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No. S 76

PARKING PLACES ACT (CHAPTER 214)

PARKING PLACES (PROVISION OF PARKING PLACES AND PARKING LOTS) (AMENDMENT) RULES 2019

In exercise of the powers conferred by section 22 of the Parking Places Act, the Land Transport Authority of Singapore, with the approval of the Minister for Transport, makes the following Rules:

Citation and commencement

1. These Rules are the Parking Places (Provision of Parking Places and Parking Lots) (Amendment) Rules 2019 and come into operation on 1 February 2019.

Amendment of rule 2

2. Rule 2 of the Parking Places (Provision of Parking Places and Parking Lots) Rules 2018 (G.N. No. S 286/2018) (called in these Rules the principal Rules) is amended —

(a) by inserting, immediately after the definition of “developer”, the following definitions:

“development” has the meaning given by section 3 of the Planning Act (Cap. 232);

“floor area” has the meaning given by the Planning (Development Charges) Rules (Cap. 232, R 5);” and

(b) by inserting, immediately after the definition of “qualified person”, the following definition:

“road line plan” means the plan maintained by the Authority showing, amongst others, road reserves, land required as road reserves, road

access to approved developments (including roads that do not exist but are planned to be opened in the future, and roads that exist but are planned to be closed in the future);”.

Amendment of rule 3

3. Rule 3 of the principal Rules is amended by inserting, immediately after paragraph (2), the following paragraph:

“(2A) In the case of any land or premises on which any private parking place is provided and where no development is or is to be carried out, the owner or occupier must, prior to carrying out any works on the land or premises, submit an application to the Authority for the approval of the relevant proposals and plans to change —

- (a) the number of parking lots in the private parking place;
- (b) the layout, arrangement, dimensions or area of any parking lot in the private parking place; or
- (c) the design of parking facilities in the private parking place,

and change includes the making of a material change in the use as a parking lot.”.

Amendment of rule 4

4. Rule 4 of the principal Rules is amended —

- (a) by deleting the words “is not situated on a white site” in paragraph (1) and substituting the words “is situated within Zone 1, 2 or 3”;
- (b) by deleting sub-paragraph (a) of paragraph (1) and substituting the following sub-paragraph:
 - “(a) any of the categories specified in the first column of Division 1 or 1A of Part 1 of the Schedule, the number of parking lots for cars, motor cycles, coaches or lorries to be

provided in respect of that approved development —

- (i) must not be less than the appropriate number (rounded to the nearest whole number) specified opposite in the second column; and
- (ii) must not be more than the appropriate number (rounded to the nearest whole number) (if any) specified opposite in the third column,

and where the approved development has more than one proposed use, the total number of parking lots to be provided for the approved development is calculated by aggregating the number of parking lots to be provided for each proposed use; or”;

(c) by inserting, immediately after paragraph (1), the following paragraphs:

“(1A) In addition, paragraph (1)(a) also does not apply where —

- (a) the road line plan shows that there is no road access to the approved development and that no road access is planned to be opened in the future;
- (b) the road line plan shows that there is road access to the approved development and that such road access is planned to be closed in the future; or
- (c) the approved development or any part of that approved development is situated below a flyover, overpass or viaduct over which a road passes.

(1B) The owner or occupier of an approved development may purchase an extract of the road line plan mentioned in paragraph (1A)(a) from the Authority.”;

- (d) by deleting the words “Paragraph (2) does not apply” in paragraph (3) and substituting the words “Paragraphs (2), (8) and (9) do not apply”;
- (e) by deleting paragraph (4); and
- (f) by inserting, immediately after paragraph (5), the following paragraphs:

“(6) Where an application is made by an owner or occupier to the Authority under rule 3(2A) to change the number of parking lots for cars, motor cycles, coaches or lorries (as the case may be) in the private parking place, and where the use of the approved development falls within any of the categories specified in the first column of Division 1 or 1A of Part 1 of the Schedule, the number of parking lots to be provided in respect of an approved development —

- (a) must not be less than the appropriate number (rounded to the nearest whole number) specified opposite in the second column; and
- (b) must not be more than the appropriate number (rounded to the nearest whole number) (if any) specified opposite in the third column.

(7) Where an application is made by an owner or occupier to the Authority under rule 3(2A) to change the number of parking lots for bicycles in the private parking place, and where the use of the approved development falls within any of the categories specified in the first column of Division 2 of Part 1 of the Schedule, the number of parking lots for

bicycles to be provided in respect of that approved development must not be less than —

- (a) the appropriate number (rounded to the nearest whole number) specified opposite in the second column; or
- (b) the existing number of parking lots for bicycles provided on the approved development,

whichever is the lower.

(8) For the purposes of paragraphs (6) and (7), where the application relates to an increase in the number of parking lots, the layout, arrangement, dimensions or area of any additional parking lot must be in accordance with the requirements set out in Part 2 of the Schedule.

(9) Where an application is made by an owner or occupier to the Authority under rule 3(2A) to change the layout, arrangement, dimensions or area of any parking lot in the private parking place, or to change the design of parking facilities in that private parking place, the layout, arrangement, dimensions and area of every such parking lot or the design of every such parking facility (as the case may be) must be in accordance with the requirements set out in Part 2 of the Schedule.

(10) For the purposes of paragraph (9), where the application does not include a change to the number of parking lots for cars, motor cycles, coaches, lorries or bicycles (as the case may be) in the private parking place, the number of parking lots to be provided must be the existing number of parking lots provided on the approved development.”.

Amendment of rule 8**5. Rule 8 of the principal Rules is amended —**

- (a) by deleting the words “in respect of the following types of development” in paragraph (1);
- (b) by deleting the full-stop at the end of sub-paragraph (d) of paragraph (1) and substituting a semi-colon, and by inserting immediately thereafter the following sub-paragraphs:
 - “(e) change in the number of parking lots in a private parking place — \$120 per application;
 - (f) change in the layout, arrangement, dimensions or area of any parking lot in a private parking place — \$120 per application;
 - (g) change in the design of parking facilities in a private parking place — \$120 per application.”; and
- (c) by deleting the word “section” in paragraph (3) and substituting the word “rule”.

Amendment of Part 1 of Schedule**6. Part 1 of the Schedule to the principal Rules is amended —**

- (a) by deleting Division 1 and substituting the following Divisions:

“DIVISION 1

PARKING LOTS, AND LOADING AND UNLOADING BAYS FOR CARS,
MOTOR CYCLES, COACHES AND LORRIES SITUATED IN ZONES 1
(WHERE APPROVED DEVELOPMENT IS NOT SITUATED ON A WHITE
SITE), 2 AND 3

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
1. Residential developments	(a) Zone 1 (where approved development is not situated on a white site) 1 car parking lot for every 2 dwelling units	1 car parking lot for every 1.25 dwelling units
	(b) Zones 2 and 3 1 car parking lot for every 1.25 dwelling units	1 car parking lot for every dwelling unit
2. Offices	(a) Zone 1 (where approved development is not situated on a white site) 1 car parking lot for every 950 m ² of floor area 1 motor cycle parking lot for every 18,000 m ² of floor area	1 car parking lot for every 590 m ² of floor area Total of — (i) 1 motor cycle parking lot for every 590 m ² of floor area, for the first 590 m ² of floor area; and (ii) 1 motor cycle parking lot for every subsequent 11,250 m ² of floor area, for floor area in excess of 590 m ²

*First column**Second column**Third column*

For floor area of any size, 1 loading and unloading bay, or 1 lorry parking lot, for every 10,000 m² thereof up to 50,000 m² thereof

(b) Zone 2

1 car parking lot for every 530 m² of floor area

1 car parking lot for every 330 m² of floor area

1 motor cycle parking lot for every 10,000 m² of floor area

1 motor cycle parking lot for every 6,250 m² of floor area

For floor area of any size, 1 loading and unloading bay, or 1 lorry parking lot, for every 10,000 m² thereof up to 50,000 m² thereof

(c) Zone 3

1 car parking lot for every 260 m² of floor area

1 car parking lot for every 210 m² of floor area

1 motor cycle parking lot for every 5,000 m² of floor area

1 motor cycle parking lot for every 4,000 m² of floor area

For floor area of any size, 1 loading and unloading bay, or 1 lorry parking lot, for every 10,000 m² thereof up to 50,000 m² thereof

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
3. Shops and departmental stores (excluding supermarkets with floor area greater than or equal to 1,500 m ²)	(a) Zone 1 (where approved development is not situated on a white site)	
	1 car parking lot for every 840 m ² of floor area	1 car parking lot for every 530 m ² of floor area
	1 motor cycle parking lot for every 16,000 m ² of floor area	Total of —
		(i) 1 motor cycle parking lot for every 530 m ² of floor area, for the first 530 m ² of floor area; and
		(ii) 1 motor cycle parking lot for every subsequent 10,000 m ² of floor area, for floor area in excess of 530 m ²
	1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m ² of total floor area, such total floor area being derived by adding the floor area for this item to the floor area mentioned in item 4	

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
	(b) Zone 2	
	1 car parking lot for every 420 m ² of floor area	1 car parking lot for every 210 m ² of floor area
	1 motor cycle parking lot for every 8,000 m ² of floor area	1 motor cycle parking lot for every 4,000 m ² of floor area
	1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m ² of total floor area, such total floor area being derived by adding the floor area for this item to the floor area mentioned in item 4	
	(c) Zone 3	
	1 car parking lot for every 200 m ² of floor area	1 car parking lot for every 160 m ² of floor area
	1 motor cycle parking lot for every 3,750 m ² of floor area	1 motor cycle parking lot for every 3,000 m ² of floor area
	1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m ² of total floor area, such total floor area being derived by adding the floor area for this item to the floor area mentioned in item 4	

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
4. Supermarkets with floor area greater than or equal to 1,500 m ²	(a) Zone 1 (where approved development is not situated on a white site)	
	1 car parking lot for every 530 m ² of floor area	1 car parking lot for every 420 m ² of floor area
	1 motor cycle parking lot for every 10,000 m ² of floor area	1 motor cycle parking lot for every 8,000 m ² of floor area
	1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m ² of total floor area, such total floor area being derived by adding the floor area for this item to the floor area mentioned in item 3	
	(b) Zone 2	
	1 car parking lot for every 80 m ² of floor area	1 car parking lot for every 60 m ² of floor area
1 motor cycle parking lot for every 1,500 m ² of floor area	1 motor cycle parking lot for every 1,200 m ² of floor area	

*First column**Second column**Third column*

1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m² of total floor area, such total floor area being derived by adding the floor area for this item to the floor area mentioned in item 3

(c) Zone 3

1 car parking lot for every 70 m² of floor area

1 car parking lot for every 50 m² of floor area

1 motor cycle parking lot for every 1,250 m² of floor area

1 motor cycle parking lot for every 1,000 m² of floor area

1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m² of total floor area, such total floor area being derived by adding the floor area for this item to the floor area mentioned in item 3

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
5. Restaurants, night-clubs, coffee-houses, bars, cafeterias, eating-houses and canteens	(a) Zone 1 (where approved development is not situated on a white site)	
	Total of —	Total of —
	(i) 1 car parking lot for every 160 m ² of floor area, for the first 160 m ² of floor area; and	(i) 1 car parking lot for every 160 m ² of floor area, for the first 160 m ² of floor area; and
	(ii) 1 car parking lot for every subsequent 130 m ² of floor area, for floor area in excess of 160 m ²	(ii) 1 car parking lot for every subsequent 80 m ² of floor area, for floor area in excess of 160 m ²
	Total of —	Total of —
	(i) 1 motor cycle parking lot for every 160 m ² of floor area, for the first 160 m ² of floor area; and	(i) 1 motor cycle parking lot for every 160 m ² of floor area, for the first 160 m ² of floor area; and
	(ii) 1 motor cycle parking lot for every subsequent 2,400 m ² of floor area, for floor area in excess of 160 m ²	(ii) 1 motor cycle parking lot for every subsequent 1,500 m ² of floor area, for floor area in excess of 160 m ²

*First column**Second column**Third column*

(b) Zone 2

Total of —

- (i) 1 car parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 car parking lot for every subsequent 130 m² of floor area, for floor area in excess of 160 m²

Total of —

- (i) 1 motor cycle parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 motor cycle parking lot for every subsequent 2,400 m² of floor area, for floor area in excess of 160 m²

Total of —

- (i) 1 car parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 car parking lot for every subsequent 60 m² of floor area, for floor area in excess of 160 m²

Total of —

- (i) 1 motor cycle parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 motor cycle parking lot for every subsequent 1,200 m² of floor area, for floor area in excess of 160 m²

*First column**Second column**Third column*

(c) Zone 3

Total of —

- (i) 1 car parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 car parking lot for every subsequent 70 m² of floor area, for floor area in excess of 160 m²

Total of —

- (i) 1 motor cycle parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 motor cycle parking lot for every subsequent 1,250 m² of floor area, for floor area in excess of 160 m²

Total of —

- (i) 1 car parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 car parking lot for every subsequent 50 m² of floor area, for floor area in excess of 160 m²

Total of —

- (i) 1 motor cycle parking lot for every 160 m² of floor area, for the first 160 m² of floor area; and

- (ii) 1 motor cycle parking lot for every subsequent 1,000 m² of floor area, for floor area in excess of 160 m²

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
6. Hotels and residential clubs	(a) Zone 1 (where approved development is not situated on a white site)	
	1 car parking lot for every 530 m ² of floor area	1 car parking lot for every 330 m ² of floor area
	1 motor cycle parking lot for every 10,000 m ² of floor area	Total of — (i) 1 motor cycle parking lot for every 330 m ² of floor area, for the first 330 m ² of floor area; and (ii) 1 motor cycle parking lot for every subsequent 6,250 m ² of floor area, for floor area in excess of 330 m ²
	1 loading and unloading bay, or 1 lorry parking lot, for every 8,000 m ² of floor area	
	In the case of hotels, 1 coach parking lot for every 90 residential rooms	

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
	(b) Zone 2	
	1 car parking lot for every 530 m ² of floor area	1 car parking lot for every 260 m ² of floor area
	1 motor cycle parking lot for every 10,000 m ² of floor area	1 motor cycle parking lot for every 5,000 m ² of floor area
	1 loading and unloading bay, or 1 lorry parking lot, for every 8,000 m ² of floor area	
	In the case of hotels, 1 coach parking lot for every 90 residential rooms	
	(c) Zone 3	
	1 car parking lot for every 260 m ² of floor area	1 car parking lot for every 210 m ² of floor area
	1 motor cycle parking lot for every 5,000 m ² of floor area	1 motor cycle parking lot for every 4,000 m ² of floor area
	1 loading and unloading bay, or 1 lorry parking lot, for every 8,000 m ² of floor area	
	In the case of hotels, 1 coach parking lot for every 90 residential rooms	

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
7. Convention and exhibition halls	(a) Zones 1 (where approved development is not situated on a white site), 2 and 3 1 car parking lot for every 70 m ² of floor area	1 car parking lot for every 50 m ² of floor area
8. Cinemas, theatres, and concert halls	(a) Zones 1 (where approved development is not situated on a white site) and 2 1 car parking lot for every 16 seats 1 motor cycle parking lot for every 300 seats (b) Zone 3 1 car parking lot for every 13 seats 1 motor cycle parking lot for every 250 seats	1 car parking lot for every 13 seats 1 motor cycle parking lot for every 240 seats 1 car parking lot for every 11 seats 1 motor cycle parking lot for every 200 seats
9. Childcare centres, nurseries and kindergartens	(a) Zones 1 (where approved development is not situated on a white site), 2 and 3 1 car parking lot for every 260 m ² of floor area 1 motor cycle parking lot for every 5,000 m ² of floor area	1 car parking lot for every 210 m ² of floor area 1 motor cycle parking lot for every 4,000 m ² of floor area

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
10. Welfare houses	(a) Zones 1 (where approved development is not situated on a white site), 2 and 3 1 car parking lot for every 260 m ² of floor area 1 motor cycle parking lot for every 5,000 m ² of floor area	1 car parking lot for every 210 m ² of floor area 1 motor cycle parking lot for every 4,000 m ² of floor area
11. Nursing homes	(a) Zones 1 (where approved development is not situated on a white site), 2 and 3 1 car parking lot for every 16 beds 1 motor cycle parking lot for every 300 beds	1 car parking lot for every 13 beds 1 motor cycle parking lot for every 240 beds
12. Foreign workers' dormitories	(a) Zones 1 (where approved development is not situated on a white site), 2 and 3 1 lorry parking lot for every 200 beds	
13. Hostels	(a) Zones 1 (where approved development is not situated on a white site), 2 and 3 1 car parking lot for every 920 m ² of floor area 1 motor cycle parking lot for every 17,500 m ² of floor area	1 car parking lot for every 740 m ² of floor area 1 motor cycle parking lot for every 14,000 m ² of floor area

Notes:

1. In this Division, the boundaries of Zones 1, 2 and 3 are in accordance with the descriptions set out in Part 5.
2. In item 6, 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.
3. In item 10, the floor area does not include any ancillary facility that is exclusively used by residents, including any dining area, activity room or day room.
4. For the purposes of this Division, the plans showing Zones 1 and 2 are available for inspection in such manner and at such times as may be specified by the Authority's Development and Building Control Division.

DIVISION 1A

PARKING LOTS, AND LOADING AND UNLOADING BAYS FOR CARS,
MOTOR CYCLES, COACHES AND LORRIES SITUATED IN ZONE 1
(WHERE APPROVED DEVELOPMENT IS SITUATED
ON A WHITE SITE)

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
1. Residential developments	(a) Zone 1 (where approved development is situated on a white site)	1 car parking lot for every 1.25 dwelling units
	1 car parking lot for every 2 dwelling units	1 car parking lot for every 1.25 dwelling units

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
2. Non-residential developments	(a) Zone 1 (where approved development is situated on a white site)	
	1 car parking lot for every 895 m ² of floor area	1 car parking lot for every 560 m ² of floor area
	1 motor cycle parking lot for every 17,000 m ² of floor area	1 motor cycle parking lot for every 10,620 m ² of floor area
	Total of —	
	(i) 1 loading and unloading bay, or 1 lorry parking lot, for every 7,000 m ² of floor area, for the first 50,000 m ² of floor area; and	
	(ii) 1 loading and unloading bay, or 1 lorry parking lot, for every subsequent 15,000 m ² of floor area, for floor area in excess of 50,000 m ²	
	In the case of hotels, 1 coach parking lot for every 90 residential rooms	

Notes:

1. In this Division, the boundaries of Zone 1 are in accordance with the description set out in Part 5.
2. “Non-residential developments” mentioned in item 2 includes the following developments:
 - (a) offices;
 - (b) shops and departmental stores (excluding supermarkets with floor area greater than or equal to 1,500 m²);
 - (c) supermarkets with floor area greater than or equal to 1,500 m²;
 - (d) restaurants, night-clubs, coffee-houses, bars, cafeterias, eating-houses and canteens;
 - (e) hotels and residential clubs;
 - (f) convention and exhibition halls;
 - (g) cinemas, theatres and concert halls;
 - (h) childcare centres, nurseries and kindergartens;
 - (i) welfare houses;
 - (j) nursing homes;
 - (k) foreign workers’ dormitories;
 - (l) hostels.
3. In item 2 —
 - (a) where the non-residential development is a hotel, 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; and
 - (b) where the non-residential development is a welfare house, the floor area does not include any ancillary facility that is exclusively used by residents, including any dining area, activity room or day room.
4. For the purposes of this Division, the plans showing Zone 1 are available for inspection in such manner and at such times as may be specified by the Authority’s Development and Building Control Division.”;

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- (b) by inserting, immediately after the word “stores” in the first column of item 3 of Division 2, the words “(including supermarkets)”;
 - (c) by deleting items 7, 8, 9, 11, 13, 15 and 17 of Division 2;
 - (d) by deleting the words “Boarding houses and hostels” in the first column of item 12 of Division 2 and substituting the word “Hostels”;
 - (e) by deleting the words “Community centres, community clubs, welfare houses and other cultural and social welfare institutions” in the first column of item 16 of Division 2 and substituting the words “Welfare houses”; and
 - (f) by deleting paragraph 3 of the Notes to Division 2 and substituting the following paragraphs:
 - “3. In item 16, the floor area does not include any ancillary facility that is exclusively used by residents, including any dining area, activity room or day room.
 - 4. For the purposes of this Division, the plans showing Zones 1 and 2 are available for inspection in such manner and at such times as may be specified by the Authority’s Development and Building Control Division.”.

Amendment of Part 2 of Schedule

7. Part 2 of the Schedule to the principal Rules is amended —

- (a) by deleting sub-paragraph 3 of paragraph F of Division 1 and substituting the following sub-paragraph:
 - “3. Adequate blending of ramp grades at floor levels must be provided.”;
- (b) by deleting sub-paragraph 5 of paragraph F of Division 1 and substituting the following sub-paragraph:
 - “5. The gradient of a curved ramp must be that of the centre line of the lane with the steepest gradient.”;
- (c) by deleting the words “For parallel parking, where cars cannot be parked by reversing, minimum lot length must be 7.2 m.” in sub-paragraph 6 of paragraph F of Division 1;

(d) by inserting, immediately after diagram 1 of sub-paragraph 6 of paragraph F of Division 1, the following sub-paragraphs:

“7. Where 2 lots are perpendicular to each other, an additional 0.3 m width must be provided for each lot.

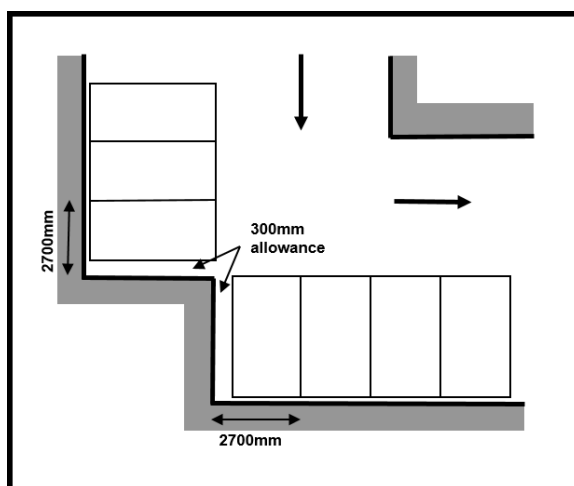


DIAGRAM 2: Width of parking lots where 2 parking lots are perpendicular to each other

8. The width of an end lot must be at least 3.0 m wide.

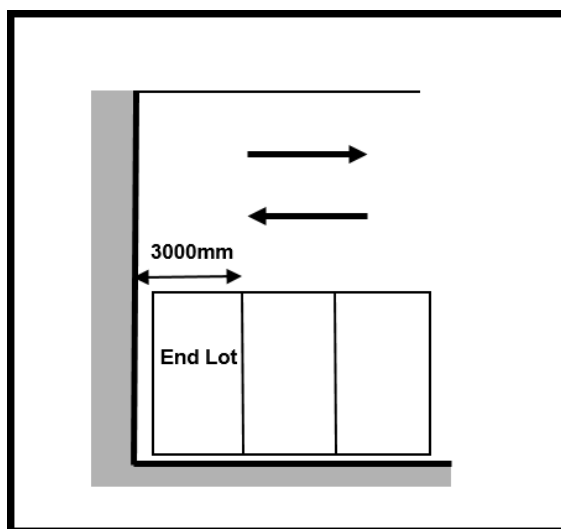


DIAGRAM 3: Width of end lots

9. For parallel parking, where cars cannot be parked by reversing, minimum lot length must be 7.2 m. Where a lot is adjacent to any obstruction, the minimum lot length must be 6.0 m.

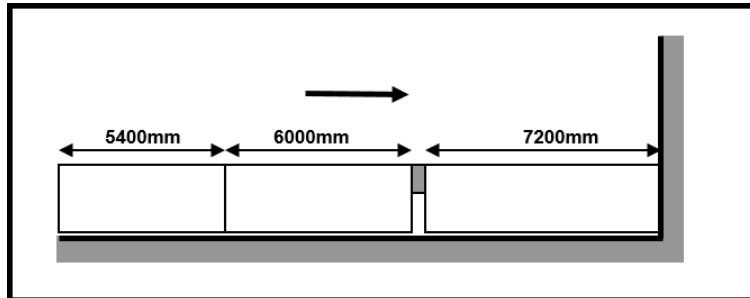


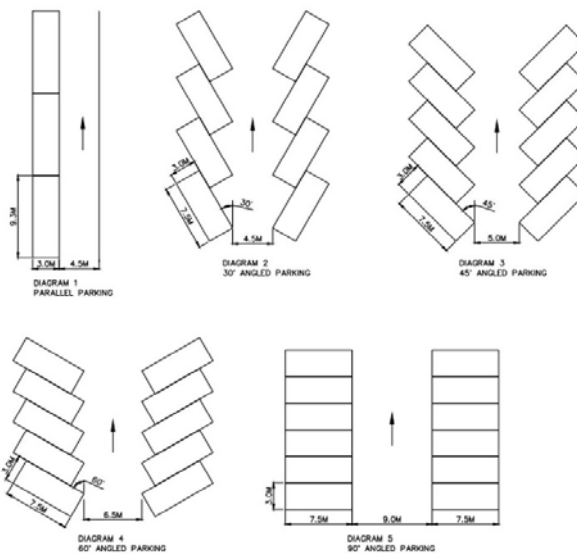
DIAGRAM 4: Length of parallel parking lots”;

- (e) by deleting “3.6” wherever it appears in the table under sub-paragraph 1 of paragraph B of Division 3 and substituting in each case “4.5”;
- (f) by deleting sub-paragraph 5 of paragraph E of Division 3 and substituting the following sub-paragraph:
- “5. The gradient of a curved ramp must be that of the centre line of the lane with the steepest gradient.”; and
- (g) by inserting, immediately after Division 3, the following Division:

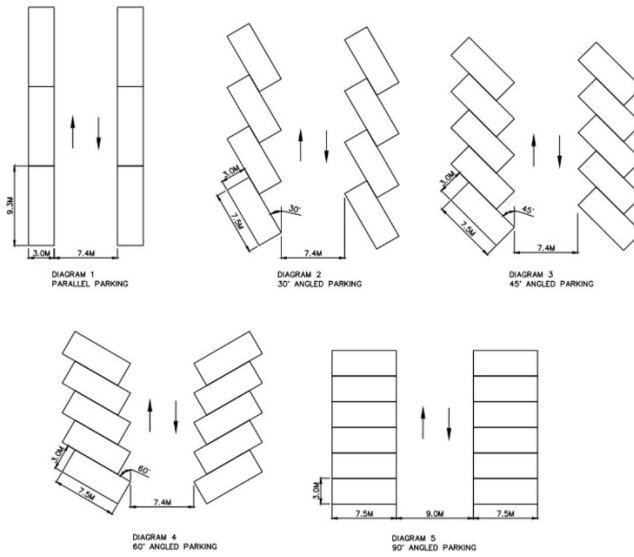
“DIVISION 3A
DIMENSIONS OF HEAVY VEHICLE PARKING LOTS AND
CIRCULATION AISLES

(ALL DIMENSIONS IN METRES)
FOR ALL TYPES OF HEAVY VEHICLE PARKS

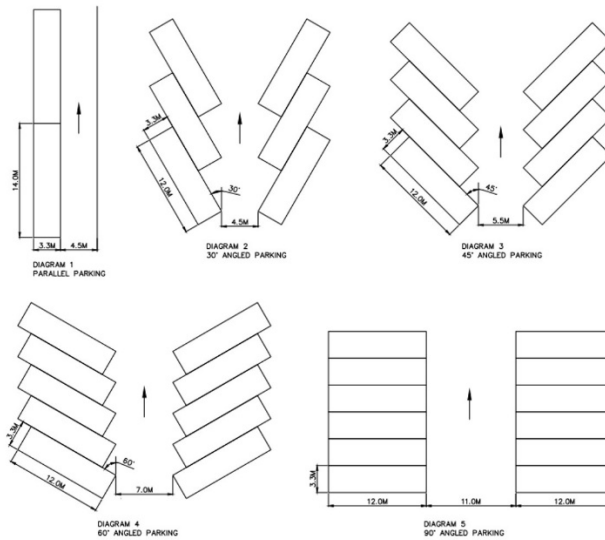
(A) RIGID-FRAMED VEHICLES OF LENGTH
LESS THAN 7.5M —
ONE-WAY TRAFFIC



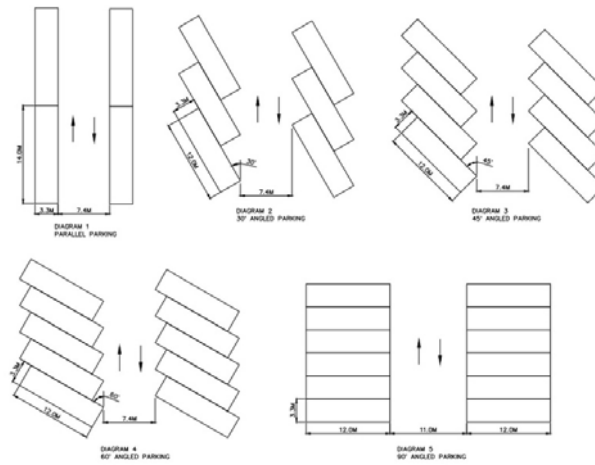
(B) RIGID-FRAMED VEHICLES OF LENGTH LESS THAN 7.5M — TWO-WAY TRAFFIC



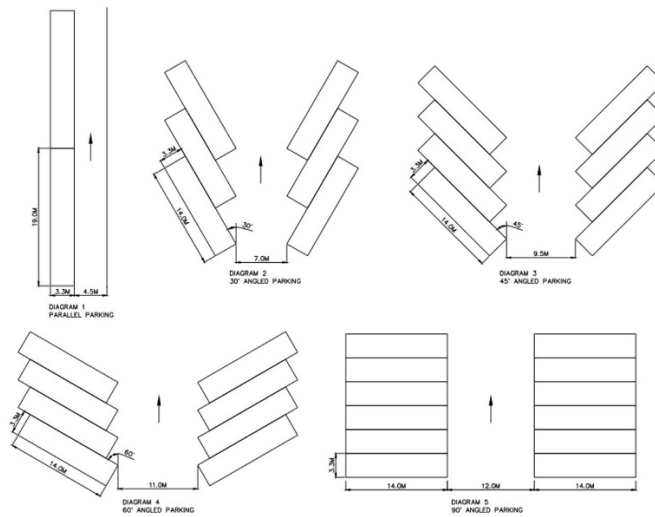
(C) RIGID-FRAMED VEHICLES OF LENGTH EQUAL TO OR MORE THAN 7.5M — ONE-WAY TRAFFIC



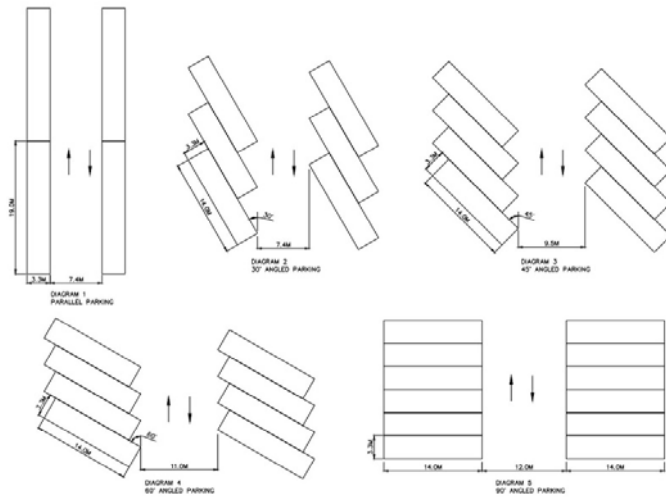
(D) RIGID-FRAMED VEHICLES OF LENGTH EQUAL TO OR MORE THAN 7.5M — TWO-WAY TRAFFIC



(E) ARTICULATED VEHICLES — ONE-WAY TRAFFIC



(F) ARTICULATED VEHICLES — TWO-WAY TRAFFIC



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Amendment of Part 3 of Schedule

8. Part 3 of the Schedule to the principal Rules is amended —

- (a) by deleting the Part heading and substituting the following Part heading:

“DEFICIENCY CHARGE FOR CARS,
COACHES, LORRIES, MOTOR CYCLES AND
BICYCLES”;

- (b) by deleting items 1, 2 and 3 and substituting the following item:

“1. THE WHOLE OF THE ISLAND OF SINGAPORE

- (a) \$16,000 per car parking lot.
 (b) \$40,000 per loading and unloading bay, lorry parking lot or coach parking lot.
 (c) \$5,500 per motor cycle parking lot.
 (d) \$580 per bicycle parking lot.”; and

(c) by deleting sub-paragraph (i) of item 4(a) and substituting the following sub-paragraph:

“(i) 20% of the rate of charge set out above for the first year or part thereof;”.

Amendment of Part 4 of Schedule

9. Part 4 of the Schedule to the principal Rules is amended —

- (a) by deleting the words “except Jurong Island” in item 1;
- (b) by deleting the words “or conversion of use of floor area” in item 5 and substituting the words “, which do not involve conversion of use equal to or exceeding 160 m² of floor area”;
- (c) by deleting “150 m²” in item 6 and substituting “160 m²”;
- (d) by deleting item 10 and substituting the following item:

“10. Development of public bus interchanges, bus depots and rapid transit system depots.”; and
- (e) by deleting items 12 and 13.

Amendment of Part 5 of Schedule

10. Part 5 of the Schedule to the principal Rules is amended —

- (a) by inserting, immediately after the words “that area” in the paragraph of item 1, the words “(except for the area comprised in Zone 4 that is contained within the boundary set out below)”;

- (b) by deleting the map at the end of item 1 and substituting the following map:

“



”;

- (c) by deleting item 2 and substituting the following item:

“2. Description of Zone 2

Zone 2 comprises all cadastral lots outside Zones 1 and 4 that fall within or touch a circle of radius 400 m from a rapid transit system station. The centre of the circle is defined as —

- (a) where there is only one contiguous boarding area in the rapid transit system station, the geometric centre of the boarding area of the station; or
- (b) where there is more than one contiguous boarding area in the rapid transit system station, the point that is the geometric centre of the 2 outermost boarding areas of the station.”;

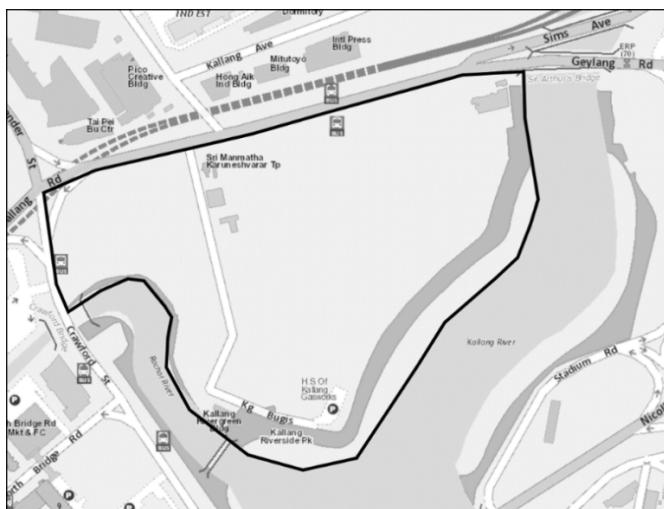
- (d) by deleting the words “Zones 1 and 2” in item 3 and substituting the words “Zones 1, 2 and 4”; and
- (e) by inserting, immediately after item 3, the following item:

“4. Description of Zone 4

Zone 4 comprises all of the following areas:

- (a) all that area the boundary of which starts at Geylang Road at the Sir Arthur’s Bridge and continuing progressively —
- (i) Generally west along Kallang Road until its junction with Crawford Street;
 - (ii) Generally south along Crawford Street until the Crawford Bridge; and
 - (iii) Generally follows the coastline of the Rochor River and Kallang River until Sir Arthur’s Bridge along Geylang Road,

and which is more particularly demarcated in the map below:



- (b) all that area the boundary of which starts at the junction of Marina Boulevard and Marina Gardens Drive and continuing progressively —

MK27-00249C, MK27-09726T, MK27-00248L,
MK27-00252C, MK27-07128K, MK27-08939C,
MK27-10632K, MK27-10441N, MK27-07102X,
MK27-97926V, MK27-02909W, MK27-07003W,
MK27-09095N, MK27-06260P, MK27-06249L,
MK27-06250N, MK27-06251X, MK27-06252L,
MK27-06253C, MK27-06254M, MK27-06255W,
MK27-06256V, MK27-06257P, MK27-10639V,
MK27-09113W, MK27-10746P and
MK27-10037N;

- (vi) Generally north along the eastern perimeter of MK27-10037N until Upper East Coast Road; and
- (vii) Generally west along Upper East Coast Road until Bedok Park Connector,

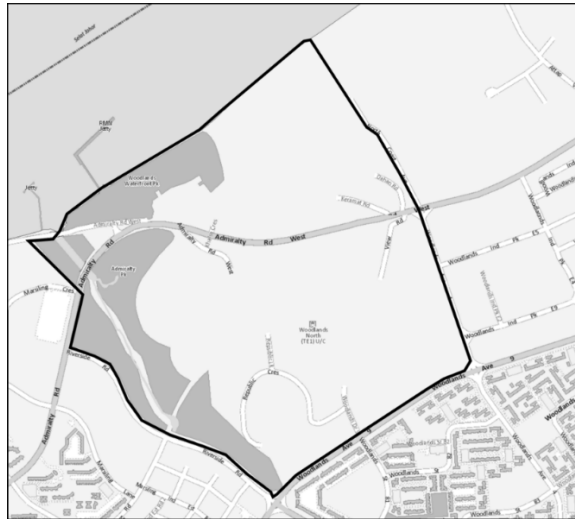
and which is more particularly demarcated in the map below:



- (d) all that area the boundary of which starts at the junction of Riverside Road and Woodlands Avenue 9 and continuing progressively —
 - (i) Generally east along Woodlands Avenue 9 until its junction with Woodlands Avenue 4;
 - (ii) Generally north along Woodlands Avenue 4, North Coast Avenue and a projection of North Coast Avenue to the coastline;

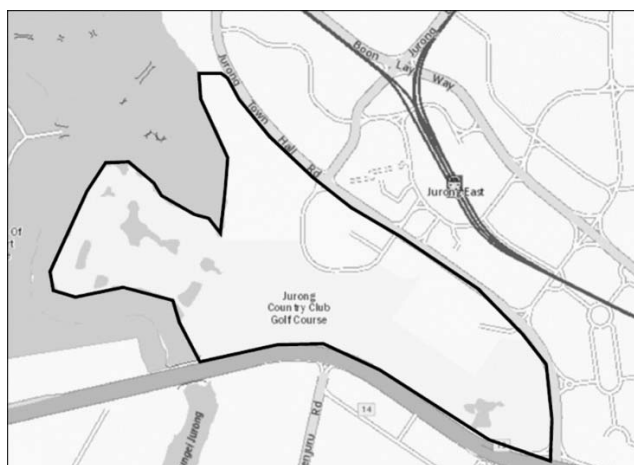
- (iii) Generally west along the coastline until Admiralty Park;
- (iv) Generally south-east along the west perimeter of Admiralty Park until Riverside Road;
- (v) Generally south-east along Riverside Road until its junction with Woodlands Avenue 9,

and which is more particularly demarcated in the map below:



- (e) all that area the boundary of which starts at Jurong Town Hall Road at the north-eastern tip of Lot MK05-06890L and continuing progressively —
 - (i) Generally south-east along Jurong Town Hall Road until its junction with Ayer Rajah Expressway;
 - (ii) Generally west along Ayer Rajah Expressway until the Jalan Ahmad Ibrahim Bridge;
 - (iii) Generally follows the coastline of the Jurong Lake until the north-west corner of Lot MK05-08106V; and

(iv) Generally along the northern perimeter of Lots MK05-08106V, MK05-00177V and MK05-06890L until Jurong Town Hall Road, and which is more particularly demarcated in the map below:



..

Transitional provision

11. Where the approval of the competent authority in respect of an approved development is granted before 1 February 2019, and the developer lodges with the Authority proposals and plans for the provision of parking places and parking lots on that land or submits an application to the Authority for the approval of such proposals and plans, on or after 1 February 2019, the principal Rules as in force immediately before 1 February 2019 continue to apply to or in relation to that proposal or plan.

Made on 31 January 2019.

RICHARD LIM CHERNG YIH
*Deputy Chairman,
Land Transport Authority of
Singapore.*

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(To be presented to Parliament under section 22(3) of the Parking Places Act).