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PARKING PLACES ACT (CHAPTER 214)

PARKING PLACES (PROVISION OF PARKING PLACES AND PARKING LOTS) RULES 2018

ARRANGEMENT OF RULES

Rule

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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) Rules 2018 and come into operation on 8 May 2018.

Definitions

2. In these Rules, unless the context otherwise requires —

- “approval of the competent authority” means permission granted by a competent authority to develop land, and includes authorisation by notification under section 21(6) of the Planning Act (Cap. 232);
- “approved development” means a proposed development of land in relation to which approval of the competent authority is granted;
- “Business 1 zone” means any land that is zoned as a Business 1 zone in the Master Plan under the Planning Act;
- “competent authority” means any person who is appointed under section 5 of the Planning Act for the purposes of Part III of that Act;
- “develop” has the meaning given by section 3 of the Planning Act;
- “developer” means a person who has the approval of the competent authority to develop any land;
- “parking lot” includes a type of parking lot, such as a loading bay or unloading bay;
- “qualified person” has the meaning given by section 2(1) of the Building Control Act (Cap. 29);
- “white site” means any land that is zoned as a white site in the Master Plan under the Planning Act.

Proposals and plans

- 3.—(1) Subject to paragraph (2), where —
- (a) permission is granted by a competent authority under the Planning Act (Cap. 232) to develop any land; or
 - (b) a development of any land is authorised by notification under section 21(6) of the Planning Act, and a condition of the authorisation is the lodgment of plans or documents with the competent authority,

the developer of the land must lodge with the Authority, together with a declaration made by a qualified person in the form required by the

Authority, proposals and plans for the provision of parking places and parking lots on the land.

(2) In addition, in the case of the provision of indoor parking places and parking lots in any development of land only for residential use, for commercial use, or for both residential and commercial uses, the developer must submit an application to the Authority for the approval of the relevant proposals and plans for the provision of parking places and parking lots on the land —

- (a) immediately upon obtaining the permission of the competent authority for that development under the Planning Act; or
- (b) immediately upon lodgment of any plan or document required by a condition of an authorisation by notification under section 21(6) of the Planning Act.

(3) In this rule, “indoor parking places and parking lots” includes any elevated, basement or enclosed parking places or parking lots.

Requirements for parking lots, etc.

4.—(1) Subject to these Rules, where the proposed use of an approved development that is not situated on a white site falls within —

- (a) any of the categories specified in the first column of Division 1 of Part 1 of the Schedule, the number of parking lots for cars, coaches or lorries to be provided in respect of that approved development must not be less than the appropriate number (rounded to the nearest whole number) specified opposite in the second column; or
- (b) 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 the appropriate number (rounded to the nearest whole number) specified opposite in the second column.

(2) The minimum dimensions of every such parking lot, circulation aisle, access ramp and other details in design must be in accordance with the requirements set out in Part 2 of the Schedule.

(3) Paragraph (2) does not apply where the parking system implemented in the parking place is a fully or partially-automated vehicle parking system operated by means of a motor or other mechanical device.

(4) The Authority may reduce the number of car parking lots specified in paragraph (1)(a) by up to 20% except where the proposed use of an approved development that is not situated on a white site falls within both the residential developments category specified in the first column of Division 1 of Part 1 of the Schedule and Zone 3 as described in Part 5 of the Schedule.

(5) The Authority may reduce the number of bicycle parking lots specified in paragraph (1)(b) by up to 50% (rounded to the nearest whole number).

Deficiency charge

5. For the purposes of section 6B(3) of the Act, the deficiency charge must be calculated in accordance with the rates set out in Part 3 of the Schedule.

Refund of moneys paid under section 6B(1)(b) of Act

6.—(1) Subject to paragraphs (2) and (3), the Authority must refund to the owner or occupier of any land or premises mentioned in section 6B(1) of the Act (without any interest) the whole or part of any deficiency charge already paid pursuant to section 6B(1)(b) of the Act under any of the following circumstances:

- (a) if a proposal for any amendment, change, addition or alteration to the approved development is made to and approved by the competent authority —
 - (i) within the period for which the approval of the competent authority for such development is in force;
 - (ii) where there is more than one approval of the competent authority for such development, within

the period for which the first approval of the competent authority granted therefor is in force; or

- (iii) within such further period as the competent authority may allow in the circumstances of any particular case,

and as a consequence some or all of the parking lots for which such deficiency charge was paid are in compliance with the applicable number of parking lots; or

- (b) if a proposal for the provision of parking lots, being parking lots in respect of which such deficiency charge was paid, at a place other than at the land comprised in the approved development is made to and approved by the Authority within any of the periods mentioned in sub-paragraph (a), and if the proposal is fully implemented and the parking lots are maintained or operated in accordance with any written law and with the permission of the Authority within a period specified by the Authority.

(2) No refund is to be made under paragraph (1)(a) or (b) unless a claim for the refund is made to the Authority within the relevant period specified in paragraph (1)(a) or the period specified by the Authority in paragraph (1)(b), as the case may be.

(3) Except in such special circumstances as may be approved by the Minister, no refund of any money paid to the Authority pursuant to these Rules is to be made by the Authority unless it is made in accordance with this rule.

Application

7. These Rules apply to all developments of land carried out or to be carried out by any person (including any statutory body established by any written law), except any development specified in Part 4 of the Schedule.

Fees

8.—(1) The following fees are payable in respect of any lodgment, or application for approval, of any proposal or plan under these Rules in respect of the following types of development:

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- (a) erection of buildings, amendment to approved plans, addition and alteration to existing buildings, change of use to existing buildings or any other development of land — \$10 per 100 square metres of gross floor area involved in the proposal, subject to a minimum of \$120;
 - (b) public housing development under the Housing and Development Act (Cap. 129) — \$20,000 per year;
 - (c) subdivision and amalgamation of buildings or land — \$70 per application;
 - (d) regularisation of parking lots — \$70 per application.
- (2) The following fees in respect of the following types of requests in relation to any proposal, plan or approved development under these Rules must be paid to the Authority:
- (a) request for waiver of any requirements in these Rules as to the layout, arrangement, dimensions or area of any parking lot, or as to the design of parking facilities for a private parking place on the land or premises — \$80 per requirement per proposal, plan or approved development;
 - (b) request for waiver of any of the requirements in these Rules as to applicable number of parking lots — \$120 per class of vehicles per proposal, plan or approved development.
- (3) All fees payable under this section must be paid to the Authority.

Revocation

9. The Parking Places (Provision of Parking Places and Parking Spaces) Rules (R 5) are revoked.

 THE SCHEDULE

Rules 4, 5 and 7

PART 1

DIVISION 1

 PARKING LOTS, AND LOADING AND UNLOADING BAYS
 FOR CARS, COACHES AND LORRIES

<i>First column</i>	<i>Second column</i>
1. Cinemas, theatres and concert halls	<p>(a) Zones 1 and 2 1 car parking lot for every 12 seats</p> <p>(b) Zone 3 1 car parking lot for every 10 seats</p>
2. Hotels and residential clubs	<p>(a) Zones 1 and 2 1 car parking lot for every 250 m² of floor area</p> <p>(b) Zone 3 1 car parking lot for every 200 m² of floor area</p> <p>(c) Zones 1, 2 and 3 1 loading and unloading bay for every 8,000 m² of floor area In the case of hotels, 1 coach parking lot for every 90 residential rooms</p>
3. Shops and departmental stores	<p>(a) Zone 1 1 car parking lot for every 400 m² of floor area</p> <p>(b) Zone 2 1 car parking lot for every 200 m² of floor area</p> <p>(c) Zone 3 1 car parking lot for every 150 m² of floor area</p>

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
	(d) Zones 1, 2 and 3 1 loading and unloading bay for every 4,000 m ² of floor area
4. Offices	(a) Zone 1 1 car parking lot for every 450 m ² of floor area (b) Zone 2 1 car parking lot for every 250 m ² of floor area (c) Zone 3 1 car parking lot for every 200 m ² of floor area (d) Zones 1, 2 and 3 For floor area of any size, 1 loading and unloading bay for every 10,000 m ² thereof up to 50,000 m ² thereof
5. Restaurants, night-clubs, coffee-houses, bars, cafeterias, eating-houses and canteens	(a) Zones 1, 2 and 3 1 car parking lot for the first 150 m ² of floor area (b) Zones 1 and 2 1 car parking lot for every 60 m ² of floor area, for floor area in excess of 150 m ² (c) Zone 3 1 car parking lot for every 50 m ² of floor area, for floor area in excess of 150 m ²
6. Residential developments	1 car parking lot for every dwelling unit
7. Warehouses and godowns	1 lorry parking lot for every 800 m ² of floor area

 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
8. Factories:	
(a) flatted types:	
Floor area in respect of factory	(i) 1 car parking lot for every 350 m ² of floor area
	(ii) 1 loading and unloading bay, or 1 lorry parking lot, for every 3,000 m ² of floor area
(b) terrace types:	
Floor area in respect of factory	(i) 1 car parking lot for every 300 m ² of floor area, for the first 800 m ² of floor area
	Subject to a minimum of 1 car parking lot per factory
	(ii) 1 car parking lot for every 350 m ² of floor area, for floor area in excess of 800 m ²
	(iii) 1 loading and unloading bay, or 1 lorry parking lot, for every 1,500 m ² of floor area
(c) detached types:	
Floor area in respect of factory	(i) 1 car parking lot for every 600 m ² of floor area
	Subject to a minimum of 1 car parking lot per factory
	(ii) For floor area of any size, 1 loading and unloading bay, or 1 lorry parking lot, for every 1,500 m ² thereof up to 13,500 m ² thereof
9. Nursing homes	1 car parking lot for every 12 beds
10. Petroleum, petrochemical, chemical and related industries on Jurong Island	1 car parking lot for every 200 m ² of office floor area

 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
11. Boarding houses and hostels:	
(a) administration areas and offices	1 car parking lot for every 200 m ² of floor area
(b) function rooms and exhibition areas	1 car parking lot for every 50 m ² of floor area
(c) residential rooms	1 car parking lot for every 700 m ² of floor area
	The minimum number of car parking lots to be provided under this item is the sum of the numbers of car parking lots under paragraphs (a) and (b), or the number of car parking lots under paragraph (c), whichever is the greater

Notes:

1. In items 1 to 5, the boundaries of Zones 1, 2 and 3 are in accordance with the descriptions set out in Part 5.
2. In item 2, 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 8, 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 must be determined according to the use of the floor area as set out in this Division.
4. For the purposes of items 1 to 5, 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.

THE SCHEDULE — *continued*

DIVISION 2

PARKING LOTS FOR BICYCLES

<i>First column</i>	<i>Second column</i>
1. Cinemas, theatres and concert halls	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none"> (i) 15 bicycle parking lots for the first 3,000 m² or part thereof (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m² <p>(b) Zone 3</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none"> (i) 10 bicycle parking lots for the first 3,000 m² or part thereof (ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof (iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
2. Hotels and residential clubs	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 15 bicycle parking lots for the first 3,000 m² or part thereof(ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof(iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m² <p>(b) Zone 3</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 10 bicycle parking lots for the first 3,000 m² or part thereof(ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof(iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²
3. Shops and departmental stores	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 15 bicycle parking lots for the first 3,000 m² or part thereof

 THE SCHEDULE — *continued*
*First column**Second column*

- (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m²

(b) Zone 3

For floor area of 1,000 m² or more:

- (i) 10 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²

4. Offices

(a) Zones 1 and 2

For floor area of 1,000 m² or more:

- (i) 15 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof

 THE SCHEDULE — *continued*
*First column**Second column*

- (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m²
- (b) Zone 3
- For floor area of 1,000 m² or more:
- (i) 10 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²
5. Restaurants, night-clubs, coffee-houses, bars, cafeterias, eating-houses and canteens
- (a) Zones 1 and 2
- For floor area of 1,000 m² or more:
- (i) 15 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m²

 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
	(b) Zone 3
	For floor area of 1,000 m ² or more:
	(i) 10 bicycle parking lots for the first 3,000 m ² or part thereof
	(ii) 1 bicycle parking lot for every subsequent 300 m ² thereof up to 15,000 m ² thereof
	(iii) 1 bicycle parking lot for every subsequent 1,000 m ² thereof, for floor area in excess of 15,000 m ²
6. Residential developments	(a) Zones 1 and 2
	1 bicycle parking lot for every 4 dwelling units
	(b) Zone 3
	1 bicycle parking lot for every 6 dwelling units
7. Retirement housing	(a) Zones 1 and 2
	1 bicycle parking lot for every 4 dwelling units
	(b) Zone 3
	1 bicycle parking lot for every 6 dwelling units
8. Factories	(a) Zones 1 and 2
	For floor area of 1,000 m ² or more:
	(i) 15 bicycle parking lots for the first 3,000 m ² or part thereof

THE SCHEDULE — *continued**First column**Second column*

- (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m²

(b) Zone 3

For floor area of 1,000 m² or more:

- (i) 10 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²

 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
9. Business park, science park, computer software developments, distribution services, printing, publishing and allied industries and other Business 1 zone developments	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none"> (i) 15 bicycle parking lots for the first 3,000 m² or part thereof (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m² <p>(b) Zone 3</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none"> (i) 10 bicycle parking lots for the first 3,000 m² or part thereof (ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof (iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²
10. Nursing homes	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none"> (i) 15 bicycle parking lots for the first 3,000 m² or part thereof

 THE SCHEDULE — *continued*
*First column**Second column*

(ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof

(iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m²

(b) Zone 3

For floor area of 1,000 m² or more:

(i) 10 bicycle parking lots for the first 3,000 m² or part thereof

(ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof

(iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²

11. Petroleum, petrochemical, chemical and related industries on Jurong Island

For office floor area of 1,000 m² or more:

(i) 10 bicycle parking lots for the first 3,000 m² or part thereof

(ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof

(iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
12. Boarding houses and hostels	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 15 bicycle parking lots for the first 3,000 m² or part thereof(ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof(iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m² <p>(b) Zone 3</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 10 bicycle parking lots for the first 3,000 m² or part thereof(ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof(iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
13. Clinics, pharmacies, hospitals and other healthcare institutions	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 15 bicycle parking lots for the first 3,000 m² or part thereof(ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof(iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m² <p>(b) Zone 3</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 10 bicycle parking lots for the first 3,000 m² or part thereof(ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof(iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²
14. Convention and exhibition halls	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m² or more:</p> <ul style="list-style-type: none">(i) 15 bicycle parking lots for the first 3,000 m² or part thereof

 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
	<ul style="list-style-type: none"> (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof (iii) 1 bicycle parking lot for every subsequent 600 m² thereof, for floor area in excess of 15,000 m²
	(b) Zone 3
	For floor area of 1,000 m ² or more:
	<ul style="list-style-type: none"> (i) 10 bicycle parking lots for the first 3,000 m² or part thereof (ii) 1 bicycle parking lot for every subsequent 300 m² thereof up to 15,000 m² thereof (iii) 1 bicycle parking lot for every subsequent 1,000 m² thereof, for floor area in excess of 15,000 m²
15. Churches, mosques, temples, any place of worship and other religious and related institutions	(a) Zones 1 and 2 For floor area of 1,000 m ² or more: <ul style="list-style-type: none"> (i) 15 bicycle parking lots for the first 3,000 m² or part thereof (ii) 1 bicycle parking lot for every subsequent 200 m² thereof up to 15,000 m² thereof

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
	(iii) 1 bicycle parking lot for every subsequent 600 m ² thereof, for floor area in excess of 15,000 m ²
	(b) Zone 3
	For floor area of 1,000 m ² or more:
	(i) 10 bicycle parking lots for the first 3,000 m ² or part thereof
	(ii) 1 bicycle parking lot for every subsequent 300 m ² thereof up to 15,000 m ² thereof
	(iii) 1 bicycle parking lot for every subsequent 1,000 m ² thereof, for floor area in excess of 15,000 m ²
16. Community centres, community clubs, welfare houses and other cultural and social welfare institutions	(a) Zones 1 and 2
	For floor area of 1,000 m ² or more:
	(i) 30 bicycle parking lots for the first 3,000 m ² or part thereof
	(ii) 1 bicycle parking lot for every subsequent 100 m ² thereof up to 15,000 m ² thereof
	(iii) 1 bicycle parking lot for every subsequent 300 m ² thereof, for floor area in excess of 15,000 m ²

 THE SCHEDULE — *continued*
*First column**Second column**(b) Zone 3*

For floor area of 1,000 m² or more:

- (i) 20 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 150 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 500 m² thereof, for floor area in excess of 15,000 m²

17. Sports complexes, and sports and recreation facilities including but not limited to facilities for the following sports:

(a) Zones 1 and 2

For floor area of 1,000 m² or more:

- (a)* tennis
- (b)* squash
- (c)* badminton
- (d)* sepak takraw
- (e)* soccer
- (f)* baseball
- (g)* bowling
- (h)* swimming
- (i)* ice skating
- (j)* roller-skating
- (k)* golf

- (i) 30 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 100 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 300 m² thereof, for floor area in excess of 15,000 m²

THE SCHEDULE — *continued**First column**Second column**(b) Zone 3*

For floor area of 1,000 m² or more:

- (i) 20 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 150 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 500 m² thereof, for floor area in excess of 15,000 m²

18. Foreign workers' dormitories

(a) Zones 1 and 2

For floor area of 1,000 m² or more:

- (i) 30 bicycle parking lots for the first 3,000 m² or part thereof
- (ii) 1 bicycle parking lot for every subsequent 100 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 300 m² thereof, for floor area in excess of 15,000 m²

(b) Zone 3

For floor area of 1,000 m² or more:

- (i) 20 bicycle parking lots for the first 3,000 m² or part thereof

 THE SCHEDULE — *continued*
*First column**Second column*

- (ii) 1 bicycle parking lot for every subsequent 150 m² thereof up to 15,000 m² thereof
- (iii) 1 bicycle parking lot for every subsequent 500 m² thereof, for floor area in excess of 15,000 m²

Notes:

1. In items 1 to 18, the boundaries of Zones 1, 2 and 3 are in accordance with the descriptions set out in Part 5.
2. In item 2, 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 8, the floor area of a factory mentioned in 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 bicycle parking lots in respect of that area must be determined according to the use of the floor area as set out in this Division.

PART 2

DIVISION 1

 DIMENSIONS OF CAR PARKING LOTS,
 CIRCULATION AISLES AND ACCESS RAMPS

A. Minimum dimensions of parking lots:

1. Lot width: 2.4 m
2. Lot length: 4.8 m
3. Lot length for parallel parking: 5.4 m

 THE SCHEDULE — *continued*

B. Minimum width of parking aisles:

Adjacent parking aisle as follows:

Parking Angle	<i>One-way traffic</i>		<i>Two-way traffic</i>
	Bays on 1 side (in m)	Bays on 2 sides (in m)	(in m)
<i>All carpark</i>			
Parallel	3.6	3.6	6.0
30°	3.6	4.2	6.3
45°	4.2	4.8	6.3
60°	4.8	4.8	6.6
90°	6.0	6.0	6.6

C. Minimum dimensions of clearway ramps and accessways:

Width:

1. On straights:

Single-lane:	3.6 m
Multi-lane:	3.0 m per lane

2. Inside lane of curve:

Single-lane:	4.2 m
Multi-lane:	3.6 m per lane

3. Outside lane of curve:

Single-lane:	4.2 m
Multi-lane:	3.3 m per lane

Radius:

Minimum inside radius of lane:	4.5 m
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Gradient:

1. Preferred gradient:	10% (1 in 10)
2. Absolute maximum gradient:	12% (1 in 8.3)

THE SCHEDULE — *continued*

D. Minimum dimensions of adjacent parking ramps (sloping floor):

Width:

Similar to those pertaining to adjacent parking aisle set out in paragraph B

Radius:

Minimum inside radius of lane: 4.5 m

Gradient:

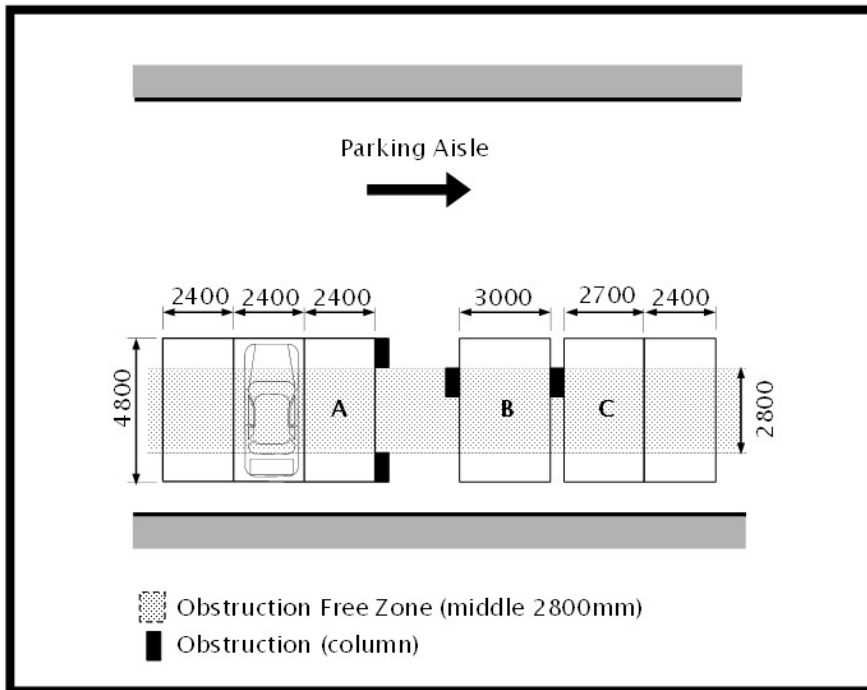
- | | |
|-------------------------------|--------------|
| 1. Preferred gradient: | 4% (1 in 25) |
| 2. Absolute maximum gradient: | 5% (1 in 20) |

E. Headroom:

In those parts of a building (above or below ground floor level) used or intended to be used for the parking of wheeled vehicles, the minimum clear height of such part of building must be not less than 2.4 m below which height only the underside of beams, direction signs, sprinkler heads, electrical fittings and other similar items may be allowed to project if the underside of such item is not less than 2.2 m from the floor level.

F. Conditions:

1. The area of each lot must be flat and free from kerbs and other encumbrances.
2. The width of aisles and ramps must be free from kerbs and other encumbrances.
3. Adequate blending of ramp grades at floor levels must be provided. This can be satisfactorily achieved by the provision of a straight slope 3.0 m to 3.6 m long at half the grade of the ramps.
4. The surface of long spiral ramps must be super-elevated to facilitate movement of vehicles. Other means as may be approved by the Authority may be adopted.
5. The slope of a curved ramp must be that of the centre line of its path.
6. For angled parking, where a lot is adjacent to an obstruction located within the middle 2.8 m of the parking lot, the minimum lot width must be 2.7 m if obstruction is on one side and 3.0 m if obstruction is on both sides. For parallel parking, where cars cannot be parked by reversing, minimum lot length must be 7.2 m.

THE SCHEDULE — *continued*

Stall A: without any obstruction within Obstruction Free Zone
 Stall B: with obstruction on both sides
 Stall C: with obstruction on one side

DIAGRAM 1: Width of parking lots without and with obstructions at sides

THE SCHEDULE — *continued*

DIVISION 2

DIMENSIONS OF CAR PARKING LOTS
AND CIRCULATION AISLES

(ALL DIMENSIONS IN METRES)

FOR ALL TYPES OF CAR PARKS

(A) BAYS ON 1 SIDE — ONE WAY TRAFFIC

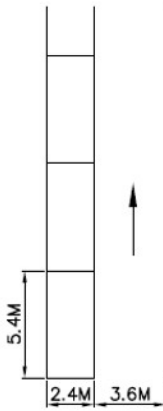


DIAGRAM 1
PARALLEL PARKING

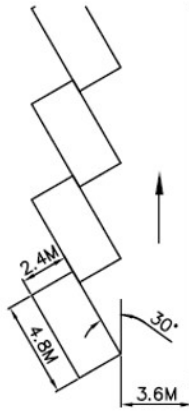


DIAGRAM 2
30° ANGLED PARKING

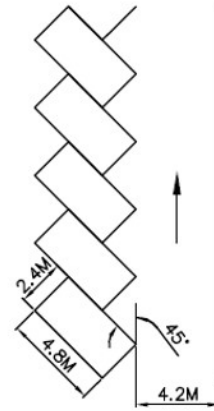


DIAGRAM 3
45° ANGLED PARKING

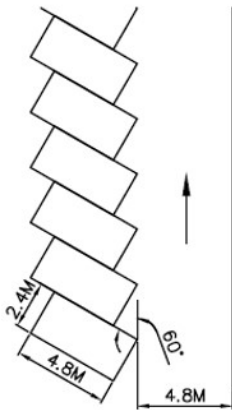


DIAGRAM 4
60° ANGLED PARKING

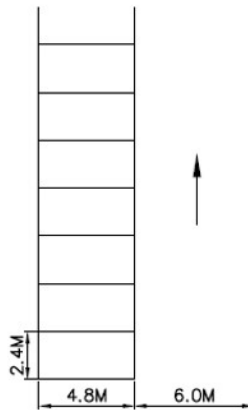


DIAGRAM 5
90° ANGLED PARKING

THE SCHEDULE — *continued*

(B) BAYS ON 2 SIDES — ONE WAY TRAFFIC

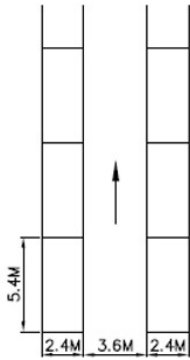


DIAGRAM 1
PARALLEL PARKING

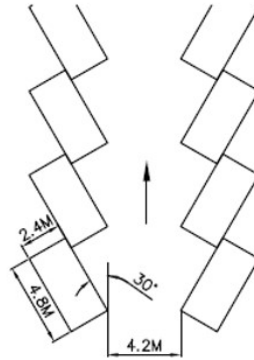


DIAGRAM 2
30° ANGLED PARKING

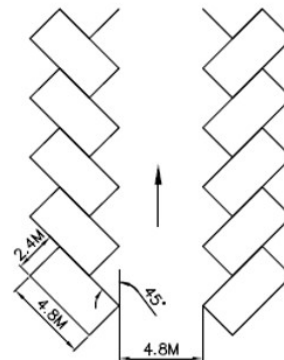


DIAGRAM 3
45° ANGLED PARKING

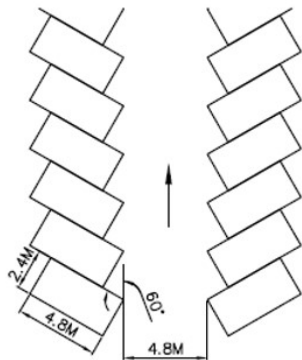


DIAGRAM 4
60° ANGLED PARKING

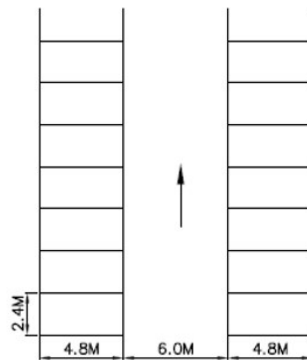


DIAGRAM 5
90° ANGLED PARKING

THE SCHEDULE — *continued*

(C) BAYS ON 2 SIDES — TWO WAY TRAFFIC

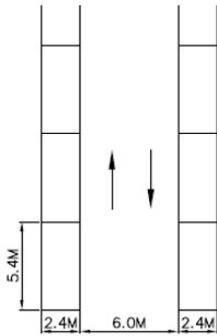


DIAGRAM 1
PARALLEL PARKING

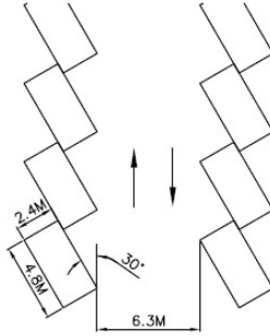


DIAGRAM 2
30° ANGLED PARKING

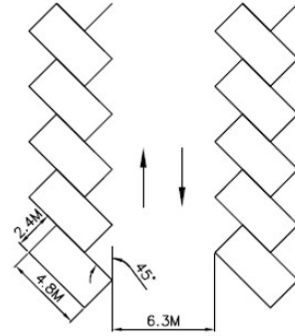


DIAGRAM 3
45° ANGLED PARKING

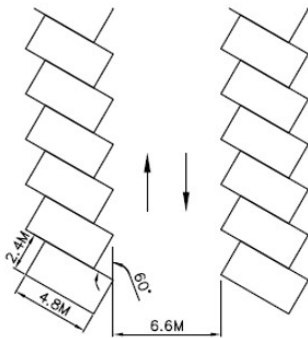


DIAGRAM 4
60° ANGLED PARKING

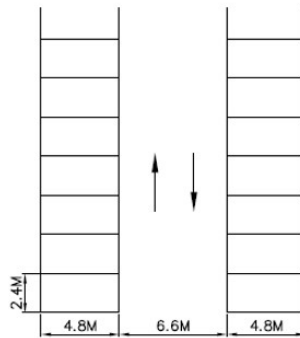


DIAGRAM 5
90° ANGLED PARKING

THE SCHEDULE — *continued*

(D) BAYS ON 1 SIDE — TWO WAY TRAFFIC

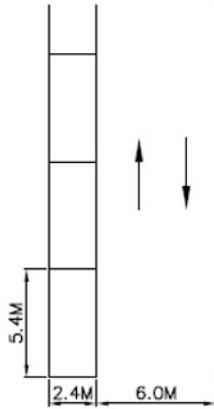


DIAGRAM 1
PARALLEL PARKING

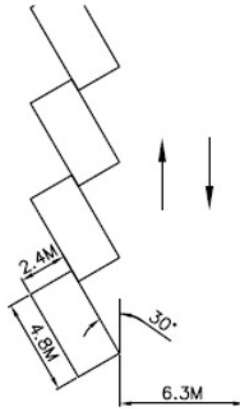


DIAGRAM 2
30° ANGLED PARKING

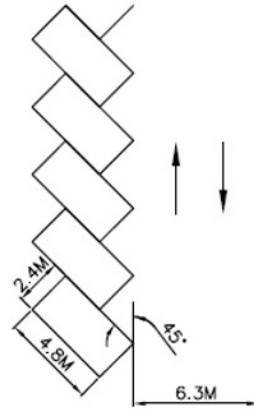


DIAGRAM 3
45° ANGLED PARKING

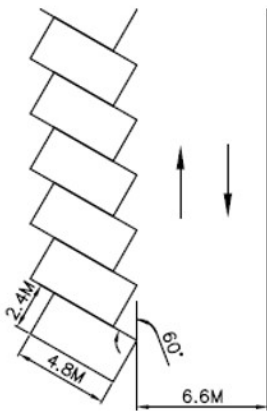


DIAGRAM 4
60° ANGLED PARKING

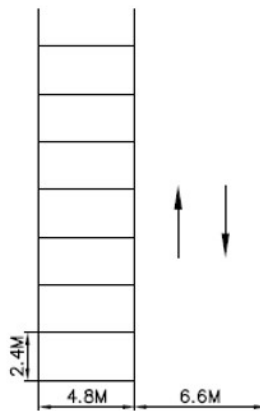


DIAGRAM 5
90° ANGLED PARKING

THE SCHEDULE — *continued*

DIVISION 3

DIMENSIONS OF HEAVY VEHICLE PARKING LOTS,
CIRCULATION AISLES AND ACCESS RAMPS

A. Minimum dimensions of parking lots:

	<i>Rigid-framed vehicles with length less than 7.5 m</i>	<i>Rigid-framed vehicles with length 7.5 m or more</i>	<i>Articulated vehicles (including prime-movers, 20', 40' and 45' trailers)</i>
1. Lot width:	3.0 m	3.3 m	3.3 m
2. Lot length:	7.5 m	12.0 m	14.0 m
3. Lot length for parallel parking:	9.3 m	14.0 m	19.0 m

B. Minimum width of parking aisles:

1. Adjacent parking aisle for rigid-framed vehicles with length less than 7.5 m:

	<i>One-way traffic (in m)</i>	<i>Two-way traffic (in m)</i>
<i>All heavy vehicle parks</i>		
Parallel	3.6	7.4
30°	3.6	7.4
45°	5.0	7.4
60°	6.5	7.4
90°	9.0	9.0

 THE SCHEDULE — *continued*

2. Adjacent parking aisle for rigid-framed vehicles with length more than or equal to 7.5 m:

	<i>One-way traffic</i> (in m)	<i>Two-way traffic</i> (in m)
<i>All heavy vehicle parks</i>		
Parallel	4.5	7.4
30°	4.5	7.4
45°	5.5	7.4
60°	7.0	7.4
90°	11.0	11.0

3. Adjacent parking aisle for articulated vehicles (including prime-movers, 20', 40' and 45' trailers):

	<i>One-way traffic</i> (in m)	<i>Two-way traffic</i> (in m)
<i>All heavy vehicle parks</i>		
Parallel	4.5	7.4
30°	7.0	7.4
45°	9.5	9.5
60°	11.0	11.0
90°	12.0	12.0

THE SCHEDULE — *continued*

C. Minimum dimensions of clearway ramps and accessways:

	<i>Rigid-framed vehicles with length less than 7.5 m</i>	<i>Rigid-framed vehicles with length 7.5 m or more</i>	<i>Articulated vehicles (including prime-movers, 20', 40' and 45' trailers)</i>
<i>Width:</i>			
1. On straights:	4.5 m (1-way)	4.5 m (1-way)	4.5 m (1-way)
	7.4 m (2-way)	7.4 m (2-way)	7.4 m (2-way)
2. On curves:	5.5 m per lane	7.5 m per lane	9.0 m per lane 6.0 m per lane if restricted to 20' trailers
<i>Radius:</i>			
Minimum inside radius of lane:	6.0 m	6.0 m	6.0 m
<i>Gradient:</i>			
Absolute maximum gradient on straights:	8.3% (1:12)	8.3% (1:12)	6.7% (1:15)
Absolute maximum gradient on curves:	6.7% (1:15)	6.7% (1:15)	5.0% (1:20)

D. Headroom:

Minimum clear headroom:	4.2 m	4.2 m	4.5 m
Minimum clear headroom at ramp transition:	4.2 m	4.2 m	4.75 m

THE SCHEDULE — *continued*

E. Conditions:

1. The area of each lot must be flat and free from kerbs and other encumbrances.
2. The width of aisles and ramps must be free from kerbs and other encumbrances.
3. Adequate blending of ramp grades at floor levels must be provided.
4. The surface of long spiral ramps must be super-elevated to facilitate movement of vehicles. Other means as may be approved by the Authority may be adopted.
5. The slope of a curved ramp must be that of the centre line of its path.

DIVISION 4

DIMENSIONS OF PARKING LOTS
FOR MOTOR CYCLES

Motor cycle Lot:

The size of a parking lot for a motor cycle must have a minimum dimension of 0.8 m by 2.4 m.

PART 3

DEFICIENCY CHARGE FOR CARS, COACHES AND LORRIES

1. THE CENTRAL AREA

\$32,000 per car parking lot in the Central Area bounded by Cantonment Road, Outram Road, Kim Seng Road, along Northern Boundary of Lot 268-34 TS 21, Singapore River meeting Clemenceau Avenue to Oxley Rise, Eber Road, Exeter Road, Devonshire Road into Orchard Boulevard meeting Grange Road, Tanglin Road, Orange Grove Road, Anderson Road, Ardmore Park, Draycott Drive, Stevens Road, Scotts Road, along Northern Boundary of Lot 505 TS 27, Eastern Boundary of Lots 505 and 448 TS 27 meeting Nutmeg Road, Mount Elizabeth, along Northern Boundary of Lots 10-3 and 10-1 TS 27 meeting Bideford Road, Cairnhill Road, Hullet Road, Emerald Hill Road to Side Lane between Lots 50-1 and 52-11 TS 27, across Lot 142 TS 27, along Northern Boundary of Lot 81-1 TS 27 into Clemenceau Avenue to Orchard Road, Dhoby Ghaut, Selegie Road, Serangoon Road, Lavender Street, Crawford Street towards the sea across Nicoll Highway, along the coastline of Marina Central, Queen Elizabeth Walk, across the mouth of the Singapore River, Clifford Pier, North Wharf, South Wharf meeting East Coast Parkway, Keppel Road into Cantonment Road.

THE SCHEDULE — *continued*

2. THE REST OF THE ISLAND OF SINGAPORE

\$16,000 per car parking lot in the Island of Singapore not covered by the above area.

3. THE WHOLE OF THE ISLAND OF SINGAPORE

\$40,000 per loading and unloading bay, lorry parking lot or coach parking lot.

4. TEMPORARY WRITTEN PERMISSION
IN RESPECT OF MATERIAL CHANGE OF USE

- (a) Rates of charges in respect of material change of existing use for which the written permission is for a specified period only are as follows:
- (i) 20% of the rate of charge set out above for the relevant area for the first year or part thereof;
 - (ii) 20% of the rate of charge for the second year or part thereof;
 - (iii) 20% of the rate of charge for the third year or part thereof;
 - (iv) 20% of the rate of charge for the fourth year or part thereof;
 - (v) 20% of the rate of charge for the fifth year or part thereof,
- during a continuous period of validity of the said written permission and any further written permission, including any extension or renewal of the permission.
- (b) No charge is payable if the continuous period of validity of the said written permission and any further written permission including any extension or renewal of the permission extends beyond 5 years.

PART 4

1. Developments in offshore islands except Jurong Island.
2. Bungalows or detached houses, semi-detached houses and terrace houses where at least one car porch is provided per house.
3. Development of land for the purpose of farming.
4. Ancillary use of HDB void decks.
5. Amendments, additions and alterations which do not involve additional floor area or conversion of use of floor area and which do not affect existing or approved parking layout or provision.

THE SCHEDULE — *continued*

6. Change of use of premises which involve less than 150 m² of gross floor area.
7. Developments within any rapid transit system station.
8. Renewal of written permission in respect of new erections.
9. Additions or erections of covered linkways or walkways that do not affect existing or approved parking layout or provision.
10. Development of public bus interchanges.
11. Development of land within a conservation area designated under the Planning Act (Cap. 232) comprising solely the conservation of all the buildings on the land in accordance with the requirements of the conservation authority under that Act and for which written permission has been granted by the competent authority under that Act.
12. Erection of Automatic Teller Machine kiosks that do not affect existing or approved parking layout or provision.
13. Temporary showflats and sales offices for showflats that do not affect existing or approved parking layout or provision.

PART 5

1. Description of Zone 1

Zone 1 comprises all that area the boundary of which starts at Nicoll Highway at the specified entry point described as OSID 2 in Division 1 of Part 6 of the First Schedule to the Road Traffic (Electronic Road Pricing System) Rules 2015 (G.N. No. S 226/2015) (called in this Part the ERP Rules) and continuing progressively —

- (1) Generally south-west along Nicoll Highway until its junction with Rochor Road;
- (2) Generally south-east along Rochor Road towards the specified entry point described as OSID 17 in Division 1 of Part 6 of the First Schedule to the ERP Rules;
- (3) Generally south-east along an imaginary line around the perimeter of Suntec City Mall towards Temasek Avenue;
- (4) Generally south along Temasek Avenue until its junction with Raffles Boulevard;
- (5) Generally east along Raffles Boulevard towards the specified entry point described as OSID 18 in Division 1 of Part 6 of the First Schedule to the ERP Rules;

THE SCHEDULE — *continued*

- (6) Generally south-east along an imaginary straight line towards the banks of Marina Reservoir at Marina Promenade;
- (7) Generally south and east along the banks of Marina Promenade until its junction with Bayfront Bridge;
- (8) Generally south and along Bayfront Bridge towards Sheares Avenue;
- (9) Generally follows the coastline of Marina South and Marina Bay until it meets the projection of Marina Wharf to Marina Coastal Expressway;
- (10) Generally west along Marina Coastal Expressway until its junction with Keppel Road;
- (11) Generally west along Keppel Road until its junction with Cantonment Road;
- (12) Generally north-east along Cantonment Road until its junction with Cantonment Close;
- (13) Generally east and north around the perimeter of The Pinnacle@Duxton until the junction of Neil Road and Cantonment Road;
- (14) Generally north-west along Cantonment Road until its junction with Eu Tong Sen Street;
- (15) Generally north-east along Eu Tong Sen Street towards the specified entry point described as OSID 3 in Division 1 of Part 7 of the First Schedule to the ERP Rules;
- (16) Generally north-east along Eu Tong Sen Street until Lot TS22-00178W;
- (17) Generally north-west and north-east around the perimeter of Lot TS22-00178W towards Pearl's Hill Terrace;
- (18) Generally north along Pearl's Hill Terrace until 18 Pearl's Hill Terrace;
- (19) Generally north-east and north-west around the perimeter of 18 Pearl's Hill Terrace;
- (20) Generally north along an imaginary straight line through Pearl's Hill City Park until its junction with Pearl's Hill Road;
- (21) Generally north-east along Pearl's Hill Road until its junction with Upper Cross Street;
- (22) Generally north-east and north-west along Upper Cross Street until its junction with Chin Swee Road;

THE SCHEDULE — *continued*

- (23) Generally north-east along an imaginary line towards the specified entry point described as OSID 19 in Division 1 of Part 7 of the First Schedule to the ERP Rules;
- (24) Generally north-east along an imaginary line towards the specified entry point described as OSID 24 in Division 1 of Part 7 of the First Schedule to the ERP Rules;
- (25) Generally north-east and north along Clemenceau Avenue until its junction with Oxley Rise;
- (26) Generally north-west along Oxley Rise towards Eber Road;
- (27) Generally west along Eber Road towards Exeter Road;
- (28) Generally north-west along Exeter Road towards Devonshire Road;
- (29) Generally north-west along Devonshire Road towards Orchard Boulevard;
- (30) Generally north-west along Orchard Boulevard until its junction with Paterson Road;
- (31) Generally along Paterson Road towards Scotts Road until its junction with Orchard Road;
- (32) Generally along Orchard Road until the area separating Tang Plaza from Lucky Plaza;
- (33) Generally north-east and north-west along an imaginary line along the area separating Tang Plaza from Lucky Plaza and along the rear of Scotts Square, Grand Hyatt Singapore and Far East Plaza until Mount Elizabeth;
- (34) Generally north-west along Mount Elizabeth until the end of Mount Elizabeth;
- (35) Generally north-east, east and south along an imaginary line around High Point and the rear of Ritz-Carlton Residences, Singapore, Cairnhill, Elizabeth Heights and Cairnhill Plaza towards the specified entry point described as OSID 27 in Division 1 of Part 24 of the First Schedule to the ERP Rules;
- (36) Generally south-east and north-east along an imaginary line around the circumference of Cairnhill Crest towards Cairnhill Circle;
- (37) Generally east along an imaginary straight line until the rear of 166 Emerald Hill Road;

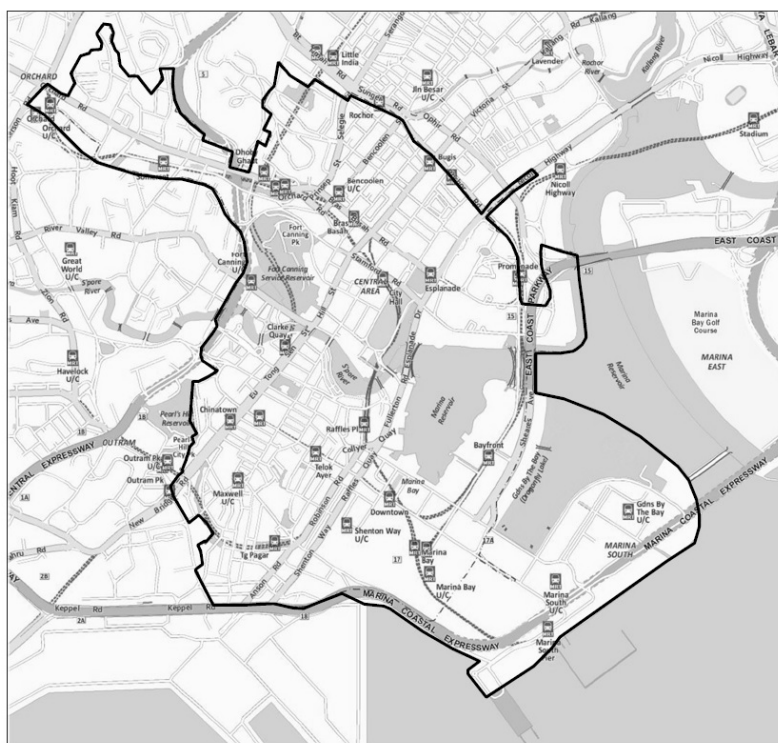
THE SCHEDULE — *continued*

- (38) Generally south along an imaginary line from the rear of 166 Emerald Hill Road until the rear of 57 Cuppage Road;
- (39) Generally south-east along an imaginary line from the rear of 57 Cuppage Road towards Cavenagh Road;
- (40) Generally south-east along Cavenagh Road until its junction with Kramat Road;
- (41) Generally south-east along Kramat Road towards the specified entry point described as OSID 22 in Division 1 of Part 24 of the First Schedule to the ERP Rules;
- (42) Generally south-east past the specified entry point described as OSID 22 in Division 1 of Part 24 of the First Schedule to the ERP Rules along Kramat Road until its junction with Buyong Road;
- (43) Generally south along Buyong Road until its junction with Orchard Road;
- (44) Generally east along Orchard Road until Plaza Singapura;
- (45) Generally north-east along an imaginary line from the circumference of Plaza Singapura until Sophia Road;
- (46) Generally north-east along Sophia Road until its junction with Mackenzie Road;
- (47) Generally north-east along Mackenzie Road until 131 Mackenzie Road;
- (48) Generally south-east along an imaginary line from 131 Mackenzie Road towards Mount Emily Road;
- (49) Generally south-east along Mount Emily Road for a distance of approximately 70 metres;
- (50) Generally north-east along an imaginary straight line towards Mackenzie Road;
- (51) Generally south-east along Mackenzie Road until its junction with Selegie Road;
- (52) Generally north-east along Selegie Road until its junction with Rochor Canal Road;
- (53) Generally south-east along Rochor Canal Road until its junction with Rochor Road;
- (54) Generally south-east along Rochor Road until its junction with Nicoll Highway; and

THE SCHEDULE — *continued*

(55) Generally north-east along Nicoll Highway until the specified entry point described as OSID 2 in Division 1 of Part 6 of the First Schedule to the ERP Rules,

and which is more particularly demarcated in the map below.



2. Description of Zone 2

Zone 2 comprises all cadastral lots outside Zone 1 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 area in the rapid transit system station, the geometric centre of the 2 outermost boarding areas of the station.

THE SCHEDULE — *continued*

3. Description of Zone 3

Zone 3 comprises the rest of the Island of Singapore not covered in Zones 1 and 2.

Made on 7 May 2018.

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

[LTA/LEGL/L18.033.002/KT/DT/PPP.18.01; AG/LEGIS/SL/214/
2015/4 Vol. 2]

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