



CAR PARKING FUND

FACT SHEET

The Car Parking Fund enables council and applicants to have flexibility in the assessment of developments that have a shortfall in car parking provision under the Planning and Design Code.

Designated areas and purpose

The Car Parking Fund applies to land in six 'designated areas' at Aldinga, Christies Beach, McLaren Vale, Moana, Port Noarlunga and Willunga, generally defined by zone boundaries as delineated in Attachment 1.

Any payments received can only be spent by council for the designated area to provide funds for (or towards):

- new car parking facilities
- the maintenance, operation or improvement of existing car parking facilities

- the establishment, maintenance or improvement of transport facilities to reduce the need or demand for car parking facilities.

Background

The City of Onkaparinga Car Parking Fund was first established on 9 November 2006, in accordance with section 50A of the *Development Act 1993* (now repealed).

The 2006 contribution amounts were based on an average car park construction cost of \$2500 per space plus a higher amount based on average land values in each designated area. The total amounts ranged between \$7000 and \$14,000 and while several development applications were approved with conditions requiring fund contributions, these approvals were not implemented and therefore no contributions to the fund were received at those rates.



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Car Parking Fund 2016 Update

At its [meeting](#) on 19 January 2016, Council resolved to temporarily lower the contribution rate to \$500 per space until 31 December 2016. This was to enable time to form a long-term strategy to address car parking issues in the designated areas.

Council at its [meeting](#) on 13 December 2016 extended the \$500 rate until 30 June 2017, to allow additional time to engage with the business community, undertake a study of all the scheme areas, and to consider the inclusion of the Aldinga township due to recent development.

During that temporary period, three separate developments were approved with agreements to pay into the fund at the reduced rate.

A 'long term strategy to address parking in car park contribution scheme areas' was prepared by GTA consultants and reported to the 13 June 2017 Council [meeting](#). Based on that report, the Council resolved to continue the fund in the five existing areas (with some of the area boundaries adjusted), establish Aldinga as a new area, and change the contribution rates for each area to:

- \$500 per car park for developments limited to a change of use, outdoor dining, and/or expansion of existing use
- \$2000 per car park for new developments or significant expansions.

The lower contribution rates are intended by Council to support and incentivise businesses and economic development. The changes to the five existing areas were notified in the SA Government [Gazette](#) on 27 June 2017. The establishment of the new area at Aldinga was approved by the Minister for Planning on 10 August 2017 and was gazetted on 22 August 2017.

Legislation 2021 update

On the 19 March 2021, the Planning and Design Code

(the [Code](#)) become operational and replaced all council Development Plans to become the single source of state planning policy for assessing development applications.

The Code introduced new overlays, zones, sub-zones and general development policies that together provide all the rules that apply to a particular parcel of land.

The new planning system is underpinned by the [Planning, Development and Infrastructure Act 2016](#) (the Act), which replaced the *Development Act 1993*.

Pursuant to Schedule 8—Transitional provisions, Part 11—Funds of the Act, a carparking fund (established under section 50A of Development Act 1993 - repealed) will continue as a fund under section 197 of the Act.

Use of fund

The Car Parking Fund can only be used for development applications within the six designated areas, by agreement between council and development applicants. If a proposed development has insufficient car parks provided when assessed against the relevant provisions of the Code, the council and applicant can agree on a monetary contribution to the fund in lieu of providing car parking on site.

The exact shortfall needs to be assessed and acknowledged, and a written agreement made for the applicant to pay into the fund based on either the \$500 or \$2000 option as relevant. The agreed payment can be required as a condition of Planning Consent, normally to be paid prior to the granting of Development Approval, unless supported by an alternative arrangement such as a bank guarantee.

Any contributions received are retained by council in a separate account for each fund area established by our finance staff, and can only be spent to improve car parking facilities or reduce car parking demand in the relevant area. Examples can include:

- constructing new public car parks in suitable locations

- maintaining, operating or improving existing public car parks
- improving existing private car parks and making them available for public use
- improving signage and pedestrian facilities to encourage use of car parking areas in and near activity centres
- improving bicycle parking and other facilities
- providing temporary car parking areas and/or alternative transport services (such as shuttle buses) for events with peaking demands.

Contribution amount

The contribution rates per shortfall are:

- \$500 per car park for developments limited to a change of use, outdoor dining, and/or expansion of existing use
- \$2000 per car park for new developments or significant expansions.

In determining what constitutes an 'existing' or 'new' development, or a 'significant' expansion, negotiation and agreement between the applicant and council planning staff will be needed in each case.

The agenda report to the 13 June 2017 Council [meeting](#) suggested a 'significant' expansion could be considered as 'more than an additional 50 percent of gross leasable area at 30 June 2017'. However, there are no set criteria for this with each application to be assessed on its merits and subject to an agreement between the applicant and council.

A relevant authority in making a final decision on a development application can vary depending on delegations and requirements under the Act. In most cases it will be either council's Assessment Manager or Council Assessment Panel, but may also be the State Commission Assessment Panel or Environment, Resources and Development Court.

Additional recommendations and opportunities

In addition to the designated area boundaries and contribution rates above, the following additional recommendations are extracted from the 'long term strategy to address parking in car park contribution scheme areas', as prepared by GTA consultants dated 8 June 2017:

Potential uses for the fund could include:

- *upgrades to existing council owned off-street parking areas, including signage, surfacing, line marking, lighting and pedestrian connectivity to the wider precinct*
- *upgrades to on-street parking, including signage and management, such as footpath and crossing upgrades*
- *provision of prominent bicycle parking within the business precinct.*

In addition to the considerations for the parking fund operation and management, there are a number of other recommendations identified in relation to the parking fund areas:

- *Consider the introduction of time-limited parking along sections of the main streets within the precincts (except Moana) to ensure that the premium on-street spaces regularly turn over to encourage more short-term visits (less than 2 hours) to the shopping precincts and that all day parking is encouraged away from the premium customer and visitor parking.*
- *Develop and implement wayfinding strategies for the precincts to direct drivers to the parking areas and assist pedestrians to navigate between the parking areas and the main street and town centre areas.*
- *Improve the walkability of the local catchment areas for each precinct, through provision and/or upgrade of sealed/paved footpaths and*

appropriate crossing facilities where required, to support more local visitors to walk to the precincts, particularly around the Housing Diversity Neighbourhood Zone adjoining Christies Beach and Port Noarlunga. Implementation of the identified streetscape projects in Aldinga is anticipated to significantly improve the walkability of the current centre.

- *Improve local bicycle access to the precincts, including provision of suitable bicycle parking to encourage cycling access, particularly for McLaren Vale adjacent to the Coast to Vines route and Christies Beach and Port Noarlunga adjacent to Coast Park.*
- *Advocate to DIT for improvements to public transport access to the precincts and work with DIT to upgrade public transport facilities to seek to encourage increased use of public transport to access the precincts.*
- *Develop traffic management and parking plans to accommodate major events where they occur in the precincts.*

Further information

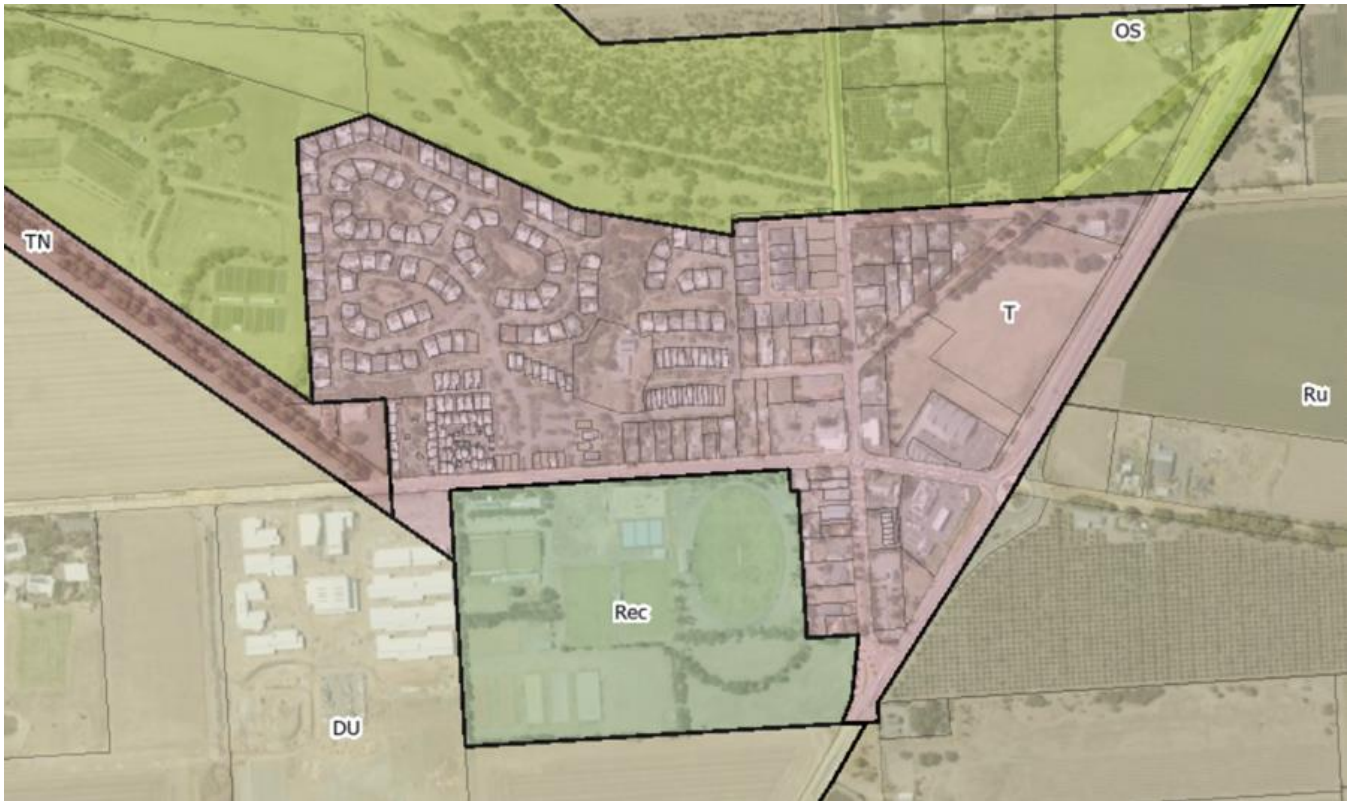
This information is provided as a general guide only and may not be relevant to your specific circumstances.

For further information or to discuss your proposal, please contact council's Planning and Regulatory Services staff via mail@onkaparinga.sa.gov.au or 8384 0666.

Attachment 1 Carparking Fund Designated Areas

Aldinga

Follows the boundaries of the Township Zone and Recreation Zone



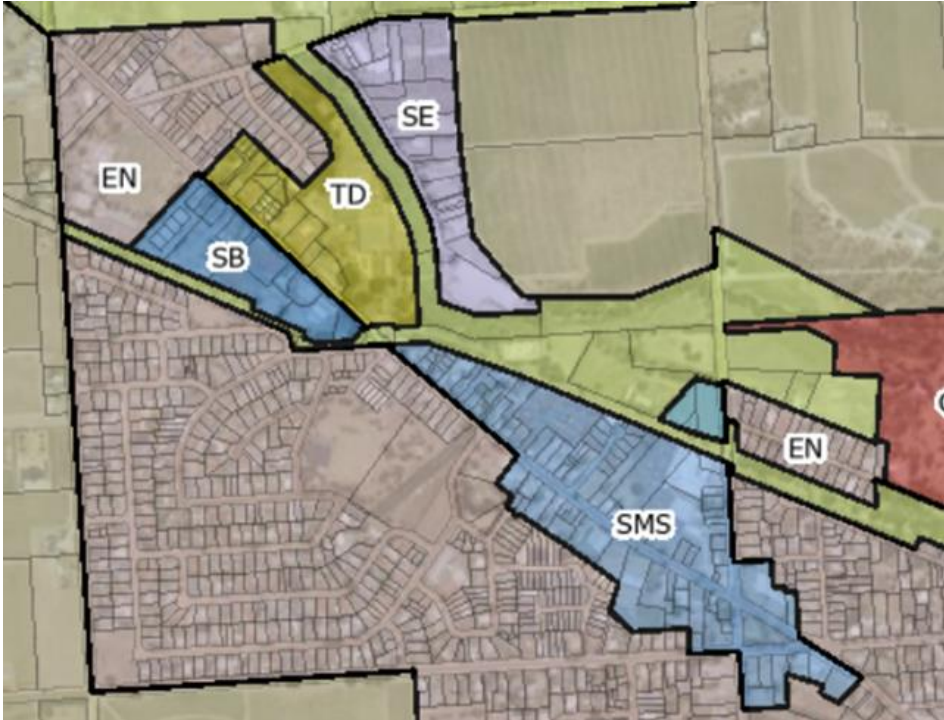
Christies Beach

Follows the boundaries of the Suburban Main Street Zone



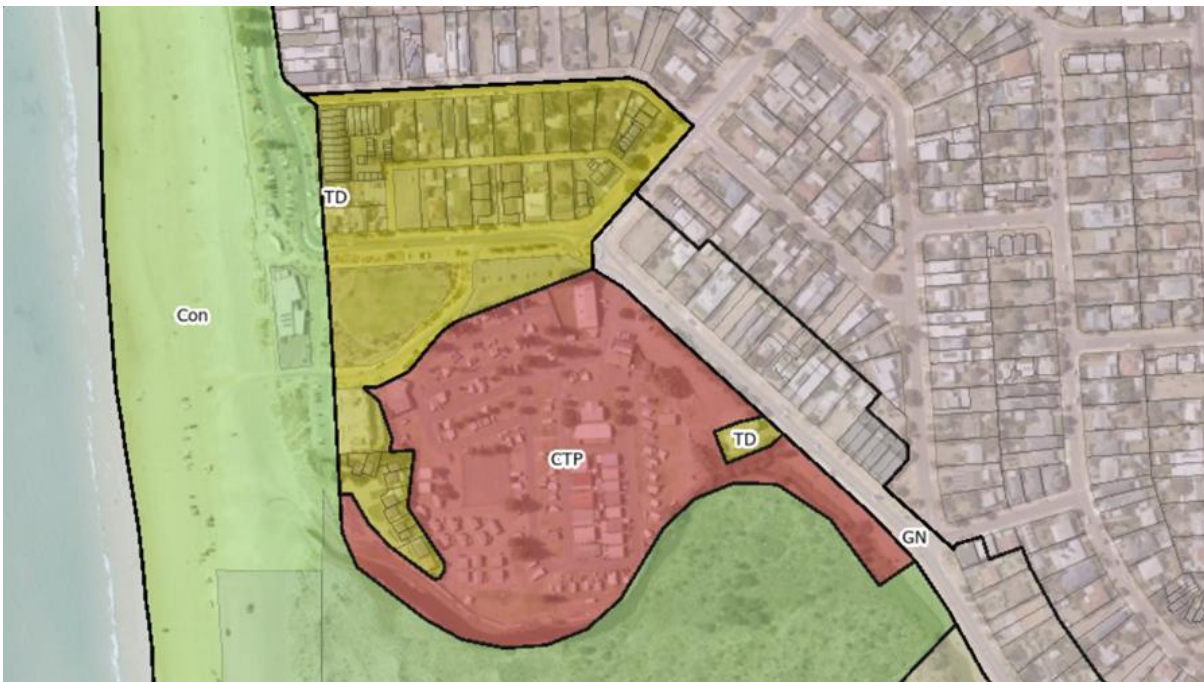
McLaren Vale

Follows the boundaries of the Suburban Main Street Zone, Suburban Activity Centre Zone, Tourism Development Zone and Suburban Business Zone



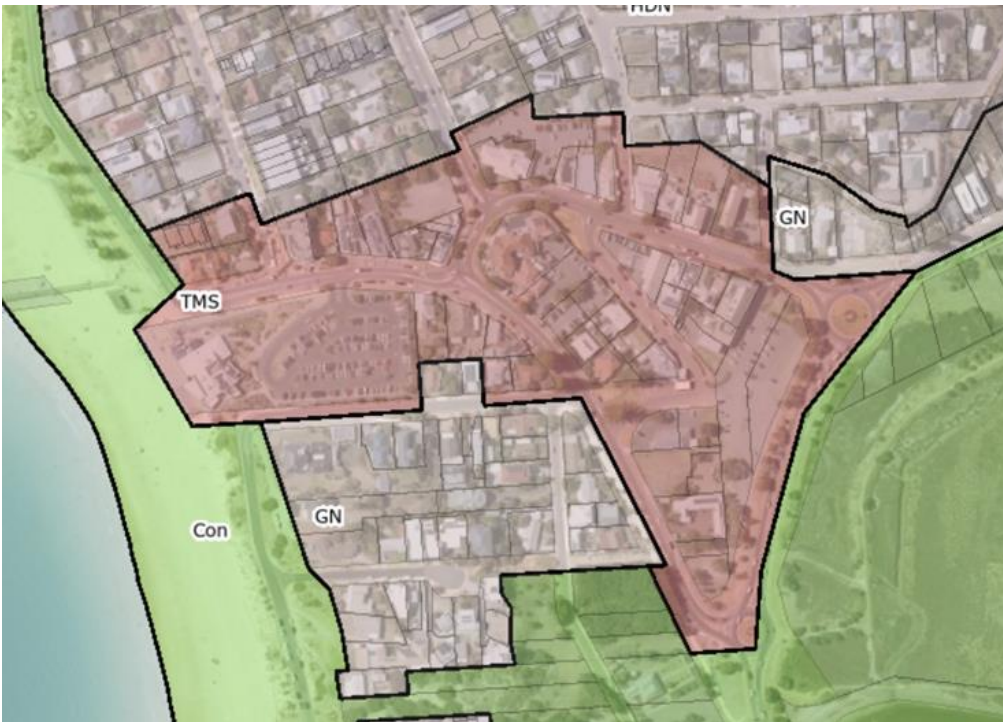
Moana

Follows the boundaries of the Tourism Development Zone and the Caravan and Tourist Park Zone, together with the immediately adjoining portion of the Conservation Zone



Port Noarlunga

Follows the boundaries of the Township Main Street Zone



Willunga

Follows the boundaries of the Township Zone (excluding land north of the Coast to Vines Rail Trail)

