

URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN MUSEUM PLANNING AREA

About the Museum Planning Area

The Museum Planning Area forms part of the Civic District, which lies at the heart of the city's Arts and Cultural Precinct. The planning area is home to the lush and historic Fort Canning Park, and a gateway to the Orchard Road lifestyle and retail belt. Steeped in history and culture, the planning area features many arts and cultural facilities housed in National Monuments and conserved buildings, set amidst green open spaces and parks.

The guidelines aim to guide the physical development of the area to ensure that individual buildings contribute to, and strengthen the planning vision for the area and create an attractive and pedestrian-friendly physical environment.

Innovative designs that do not fully conform to the guidelines or standard building typologies can be considered, subject to URA's evaluation of the detailed proposal.

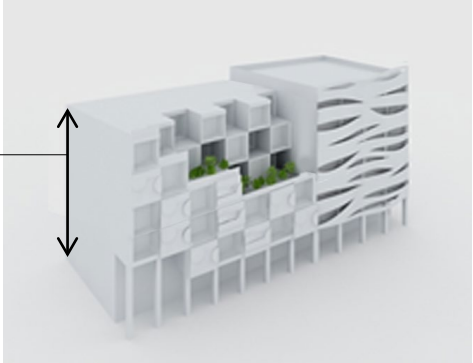
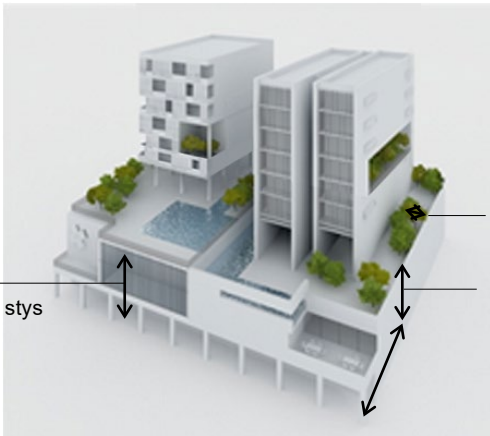
Gazetted monuments and conserved buildings are subject to specific preservation and conservation guidelines respectively, which will take precedence over the guidelines below.

The planning parameters and urban design guidelines are as follows:


Parameters	Requirements
<p>Broad Positioning & Land Use</p> <p>Master Plan</p> <p>Appendix 1: Boundary Plan</p>	<p>Envisioned as an institutional hub and the 'green lung' of the Central Area, the planning area is set amidst ample green open public spaces and parks.</p> <p>The planning area features a mix of uses and building types, offering commercial, residential, arts and cultural as well as educational uses. Larger scale commercial developments are predominantly located around the Dhoby Ghaut MRT station, while smaller scale Civic and Community Institution uses (many of which are heritage buildings) are predominantly located on and around Fort Canning Hill.</p> <p>The Urban Design Guidelines for Museum Planning Area aim to achieve:</p> <ol style="list-style-type: none">a) <u>An Attractive and Unique Streetscape</u> Sensitive design of the building forms and scale is important to complement and reinforce the greenery, civic and heritage characters of the area.b) <u>A Pedestrian-Friendly District</u> Connectivity between major developments, parks and open spaces, and MRT stations via a comprehensive network of walkways, through block links, and underground pedestrian links in between buildings, will make a more walkable district. For the larger-scale developments, permeability at the ground level is important to allow pedestrians to walk through the

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	buildings.
<p>Uses at the Basement and 1st Storey Level</p> <p>Appendix 2: <i>1st Storey Pedestrian Network & Activity Generating Use Plan</i></p>	<p>To create vibrant precincts, attractive and pedestrian-friendly streets, activity-generating uses (AGU), such as retail, food & beverage, and other active uses are to be provided at the following locations:</p> <ul style="list-style-type: none"> • The 1st storey of developments along Orchard Road as a continuation of the retail experience on Orchard Road; and • Alongside the underground pedestrian walkways at the basement levels of the developments. <p>For more information on AGUs, please refer to the Development Control Handbook.</p>
<p>Outdoor Refreshment Areas</p>	<p>Outdoor Refreshment Areas (ORA), i.e. outdoor dining areas, can be considered within the public areas or open spaces within private development sites. The scale and design of the ORA and its structures (if any) are to complement the adjacent building. They can only be considered as an extension of an adjoining indoor F&B unit and are for seating only.</p> <p>If provided, the Gross Floor Area (GFA) for the ORAs are to be computed as part of the maximum permissible GFA for the development and subject to the prevailing Development Control Guidelines under the Planning Act.</p> <p>Developers are encouraged to incorporate spaces for ORAs at the design stage. The ORAs are to be clearly defined to prevent encroachment onto the adjacent pedestrian thoroughfares e.g. through the use of different floor finishes or planters, etc.</p>
<p>Building Form and Massing</p> <p>Appendix 3: <i>Building Form Plan</i></p>	<p>The building form and massing have to consider how the building will be viewed as well as impact views from major approaches and key open spaces, such as Fort Canning Hill.</p> <p>Developments are not permitted within the safeguarded view corridors</p> <ul style="list-style-type: none"> • between Singapore Art Museum and National Museum of Singapore; • between SMU Green and Cathedral of Good Shepherd; and • between The Cathay and Orchard Road Presbyterian Church. <p>Consideration is to be given to the scale, form and architectural expression of the surrounding buildings many of which are gazetted heritage buildings.</p>

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<p>Building Height</p> <p>Appendix 3: <i>Building Form Plan</i></p>	<p>Different building heights are specified to respond to the context and to reinforce the character of the district. In general, the overall building height steps down towards Fort Canning Hill to retain a lower-rise character around the hill.</p> <p>The maximum allowable building height is subject to the prevailing Master Plan controls and technical height controls imposed by the technical agencies. Urban Design height controls will take precedence over technical height controls, whichever is lower.</p>
<p>Building Edge</p> <p>Appendix 3: <i>Building Form Plan</i></p> <p><i>Last updated: 20 November 2020</i></p>	<p>In general, developments around the foothill of Fort Canning are to be set back from the Line of Road Reserve to provide a green buffer. This is envisaged to provide a park-like setting for the developments and to reinforce the character of the district.</p> <p>Developments around the Dhoby Ghaut MRT Station - Orchard Road, Penang Road, Handy Road and Clemenceau Avenue - as well as along Hill Street are to be built up to the Line of Road Reserve for minimum 2 storeys high to provide a well-defined streetscape.</p> <p>Up to 40% per building frontage, between the corners of the development, can be set back from the lines of Road Reserves / building setback lines if applicable, for articulation of the building form.</p> <div data-bbox="478 1209 1292 1579" data-label="Diagram"> <p style="text-align: center;">Plan</p> <p style="text-align: right; font-size: small;">Road Reserve Line</p> <p style="text-align: center;">$a + b > 0.6c$</p> </div>
<p>Party-Wall Developments</p> <p>Appendix 3: <i>Building Form Plan</i></p>	<p>Selected developments are to be built up to abut the common boundary of the development to create party wall developments. This allows developments to maximise the building footprint and creates a continuous pedestrian walkway between developments.</p> <p>Window openings are not permitted along the party-wall.</p> <p><u>Guidelines for Commercial Streetblock</u> Party wall developments are to be built up to the common boundary, up to the full height of the building.</p>

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	<p>The development is required to be built up to the common boundary with a party wall, up to the full height of the building.</p> <p><u>Party Wall</u> Minimum Height: full building height</p>  <p><u>Guidelines for Handy Road Streetblock</u> Party-wall developments are to be built up to the common boundary up to a minimum of 2 storeys and not exceeding 4 storeys, and up to a minimum depth of 15m. Beyond the height and depth of the required party wall, the building is to be set back from the common boundary according to the Development Control Guidelines for Residential Developments. This allows for more window openings in the residential developments.</p>  <p><u>Building Edge</u> Minimum Height: 2 stys</p> <p><u>Tower Setback</u> Setback from the common boundary shall comply with the Development Control Guidelines for Residential Development</p> <p><u>Party Wall</u> Minimum Height: 2 stys Maximum Height: 4 stys Minimum Depth: 15m</p>
<p>Public Space</p> <p>Appendix 2: <i>1st Storey Pedestrian Network & Activity Generating Use Plan</i></p> <p><i>Last updated:</i> <i>3 June 2022</i></p>	<p>It is important to provide public spaces within private developments for users to enjoy.</p> <p>Selected developments fronting key pedestrian malls and nodes are required to provide public open space(s) within the development site so as to provide visual relief, safeguarded views, and public space for gatherings and events. These open spaces are to be well landscaped with a high degree of visual and physical porosity through the building.</p> <p>Public spaces are to be publicly accessible at all times. They are to be connected to the key pedestrian routes at the 1st storey (such as open and covered walkways, through block links), and, where applicable, are encouraged to be linked and designed to be well integrated and easily accessible from the underground and elevated 2nd storey pedestrian networks within the development.</p> <p>The design of these public spaces shall comply with the Design</p>

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	<p>Guidelines for Privately Owned Public Spaces (POPS).</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Update to the Design Guidelines for Privately Owned Public Spaces (POPS)
Greenery Replacement and Landscaping	<p>To create a green and sustainable city, all new developments will be required to incorporate landscaping in the form of sky terraces and roof gardens according to the Landscape Replacement Area (LRA) requirements. For more information, please refer to the Development Control Handbook.</p>
Roofscape	<p>The roof areas are to be considered as the “fifth” elevation and designed to complement the overall form, massing and architectural treatment of each development. The roofs can be designed to be usable outdoor spaces.</p> <p>All service areas are to be fully integrated within the overall building envelope and visually well-screened from the top and on all sides.</p> <p>Relevant Circulars:</p> <ul style="list-style-type: none"> • Screening of Mechanical and Electrical Services and Car Parks • Guidelines to Encourage More Innovative and Better Design of Rooftops. A. Relaxation of the Gross Floor Area (GFA) Exemption Guidelines for Rooftop Covers. B. Screening of Mechanical & Electrical Services and Car Parks, on Roofs and Building Facades within the Central Area.
Night Lighting	<p>All developments within the Civic District are to provide night lighting to enhance the district character at night.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Revision To The Night Lighting Guidelines For The Civic District And Bras Basah.Bugis (BBB)
<p>Pedestrian Network</p> <p>Appendix 2: 1st Storey Pedestrian Network & Activity Generating Use Plan</p> <p>Appendix 5: Civic District Paving</p>	<p>The Museum Planning Area is planned as a pedestrian-friendly area with a comprehensive pedestrian network at the 1st storey and basement. This network provides convenient, comfortable and seamless connections between developments, transport facilities, key spaces and attractions, and ensures all-weather comfort. The pedestrian network on all levels is to be designed for universal access.</p> <p><u>Covered Walkways At Grade</u></p> <p>All developments are to provide covered walkways. Where building edge is required, the covered walkway is to abut the Road Reserve or building setback line. Along other streets, the</p>

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<p><i>Guidelines</i></p> <p>Appendix 4: Underground Pedestrian Network &</p>	<p>covered walkway can be set back from the line of Road Reserve, following the articulation of the building form.</p> <p>The covered walkway is to be minimally 3.6m wide, unless otherwise specified. Where colonnades are provided, the internal clear width of the covered walkway is to be minimally 3.0m wide. To provide adequate weather protection to pedestrians during inclement weather, the external soffit heights are to minimally match the width of the covered walkway.</p> <p>To achieve a distinct character within the Civic District (see Appendix 5), the open walkways along identified streets are to be paved in predominantly 600mm x 600mm flamed finish heavy duty Rossa Porrino (or equivalent) granite tiles, set out perpendicular to the lines of Road Reserve. The remaining walkways are to be paved in predominantly 600mm x 600mm flamed finish heavy duty grey-green granite tiles, set out perpendicular to the lines of Road Reserve. The paving pattern of the open walkways is to be coordinated with the covered walkways.</p> <p><u>Through Block Links</u></p> <p>Selected developments are required to provide through block links to improve permeability and accessibility at the street level. A network of through block links has been planned to improve access towards Fort Canning Park and Mount Sophia Residence area.</p> <p>The minimum width of through block links is 4.0m to 7.0m, unless otherwise specified.</p>  <p>Fig 1. Through block link at Atrium @ Orchard, connecting Orchard Road to Oldham Lane</p> <p><u>Underground Pedestrian Links (UPL)</u></p> <p>The Underground Pedestrian Network (UPN) complements the 1st storey pedestrian network and provides direct connection to Rapid Transit System (RTS) stations. As a guide, the UPLs are to be at least 6.0m wide (with AGUs on one side) or 7.0m (with AGUs on</p>

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<p><i>Activity Generating Use Plan</i></p>	<p>both sides) with a minimum 4.0m (clear) internal ceiling height of the walkway, unless otherwise specified.</p> <p>UPLs are to include vertical pedestrian circulation points within the building envelope to connect to the covered walkway at the 1st storey. Each vertical circulation point is to include a pair of two-way escalators, staircases, and two passenger lifts. The entire UPL and the associated vertical circulation points are to be kept open for public access during the opening hours of the RTS, unless otherwise specified.</p>
<p>Servicing, Vehicular Access & Car Parks</p>	<p>To maintain an attractive streetscape, any above-grade car park and service areas, including refuse bin centre(s), loading/unloading bays and vehicle ingress/ egress, storage lane(s), and lay-bys, etc are to be fully integrated within the overall building form, and visually well-screened from above and on all sides. Electrical substation(s), where required, can be located at-grade but are not to front onto the main roads, pedestrian malls, or public spaces.</p> <p>Sufficient holding bays for the vehicular access points to the car parks and service areas are to be provided within the development to ensure the smooth flow of vehicles along adjacent roads.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Screening of Mechanical and Electrical Services and Car Parks</u> • <u>Guidelines to Encourage More Innovative and Better Design of Rooftops. A. Relaxation of the Gross Floor Area (GFA) Exemption Guidelines for Rooftop Covers. B. Screening of Mechanical & Electrical Services and Car Parks, on Roofs and Building Facades within the Central Area.</u>

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<p>Works within the Road Reserves</p> <p>Appendix 5: Civic District Paving Guidelines</p>	<p><u>Open Walkway</u> As a guide, the open walkway within the Road Reserve is safeguarded for pedestrian use and to match the paving requirements of the covered walkways. The paving pattern of the open walkways is to be coordinated with the covered walkways.</p> <p><u>Connection to Commuter Facilities</u> For developments with commuter facilities (e.g. bus stop and taxi stands) located in front of their buildings, sheltered linkways are to be provided between the covered walkways at the 1st storey to these facilities to provide direct continuous sheltered connections.</p> <p><u>Dedicated Cycling Routes</u> Certain key roads within the Museum Planning Area will be earmarked as dedicated cycling routes (please refer to the Special Detailed Control Plan: Connectivity Plan). The alignment, width and design of the cycling routes and associated street furniture are to be coordinated with URA and LTA.</p>