

SECTION 16 – CAR PARKING AND ACCESS

PARKING AND ACCESS

16.1 INTRODUCTION

This chapter requires applicants to consider the impact of new development on the existing road network and to make adequate provision for off-street car parking to meet the needs of the general public, employees and service vehicles.

16.1.1 Application

All land to which this DCP applies and to all forms of development.

16.1.2 Purpose

To ensure that adequate off street car parking is provided within Muswellbrook Shire to meet the demand for such parking created by development.

16.1.3 Aims and Objectives

Aims

- a) to provide a guide for developers of Council's minimum requirements for off street vehicular parking.
- b) to ensure that adequate off-street vehicular parking is provided for traffic generating developments.
- c) to ensure adequate car parking facilities are provided in association with developments;
- b) to ensure each development proposal is assessed consistently and equitably in relation to the provision of off-street vehicular parking;
- c) to ensure vehicular parking areas are designed in such a manner as to be functional, aesthetically pleasing in terms of landscaping, and safe for motorists and pedestrians; and
- d) to ensure all vehicles entering or leaving properties are driven in a forward direction.

16.2 RESIDENTIAL DEVELOPMENT

Objectives

- a) To ensure adequate on site parking is provided to service residential developments
- b) To ensure that activities relating to car parking provision are undertaken to an acceptable standard to ensure residential amenity.

Controls

- (i) Car parking is provided on site in accordance with the requirements of 16.6 of this section of the DCP.
- (ii) The location and construction of car parking complies with Section 6 of this DCP.
- (iii) On site parking facilities are designed and constructed to comply with the provisions of AS2890.1.

16.3 NON-RESIDENTIAL DEVELOPMENT

Objectives

- a) To ensure adequate provision of off-street parking to maintain the existing levels of service and safety of the road network.
- b) To ensure a consistent and equitable basis for the assessment of parking provisions.
- c) To ensure the design of parking areas, loading bays and access driveways which function efficiently.
- d) To ensure that parking areas are visually attractive and constructed, designed and situated so as to encourage their safe use.
- e) To ensure that all traffic generating developments are generally in accordance with those sections of the Traffic Authority of NSW Policies and Guidelines, for traffic generating developments as adopted by this Code.

Controls

- (i) Car parking is provided on site in accordance with the requirements of 16.6 of this section of the DCP.
- (ii) On site parking facilities are designed and constructed to comply with the provisions of AS2890.1/AS2890.2.
- (iii) To ensure that traffic movements into and out of a site are made, whenever possible, in a forward direction. If a site layout does not permit forward movement for delivery vehicles, then the developer, owner or occupier must provide a risk management plan, to the satisfaction of Council, detailing the measures required to ensure that traffic movements are carried out in an adequate and safe manner.

16.4 DESIGN GUIDELINES FOR OFF-STREET VEHICULAR PARKING AREAS

Off-street car park design mainly involves engineering and landscape disciplines. Engineering principles are important and ensure that a facility will function efficiently in regard to surface durability, traffic movement, access, drainage and lighting requirements.

Landscape principles are applied to make the facility more attractive for the users (both drivers and pedestrians) by providing trees for shelter, pedestrian walkways, and screening to boundaries to integrate the facility into its surrounds.

Generally car parks should be designed to meet the requirements of AS 2890.1 Off-Street Car Parking and AS 2890.2 Commercial Vehicle Facilities for design and layout and Council's "Engineering Requirements for Development" for construction.

16.4.1 Access to the Site

Objectives

- a) To ensure that access to sites operate in a safe and efficient manner.

Controls

- (i) all works required to service the development are to be designed and constructed in accordance with the relevant provisions of AS2890
- (ii) any works on public land or in the public road reserve that are to revert to the care and control of Council are to be designed and constructed in accordance with the relevant provisions of AUSPEC.
- (iii) A vehicular driveway must:
 - be located no closer than 1.5 metres from the boundary of the site and no closer than 6 metres to a corner boundary.
 - not be located within 12 metres on the approaches to a "stop" or "give way" sign.
 - cross the footpath or footway at right angles to the centreline of the road.
 - be located so that any vehicle entering or leaving the site can be readily seen by the driver of an approaching vehicle in the street;
 - be clear of obstructions which may prevent drivers having a timely view of pedestrians;
 - be properly signposted by the use of "in" or "entrance" and "out" or "exit" signs, where appropriate; and
 - be designed and constructed to suit design traffic loads.

The Roads and Traffic Authority has adopted seven types of access driveways – Type 1 to 5 for cars (or light vehicles) and types 6 and 7 for heavy vehicles. Table 1 shows entry and exit driveway widths and separation between the two where applicable. Table 2 shows types of driveways to serve certain numbers of parking spaces.

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TABLE 1: Recommended Driveway Types

Type	Entry Width (Metres) W	Exit Width (Metres) W	Minimum Separation of Driveways (Metres)	Splay at Kerblines (Metres)	Kerb Return Turnout Radius (Metres) R
1	3-6	Combined*	N/A	0.5	-
2	6-9	Combined*	N/A	1	-
3	6	4-6	1-3	1	2-9
4	6-8	6-8	1-3	1	2-9
5	Direct feed from a controlled intersection via a dedicated public roadway via an intersection controlled by STOP and GIVE WAY signs, traffic signals or a round about.				
6	8-10	8-10	3	1	2-9
7	10-12	10-12	3	1	2-9

* Driveways are normally combined, but if separate, both entry and exit widths should be a minimum of 2.9 metres.

SOURCE: RTA of NSW: *Guide to Traffic Generating Developments*.
Australian Standard 2890.1-1993 – Parking Facilities

TABLE 2
Selection of Driveway Type Based on Parking Spaces

Road Frontage	Number of Car Parking Spaces Served by the Driveway					
	Less than 25	25-100	101-300	301-600	More than 600	Heavy Vehicles
Major	1-2	2-3	3-4	4	5	7
Minor	1	1-2	2-3	3-4	4	6

SOURCE: RTA of NSW: *Guide to Traffic Generating Developments*
Australian Standard 2890.1-1993 – Parking Facilities

16.4.2 Car Park Design

Objectives

- b) To ensure that the design of on site car parking is provided to an acceptable standard.
- c) To ensure the convenient use and operation of car parking facilities.

Controls

- (i) The minimum dimensions of each off street parking space and the distance separating parking spaces shall be in accordance with AS2890.1.
- (ii) Adequate on site manoeuvring and circulating areas shall be provided to ensure that all vehicles enter and leave the site do so in a forward direction.
- (iii) Parking spaces for visitors and customers should be provided where they are clearly visible from the street so their use is encouraged.
- (iv) Parking spaces for employees and for longer duration parking may be located more remotely from the street.
- (v) All signage (whether viewed from internal areas on the site or from external areas) are to be provided in accordance with the provisions of AS2890.1, AS1742 (all relevant parts) and any relevant guidelines endorsed by the RTA.
- (vi) The location of the parking area on the site should be determined having regard to:
 - (a) site conditions such as slope and drainage;
 - (b) visual amenity;
 - (c) the location of the building; and
 - (d) the proximity to any neighbouring residential development.

16.4.3 Parking for People with Disabilities

Special parking spaces for people with disabilities are to be provided at the rate of two percent (2%) of the overall spaces provided for a retail/business/industry development. These spaces must be clearly signposted and marked and have a minimum width of 3.2 metres, and comply with the provisions of AS2890.1.

16.4.4 Loading/Unloading Facilities

Objectives

- a) To ensure that loading and unloading can be undertaken on site.
- b) To ensure that loading and unloading operations do not adversely interfere with vehicle and pedestrian movements.

Controls

- (i) In the case of all commercial, retail and industrial development, adequate provision must be made on the development site for the loading and unloading of service vehicles.
- (ii) The number and dimensions of loading bays required in any particular case will be assessed by Council having regard to the nature and scale of the proposed development, the estimated frequency of deliveries and the type of delivery vehicle likely to be involved. Details regarding the estimated size and frequency of goods delivery vehicles visiting the premises are required to be submitted with the development application.
- (iii) Loading/unloading bays must be designed to ensure that vehicles can manoeuvre into and out of all loading/unloading areas without conflicting with the movement of vehicle and pedestrian traffic on site or in the adjacent streets.
- (iv) The loading/unloading areas is to be designed to accommodate the turning path of appropriate service vehicles detailed in Table 3.

- (v) The loading/unloading areas must be designed to ensure that vehicles stand entirely within the site during loading and unloading operations.

TABLE 3
Service Vehicle Dimensions (Metres)

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

Note: For courier vehicles, standard car parking space dimensions are usually satisfactory.

SOURCE: RTA of New South Wales: *Guide to Traffic Generating Development*

16.4.5 Internal Roads

Objectives

- a) To ensure that internal roads are sufficient to cater for expected vehicle movements.

Controls

- (i) For internal roads between the driveway and the parking area the recommended minimum carriageway width depends on the number of parking spaces and service bays. These minimum widths are provided in Table 4.

TABLE 4
Recommended Minimum Circulation Roadway Width – Two Way Traffic

Number of Parking Spaces/Service Bays		
1-24 spaces and length not exceeding 40m	25-50 spaces OR 1-24 spaces OR 1-24 spaces plus service bay(s)	Over 50 spaces, OR Over 24 spaces PLUS Service bay(s)
3.5 m wide	5.0 m wide	6.0 – 6.5 m wide

16.4.6 Construction Materials

Objectives

- a) To ensure that construction materials used are sufficient to withstand intended loads and use.

Controls

- (i) All parking areas and access ways shall be designed and constructed in accordance with AS2890.1 and AS2890.2.
- (ii) In choosing the most suitable pavement type the following factors should be considered:
 - (a) anticipated vehicle loads;
 - (b) run-off gradients and drainage requirements; and
 - (c) construction constraints.

16.4.7 Landscaping

Objectives

- a) To ensure that the visual impacts of car parking are minimised.

Controls

- (i) A minimum of 10% of the total area of the car park shall be appropriately landscaped.
- (ii) Long stretches of parking bays are to be dispersed with screen planting. A good rule of thumb would be to have no more than 10 parking bays before breaking with planting.
- (iii) Plants should be selected and located to avoid maintenance problems such as interference with overhead wires, underground conduits, damage to paved areas by root systems, and leaf and branch litter.
- (iv) Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas.

16.5 QUALIFICATIONS AND EXCEPTIONS TO PARKING STANDARDS

16.5.1 Calculation of Numbers

Where the calculation of parking spaces results is a fraction of a space, the total number of parking spaces shall be the next highest whole number.

16.5.2 Extensions/Additions to Existing Development

Where existing premises are being extended to create additional gross floor area, the additional parking requirement shall be calculated in accordance with the parking standards contained in this code on the basis of the increased floor space.

16.5.3 Small Scale Additions

Council may, at its discretion, waive the car parking requirements for small scale additions where:

- (a) the proposed extension is of a minor nature requiring the provision of not more than one additional car parking space; or
- (b) the extension is not directly related to the parking generation potential of the development.

16.5.4 Low Intensity Uses

Where the proponent of a development is able to demonstrate that it is unnecessary to provide the total number of parking spaces on site as required by this Plan, a lesser provision may be accepted by Council. In such circumstances suitable justification and a detailed analysis should be submitted with the development application.

16.5.5 Change of Use

Parking requirements for the proposed use shall be in accordance with the rates prescribed in the attached schedule. Any non-compliance will need to be accompanied by justification and may not be supported by Council if it is not satisfied that adequate parking will be provided.

16.5.6 Mixed Use Development

In the case of a combination of land uses on the site, the parking requirement for each separate use shall be calculated and then added together to provide the total parking requirement. Any departure from this method will only be considered by Council where it can be demonstrated that the peak demand for each land use component of the development is staggered.

16.5.7 Undefined Development

Where a proposed development does not fall within any of the land use categories identified in the Car Parking Standards section of this Plan, Council shall calculate the on site parking requirements having regard to the experience of similar existing development and an assessment of the likely traffic generating potential of the proposed development.

16.5.8 Major Traffic Generating Developments

Parking requirements for major new developments will be assessed on merit, with particular reference to:

- (a) the likely demand for off street parking generated by the development;
- (b) the mix of uses and their parking requirements;
- (c) the availability of public transport to service the development;

- (d) the probable mode of transport to be used by employees and/or customers;
- (e) the likely peak usage times of the proposed development; and
- (f) the existing traffic volumes on the surrounding street network including, where relevant, the potential traffic volumes.

Where it is considered that a traffic generating development may have a major impact on traffic movement within a given locality, Council will require the applicant to submit a traffic and parking study prepared by a suitably qualified consultant prior to determining the application. Early consultation with Council is recommended in such cases.

16.5.9 Contributions

Council's Section 94 Plan may make provision for a contribution to be payable where there is a shortfall of parking spaces that can be provided on site to service a development as required by this section of the DCP.

16.5.10 Referrals

In accordance with State Environmental Planning Policy No. 11 (SEPP No. 11) Council is required to refer proposals for major traffic generating developments to the New South Wales Roads and Traffic Authority or for consideration by Council's Traffic/Development Committees.

16.6 CAR PARKING SCHEDULE FOR SPECIFIC LAND USES

Land Use	Parking Requirement	Comments
Community		
Child Care Centre	1 space per employee, PLUS 1 space per 15 children enrolled (if provision of 3 set down/pick up areas) or 1 per 10 children.	Council may give consideration to varying the specified parking requirement, depending upon the nature and type of street frontage available for the setting down and picking up of children or if home based child care is proposed.
Community facility	1 space per 20 m2 of gross floor area.	
Educational Establishment	Tertiary - 1 space per 2 employees, PLUS 1 space per 5 students Secondary - 1 space per 2 employees, PLUS 1 space per 10 students Primary - 1 space per 2 employees, PLUS 1 space per 12 students	
Hospital	Car parking will be assessed in accordance with RTA Guidelines	
Information or education facility	1 space for every employee or staff member PLUS 1 space for every 30 students over 17yrs for High Schools and 1 space for every 5 students for Higher Education Establishments PLUS provision for a drop off / pick up area	The parking requirements for each school site may vary. In general a detailed traffic and parking study should be submitted with the application. It is recommended that a school traffic management plan be prepared annually and issued to parents at the start of each school year. Where required by Council, provision shall be made for the access and parking of buses and pick up – drop off areas, which may only need to operate during certain hours.
Place of public worship	1 space per 10 fixed seats, OR 1 space per 10 m2 of gross floor area if seats not affixed, WHICHEVER IS THE GREATER	
Public administration building	1 space per 40 m2 of gross floor area.	
Home activities		
Home based child care or family day care home	Sufficient space on site for drop off/pick up for one vehicle PLUS The street must have sufficient parking capacity during peak periods to accommodate pick up/drop off, and such areas must be within 50m walking distance from entry.	Car parking for residents in accordance with this table cannot be counted as parking spaces for this home based use.

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Land Use	Parking Requirement	Comments
Home Business / Home Industry	1 space for each employee other than residents of the dwelling.	
Industry and storage		
Industry (General & Light)	1 space per 75 m2 of gross floor area	
Vehicle Repair Station	1 space per 40 m2 of gross floor area, OR 3 spaces per workshop bay, WHICHEVER IS GREATER.	
Warehouse or distribution centre	1 space per 300 m2 of gross floor area	
Recreation and Entertainment		
Entertainment facility	1 space per 10 fixed seats, OR 1 space per 10 m2 of gross floor area if seats not affixed, WHICHEVER IS THE GREATER	
Recreation Facility (indoor)	1 space per 25 m2 of gross floor area, PLUS 1 space per 2 employees,	
Recreation facility (outdoor)	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area. Submit parking study to substantiate proposed car parking provisions.	
Recreation facility (major)	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area. Submit parking study to substantiate proposed car parking provisions.	
Recreation area	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area.	
Squash Courts, Tennis Courts	3 spaces per court, PLUS 1 space per 3 employees or part thereof.	
Bowling Alleys	3 spaces per lane, PLUS 1 space per 3 employees or part thereof.	
Bowling Greens	30 spaces for first green and 15 spaces for each additional green.	
Conference Facilities	1 space per 5 fixed seats OR 1 space per 15m2 of gross floor area is seats no affixed	Council may consider a reduced parking rate depending on the nature of use the facility is put to (eg: if used for student conferences and transport to and from the site is by bus).
Residential Accommodation		
Boarding Houses, Hostels, Private Hostels etc	1 space per 3 beds or 1 per bedroom, PLUS 1 visitor space per 5 beds or 1 visitor space per 5 rooms PLUS (whichever is the	

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Land Use	Parking Requirement	Comments
	greater) PLUS 1 space per 3 employees	
Caravan park (including camp site, moveable dwelling or manufactured home estate)	1 space per site, PLUS 1 space per 10 sites for visitor parking.	The visitor parking area should be appropriately located and sign posted. See also SEPP 21 & 36
Dual occupancy	1 space per dwelling if the GFA of the dwelling is less than 125m2 OR 2 spaces per dwelling if the GFA of the dwelling is 125m2 or more	The space shall be located in accordance with Section 6 of this DCP.
Dwelling house	1 space per dwelling if the GFA of the dwelling is less than 125m2 OR 2 spaces per dwelling if the GFA of the dwelling is 125m2 or more	The space shall be located in accordance with Section 6 of this DCP.
Group home	1 space per employee	
Hostel	1 space per 3 beds plus 1 per 5 beds visitor space OR 1 per room plus 1 per 5 rooms visitor space (whichever is the greater) bedroom, PLUS 1 space per 3 employees	Spaces per bedroom may be reduced if in close proximity to public transport interchange or targeted market. The visitor parking area should be appropriately located and sign posted.
Multi dwelling housing (including residential flat buildings)	Cars 1-bedroom or studio: 1 space per unit 2-bedroom: 1.5 space per unit (the 0.5 space to remain as common property) 3-bedroom or more: 2 spaces per unit Visitors 1 per 5 units or part thereof Bicycles Residents: Minimum 1 space per 5 units or part thereof Visitors: Minimum 1 space per 10 units or part thereof Car Wash Bay Any development containing 10 dwellings or more shall provide a minimum of 1 car wash bay/area	
Shop top housing	1-bedroom or studio: 1 space per unit 2-bedroom: 1.2 space per unit (the 0.2 space to remain as common property) 3-bedroom or more: 2 spaces per unit	Applications to Council must demonstrate due consideration of car parking arrangements, including availability of adjacent parking, access to public transport and/or historical lack of physical access to parking.
<i>Residential Care Facility:</i> (a) Self-contained Units (private developments) (b) Self-contained units (public developments)	0.5 spaces per bedroom 1 space per 5 dwellings	Council may consider varying these requirements based upon a plan of management for the facility detailing proximity and availability of services, and regular community transport services to be provided for

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Land Use	Parking Requirement	Comments
(c) Hostel, Nursing and Convalescent Home	1 space per 10 beds, PLUS 1 space per 2 employees, PLUS 1 space per ambulance.	residents.
Retail and Business		
Bulky Goods Premises	1 space per 45 m ² of gross floor area.	
Business Premises (office premises, financial institutions, real estate agents etc)	1 space per 35 m ² of gross floor area.	Provision should be made for the on site loading/unloading of service vehicles as appropriate.
Cellar Door premises	1 space per 7m ² of gross floor area accessible to public	
Food and drink premises	1 space per 6.5m ² service area PLUS 1 space per 3 employees	A food outlet which provides no seating will also be assessed as a "shop".
Function centre	1 space per 10 fixed seats, OR 1 space per 10 m ² of gross floor area if seats not affixed, WHICHEVER IS THE GREATER	
Funeral Home or Chapel (including mortuary)	1 space per employee PLUS 1 space per 10 m ² of gross floor used or accessed by the public	
Health Consulting Room	1 space per practitioner, PLUS 1 space per employee, PLUS 2 spaces for patients of each practitioner.	If it is shown that not all surgeries operate at the same time, Council may consider reducing the parking requirement for patients.
Kiosk	1 space per 25m ² GFA	
Landscape and garden supplies	1 space per 130 m ² of gross display area.	Provision to be made for car / trailer combinations at strategic locations
Market	Minimum of two spaces per stall	Separate provision should be made for stall holder's vehicles. Where a market is located within an existing shopping centre, consideration will be given to multiple usage requirements and a lower parking provision may be acceptable.
Medical Centre	1 space per 25 m ² of gross floor area.	
Neighbourhood shop	1 space per 25m ² GFA	
Pub	1 space per 4m ² of licensed floor area PLUS 1 space per bedroom or motel unit	Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. Council may consider relaxing this requirement depending on the characteristics of the proposed development. For this purpose a comparison survey of similar developments, in similar locations should be provided

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Land Use	Parking Requirement	Comments
		with the development application.
Registered Club	1 space per 7 m2 of licensed gross floor area, PLUS 1 space per 5 seats of auditorium, dining room and recreation area, OR 1 space per 10 m2 of auditorium, dining room and recreation area, WHICHEVER IS GREATER, PLUS 1 space per 3 employees.	Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. Council may consider relaxing this requirement depending on the characteristics of the proposed development, and comparison with similar developments in the locality.
Restaurant	1 space per 7m2 of gross floor area available for dining purposes	
Restricted premises	1 space per 20m2 of gross floor area	
<i>Retail Premises:</i>		
(a) < or = to 1000 m2 gross floor area	1 space per 20 m2 of gross floor area.	
(b) > 1000 m2 gross floor area (includes supermarkets, department stores, shopping centres)	1 space per 15 m2 of gross floor area.	
(c) Video Stores	1 space per 15 m2 of gross floor area.	
Roadside Stall	A minimum of 4 off street parking spaces.	Line marking and sealing of the parking area may not be required for temporary or itinerant stalls and will be assessed on a merit basis.
Service Station	6 spaces per work bay, PLUS 1 space per 20 m2 of gross floor area of the convenience store, PLUS 1 space per 6.5 m2 of gross floor area OR 1 space per 3 seats if a restaurant facility is provided, WHICHEVER IS GREATER.	All car parks must be located clear of vehicle pump paths.
Sex services premises	2 spaces per room used for the provision of sex services.	
Take-Away Food or drink premises	1 space per 12 m2 of gross floor area, PLUS 1 space per 3 seats.	A food outlet that provides no seating will be assessed as a shop. An area for queuing of cars for a drive through facility is required.
Timber and building supplies	1 space per 130 m2 of gross display area.	
Vehicle Showroom	0.75 spaces per 100 m2 of site area, PLUS	If a vehicle repair station is included additional parking will be required at the

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Land Use	Parking Requirement	Comments
	1 space per 2 employees	adopted rate for such a facility (as a guide, 6 spaces per work bay is recommended)
Veterinary Hospital	3 spaces per practitioner, PLUS 1 space per employee.	If it is shown that not all surgeries operate at the same time, Council may consider reducing the parking requirement for patients.
Tourist and Visitor Accommodation		
Backpacker's accommodation	1 space per bedroom, PLUS 1 space per 3 employees, PLUS 1 space for manager	
Bed and breakfast accommodation	1 space per bedroom	
Hotel accommodation	1 space per hotel unit, PLUS 1 space per 4 m2 of licensed floor area, PLUS 1 space per 6.5 m2 of auditorium, dining room and recreation area, OR 1 space per 3 seats of auditorium, dining room and recreation area, WHICHEVER IS GREATER, PLUS 1 space per 3 employees.	The proposed hotel development will be compared to similar existing developments.
Serviced apartment	1-bedroom or studio: 1 space per unit 2-bedroom: 1.2 space per unit (the 0.2 space to remain as common property) 3-bedroom or more: 2 spaces per unit	
Tourist Accommodation Units	1 space per bedroom	
Motel	1 space per unit, PLUS 1 space per 2 employees.	If restaurant and/or function room is to be included, additional parking will be required at the adopted rate for such facilities. Council is willing to review this requirement if it can be demonstrated that the time of peak demand at each facility does not coincide or if the facilities will serve motel customers. Submissions will be assessed on a merit basis.
Transport and infrastructure		
Freight transport facility	Cars 1 space per 100m2 of GFA OR 1 space per 2 staff, whichever is the greater	On-site parking for staff / visitors must be located in places that are readily accessible from the principal pedestrian entrances to

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	Bicycles Minimum 1 space per 20 staff or part thereof	buildings
Materials recycling or recovery centre	1 space per 100m2 of GFA OR 1 spaces per 2 employees	
Passenger transport facility	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area. Submit parking study to substantiate proposed car parking provisions.	
Transport or truck depot	Cars 1 space per 2 on site staff PLUS 1 space per transport vehicle present at the time of peak vehicle accumulation on site. Vehicle Wash Bay Minimum 1 vehicle wash bay of a size that can accommodate the largest vehicle typically visiting the site Bicycles Staff: Minimum 1 space per 5 staff or part thereof	Under no circumstances is the parking of vehicles on a public street acceptable.

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