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**No. S 286**

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.

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## 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;

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

*[S 76/2019 wef 01/02/2019]*

“ERP facility” has the meaning given by rule 2 of the Road Traffic (Electronic Road Pricing System) Rules 2015 (G.N. No. S 226/2015);

*[S 612/2020 wef 27/07/2020]*

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

*[S 76/2019 wef 01/02/2019]*

“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);

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“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);

*[S 76/2019 wef 01/02/2019]*

“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.

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(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.

*[S 76/2019 wef 01/02/2019]*

(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 situated within Zone 1, 2 or 3 falls within —

- (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

*[S 76/2019 wef 01/02/2019]*

- (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.

*[S 76/2019 wef 01/02/2019]*

(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.

*[S 76/2019 wef 01/02/2019]*

(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.

*[S 76/2019 wef 01/02/2019]*

(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) Paragraphs (2), (8) and (9) do 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.

*[S 76/2019 wef 01/02/2019]*

(4) *[Deleted by S 76/2019 wef 01/02/2019]*

(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).

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(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.

*[S 76/2019 wef 01/02/2019]*

(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.

*[S 76/2019 wef 01/02/2019]*

(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.

*[S 76/2019 wef 01/02/2019]*

(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

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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.

*[S 76/2019 wef 01/02/2019]*

(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.

*[S 76/2019 wef 01/02/2019]*

### **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:

(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;  
*[S 76/2019 wef 01/02/2019]*
- (e) change in the number of parking lots in a private parking place — \$120 per application;  
*[S 76/2019 wef 01/02/2019]*
- (f) change in the layout, arrangement, dimensions or area of any parking lot in a private parking place — \$120 per application;  
*[S 76/2019 wef 01/02/2019]*
- (g) change in the design of parking facilities in a private parking place — \$120 per application.  
*[S 76/2019 wef 01/02/2019]*  
*[S 76/2019 wef 01/02/2019]*

(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 rule must be paid to the Authority.  
*[S 76/2019 wef 01/02/2019]*

## 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, 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	<p>(a) Zone 1 (where approved development is not situated on a white site)</p> <p>1 car parking lot for every 2 dwelling units</p> <p>(b) Zones 2 and 3</p> <p>1 car parking lot for every 1.25 dwelling units</p>	<p>1 car parking lot for every 1.25 dwelling units</p> <p>1 car parking lot for every dwelling unit</p>
2. Offices	<p>(a) Zone 1 (where approved development is not situated on a white site)</p> <p>1 car parking lot for every 950 m<sup>2</sup> of floor area</p> <p>1 motor cycle parking lot for every 18,000 m<sup>2</sup> of floor area</p>	<p>1 car parking lot for every 590 m<sup>2</sup> of floor area</p> <p>Total of —</p> <p>(i) 1 motor cycle parking lot for every 590 m<sup>2</sup> of floor area, for the first 590 m<sup>2</sup> of floor area; and</p> <p>(ii) 1 motor cycle parking lot for every</p>

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 THE SCHEDULE — *continued*

subsequent  
11,250 m<sup>2</sup> of floor  
area, for floor area in  
excess of 590 m<sup>2</sup>

For floor area of  
any size, 1 loading  
and unloading bay,  
or 1 lorry parking  
lot, for every  
10,000 m<sup>2</sup> thereof  
up to 50,000 m<sup>2</sup>  
thereof

## (b) Zone 2

1 car parking lot  
for every 530 m<sup>2</sup>  
of floor area

1 car parking lot for every  
330 m<sup>2</sup> of floor area

1 motor cycle  
parking lot for  
every 10,000 m<sup>2</sup> of  
floor area

1 motor cycle parking lot  
for every 6,250 m<sup>2</sup> of  
floor area

For floor area of  
any size, 1 loading  
and unloading bay,  
or 1 lorry parking  
lot, for every  
10,000 m<sup>2</sup> thereof  
up to 50,000 m<sup>2</sup>  
thereof

## (c) Zone 3

1 car parking lot  
for every 260 m<sup>2</sup>  
of floor area

1 car parking lot for every  
210 m<sup>2</sup> of floor area

1 motor cycle  
parking lot for  
every 5,000 m<sup>2</sup> of  
floor area

1 motor cycle parking lot  
for every 4,000 m<sup>2</sup> of  
floor area

For floor area of  
any size, 1 loading

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 THE SCHEDULE — *continued*

- and unloading bay,  
or 1 lorry parking  
lot, for every  
10,000 m<sup>2</sup> thereof  
up to 50,000 m<sup>2</sup>  
thereof
3. Shops and departmental stores (excluding supermarkets with floor area greater than or equal to 1,500 m<sup>2</sup>)
- (a) Zone 1 (where approved development is not situated on a white site)
- |   |   |  |
|---|---|--|
| 1 car parking lot for every 840 m <sup>2</sup> of floor area            | 1 car parking lot for every 530 m <sup>2</sup> of floor area  |  |
| 1 motor cycle parking lot for every 16,000 m <sup>2</sup> of floor area | Total of —  |  |
|   | (i) 1 motor cycle parking lot for every 530 m <sup>2</sup> of floor area, for the first 530 m <sup>2</sup> of floor area; and           |  |
|   | (ii) 1 motor cycle parking lot for every subsequent 10,000 m <sup>2</sup> of floor area, for floor area in excess of 530 m <sup>2</sup> |  |
- 1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m<sup>2</sup> 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
- (b) Zone 2

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 THE SCHEDULE — *continued*

1 car parking lot for every 420 m <sup>2</sup> of floor area	1 car parking lot for every 210 m <sup>2</sup> of floor area
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1 motor cycle parking lot for every 8,000 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 4,000 m <sup>2</sup> of floor area
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1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m<sup>2</sup> 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 <sup>2</sup> of floor area	1 car parking lot for every 160 m <sup>2</sup> of floor area
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1 motor cycle parking lot for every 3,750 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 3,000 m <sup>2</sup> of floor area
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1 loading and unloading bay, or 1 lorry parking lot, for every 4,000 m<sup>2</sup> 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

THE SCHEDULE — *continued*

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

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 THE SCHEDULE — *continued*

mentioned in  
item 3

## (c) Zone 3

1 car parking lot  
for every 70 m<sup>2</sup> of  
floor area

1 car parking lot for every  
50 m<sup>2</sup> of floor area

1 motor cycle  
parking lot for  
every 1,250 m<sup>2</sup> of  
floor area

1 motor cycle parking lot  
for every 1,000 m<sup>2</sup> of  
floor area

1 loading and  
unloading bay, or  
1 lorry parking lot,  
for every 4,000 m<sup>2</sup>  
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

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<sup>2</sup> of  
floor area,  
for the first  
160 m<sup>2</sup> of  
floor area;  
and

(i) 1 car parking lot for  
every 160 m<sup>2</sup> of  
floor area, for the  
first 160 m<sup>2</sup> of floor  
area; and

(ii) 1 car parking  
lot for every  
subsequent  
130 m<sup>2</sup> of  
floor area,

(ii) 1 car parking lot for  
every subsequent  
80 m<sup>2</sup> of floor area,  
for floor area in  
excess of 160 m<sup>2</sup>

THE SCHEDULE — *continued*

for floor area  
in excess of  
160 m<sup>2</sup>

Total of —

(i) 1 motor cycle parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 motor cycle parking lot for every subsequent 2,400 m<sup>2</sup> of floor area, for floor area in excess of 160 m<sup>2</sup>

(b) Zone 2

Total of —

(i) 1 car parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 car parking lot for every subsequent 130 m<sup>2</sup> of floor area,

Total of —

(i) 1 motor cycle parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 motor cycle parking lot for every subsequent 1,500 m<sup>2</sup> of floor area, for floor area in excess of 160 m<sup>2</sup>

Total of —

(i) 1 car parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 car parking lot for every subsequent 60 m<sup>2</sup> of floor area, for floor area in excess of 160 m<sup>2</sup>



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 THE SCHEDULE — *continued*

for floor area  
in excess of  
160 m<sup>2</sup>

Total of —

(i) 1 motor cycle parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 motor cycle parking lot for every subsequent 2,400 m<sup>2</sup> of floor area, for floor area in excess of 160 m<sup>2</sup>

(c) Zone 3

Total of —

(i) 1 car parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 car parking lot for every subsequent 70 m<sup>2</sup> of floor area,

Total of —

(i) 1 motor cycle parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 motor cycle parking lot for every subsequent 1,200 m<sup>2</sup> of floor area, for floor area in excess of 160 m<sup>2</sup>

Total of —

(i) 1 car parking lot for every 160 m<sup>2</sup> of floor area, for the first 160 m<sup>2</sup> of floor area; and

(ii) 1 car parking lot for every subsequent 50 m<sup>2</sup> of floor area, for floor area in excess of 160 m<sup>2</sup>

THE SCHEDULE — *continued*

	for floor area in excess of 160 m <sup>2</sup>	
	Total of —	Total of —
	(i) 1 motor cycle parking lot for every 160 m <sup>2</sup> of floor area, for the first 160 m <sup>2</sup> of floor area; and	(i) 1 motor cycle parking lot for every 160 m <sup>2</sup> of floor area, for the first 160 m <sup>2</sup> of floor area; and
	(ii) 1 motor cycle parking lot for every subsequent 1,250 m <sup>2</sup> of floor area, for floor area in excess of 160 m <sup>2</sup>	(ii) 1 motor cycle parking lot for every subsequent 1,000 m <sup>2</sup> of floor area, for floor area in excess of 160 m <sup>2</sup>
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 <sup>2</sup> of floor area	1 car parking lot for every 330 m <sup>2</sup> of floor area
	1 motor cycle parking lot for every 10,000 m <sup>2</sup> of floor area	Total of —
		(i) 1 motor cycle parking lot for every 330 m <sup>2</sup> of floor area, for the first 330 m <sup>2</sup> of floor area; and
		(ii) 1 motor cycle parking lot for every subsequent 6,250 m <sup>2</sup>

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 THE SCHEDULE — *continued*

of floor area, for  
 floor area in excess  
 of 330 m<sup>2</sup>

1 loading and  
 unloading bay, or  
 1 lorry parking lot,  
 for every 8,000 m<sup>2</sup>  
 of floor area

In the case of  
 hotels, 1 coach  
 parking lot for  
 every  
 90 residential  
 rooms

## (b) Zone 2

1 car parking lot  
 for every 530 m<sup>2</sup>  
 of floor area

1 car parking lot for every  
 260 m<sup>2</sup> of floor area

1 motor cycle  
 parking lot for  
 every 10,000 m<sup>2</sup> of  
 floor area

1 motor cycle parking lot  
 for every 5,000 m<sup>2</sup> of  
 floor area

1 loading and  
 unloading bay, or  
 1 lorry parking lot,  
 for every 8,000 m<sup>2</sup>  
 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<sup>2</sup>  
 of floor area

1 car parking lot for every  
 210 m<sup>2</sup> of floor area

THE SCHEDULE — *continued*

	1 motor cycle parking lot for every 5,000 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 4,000 m <sup>2</sup> of floor area
	1 loading and unloading bay, or 1 lorry parking lot, for every 8,000 m <sup>2</sup> of floor area	
	In the case of hotels, 1 coach parking lot for every 90 residential rooms	
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 <sup>2</sup> of floor area	1 car parking lot for every 50 m <sup>2</sup> 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 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
	(b) Zone 3	
	1 car parking lot for every 13 seats	1 car parking lot for every 11 seats
	1 motor cycle parking lot for every 250 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	

THE SCHEDULE — *continued*

		1 car parking lot for every 260 m <sup>2</sup> of floor area	1 car parking lot for every 210 m <sup>2</sup> of floor area
		1 motor cycle parking lot for every 5,000 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 4,000 m <sup>2</sup> of floor area
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 <sup>2</sup> of floor area	1 car parking lot for every 210 m <sup>2</sup> of floor area
		1 motor cycle parking lot for every 5,000 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 4,000 m <sup>2</sup> 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 car parking lot for every 13 beds
		1 motor cycle parking lot for every 300 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 <sup>2</sup> of floor area	1 car parking lot for every 740 m <sup>2</sup> of floor area

THE SCHEDULE — *continued*

1 motor cycle parking lot for every 17,500 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 14,000 m <sup>2</sup> of floor area
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[S 76/2019 wef 01/02/2019]

**Notes:**

1. In this Division, the boundaries of Zones 1, 2 and 3 are in accordance with the descriptions set out in Part 5.

[S 76/2019 wef 01/02/2019]

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.

[S 76/2019 wef 01/02/2019]

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.

[S 76/2019 wef 01/02/2019]

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.

[S 76/2019 wef 01/02/2019]

## 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 2 dwelling units
		1 car parking lot for every 1.25 dwelling units
2. Non-residential developments	(a) Zone 1 (where approved development is situated on a white site)	

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THE SCHEDULE — *continued*

1 car parking lot for every 895 m <sup>2</sup> of floor area	1 car parking lot for every 560 m <sup>2</sup> of floor area
1 motor cycle parking lot for every 17,000 m <sup>2</sup> of floor area	1 motor cycle parking lot for every 10,620 m <sup>2</sup> of floor area

Total of —

- (i) 1 loading and unloading bay, or 1 lorry parking lot, for every 7,000 m<sup>2</sup> of floor area, for the first 50,000 m<sup>2</sup> of floor area; and
- (ii) 1 loading and unloading bay, or 1 lorry parking lot, for every subsequent 15,000 m<sup>2</sup> of floor area, for floor area in excess of 50,000 m<sup>2</sup>

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 m<sup>2</sup>);
  - (c) supermarkets with floor area greater than or equal to 1,500 m<sup>2</sup>;

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THE SCHEDULE — *continued*

- (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.

*[S 76/2019 wef 01/02/2019]*

DIVISION 2

PARKING LOTS FOR BICYCLES

*First column*

*Second column*

1. Cinemas, theatres and concert halls (a) Zones 1 and 2
- For floor area of 1,000 m<sup>2</sup> or more:
- (i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
  - (ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup>



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 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
	thereof up to 15,000 m <sup>2</sup> thereof
	(iii) 1 bicycle parking lot for every subsequent 600 m <sup>2</sup> thereof, for floor area in excess of 15,000 m <sup>2</sup>
	(b) Zone 3
	For floor area of 1,000 m <sup>2</sup> or more:
	(i) 10 bicycle parking lots for the first 3,000 m <sup>2</sup> or part thereof
	(ii) 1 bicycle parking lot for every subsequent 300 m <sup>2</sup> thereof up to 15,000 m <sup>2</sup> thereof
	(iii) 1 bicycle parking lot for every subsequent 1,000 m <sup>2</sup> thereof, for floor area in excess of 15,000 m <sup>2</sup>
2. Hotels and residential clubs	(a) Zones 1 and 2
	For floor area of 1,000 m <sup>2</sup> or more:
	(i) 15 bicycle parking lots for the first 3,000 m <sup>2</sup> or part thereof
	(ii) 1 bicycle parking lot for every subsequent 200 m <sup>2</sup> thereof up to 15,000 m <sup>2</sup> thereof
	(iii) 1 bicycle parking lot for every subsequent 600 m <sup>2</sup> thereof, for floor area in excess of 15,000 m <sup>2</sup>
	(b) Zone 3

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

For floor area of 1,000 m<sup>2</sup> or more:

- (i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>

3. Shops and departmental stores (including supermarkets)

(a) Zones 1 and 2

For floor area of 1,000 m<sup>2</sup> or more:

- (i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 600 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>

(b) Zone 3

For floor area of 1,000 m<sup>2</sup> or more:

- (i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof

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

- (ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>
4. Offices
- (a) Zones 1 and 2
- For floor area of 1,000 m<sup>2</sup> or more:
- (i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 600 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>
- (b) Zone 3
- For floor area of 1,000 m<sup>2</sup> or more:
- (i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
5. Restaurants, night-clubs, coffee-houses, bars, cafeterias, eating-houses and canteens	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m<sup>2</sup> or more:</p> <ul style="list-style-type: none"><li>(i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof</li><li>(ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof</li><li>(iii) 1 bicycle parking lot for every subsequent 600 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup></li></ul> <p>(b) Zone 3</p> <p>For floor area of 1,000 m<sup>2</sup> or more:</p> <ul style="list-style-type: none"><li>(i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof</li><li>(ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof</li><li>(iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup></li></ul>
6. Residential developments	<p>(a) Zones 1 and 2</p> <p>1 bicycle parking lot for every 4 dwelling units</p> <p>(b) Zone 3</p> <p>1 bicycle parking lot for every 6 dwelling units</p>

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 THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
7. [ <i>Deleted by S 76/2019 wef 01/02/2019</i> ]	
8. [ <i>Deleted by S 76/2019 wef 01/02/2019</i> ]	
9. [ <i>Deleted by S 76/2019 wef 01/02/2019</i> ]	
10. Nursing homes	<p>(a) Zones 1 and 2</p> <p>For floor area of 1,000 m<sup>2</sup> or more:</p> <ul style="list-style-type: none"> <li>(i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof</li> <li>(ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof</li> <li>(iii) 1 bicycle parking lot for every subsequent 600 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup></li> </ul> <p>(b) Zone 3</p> <p>For floor area of 1,000 m<sup>2</sup> or more:</p> <ul style="list-style-type: none"> <li>(i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof</li> <li>(ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof</li> <li>(iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup></li> </ul>

THE SCHEDULE — *continued*

- | <i>First column</i>                       | <i>Second column</i>   |
|---|--|
| 11. [Deleted by S 76/2019 wef 01/02/2019] |  |
| 12. Hostels                               | (a) Zones 1 and 2<br>For floor area of 1,000 m <sup>2</sup> or more: <ul style="list-style-type: none"><li>(i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof</li><li>(ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof</li><li>(iii) 1 bicycle parking lot for every subsequent 600 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup></li></ul> (b) Zone 3<br>For floor area of 1,000 m <sup>2</sup> or more: <ul style="list-style-type: none"><li>(i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof</li><li>(ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof</li><li>(iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup></li></ul> |
| 13. [Deleted by S 76/2019 wef 01/02/2019] |  |
| 14. Convention and exhibition halls       | (a) Zones 1 and 2<br>For floor area of 1,000 m <sup>2</sup> or more:   |

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

- (i) 15 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 200 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 600 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>

*(b) Zone 3*

For floor area of 1,000 m<sup>2</sup> or more:

- (i) 10 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 300 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 1,000 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>

15. [*Deleted by S 76/2019 wef 01/02/2019*]

16. Welfare houses

*(a) Zones 1 and 2*

For floor area of 1,000 m<sup>2</sup> or more:

- (i) 30 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 100 m<sup>2</sup>

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
	thereof up to 15,000 m <sup>2</sup> thereof
	(iii) 1 bicycle parking lot for every subsequent 300 m <sup>2</sup> thereof, for floor area in excess of 15,000 m <sup>2</sup>
	(b) Zone 3
	For floor area of 1,000 m <sup>2</sup> or more:
	(i) 20 bicycle parking lots for the first 3,000 m <sup>2</sup> or part thereof
	(ii) 1 bicycle parking lot for every subsequent 150 m <sup>2</sup> thereof up to 15,000 m <sup>2</sup> thereof
	(iii) 1 bicycle parking lot for every subsequent 500 m <sup>2</sup> thereof, for floor area in excess of 15,000 m <sup>2</sup>
17. [ <i>Deleted by S 76/2019 wef 01/02/2019</i> ]	
18. Foreign workers' dormitories	(a) Zones 1 and 2
	For floor area of 1,000 m <sup>2</sup> or more:
	(i) 30 bicycle parking lots for the first 3,000 m <sup>2</sup> or part thereof
	(ii) 1 bicycle parking lot for every subsequent 100 m <sup>2</sup> thereof up to 15,000 m <sup>2</sup> thereof
	(iii) 1 bicycle parking lot for every subsequent 300 m <sup>2</sup>



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 THE SCHEDULE — *continued*
*First column**Second column*thereof, for floor area in excess of 15,000 m<sup>2</sup>

(b) Zone 3

For floor area of 1,000 m<sup>2</sup> or more:

- (i) 20 bicycle parking lots for the first 3,000 m<sup>2</sup> or part thereof
- (ii) 1 bicycle parking lot for every subsequent 150 m<sup>2</sup> thereof up to 15,000 m<sup>2</sup> thereof
- (iii) 1 bicycle parking lot for every subsequent 500 m<sup>2</sup> thereof, for floor area in excess of 15,000 m<sup>2</sup>

*[S 76/2019 wef 01/02/2019]***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 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.

*[S 76/2019 wef 01/02/2019]**[S 76/2019 wef 01/02/2019]*

THE SCHEDULE — *continued*

## 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

## 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 carparks</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 |
|--------------|-------|

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 THE SCHEDULE — *continued*

Multi-lane:	3.6 m per lane
3. Outside lane of curve:	
Single-lane:	4.2 m
Multi-lane:	3.3 m per lane
<i>Radius:</i>	
Minimum inside radius of lane:	4.5 m
<i>Gradient:</i>	
1. Preferred gradient:	10% (1 in 10)
2. Absolute maximum gradient:	12% (1 in 8.3)

## 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) |

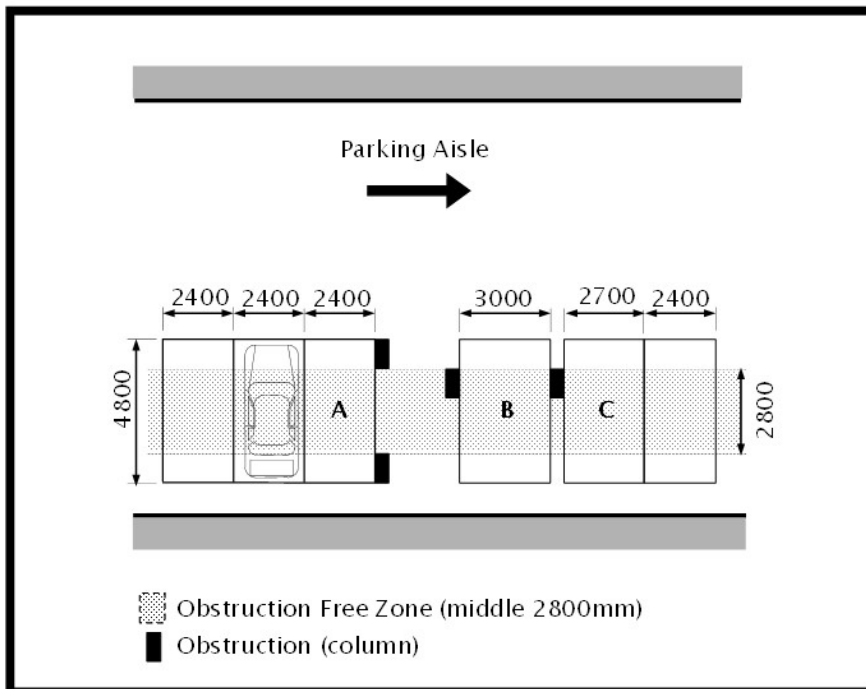
## E. Headroom:

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:

THE SCHEDULE — *continued*

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 gradient of a curved ramp must be that of the centre line of the lane with the steepest gradient.
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.



Stall A: without any obstruction within Obstruction Free Zone

Stall B: with obstruction on both sides

Stall C: with obstruction on one side

THE SCHEDULE — *continued*

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

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

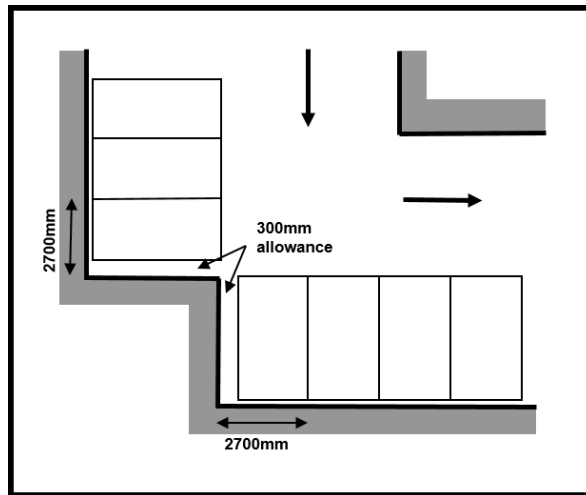


DIAGRAM 2: Width of parking lots where 2 parking lots are perpendicular to each other

[S 76/2019 wef 01/02/2019]

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

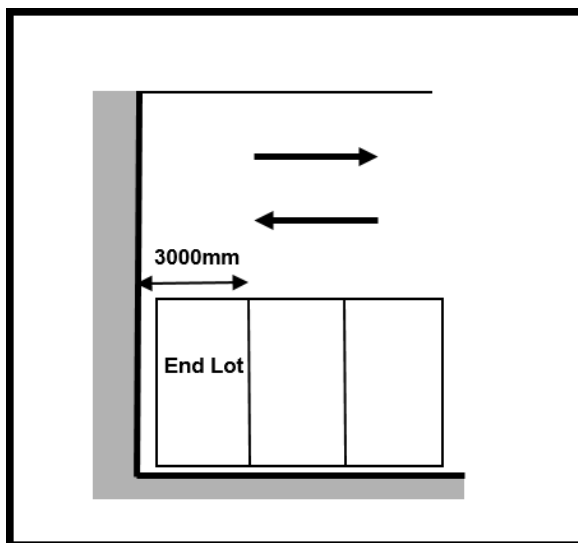
THE SCHEDULE — *continued*

DIAGRAM 3: Width of end lots

[S 76/2019 wef 01/02/2019]

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.

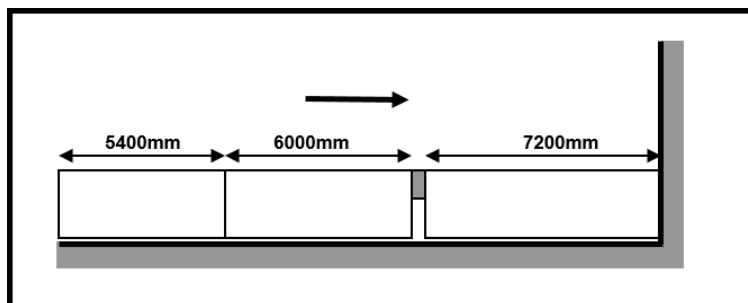


DIAGRAM 4: Length of parallel parking lots

[S 76/2019 wef 01/02/2019]

THE SCHEDULE — *continued*

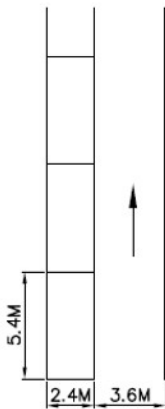
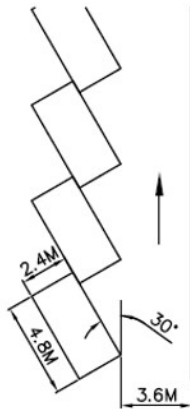
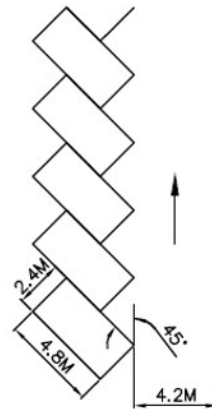
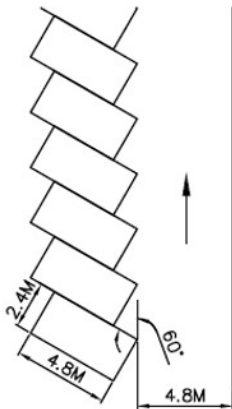
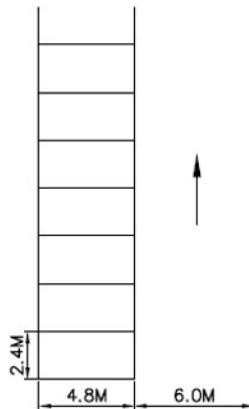
## DIVISION 2

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 PARKINGDIAGRAM 2  
30° ANGLED PARKINGDIAGRAM 3  
45° ANGLED PARKINGDIAGRAM 4  
60° ANGLED PARKINGDIAGRAM 5  
90° ANGLED PARKING

THE SCHEDULE — *continued*

(B) BAYS ON 2 SIDES — ONE WAY TRAFFIC

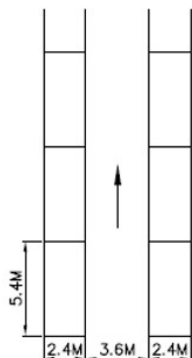


DIAGRAM 1  
PARALLEL PARKING

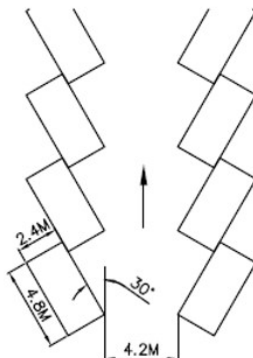


DIAGRAM 2  
30° ANGLED PARKING

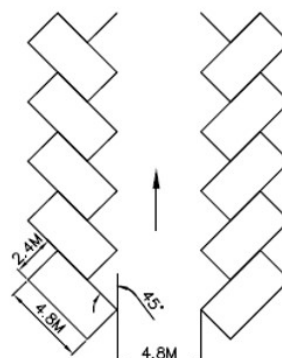


DIAGRAM 3  
45° ANGLED PARKING

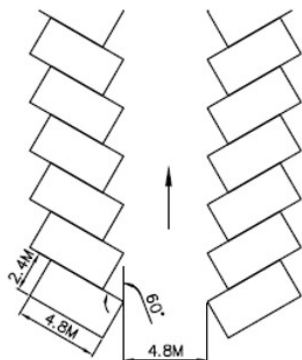


DIAGRAM 4  
60° ANGLED PARKING

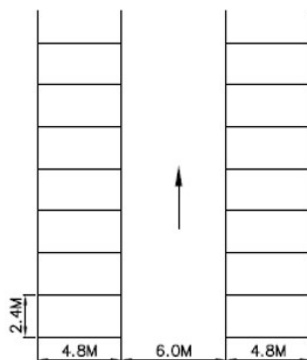


DIAGRAM 5  
90° ANGLED PARKING

(C) BAYS ON 2 SIDES — TWO WAY TRAFFIC



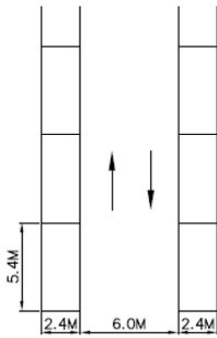
THE SCHEDULE — *continued*

DIAGRAM 1  
PARALLEL PARKING

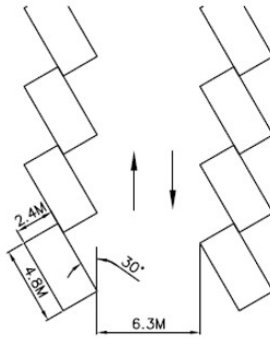


DIAGRAM 2  
30° ANGLED PARKING

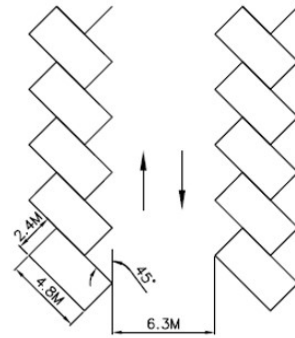


DIAGRAM 3  
45° ANGLED PARKING

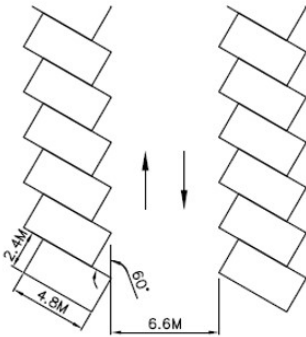


DIAGRAM 4  
60° ANGLED PARKING

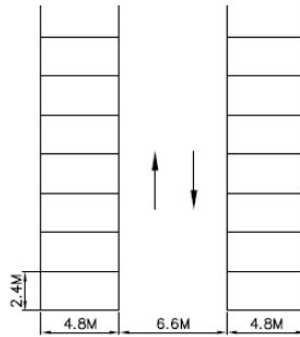


DIAGRAM 5  
90° ANGLED PARKING

## (D) BAYS ON 1 SIDE — TWO WAY TRAFFIC

THE SCHEDULE — *continued*

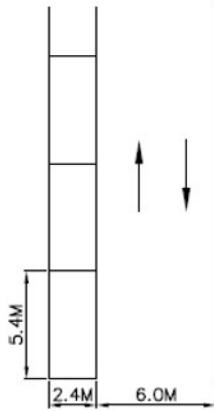


DIAGRAM 1  
PARALLEL PARKING

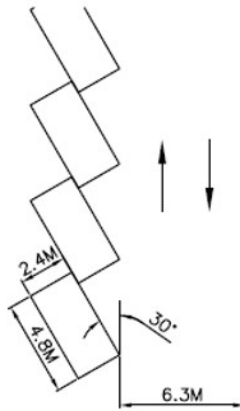


DIAGRAM 2  
30° ANGLED PARKING

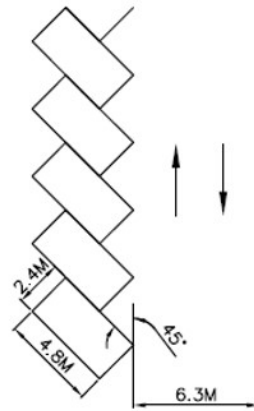


DIAGRAM 3  
45° ANGLED PARKING

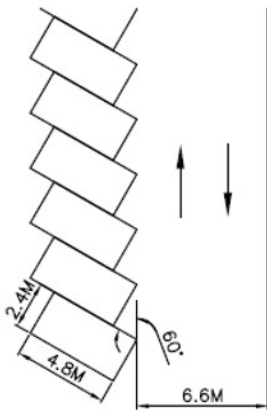


DIAGRAM 4  
60° ANGLED PARKING

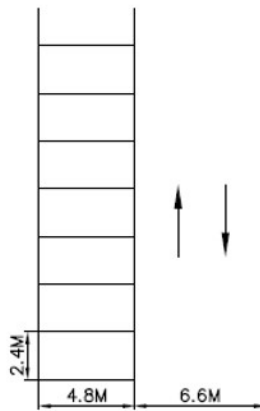


DIAGRAM 5  
90° ANGLED PARKING

DIVISION 3

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

A. Minimum dimensions of parking lots:

<i>Rigid-framed vehicles with</i>	<i>Rigid-framed vehicles with</i>	<i>Articulated vehicles</i>
---------------------------------------	---------------------------------------	---------------------------------

THE SCHEDULE — *continued*

	<i>length less than 7.5 m</i>	<i>length 7.5 m or more</i>	<i>(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	4.5	7.4
30°	4.5	7.4
45°	5.0	7.4
60°	6.5	7.4
90°	9.0	9.0

[S 76/2019 wef 01/02/2019]

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

	<i>One-way traffic (in m)</i>	<i>Two-way traffic (in m)</i>
<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

THE SCHEDULE — *continued*

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

	<i>One-way traffic (in m)</i>	<i>Two-way traffic (in m)</i>
<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

- 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

*Radius:*

Minimum inside radius of lane:	6.0 m	6.0 m	6.0 m
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THE SCHEDULE — *continued*

	<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>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

## 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 gradient of a curved ramp must be that of the centre line of the lane with the steepest gradient.

[S 76/2019 wef 01/02/2019]

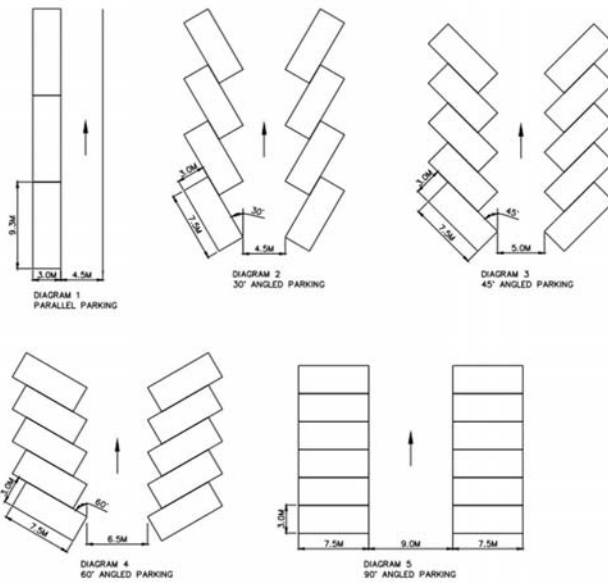
THE SCHEDULE — *continued*

DIVISION 3A

DIMENSIONS OF HEAVY VEHICLE PARKING LOTS AND  
CIRCULATION AISLES

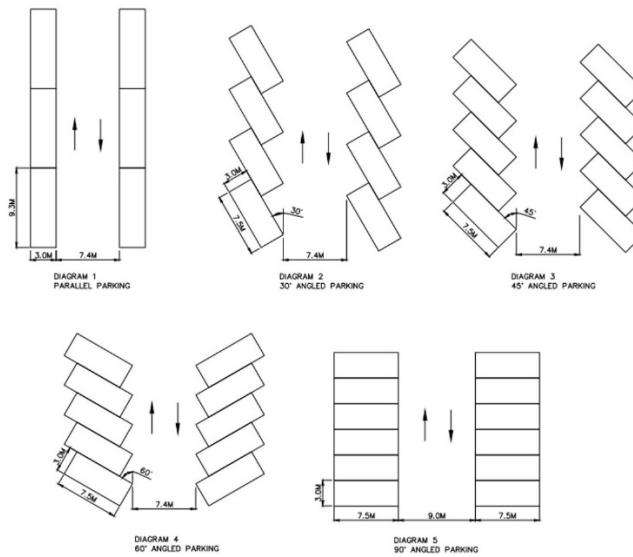
(ALL DIMENSIONS IN METRES)  
FOR ALL TYPES OF HEAVY VEHICLE PARKS

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

THE SCHEDULE — *continued*

[S 76/2019 wef 01/02/2019]

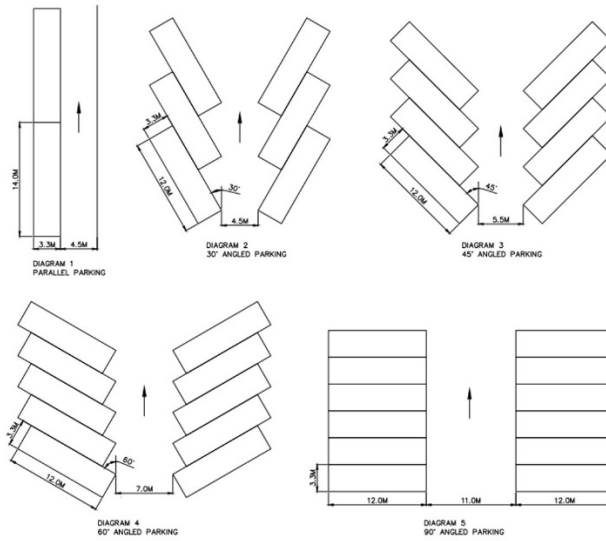
(B) RIGID-FRAMED VEHICLES OF LENGTH  
LESS THAN 7.5M —  
TWO-WAY TRAFFIC

THE SCHEDULE — *continued*

[S 76/2019 wef 01/02/2019]

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

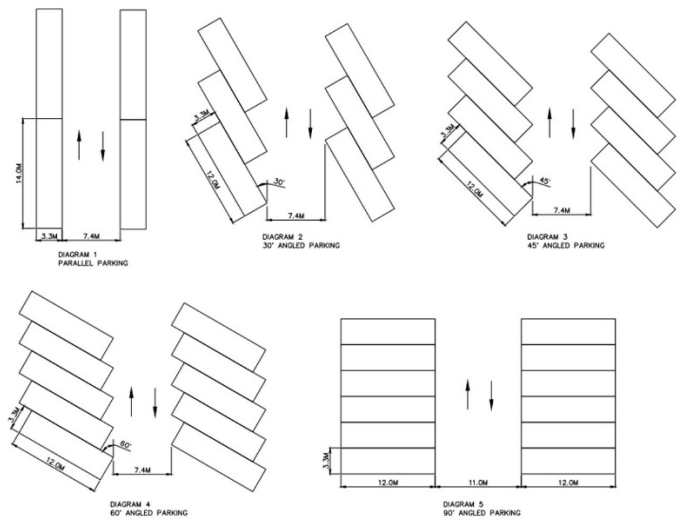


THE SCHEDULE — *continued*

[S 76/2019 wef 01/02/2019]

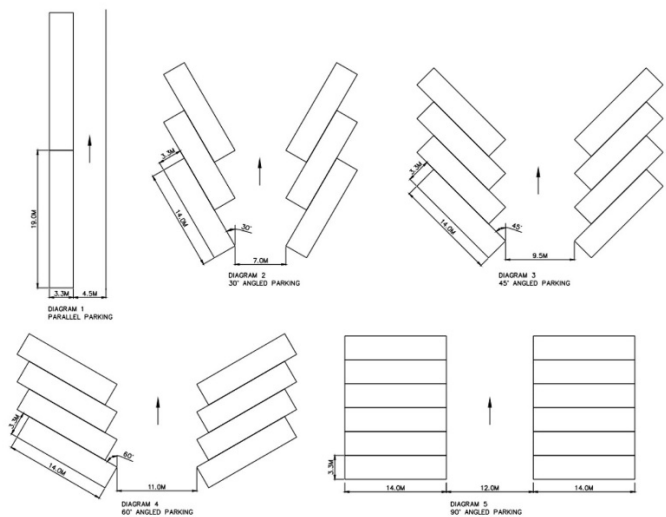
(D) RIGID-FRAMED VEHICLES OF LENGTH  
EQUAL TO OR MORE THAN 7.5M —  
TWO-WAY TRAFFIC

THE SCHEDULE — *continued*



[S 76/2019 wef 01/02/2019]

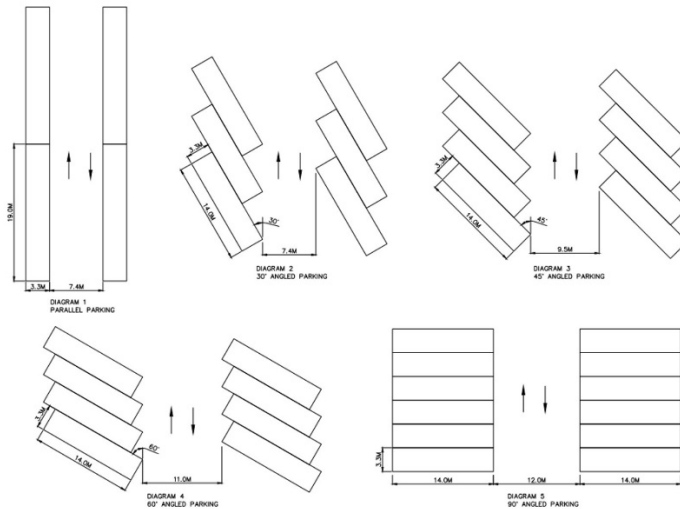
(E) ARTICULATED VEHICLES —  
ONE-WAY TRAFFIC



[S 76/2019 wef 01/02/2019]

THE SCHEDULE — *continued*

## (F) ARTICULATED VEHICLES — TWO-WAY TRAFFIC



[S 76/2019 wef 01/02/2019]

## 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, LORRIES, MOTOR CYCLES AND BICYCLES

## 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.

THE SCHEDULE — *continued*

2. *[Deleted by S 76/2019 wef 01/02/2019]*

3. *[Deleted by S 76/2019 wef 01/02/2019]*

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 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.

*[S 76/2019 wef 01/02/2019]*

PART 4

1. Developments in offshore islands.

*[S 76/2019 wef 01/02/2019]*

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, which do not involve conversion of use equal to or exceeding 160 m<sup>2</sup> of

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THE SCHEDULE — *continued*

floor area and which do not affect existing or approved parking layout or provision.

[S 76/2019 wef 01/02/2019]

6. Change of use of premises which involve less than 160 m<sup>2</sup> of gross floor area.

[S 76/2019 wef 01/02/2019]

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, bus depots and rapid transit system depots.

[S 76/2019 wef 01/02/2019]

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. [Deleted by S 76/2019 wef 01/02/2019]

13. [Deleted by S 76/2019 wef 01/02/2019]

PART 5

1. Description of Zone 1

Zone 1 comprises all that area (except for the area comprised in Zone 4 that is contained within the boundary set out below) the boundary of which starts at Nicoll Highway at the ERP facility between the junction of Nicoll Highway and Republic Avenue and the point where Ophir Road Flyover crosses Nicoll Highway 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 ERP facility on the slip road into Temasek Boulevard from Rochor Road;
- (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;

THE SCHEDULE — *continued*

- (5) Generally east along Raffles Boulevard towards the ERP facility between the junction of Republic Boulevard and Republic Avenue and the junction of Republic Boulevard and Raffles Boulevard on the southbound carriageway;
- (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 ERP facility between the junction of Eu Tong Sen Street and Cantonment Road and the point where Eu Tong Sen Street meets Pearl's Hill Terrace on Eu Tong Sen Street on the northbound carriageway;
- (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;

THE SCHEDULE — *continued*

- (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;
- (23) Generally north-east along an imaginary line towards the ERP facility between the junction of Havelock Road and Clemenceau Avenue and the junction of Havelock Road and Magazine Road on Havelock Road;
- (24) Generally north-east along an imaginary line towards the ERP facility between the junction of Merchant Road and Clemenceau Avenue and the point where the Central Expressway slip road exiting to Merchant Road meets Merchant Road on Merchant Road on the southbound carriageway;
- (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;

THE SCHEDULE — *continued*

- (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 ERP facility between the point where Cairnhill Road meets Cairnhill Circle and the junction of Cairnhill Road and Mount Elizabeth Link Road on Cairnhill Road on the southbound carriageway;
- (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;
- (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 ERP facility between the slip road from Kramat Road into the Central Expressway and the junction of Kramat Road and Cavenagh Road on Kramat Road;
- (42) Generally south-east along Kramat Road past the ERP facility between the slip road from Kramat Road into the Central Expressway and the junction of Kramat Road and Cavenagh 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;

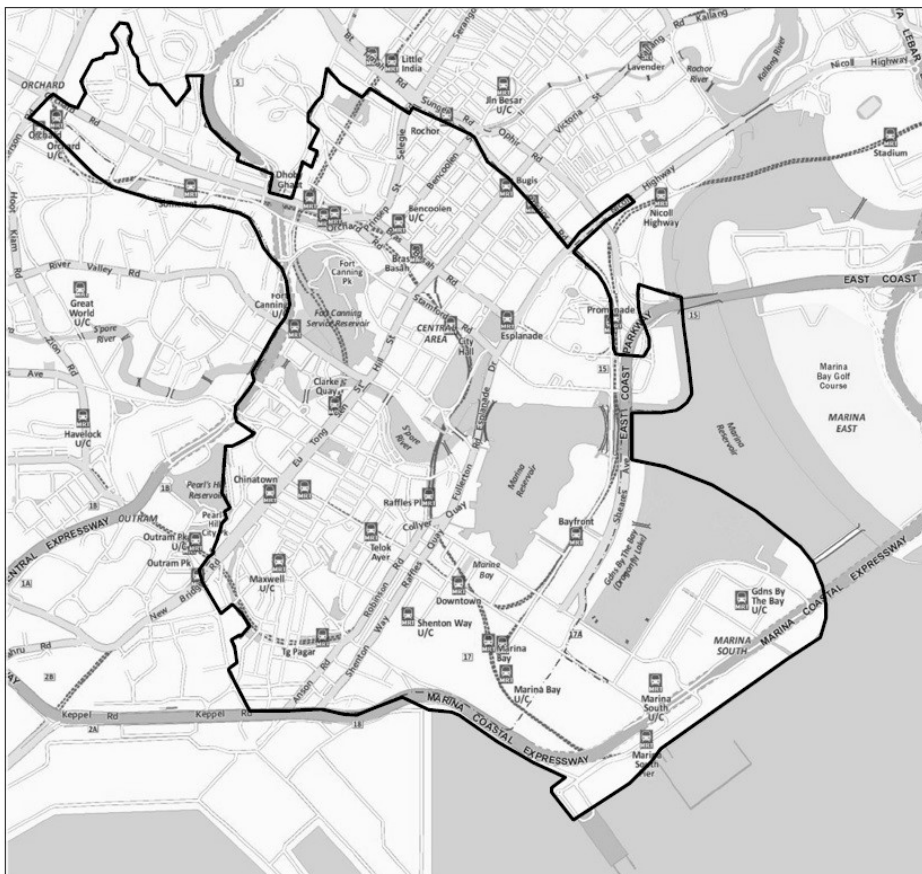


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THE SCHEDULE — *continued*

- (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
  - (55) Generally north-east along Nicoll Highway until the ERP facility between the junction of Nicoll Highway and Republic Avenue and the point where Ophir Road Flyover crosses Nicoll Highway,
- and which is more particularly demarcated in the map below.

THE SCHEDULE — *continued*

[S 612/2020 wef 27/07/2020]

## 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.

[S 76/2019 wef 01/02/2019]

## 3. Description of Zone 3

THE SCHEDULE — *continued*

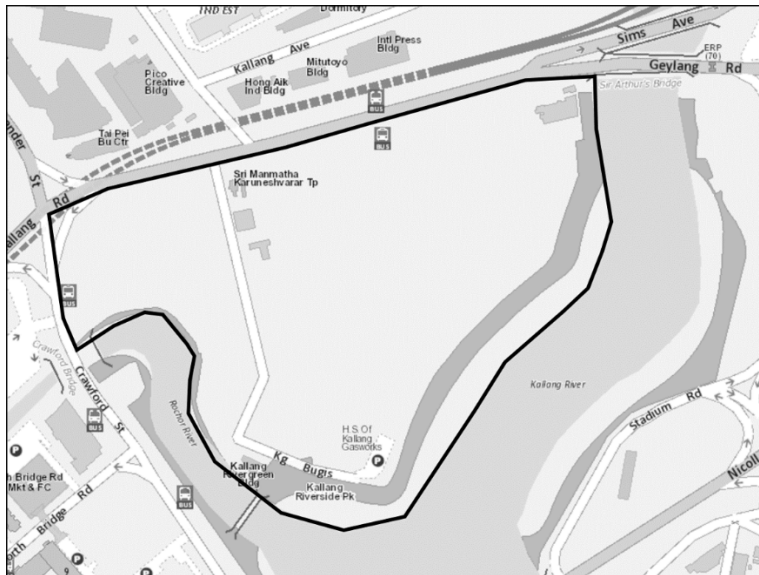
Zone 3 comprises the rest of the Island of Singapore not covered in Zones 1, 2 and 4.

[S 76/2019 wef 01/02/2019]

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 —
- (i) Generally along Marina Gardens Drive, Marina South Drive and Marina Link until its junction with Marina Boulevard; and

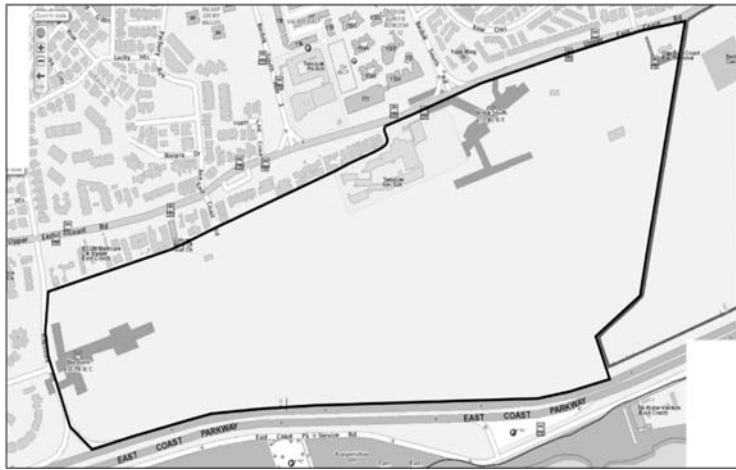


THE SCHEDULE — *continued*

MK27-06257P, MK27-10639V, MK27-09113W,  
MK27-10746P and MK27-10037N;

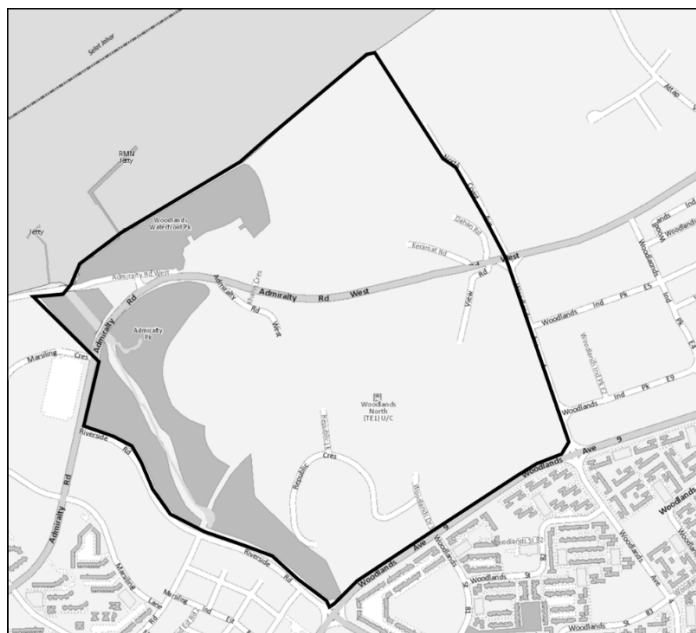
- (vi) Generally north along the eastern perimeter of MK27-10037N until Upper East Coast Road; and
- (vii) Generally west along Upper East Coast Road until Bedok Park Connector,

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:

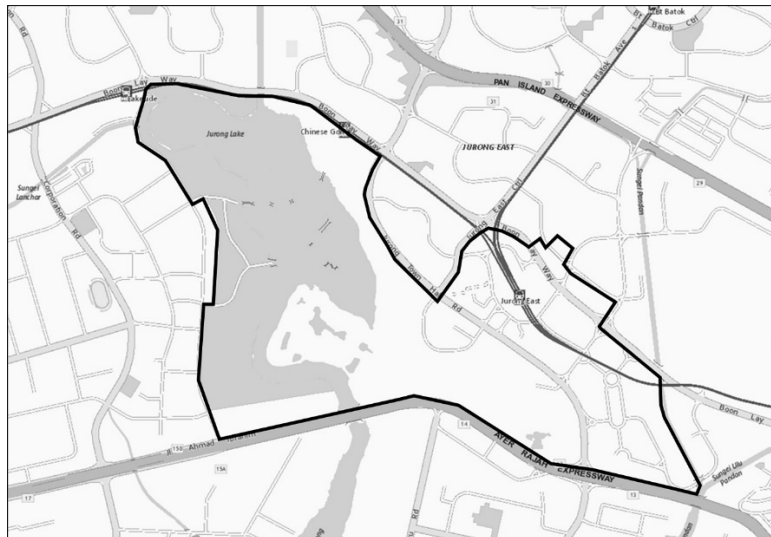
THE SCHEDULE — *continued*

- (e) all that area the boundary of which starts at the junction between Boon Lay Way and Jurong Town Hall Road and continuing progressively —
- (i) Generally south-east along Jurong Town Hall Road until its junction with Jurong East Central;
  - (ii) Generally north along Jurong East Central until its junction with Boon Lay Way;
  - (iii) Generally east along Boon Lay Way until the west corner of Lot MK05-08852W;
  - (iv) Generally north-east along the north-western and north-eastern perimeter of Lot MK05-08852W until the west corner of Lot MK05-08728M;
  - (v) Generally along the north-western, north-eastern and south-eastern perimeter of Lot MK05-8728M to the junction of Jurong Gateway Road and Jurong East Street 21;
  - (vi) Generally east along Jurong East Street 21 to its junction with Toh Guan Road;
  - (vii) Generally south along Toh Guan Road and Jurong East Street 11 to its junction with Boon Lay Way;

THE SCHEDULE — *continued*

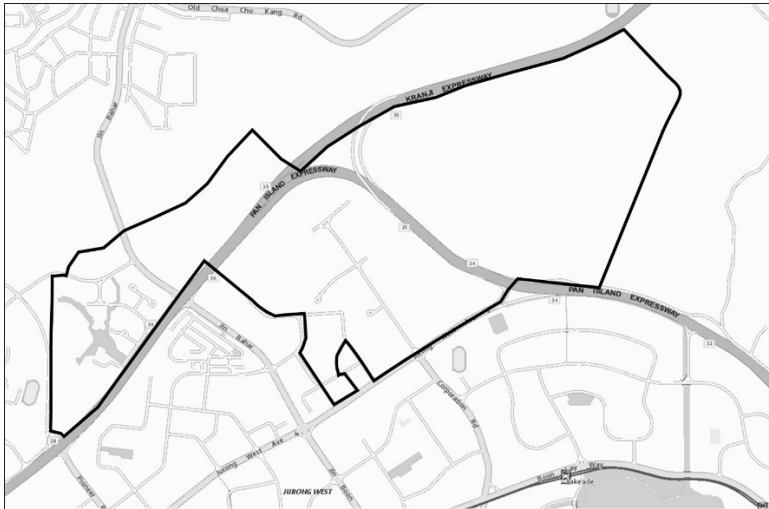
- (viii) Generally south-east along Boon Lay Way until the north-eastern perimeter of MK05-09275W;
- (ix) Generally along the north-eastern perimeter of MK05-09275W and the eastern perimeter of MK05-09034M to the Ayer Rajah Expressway;
- (x) Generally west along Ayer Rajah Expressway until its junction with Yuan Ching Road;
- (xi) Generally north along Yuan Ching Road until the south-west corner of Lot MK06-00813V;
- (xii) Generally east along the southern perimeter of Lot MK06-00813V until the south-east corner of Lot MK06-00813V;
- (xiii) Generally north along the eastern perimeter of Lots MK06-00813V, MK06-01164V and MK06-01080T;
- (xiv) Generally west along the northern perimeter of Lot MK06-01080T until Yuan Ching Road;
- (xv) Generally north along Yuan Ching Road until its junction with Boon Lay Way; and
- (xvi) Generally east along Boon Lay Way until its junction with Jurong Town Hall Road,

and which is more particularly demarcated in the map below:

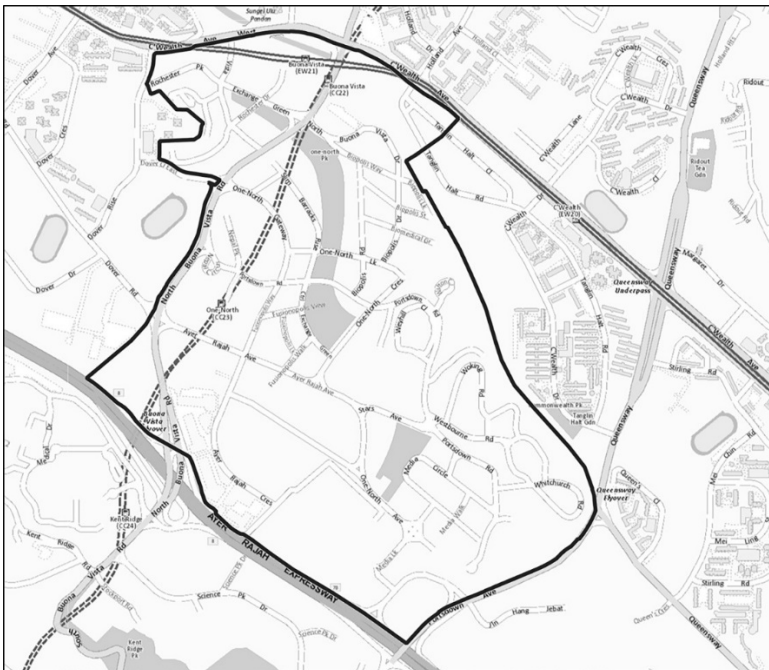


THE SCHEDULE — *continued*

- (f) the area known as Jurong Innovation District which is more particularly demarcated in the map below:



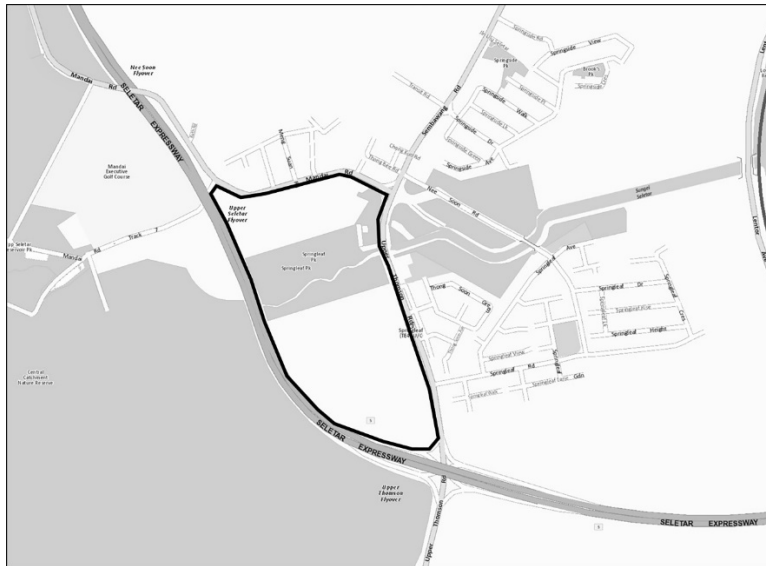
- (g) the area known as One-north which is more particularly demarcated in the map below:



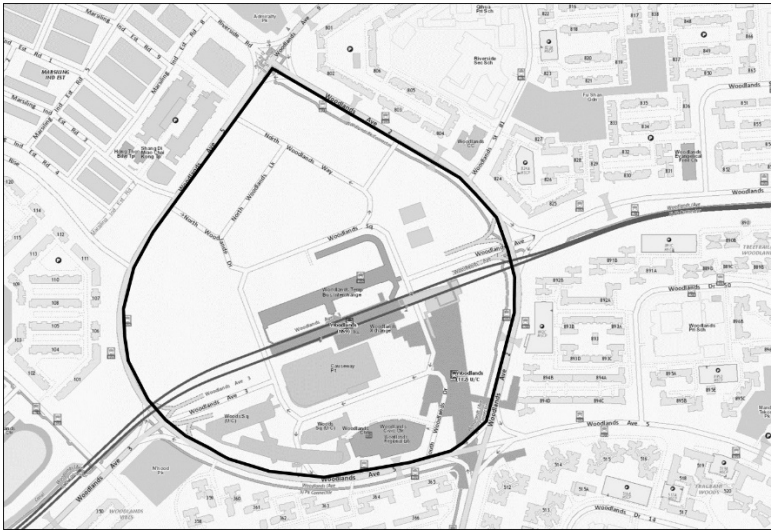


THE SCHEDULE — *continued*

- (h) all that area the boundary of which starts at the intersection of Nee Soon Flyover and Seletar Expressway and continuing progressively —
- (i) Generally east along Mandai Road until its junction with Upper Thomson Road;
  - (ii) Generally south along Upper Thomson Road until its junction with Seletar Expressway; and
  - (iii) Generally north-west along Seletar Expressway until its intersection with Nee Soon Flyover,
- and which is more particularly demarcated in the map below:



- (i) all that area which is bounded by Woodlands Avenue 2 and Woodlands Avenue 5, and which is more particularly demarcated in the map below:

THE SCHEDULE — *continued*

- (j) the area known as Punggol Digital District which is more particularly demarcated in the map below:

**Notes:**

1. For the purposes of this Part, the plans showing the areas described in item 4(f), (g) and (j) are available for inspection in such manner and at

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THE SCHEDULE — *continued*

such times as may be specified by the Authority's Development and Building Control Division.

*[S 550/2020 wef 01/08/2020]*

*[S 76/2019 wef 01/02/2019]*

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).