facilities: Off-street Commercial Vehicle Facilities.
- c. AS 2890.3 Part 3: Parking facilities Bicycle parking.
- d. AS 2890.5 Part 5: Parking facilities On-street parking.
- e. AS 2890.6 Part 6: Parking facilities Off-street parking for people with disabilities.
- f. AUSTROADS Guide to Traffic Management.
- g. AUSTROADS Guide to Road Design.
- h. Transport for NSW Guide to Transport Impact Assessment.
- i. National Construction Code.

TERMS AND DEFINITIONS

Part G.2 uses a number of specific terms that are explained below:

Gross Floor Area is the overall area of a building as measured from the outer face of external walls, but excludes:

- a. Columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall.
- b. Lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
- c. Car parking needed to meet any requirements of Council and any internal access to such spaces.
- d. Space for the loading and unloading of goods.

Gross Leasable Floor Area (GFA) is the area of a building as measured from the internal face of the walls, but excludes:

- a. Stair cases and fire escapes.
- b. Employee and/or public amenities, toilets.
- c. Lift towers, machinery and plant rooms, ancillary storage space and vertical air conditioning ducts.
- d. Space for the loading/unloading of goods.
- e. Any other area, which in Council's opinion, does not contribute to parking.

G.2.1. Site Access Design

OBJECTIVES

To ensure non-residential development is provided with suitable access that is safe and well-integrated with the wider road network.

STANDARDS

- a. Development involving new access does not require the removal of existing mature street trees.
- b. Development involving new access is to obtain a Section 138 Permit under the Roads Act 1993 from the relevant road authority (either Council or Transport for NSW).
- c. Development involving new access complies with the following:
 - i. Access that avoids direct connection to Classified Roads or high volume / speed roads wherever an alternative access can be provided.
 - ii. Access that suits design traffic loads.
 - iii. Access that achieves adequate site distance in both directions.
 - iv. Access that allows vehicles to enter and leave the site in a forwards facing direction.
 - v. Access that is no closer than 1.5m from the boundary of the site and no closer than 6m to a corner boundary.
 - vi. Access that is no closer than 12m of a 'stop' or 'give way' sign.
 - vii. Access that are at right angles to centreline of any road / footpath.
 - viii. Access that has sufficient standing area to eliminate the potential for on-street queuing of vehicles entering parking and loading areas.
 - ix. Access is minimum 3m for each entry / exit where these are not combined.
 - x. Access is minimum 6m where the entry / exit is combined.
 - xi. Access is surfaced in bitumen seal or concreted where they are connected to the sealed road network.
 - xii. Access incorporates signposting such as 'in' or 'entrance' and 'out' or 'exit' signs (where appropriate).
 - xiii. Access uses existing accesses (where practical).
 - xiv. Access that complies with Upper Lachlan Shire Council Engineering Guidelines (latest version).

G.2.2. Internal Road Design

OBJECTIVES

To provide parking areas that are easy to access by motorists, delivery and service vehicles.

STANDARDS

- a. Development involving internal roads complies with the following:
 - i. Internal roads are designed to allow all vehicles (including larger vehicles, such as emergency service vehicles) to safely enter and exit the site in a forwards facing direction.
 - ii. Internal roads are designed to comply with the vehicle swept paths for the types of vehicles likely to access the site.
 - iii. Internal roads are designed to eliminate the potential for on-street queuing by allowing sufficient standing area for vehicles entering parking areas.
 - iv. Internal roads are design with widths as per Table 2.
 - v. Internal roads are is surfaced in bitumen seal or concreted.
 - vi. Internal roads / driveways are designed for low speed environments, between 10-30km/h, depending on the expected amount of pedestrian use.
- b. Despite a) above, development involving large scale development with shared use of roads by cars and service vehicles is designed in accordance with a site-specific Traffic Impact Assessment prepared by a suitably qualified professional.

Table 2. Internal Road Widths

Number of Parking Spaces / Service Bays	Circulation Width
1 - 24 spaces and length not exceeding 40 metres	6.0m
1 - 24 spaces plus service bay(s)	6.0m
>24 spaces plus service bay(s)	6.5m
1 - 50 spaces	6.0m
> 50 spaces	6.5m

G.2.3. Car Park Design

OBJECTIVES

To ensure adequate on-site car parking is available for development that is well-designed so as not to cause adverse visual, amenity or road safety impacts.

STANDARDS

- a. Development for non-residential purposes is to be provided with on-site car parking in accordance with Table 3.
- b. Development involving on-site parking is to comply with AS 2890.1 – Off-street Car Parking Part 1 as well as the following:
 - i. On-site parking is accessible from a public road or internal driveway that links to a public road.
 - ii. On-site parking is located behind the front setback area.
 - iii. On-site parking avoids areas that are constrained by steep slopes.
 - iv. On-site parking is properly drained to the public drainage system or another legal point of discharge.
 - v. On-site parking does not obstruct vehicle maneuvering areas.
 - vi. On-site parking has a rational circulation pattern that avoids dead-end parking aisles other than in small parking areas or areas reserved for a specific low turnover such as employee parking areas.
 - vii. On-site parking does not avoid double banked / stacked parking.
 - viii. On-site parking is surfaced in bitumen seal or concreted, with concrete kerbing or similar barrier.
 - ix. On-site parking is line-marked and sign-posted to indicate the layout and circulation pattern of traffic.
 - x. On-site disability parking is provided in accordance with the National Construction Code and AS 2890.6: Parking Facilities – Off Street Parking for People with Disabilities.
 - xi. On-site parking makes provision for continuous path of travel to main building entry points, including pathways with no more than 1:14 gradients.
 - xii. On-site parking comprising 20 parking spaces or more is provided with tactile ground surface indicators at key pedestrian points in accordance with AS 1428.4: Design for Access and Mobility Part 4: Tactile Indicators.
 - xiii. On-site parking is provided with appropriate lighting where it is anticipated that the area will receive night-time use by customers or employees.
 - xiv. On-site parking is barricaded from non-traffic areas by kerbs, barriers or landscaping.
 - xv. Crime Prevention Through Environmental Design (CPTED) principles.
- c. Development comprising 20 parking spaces or more makes provision for the following:
 - i. Existing trees to be retained where possible.
 - ii. Sun control at a rate of 1 shade tree for every 6 parking spaces within parking areas, with tree guards / stops (where necessary) and irrigation provision.
 - iii. Garden areas with suitable shade trees, understorey and groundcover plantings with irrigation provision.
 - iv. Plantings so as not to obscure direction signage / access and egress points.
 - v. Landscaping that integrates parking areas with site design and the wider public domain.

Table 3. Non-Residential Development Types

LEP Definition	Parking Requirement
Agricultural Produce Industry	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Air Transport Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Amusement Centres	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats
Animal Boarding or Training Establishment	1 space per employee + 1 space per 5 animals
Aquaculture	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Artisan Food and Drink Industry	1 space per 3 seats (internal and external)
Business Premises	1 space per 40m ² of GFA
Cellar door Premises	1 space per 7m ² of GFA accessible to public
Centre-Based Childcare Facility	1 space per 4 children + 1 space per 2 employees
Community Facility	Rate should be drawn with regard to nature of development
Correctional Centre	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Creative Industry	1 space per 50m ² GFA + whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats (for function areas).
Crematorium	1 space per employee Memorial Services: Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats
Data Centre	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Depot	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Early Education and Care Facility	1 space per 4 children + 1 space per 2 employees
Eco-tourist Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Education Establishment	Infants and Primary Schools - 1 space per employee member + adequate student set down/pick up areas, bus turning areas + parking for auditoriums and sports grounds Secondary Schools - 1 space per employee member + 1 space per 10 students 17 years of age or older + adequate student set down/pick up areas, bus turning areas + parking for auditoriums and sports grounds Tertiary Schools and Colleges - 1 space per employee member + 1 space per 5 students + 1 space per five live-in students + adequate parking and turning areas for auditoriums and sports grounds
Electricity Generating Works	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Emergency Services Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Entertainment Facility	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats
Environmental Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Extractive Industry	1 space per 2 employees
Farm Experience Premises	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Farm Gate Premises	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Freight Transport Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development

LEP Definition	Parking Requirement
Function Centre	1 space per 6.5m ² of customer service area
Funeral Home	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats
Garden Centre	10 car parking spaces or 0.5 spaces per 500m ² of site area (whichever is the greater)
General Industry	Rate should be drawn with regard to nature of development. Guideline is 1 space per 90m ²
Hardware and Building Supplies	1 space per 30m ² of GFA
Health Consulting Rooms	1 space per 65m ² of GFA or a minimum of 1 space per consulting room + 1 space per employee member, whichever is the greater
Heavy Industrial Storage Establishment	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Heavy Industry	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
High Technology Industry	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Highway Service Centre	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Home-based Child Care	1 space per 2 employees + 1 space per 5 children
Home Business	1 space per dwelling + 1 space per 2 employees
Home Industry	1 space per dwelling + 1 space per 2 employees
Home Occupation	1 space per dwelling + 1 space (visitor)
Hospital	1 space per 10 beds (visitors) + 1 space per resident or employee doctor + 1 space per employee member on duty at any one time + ambulance parking
Industrial Retail Outlet	1 space per 35m ² of GFA plus 1 space per 160m ² of outdoor display area
Industrial Training Facility	Rate should be drawn with regard to nature of development
Information and Education Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Intensive Livestock Agriculture	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Landscaping Material Supplies	0.5m ² per 100m ² of site area
Light Industries	Rate should be drawn with regard to nature of development. Guideline is 1 space per 90m ²
Liquid Fuel Depot	Rate should be drawn with regard to nature of development
Livestock Processing Industry	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Local Distribution Premises	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Market	2.5 spaces per stall for customers
Medical Centre	3 spaces per surgery room + one space per employee member
Mine	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Mortuary	1 space per 2 employees
Neighbourhood Shop	1 space per 30m ² of GFA
Office Premises	1 space per 40m ² of GFA
Passenger Transport Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Place of Public Worship	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats
Plant Nursery	10 car parking spaces or 0.5 spaces per 100m ² of site area (whichever is the greater)

LEP Definition	Parking Requirement
Pond-based Aquaculture	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Poultry Farm	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Primitive Camping Ground	1 space per site + 1 space per employee
Pub	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 employee (maximum employee level at peak time)
Public Administration Building	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Recreation Facility (Indoor)	Squash Courts - 3 spaces per court Bowling Alleys – 3 spaces per alley Gymnasium – 1 space per 35m ² of GFA
Recreation Facility (Major)	Sports grounds – 1 space per 10 seats (where provided), with a minimum of 30 spaces.
Recreation Facility (Outdoor)	Bowling Greens – 30 spaces per first green + 15 spaces for each additional green. Tennis Court - spaces per court Golf Course – 3 spaces per hole. <i>Note – provision of a clubhouse for any sporting use will require provision of additional parking at the rate for clubs.</i>
Registered Club	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 employee (maximum employee level at peak time) + one space per bedroom or unit
Resource Recovery Facility	1 space per employee
Respite Day Care Centre	Rate should be drawn with regard to nature of development
Restaurant or Cafe	1 space per 6.5m ² of GLFA
Restricted Premises	1 space per 20m ² GFA
Retail Premises	1 space per 35m ² of GLFA
Rural Industry	1 space per 130m ² of GFA dedicated to display area
Rural Supplies	1 space per 130m ² of GFA dedicated to display area
Sawmill or Log Processing Works	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
School-based Childcare	1 space per 2 employees + 1 space per 5 children
Self-storage Units	1 space per 300m ² of GFA
Service Station	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Serviced Apartment	1 space per apartment + 1 space per 2 employees
Sex Services Premises	2 spaces per room used for the provision of sex services
Shop	1 space per 35m ² of GLFA
Small Bar	1 space per 5m ² of bar, lounge, beer garden
Specialised Retail Premises	1 space per 55m ² of GFA
Stock and Sale Yard	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Storage Premises	1 space per 10 storage units (visitor parking)
Take Away Food and Drink Premises	Developments with no on-site seating – 10 spaces per 100m ² GFA Developments with on-site seating and drive-through facilities – 1 space per 3 seats (internal and external), plus queuing area for 5 to 12 cars

LEP Definition	Parking Requirement
Tank-based Aquaculture	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Telecommunications Facility	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Timber Yard	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Transport Depot	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Truck Depot	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Turf Farming	Submit a traffic / parking study prepared by a suitably qualified person to justify the proposed parking associated with the development
Vehicle Body Repair Workshop	1 space per 55m ² of GFA + 2 spaces per work bay (for vehicles servicing facilities)
Vehicle Repair Station	1 space per 55m ² of GFA
Vehicle Sales or Hire Premises	1 space per 100m ² site area used for vehicle display purposes + 5 spaces per work bay (for vehicle servicing facilities)
Veterinary Hospital	1 space per 65m ² with a minimum of 3 spaces per consulting room, plus 1 space per employee
Warehouse or Distribution Centre	1 space per 300m ² of GFA
Waste Disposal Facility	1 space per employee + 1 space per 300m ² of GFA dedicated to waste storage
Waste or Resource Management Facility	1 space per employee + 1 space per 300m ² of GFA dedicated to waste storage
Waste or Resource Transfer Station	1 space per employee + 1 space per 300m ² of GFA dedicated to waste storage
Water Storage Facility	1 space per employee
Wholesale Supplies	1 space per 300m ² of GFA

G.2.4. Active Transport Facilities

OBJECTIVES

To ensure that adequate provision is made for active transport users.

STANDARDS

- a. Development comprising 20 or more on-site parking spaces is to provide bicycle parking facilities at a rate of 1 bicycle rack bay per 10 car parking spaces.
- b. Development requiring bicycle parking facilities is to be designed in accordance with AS 2890.3: Bicycle Parking Facilities.
- c. Development makes provision for continuous path of travel to main building entry points, including pathways with no more than 1:14 gradients.
- d. Development involving footpaths or bicycle parking facilities that may be used at night-time is to be provided with appropriate lighting.
- e. Development comprising 60 or more on-site parking spaces for staff is to provide change rooms, lockers and bathroom facilities.

G.2.5. Loading / Unloading Facilities

OBJECTIVES

To ensure appropriate loading and unloading facilities are installed.

STANDARDS

- a. Development involving loading and unloading operations is to ensure that adequate provision for the loading / unloading and maneuvering of delivery vehicles is provided on-site as per relevant SafeWork NSW standards.
- b. Development involving loading and unloading operations is designed to ensure that delivery vehicles stand entirely within the site during loading and unloading operations.
- c. Development involving on-site loading / unloading is designed in accordance with AS 2890.2 – Off-Street Parking Part 2: Commercial Vehicles Facilities and the Transport for NSW Guide to Transport Impact Assessment.
- d. Development involving on-site loading / unloading is to ensure that vehicles can manoeuvre into and out of all loading/ unloading areas without conflicting with the movement of other on-site traffic.
- e. Development involving internal roads linking to loading / unloading facilities is to comply with the minimum turning paths and general maneuvering requirements for design delivery vehicle as shown in Table 4, and subject to AS 2890.2 – Off-Street Parking Part 2: Commercial Vehicles Facilities and the Transport for NSW Guide to Transport Impact Assessment.
- f. Development involving on-site loading / unloading facilities are suitably constructed and surfaced in bitumen seal or concreted, with concrete kerbing or similar barrier (where required).

Table 4. Design Requirements for Service Vehicles

Vehicle Type	Length	Width	Max Height	Turning Circle (kerb to kerb)
Station Wagon	4.7	1.9	1.4	11.0
Utility	4.7	1.9	1.4	11.0
Van	5.4	2.1	2.5	13.5
Small Rigid Truck	6.6	2.1	4.3	14.4
Large Rigid Truck	11.0	2.5	4.3	21.7
Large Articulated Truck	17.5	2.5	4.3	16.2

G.3. | CAR PARKING EXEMPTIONS

APPLICATION OF THIS PART

Part G.3 specifies the circumstances to standards may be permitted by Upper Lachlan Shire Council.

TERMS AND DEFINITIONS

Part G.3 uses a number of specific terms that are explained below:

Gross Floor Area is the overall area of a building as measured from the outer face of external walls, but excludes:

- a. Columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall.
- b. Lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
- c. Car parking needed to meet any requirements of Council and any internal access to such spaces.
- d. Space for the loading and unloading of goods.

Gross Leasable Floor Area (GFA) is the area of a building as measured from the internal face of the walls, but excludes:

- a. Stair cases and fire escapes.
- b. Employee and/or public amenities, toilets.
- c. Lift towers, machinery and plant rooms, ancillary storage space and vertical air conditioning ducts.
- d. Space for the loading/unloading of goods.
- e. Any other area, which in Council's opinion, does not contribute to parking.

G.3.1. Car Parking Exemptions

OBJECTIVE

To ensure that an appropriate framework is in place to allow exemptions to on-site car parking requirements for minor or low impact development.

STANDARDS

Development requiring on-site parking under Table 1 or 2 of this Part may be exempted by Upper Lachlan Shire Council under the following circumstances:

- a. The development is able to be carried out as 'exempt development' under State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.
- b. The development involves the restoration, conservation and / or adaptive re-use of an item of heritage item that is listed in Schedule 5 of Upper Lachlan Local Environmental Plan 2012.
- c. The development involves alterations and additions to an existing building, and the alterations and additions have a gross floor area of less than 50m² and do not encroach on existing off-street parking areas.
- d. The development is for a 'change of use' involving less than 150m² of existing GFA, and no new floor space is proposed.
- e. Any existing car parking arrangements are retained.