

Multi-Dwelling Visitor Car Parking Guidelines

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The provision of car parking is an important element of any residential development. It has been recently identified that the increasing number of multi dwelling developments is placing greater demands on our existing road infrastructure particularly due to inadequate provision for visitor car parking on development sites.

Therefore, Frankston City Council has introduced a car parking guideline that sets out a rate for visitor car parking associated with residential development based on the assessment of three key issues, which include:

- The number of dwellings proposed to be constructed on the site which have a shared/common access way;
- The street type (determined by the width of the carriageway); and
- The number of vehicles able to be parked on the street directly in front of the subject site.

The Number of Dwellings

The demand for visitor car parking is mostly affected by the number of dwellings that form a multi dwelling development, particularly where there is a multiple of dwellings being accessed via a single common property access way.

Therefore in determining the number of visitor car parking spaces required, the total number of dwellings accessed via a common access way need to be considered.

The Type of Street

In determining the street type or category there is a need to have specific regard to the physical restrictions created by the road width and its opportunity to cater for onstreet car parking.

The Victorian Road Rules 1999 Regulation 208(7) set out that a street is required to provide for at least three (3) metres for the clear passage of vehicles. Furthermore, Clause 52.06-3 of the Frankston Planning Scheme sets out that a parallel parking bay must be a minimum width of 2.3 metres. By using these dimensions the following street types/categories have been identified in Frankston:

Street Type	Dimensions
No on-street car parking available	Width is less than 5.3 metres
On-street car parking (on one side of the street only)	Width is greater than 5.3 metres but less than 7.6 metres
On-street car parking available (on both side of the street) with restricted traffic flow	Width is greater than 7.6 metres but less than 10.6 metres
On-street car parking available on both side of the street	Width is greater than 10.6 metres

An additional category has also been identified due to the numerous areas throughout Frankston which are also subject to parking permit programs. This street type is defined as:

- No on-street car parking available due to parking permits/restrictions.

Number of On-Street Parking Available

The other defining element in the assessment of the residential visitor car parking requirement is the number of on-street car parking spaces available on the street directly in front of the proposed development.

In order to calculate the number of spaces available on the street the continual uninterrupted frontage (this is not to include any crossovers or other like restrictions preventing car parking on the street) of the property will be used to calculate the number of on-street spaces able to be provided using the dimensions in the table below:

No. of On-Street Car Parking	Distance Required
1	6.2 metres in length (500mm clearance at each end of the 5.2 car space)
Per each additional car space	Per each additional car space

Residential Visitor Car Parking Calculation

Based on the three key elements the following table will be used to determine the number of visitor car parking spaces required to be provided on the site.

Street Type	No. of Dwellings	Proposed Visitor Parking Rate	No. of On-Street Spaces	Total Visitor Parking Rate (or ResCode whichever is greater)*
	A	B	C	D
No-Street Parking		0.5	N/A	
Permit Parking Only		ResCode Standard* with a Section 173 Agreement indicating no parking permits will be granted to any dwelling	N/A	
On-Street Parking (on one side)		0.4	x / 2	
On-Street Parking (on both sides – restricted thru traffic)		0.3	x	
On-Street Parking (on both sides)		0.2	x	

(*The Rescode Standard Rate for Visitor Car Parking is 1 space for every 5 dwellings)

The formula for calculating Visitor Car Parking based on the above table is:

$$A \times B - C = D\#$$

(# In the event the required rate includes a decimal point it will be rounded up where the value is 0.5 or greater and rounded down where the value is less than 0.5)

Based on the above formula Council's Planning Officers will be determining the number of residential visitor car parking spaces required to be provided on the site.

This calculation is in addition to the car parking requirement which is to be allocated to each of the dwellings on the site.

Information

Planning Scheme information is available on line at www.dtpli.vic.gov.au

Frankston City Council offers a pre-application meeting service. Once a neighbourhood and site description, and a design response have been prepared

Please call Town Planning on 9784 1733 to arrange a meeting time.

Other:

Please have regard to the requirements of the zone and any other overlay that may be applicable to your site and any particular provision set out at Clause 55 of the Frankston Planning Scheme.

Disclaimer: Please note this checklist is for standard information required for lodgement.

Additional information may be required by the assessing planning officer after registration pursuant to S54 of the Planning and Environment Act 1987.

Town Planning General Enquiries Line – 9784 1733