

Holdfast Bay Car Parking Contributions Fund

1. Purpose

The purpose of the Policy is to clarify when a development proponent may provide a cash contribution through the Holdfast Bay Car Parking Contributions Fund in-lieu of providing required on-site parking within the Urban Corridor (Main Street) Zone.

2. Scope

This Policy will apply when a development application is proposed on land located in the Urban Corridor (Main Street) Zone, and all of the following applies:

- a) Off-street vehicle parking requirements cannot be achieved for the development in accordance with the Planning and Design Code.
- b) The relevant planning authority and the applicant agree that the applicant will make a cash contribution to the Car Parking Fund in lieu of providing the required number of on-site car parking spaces for the proposed development.

This Policy will not apply when a development application is proposed on land located in the Urban Corridor (Main Street) Zone and comprises a change of use from a shop to a restaurant or café where the premises were previously used for that purpose (within ten years of the application for a change of use).

3. Roles and Responsibilities

All Managers	Will manage on-street parking and off-street carparks under its jurisdiction via utilising the policy principles.
Manager Development Services	Review development applications to ensure they are compliant with this policy.

4. Policy Statement

The Urban Corridor (Main Street) Zone is the primary focus of business and community life for residents of the Glenelg area as well as a broader catchment. In addition to these roles, the Zone and its environs offers significant local, district, regional and state wide tourist, entertainment and recreational features unique to South Australia.

Business (including retail) and tourist activities can create a significant demand for car parking. Due to the small size and fragmented nature of land holdings within the Zone, on-site car parking requirements specified within the Planning and Design Code often cannot be met.

Approval of development proposals which do not meet on-site car parking will likely exacerbate an increasing short fall in car parking within the area and may impact upon the future trading capacity of the Zone.

Alternatively, to refuse such proposals could threaten the ability of the Zone to meet the needs of the catchment and to revitalise and expand upon the unique attractions of the area.

The Holdfast Bay Car Parking Contributions Fund is established pursuant to section 197 of the *Planning, Development and Infrastructure Act 2016* that enables development proponents that cannot satisfy car parking requirements in the Urban Corridor (Main Street) Zone of the Planning and Design Code, to make a financial contribution to the Fund in lieu of providing on-site car parking spaces.

Principles

- 4.1. The Holdfast Bay Car Parking Contributions Fund (Fund) applies within a designated area; specifically the Urban Corridor (Main Street) Zone of the Planning and Design Code.
- 4.2. Proposed developments in this area may satisfy car parking requirements as set out in the Urban Corridor (Main Street) Zone of the Planning and Design Code by making a financial contribution to the Fund in lieu of providing on-site car parking spaces.
- 4.3. Council recognises that decisions on contributions to the Fund are made by the Council acting as a relevant authority under the *Planning, Development and Infrastructure Act 2016*, and as such, decisions cannot be made by the elected body of the Council.
- 4.4. Council is committed to encouraging business development within the Urban Corridor (Main Street) Zone.

5. Definitions

Key term or acronym	Definition
<i>Planning, Development and Infrastructure Act 2016</i>	Means the document that contains the planning controls that guide what can and cannot be developed in a council area. Planning authorities use these planning controls to assess new development proposals.
Planning and Design Code	Means the online planning system that guides what can and cannot be developed in a council area. Planning authorities use these planning controls to assess new development proposals.

6. Administration Use Only

Reference Number:	Document Set ID: 4848677
Strategic Alignment:	Our Holdfast 2050+
Strategic Risk:	Poor or ineffective planning systems and processes
Responsible Officer(s):	Manager Development Services
First Issued / Approved:	14/02/2006, 08/09/2020
Minutes Date and Council Resolution Number:	C080920/2028
Last Reviewed:	26/09/24 approved by SLT in the new template
Next Review Date:	26/09/27
Applicable Legislation:	<i>Planning, Development and Infrastructure Act 2016</i> Planning, Development and Infrastructure (General) Regulations 2017
Related Policies:	
Other Reference Documents:	Planning and Design Code