

The Expert Panel would like your views on how **Car Parking Policy** is addressed in the Planning and Design Code

During the State Planning Commission's (the Commission) investigations and consultation on the Planning and Design Code (the Code), car parking and garaging was identified as a particular area of concern, with submissions from community members and residents' associations commonly stating insufficient on-site car parking was an issue.

In response to feedback from the public and councils during consultation, the car parking rates were increased to provide at least two (2) car parks for two-bedroom infill housing, increased from one (1) car park originally proposed, and required at least one (1) of those car parks to be covered (e.g., carport or garage). These changes brought the car parking policy in line with the former Residential Code.

Discussion

There is currently a perceived congestion issue in some parts of metropolitan Adelaide, with a significant number of vehicles being seen on our local streets. In addition, the expectation that the on-street parking space outside of a dwelling is 'reserved' for the visitors or occupants of that dwelling could be adding to the perception of congestion, particularly in circumstances when that parking space is occupied.

The Panel does not consider that it is either reasonable or practical to increase the current requirement for two (2) off-street car parks for homes of two (2) or more bedrooms.

The appropriate management of both on and off-street car parking and local road design largely falls to local government authorities to manage and enforce. The Panel is considering what opportunities for investigation and/or reform in the Code may be available to assist in easing the concern surrounding car parking and seeks further feedback on the following topics.

Code Policy on Carparking

The 2016 Census revealed that Adelaide has the highest number of people commuting to work by driving their car. It is argued that minimum car parking rates are required in the planning system due to this. This is further supported by the high use of garages for storage rather than parking, which then impacts local streets.

There is emerging thinking that providing car parking spaces encourages the choice to drive, and that a modal shift will not occur while there is a generous provision of car parking spaces within both the public and private realm.

In this regard, there is opportunity to explore how we provide car parking, particularly for developments near public transport, and whether it is necessary to provide as many car parking spaces in these locations.

The Panel also seeks feedback regarding the potential removal of the Code's requirement for at least one (1) car park to be covered when two (2) car parks are provided. This may provide opportunity for improved design outcomes on smaller allotments (if no garaging is required), whilst also retaining the flexibility for developers to provide a covered car park if they so choose.

Design Requirements

There may be an opportunity to review the various design elements that affect the interaction between a property and the street. This will ensure that sufficient provision of off-street car parking exists, together with other intersecting elements of design.

This could lead to the development of a fact sheet or design guideline that builds on and/or updates the existing [Commission fact sheet](#). The planning system could also support and encourage an uptake of design solutions for better environmental performance.

Electric Vehicles

The installation of Electric Vehicle (EV) charging infrastructure is not development as defined in the *Planning, Development and Infrastructure Act 2016*. This means there is nothing stopping the installation of this infrastructure by the planning system. In the Panel's view, consideration needs to be given to the

appropriateness of EV charging infrastructure remaining unregulated, noting that the lack of regulation may result in undesirable consequences in certain locations (i.e., installation near heritage buildings, amenity impacts etc.).

Car Parking Off-Set Schemes

Councils may establish off-set schemes and associated funds for certain purposes, such as car parking. Payments into a fund created for this purpose can be made when a proposed development does not provide the number of car parks required by the Code. The fund can be used by a council to construct public car parking facilities.

It may be desirable to consider whether the car parking fund is able to instead be used for active transport initiatives such as separated bike lanes, improved footpaths/shared paths, or other initiatives that may assist to reduce the demand for car parking.

How You Can Provide Feedback

For more information on the Planning System Implementation Review, visit:

www.plan.sa.gov.au/planning_review

You can **email a submission** to the Panel at DTI.PlanningReview@sa.gov.au or **respond to the survey** on the Expert Panel's [YourSAy](#).

Summary Papers are also available for the following topics being considered in this community engagement process:

- the PDI Act
- e-Planning and PlanSA
- Code – Trees
- Code – Character and Heritage
- Code – Infill

For further information on the matters raised in this Summary Paper, please read the full version of the Planning and Design Code Discussion Paper.

Questions To Guide Your Feedback

Code Policy

1. What are the specific car parking challenges that you are experiencing in your locality? Is this street specific and if so, can you please advise what street and suburb.
2. Should car parking rates be spatially applied based on proximity to the CBD, employment centres and/or public transport corridors? If not, why not? If yes, how do you think this could be effectively applied?
3. Should the Code offer greater car parking rate dispensation based on proximity to public transport or employment centres? If not, why not? If yes, what level of dispensation do you think is appropriate?
4. What are the implications of reviewing carparking rates against contemporary data (2021 Census and ABS data), with a focus on only meeting average expected demand rather than peak demand?
5. Is it still necessary for the Code to seek the provision of at least one (1) covered carpark when two (2) on-site car parks are required?

Design Guidelines

6. What are the implications of developing a design guideline or fact sheet related to off-street car parking?

Electric Vehicles

7. EV charging stations are not specifically identified as a form of development in the PDI Act. Should this change, or should the installation of EV charging stations remain unregulated, thereby allowing installation in any location?
8. If EV charging stations became a form a development, there are currently no dedicated policies within the Code that seek to guide the design of residential or commercial car parking arrangements in relation to EV charging infrastructure. Should dedicated policies be developed to guide the design of EV charging infrastructure?

Car Parking Off-Set Schemes

9. What are the implications of car parking fund being used for projects other than centrally located car parking in Activity Centres (such as a retail precinct)?
10. What types of projects and/or initiatives would you support the car parking funds being used for, if not only for the establishment of centrally located car parking?

Commission Prepared Design Standards

11. Do you think there would be benefit from the Commission preparing local road Design Standards?