

Our Ref : LTA/DBC/ F20.033.005  
Date : 9 November 2018

## **CIRCULAR TO PROFESSIONAL INSTITUTES**

### **Effective date**

With effect from 1 February 2019

### **Who should know**

Developers, building owners, tenants and Qualified Persons (QPs)

## **CHANGES TO LTA'S CAR PARKING STANDARDS AND GAZETTING OF DESIGNATED CAR-LITE PRECINCTS**

1. Currently, LTA's Car Parking Standards (CPS) stipulate minimum car parking requirements for developments based on their land use and location. A reduction of up to 20% from the CPS requirement is also currently allowed under the Range-based Car Parking Standards (RCPS), subject to LTA's approval.
2. In recent years, significant improvements have been made to the public transport network, and first-and-last mile connectivity has been enhanced with better walking and cycling facilities, such as sheltered footpaths and cycling paths. In view of these initiatives, the vehicle growth rate for cars and motorcycles was reduced to zero from February 2018.
3. LTA will be **replacing the CPS and RCPS with the Range-based Parking Provision Standards (RPPS)**. With effect from 1 February 2019, developments can provide any level of parking provision within the specified range, defined by a lower bound and an upper bound, without the need for additional approval from LTA. This revision will provide developers and building owners greater flexibility in managing their parking provisions, particularly in areas well connected to the public transport network. As part of this revision, LTA will also be **introducing mandatory motorcycle parking provision requirements in all non-residential developments**, so as to ensure new developments provide motorcycle parking lots. 5% of the total car and motorcycle parking lot provision requirement for developments will be allocated to motorcycles. Please refer to [Appendix 1](#) for the parking provision requirements under the RPPS, and [Appendix 2](#) for sample calculations.
4. Developers who wish to deviate from the specified parking range and provide parking provision below the lower bound or above the upper bound will be subjected to a process of waiver evaluation. If approved, developers may have to pay a Deficiency Charge of \$16,000 per car parking lot, \$5,500 per motorcycle

parking lot and \$580 per bicycle parking lot<sup>1</sup>. LTA will assess each application on a case-by-case basis to determine if the waiver should be granted.

5. To enhance liveability and support the vision of a car-lite society, **five new growth areas will be gazetted for development as car-lite precincts**. These precincts, classified as "Zone 4" in the RPPS, will be planned with strong public transport connectivity and alternative travel options. Parking provision for development applications within these precincts will be determined by LTA on a case-specific basis. Please refer to [Appendix 3](#) for details on the boundaries of these precincts.
6. To reflect the above changes, the "Code of Practice for Vehicle Parking Provision in Development Proposals" will be updated to reflect the new parking standards and classification of zones within the new RPPS. The revised Code of Practice will be available for download on LTA's website closer to the implementation date of 1 February 2019.
7. Developments that have obtained the necessary approvals from the Urban Redevelopment Authority (URA) on or after 1 February 2019 will be able to provide any level of parking provision within the prescribed range. The changes will apply to new development, redevelopment, selected additions and alterations (A&A) and change of use<sup>2</sup> applications received on or after 1 February 2019; they **will not be applied retrospectively**. In addition, RCPS applications will no longer be required. This revised framework will thus provide developers and building owners greater flexibility in managing their parking provisions.
8. Please convey the contents of this circular to the relevant members of your organisations. Answers to anticipated questions can be found in [Appendix 4](#). Further enquires on this circular and the submission processes can be made to LTA at the following email: [lta-dbc\\_registry@lta.gov.sg](mailto:lta-dbc_registry@lta.gov.sg).

Thank you.



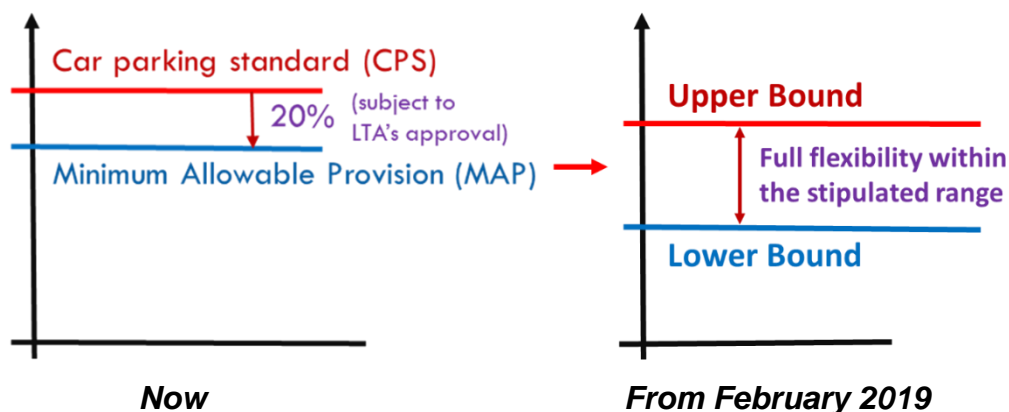
LINA LIM  
GROUP DIRECTOR (POLICY AND PLANNING)  
for CHIEF EXECUTIVE  
LAND TRANSPORT AUTHORITY

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<sup>1</sup> The Deficiency Charge for bicycle parking is applicable for bicycle parking provision lower than the minimum mandatory requirement introduced on 8 May 2018.

<sup>2</sup> The new standards will apply to A&A applications involving increase in GFA or change in existing or approved carpark layout or provision, and change of use applications involving more than 160m<sup>2</sup> of GFA.

## SUMMARY OF CHANGES TO THE CAR PARKING STANDARDS



## PARKING PROVISION REQUIREMENTS UNDER RPPS

Use Categories	Lower Bound	Upper Bound
1. Residential developments	<i>Zone 1</i>	
	1 car parking lot for every 2 dwelling units.	1 car parking lots for every 1.25 dwelling units.
	<i>Zones 2 and 3</i>	
	1 car parking lots for every 1.25 dwelling units.	1 car parking lots for every dwelling unit.
2. Serviced apartments	<i>Zones 1 and 2</i>	
	1 car parking lot for every 4.2 dwelling units. 1 motor cycle parking lot for every 80 dwelling units.	1 car parking lot for every 2.1 dwelling units. 1 motorcycle parking lot for every 40 dwelling units.
	<i>Zone 3</i>	
	1 car parking lot for every 2.6 dwelling units. 1 motor cycle parking lot for every 50 dwelling units.	1 car parking lot for every 2.1 dwelling units. 1 motor cycle parking lot for every 40 dwelling units.
3. Offices	<i>Zone 1</i>	

	1 car parking lot for every 950m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 18,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 590m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 590m <sup>2</sup> of floor area, for the first 590m <sup>2</sup> of floor area.  1 motor cycle parking lot for every 11,250m <sup>2</sup> of floor area, for floor area in excess of 590m <sup>2</sup> .
	<i>Zone 2</i>	
	1 car parking lot for every 530m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 10,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 330m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 6,250m <sup>2</sup> of gross floor area.
	<i>Zone 3</i>	
	1 car parking lot for every 260m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 5,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 210m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 4,000m <sup>2</sup> of gross floor area.
	<i>Zones 1, 2, and 3</i>	
	For gross floor area of any size, 1 loading and unloading bay for every 10,000m <sup>2</sup> thereof up to 50,000m <sup>2</sup> thereof.	No upper bound for loading and unloading bays.
4. Shops and departmental stores (excluding supermarkets with gross floor area greater than or equal to 1,500m <sup>2</sup> )	<i>Zone 1</i>	
	1 car parking lot for every 840m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 16,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 530m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 530m <sup>2</sup> of floor area, for the first 530m <sup>2</sup> of floor area.

		1 motor cycle parking lot for every 10,000m <sup>2</sup> of floor area, for floor area in excess of 530m <sup>2</sup> .
	<i>Zone 2</i>	
	1 car parking lot for every 420m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 8,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 210m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 4,000m <sup>2</sup> of gross floor area.
	<i>Zone 3</i>	
	1 car parking lot for every 200m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 3,750m <sup>2</sup> of gross floor area.	1 car parking lot for every 160m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 3,000m <sup>2</sup> of gross floor area.
	<i>Zones 1, 2, and 3</i>	
	1 loading and unloading bay for every 4,000m <sup>2</sup> of the sum of gross floor areas under paragraphs (b) and (c).	No upper bound for loading and unloading bays.
5. Supermarkets with gross floor area greater than or equal to 1,500m <sup>2</sup>	<i>Zone 1</i>	
	1 car parking lot for every 530m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 10,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 420m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 8,000m <sup>2</sup> of gross floor area.
	<i>Zone 2</i>	
	1 car parking lot for every 80m <sup>2</sup> of gross floor area.	1 car parking lot for every 60m <sup>2</sup> of gross floor area.

	1 motor cycle parking lot for every 1,500m <sup>2</sup> of gross floor area.	1 motor cycle parking lot for every 1,200m <sup>2</sup> of gross floor area.
	<i>Zone 3</i>	
	1 car parking lot for every 70m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 1,250m <sup>2</sup> of gross floor area.	1 car parking lot for every 50m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 1,000m <sup>2</sup> of gross floor area.
	<i>Zones 1, 2, and 3</i>	
	1 loading and unloading bay for every 4000m <sup>2</sup> of the sum of floor areas under paragraphs (b) and (c).	No upper bound for loading and unloading bays.
6. Restaurants, night-clubs, coffee-houses, bars, cafeterias, eating-houses, and canteens	<i>Zones 1, 2, and 3</i>	
	1 car parking lot for every 160m <sup>2</sup> of floor area, for the first 160 m <sup>2</sup> of floor area.  1 motor cycle parking lot for every 160m <sup>2</sup> of floor area, for the first 160m <sup>2</sup> of floor area.	1 car parking lot for every 160m <sup>2</sup> of floor area, for the first 160 m <sup>2</sup> of floor area.  1 motor cycle parking lot for every 160m <sup>2</sup> of floor area, for the first 160m <sup>2</sup> of floor area.
	<i>Zone 1</i>	
	1 car parking lot for every 130m <sup>2</sup> of gross floor area, for gross floor area in excess of 160m <sup>2</sup> .  1 motor cycle parking lot for every 2,400m <sup>2</sup> of gross floor area, for gross floor area in excess of 160m <sup>2</sup> .	1 car parking lot for every 80m <sup>2</sup> of gross floor area, for gross floor area in excess of 160m <sup>2</sup> .  1 motor cycle parking lot for every 1,500m <sup>2</sup> of gross floor area, for gross floor area in excess of 160m <sup>2</sup> .
	<i>Zone 2</i>	

	<p>1 car parking lot for every 130m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p> <p>1 motor cycle parking lot for every 2,400m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p>	<p>1 car parking lot for every 60m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p> <p>1 motor cycle parking lot for every 1,200m<sup>2</sup> of gross floor area, for floor area in excess of 160m<sup>2</sup>.</p>
	<i>Zone 3</i>	
	<p>1 car parking lot for every 70m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p> <p>1 motor cycle parking lot for every 1,250m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p>	<p>1 car parking lot for every 50m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p> <p>1 motor cycle parking lot for every 1,000m<sup>2</sup> of gross floor area, for gross floor area in excess of 160m<sup>2</sup>.</p>
7. Hotels and residential clubs <sup>3</sup>	<i>Zone 1</i>	
	<p>1 car parking lot for every 530m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 10,000m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 330m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 330m<sup>2</sup> of floor area, for the first 330m<sup>2</sup> of floor area.</p> <p>1 motor cycle parking lot for every 6,250m<sup>2</sup> of floor area, for floor area in excess of 330m<sup>2</sup>.</p>
	<i>Zone 2</i>	
	<p>1 car parking lot for every 530m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 10,000m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 260m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 5,000m<sup>2</sup> of gross floor area.</p>

<sup>3</sup> The floor area of a hotel includes areas used or designated as a residential room, lobby, shop, restaurant, swimming pool, gymnasium or for other related purposes.

	<i>Zone 3</i>	
	1 car parking lot for every 260m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 5,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 210m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 4,000m <sup>2</sup> of gross floor area.
	<i>Zones 1, 2, and 3</i>	
	1 loading and unloading bay for every 8,000m <sup>2</sup> of gross floor area.  In the case of hotels, 1 coach parking lot for every 90 residential rooms.	No upper bound for loading and unloading bays.  No upper bound for coach parking lots.
8. Hawker centres	<i>Zone 2</i>	
	3 car parking lots for every 5 stalls.  3 motor cycle parking lots for every 100 stalls.	3 car parking lots for every 2 stalls.  2 motorcycle parking lots for every 25 stalls.
	<i>Zone 3</i>	
	1 car parking lot for every 1 stall.  1 motor cycle parking lot for every 20 stalls.	2 car parking lots for every 1 stall.  1 motor cycle parking lots for every 10 stalls.
9. Convention and exhibition hall	1 car parking lot for every 70m <sup>2</sup> of gross floor area.	1 car parking lot for every 50m <sup>2</sup> of gross floor area.
10. Cinemas, theatres, and concert halls	<i>Zones 1 and 2</i>	
	1 car parking lot for every 16 seats.	1 car parking lot for every 13 seats.



	1 motor cycle parking lot for every 300 seats.	1 motor cycle parking lot for every 240 seats.
	<i>Zone 3</i>	
	1 car parking lot for every 13 seats. 1 motor cycle parking lot for every 250 seats.	1 car parking lot for every 11 seats. 1 motor cycle parking lot for every 200 seats.
11. Warehouses and godowns	1 lorry parking lot for every 800m <sup>2</sup> of gross floor area.	No upper bound for lorry parking lots.
12. Factories <sup>4</sup>		
a. Flatted types: Floor area in respect of factory	1 car parking lot for every 460m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 8,750m <sup>2</sup> of gross floor area.  1 loading and unloading bay, or 1 lorry parking lot, for every 3,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 370m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 7,000m <sup>2</sup> of gross floor area  No upper bound for loading and unloading bays or lorry parking lots.
b. Terrace types: Floor area in respect of factory	1 car parking lot for the first 840m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for the first 840m <sup>2</sup> of gross floor area.  1 car parking lot for every 460m <sup>2</sup> of gross floor area, for	1 car parking lot for every 320m <sup>2</sup> of gross floor area, for the first 840m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 320m <sup>2</sup> of floor area, for the first 840m <sup>2</sup> of gross floor area.  1 car parking lot for every 370m <sup>2</sup> of gross floor area,

<sup>4</sup> The floor area of a factory mentioned in paragraphs (a), (b) and (c) of that item includes areas used or designated as an office (up to a maximum of 25% of the total floor area), a canteen and ancillary storage space. For any floor area used or designated for any other purpose, the number of car parking lots in respect of that area should be determined according to the respective standards of each use.

c. Detached types: Floor area in respect of factory	gross floor area in excess of 840m <sup>2</sup> .  1 motor cycle parking lot for every 8,750m <sup>2</sup> of gross floor area, for gross floor area in excess of 840m <sup>2</sup> .  1 loading and unloading bay, or 1 lorry parking lot, for every 1,500m <sup>2</sup> of gross floor area.	for floor area in excess of 840m <sup>2</sup> .  1 motor cycle parking lot for every 7,000m <sup>2</sup> of gross floor area, for gross floor area in excess of 840m <sup>2</sup> .  No upper bound for loading and unloading bays or lorry parking lots.
	1 car parking lot for every 790m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 15,000m <sup>2</sup> of gross floor area.  For gross floor area of any size, 1 loading and unloading space, or 1 lorry parking lot, for every 1,500m <sup>2</sup> of gross floor area thereof up to 13,500m <sup>2</sup> of gross floor area thereof.	1 car parking lot for every 630m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 12,000m <sup>2</sup> of gross floor area.  No upper bound for loading and unloading bays or lorry parking lots.
d. Office (in excess of 25% of total floor area)	1 car parking lot for every 260m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 5,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 210m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 4,000m <sup>2</sup> of gross floor area.
13. Childcare centre, nurseries, and kindergartens	1 car parking lot for every 260m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 5,000m <sup>2</sup> of gross floor area.	1 car parking lot for every 210m <sup>2</sup> of gross floor area. 1 motor cycle parking lot for every 4,000m <sup>2</sup> of gross floor area.
	5 car parking lots for every 16 classrooms.	2 car parking lots for every 5 classrooms.

14. Primary schools <sup>5</sup>	<p>1 motor cycle parking lot for every 60 classrooms.</p> <p>4 coach parking lots</p>	<p>1 motor cycle parking lot for every 48 classrooms.</p> <p>No upper bound on coach parking lots</p>
15. Secondary schools	<p>5 car parking lots for every 13 classrooms.</p> <p>1 motorcycle parking lot for every 50 classrooms.</p> <p>1 car parking lot for every 400m<sup>2</sup> of science laboratories and workshops floor area.</p> <p>1 motor cycle parking lot for every 7,500m<sup>2</sup> of science laboratories and workshops floor area.</p> <p>4 coach parking lots</p>	<p>10 car parking lots for every 21 classrooms.</p> <p>1 motorcycle parking lot for every 40 classrooms.</p> <p>1 car parking lot for every 320m<sup>2</sup> of science laboratories and workshops floor area.</p> <p>1 motor cycle parking lot for every 6,000m<sup>2</sup> of science laboratories and workshops floor area.</p> <p>No upper bound on coach parking lots</p>
16. Junior colleges	<p>1 car parking lot for every 40 day-time staff and student population.</p> <p>1 motor cycle parking lot for every 750 day-time staff and student population.</p>	<p>1 car parking lot for every 30 day-time staff and student population.</p> <p>1 motor cycle parking lot for every 600 day-time staff and student population.</p>
17. ITEs	The lower bound for the numbers of car and motor cycle parking lots to be provided under this item is the numbers of car and motor cycle parking lots under sub-paragraph (i), or the numbers of car and motor cycle parking	The upper bound for the numbers of car and motor cycle parking lots to be provided under this item is the numbers of car and motor cycle parking lots under sub-paragraph (i), or the numbers of car and motor cycle parking lots

<sup>5</sup> A classroom does not include a room used for co-curricular activities, a tutorial room, a science laboratory, an assembly hall, a canteen, a sports or recreational facility or any other ancillary facility.

	<p>lots under sub-paragraph (ii), whichever is the greater.</p> <p>(i)</p> <p>1 car parking lot for every 40 day-time staff and student population.</p> <p>1 motor cycle parking lot for every 750 day-time staff and student population.</p> <p>(ii)</p> <p>1 car parking lot for every 30 night-time staff and student population.</p> <p>1 motor cycle parking lot for every 500 night-time staff and student population</p>	<p>under sub-paragraph (ii), whichever is the greater.</p> <p>(i)</p> <p>1 car parking lot for every 30 day-time staff and student population.</p> <p>1 motor cycle parking lot for every 600 day-time staff and student population.</p> <p>(ii)</p> <p>1 car parking lot for every 20 night-time staff and student population.</p> <p>1 motor cycle parking lot for every 400 night-time staff and student population</p>
18. Polytechnics and universities <sup>6</sup>	<p>1 car parking lot for every 30 staff and student population.</p> <p>1 motor cycle parking lot for every 500 staff and student population.</p>	<p>1 car parking lot for every 20 staff and student population.</p> <p>1 motor cycle parking lot for every 400 staff and student population.</p>
19. Community centres <sup>7</sup>	<i>Zone 2</i>	
	1 car parking lot for every 610m <sup>2</sup> of gross floor area.	1 car parking lot for every 400m <sup>2</sup> of gross floor area.
	1 motor cycle parking lot for every 11,580m <sup>2</sup> of gross floor area.	1 motor cycle parking lot for every 7,670m <sup>2</sup> of gross floor area.
	<i>Zone 3</i>	

<sup>6</sup> Staff and student population refers to the higher of the day-time and night-time staff and student population.

<sup>7</sup> Commercial components within community centres are to be computed based on the respective standards for each use.

	<p>1 car parking lot for every 310m<sup>2</sup> of gross floor area.</p> <p>1 motorcycle parking lot for every 5,870m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 210m<sup>2</sup> of gross floor area.</p> <p>1 motorcycle parking lot for every 4,010m<sup>2</sup> of gross floor area.</p>
14. Welfare houses <sup>8</sup>	<p>1 car parking lot for every 260m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 5,000m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 210m<sup>2</sup> of gross floor area.</p> <p>1 motorcycle parking lot for every 4000m<sup>2</sup> of gross floor area.</p>
15. Libraries	<p>1 car parking lot for every 260m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 5,000m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 210m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 4,000m<sup>2</sup> of gross floor area.</p>
16. Churches, mosques, and temples	<p><i>Churches</i></p> <p>1 car parking lot for seating capacity provided for every 13 persons.</p> <p>1 motor cycle parking lot for seating capacity provided for every 250 persons.</p> <p><i>Other religious places</i></p> <p>1 car parking lot for every 70m<sup>2</sup> of praying area.</p> <p>1 motor cycle parking lot for every 1,250m<sup>2</sup> of praying area.</p>	<p>1 car parking lot for seating capacity provided for every 11 persons.</p> <p>1 motor cycle parking lot for seating capacity for every 200 persons.</p> <p>1 car parking lot for every 50m<sup>2</sup> of praying area.</p> <p>1 motor cycle parking lot for every 1,000m<sup>2</sup> of praying area.</p>
17. Columbarium (excluding	1 car parking lot for every 660 niches.	1 car parking lot for every 530 niches.

<sup>8</sup> Floor area does not include ancillary facilities that are exclusively used by residents.

columbarium that is built together with place of worship)	1 motor cycle parking lot for every 12,500 niches.	1 motor cycle parking lot for every 10,000 niches.
18. Funeral parlours and crematoriums	<p>1 hearse parking lot for every funeral parlour or crematorium.</p> <p>10 car parking lots for every 1.3 funeral parlours or crematoriums.</p> <p>10 motor cycle parking lots for every 25 funeral parlours or crematoriums.</p>	<p>No upper bound for hearse parking lots.</p> <p>10 car parking lots for every funeral parlour or crematorium.</p> <p>10 motor cycle parking lots for every 20 funeral parlours or crematoriums.</p>
19. Sports complexes		
a. Administrative and related uses	(refer to office standard)	(refer to office standard)
b. Snack / coffee bar, restaurant	(refer to F&B standard)	(refer to F&B standard)
c. Multi-purpose halls with gymnasiums, indoor courts	<p>1 car parking lot for every 400m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 7,500m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 320m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 6,000m<sup>2</sup> of gross floor area.</p>
d. Indoor games rooms, clubrooms, health clubs and related uses	<p>1 car parking lot for every 200m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 3,750m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 160m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 3,000m<sup>2</sup> of gross floor area.</p>
e. Spectators' galleries <sup>9</sup>	1 car parking lot for every 13 seats.	1 car parking lot for every 11 seats.

<sup>9</sup> Parking need only be provided for the largest spectator's gallery within the development.

	1 motor cycle parking space for every 250 seats.	1 motorcycle parking space for every 200 seats.
f. Tennis, squash, sepak takraw and badminton courts	1 car parking lots for every 1.3 court. 1 motor cycle parking lot for every 25 courts.	1 car parking lot for every court. 1 motor cycle parking lot for every 20 courts.
g. Soccer fields and basketball courts	1 car parking lots for every 0.325 fields or courts. 1 motor cycle parking lots for every 6.25 fields or courts.	1 car parking lots for every 0.25 field or court. 1 motor cycle parking lots for every 5 fields or courts.
h. Bowling alleys	1 car parking lots for every 1.3 lanes. 1 motor cycle parking lot for every 25 lanes.	1 car parking lot for every lane. 1 motor cycle parking lot for every 20 lanes.
i. Swimming pools <sup>10</sup>	1 car parking lot for every 50m <sup>2</sup> of pool area. 1 motor cycle parking lot for every 1,000m <sup>2</sup> of pool area.	1 car parking lot for every 40m <sup>2</sup> of pool area. 1 motor cycle parking lot for every 800m <sup>2</sup> of pool area.
j. Ice skating rinks	1 car parking lot for every 70m <sup>2</sup> of skating area. 1 motor cycle parking lot for every 1,250m <sup>2</sup> of skating area.	1 car parking lot for every 50m <sup>2</sup> of skating area. 1 motor cycle parking lot for every 1,000m <sup>2</sup> of skating area.
k. Golf ranges	1 car parking lot for every 1.3 tee. 1 motor cycle parking lot for every 25 tees.	1 car parking lot for every tee. 1 motor cycle parking lot for every 20 tees.

<sup>10</sup> The pool area does not include the pool area of a wading pool or a children's pool.

20. Clinics and Dispensaries	<p>1 car parking lot for every 200m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 3,750m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 160m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 3,000m<sup>2</sup> of gross floor area.</p>
21. Nursing homes	<p>1 car parking lot for every 16 beds.</p> <p>1 motor cycle parking lot for every 300 beds.</p>	<p>1 car parking lot for every 13 beds.</p> <p>1 motor cycle parking lot for every 240 beds.</p>
22. Hospitals	<p>1 car parking lot for every 5 beds, for the first 500 beds.</p> <p>1 motor cycle parking lot for every 100 beds, for the first 500 beds.</p> <p>1 car parking lot for every 7 beds, for beds in excess of 500 beds.</p> <p>1 motorcycle parking lot for every 125 beds, for beds in excess of 500 beds.</p>	<p>1 car parking lot for every 4 beds, for the first 500 beds.</p> <p>1 motor cycle parking lot for every 80 beds for the first 500 beds.</p> <p>1 car parking lot for every 5 beds, for beds in excess of 500 beds.</p> <p>1 motorcycle parking lot for every 100 beds, for beds in excess of 500 beds.</p>
23. Retirement housings	<p>1 car parking lot for every 260m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 5,000m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 210m<sup>2</sup> of gross floor area.</p> <p>1 motor cycle parking lot for every 4,000m<sup>2</sup> of gross floor area.</p>
<p>24. Marina and Boat Sheds</p> <p>a. Where small vessels can be carried to land for storage</p>	<p>1 car parking lot for every 3 boats.</p> <p>1 motor cycle parking lot for every 50 boats.</p>	<p>1 car parking lot for every 2 boats.</p> <p>1 motor cycle parking lot for every 40 boats.</p>



b. Where large vessels are too heavy to be removed from water	<p>10 car parking lots for every 13 boats.</p> <p>1 motor cycle parking lot for every 25 boats.</p>	<p>1 car parking lot for every boat.</p> <p>1 motor cycle parking lot for every 20 boats.</p>
25. Public parks	<p>9.7 car parking lots for every hectare of accessible park area.</p> <p>0.5 motor cycle parking lots for every hectare of accessible park area.</p>	<p>12 car parking lots for every hectare of accessible park area.</p> <p>0.6 motor cycle parking lots for every hectare of accessible park area.</p>
26. Plant Nurseries	<p>The lower bound for the number of car parking lots to be provided under this item is –</p> <p>(i) the sum of the numbers of car parking lots under paragraphs (a) and (b); or</p> <p>(ii) in the case of a nursery located within HDB developments where public car parks are available, 1 car parking lot; or</p> <p>(iii) in the case of a nursery located outside HDB developments, 3 car parking lots,</p> <p>whichever is the greater.</p> <p>The lower bound for the number of motor cycle parking lots to be provided under this item is the sum of the numbers of motor cycle parking lots under paragraphs (a) and (b).</p>	<p>The upper bound for the numbers of car and motor cycle parking lots to be provided under this item is the sum of the numbers of car and motor cycle parking lots under paragraphs (a) and (b), but in any case not lesser than the lower bound.</p>
a. Sheltered areas	<p>1 car parking lot for every 260m<sup>2</sup> of gross floor area.</p>	<p>1 car parking lot for every 210m<sup>2</sup> of gross floor area.</p>

b. Open areas	1 motor cycle parking lot for every 5,000m <sup>2</sup> of gross floor area.	1 motor cycle parking lot for every 4,000m <sup>2</sup> of gross floor area.
	1 car parking lot for every 860m <sup>2</sup> of gross floor area.	1 car parking lot for every 680m <sup>2</sup> of gross floor area.
	1 motor cycle parking lot for every 16,250m <sup>2</sup> of gross floor area.	1 motor cycle parking lot for every 13,000m <sup>2</sup> of gross floor area.
27. Foreign workers' dormitories	1 lorry parking lots per 200 beds	No upper bound for lorry parking lots.
28. Tourist attraction developments	1 coach parking lot for every 100 tourists per day.	No upper bound for coach parking lots.
29. White sites	<i>Zone 1</i>	
a. Non-residential uses	1 car parking space for every 895m <sup>2</sup> of gross floor area.	1 car parking space for every 560m <sup>2</sup> of gross floor area.
	1 motor cycle parking for every 17,000m <sup>2</sup> of gross floor area.	1 motor cycle parking for every 10,620m <sup>2</sup> of gross floor area.
	1 loading and unloading bay for every 7,000m <sup>2</sup> for the first 50,000m <sup>2</sup> of gross floor area. 1 loading / unloading space for every 15,000m <sup>2</sup> of gross floor area, exceeding 50,000m <sup>2</sup> of gross floor area.	No upper bound for loading and unloading bays.
	<i>Zones 2 and 3</i>	
	Sum of individual parking requirements (car and motorcycle spaces and loading and unloading bay) of each use.	Sum of individual parking requirements (car and motorcycle spaces and loading and unloading bay) of each use.

b. Residential	<i>Zones 1, 2, and 3</i>	
	In the case of hotels, 1 coach space for every 90 guest rooms.	No upper bound for coach parking spaces.
	<i>Zones 1, 2, and 3</i>	
	Refer to 'Residential' use category.	Refer to 'Residential' use category.
30. Hostels	<i>Zones 1, 2 and 3</i>	
	1 car parking lot for every 920m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 17,500m <sup>2</sup> of gross floor area.	1 car parking lot for every 740m <sup>2</sup> of gross floor area.  1 motor cycle parking lot for every 14,000m <sup>2</sup> of gross floor area.

## SAMPLE CALCULATIONS

**SAMPLE 1: General Computation of Parking Requirement**

Use	GFA (m <sup>2</sup> )	Parking standard	Number of parking spaces required		Number of loading / unloading spaces required	
			Computed	Required	Computed	Required
Shops	2010.89	<u>Zone 3</u> <u>Lower bound</u> <ul style="list-style-type: none"> <li>1 car space / 200m<sup>2</sup></li> <li>1 motor cycle space / 3,750m<sup>2</sup></li> <li>1 LU bay / 4,000m<sup>2</sup></li> </ul> <u>Upper bound</u> <ul style="list-style-type: none"> <li>1 car space / 160m<sup>2</sup></li> </ul> 1 motor cycle space / 3,000m <sup>2</sup>	<u>Cars</u> 10.1 to 12.6  <u>Motor cycles</u> 0.5 to 0.7	<u>Cars</u> 10 to 13  <u>Motor cycles</u> 1	0.5	1
Offices	759.50	<u>Zone 3</u> <u>Lower bound</u> <ul style="list-style-type: none"> <li>1 car space / 260m<sup>2</sup></li> <li>1 motor cycle space / 5,000m<sup>2</sup></li> <li>1 LU bay / 10,000m<sup>2</sup> (up to 50,000m<sup>2</sup>)</li> </ul> <u>Upper bound</u> <ul style="list-style-type: none"> <li>1 car space / 210m<sup>2</sup></li> <li>1 motor cycle space / 4,000m<sup>2</sup></li> </ul>	<u>Cars</u> 2.9 to 3.6  <u>Motor cycles</u> 0.2 to 0.2	<u>Cars</u> 3 to 4  <u>Motor cycles</u> 0	0.08	0
Restaurant	425.90	<u>Zone 3</u> <u>First 160m<sup>2</sup></u> <ul style="list-style-type: none"> <li>1 car space for the first 160 m<sup>2</sup></li> </ul>	<u>Cars</u> 4.8 to 6.3  <u>Motor cycles</u> 1.2 to 1.3	<u>Cars</u> 5 to 6  <u>Motor cycles</u> 1		

		<ul style="list-style-type: none"> <li>• 1 motor cycle space for the first 160m<sup>2</sup></li> </ul> <p><u>Lower bound (area exceeding 160m<sup>2</sup>)</u></p> <ul style="list-style-type: none"> <li>• 1 car space / 70m<sup>2</sup></li> <li>• 1 motor cycle space / 1,250m<sup>2</sup></li> </ul> <p><u>Upper bound (area exceeding 160m<sup>2</sup>)</u></p> <ul style="list-style-type: none"> <li>• 1 car space / 50m<sup>2</sup></li> </ul> <p>1 motor cycle space / 1,000m<sup>2</sup></p>				
Total			<u>Cars</u> 18 to 23 lots <u>Motor cycles</u> 2 lots		1 loading/unloading bay	

## **SAMPLE 2: Car parking computation for a change of use proposal**

Usage		GFA (m <sup>2</sup> )	Parking standard	+ Number of parking spaces required	
				Computed	Required
Original use	Shop	268.80	<b>Zone 3</b> <u>Lower bound</u> <ul style="list-style-type: none"> <li>1 car space / 200m<sup>2</sup></li> <li>1 motor cycle space / 3,750m<sup>2</sup></li> </ul> <u>Upper bound</u> <ul style="list-style-type: none"> <li>1 car space / 160m<sup>2</sup></li> <li>1 motor cycle space / 3,000m<sup>2</sup></li> </ul>	<u>Car</u> 1.3 to 1.7  <u>Motor cycle</u> 0.07 to 0.09	<u>Car</u> 1 to 2  <u>Motor cycle</u> 0
a. Requirement of the existing original use				<u>Car</u> <b>1 to 2 lots</b> <u>Motor cycle</u> <b>0</b>	
Proposed use	Eating house	268.80	<b>Zone 3</b> <u>First 160m<sup>2</sup></u> <ul style="list-style-type: none"> <li>1 car space for the first 160 m<sup>2</sup></li> <li>1 motor cycle space for the first 160m<sup>2</sup></li> </ul> <u>Lower bound (area exceeding 160m<sup>2</sup>)</u> <ul style="list-style-type: none"> <li>1 car space / 70m<sup>2</sup></li> <li>1 motor cycle space / 1,250m<sup>2</sup></li> </ul> <u>Upper bound (area exceeding 160m<sup>2</sup>)</u> <ul style="list-style-type: none"> <li>1 car space / 50m<sup>2</sup></li> <li>1 motor cycle space / 1,000m<sup>2</sup></li> </ul>	<u>Car</u> 2.6 to 3.2  <u>Motor cycle</u> 1.09 to 1.1	<u>Car</u> 3  <u>Motor cycle</u> 1
b. Requirement of the new use				<u>Car</u> <b>3 lots</b> <u>Motor cycle</u> <b>1 lot</b>	
c. Additional requirement for the change of use				<u>Car</u> <b>1 to 2 lots</b> <u>Motor cycle</u> <b>1 lot</b>	

**SAMPLE 3: Computation for car parking requirement of a conserved building rear extension**

Usage		GFA (m <sup>2</sup> )	Parking standard	Number of spaces required	
				Computed	Required
Proposed development (whole development)	Eating	158.90	<u>Zone 2</u> <u>First 160m<sup>2</sup></u> <ul style="list-style-type: none"> <li>1 car space for the first 160 m<sup>2</sup></li> <li>1 motor cycle space for the first 160m<sup>2</sup></li> </ul> <u>Lower bound (area exceeding 160m<sup>2</sup>)</u> <ul style="list-style-type: none"> <li>1 car space / 130m<sup>2</sup></li> <li>1 motor cycle space / 2,400m<sup>2</sup></li> </ul> <u>Upper bound (area exceeding 160m<sup>2</sup>)</u> <ul style="list-style-type: none"> <li>1 car space / 60m<sup>2</sup></li> <li>1 motor cycle space / 1,200m<sup>2</sup></li> </ul>	<u>Car</u> 1  <u>Motor cycle</u> 1	<u>Car</u> 1  <u>Motor cycle</u> 1
	Office	355.0	<u>Zone 2</u> <u>Lower bound</u> <ul style="list-style-type: none"> <li>1 car space / 530m<sup>2</sup></li> <li>1 motor cycle space / 10,000m<sup>2</sup></li> </ul> <u>Upper bound</u> <ul style="list-style-type: none"> <li>1 car space / 330m<sup>2</sup></li> <li>1 motor cycle space / 6,250m<sup>2</sup></li> </ul>	<u>Car</u> 0.7 to 1.1  <u>Motor cycle</u> 0.04 to 0.06	<u>Car</u> 1  <u>Motor cycle</u> 0
a. Requirement of the whole development					<u>Car</u> 2  <u>Motor cycle</u> 1
Conserved portion	Eating	68.80	<u>Zone 2</u> <u>First 160m<sup>2</sup></u> <ul style="list-style-type: none"> <li>1 car space for the first 160 m<sup>2</sup></li> <li>1 motor cycle space for the first 160m<sup>2</sup></li> </ul>	<u>Car</u> 1  <u>Motor cycle</u> 1	<u>Car</u> 1  <u>Motor cycle</u> 1

			<u>Lower bound (area exceeding 160m<sup>2</sup>)</u> <ul style="list-style-type: none"> <li>• 1 car space / 130m<sup>2</sup></li> <li>• 1 motor cycle space / 2,400m<sup>2</sup></li> </ul> <u>Upper bound (area exceeding 160m<sup>2</sup>)</u> <ul style="list-style-type: none"> <li>• 1 car space / 60m<sup>2</sup></li> <li>• 1 motor cycle space / 1,200m<sup>2</sup></li> </ul>		
	Office	132.50	<u>Zone 2</u> <u>Lower bound</u> <ul style="list-style-type: none"> <li>• 1 car space / 530m<sup>2</sup></li> <li>• 1 motor cycle space / 10,000m<sup>2</sup></li> </ul> <u>Upper bound</u> <ul style="list-style-type: none"> <li>• 1 car space / 330m<sup>2</sup></li> <li>• 1 motor cycle space / 6,250m<sup>2</sup></li> </ul>	<u>Car</u> 0.3 to 0.4  <u>Motor cycle</u> 0.01 to 0.02	<u>Car</u> 0  <u>Motor cycle</u> 0
b. Requirement of the conserved portion				<u>Car</u> 1 <u>Motor cycle</u> 1	
c. Requirement of the rear extension				<u>Car</u> 1 <u>Motor cycle</u> 0	





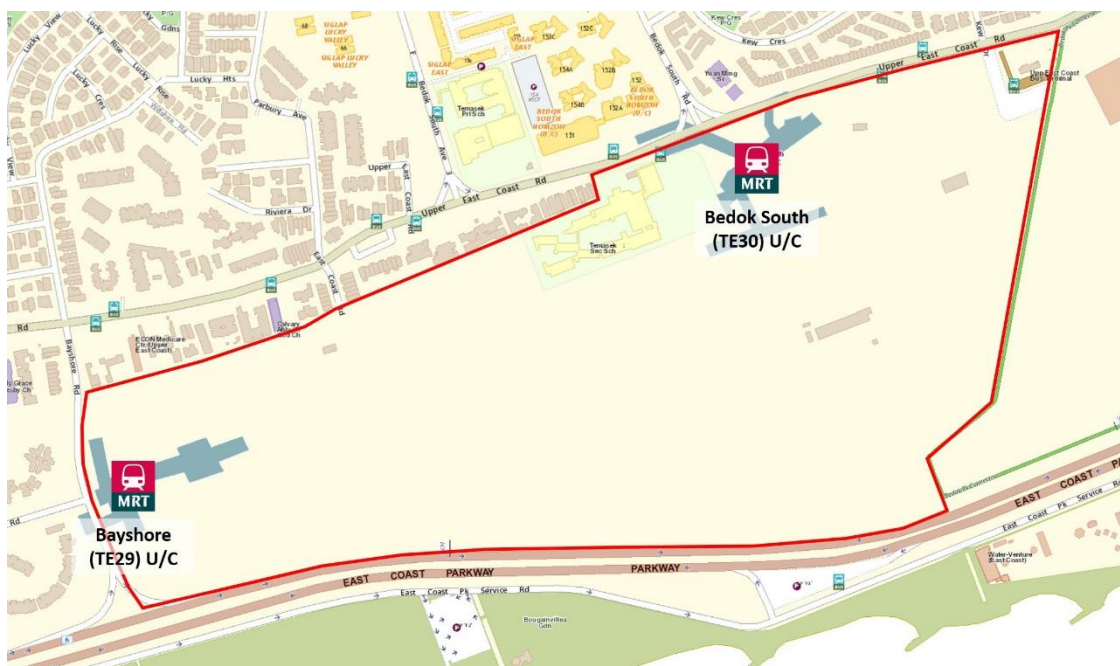
## NORTH

### Precinct: Woodlands North



## EAST

### Precinct: Bayshore



## Precinct: Jurong Lake District



## FREQUENTLY ASKED QUESTIONS

### **1. Are bicycle, lorry, coach and loading/unloading bay requirements also affected by the Range-based Parking Provision Standards?**

No, the Range-based Parking Provision Standards (RPPS) only apply to car and motorcycle parking lots. Bicycle, lorry, coach and loading/unloading bay requirements will continue to be minimum requirements.

### **2. Can developers provide less parking than the lower bound, or more parking than the upper bound?**

Developers will need to submit a waiver application to LTA. LTA will assess each application to determine if it is unreasonable and onerous for the development to comply within the range. LTA will consider its proximity and accessibility to public transport and active modes, and the extent of disamenity that may be caused to the surroundings. If the proposal is satisfactory, LTA will consider granting a waiver with payment of deficiency charges. A Deficiency Charge of \$16,000 for every car parking lot, \$5,500 for every motorcycle parking lot and \$580 for every bicycle parking lot (only under-provision), may be charged for Zones 1, 2 and 3.

### **3. What are the changes to the Deficiency Charge (DC) compared to today?**

Under the RPPS, the Deficiency Charge (DC) will apply to both provision of parking spaces below the lower bound, and above the upper bound for development applications in Zones 1, 2 and 3.

For under-provision of car parking lots, i.e. below the lower bound, the Zone 1 DC rate will be reduced from \$32,000 per car parking lot today, to \$16,000 per car parking lot under the RPPS framework. The under-provision DC rate for Zones 2 and 3 will remain at \$16,000 per car parking lot. For over-provision of car parking lots, i.e. above the upper bound, a new DC rate will be set at \$16,000 per car parking lot.

As the provision of motorcycle parking is not mandatory today, there is currently no DC for motorcycle parking lots. Under the RPPS, a new DC rate of \$5,500 per motorcycle lot will apply to both provision of parking lots below the lower bound and above the upper bound. There will be no change in DC for lorry parking, coach parking and loading/unloading bays.

As the bicycle parking provision become mandatory on 8 May 2018, a new DC rate of \$580 per bicycle parking lot will also be applicable for provision of bicycle parking lower than the minimum requirement with effect from 1 February 2019.

### **4. Will there be any circumstances under which the under- or over-provision Deficiency Charge will not be charged?**

LTA will assess each application for waiver of parking provision on a case-by-case basis. More details of the circumstances under which the under- or over-provision

Deficiency Charge will not be charged will be provided together with the implementation of the RPPS on 1 February 2019.

**5. How will parking provision be decided for Zone 4?**

Parking provision for development applications within Zone 4 will be decided on a case-by-case basis, depending on the planning intent for the precinct, accessibility to public transport, support for walking and cycling, and the presence of road capacity constraints in the vicinity. Developers intending to develop land within Zone 4 should consult LTA on the planned parking provision for the plot.

**6. Is there a Deficiency Charge for Zone 4?**

No, there is no Deficiency Charge in Zone 4 as the parking provision for Zone 4 developments will be determined upfront by LTA.

**7. When will this revision be effective for parking provision proposals and plans submitted to LTA?**

This revision will be effective starting from 1 February 2019. All new development and redevelopment applications received from this date will need to comply with the new Range-based Parking Provision Standards. The new standards will also apply to A&A applications involving an increase in Gross Floor Area (GFA) or change in existing or approved carpark layout or provision, and change of use applications involving more than 160m<sup>2</sup> of gross floor area.

**8. For development parking applications submitted before the 1 February 2019 implementation date, will the RPPS apply?**

The RPPS will only apply for developments that have obtained the necessary approvals from the Urban Redevelopment Authority (URA) on or after 1 February 2019.