

Circular No : LTA/DBC/F20.033.005

Date : 4 Oct 2022

## **CIRCULAR TO PROFESSIONAL INSTITUTES**

### **Who should know**

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

### **Effective date**

31 Oct 2022

## **GAZETTING OF NEW DESIGNATED CAR-LITE AREAS**

1. In Nov 2018, LTA announced the new Range-based Parking Provision Standards (RPPS) and the new parking Zone 4 for car-lite areas, which came into force in Feb 2019. The areas classified as "Zone 4" in the RPPS will be planned with strong public transport connectivity, walking and cycling travel options. Vehicle parking provision for development applications within these areas will be lower than the prevailing norms based on RPPS and determined by LTA on a case-specific basis. Five car-lite areas were gazetted on 1 Feb 2019. They are Kampong Bugis, Marina South, Jurong Lake District (JLD), Bayshore and Woodlands North. An additional five new car-lite areas, which are Jurong Innovation District (JID), one-north, Punggol Digital District (PDD), Springleaf, and Woodlands Central, together with the expanded boundary of JLD, were gazetted on 1 Aug 2020.
2. The car-lite boundary of Bayshore will be expanded in view of the potential synergies between the Bayshore area gazetted as Zone 4 in Feb 2019 and the adjacent development areas. In addition, 6 new areas will be gazetted for development as car-lite areas. These are Ulu Pandan, Tengah, Mount Pleasant, Tanjong Rhu, Pearl's Hill and Greater Southern Waterfront (GSW). Please refer to Appendix 1 for details on the boundaries of these car-lite areas. These 6 new car-lite areas and the expanded boundary of Bayshore will be gazetted as Zone 4 with effect from 31 Oct 2022.
3. The Zone 4 vehicle parking requirement will apply to all new development proposals within the car-lite areas highlighted in paragraph 2, submitted to LTA from 31 Oct 2022. Development applications submitted before the effective date of 31 Oct 2022 will not be subject to the revised guidelines. However, any developers who wish to incorporate the Zone 4 requirement can make an amendment submission to LTA.

4. Please convey the contents of this circular to the relevant members of your organisations. Further enquiries on this circular and the submission processes can be made to LTA at the following email: [lta-dbc\\_registry@lta.gov.sg](mailto:lta-dbc_registry@lta.gov.sg).

Thank you.

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

**BOUNDARIES OF NEW CAR-LITE AREAS (ZONE 4)**

**CENTRAL**

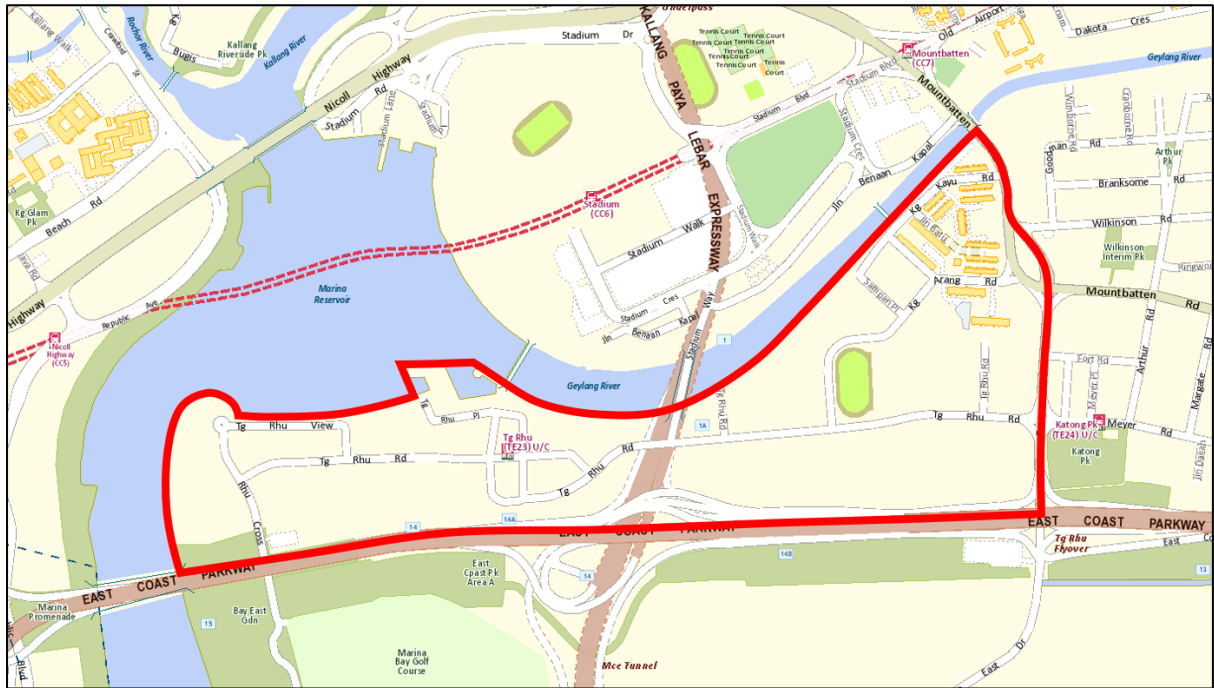
**Area: Ulu Pandan**



**Area: Mount Pleasant**



## Area: Tanjong Rhu



## Area: Pearl's Hill





# EAST

## Area: Bayshore



## **FREQUENTLY ASKED QUESTIONS**

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

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

### **2. Is there a Deficiency Charge for Zone 4?**

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

### **3. Will Zone 4 parking rules apply to development parking application in the newly identified car-lite areas, submitted before 31 Oct 2022?**

The Zone 4 rules will only apply for developments that have obtained the necessary approvals from the Land Transport Authority (LTA) on or after 31 Oct 2022.

### **4. Will Zone 4 parking rules apply to existing developments within Zone 4?**

The Zone 4 rules will apply to new development, redevelopment, selected additions and alterations (A&A) and change of use<sup>1</sup> applications received on or after 31 Oct 2022; it will not be applied retrospectively.

Given that the parking standards for some developments are reduced<sup>2</sup>, existing buildings may resultantly have surplus parking spaces.

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<sup>1</sup> Zone 4 rules will apply to A&A applications involving the increase in GFA or change in existing or approved carpark layout or provision, and change of use applications involving more than 160m<sup>2</sup> of GFA.

<sup>2</sup> Car-lite areas are planned with excellent public transport connectivity and support for alternative transport options such as walking and cycling. As a result, less road space and parking spaces are allocated for general vehicular traffic, and more land can be dedicated to other uses such as shared community space.

**5. Will surplus car-parking spaces in existing developments within Zone 4 be allowed to be converted to other uses?**

Surplus car parking spaces in Commercial, Mixed Use, Hotel and Business Park developments within 400 meters of an MRT or LRT station, located within Zone 4 will be allowed to be converted to other uses. The proposed uses must be in line with the Master Plan zoning for the site and the planning intention for the surrounding area and the existing infrastructure and traffic network must be able to support the increase in GFA. Building owners intending to convert surplus car parking spaces to other uses are to arrange for a pre-application consultation with LTA. Please refer to Circular No : URA/PB/2018/09-DCG dated 9 Nov 2018 for more details.

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