



## Car Parking - Rockingham Strategic Centre Precinct Structure Plan (RPSP)

Car parking requirements for the Rockingham Strategic Centre are set out in Section 2.3.6 of Part One of the RPSP.

### General Provisions

1. Parking should be in basements or sleeved behind buildings unless otherwise stated in **Section 3** of the RPSP.
2. For all residential development (excluding mixed use), only one crossover per lot is encouraged. This also applies to amalgamated lots.

### Parking requirements

Use	Sub-Precinct	Requirement
<b>Residential</b>	All	As per <i>Residential Design Codes</i> (Vol. 1 & 2)
<b>Non-Residential</b>	City Centre (P1), Waterfront Village (P2), TOD Village (P4), City Park (P5)	1 bay / 25m <sup>2</sup> NLA
<b>Educational Establishment</b>	Education (P7)	10 bays / 100 students + 1 bay / 5 employees
<b>Other Non-Residential</b>	Education (P7)	1 bay / 25m <sup>2</sup> NLA
<b>Bulky Goods Showroom / Warehouse / Storage</b>	Dixon Road (P8)	1 bay / 60m <sup>2</sup> NLA
<b>Other Non-Residential</b>	Dixon Road (P8)	1 bay / 25m <sup>2</sup> NLA
<b>Outdoor Uses without NLA</b>	Various	1 bay / 10 persons accommodated (excluding alfresco)

\*\*P1 - Table 6 (Part One) \*\*

NLA – Net lettable area

### Cash-In-Lieu of Car Parking

For non-residential development, the City may accept a cash-in-lieu payment in accordance with Town Planning Scheme No. 2 and Clause 77(1)(b) of the *Planning and Development Regulations 2009* if the parking shortfall is more than 2 bays and the City agrees to accept the payment.

Cash-in-lieu does not apply to residential development or to change of use applications with a net lettable area under 300m<sup>2</sup>.

All funds collected are used to construct public parking facilities.

## Steps to Check

1. Identify your land use and sub-precinct - Refer to the Structure Plan Map in the RPSP.
2. For residential development, ensure compliance with the *Residential Design Codes*.
3. For non-residential development, use Table 6 (page 27) of the RPSP to determine the required number of bays.
4. Calculate the number of bays required to what your site can accommodate.
5. Consider design requirements - basement or sleeved parking, consolidated crossovers, and safe access are encouraged.
6. If there is a shortfall clearly identify this in your development application and provide justification.

All applications will be considered on a case-by-case basis and assessed on their merits.

## References

For more information on parking, please see:

[Payment in Lieu of Parking Plan](#)

[Community Plan Strategy - Rockingham Strategic Centre Parking Strategy](#)