

## **AGENDA**

**FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON  
17 MARCH 2025 AT 6.30PM  
IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,  
34 CHURCH STREET, SALISBURY**

### **MEMBERS**

Deputy Mayor, Cr C Buchanan (Chairman)  
Mayor G Aldridge  
Cr B Brug  
Cr L Brug  
Cr J Chewparsad  
Cr A Graham  
Cr K Grenfell  
Cr D Hood  
Cr P Jensen (Deputy Chairman)  
Cr M Mazzeo  
Cr S McKell  
Cr S Ouk  
Cr S Reardon

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
Deputy Chief Executive Officer, Mr C Mansueto  
General Manager City Infrastructure, Mr J Devine  
A/General Manager Community Development, Ms C Giles  
General Manager City Development, Ms M English  
Manager Governance, Mr R Deco  
Governance Support Officer, Ms M Prasad

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## **APOLOGIES**

## **LEAVE OF ABSENCE**

## **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 17 February 2025.

## **REPORTS**

### *Administration*

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### *For Decision*

1.1.1	Suburb Re-Name Request .....	13
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1.1.3	Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025 - Vehicle Parking Scheme.....	33

## **QUESTIONS ON NOTICE**

There are no Questions on Notice.

## **MOTIONS ON NOTICE**

There are no Motions on Notice.

## **OTHER BUSINESS**

*(Questions Without Notice, Motions Without Notice, CEO Update)*

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## ORDERS TO EXCLUDE PUBLIC

### 1.4.1 Salisbury North Oval Precinct Plan - Draft Options Recommendation

That the Policy and Planning Committee:

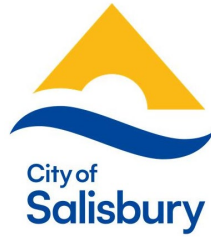
1. *Orders that pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
  - *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
  - *information the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
  - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
  - *Non-disclosure of the matter and discussion of this item in confidence would protect commercial negotiations and Council's commercial position*

*the public's interest is best served by not disclosing the **Salisbury North Oval Precinct Plan - Draft Options** item and discussion at this point in time.*

**CLOSE**







**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN LITTLE  
PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,**

**34 CHURCH STREET, SALISBURY ON**

**17 FEBRUARY 2025**

**MEMBERS PRESENT**

Deputy Mayor, Cr C Buchanan (Chairman)  
Mayor G Aldridge  
Cr B Brug  
Cr L Brug  
Cr J Chewparsad  
Cr A Graham  
Cr K Grenfell  
Cr D Hood  
Cr M Mazzeo  
Cr S McKell  
Cr S Ouk

**STAFF**

Deputy Chief Executive Officer, Mr C Mansueto  
A/General Manager City Infrastructure, Mr J Collins  
A/General Manager Community Development, Ms V Haracic  
General Manager City Development, Ms M English  
Manager Governance, Mr R Deco  
Governance Support Officer, Ms M Prasad  
Manager Urban, Recreation and Natural Assets, Mr J Foong  
Manager Environmental Health and Community Compliance, Mr J Darzanos  
Team Leader Strategic Urban Planning, Ms S Jenkin  
Manager Field Services, Mr M Purdie  
Manager Community Experience, Ms C Kroepsch  
Strategic Communications Advisor, Ms E Pemberton  
Manager People and Performance, Ms K Logan  
Team Leader Community Compliance, Mr B Scholefield  
Social Policy Planner, Mr R Scholtz  
Team Leader Building Maintenance, Security and Urban Form, Mr S Bartosak

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The meeting commenced at 6.32pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

## **APOLOGIES**

Apologies have been received from Cr P Jensen and Cr S Reardon.

## **LEAVE OF ABSENCE**

Nil.

## **PRESENTATION OF MINUTES**

Moved Cr K Grenfell

Seconded Cr J Chewparsad

The Minutes of the Policy and Planning Committee Meeting held on 9 December 2024, be taken as read and confirmed.

**CARRIED**

## **REPORTS**

### *Administration*

#### **1.0.1 Future Reports for the Policy and Planning Committee**

Moved Cr L Brug

Seconded Cr B Brug

That Council:

1. Notes the report.

**CARRIED**

#### **1.0.2 Recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 10 February 2025**

Moved Cr S Ouk

Seconded Mayor G Aldridge

That Council:

1. Receives and notes the information contained in the Intercultural Strategy and Partnerships Sub Committee of the meeting held on 10 February 2025 and that the following recommendations contained therein be adopted by Council:

**CARRIED**

#### **1.0.2-ISPS1 Future Reports for the Intercultural Strategy**

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**and Partnerships Sub Committee**

Moved Cr S Ouk  
Seconded Mayor G Aldridge

That Council:

1. Notes the report.

**CARRIED**

**1.0.2-ISPS2 Update on discussions at the Salisbury Intercultural Community Alliance (SICA) and Salisbury Intercultural Strategic Alliance (SISA) meetings**

Moved Cr S Ouk  
Seconded Mayor G Aldridge

That Council:

1. Notes the report.

**CARRIED**

*For Decision*

**1.1.1 Body Worn Camera Trial**

Moved Mayor G Aldridge  
Seconded Cr S McKell

That Council:

1. Approves the trial of Body Worn Cameras for Community Compliance and Security Services teams for a six-month period commencing in March 2025.
2. Adopts the Body Worn Camera Policy for the trial of Body Worn Cameras as per Attachment 1 Draft Body Worn Camera Policy to this report (Item No. 1.1.1 Policy and Planning Committee, 17 February 2025).
3. Approves the Communication Plan for the trial of Body Worn Cameras as per Attachment 2 Body Worn Camera Communications Plan to this report (Item 1.1.1 Policy and Planning Committee, 17 February 2025).
4. Notes that Administration will provide a report post-trial regarding the outcomes of the trial and recommendations for potential future use.

**CARRIED**  
unanimously

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### 1.1.2 Accommodation Diversity Code Amendment

Moved Cr C Buchanan  
Seconded Mayor G Aldridge

That Council:

1. Approves the Draft Accommodation Diversity Code Amendment submission as contained in Attachment 1 (Item 1.1.3, Policy and Planning Committee, 17 February 2025) to the State Planning Commission.
2. Notes the Administration is developing a housing strategy as part of the City Plan to be presented to the Policy and Planning Committee.
3. Request the Administration to include in the housing strategy consideration of the inclusion of aged care facilities and retirement villages.
4. Delegates the Chief Executive Officer (or delegate) to finalise the draft submission in accordance with Council deliberations.

**CARRIED**

### QUESTIONS ON NOTICE

There were no Questions on Notice.

### MOTIONS ON NOTICE

There were no Motions on Notice.

### OTHER BUSINESS

*(Questions Without Notice, Motions Without Notice, CEO Update)*

There were no Other Business Items.

## ORDERS TO EXCLUDE THE PUBLIC

### 1.4.1 Recommendations of the Confidential Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 10 February 2025

Moved Cr K Grenfell

Seconded Mayor G Aldridge

That the Policy and Planning Committee:

1. *Orders pursuant to Section 90(2) and (3)(a) and (c) of the Local Government Act 1999, that it is necessary and appropriate to exclude the public for the consideration of Agenda Item 1.4.1 Recommendations of the Confidential Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 10 February 2025 (ISPS3 – First Nations Strategic Group Update) with the exception of the following people:*

- Deputy Chief Executive Officer
- A/General Manager City Infrastructure
- A/General Manager Community Development
- General Manager City Development
- Manager Governance
- Governance Support Officer
- Manager Urban, Recreation and Natural Assets
- Manager Environmental Health and Community Compliance
- Manager Field Services
- Manager Community Experience
- Strategic Communications Advisor
- Manager People and Performance
- Team Leader Community Compliance
- Social Policy Planner
- Team Leader Building Maintenance, Security and Urban Form

On the basis:

- *it relates to information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead); and*
  - *information the disclosure of which would reveal a trade secret.*
2. *In weighing up the factors related to disclosure,*
    - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*

*On that basis the public's interest is best served by not disclosing the **Recommendations of the Confidential***

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***Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 10 February 2025 item and discussion at this point in time.***

3. *Orders pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

**CARRIED**

The meeting moved into confidence at 7.18pm.

The meeting moved out of confidence and closed at 7.20pm.

CHAIRMAN.....

DATE.....

**ITEM** 1.0.1

**POLICY AND PLANNING COMMITTEE**

**DATE** 17 March 2025

**HEADING** Future Reports for the Policy and Planning Committee

**AUTHOR** Michelle Whibley, PA to General Manager, City Development

**CITY PLAN LINKS** 4.2 We deliver quality outcomes that meet the needs of our community

**SUMMARY** This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

**RECOMMENDATION**

That Council:

1. Notes the report.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

**2. REPORT**

- 2.1 The table below outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution.

Meeting Item	Heading and Resolution	Officer
18/12/2023 MWON2	<b>Royal Commission into Domestic, Family and Sexual Violence</b>  2. Consider the recommendation of the Royal Commission and requests the administration to bring back a report for information regarding opportunities arising from the Royal Commission recommendations.	Amy Pokoney-Cramey
<b>Due:</b>	May 2025	
28/10/2024 MON2	<b>Motion on Notice Cr B Brug: Globe Derby Park Illegal Dumping and CCTV Request</b>  2. Requests the Administration to present a report on potential options to mitigate the Globe Derby Park illegal dumping issues, including associated costing around CCTV solutions.	Mark Purdie

<b>Due:</b>	December 2024	
<b>Deferred:</b>	N/A	
<b>Reason:</b>	This resolution will be addressed as part of the Confidential Community Safety CCTV Program report that will be presented to the Asset Management Sub Committee Meeting in April 2025.	
16/12/2024 MON1	<b>Motion on Notice: Cr Chewparsad - City of Salisbury Chamber of Commerce</b> 1. Requests the Administration to present a report to be tabled at the Policy and Planning Committee by April 2025, exploring the establishment of a Chamber of Commerce for the whole City of Salisbury Council area. <b>Due:</b> April 2025	Leandro Lopez Digon
24/02/2025 1.1.1	<b>Body Worn Cameras</b> 4. Notes that Administration will provide a report post-trial regarding the outcomes of the trial and recommendations for potential future use. <b>Due:</b> September 2025	John Darzanos
24/02/2025 1.1.1 - MONW3	<b>Body Worn Cameras</b> 2. Requests the Administration to undertake an evaluation of the Body Worn Cameras during the trial and provide a report to Council on the outcomes using an Evaluation Assessment Framework that will include an evaluation of: • Number of activations and type of use e.g. safety, compliance and enforcement, etc • Technical Features • Functionality and Performance • Durability and Build Quality • Ease of Use and Officer Experience • Impact on Safety and Community Interactions • Evidence Quality and Usability; and • Cost Analysis. <b>Due:</b> September 2025	John Darzanos
24/02/2025 1.1.2	<b>Accommodation Diversity Code Amendment</b> 2. Notes the Administration is developing a housing strategy as part of the City Plan to be presented to the Policy and Planning Committee. <b>Due:</b> June 2025	Kynan Mann

#### 4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.



<b>ITEM</b>	1.1.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	17 March 2025
<b>HEADING</b>	Suburb Re-Name Request
<b>AUTHOR</b>	Chris Zafiropoulos, Assessment Manager, City Development
<b>CITY PLAN LINKS</b>	4.4 Our community is engaged and connected
<b>SUMMARY</b>	Council has received a request to rename a section of Bolivar, between Port Wakefield Road and the Northern Connector, to Paralowie. The request is considered to have merit, and this report provides information for Council's consideration of this request. The report also identifies additional suburb name changes for Council's consideration. Suburb name changes are made to the Surveyor-General.

## RECOMMENDATION

### That Council:

1. Approves for the Office of the Surveyor-General to be advised that it:
  - a. Endorses the suburb name change request by the Aspen Group and Abergold P/L in Attachment 1 (Item 1.1.1, Policy and Planning Committee, 17 March 2025) to change the name of the suburb between the Northern Connector, Jobson Road, Port Wakefield Road and The Little Para River from Bolivar to Paralowie.
  - b. Proposes the following suburb name changes for consideration (contained in Item 1.1.1, Policy and Planning Committee, 17 March 2025), subject to majority landowner and community support:
    - i. Proposal 2: Land segregated by Northern Connector at Bolivar and Globe Derby Park.
    - ii. Proposal 3: Realign boundaries between St Kilda and Bolivar.
    - iii. Proposal 4: Change section of Bolivar to Waterloo Corner.

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Aspen Bolivar to Paralowie Suburb Rename Request

## 1. BACKGROUND

1.1 Suburb name changes are made to the Surveyor-General. Council is provided the opportunity to make a submission on a renaming proposal. The Surveyor-General's process is outlined below:

- 1.1.1 **Initial review** - to assess whether the proposal complies with naming rules, guidelines, and principles, as well as whether it aligns with accuracy, cultural sensitivity, and relevance criteria.

- 1.1.2 **Consultation with Council** – Council is invited to make a submission on the proposal.
- 1.1.3 **Public Notification** - A public notice will be published on the SA website and Government Gazette, inviting individuals from the public to submit written feedback or objections to the Minister within a specified timeframe, usually one month.
- 1.1.4 **Review and Decision** - The Office of the Surveyor-General will consider all submitted proposals, including those from Council and the public.
- 1.1.5 **Notification of Outcome** - The Office of the Surveyor-General will notify all relevant stakeholders, including Council and individuals who provided feedback of the decision.

## 2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Preliminary discussions have been held with the Office of the Surveyor-General.

## 3. DISCUSSION

- 3.1 A request has been received from the Aspen Group (owner of Highway One Caravan Park) and Abergold P/L (owner of vacant land) to rename a portion of the suburb between Portt Wakefield Road and the Northern Connector from Bolivar to Paralowie. A copy of the request is provided in Attachment 1.

## Proposal 1 (Aspen): Land between Northern Connector and Port Wakefield Road



- 3.2 The Aspen Group have identified the following benefits to support their request:
- 3.2.1 **Northern connector creates a new boundary:** Continuing Paralowie to the west and stopping at the northern connector is a logical new boundary (currently Port Wakefield Road is the boundary)
  - 3.2.2 **Economic Growth and Investment:** The renaming to 'Paralowie' would stimulate economic activity by making the area more appealing to potential investors and businesses.
  - 3.2.3 **Support for Future Development:** As Adelaide expands, the northern suburbs will play a vital role in accommodating growth. A well-defined suburb name will facilitate urban planning and infrastructure, ensuring the area's readiness for future projects.
  - 3.2.4 **Paralowie already exists:** The suburb is already in place to the east of the site.
  - 3.2.5 **Houses are built on Highway 1:** We are currently building new houses on our property and believe new residents would benefit from a suburb name change as there are limited existing houses in Bolivar

- 3.3 The area is currently occupied by the caravan park, various commercial uses to south and has been identified in Council's *Strategic Growth Framework Waterloo Corner and Bolivar Corridor* for future employment uses. As such, the area will become part of the expanded urban areas of Council. The Northern Connector is now a physical feature that distinguishes this area from the SA Water Sewage Treatment works. As such the proposal is considered to have merit.
- 3.4 In reviewing this suburb boundary change by Aspen, Council staff have identified additional suburb boundary anomalies that are considered to warrant consideration. These are presented for Council's consideration. The Office of the Surveyor-General has advised that each of these areas could be progressed separately, if Council decides to request the suburb name changes.

**Proposal 2: Land segregated by Northern Connector at Bolivar and Globe Derby Park**

- 3.5 This proposal affects thirteen (13) properties that are within Bolivar and Globe Derby Park, that have been segmented from the respective main suburb by the Northern Connector. The land is either owned by Council or state government.
- 3.6 The northern section is between the western side of the Little Para River and the Northern Connector. The rationale for this change is that the Northern Connector is now a distinct landmark for the suburb boundary and the change would bring the whole of the Little Para River environs with Globe Derby Park.
- 3.7 The southern section is to the west the Northern Connector. The rationale for this change is that the Northern Connector is now a distinct landmark for the suburb boundary. The change would bring this area into the proposed St Kilda suburb (proposal 3 below), that would encompass the St Kilda Township and surrounding mangroves.





### Proposal 3: Realign boundaries between St Kilda and Bolivar

- 3.8 This proposal is for a more comprehensive change to the suburbs of St Kilda and Bolivar, so that St Kilda Township and surrounding mangroves would be entirely within St Kilda. The suburb of Bolivar would be drawn around the SA Water Bolivar Sewerage Treatment works.
- 3.9 The rationale for this change is to include the substantial mangrove areas within the suburb of St Kilda, given the association between the township and the mangroves. The suburb of Bolivar would then encompass the extensive Sewerage Treatment Works. It is proposed to include the ponds associated with the salt pans in St Kilda.
- 3.10 This proposal affects:
- 3.10.1 Six (6) properties that are currently within St Kilda that would become Bolivar. The properties are under the ownership of SA Water Corporation or the Minister for Environment and Water.
  - 3.10.2 Sixteen (16) properties that are currently in Bolivar that would become St Kilda. One of the properties is in private ownership (Buckland Dry Creek P/L) and the other properties are under the ownership of a Minister or a State agency (Minister for Environment and Water, The Crown, Commissioner of Highways).



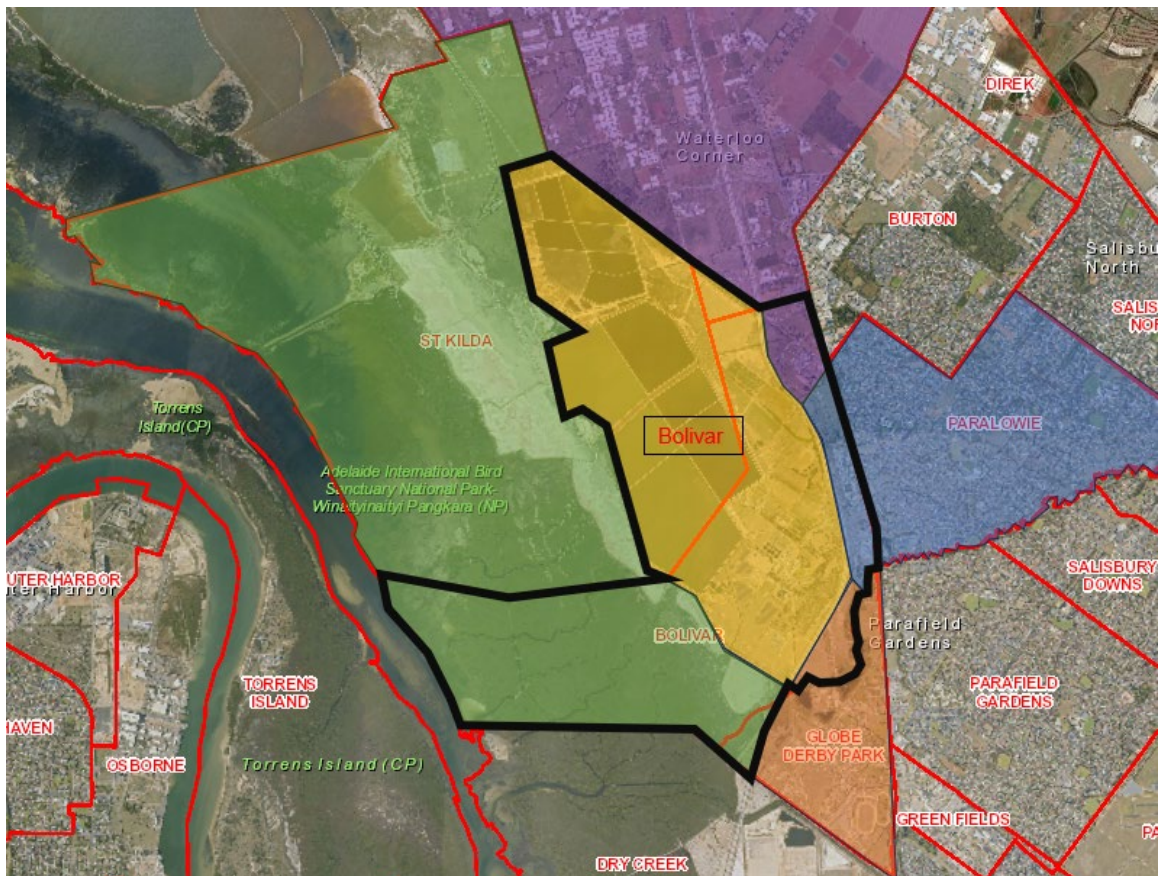
#### Proposal 4: Change portion of Bolivar to Waterloo Corner

- 3.11 This land is mostly in private ownership and would affect forty-one (41) properties. The rationale for this change is to include these properties in the emerging new urban growth area of Waterloo Corner. It also confines the suburb of Bolivar to encompass the Sewerage Treatment Works as suggested in Proposal 3.
- 3.12 Given the number of affected privately owned properties, consultation on this proposal will be important to determine if this proposal should proceed. It is therefore recommended that Council suggest this proposal to the Office of the Valuer General, but qualify that the change should only be implemented if supported by the majority of the affected landowners.



- 3.13 It is recommended that Council consider each of these proposals, and subject to Council's decision, advise the Office of the Surveyor-General to consider the respective suburb name changes. It is recommended that each area be considered separately, as this will enable decisions to be made for each area following the public consultation process.
- 3.14 The Office of the Surveyor-General has indicated that the above proposals do have merit for further consideration.
- 3.15 The diagram below illustrates the new suburb boundaries, if they were all to be accepted. The black outline shows the properties that would be affected by the changes, if all are accepted.
- 3.16 Where the suburb name changes are approved, the owners and occupiers of land within these areas will have to update their relevant postal details.
- 3.17 The proposed suburb boundary changes are located within the West Ward. The proposed suburb boundary changes do not affect Council's existing Ward boundaries.





#### 4. FINANCIAL OVERVIEW

- 4.1 Council would have to update its records to reflect any changes.

#### 5. CONCLUSION

- 5.1 The proposal from the Aspen Group and Abergold P/L to rename a portion of the suburb between Port Wakefield Road and the Northern Connector from Bolivar to Paralowie is considered to have merit, and it is recommended that Council support this change.
- 5.2 It is recommended that Council also consider each of the additional suburb boundary proposals contained in this report. If Council supports these proposals, it is recommended that they be provided to the Office of the Surveyor as separate proposals for consultation. This will enable each proposal to be considered on its individual merits following consultation.





13 February 2025

Salisbury Council  
John Harry - CEO  
Chris Zafiroopoulos - Assessment Manager  
Via email: [JHarry@salisbury.sa.gov.au](mailto:JHarry@salisbury.sa.gov.au); [CZafiroopoulos@salisbury.sa.gov.au](mailto:CZafiroopoulos@salisbury.sa.gov.au)

Dear John and Chris,

Suburb name change

We request that the council endorse a proposal to change a section of land at Bolivar to be re-named Paralowie at its March council meeting. A copy of the new area that is proposed to change from Bolivar to Paralowie is attached as appendix A.

Background

We wrote to council on 23/12/2024 requesting the name change and provided reasons (letter attached as appendix B which was also signed by our adjoining owner Mr Shammall).

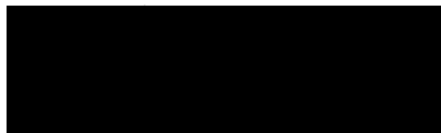
After this we had contact with council on several occasions. Council staff determined that there was logic to our proposal but suggested that the land to the South of our proposed area should be included in the suburb name change (see appendix A).

We met with council and SA Government officers who represented Department of Housing and Urban Development (DHUD) on the 12<sup>th</sup> February 2025 to discuss the suburb name change and to understand the process and timetable to achieve a name change.

The DHUD staff advised that they see merit in the proposal and that the first step is to get council to support the name change. After this Aspen as the applicant would submit a request to the Surveyor General who would then embark on the process.

Thank you for considering our request. We look forward to your response.

Kind regards,



**John Carter**  
**Joint Chief Executive Officer**

**Aspen Group**  
Suite 211, 285A Crown Street, Surry Hills NSW 2010  
[aspengroup.com.au](http://aspengroup.com.au)



## APPENDIX A

**Aspen Group**  
Suite 21, 285A Crown Street, Surry Hills NSW 2010  
[aspengroup.com.au](http://aspengroup.com.au)





## APPENDIX B

**Aspen Group**  
Suite 21, 285A Crown Street, Surry Hills NSW 2010  
[aspengroup.com.au](http://aspengroup.com.au)





Salisbury Council  
 John Harry - CEO  
 Chris Zafiropoulos – Assessment Manager  
 Via email: [JHarry@salisbury.sa.gov.au](mailto:JHarry@salisbury.sa.gov.au); [CZafiropoulos@salisbury.sa.gov.au](mailto:CZafiropoulos@salisbury.sa.gov.au)

20 December 2024

Dear John and Chris,

We are writing to propose a suburb name change from 'Bolivar' to 'Paralowie' for the area of land situated between the Northern Connector and Port Wakefield Road shown in the attached plan (Appendix A). This area, as identified in the attached documents, includes land we own as well as property owned by Abergold Pty Ltd. We have spoken to Mr Shammall from Abergold and he is in full support of the change.

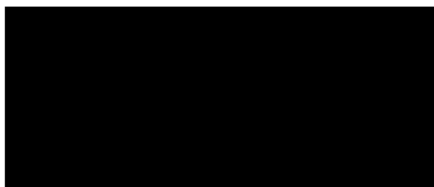
We believe that renaming this area as 'Paralowie' will have several positive effects not only for Aspen but also for the broader community. The benefits of this proposal include:

- **Northern connector creates a new boundary:** Continuing Paralowie to the west and stopping at the northern connector is a logical new boundary (currently Port Wakefield Road is the boundary)
- **Economic Growth and Investment:** The renaming to 'Paralowie' would stimulate economic activity by making the area more appealing to potential investors and businesses.
- **Support for Future Development:** As Adelaide expands, the northern suburbs will play a vital role in accommodating growth. A well-defined suburb name will facilitate urban planning and infrastructure, ensuring the area's readiness for future projects.
- **Paralowie already exists:** The suburb is already in place to the east of the site
- **Houses are built on Highway 1:** We are currently building new houses on our property and believe new residents would benefit from a suburb name change as there are limited existing houses in Bolivar

We believe these changes will serve the interests of all stakeholders. We would welcome the opportunity to discuss this proposal further and collaborate on the next steps.

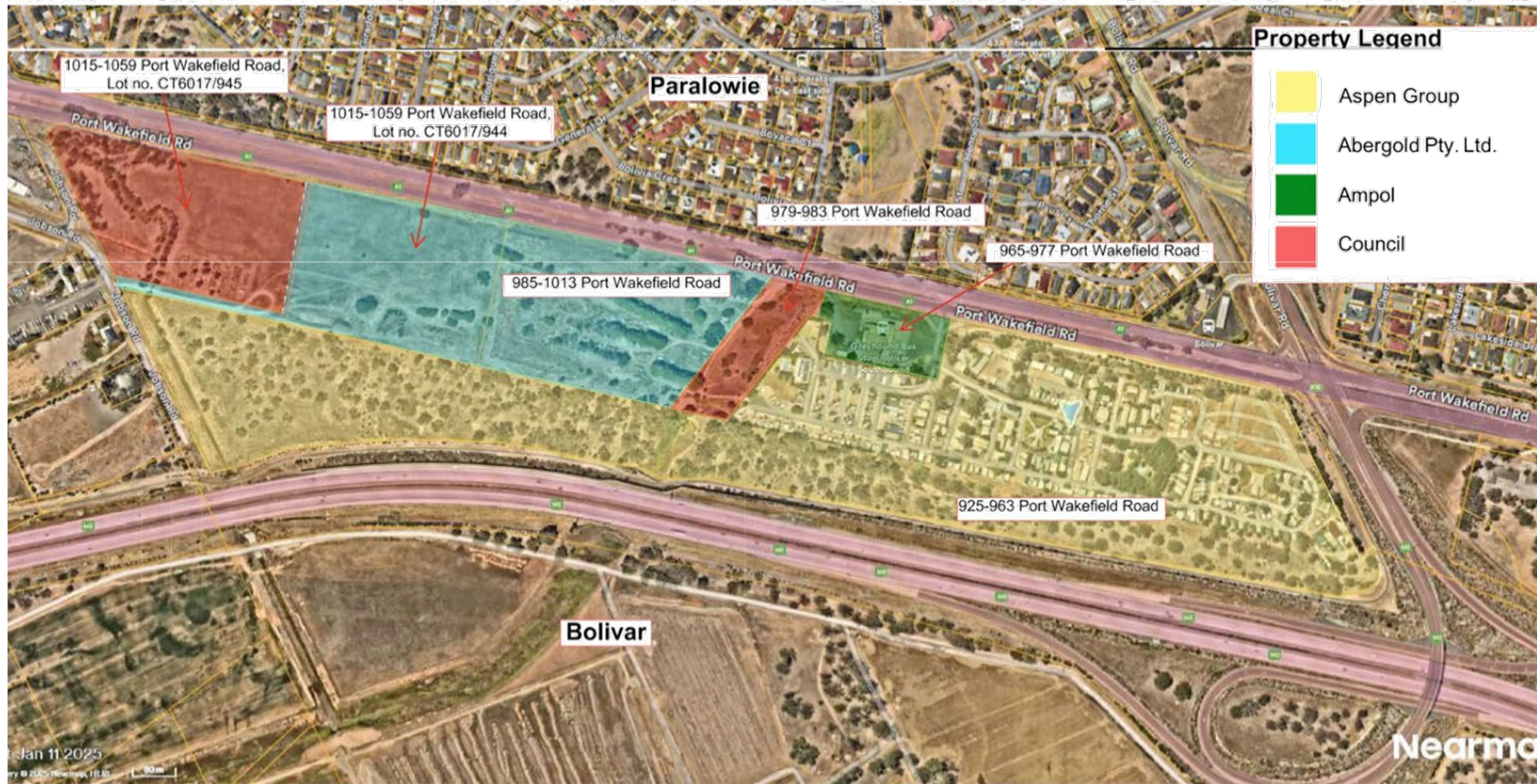
Thank you for considering our request. We look forward to your response.

Kind regards,



John Carter  
 Joint Chief Executive Officer of Aspen Group  
 925-963 Port Wakefield Road, Bolivar, SA, 5110  
 Aspen Group  
 Suite 21, 285A Crown Street, Surry Hills NSW 2010  
[aspengroup.com.au](http://aspengroup.com.au)

David Shammall  
 Director of Abergold Pty Ltd.  
 985-1013 & 1015-1059 (CT6017/944) Port Wakefield  
 Road, Bolivar, SA, 5110



**ITEM** 1.1.2**POLICY AND PLANNING COMMITTEE****DATE** 17 March 2025**HEADING** Proposal to Initiate - Bolivar Code Amendment**AUTHOR** Kynan Mann, Senior Policy Planner, City Development**CITY PLAN LINKS** 3.2 Our city's growth is well planned and supported by the integrated delivery of infrastructure

**SUMMARY** This report seeks Council's approval for the lodgement of a Proposal to Initiate for Bolivar Code Amendment with the Minister for Planning. The proposal seeks to rezone land to facilitate employment land uses within the affected area consistent with the Strategic Growth Framework – Waterloo Corner and Bolivar Corridor (SGF).

**RECOMMENDATION**That Council:

1. Approves the draft Proposal to Initiate – Bolivar Code Amendment as contained in Attachment 1 (Item 1.1.2, Policy and Planning Committee, 17 March 2025).
2. Delegates to the Chief Executive Officer (or delegate) to finalise the draft proposal in accordance with Council deliberations and to resolve formatting or typographical errors (if any) prior to lodgement with the Minister for Planning.

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Draft Proposal to Initiate - Bolivar Code Amendment (Circulated under separate cover)
2. Affected Area

**1. BACKGROUND**

- 1.1 The City of Salisbury City Plan 2035 identified the need for strategic planning of the area west of Port Wakefield Road in response to infrastructure and land use planning changes within the Bolivar Corridor and Waterloo Corner.
- 1.2 The Strategic Growth Framework (SGF) was prepared in response to infrastructure and land use planning changes within the City of Salisbury.
- 1.3 The SGF provided Council with the necessary strategic background to provide clear direction regarding future development in the area. It also provides direction to the State Government and the private sector regarding potential development within the area in the short, medium and long term. Subsequently the SGF provides a framework to influence and/or direct rezoning initiatives in a coordinated and staged approach.



1.4 The City Plan 2040 identifies:

- 1.4.1 Aspirations of an availability of land for economic expansion that is unmatched in Greater Adelaide and recognized by the State Government, as well as to tap into emerging green industries that are seeking greenfield sites and collaborative opportunities.
- 1.4.2 The proactive facilitation of coordinated employment growth through the rezoning of land consistent with the SGF as a critical action for the Council to undertake.

**2. EXTERNAL CONSULTATION / COMMUNICATION**

- 2.1 Department for Housing and Urban Development – Code Control Group
- 2.2 Department for Infrastructure and Transport
- 2.3 Landowners within the affected area
- 2.4 SA Water

**3. DISCUSSION**

- 3.1 A proposal to initiate (Attachment 1) a code amendment has been prepared to rezone land to facilitate the development of employment activities within the affected area (Attachment 2). The proposal to initiate reflects the intended actions identified within the SGF and City Plan 2040.
- 3.2 The affected area consists of the land bound by Port Wakefield Road to the east and the Northern Connector to the west, the Little Para River to the south (with exception to one parcel of land) and the land on the north-western side of Summer Road. The affected area aligns with the southern portion of Precinct 4 of the SGF.
- 3.3 The affected area currently comprises a mixture of the following zones:
  - 3.3.1 Caravan and Tourist Park Zone
  - 3.3.2 Deferred Urban Zone
  - 3.3.3 Infrastructure Zone
  - 3.3.4 Open Space Zone
  - 3.3.5 Rural Zone
- 3.4 The zones and overlays that will be investigated to be applied to the affected area will seek to achieve the following:
  - 3.4.1 The appropriate development of existing farming, horticultural or vacant sites for employment generating land uses.
  - 3.4.2 The removal of the limited land division overlay.
  - 3.4.3 The continued operation and reasonable expansion of existing employment and commercial land uses.
  - 3.4.4 The establishment, retention or re-alignment of Open Space Zones along suitable drainage corridors and reserves.



- 3.4.5 Addresses matters raised within the following investigations that have been or are proposed to be undertaken (listed within Attachment 1). A concept plan may be suitable to ensure that future development addresses the matters raised as part of the investigations.
  - 3.4.6 Appropriately addresses concerns raised through engagement with the landowners of the affected area, relevant State Government agencies, and the public generally. Preliminary engagement has been initiated with the landowners of the affected area, with no significant objections.
  - 3.5 With the approval of Council, the proposal to initiate would be lodged for Ministerial approval.
  - 3.6 Upon Ministerial approval being granted, the preparation of the code amendment will commence along with the undertaking of any outstanding investigations, the preparation of the engagement plan, and addressing any Ministerial conditions applied to the approval for the proposal to initiate.
  - 3.7 Subject to the approval of Council, once the code amendment has been prepared, it is anticipated that consultation will commence in mid-July and run for a period of 6 weeks and conclude by late August 2025.
  - 3.8 Concurrently, the investigations to be undertaken and Ministerial conditions will identify whether there is a need for the preparation of agreements between landowners, Council and State Government Agencies for the delivery of infrastructure.
  - 3.9 Subject to infrastructure agreement negotiations, and the particular matters raised as part of the investigations and public consultation, the Administration would seek the approval of the Council for the final version of the code amendment at the September meeting.
  - 3.10 Exceedance of the above timeframes may eventuate as a result of infrastructure agreement negotiations, awaiting Ministerial approval, Ministerial conditions, or additional matters to be addresses as a result of the investigations and public consultation undertaken.
- 4. FINANCIAL OVERVIEW**
- 4.1 The Code Amendment is being prepared within the current budget allocation.
- 5. CONCLUSION**
- 5.1 The proposal to initiate is consistent with the strategic objectives of the Council and aligns with the SGF and City Plan 2040.
  - 5.2 Approval of the proposal to initiate by the Minister for Planning sets the agreed scope and investigations for the Code Amendment.
  - 5.3 The proposal to initiate is provided to Council for approval and lodgement with the Minister for Planning.



## Affected Area





<b>ITEM</b>	1.1.3
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	17 March 2025
<b>HEADING</b>	Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025 - Vehicle Parking Scheme
<b>AUTHOR</b>	Kynan Mann, Senior Policy Planner, City Development
<b>CITY PLAN LINKS</b>	3.2 Our city's growth is well planned and supported by the integrated delivery of infrastructure 3.3 Our city centres are active and prospering
<b>SUMMARY</b>	<p>The State Government is proposing to introduce the Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025 (Amendment Bill) to Parliament which will; create a Vehicle Parking Scheme (VPS) with a minimum number of off-street vehicle parks for dwellings and creates a Vehicle Parking Fund (VPF). The VPS also prescribes the forms of development the scheme is applicable to, the minimum number of vehicle parks, vehicle park dimensions, requirements for uncovered parking, and VPF contributions. The Amendment Bill and VPS were released for consultation for a two-week period through YourSay from Monday 24 February 2025, with consultation closing on Monday 10 March 2025 (Adelaide Cup Day). The attached Administration submission to the Deputy Chief Executive, Department for Housing and Urban Development is provided for Council's consideration.</p>

## RECOMMENDATION

### That Council:

1. Notes the Administration's submission on the Vehicle Parking Scheme as contained in Attachment 1 (Item 1.1.3, Policy and Planning Committee, 17 March 2025) to the Deputy Chief Executive, Department for Housing and Urban Development.
2. Notes that Administration will bring back a report on opportunities to utilise the remaining fund within the Mawson Lakes Carparking Fund should the Bill be passed.
3. Delegates the Chief Executive Officer (or their delegate) to make any amendments to a formal Council endorsed submission in accordance with Council deliberations.

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft Vehicle Parking Scheme submission

2. Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025
3. Draft Vehicle Parking Scheme
4. Amendment Bill FAQs

## 1. BACKGROUND

- 1.1 The State Government is seeking to address concerns that have been raised with respect to on-street car parking in residential streets, particularly where high rates of urban infill is occurring.
- 1.2 As a response, the State Government made an election commitment to *“ensure future development provide a minimum of at least one off-street car park for every dwelling, or two car parks for dwellings with two or more bedrooms with limited flexibility to deal with specific circumstances (e.g. development in the CBD)”*.
- 1.3 Furthermore, the Expert Panel for the Planning System Implementation Review considered the issue of car parking space sizes in the Planning and Design Code (the Code) and whether they are appropriate given the increasing length and width of vehicles. Recommendation 50 of the Expert Panel identified that minimum garage sizes should be increased.
- 1.4 The Amendment Bill and VPS seeks to address these issues.
- 1.5 Public consultation for the Amendment Bill and VPS commenced on Monday 24 February 2025 and closed on Monday 10 March 2025 (Adelaide Cup Day).
- 1.6 Council staff have prepared a submission in response to the Amendment Bill and VPS which highlights matters of concern and requested amendments. The submission forms Attachment 1 to this report.
- 1.7 As a result of the short timeframe to provide comments and inability to seek an time extension the Administration submission on the Vehicle Parking Scheme has been provided to the Department for Housing and Urban Development.
- 1.8 Given the nature of the matters addressed by the Amendment Bill, Council’s consideration is sought.
- 1.9 The Amendment Bill, VPS and Frequently Asked Questions information sheet have also been included as Attachments 2, 3 and 4 respectively, and can also be found on the yourSAY website via the following link: [Vehicle Parking Amendment Bill | YourSAY](#)

## 2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Nil.

## 3. DISCUSSION

- 3.1 In summary the Amendment Bill in its current form would:
  - 3.1.1 Require the creation of a VPS and VPF.

- 3.1.2 By way of a mandatory condition applied to a development approval, require all car parking for designated developments to either comply with the minimum number and dimensions of vehicle parks, or pay into the VPF, in accordance with the VPS. At this point in time, dwellings within Greater Adelaide form the only form of designated development.
- 3.1.3 Prescribe the scope the VPS may provide for and the breadth of its application.
- 3.1.4 Require the VPS to specify that the number of vehicle parks for new dwellings to be 1 park for 1 bedroom dwellings and 2 parks for a dwelling with 2 or more bedrooms.
- 3.1.5 Enable the VPS to prevent certain classes of development from being able to make contributions to the VPF in lieu of providing off-street parking.
- 3.1.6 Enable the VPS to require certain classes of development to be referred to the Minister, who then may either direct the relevant authority to refuse the development, or approve the development with conditions as determined by the Minister.
- 3.1.7 Enable the Minister to exclude an area or types of development from all vehicle parking requirements introduced under this Amendment Bill.
- 3.1.8 Establish a default penalty of \$250 and a maximum penalty of \$10,000 for the contravention of a condition required under this section.
- 3.1.9 Prescribe that the Minister may use the VPF to establish public vehicle parking in areas where insufficient parking exists, improving existing vehicle parking facilities, improving public bicycle parking facilities and any other thing considered appropriate by the Minister to address vehicle parking.
- 3.1.10 Enable the Minister to wind up existing vehicle parking schemes and for funds to be transferred to the newly created VPF.
- 3.2 In summary, the VPS in its current form:
  - 3.2.1 Is only applied to dwellings within Greater Adelaide.
  - 3.2.2 Does not enable contributions to be made to the VPF in lieu of providing car parking for Class 1a dwellings and apartment buildings.
  - 3.2.3 Requires all new 1 bedroom dwellings to provide a minimum of 1 vehicle park and all new dwellings with 2 bedrooms or more to provide 2 vehicle parks.
  - 3.2.4 Requires single vehicle parks to achieve a minimum dimension of 3,500mm x 6,000mm.
  - 3.2.5 Requires double vehicle parks to achieve a minimum dimension of 5,400mm x 5,400mm or 10,800mm x 3,000mm.



- 3.2.6 Requires single garage or carport doors to have a minimum opening width of 3,000mm.
- 3.2.7 Where no undercover parking is proposed, require at least 1 vehicle park capable of being covered in a manner consistent with the Planning and Design Code.
- 3.2.8 Should further classes of development be included within the ambit of the VPS, contributions to the VPF would be made at a rate of \$35,000 per vehicle park for developments within the City of Salisbury.
- 3.3 The Administration has a number of fundamental concerns regarding the material that has and has not been included as part of the Amendment Bill and VPS.
- 3.4 The Administration also raises issue with the timeframe provided by the State Government for submissions to be received by. The 14 day consultation period provided has been insufficient to facilitate appropriate consideration and adoption of a position by the Elected Members of local governments on changes to the Planning System that will have a significant impact on the way our communities develop.
- 3.5 The Amendment Bill and VPS adds a greater level of complexity to the planning system than is unnecessary. This unnecessary complexity will likely result in the inconsistent application and interpretation of car parking requirements across relevant authorities, diminishing certainty for developers and community members alike, whilst having a limited effect on addressing the root causes of the issues.
- 3.6 The planning system has existing legislative infrastructure that can be used or replicated to achieve the desired outcome of these reforms and would avoid a separate set of considerations for vehicle parking outside of the existing statutory instruments.
- 3.7 The VPS in its current form does not specifically address all possible fringe scenarios that can arise across the spectrum of residential development, and instead uses a blunt instrument to assign mandatory parking rates and dimensions with no exception. Removing all discretion within the assessment process will inevitably see undesirable outcomes in relation to adaptive re-use of heritage places, multi-tenant carparks and enforcement.
- 3.8 Additionally, the VPS does not provide for reduced car parking rates for housing within our city centres (Salisbury, Mawson Lakes, etc.), nor the Adelaide CBD, where higher levels of access to public transport, services and open space are available.



- 3.9 Significant concern is held regarding the impacts that these proposed changes will have on the delivery of affordable housing which will see parking rates increase between 2 and 7 times the current rate for affordable housing with 2 or more bedrooms. The construction costs and use of land lost to deliver these additional parking spaces will have an impact on the number of affordable houses that can be effectively delivered. Therefore, it is considered that further investigations should be undertaken by the State Government to have a greater understanding of the level of impact these changes will have before they are introduced.
- 3.10 The VPS in its current form presents a substantial number of deficiencies relating to unintended and undesirable interactions with the existing planning system, as well as matters of interpretation and inconsistent language. Examples of such are detailed below (with further instances identified in Attachment 1):
- 3.10.1 Relevant authorities have no ability to require amendments to development assessed as 'Accepted' or 'Deemed to Satisfy' which have no prospect of meeting the mandatory conditions.
  - 3.10.2 Amendment Bill does not address studio dwellings (i.e. dwellings with 0 bedrooms) or other forms of residential development (e.g. co-living, student accommodation, ancillary accommodation, etc) that do not fall within the definition of a 'dwelling'.
  - 3.10.3 Policies within the Planning and Design Code (the Code) that relate to the number of bedrooms typically also capture 'rooms that can reasonably be used as a bedroom' to avoid scenarios where rooms may be labelled as a study (or similar) to avoid certain thresholds. This capture-all has not been included within the VPS.
  - 3.10.4 A conversion of a State Heritage Place to a dwelling may become unachievable as parking must be provided under this legislation but there may be insufficient space on site to provide the minimum number of parks that also meet the minimum dimensions without demolishing a portion of the heritage place.
  - 3.10.5 No clarification is provided as to whether storage may be undertaken within the vehicle parking areas. On a strict reading of the VPS, it does not appear that the vehicle parking areas can be used for any other purpose. Therefore, any storage undertaken within the dimensioned areas could be subject to enforcement proceedings.
  - 3.10.6 The VPS does not consider interactions with residential developments that require visitor car parking.
  - 3.10.7 In uncovered parking arrangements, the provision for the future covering of carparks does not account for the height or length of structures on a boundary, or ventilation requirements for the dwelling.
  - 3.10.8 The use of the term 'apartment buildings' is not a defined term.

- 3.10.9 Mandatory conditions must be applied at each development authorisation, resulting in the duplication of mandatory conditions where an application requires Planning Consent and Building Consent. Additionally, the conditions applied at Planning Consent and Building Consent have the potential to be inconsistent given that a standard condition has not been provided as part of the scheme.
- 3.11 Under section 200A(5) of the Amendment Bill, the Minister for Planning may resolve to wind up all car parking funds held by the City of Salisbury on or after the designated day (at least 18 months after section 200A comes into operation). Any standing amounts held within the car parking funds that are wound up by the Minister shall then be paid into the VPF.
- 3.12 Currently, the Salisbury District Centre Carparking Fund, administered by Council, requires a contribution of \$12,000 per car parking space where the on-site car parking provision under the *Development Act 1993* (now *Planning, Development and Infrastructure Act 2016*) cannot be met. Small businesses with an area of less than 200 square metres and a parking shortfall of less than 2 spaces per 100 square metres are exempt from contributing into the Fund.
- 3.13 The majority of the Fund was previously expended on the purchase of land for carparking. As at February 2024, the balance of the Fund was \$617,534.56. It is proposed that this money be allocated to the construction of the multi-deck car park that is currently proposed for the Salisbury City Centre.
- 3.14 In addition, the Mawson Lakes Carparking Fund has a balance of \$396,729.27. While we are no longer collecting contributions to this Fund, it is suggested that Council give consideration to whether it would prefer to use the funds in Mawson Lakes rather than surrender the funds to the State Government.
- 3.15 Administration will bring back a report to Council on opportunities to utilise the remaining funds should the Bill be passed.

#### **4. FINANCIAL OVERVIEW**

- 4.1 There are no financial implications resulting from providing a submission to Department for Housing and Urban Development in response to the Amendment Bill and VPS.

#### **5. CONCLUSION**

- 5.1 Concerns raised regarding on-street parking in residential areas has led the State Government to prepare an Amendment Bill and VPS.
- 5.2 The intent of the Amendment Bill and VPS in its attempt to reduce the number of vehicles parked on streets in residential areas and ensuring that vehicle parking areas for dwellings are fit for purpose is supported.
- 5.3 However, concerns are held regarding the outcomes of the Amendment Bill and VPS, particularly:
- 5.3.1 Its impact on suburban infill areas (or lack thereof),

- 5.3.2 Its impact on the delivery of affordable housing, and housing within our city centres (Salisbury, Mawson Lakes, etc).
- 5.3.3 Unnecessary complexity and duplication of planning assessment considerations, and
- 5.3.4 Numerous matters of interpretation and omission.
- 5.4 Particular concern has been held regarding the lack of public engagement on the matter and providing insufficient time for local governments to facilitate appropriate consideration and adoption of a position by Elected Member bodies.
- 5.5 The City of Salisbury administration submission in response to the Amendment Bill is considered to identify these matters and requests that the State Government reviews and amends the Amendment Bill in a manner that overcomes the concerns identified.
- 5.6 Should Council have any proposed amendments to the Administration submission, a further Council endorsed submission can be submitted to the Department for Housing and Urban Development.



City of Salisbury  
ABN 82 615 416 895  
34 Church Street  
PO Box 8  
Salisbury SA 5108

(08) 8406 8222  
city@salisbury.sa.gov.au  
salisbury.sa.gov.au



12 March 2025

Ms Sally Smith  
Deputy Chief Executive  
Department for Housing and Urban Development  
Level 9, 83 Pirie Street  
ADELAIDE SA 5000

Via email: [dhud.plansasubmissions@sa.gov.au](mailto:dhud.plansasubmissions@sa.gov.au)

### City of Salisbury Submission – Vehicle Parking Scheme

Dear Sally,

The administration of the City of Salisbury has taken the time to carefully consider the *Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025* and the *Vehicle Parking Scheme* given the substantial impact this legislation will have on the delivery of housing within the Council area and the State more broadly.

I would like to highlight my concern that two weeks has provided insufficient time for local government to facilitate appropriate consideration and adoption of a position by our respective Elected Member bodies on this important matter.

While the *Community Engagement Charter* does not apply to legislative reform, it is counter intuitive to require extensive engagement for matters identified under the *Charter*, but only provide 14 days (one of which being a public holiday) for the community to respond to changes that will have such a significant impact on development in South Australia, particularly without any engagement sessions being held to support the short time frame for a response.

By comparison, I note that public notification for a verandah exceeding the prescribed length on a boundary has a consultation period of three weeks and letters are sent to all adjacent land. Surely these reforms deserve significantly more public engagement to enable communities, local government and industry sufficient time to meaningfully engage with the material and provide well considered submissions.

The proposed amendments add a greater level of complexity to the planning system than is necessary. This unnecessary complexity will result in inconsistent application and interpretation across relevant authorities, diminishing certainty for developers and community members alike. The planning system has existing legislative infrastructure that can be used or replicated to achieve the desired outcomes of these reforms and would avoid a separate set of considerations for vehicle parking outside of the existing statutory instruments.

The *vehicle parking scheme* in its current form does not specifically address all possible fringe scenarios that can arise across the spectrum of residential development. By legislating these



requirements, we will inevitably see undesirable outcomes from the reforms in relation to adaptive re-use of heritage places, multi-tenant car parks and enforcement.

It is requested that further investigation is undertaken on the impacts that these proposed reforms will have on the delivery of affordable housing (as defined within the Planning and Design Code (the Code)). In their current form, the proposed changes will see the parking rate double for dwellings with two or more bedrooms in most instances. Furthermore, where affordable housing is located close public transport, almost seven times the amount of car parking will be required to be provided above the current parking rate. The additional construction cost and space required to deliver these additional car parks will have a significant impact on the amount of affordable housing that can feasibly be delivered.

The current planning framework precludes relevant authorities from requesting amendments to a development application that meets the relevant "Deemed To Satisfy" or "Accepted" criteria. However, the existing "Deemed to Satisfy" and "Accepted" development criteria for dwellings do not align with the mandatory carpark dimensions that will form a condition of approval as a result of these reforms. Subsequently, this allows for approvals to be issued with conditions that would not be consistent with the approved plans, and may not be achievable on the site.

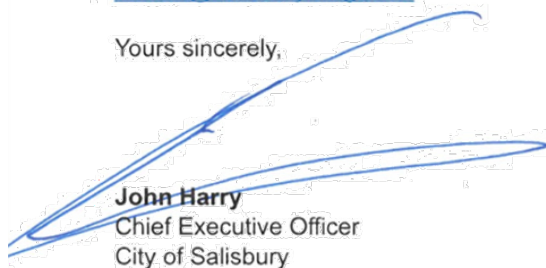
The City of Salisbury has a number of significant projects in progress that stand to be significantly impacted should our existing vehicle parking funds be wound up prior the delivery of these projects. As such we seek an indication from the Minister for Planning that sufficient time will be granted for Council to utilise these funds in the delivery of projects that will serve as precinct catalysts for the communities the contributions were intended to benefit.

The above matters are addressed in further detail in the attached submission, along with a number of other matters that require further consideration of amendment before being implemented.

We trust that the feedback provided within this submission will be carefully considered and prompt the necessary amendments to the *Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025* and the *Vehicle Parking Scheme*.

If you require any clarification regarding the comments contained within this submission, please do not hesitate to contact Mr Kynan Mann, Senior Policy Planner at [kmann@salisbury.sa.gov.au](mailto:kmann@salisbury.sa.gov.au).

Yours sincerely,



**John Harry**  
Chief Executive Officer  
City of Salisbury

Amendment Reference	Recommendation	Comments
<b>General Comments</b> Additional and unnecessary complexity to Planning System	Not supported	<p>The messaging for the reforms to the <i>Development Act 1993</i> were centred around a simplification of the State's planning system. The proposed amendments to the <i>Planning, Development and Infrastructure Act 2016</i> in this draft bill seek to introduce entirely new mechanisms and processes that cover:</p> <ul style="list-style-type: none"> <li>- The number of car parks to be supplied; and</li> <li>- The application of mandatory conditions; and</li> <li>- The dimensions for supplied car parks; and</li> <li>- Contributions made in lieu of delivery of particular matters.</li> </ul> <p>However, the existing planning system has existing mechanisms that can be amended or replicated to address each of these issues.</p> <p>The number of car parks that are required to be supplied for a given development can be addressed through a code amendment that alters Tables 1 and 2 within Part 4 – General Development Policies – Transport, Access and Parking.</p> <p>This can then be reinforced through the use of mandatory conditions established under Practice 12 – Conditions. The detail that can be included in this practice direction can be as specific or generalised as needed to meet the intentions of the Vehicle Parking Scheme (VPS).</p> <p>The dimensions for car parking spaces for dwellings are already listed within the Code and could therefore be amended to achieve the same outcome. The dimensions identified in the Code also be reinforced by way of mandatory condition.</p> <p>The Urban Tree Canopy Overlay comprises sophisticated policy within the Code that requires trees to be planted as part of the establishment of a new dwelling. The policies distinguish requirements dependent on the specifics of the development, its location through the use of an overlay and also enables the payment into a fund in lieu of providing trees on site. Therefore, a system of requiring a particular number of car parks, in particular locations, that meets</p>

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		<p>particular requirements, in response to the nature of the development, and which enables payments into an offset scheme in particular cases, could be replicated within existing and familiar frameworks already established within legislation, the Code and Practice Guidelines.</p> <p>The additional complexities are not limited to the application of new and additional mechanisms to the Planning System but will also extend to the way that meeting these mechanisms will interact with existing parking requirements and vice versa.</p> <p>The additional complexity being introduced to the Planning System is likely to result in differing interpretations and applications of the additional requirements by relevant authorities, particularly where there is double up of requirements.</p> <p>The consultation timeframe has been insufficient to enable appropriate consideration by local government and the time required for a report to be prepared by the administration to be presented to the Elected Member body for a decision on the content contained within their submission. The consultation timeframe has not allowed for a meaningful engagement process and has not provided communities or industry professionals sufficient time to meaningfully engage with the material and address concerns.</p> <p>The key messaging behind these proposed reforms has been identified as the State Government recognising the need to address car parking on residential streets, particularly in areas seeing substantial infill. Separately, the changes seek to address the Expert Panel recommendation of reviewing car parking space sizes specified in the Code.</p> <p>It should be noted that the proposed changes are unlikely to resolve existing parking issues in residential areas given that the only mechanism provided to address existing parking issues is through the use of contributions by the Minister made into the Vehicle Parking Fund. Given the costs associated with increasing road widths to provide angled parking on suburban streets, it is unlikely that we will see the fund address small scale issues like this. Particular where the contributions are made by commercial developments, it is likely that we will see</p>
Consultation Timeframe	Not supported	
Effectiveness of proposed changes.	General comment	

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		<p>use of the fund to address parking around commercial areas where a high proportion of developments make contributions to prevent car parking from becoming an issue there.</p> <p>It is also considered that the minimum number of car parks that is being legislated aligns with the same requirements listed within the Code for the majority of suburban areas within Campbelltown City Council – one of the most vocal on how this issue is impacting their community. It should be noted that the proposed parking minimums will only change the number of parks required to be supplied for dwellings within the Urban Corridor (Living) Zone, Urban Corridor (Business) Zone and Urban Neighbourhood Zone. The Urban Corridor Zones within Campbelltown City Council are solely located along Magill Road and Lower North East Road and are not representative of residential streets. Furthermore, the only Urban Neighbourhood Zone within Campbelltown City Council does not comprise any existing residential development, and is therefore not contributing to on-street parking concerns. As such, the remainder of the Council's residential areas already have Code policies that require 1 park for 1 bedroom dwellings and 2 parks for 2 or more bedroom dwellings. Given all of the above, the parking minimums that are proposed to be prescribed within legislation will have no effect on the number of vehicles parked on the street in the vast majority of cases, due to it having no impact on the already existing parking requirements in areas where small scale infill is already occurring within the City of Salisbury.</p> <p>One area where the proposed minimums will have a substantial impact, is the delivery of affordable housing. The proposed changes will see two bedroom dwellings going from 0.3 parks (in particular locations) or 1 carpark per dwelling to 2 carparks per dwelling in all cases. Where affordable is located close public transport, these changes will mean that almost seven times the amount of car parking will be required to be provided for these dwellings. This will significantly limit the amount of affordable housing that can feasibly be delivered. Therefore a blanket application of the car parking rates to affordable housing is not supported.</p> <p>Relevant authorities are required to issue a decision for a dwelling that meets Deemed To Satisfy criteria or Accepted Development, however these Code and</p>
Impact on the delivery of affordable housing	Not supported	
Deemed to Satisfy and Accepted Development Approvals	Further investigation	

		<p>Schedule 6A requirements do not align with the mandatory condition requirements set out by this amendment Bill and VPS. Subsequently, a relevant authority will be required to issue a decision on an application that meets all applicable Deemed to Satisfy or Accepted development criteria and is then required to apply a condition that may not be consistent with the approved plans, and may not even be achievable on the site due to insufficient space. It is therefore recommended that further investigation is undertaken to consider how this interaction may be resolved prior to the introduction of these additional requirements.</p> <p>These reforms prevent all forms of professional discretion, minor variations and appropriate management of fringe scenarios. In reality, applications are not square, flat and standardised, making it practically impossible to provide policy guidance for all development scenarios. It is the primary function of planning professionals, to use their knowledge and experience to make decisions where a development does not meet all the relevant policies perfectly. Planning is fundamentally a balancing Act, and to prevent professional discretion in instances where parking dimensions may fall short by millimetres (to achieve other positive or necessary outcomes) undermines the value of professionals' knowledge and expertise.</p>
Inability for professional discretion	Not supported	
<b>Section 127A</b>		
Subsection 1 – duplication of conditions	Recommended amendment	<p>Current wording of subsection identifies "...a relevant authority must, in granting development authorisation for a designated development, impose the following conditions...". Therefore, these mandatory conditions apply to each development authorisation, resulting in the same conditions being duplicated across consents. Given the absence of a standard condition, this could also result in conflicting interpretations of requirements between authorities.</p> <p>Standard wording should be provided for the conditions to be applied in accordance with subsection 1(a) to ensure consistency across all relevant authorities. Practice Direction 12 – Conditions is recommended for this use and the relevant mechanisms should be amended to reflect those that already exist for the application of mandatory conditions.</p>
Subsection 1(a) - condition wording	Recommended amendment	

Subsection 4 – other forms of residential development	Further investigation required	<p>Subsection 4 does not address studio dwellings (zero bedroom dwellings) or other forms of residential development that do not fall within the definition of a dwelling under the Code. Ancillary accommodation and co-living are not captured within the definition of a dwelling but will have contributing impacts to on-street car parking given that they have no parking rate and 0.5 parks per residence respectively. It is therefore recommended that that studio accommodation and other forms of residential accommodation outside of the definition of a dwelling are reviewed and considered as part of any legislative change.</p> <p>The application of the car parking rates should not be determined by the number of bedrooms nominated by the applicant. Rather, the number of car parks should be determined by the number of rooms that can reasonably be used as a bedroom. It is therefore recommended that subsections 4 and 11 are amended to identify that bedrooms or rooms that can reasonably be used as a bedroom both count towards the applicable car parking rate.</p> <p>It is requested that all forms of dwellings located within the areas identified as "designated areas" by Table 2 of Transport, Access and Parking are excluded from the operation of this section, particularly the following areas within the City of Salisbury:</p> <ul style="list-style-type: none"> <li>- Residential component of a multi-storey building within: <ul style="list-style-type: none"> <li>o Strategic Innovation Zones when the site is also in a high frequency public transit area.</li> <li>o Urban Activity Centre Zones when the site is also in a high frequency public transit area.</li> <li>o Urban Neighbourhood Zones.</li> </ul> </li> <li>- Residential flat buildings within: <ul style="list-style-type: none"> <li>o Urban Activity Centre Zones when the site is also in a high frequency public transit area.</li> <li>o Urban Neighbourhood Zones.</li> </ul> </li> </ul>
Subsection 4 and 11 – bedroom terminology	Recommended amendment	
Subsection 9 – Parking requirements in designated areas	Requested exclusion	
Subsection 9 - adaptive re-use of Local and State Heritage Places	Requested exclusion	<p>The proposed changes will limit the adaptive re-use of State and Local Heritage places that are currently used for commercial purposes. A change of land use application would result in the proposal being assessed as a new dwelling and therefore having to apply the proposed car parking rates and dimensions. It is considered that, in the limited instances where this would occur, the adaptive re-</p>

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Subsection 10 - enforcement	Further Investigation required	<p>use of a heritage place, without impacting the heritage fabric, is of more value than achieving 1-2 additional off-street car parks. It is therefore recommended that Section 127A(9) is used to exclude all development relating to a State or Local Heritage Place from the operation of Section 127A.</p> <p>Further investigation and communication to community is required on whether the State Government is seeking subsection 10 to be applied when vehicle parking areas are used for storage. It stands to reason that vehicle parking areas should remain free and clear of storage to enable the park to be used by vehicles, if the intent of the Bill is reducing the number cars parked on the street. However, subsection (1)(a)(i)(A) only conditions the number of parks and the dimensions of those parks, but not specifically their use. While it will likely be inferred that by using the whole of the vehicle park for storage the condition is no longer being met, clarity should be provided in the subsection that outlines the use of vehicle parks need to be retained for vehicle parking purposes. This would provide clarity for landowners who have such conditions applied to their development as well as relevant authorities in relation to the enforcement of these conditions.</p> <p>Further to the above, there is substantially less clarity regarding whether any portion of the vehicle parking area may be used for storage. The VPS identifies that each vehicle park must meet prescribed dimensions. In the absence of any other statement or reference to the use of space within these dimensions, it appears that the entire area within the dimensions listed, must be used solely for car parking and can not be used for storage.</p> <p>However, the issued Frequently Asked Questions information sheet identifies that the primary reason for the increase in width to single width garages is to accommodate storage. If the intent is to enable some storage to be located within vehicle parking areas, then this should be clearly identified within the amendment Bill or the VPS. Furthermore, if vehicle parking areas are envisaged to accommodate storage, it is recommended that the double garage dimensions (both side by side and end to end) are increased to ensure space for storage without forcing one or more vehicles being located outside of the double garage.</p>
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<b>Section 200A</b>		
Subsection 4 – use of funds	Recommended amendment	There is a lack of clarity and confidence for where the funds will be used and the general transparency of the fund. It the intention is for VPS contributions only applying to areas where there is an existing car parking fund, then funds should only be used in these areas. If contributions via the VPS are opened up more broadly, the reasons for the use of the fund in that particular location need to be identified.
Subsection 5 – winding up of funds	Requested consideration	The Bill proposes the establishment of a Vehicle Parking Fund and that it allows the Minister to “to wind up existing council carparking funds (those that were established under the Development Act 1993) and transfer remaining monies into the Fund, at least 18 months after the Bill commences operation.” Council has in excess of \$600,000 contained within its existing vehicle parking funds and would seek its use towards to strategic vehicle parking projects within the areas the existing schemes apply. It is therefore requested that the existing City of Salisbury car parking funds are not wound up until such time as these strategic projects have been enacted.
<b>Vehicle Parking Scheme</b>		
Clause 5.1 – visitor parking	Further investigation required	The Code requires visitor car parks to be supplied for group dwellings and residential flat buildings, however the VPS does not address the appropriate provision of visitor parking. It is noted that group dwellings and residential flat buildings provide opportunities for significant increases in density and therefore consideration of requiring a particular provision for visitor parking should be contemplated.
Clause 5.2 - general application	Recommended amendment	Clause 5.2 of the VPS identifies that “Each vehicle park... must meet the following internal dimensions”. The wording of this clause is suggestive that all of the following requirements need to be met, rather than one of the following which is relevant to the development scenario.  Furthermore, it is recommended that clause 5.2 be refined to clearly identify that it only applies to covered vehicle parking spaces. With the current wording, if two separate single vehicle parks are provided, they are both required to meet the

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		<p>dimensions listed for a single vehicle park. Noting that the intention of the increase to single vehicle parks is to provide for storage space, applying these dimensions to a parking space that is not required to be covered is placing unnecessary requirements on development.</p> <p>The dimension requirements listed within the VPS should consider the revised standards recommendations for larger parking bays, undertaken by Standards Australia. If intent of these proposed changes is to accommodate larger vehicles within new dwelling garages, double parks should be lengthened to match the single park length to accommodate the growing length of vehicles. If the intent of these proposed changes is to accommodate storage within covered parking spaces, the dimensions for double parks should also be increased as 5.4 x 5.4 does not enable storage with two vehicles parked inside.</p> <p>Furthermore, car parking requirements should be tied to Australian Standards within the Code to enable minor amendments to the Code at the time the Standard is amended.</p>
Clause 5.2 - vehicle park dimensions	Recommended amendment	<p>Given that the VPS appears to prevent any part of the vehicle park to be used for storage, the listed dimensions are considered to be excessive for multi-tenant carparks and provide no benefit to the occupants of group dwellings and residential flat buildings. It is therefore recommended that clarity regarding whether the vehicle parks can be used in part for storage (with specific parameters) or multi-tenant carparks are excluded from the dimensional requirements.</p>
Clause 5.2 - multi-tenant car parks	Recommended amendment	<p>The design conditions to be met by an uncovered carpark enabling the provision of a future covered park do not account for the following:</p> <ul style="list-style-type: none"> <li>- The height of the future carport/garage on a boundary where filling of land is required.</li> <li>- The total length of structures on a boundary (either proposed as part of this development or future development).</li> <li>- Ventilation requirements under the National Construction Code.</li> </ul>
Clause 5.3 - future covering of uncovered parks	Further investigation	<p>The Established Neighbourhood Zone identifies that garages and carports should be setback 0.5 metres behind the building line of the dwelling. It is therefore</p>
Clause 5.3 - uncovered park setbacks	Recommended amendment	

Clause 7.1 - payment to relevant authority	Recommended amendment	recommended that clause 5.3 of the VPS is amended to ensure that the uncovered space appropriately considers this requirement where relevant. It is recommended that fund contributions be paid directly to the State Government rather than to the relevant authority, which includes Assessment Panels, Assessment Managers, Private Planning Certifiers and Private Building Certifiers.
Clause 7.6 - land use references	Drafting amendment	For consistent interpretation of this clause, it is recommended that land use definitions contained within the Code be used.
Clause 7.6 - prevention of contribution condition	Recommended amendment	Should section 127A(9) not be used to exclude dwellings within designated areas from the operation of this section, it is recommended that this clause be amended to enable contributions to be made in lieu of providing vehicle parking within the designated areas identified in Table 2 of Transport, Access and Parking.  Furthermore, given that the VPS does not address the provision of visitor parking, it is also recommended that this clause be amended to enable contributions to be made in lieu of on-site visitor parking.
Clause 8.1 - refunds	Recommended amendment	There is no timeframe identified for by when a refund must be requested by. This raises potential for funds that are requested to be refunded, having already been spent. It is recommended that a timeframe for when a refund must be requested by is inserted.  Alternatively, a mechanism could be inserted into section 200A that identifies that funds paid into the scheme only become available for use by the Minister upon the substantial completion of the development, at which point the approval can not be lapsed or cancelled.



Draft for comment

South Australia

**Planning, Development and Infrastructure  
(Vehicle Parking) Amendment Bill 2025**

A BILL FOR  
An Act to amend the *Planning, Development and Infrastructure Act 2016*.

**Contents**

Part 1—Preliminary	
1	Short title
2	Commencement
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3	Insertion of section 127A
	127A Mandatory vehicle parking conditions
4	Insertion of section 200A
	200A Vehicle parking fund

The Parliament of South Australia enacts as follows:

**Part 1—Preliminary**

**1—Short title**

5                   This Act may be cited as the *Planning, Development and Infrastructure (Vehicle Parking) Amendment Act 2025*.

**2—Commencement**

                  This Act comes into operation on a day to be fixed by proclamation.

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Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025  
Part 2—Amendment of *Planning, Development and Infrastructure Act 2016*

## Part 2—Amendment of *Planning, Development and Infrastructure Act 2016*

### 3—Insertion of section 127A

After section 127 insert:

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#### 127A—Mandatory vehicle parking conditions

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- (1) Subject to this section, a relevant authority must, in granting development authorisation for a designated development, impose the following conditions in relation to the development authorisation:

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(a) —

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- (i) in the case of a designated development that involves the construction of a new dwelling—a condition that—

(A) the dwelling have at least the minimum number of vehicle parks on the site of the dwelling that are of at least the minimum dimensions in accordance with the vehicle parking scheme; or

(B) the applicant pay an amount calculated in accordance with the vehicle parking scheme into the vehicle parking fund established under section 200A; or

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- (ii) in any other case—a condition that—

(A) at least the minimum number of vehicle parks that are of at least the minimum dimensions be provided in relation to the designated development in accordance with the vehicle parking scheme; or

(B) the applicant pay an amount calculated in accordance with the vehicle parking scheme into the vehicle parking fund established under section 200A;

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- (b) any other condition specified by or under the vehicle parking scheme published under subsection (2).

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- (2) For the purposes of subsection (1), the Minister must publish on the SA planning portal a scheme (the *vehicle parking scheme*) that relates to vehicle parking in relation to designated development, including conditions applying to development authorisations for such development.



**Draft****Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025**  
*Amendment of Planning, Development and Infrastructure Act 2016—Part 2*

- 5 (3) Without limiting subsection (2), the vehicle parking scheme may provide for the following:
- (a) the designation of classes of development as designated development in accordance with paragraph (b) of the definition of designated development;
  - (b) the minimum number of vehicle parks in relation to designated development;
  - (c) the minimum dimensions for vehicle parks in relation to designated development;
  - 10 (d) any other requirements in respect of vehicle parks in relation to designated development (for instance, whether or not parks must be covered or capable of being covered);
  - (e) any other conditions in respect of vehicle parks that apply to a development authorisation granted in relation to a designated development, including conditions relating to payment of money (in accordance with the scheme) into the vehicle parking fund established under section 200A in lieu of compliance with vehicle parking requirements;
  - 15 (f) any other matter relating to vehicle parks in relation to designated development considered appropriate by the Minister.
- 20 (4) The minimum number of vehicle parks specified under the vehicle parking scheme for a designated development that involves the construction of a new dwelling must be no less than—
- 25 (a) in the case of a dwelling with 1 bedroom—1 vehicle park; or
  - (b) in the case of a dwelling with 2 or more bedrooms—2 vehicle parks.
- 30 (5) A relevant authority cannot impose a condition of a kind referred to in subsection (1)(a)(i)(B) or (ii)(B) in relation to designated development of a class excluded from the application of 1 or both of those subsubparagraphs by the vehicle parking scheme.
- 35 (6) The Minister may, in accordance with the vehicle parking scheme—
- (a) require a relevant authority to refer to the Minister a particular application for development authorisation in relation to a designated development and any relevant information provided by the applicant; and
  - (b) direct the relevant authority—
    - 40 (i) to refuse the application; or
    - (ii) that the development authorisation may only be granted by the relevant authority if the relevant authority imposes conditions determined by the Minister in respect of the development authorisation,

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**Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025**  
 Part 2—Amendment of *Planning, Development and Infrastructure Act 2016*

and the relevant authority must comply with any such direction.

**Note—**

Conditions determined under paragraph (b)(ii) may, for example, include a condition relating to payment of money into the vehicle parking fund established under section 200A.

(7) A condition imposed in accordance with subsection (6)(b)(ii) has effect despite subsections (1) and (5).

(8) The provisions of the vehicle parking scheme may be of general, limited or varied application according to—

- (a) the class of designated development; or
- (b) the circumstances; or
- (c) any other specified factor,

to which the provision is expressed to apply.

(9) The Minister may, by notice published on the SA planning portal, exclude an area, a dwelling, or dwelling of a class, or a development, or development of a class, from the operation of this section.

(10) A person must not contravene a condition imposed by or under this section in relation to a development authorisation.

Maximum penalty: \$10 000.

Default penalty: \$250.

(11) In this section—

*designated development* means—

- (a) a development within Greater Adelaide involving the construction of a new dwelling with 1 or more bedrooms for residential purposes; or
- (b) a development of a class specified by the vehicle parking scheme;

*dwelling* has the same meaning as in the Planning and Design Code;

*residential purposes*, in respect of the construction of a new dwelling, does not include the construction of a hotel or motel.

**4—Insertion of section 200A**

After section 200 insert:

**200A—Vehicle parking fund**

(1) The Minister must establish and maintain a fund to be called the *vehicle parking fund*.

(2) The fund will consist of—

- (a) all amounts required to be paid into the fund by or under this Act; and

**Draft****Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025**  
Amendment of *Planning, Development and Infrastructure Act 2016*—Part 2

- (b) any income paid into the fund under subsection (3); and
- (c) any amounts paid into the fund in accordance with subsection (5)(b).
- 5 (3) Any money in the fund that is not immediately required for the purpose of the fund may be invested by the Minister and any resultant income must be paid into the fund.
- (4) The Minister may apply any part of the fund for the purposes of—
- 10 (a) establishing, developing and maintaining public vehicle parking in areas where the Minister considers insufficient vehicle parking exists, including by acquiring land for the purposes of public vehicle parking; or
- 15 (b) maintaining or improving existing public vehicle parking facilities, including by maintaining or improving signage, road surfacing, line marking, lighting and pedestrian connectivity in respect of such facilities; or
- (c) improving public bicycle parking facilities; or
- (d) any other thing relating to vehicle parking considered appropriate by the Minister.
- 20 (5) Without limiting section 197(7) or (8), the Minister may, on or after the designated day—
- (a) wind up a scheme established under section 197 (whether by the Minister or another designated entity under that section); and
- 25 (b) determine that any amount standing to the credit of the fund established as part of the scheme be paid into the vehicle parking fund established under this section (and any such determination will have effect according to its terms).
- (6) In this section—
- 30 *designated day* means the day, being a day that is at least 18 months after the day on which this section comes into operation, designated by the Minister by notice in the Gazette.



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### Vehicle Parking Scheme

This Scheme is established by the Minister for Planning (the **Minister**) under section 127A and 200A of the *Planning, Development and Infrastructure Act 2016* (the **Act**).

#### **Introduction**

Section 127A of the Act allows the Minister to publish a scheme on the SA planning portal (the **Scheme**) that relates to vehicle parking for designated development, including conditions applying to development authorisations for such development.

Section 200A enables the Minister to establish and maintain a fund called the Vehicle Parking Fund (the **Fund**).

The Minister may apply any part of the Fund for the purposes of:

- (a) establishing, developing and maintaining public vehicle parking in areas where the Minister considers insufficient vehicle parking exists, including by acquiring land for the purposes of public vehicle parking; or
- (b) maintaining or improving existing public vehicle parking facilities, including by maintaining or improving signage, road surfacing, line marking, lighting and pedestrian connectivity in respect of such facilities; or
- (c) improving public bicycle parking facilities; or
- (d) any other thing relating to vehicle parking considered appropriate by the Minister.

This Scheme is established by the Minister for contributions to be made the Fund to off-set the provision of car parking associated with a development.

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## Vehicle Parking Scheme

### 1. Citation

This Scheme may be cited as the Vehicle Parking Scheme (the Scheme).

### 2. Commencement of operation

This Scheme will commence operation on the date it is published on the SA Planning Portal.

### 3. Object of the Scheme

The Scheme is designed to support minimum carparking requirements for developments. The Scheme alleviates community concerns around carparking on residential streets and commercial areas, especially in those areas where substantial infill development is occurring.

The Scheme provides that an applicant for development approval may, in appropriate cases, elect to make a contribution to the Fund instead of providing the required number of carpark spaces at the development. This contribution furthers the objects of the Act in the manner contemplated by section 200A(4).

### 4. Interpretation

In this Scheme, unless the contrary intention appears:

**Act** means the *Planning, Development and Infrastructure Act 2016*;

**Code** means the Planning and Design Code established under the Act;

**DTS/DPF** policy means the deemed-to-satisfy criteria and the designated performance feature 5.1 and Tables 1 or 2 (as the relevant case may be) in the Transport, Access and Parking General provisions in the Code;

**Fund** means the *Vehicle Parking Fund*, established under section 200A of the Act;

**Greater Adelaide** means Greater Adelaide constituted under section 5 of the Act;

*Note: Section 12 of the Legislation Interpretation Act 2021 provides that expressions used in a legislative instrument or other instrument made under an Act have the same meaning as they have in the Act (as in force from time to time).*

### 5. Vehicle Parking Requirements

5.1. For the purposes of section 127A(4) of the Act, the Scheme provides that the construction of a new dwelling must have:

5.1.1. in the case of a dwelling with 1 bedroom – 1 vehicle park; or

5.1.2. in the case of a dwelling with 2 or more bedrooms – 2 vehicle parks.

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- 5.2. Each vehicle park, including those within an enclosed garage, must meet the following minimum internal dimensions:

Vehicle Park Type	Width	Length
Single Vehicle Park	3500 mm	6000 mm
Double Vehicle Park	5400 mm	5400 mm

- 5.2.1. A single garage or carport door opening must be a minimum of 3000 mm.
- 5.2.2. A double vehicle park may also be designed with minimum internal dimensions of 10,800 mm x 3000mm.
- 5.3. For the purposes of section 127A(3)(d):
- 5.3.1. Vehicle parks are not required to be covered but one must be capable of being undercover (and once undercover, must still meet the dimensions specified in clause 5.2 of this Scheme); and
- 5.3.2. Where undercover vehicle parks are not provided, provision should be made for a covered vehicle park that is able to conform with the following design conditions in the Code:
- 5.3.2.1. situated so that no part of the garage or carport is in front of any part of the building line of the dwelling.
- 5.3.2.2. are set back at least 5.5m from the boundary of the primary street.
- 5.3.2.3. have a garage door / opening not exceeding 7m in width.
- 5.3.2.4. have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.

## 6. Designated Classes of Development

- 6.1. For the purposes of section 127A(3)(a) of the Act, the designated classes of development are those outlined in Schedule 1 to this Scheme.

## 7. Payment into Fund

- 7.1. Payment to the Fund will be required to be paid to the relevant authority prior to the issuing of final Development Approval.
- 7.2. Any money in the Fund that is not, for the time being, required for the purpose of the Fund, may be invested by the Treasurer and any resultant income must be paid into the Fund.
- 7.3. Any money advanced or made available by the Treasurer or any other person or body for the purposes of the Fund, must be paid into the Fund.

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7.4. Where an applicant has elected to make a contribution to the Fund under this Scheme, the relevant authority will impose a condition on the relevant development authorisation requiring that payment will be made in accordance with this Scheme directly to the relevant authority (and not via the SA Planning Portal).

7.5. Where:

- 7.5.1. an applicant seeks planning consent; and
- 7.5.2. DTS/DPF policy requires the provision of car parking spaces; and
- 7.5.3. the applicant elects to make a contribution to the Fund in lieu of providing car parking spaces at the following rates:

Area	Rate (\$ per carpark)
CBD	\$45,000
Metropolitan Adelaide	\$35,000
Outside of Metropolitan Adelaide	\$25,000
Other	\$10,000

7.6. For the purposes of section 127A(5) of the Act, a relevant authority cannot impose a condition requiring a contribution be made into the Fund in lieu of providing the minimum number of carparks for the following classes of development:

- 7.6.1. Class 1a dwellings; or
- 7.6.2. Apartment buildings.

## 8. Refunds

8.1. A proponent will be able to seek a refund for a contribution made to the Fund in accordance with this Scheme if:

- 8.1.1. the relevant Development Authorisation has lapsed;
- 8.1.2. in accordance with section 143 of the Act, the relevant Development Authorisation has been cancelled; or
- 8.1.3. a variation made pursuant to section 128 of the Act will change the requirements pertaining to the provision of carparking, resulting in an overpayment being made.

## 9. Auditing

9.1. The Fund must be audited by an auditor determined by the Minister at the end of each financial year and the audited accounts of the Fund by must be included as part of the annual report for the Act required under the *Public Sector Act 2009*.

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**Schedule 1**

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## FREQUENTLY ASKED QUESTIONS

# Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025

### Why is the South Australian Government progressing the Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025 (the Bill)?

The government has recognised the need for legislative amendment as carparking on residential streets has become a contentious issue amongst the community, especially in those areas where substantial infill development is occurring. As a result, the government made an election commitment (as part of Planning for SA) to “ensure future developments provide a minimum of at least one off-street car park for every dwelling, or two car parks for dwellings with two or more bedrooms with limited flexibility to deal with specific circumstances (e.g. developments in the CBD)”.

In addition, the Expert Panel on Planning System Implementation Review (Expert Panel) considered the issue of car parking space sizes specified in the Planning and Design Code (the Code) and whether they are appropriate given the increasing length and width of vehicles. As a result, they recommended (at recommendation 50 of the Expert Panel’s Final Report) that minimum garage sizes be increased to accommodate the top ten selling vehicles in the state.

### What are the key reforms being progressed in the Bill?

The provisions of the Bill:

- require that most development authorisations be subject to a condition that requires the applicant to either provide the minimum number of vehicle parks as specified in the Vehicle Parking Scheme (the Scheme) or to pay an amount calculated in accordance with the Scheme into the Vehicle Parking Fund (the Fund)
- specify that the Scheme must require new dwellings with one bedroom to have at least one vehicle park and dwellings with two or more bedrooms to have at least two vehicle parks
- allow the Minister to exclude areas or classes of development from the operation of the Scheme by notice published on the SA Planning Portal

- establishes the Fund, which may be used for any of the following purposes:
  - establishing, developing and maintaining public vehicle parking in areas where the Minister considers insufficient vehicle parking exists, including by acquiring land for the purposes of public vehicle parking; or
  - maintaining or improving existing public vehicle parking facilities, including by maintaining or improving signage, road surfacing, line marking, lighting and pedestrian connectivity in respect of such facilities; or
  - improving public bicycle parking facilities; or
  - any other thing relating to vehicle parking considered appropriate by the Minister
- allow the Minister to wind up existing council carparking funds (those that were established under the *Development Act 1993*) and transfer remaining monies into the Fund, at least 18 months after the Bill commences operation.

### What is the Vehicle Parking Scheme and what will it do?

The Scheme is designed to support minimum carparking requirements for residential developments and seeks to alleviate community concerns around carparking on residential streets, especially in those areas where substantial infill development is occurring. The Scheme will be established by the Minister for Planning under the provisions of the Bill, with its primary purpose to specify:

- that one-bedroom dwellings must have one vehicle car park and dwellings with two or more bedrooms must have at least two vehicle parks
  - Note: this rate of car parks per bedroom reflects the current rate that applies in residential zones across the state, this is not a change to current rules.
  - Note: there is no requirement to build a garage or carport, just the space for at least one vehicle to be covered should the owner choose to in the future. This is different to the current rules, where a dwelling must have a covered car park.
- the following minimum dimensions for vehicle parks:

Vehicle Park	Width	Length
Single Vehicle Park	3500 mm	6000 mm
Double Vehicle Park	5400 mm	5400 mm

- The minimum width of the door to a single garage must be at least 3000 mm.

In addition to the above, the Scheme will also:

- provide that, while vehicle parks need not be covered, at least one vehicle park must be capable of being covered (and once covered, must still meet the above dimensions)

- allow for further classes of development to be designated and captured by the Scheme, such as commercial development, once existing council car parking funds have been wound up
- specify that, other than in relation to new dwellings, a condition needs to be attached to the development authorisation requiring the applicant to make payment before development approval is issued, where there is a shortfall in the number of required vehicle parks, in line with the following rates:
  - if the development is within the CBD (while the requirements for new dwellings likely won't apply within the CBD, further classes of development within the CBD may be designated in the Scheme) – \$45,000 per vehicle park
  - if the development is outside of the CBD, but within Metropolitan Adelaide – \$35,000 per vehicle park
  - if the development is outside of Metropolitan Adelaide, but within Greater Adelaide – \$25,000 per vehicle park
  - if the development is outside of Greater Adelaide (would only apply to a further class of development designated in the Scheme) – \$10,000 per vehicle park.

**What are the current minimum dimensions of garages prescribed in the Planning and Design Code?**

Garage Type	Width	Length
Single Garage	3000 mm	5400 mm
Double Garage	5400 mm	5400 mm

**Why are only the dimensions for single vehicle parks changing?**

In drafting the Bill, the government has decided that only single garage/carport sizes should be increased in line with the Expert Panel's recommendations. This is primarily due to single garages often being used for storage purposes which limits the ability to park a vehicle. The current double garage/carport size of 5400 mm x 5400 mm is considered appropriate.

**How were the amounts payable determined for circumstances where there is a shortfall in the number of car parks?**

The rates proposed are based on market research of the cost of a carpark within the CBD. The remaining rates have then been appropriately scaled down based on distance from the CBD. It is anticipated that these rates will be subject to a review following the Scheme having been in operation for 12 months. After that review the rates will be indexed annually.

**What areas or classes of development will be excluded from the operation of the Scheme?**

It is anticipated that areas of higher density, such as the Adelaide CBD and strategic infill sites, may be excluded from the operation of the Scheme. Subject to any feedback received from stakeholders, other forms or classes of development may be excluded from the operation of the Scheme.

**Why does the Bill allow existing council carparking funds to be wound up?**

Establishing a fund controlled by the state government will ensure fees regarding a shortfall in providing vehicle parks are charged consistently across council areas. It is also understood that existing council carparking funds limit the amount of capital works or investment in carparking infrastructure that councils can undertake. One consolidated fund will increase the ability for significant investment in carparking infrastructure.

