ANNEX A

URBAN DESIGN GUIDELINES FOR ANSON AND CECIL SUBZONES

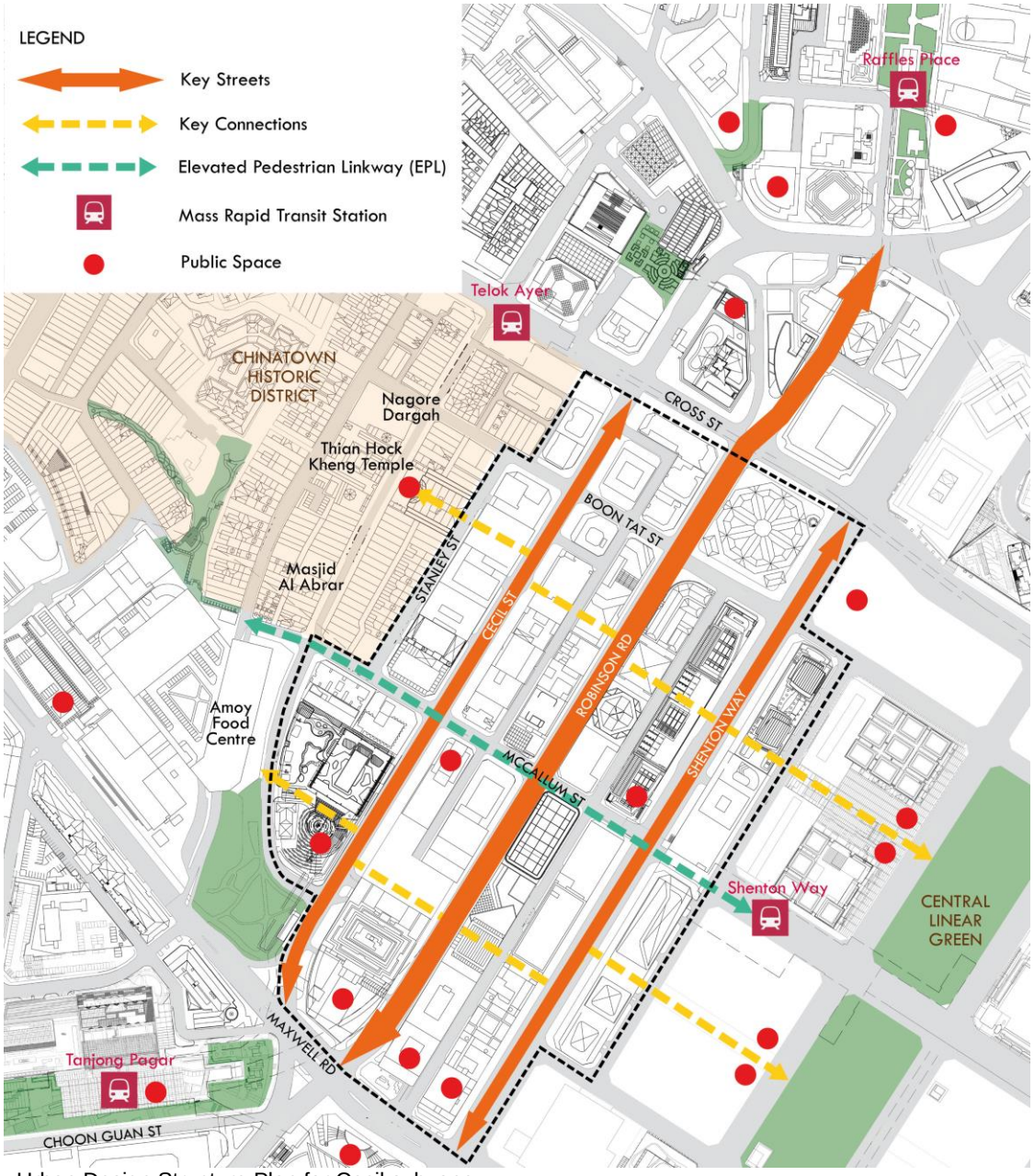
(To be read in conjunction with the Urban Design Guidelines For Developments Within Downtown Core Planning Area)

A. CECIL SUBZONE

Cecil subzone is located between Tanjong Pagar and Raffles Place, as well as between Chinatown Historic District and the new mixed-use Marina Bay. It is envisaged to support:

i. The creation of a mixed-use neighbourhood along Cecil Street, with greater extent of residential uses supported by a variety of social/community amenities; and

ii. A blend of mixed-uses along Robinson Road and Shenton Way, while retaining the predominantly commercial character along these key streets.



Urban Design Structure Plan for Cecil subzone

Pedestrian Connections / City Arcades

Cecil subzone is characterised by party-wall developments with distinctive and well-defined building edges. To improve walkability and permeability of the streetblock, selected developments will be guided to provide through block links or elevated links connecting the Chinatown Historic District and Marina Bay, along the key connections indicated in the *Urban Design Structure Plan for Cecil Subzone*.

These through block links, where required, are envisaged as 'City Arcades' - short-cuts through buildings that are lined with shops and amenities on at least one side. They provide an element of delight while making the city more walkable and enjoyable *(see Appendix 2: 1st Storey UD Guide Plan).*

An elevated pedestrian connection has also been safeguarded along McCallum Street and when fully realised, will provide seamless, weather-protected connection to Marina Bay *(see Appendix 5: Elevated Pedestrian Network)*.

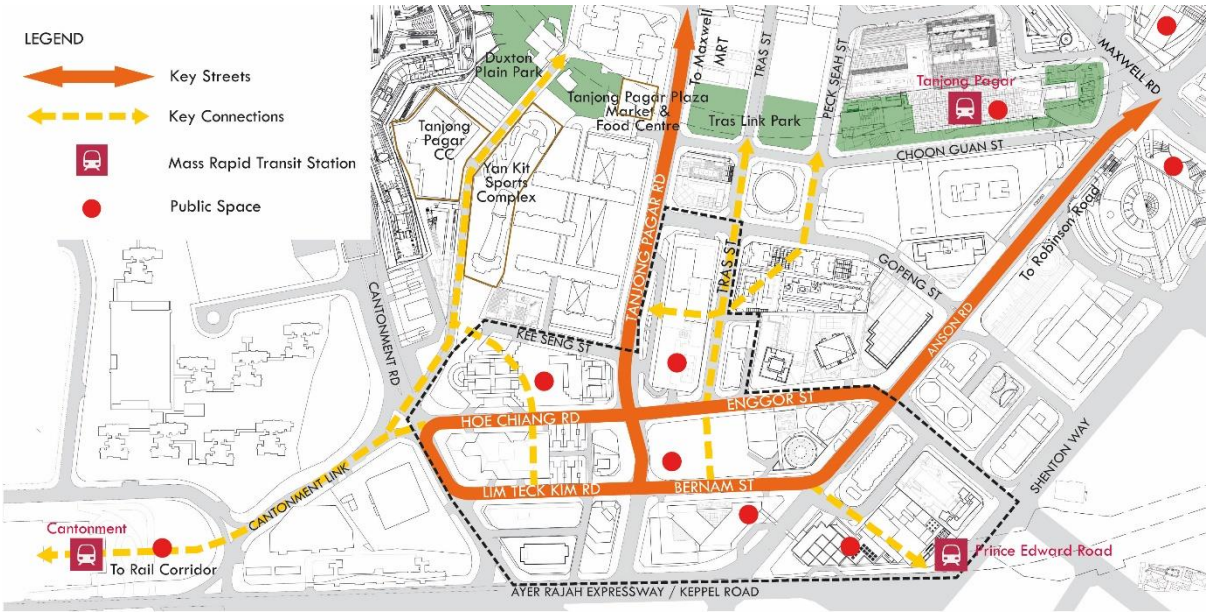
Key Streets

Cecil Street, Robinson Road and Shenton Way are key streets that link Raffles Place to Tanjong Pagar, and are defined by strong urban forms and street edges. They will be required to provide a minimum 4-storey building edge along the road frontages.

Developments fronting Stanley Street will be guided to a provide minimum 2-storey, maximum 4-storey building edge, to form a low-rise street edge that is sensitive to the low-rise conserved shophouses opposite. Buildings exceeding 4-storeys are to be setback minimally 3.0m from the lines of Road Reserve *(see Appendix 3: Building Edge)*.

B. ANSON SUBZONE

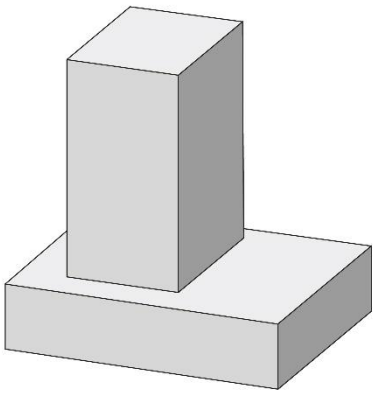
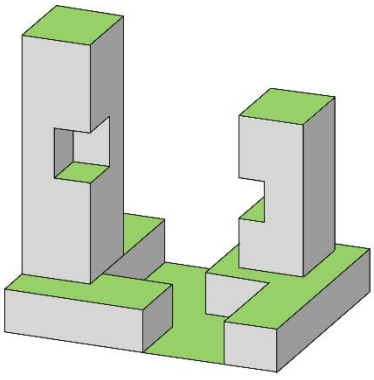
Anson subzone is the southernmost precinct of the Central Business District (CBD). It is bounded to the south by Keppel Viaduct and marks the gateway to the CBD with the start of Anson Road. It enjoys a unique location next to existing residential developments and amenities at Bukit Merah and Tanjong Pagar. Anson is envisaged to be repositioned as a mixed-use urban neighbourhood, characterised by a live-in community, active streets and vibrant public spaces.



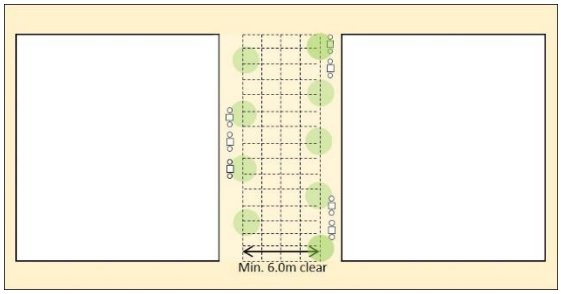
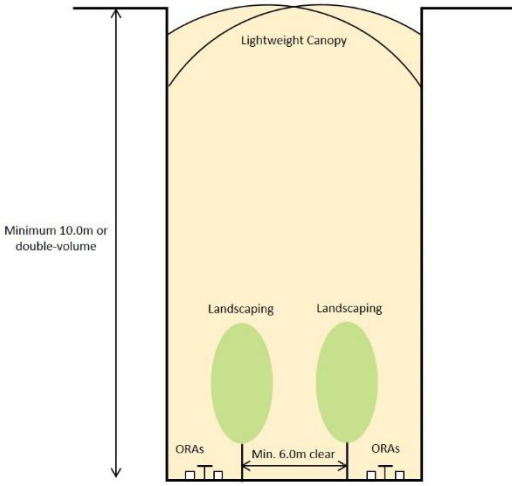
Urban Design Structure Plan for Anson subzone

A Neighbourhood of 'Streets & Squares'

The development plots in Anson subzone are envisioned to form a network of intimate 'Streets and Squares'. Building forms will be guided away from the large building blocks synonymous with the traditional mono-use CBD to smaller scale building blocks interspersed with intimate pedestrian walkways/ through block links ('Internal Streets') and public spaces ('Squares'). This network of 'Streets and Squares' will create a more physical and visually permeable ground plane, facilitating pedestrian connectivity and activation of the public realm. Large podium-tower building forms are discouraged.

Existing Podium/ Tower Typology	**New** Streets and Squares
	

Selected developments will be guided to provide through block links along the key connections indicated in the Urban Design Structure Plan for Anson Subzone. These through block links are envisaged as 'Internal Streets' - animated pedestrian thoroughfares through development plots flanked by shops and amenities, providing convenient shortcuts through buildings, as well as connecting between transport nodes and amenities. These are to be open-to-sky or covered with lightweight canopies to create the experience of being on a street and should connect to external streets when provided. They are to be unenclosed, and designed to enjoy natural lighting and good ventilation, with Activity-Generating Uses (AGU) to be provided at least along one side to create vibrant thoroughfares. Internal Streets are required to have a minimum clear width of 6.0m, and a minimum clear height of 10.0m, or double-volume. ORAs may be provided on either side, provided the minimum clear width of 6.0m is maintained. Where required, Internal Streets are to be located next to and designed to be well integrated with the public space. These two spaces should collectively form the public realm of the development.

Internal Streets	
Plan	**Section**
	

Where required, public spaces, are envisioned as outdoor 'living rooms' for the community to gather and interact *(see Appendix 2: 1st Storey UD Guide Plan)*. They should comply with the *Urban Design Guidelines For Developments Within Downtown Core Planning Area*, and the *Design Guidelines for Privately Owned Public Spaces (POPS)*.

Key Streets

The one-way pair of Hoe Chiang Road/Enggor Street and Lim Teck Kim Road/Bernam Street will connect Anson with the Rail Corridor beginning at Cantonment MRT Station (former Tanjong Pagar Railway Station). These streets are to be enhanced with wider sidewalks, cycling lanes and lusher roadside planting to encourage a more intimate and pedestrian-friendly streetscape.

To encourage a more intimate streetscape, developments fronting Hoe Chiang Road/Enggor Street and Lim Teck Kim Road/Bernam Street, as well as long the historic Tanjong Pagar Road and Tras Street will be guided to provide a minimum 2-storey, maximum 4-storey building edge, to form a low-rise street edge that is sensitive to the low-rise conserved shophouses and/or intimate streetscape. Buildings exceeding 4-storeys

are to be setback minimally 3.0m from the lines of Road Reserve (see *Appendix 3: Building Edge*).

Anson Road remains a key gateway to the CBD, connecting to Robinson Road and Raffles Place. Developments flanking this street will be guided to provide a minimum 4-storey high strong building edge along Anson Road *(see Appendix 3: Building Edge).*