

### Examples to illustrate the scope for converting surplus parking provision to useable Gross Floor Area (GFA)

This section demonstrates the scope for converting surplus car parking spaces in a commercial development ("Building X") that is located in the CBD. Its current GFA breakdown by use and car parking requirement are as follows:

Usage	Gross Floor Area in sq.m	Car Parking Standard	Number of Car Spaces required	
			Computed	Required
Office	21,000	1 car space/450 sq.m	46.67	47
Shop	370	1 car space/400 sq.m	0.93	1
<b>Parking requirement for the existing development</b>				<b>48</b>
<b>Current parking provision</b>				<b>85</b>
<b>Current surplus in parking provision</b>		<b>{Surplus = Provision – Requirement}</b>	<b>37</b>	

#### To note:

- Conversions to GFA should be in line with the MP zoning, the planning intention for the site and the surrounding area.
- Additional GFA arising from conversions should meet LTA's prevailing car parking requirements. But, building owners can consider applying for LTA's Range-based Car Parking Standards (RCPS), which would allow the parking provision to be up to 20% lower than the stipulated parking requirements (i.e. Minimum Allowable Provision level).
- A separate RCPS application should be made to LTA for approval.

### Scenario (1): The development converts its car parking lots to GFA, up to the its Car Parking Requirement level

<b>Proposed conversion and corresponding parking requirement</b>					
Usage	Gross Floor Area in sq.m	Car Parking Standard	Number of Car Spaces required		
			Computed	Required	
<b>(a) Parking requirement for existing development</b>				<b>48</b>	
Proposed Use for converted car spaces	Office	870	1 car space/450 sq.m	1.93	2
	F&B	250	1 car space/150 sq.m for the first 150 sq.m; 1 car space/60 sq.m thereafter	2.66	3
<b>(b) Additional Requirement for Converting Car Spaces to GFA</b>				<b>5</b>	
<b>New Parking Requirement for the development</b>			<b>(a)+(b)</b>	<b>53</b>	

The parking provision details for this conversion are as follows:

Parking Provision	No. of Car Spaces	Remarks
Surplus lots, before conversion	37 (85 – 48 = 37)	
<b>Conversion Process</b>		
Surplus car lots to be converted to Office and F&B uses	32	<i>Assuming each car lot will add 35sqm of useable GFA upon conversion, converting the 32 lots will result in 1,120 sq.m of useable space being created</i>
Surplus car lots to remain as parking spaces to serve the additional GFA being created	5	
<b>After conversion</b>		
No. of surplus car lots, after conversion	-	
Total parking provision, after conversion	53	<i>Parking provision <b>meets</b> the new parking requirement for the development</i>

**Scenario (2): The development converts parking lots to GFA, down to the Minimum Allowable Provision level**

To better optimise the available space, Building X's owner only wishes to retain *the minimum allowable level of parking provision*, and convert everything else to office and F&B uses. The development has been granted an RCPS by LTA for this application.

<b>Proposed conversion and corresponding parking requirement</b>					
Usage	Gross Floor Area in sq.m	Car Parking Standard	Number of Car Spaces required		
			Computed	Required	
<b>(a) Parking requirement for existing development</b>					<b>48</b>
Proposed Use for converted car spaces	Office	1,040	1 car space/450 sq.m	2.31	3
	F&B	360	1 car space/150 sq.m for the first 150 sq.m; 1 car space/60 sq.m thereafter	4.50	5
<b>(b) Additional Requirement for Converting Car Spaces to GFA</b>					<b>8</b>
<b>New Parking Requirement for the development</b>				<b>(a)+(b)</b>	<b>56</b>
<b>New Parking Requirement for the development, after 20% RCPS</b>				<b>(a)+(b)</b>	<b>45</b>

Due to RCPS, the parking requirement for the development after intensification through car park conversion is **45 lots**, which is lower than the original requirement of 48 lots. The parking provision details for this conversion are as follows:

Parking Provision	No. of Car Spaces	Remarks
Surplus lots, before conversion	37 (85 – 48 = 37)	
<b>Conversion Process</b>		
Surplus car lots to be converted to Office and F&B uses	40 (85 – 45 = 40)	<i>Assuming each car lot will add 35 sq.m of useable GFA upon conversion, converting 40 lots will result in 1,400 sq.m of useable space being created</i>
Surplus car lots to remain as parking spaces to serve the additional GFA being created	-	
<b>After conversion</b>		
No. of surplus car lots, after conversion	-	
Total parking provision, after conversion	45	<i>After RCPS, parking provision is 20% <b>lower</b> than the parking requirement</i>