



# MARINA SOUTH

URBAN DESIGN GUIDE | Version 2.0 | Feb 2023

# INTRODUCING MARINA SOUTH

## AIM OF THIS GUIDE

This Marina South Urban Design Guide aims to visually communicate the desired outcomes of the planning and urban design objectives, and the design principles behind the urban design requirements from site planning to implementation details.

It should be read together with the relevant land sales requirements and conditions for specific sites and developments.

## ABOUT MARINA SOUTH

Set amid lush gardens, Marina South which borders the southern coast seeks to redefine city living as a forward-looking, convivial mixed-use neighbourhood. Imagine a neighbourhood next to Marina Bay and the Central Business District (CBD) that is:

- a. A green and blue cool urban oasis with sustainable features;
- b. A 10-minute neighbourhood with the necessary daily amenities within a 10-minute walk; and
- c. A welcoming, inclusive, community-centric precinct with a lively public realm.

Being a greenfield site, Marina South presents a unique opportunity to champion sustainable living from the start. The precinct has been planned based on the Building and Construction Authority (BCA)'s Green Mark (GM) for Districts framework – Platinum rating. Developments in Marina South are to also attain the accreditation of GM Platinum Super Low Energy (SLE), as well as Maintainability, Whole of Life Carbon and Health and Wellbeing badges. A district planned to harness the prevailing winds, Marina South presents itself as a cool green and blue oasis.

Marina South is well connected to Marina Bay, the CBD and the rest of Singapore via public transit and major roads. Two stations along the Thomson East-Coast (TEL) Mass Rapid Transit (MRT) rail line serve the area. Planned as a car-lite district, it is a self-sufficient neighbourhood with amenities and key recreational facilities planned within an easy 10-minute walk via leafy streets and a comprehensive cycling network. Together with a wide array of public spaces, from a buzzy pedestrian mall to a convivial neighbourhood street, Marina South is set to provide a welcoming experience to residents and visitors alike.

# NEW MODEL FOR CITY LIVING

An architectural rendering of a modern urban development. The scene is viewed from an elevated perspective. In the foreground and middle ground, several high-rise residential buildings with white facades and green-tinted windows are clustered together. These buildings are interspersed with lush green spaces, including trees, lawns, and what appears to be a small park or plaza area. A prominent yellow path or road winds through the development. To the right, a body of water is visible, with a small boat and a pier. In the background, more buildings and a large green area are visible. The overall atmosphere is bright and clean, suggesting a sustainable and livable environment.

## 10-MINUTE NEIGHBOURHOOD

A mixed-use residential neighbourhood with retail, hotels, offices, amenities and public transport, all within a 10-minute walk.

## GREEN, BLUE, AND COOL URBAN OASIS

Planned based on sustainability principles, the neighbourhood surrounded by gardens and water supports eco-friendly lifestyles.

## COMMUNITY-CENTRIC NEIGHBOURHOOD FOR ALL

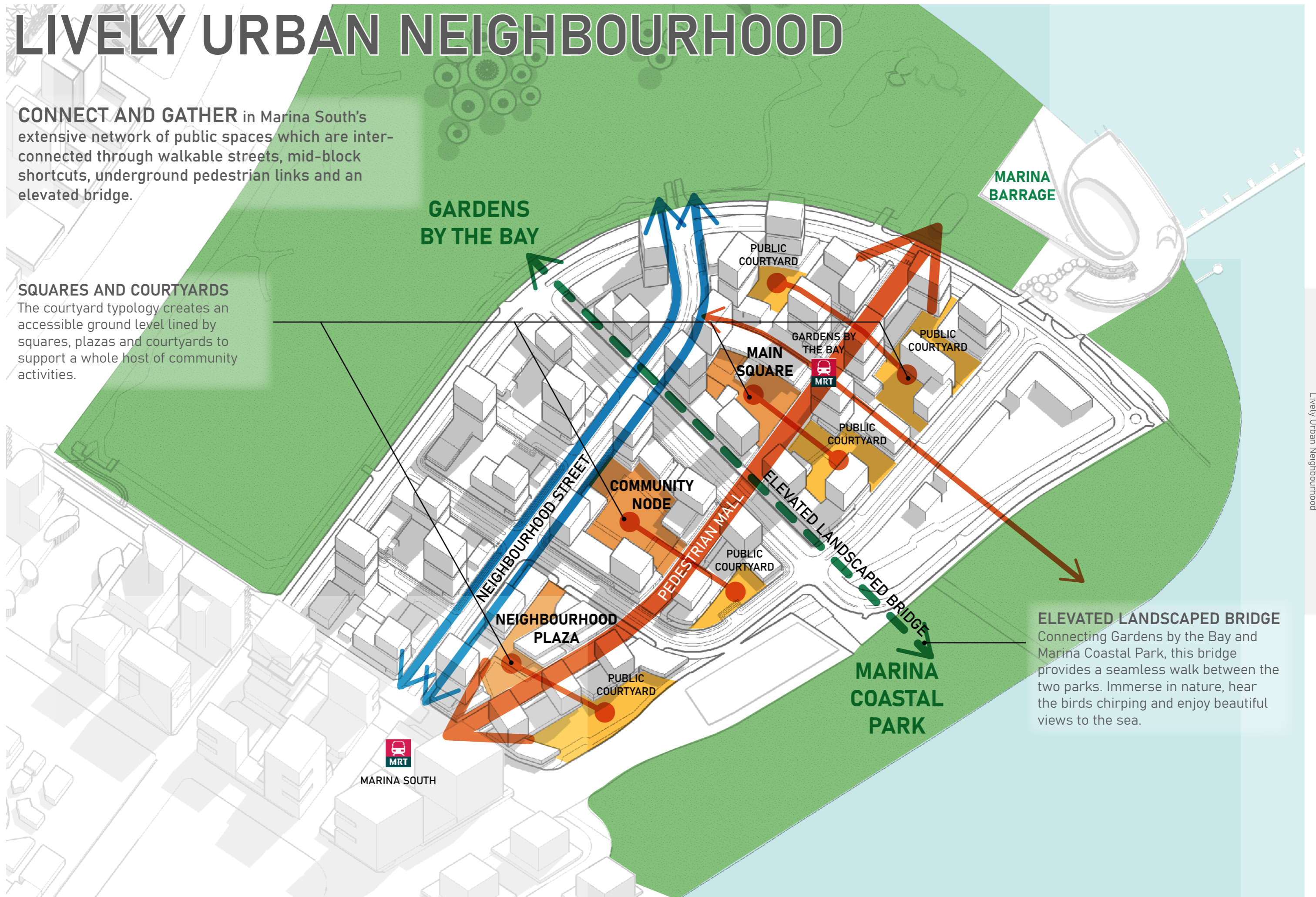
A convivial public realm to support the building of resilient, multi-generational communities.

# LIVELY URBAN NEIGHBOURHOOD

**CONNECT AND GATHER** in Marina South's extensive network of public spaces which are interconnected through walkable streets, mid-block shortcuts, underground pedestrian links and an elevated bridge.

## SQUARES AND COURTYARDS

The courtyard typology creates an accessible ground level lined by squares, plazas and courtyards to support a whole host of community activities.



**GARDENS BY THE BAY**

**MARINA BARRAGE**

PUBLIC COURTYARD

**MAIN SQUARE**

GARDENS BY THE BAY

PUBLIC COURTYARD

PUBLIC COURTYARD

**COMMUNITY NODE**

PUBLIC COURTYARD

**NEIGHBOURHOOD PLAZA**

PUBLIC COURTYARD

**MARINA COASTAL PARK**

**ELEVATED LANDSCAPED BRIDGE**  
Connecting Gardens by the Bay and Marina Coastal Park, this bridge provides a seamless walk between the two parks. Immerse in nature, hear the birds chirping and enjoy beautiful views to the sea.

**MRT**  
**MARINA SOUTH**

# 10-MINUTE NEIGHBOURHOOD

## WHAT MAKES MARINA SOUTH A 10-MINUTE NEIGHBOURHOOD FOR RESIDENTS AND VISITORS?

- Mixed-use developments integrating an array of amenities
- Good distribution of amenities along key pedestrian routes and public spaces
- Curated and balanced mix of amenities catering to the needs of residents and visitors



### AMENITIES AT THE DOORSTEP

Commercial and community uses are planned along key streets and the Pedestrian Mall. These are envisioned to provide essential services such as fresh food stores, convenience stores, bakeries, laundromats, medical clinics, hair-dressing salons, barbers, and student care centres to cater to the needs of multi-generational live-in communities and visitors. Certain key amenities such as supermarkets and food courts would be a requirement for developers to provide.

### COMMUNITY USES

Uses such as childcare centres and other community facilities will be specified for selected developments.

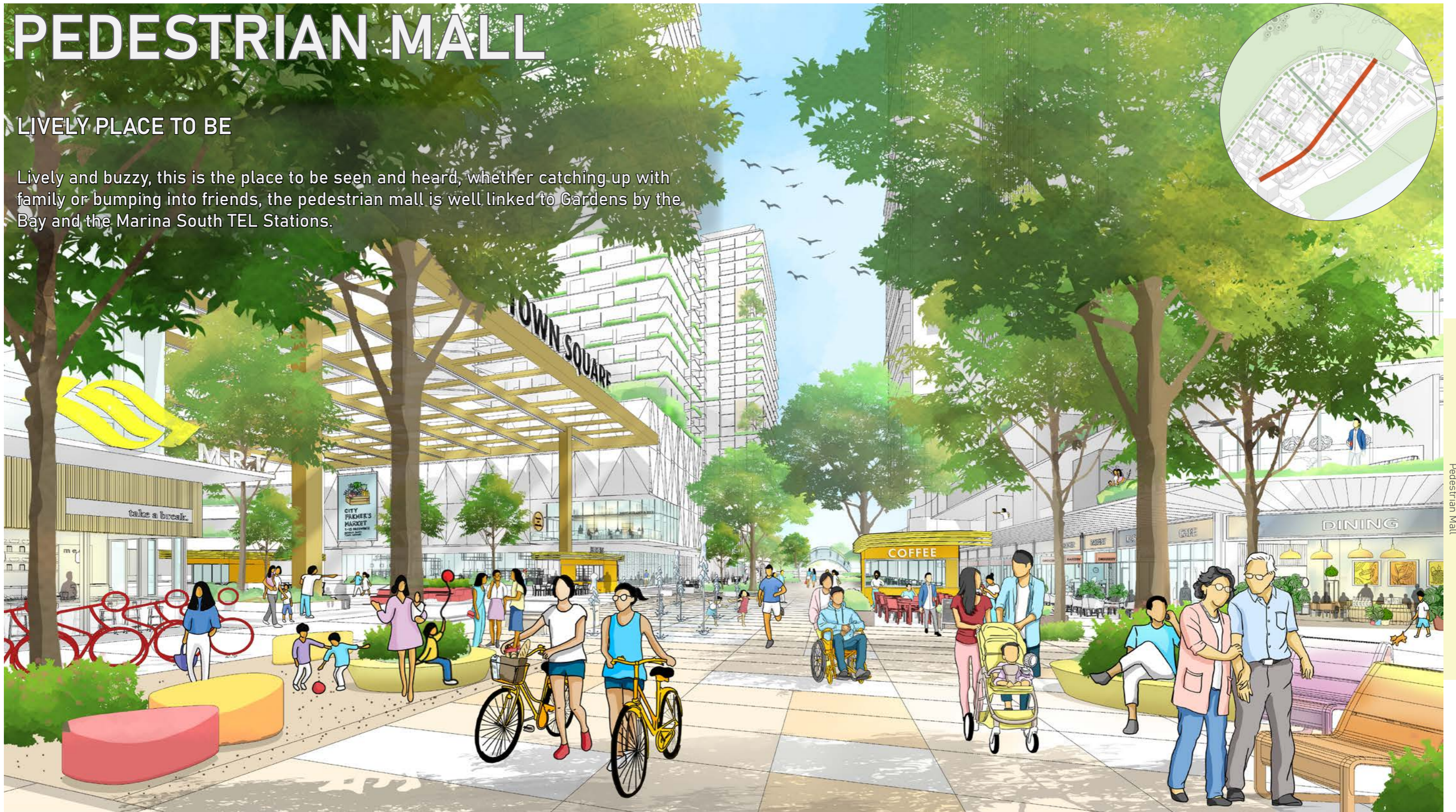
### SPORTS AND PLAY

Developers are strongly encouraged to provide sports and play facilities that cater to all ages.

# PEDESTRIAN MALL

## LIVELY PLACE TO BE

Lively and buzzy, this is the place to be seen and heard, whether catching up with family or bumping into friends, the pedestrian mall is well linked to Gardens by the Bay and the Marina South TEL Stations.



Pedestrian Mall

## PLAYFUL AND ACTIVE

Activity Generating Uses (AGUs) will be required for spaces fronting the mall. A good mix of uses are encouraged, such as supermarkets, food courts, eateries, cafes, salons, shops, post office and banks. Outdoor Refreshment Areas (ORAs) are allowed in designated areas within the mall.

## GREEN AND SHADED

Multiple rows of trees will provide well-shaded and pleasant spaces. There will be a good balance of softscape and hardscape within the 30m wide mall, providing users with access to quality greenery and usable open spaces. Street furniture, lighting and paving shall be coordinated to create a distinct urban identity.

## CONNECTED AND PROTECTED

Covered walkways on both sides of the mall provide all weather-protection. Connections to the Underground Pedestrian Network and Elevated Garden Bridge are to front directly onto the mall, with good way-finding signage.

# NEIGHBOURHOOD STREET

## FRIENDLY STREET TO MEET AND MINGLE

The Neighbourhood Street is planned as the community corridor with amenities to meet residents' needs right at their doorsteps.



### INTIMATE AND COSY

Activity Generating Uses (AGUs) will be required at the corners fronting the Neighbourhood Street. Smaller scale amenities such as cafes, bakeries, convenience stores, laundromats, childcare centres and clinics, with attractive shopfronts, are encouraged. Each cluster is to include a good mix of different uses, to cater for a variety of needs.

### INFORMAL AND ACTIVE

The building setbacks are to be designed as well-shaded informal community spaces, to incorporate playful street furniture (including play equipment, fitness equipment, seating, bicycle parking, etc.) and lush landscaping. ORAs can also be supported within the setbacks.

### LUSH AND DISTINCTIVE

The street will be well-shaded, with 2 rows of trees and a good mix of softscape and hardscape. This will be complemented by a dedicated covered walkway, ensuring all weather-protection. Street furniture and paving shall be coordinated to create a distinct urban identity.

# PLAZAS AND COURTYARDS

## NEIGHBOURLY ENCOUNTERS IN LUSH URBAN SPACES

The plazas and public courtyards, tucked within developments fronting the Pedestrian Mall, are planned as lush neighbourhood living rooms for everyday interactions and community activities. This is where people relax and take in the sights and sounds of what it feels like to be at home.



Plazas and Courtyards

## KEY NEIGHBOURHOOD AMENITIES

Amenities such as the supermarket and food court will be required. Activity Generating Uses (AGUs) are to front the plaza, to create opportunities for people to gather. The spaces in front of the plaza could have ORAs, playful art installations and seating for residents and visitors to enjoy.



# PLAZAS AND COURTYARDS

## SPACES TO MEET AND PLAY

Plazas and public courtyards within developments serve as outdoor spaces for activity and play. From dog-walking and engaging in group exercises, to having picnics and playing games, these open spaces provide opportunities for residents to lead an active lifestyle through spontaneous and planned outdoor activities.



### COMMUNITY-CENTRIC

Developers of selected developments will be required to work with government agencies to provide facilities catering to the needs of the community such as childcare centres.

Such amenities should be located prominently fronting public spaces and key streets, for ease of access and to enliven public spaces. For example, childcare centres can be located next to

public playgrounds, for children to easily access and enjoy outdoor spaces.

### DIVERSE AND INCLUSIVE

Developers are strongly encouraged to design multi-generational public spaces, with facilities catering to the needs of users of all ages. Examples include locating playgrounds near fitness corners catering to seniors, enabling different generations to gather and interact in the area.

# ELEVATED LANDSCAPED BRIDGE

## GARDENS TO COAST

An Elevated Landscaped Bridge at the second storey will connect Gardens by the Bay to the Marina South Coastal Park. Linking multiple developments along Marina Grove, the bridge will enable easy access to green and blue spaces for residents and visitors from the Marina South Neighbourhood.



### LUSH AND SHADED

The Elevated Landscaped Bridge will include lush landscaping, spaces for rest and sheltered walkways throughout. It will provide comfortable and weather-protected connections between developments, and from developments to Gardens by the Bay and the Marina South Coastal Park.

### WELL-CONNECTED AND BARRIER-FREE

Developers will be required to provide vertical circulation points between the first storey and the Elevated Landscaped Bridge at key junctions. These will include a pair of lifts and a pair of escalators, providing barrier-free connectivity for all users.

### ACTIVE AND CONNECTED

To provide an attractive and varied experience for users, developers will also be required to provide Activity Generating Uses (AGUs) along key stretches of the Elevated Landscaped Bridge.

# UNDERGROUND PEDESTRIAN LINK

## MULTI-LEVEL CONNECTIONS

An 800m-long underground pedestrian link will connect Gardens by the Bay MRT Station to Marina South MRT Station. Located below the Pedestrian Mall, the link will provide sheltered connectivity between the developments of Marina South and the MRT stations.



## WELL-CONNECTED AND BARRIER-FREE

Developers will be required to provide vertical circulation points between the first storey of developments fronting the Pedestrian Mall and the underground pedestrian link at key junctions. These will include a pair of lifts and a pair of escalators, providing barrier-free connectivity for all users.

## ACTIVE AND CONNECTED

To provide an attractive and varied experience for users, developers will also be required to provide Activity Generating Uses (AGUs) along key stretches of the underground pedestrian link.

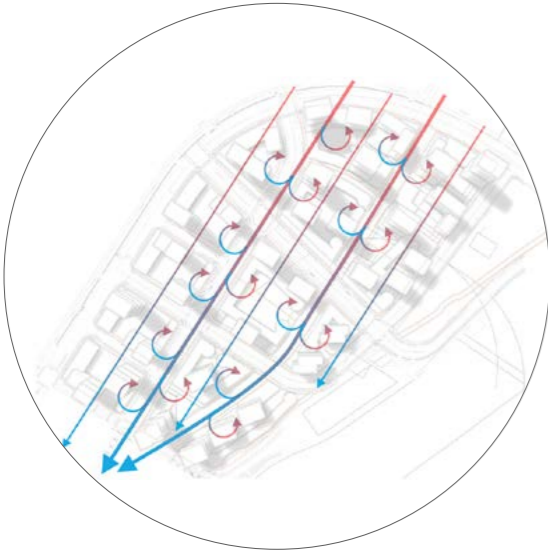
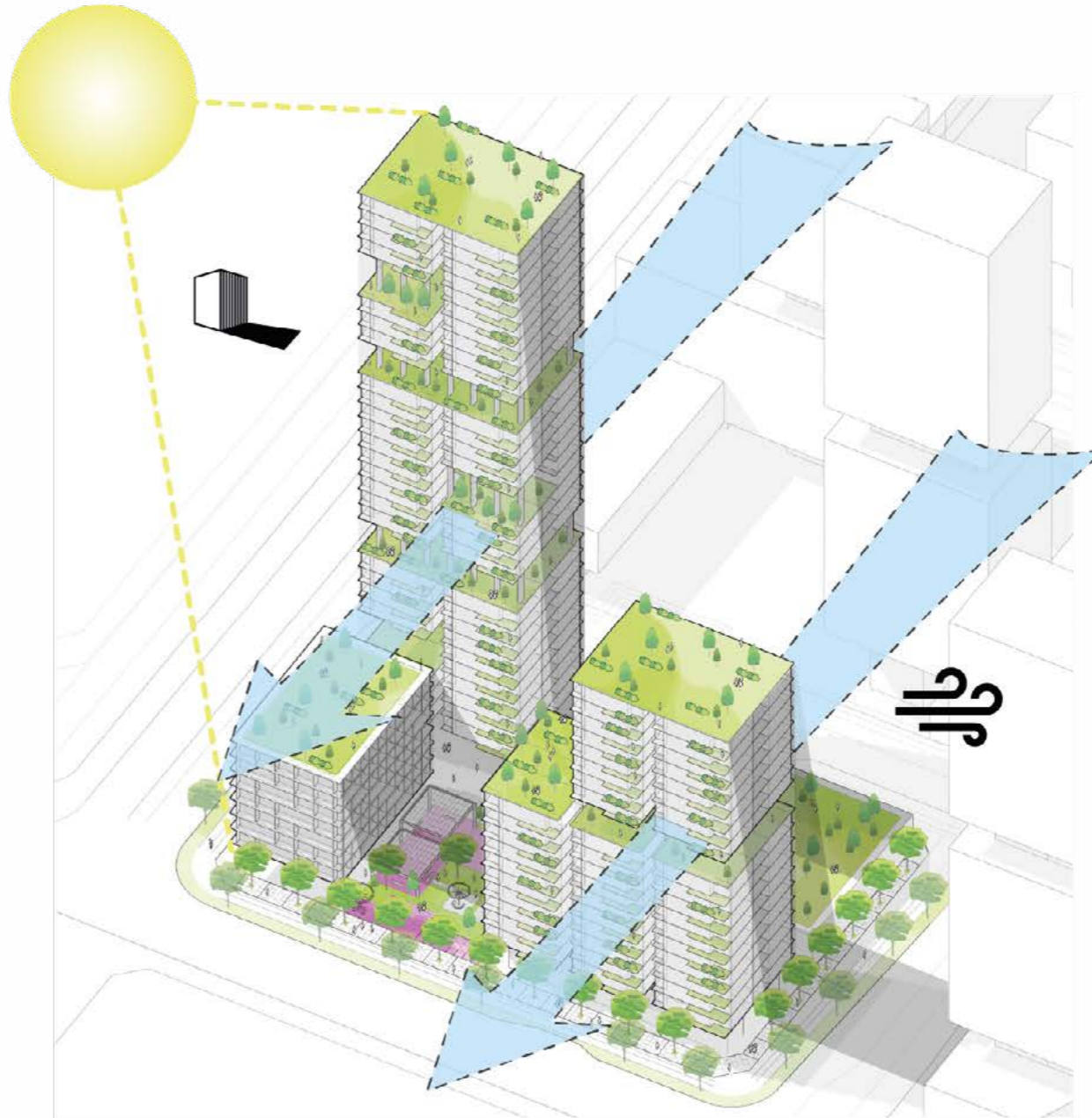
# GREEN, BLUE, AND COOL URBAN OASIS

## COOL GARDEN PRECINCT - WITH GREEN CONNECTIONS FROM GARDENS TO COAST

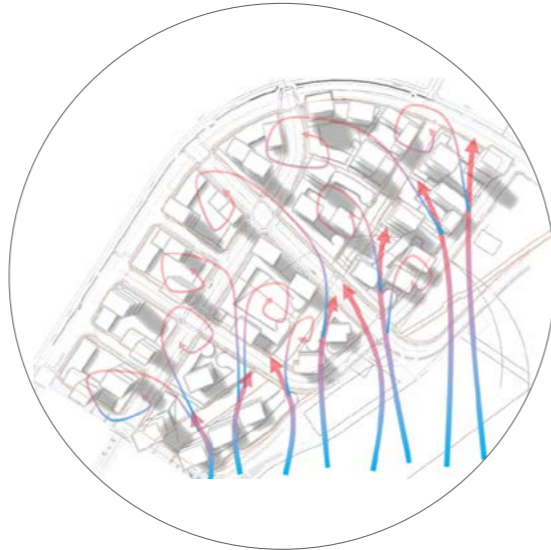
Designing developments with courtyard spaces on the ground floors and within developments is critical in creating more human scale streets and public spaces. Such spaces and other open spaces also encourage optimal wind flow through key developments.

Wind flow studies and sunshading analysis have been undertaken. These help to provide guidance on the best placement of towers and various high, mid and low-rise zones for development parcels throughout the neighbourhood.

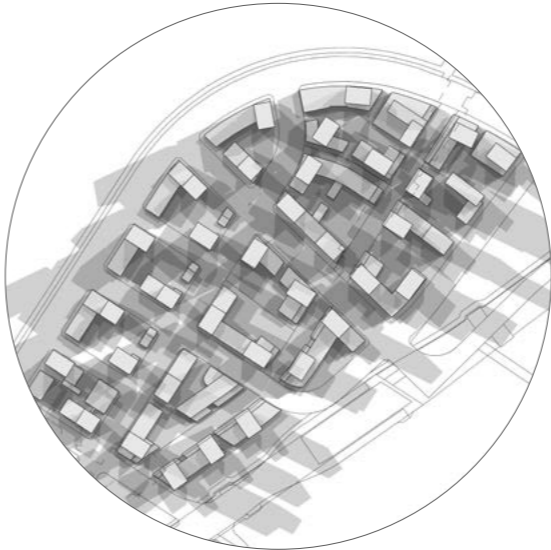
The studies also show how to take advantage of the tower placement to shade open spaces, reduce solar gain and mitigate Urban Heat Island (UHI) effects.



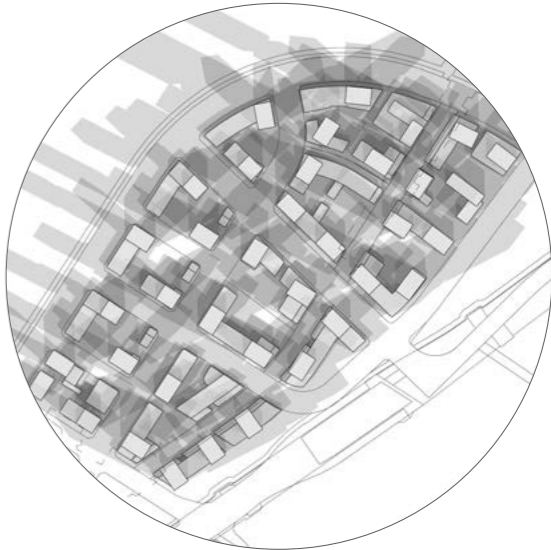
Wind Flow Analysis along the main spines



Wind Flow Analysis in south-facing parcels



Sunshading Analysis: June Summer Solstice



Sunshading Analysis: December Winter Solstice

# ENERGY EFFICIENT DEVELOPMENTS

As energy consumption is one of the primary sources of carbon emissions in a development, increasing energy efficiency will go a long way in making the development sustainable.

## SUPER LOW ENERGY BUILDINGS

BCA's Green Mark SLE requirements outline the baseline standard which developments in Marina South will need to achieve. Developers are strongly encouraged to adopt measures to achieve a higher standard of energy efficiency, benefitting both building owners and residents, reducing energy consumption and reaping significant cost savings over the long run.

Developers are strongly encouraged to adopt the following measures to achieve a higher standard of energy efficiency:

## TROPICAL ARCHITECTURE

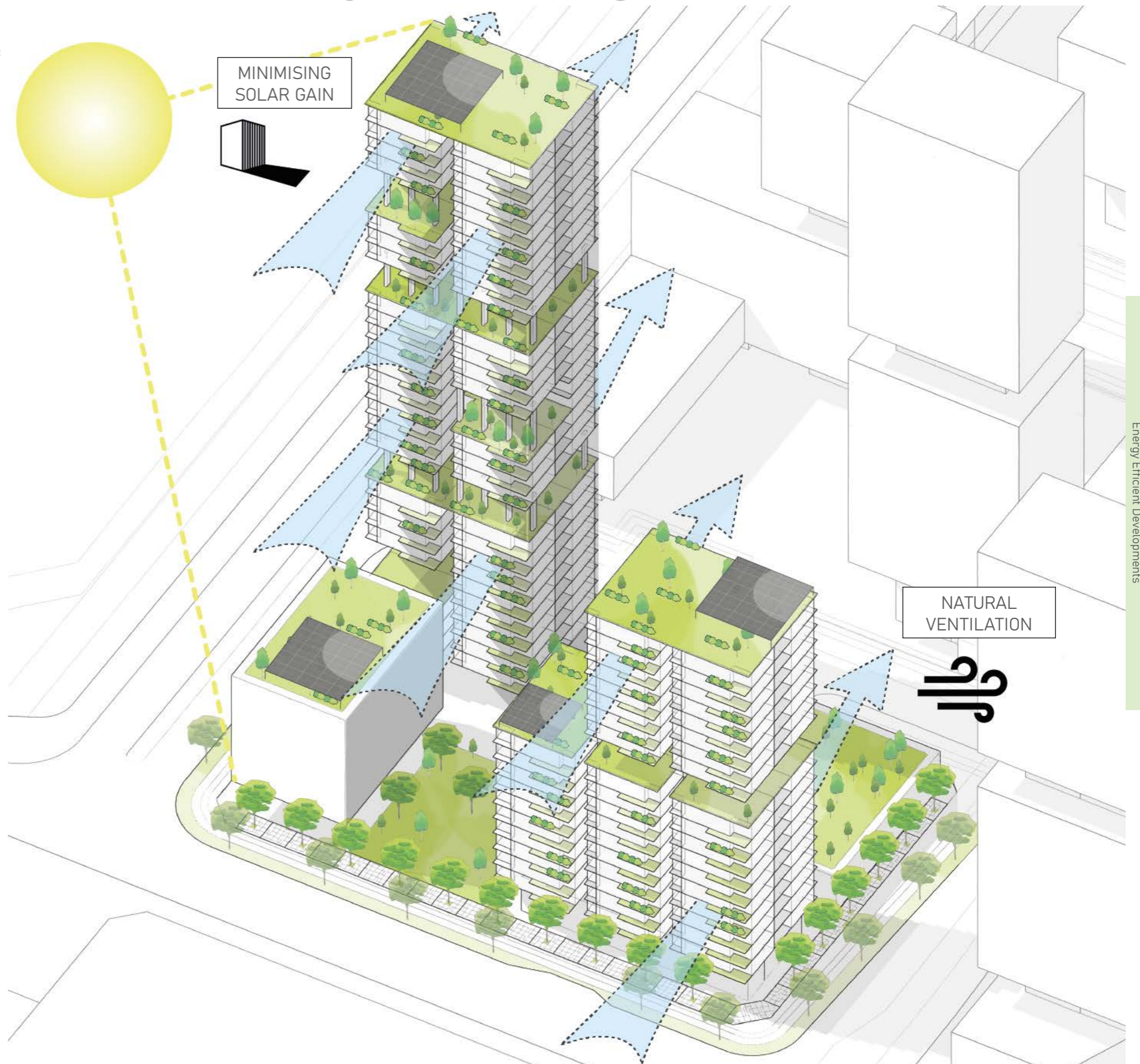
Adopting tropical architecture response can help to improve wind flow to developments, encourage natural ventilation, minimise solar gain, hence reducing the need for artificial cooling and improving energy efficiency.

## NATURAL VENTILATION

Developers are strongly encouraged to take advantage of the prevailing wind flow in the neighbourhood, and go beyond the minimum BCA standards for cross ventilation, to encourage greater use of natural ventilation for the dwellings and common areas. Roof and façade overhangs and balconies enable windows and doors to be opened, allowing fresh air into living spaces.

## MINIMISING SOLAR GAIN

Developers are strongly encouraged to leverage the Northeast-Southwest orientation of parcels and maximise the North-South aspect of residential units. Use of the tropical architecture façade design such as sun shading devices, skysrise greenery (e.g. green facades, planter boxes, and balconies) help to reduce solar gain in the living spaces.



# ENERGY EFFICIENT DEVELOPMENTS

## CENTRALISED COOLING SYSTEMS

Developers are strongly encouraged to adopt development-level centralised cooling systems to maximise efficiency gains. Such systems are also encouraged to be based on chilled water as they are more efficient than split air conditioning systems.

Mixed-use developments create opportunities for the aggregation of cooling demand between the different uses. Commercial uses predominantly utilise the cooling load in the day, and residential uses, at night, allowing for efficiency gains in the sizing of development-level centralised cooling systems.

## ENERGY MONITORING SYSTEMS

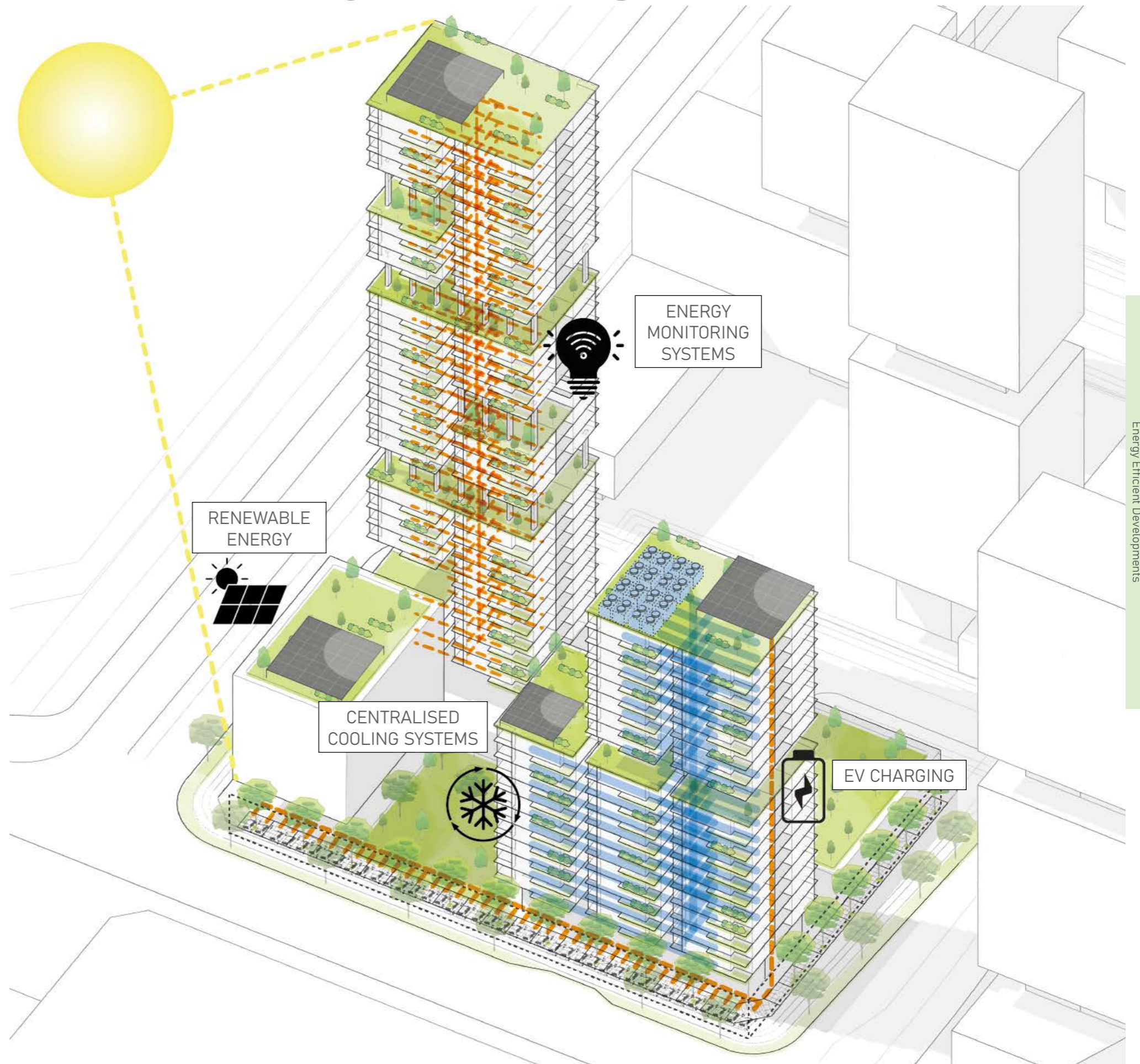
Developers are encouraged to explore including smart energy management systems such as building management and demand-based systems for common spaces to help optimise energy use at a development level. Smart meters installed at the units enable individual residents to monitor and optimise their own energy consumption.

## RENEWABLE ENERGY

Developers are also strongly encouraged to maximise the solar energy potential of developments to not only meet the renewable energy standards required by BCA (30% of common area energy consumption) but to exceed these standards.

## ELECTRIC VEHICLE (EV) CHARGING

To facilitate the adoption of cleaner, greener forms of transport, developers are required to provide EV charging infrastructure in accordance with the requirements of the relevant government agencies.



# REDUCING CARBON FOOTPRINT

Reducing the carbon footprint of the precinct is a key priority in Marina South which has been planned based on BCA's Green Mark for Districts framework.

## GREENMARK CERTIFICATION

All developments will need to achieve BCA's Green Mark SLE Platinum certification with Maintainability, Whole of Life Carbon and Health and Wellbeing badges.

## WHOLE OF LIFE CARBON ASSESSMENT

Developers and consultants are strongly encouraged to undertake a whole of life carbon assessment for the development – to understand the sources of carbon emissions in a development, and identify areas for improvement.

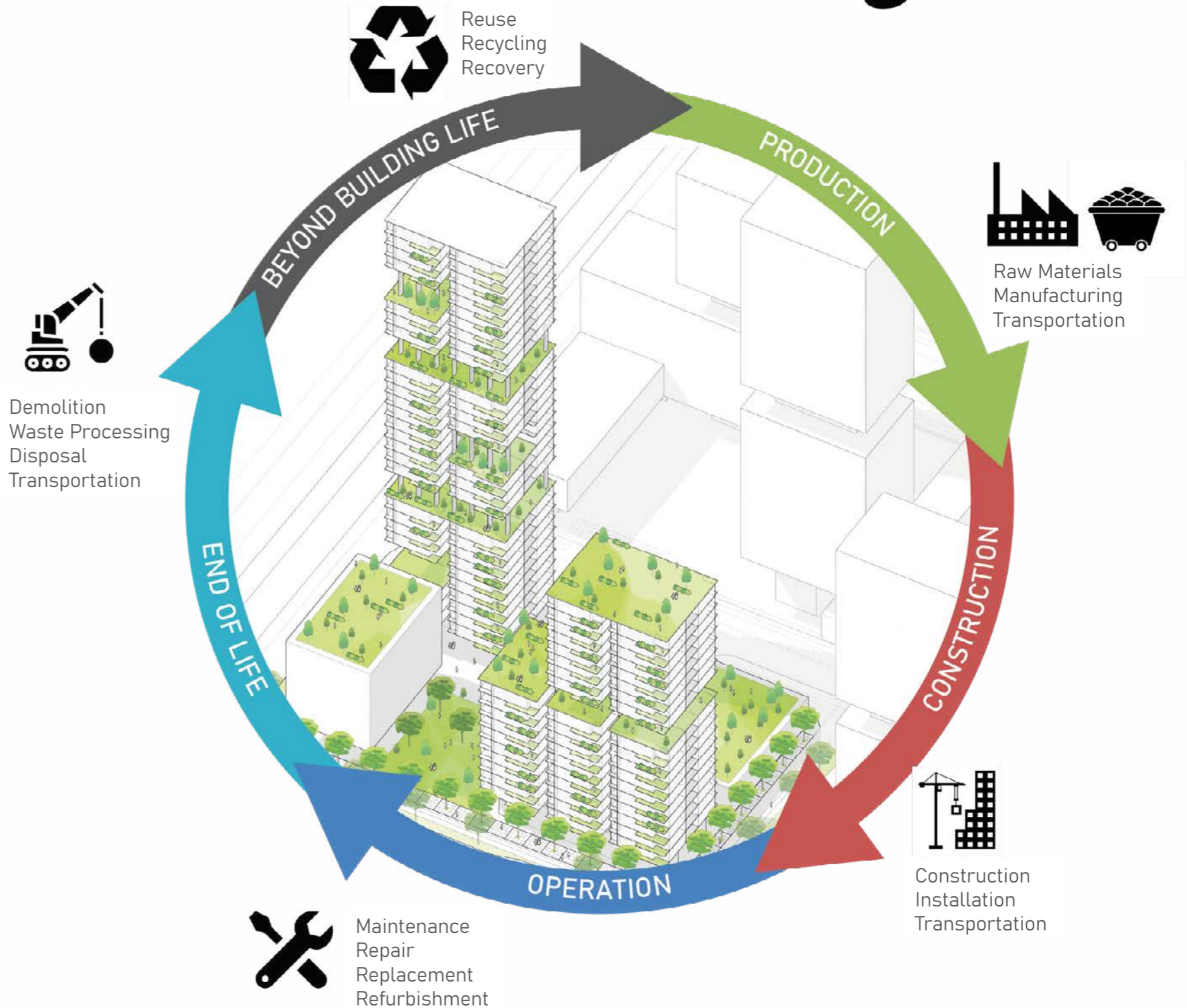
## REDUCING CARBON FOOTPRINT

Developers and consultants are strongly encouraged to adopt measures to reduce the carbon footprint throughout the life cycle, from using low embodied carbon materials and methods in construction, to adopting measures to prolong the life cycle of the development.

More details can be found in BCA's GM Whole of Life Carbon badge requirements.



## TOTAL CARBON FOOTPRINT



# SUSTAINABLE WASTE MANAGEMENT

## RECYCLING

Developers are strongly encouraged to ensure that recycling collection points are provided in public areas and common spaces, to support the national recycling efforts and encourage good recycling practices. Collection points should cater for recyclables such as paper, metal, plastic and glass products and hazardous waste disposal, such as e-waste, batteries, paints, solvents, etc.

## FOOD AND GREEN WASTE MANAGEMENT

Developers are strongly encouraged to provide composting facilities for residents for food waste. Developments can also consider working with horticultural waste contractors to provide horticultural waste to biomass plants, to support carbon-neutral energy generation.

## STORMWATER MANAGEMENT

As part of the required landscaping and greenery within developments, developers are encouraged to incorporate water sensitive urban design features to treat and manage stormwater, such as bioswales, rain gardens, cleansing biotopes and retention ponds. Refer to PUB's Active Beautiful Clean (ABC) Waters Design Guidelines when implementing such features, and to obtain PUB's ABC Waters Certification.

## PNEUMATIC WASTE CONVEYANCE SYSTEMS

In accordance with the National Environment Agency (NEA)'s requirements, developers will be required to implement development-level Pneumatic Waste Conveyance Systems (PWCS), ensuring sanitary and odorless waste collection. Developers are strongly encouraged to consider extending the PWCS to non-residential uses. They are to size and design the system according to NEA's requirements, including a separate system for the collection of recyclables.





# A LUSH GARDEN PRECINCT

Developers are required to provide Landscape Replacement Areas equivalent to the site area of the development. To create a distinctive precinct identity, and to encourage biodiversity and sustainable greening, consultants are strongly encouraged to use native species set out in NParcs' Landscape Master Plan for Marina South for at least half of the developments' landscaping. If additional species are required, developers are strongly encouraged to select native species, and species that are drought-resistant.

As part of development landscaping schemes, developers are also strongly encouraged to adopt schemes that provide shade, reduce Urban Heat Island (UHI) effects, and provide greenery for residents and the public to enjoy.

## BUILDING SETBACKS

A row of tree planting is required within all building setbacks. This will complement the roadside planting and create a shady, cool environment for pedestrians and cyclists.

## PUBLIC SPACES/ COURTYARDS

To create attractive and usable open spaces, the use of trees and landscaping to shade and reduce UHI effects in public and open spaces within developments should be considered upfront in the design.

## GREEN FACADES/ PLANTER BOXES

To reduce solar and heat gain and mitigate UHI effects throughout the development, externalised greenery in the form of green facades and planter boxes is strongly encouraged.

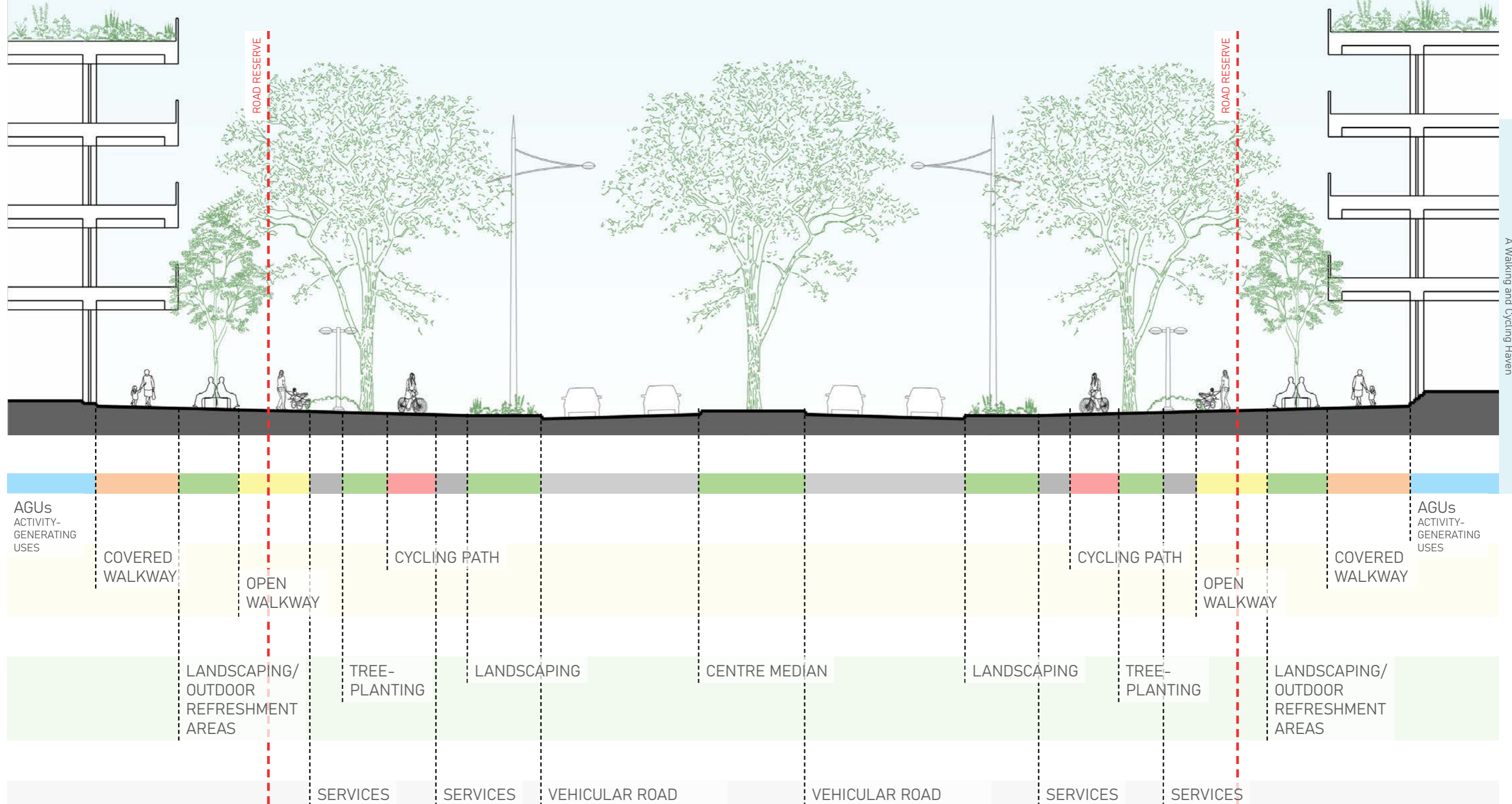
## SKY TERRACES/ ROOF GARDENS

Open green spaces in the form of sky terraces and roof gardens can be provided within developments, for residents and visitors to enjoy. They also reduce solar heat gain and allow the wind to pass through the buildings.



# A WALKING AND CYCLING HAVEN

**FRIENDLY TO EXPLORE ON FOOT AND ON TWO WHEELS** via walkable streets, covered walkways, well-shaded green sidewalks, dedicated pedestrian crossings, extensive shortcuts through fenceless developments, the underground pedestrian network and elevated landscaped bridge as well as via dedicated cycling paths on both sides of the streets.



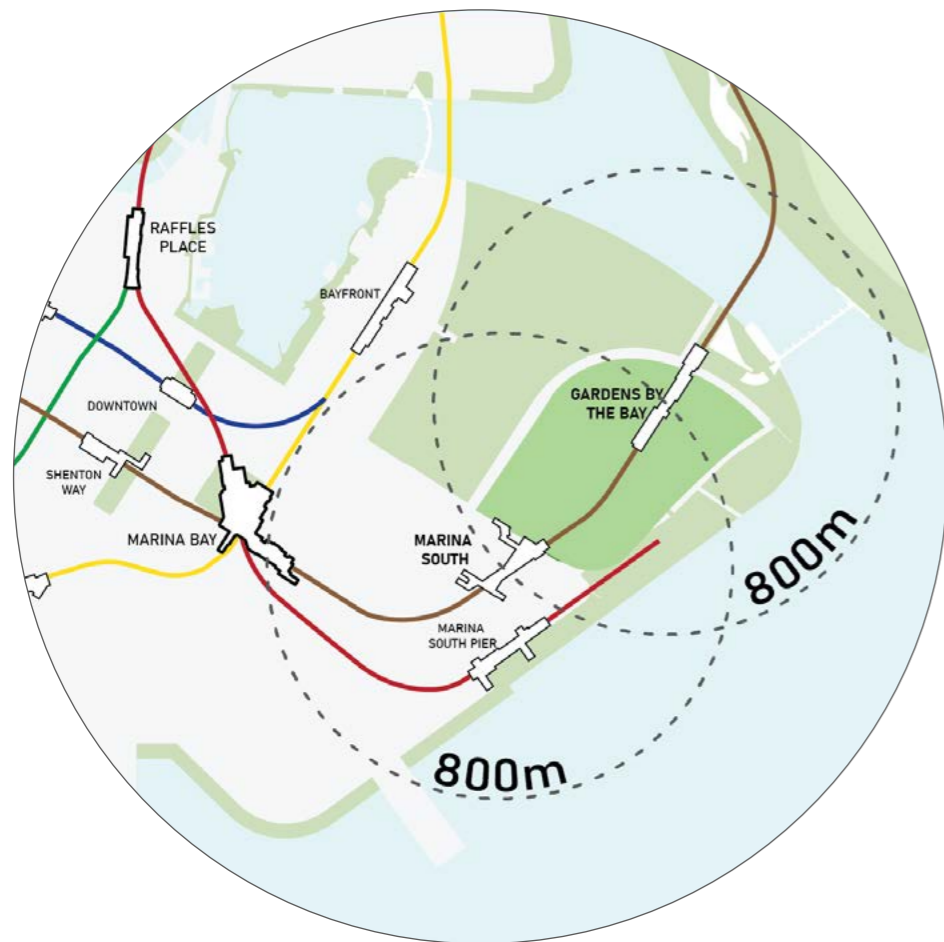
A Walking and Cycling Haven

# A HIGHLY-CONNECTED, CAR-LITE PRECINCT

As a gazetted car-lite precinct, residents and visitors in the Marina South Neighbourhood enjoy the benefits of reduced car dependency, with fewer car parks, reduced road network, wider sidewalks, a pedestrianised street, and direct connections to the MRT network.

Developers are required to adhere to a lower carparking provision in accordance with LTA's requirements.

Single and consolidated vehicular access points are required for each development. This reduces conflicts with pedestrians and cyclists, and creates more pedestrian and cyclist-friendly streets.



# BUILDING FORM, MASSING AND TYPOLOGY

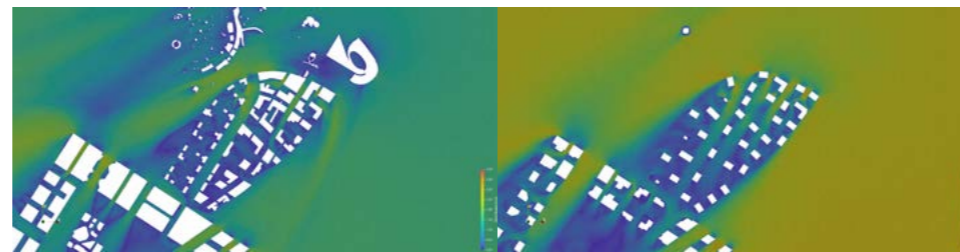
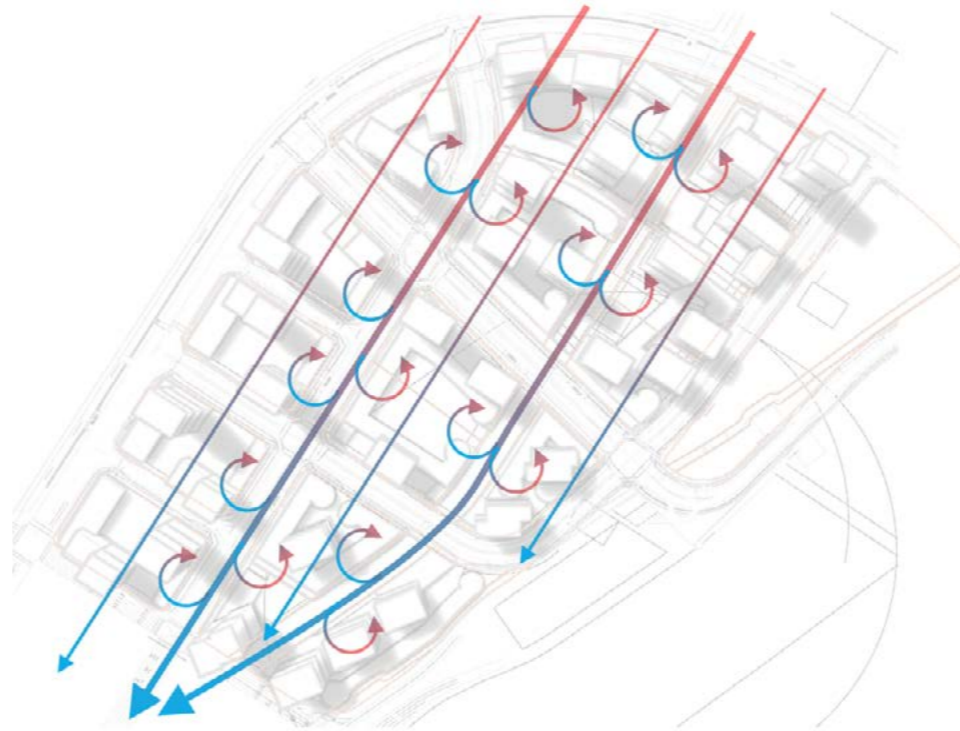
The building form and massing in the Marina South Neighbourhood shall contribute to its positioning as a sustainable precinct. It is also important for the building form and massing to consider the scale, form and architectural expression of the surrounding buildings, and its relationship to the public realm.

## OPTIMISING WIND FLOW ON A PRECINCT LEVEL

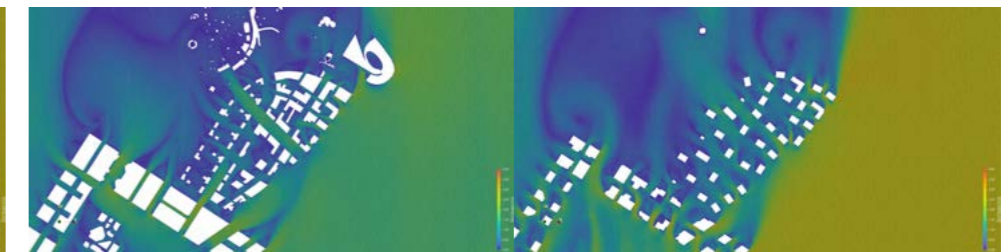
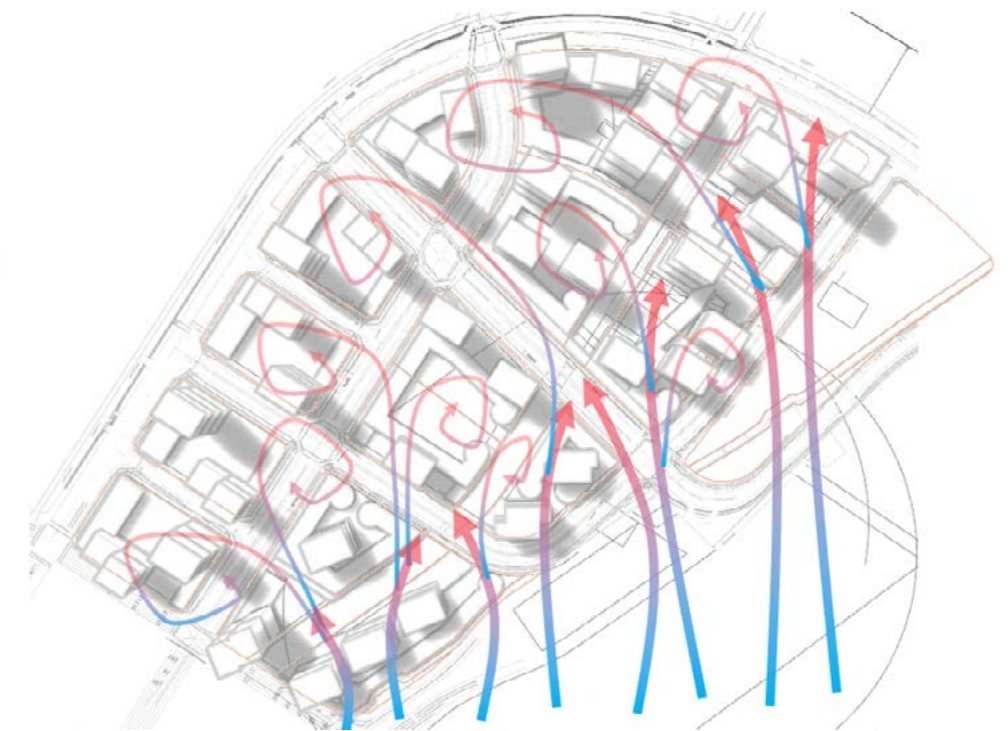
Optimising wind flow and lowering ambient temperatures is a collective effort and shared responsibility. The courtyard typology when applied on every development parcel, can help to create wind corridors, and channel wind to key streets, public spaces, and residential blocks. No-build zones and wind corridors will be stipulated to channel wind to the open spaces within the developments.

This can help to mitigate the UHI effects and encourage the use of natural ventilation. Hence, the guidelines have been drafted to require setbacks between building blocks (to create wind corridors), and guide placement of the various building blocks, especially the towers (to avoid obstructing key wind flow and to create wind scoop).

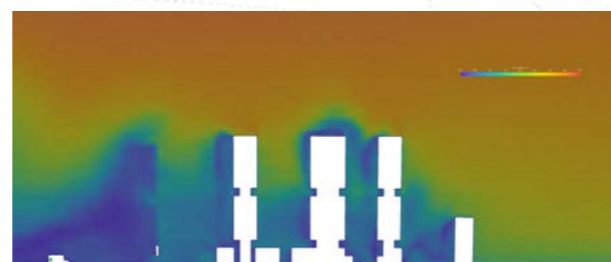
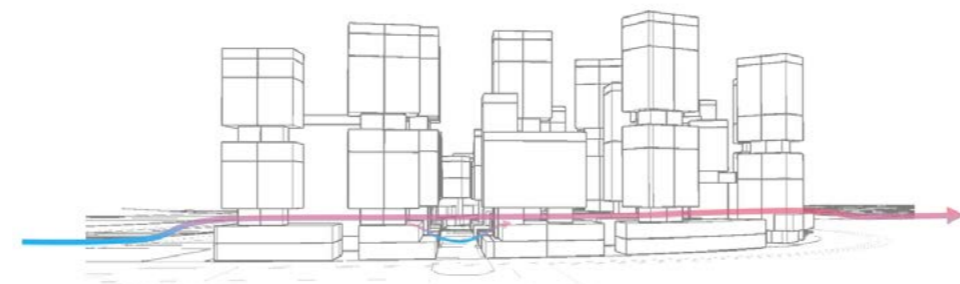
It is important that the building form and massing do not compromise wind flow to other developments within the precinct. Subsequent developments, when notified, are to submit wind flow modelling studies of their proposals with the existing developments.



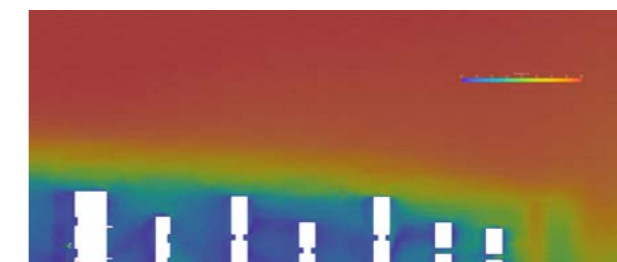
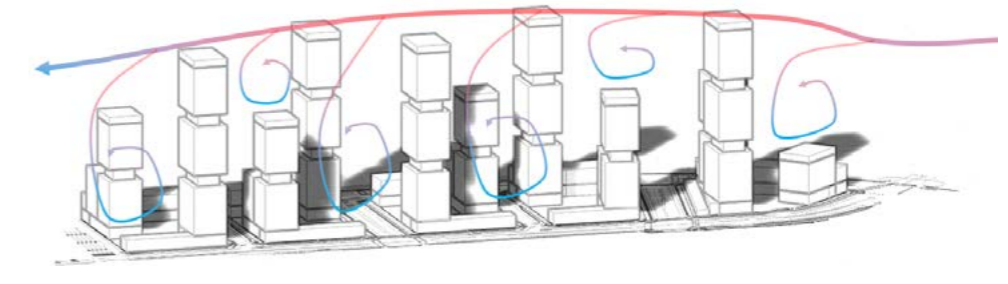
Create primary wind corridors along the main spines



Create porosity in south-facing parcels to allow wind to enter and circulate within the precinct



Create stepped podiums to channel wind flow to pedestrian level



Create varying tower heights to encourage downwash

# BUILDING FORM, MASSING AND TYPOLOGY

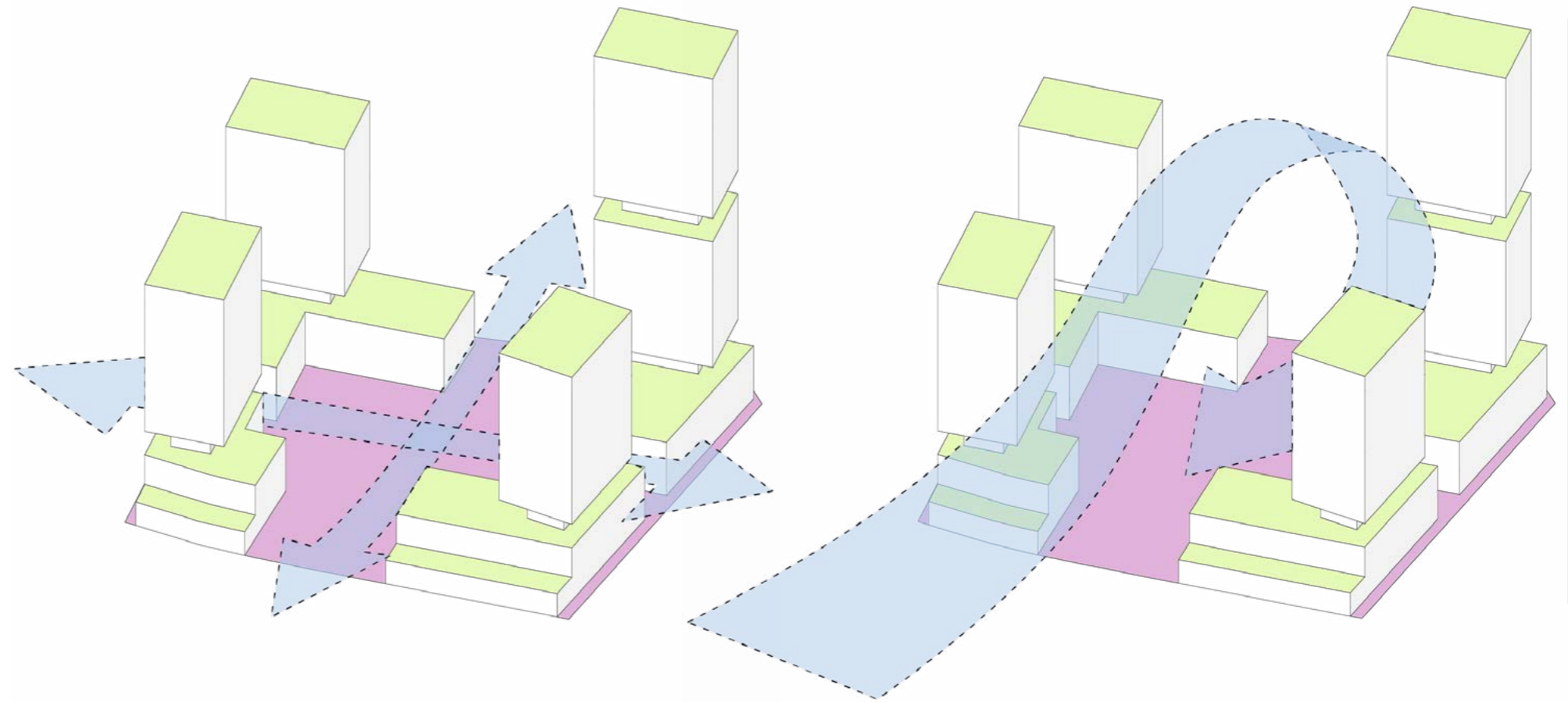
## COURTYARD TYPOLOGY

To create an inclusive neighbourhood with a well-defined public realm and streetscape, developers are to adopt an urban courtyard typology for their developments, with well-defined building edges and generous open courtyards to be enjoyed by the residents and the public. The podium-tower typology will not be supported.

Developers are to adopt a fenceless typology for their developments fronting the Pedestrian Mall, with a generous first storey public realm connected to the first storey pedestrian network.

Developers of developments fronting Marina South Avenue are encouraged to provide informal community spaces fronting the Neighbourhood Street. This will contribute positively towards the creation of an attractive public realm and lively streetscape. Any boundary fences adopted are to be visually porous and fronted by lush landscaping and trees, to create a lush attractive streetscape.

The staggering of the various high, mid and low-rise zones, together with no-build zones, will ensure good wind flow throughout the site.



Wind corridors between building blocks allow prevailing winds to penetrate the precinct to provide natural ventilation

Placement of building blocks (especially the towers) are guided to avoid obstructing key wind flow and to create wind scoop

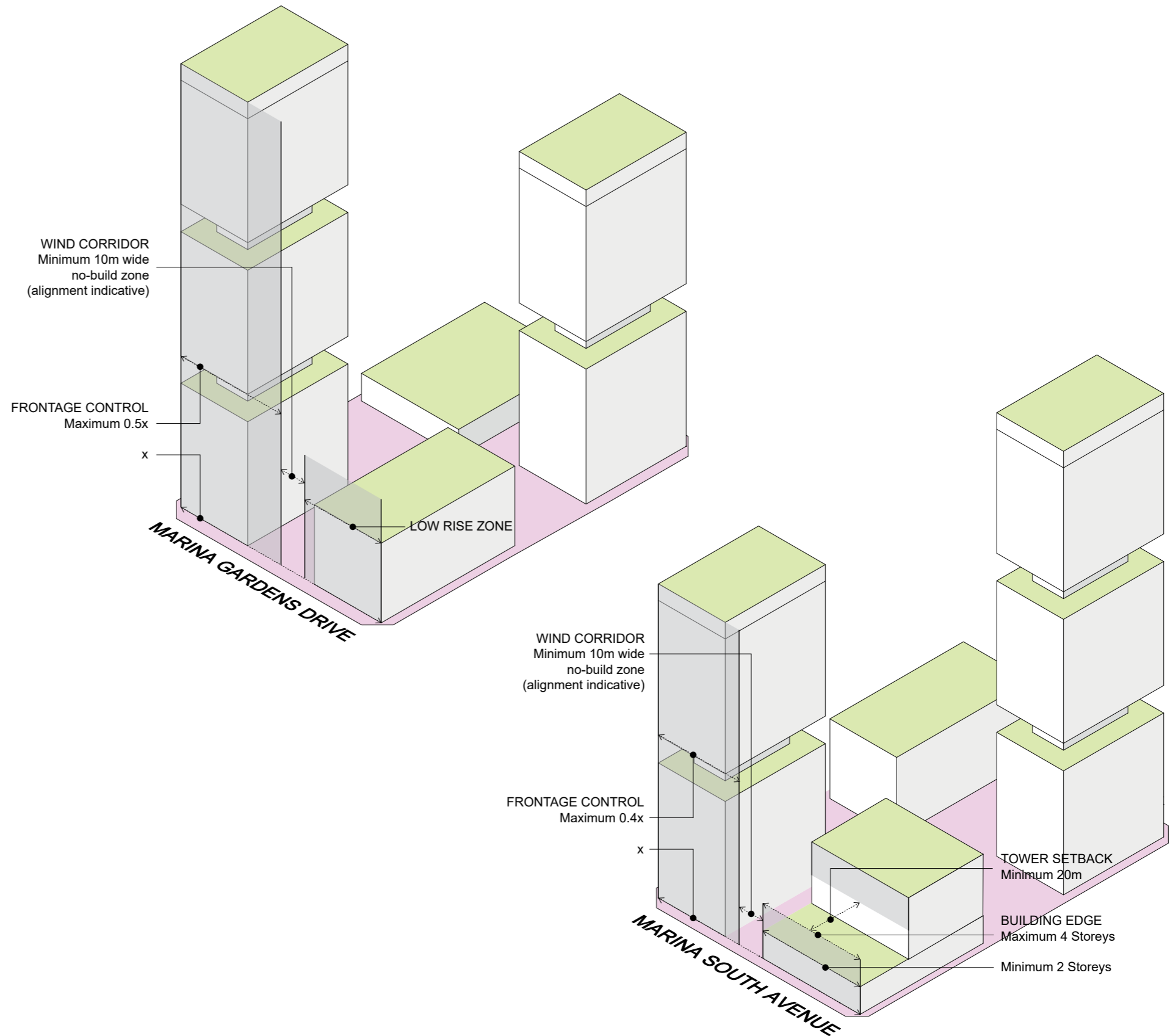
# BUILDING HEIGHT AND FRONTAGE CONTROLS

Different building heights (e.g. high, mid and low-rise zones) will be specified within each development parcel to create a layered, three-dimensional skyline profile; prevent wall-like developments; safeguard views to and from surrounding attractions; and maximise wind flow to each development. In general, lower-rise heights are specified where there is a need to maintain a scale compatible with the adjacent context, such as fronting key streets and public spaces.

## FRONTAGE CONTROLS

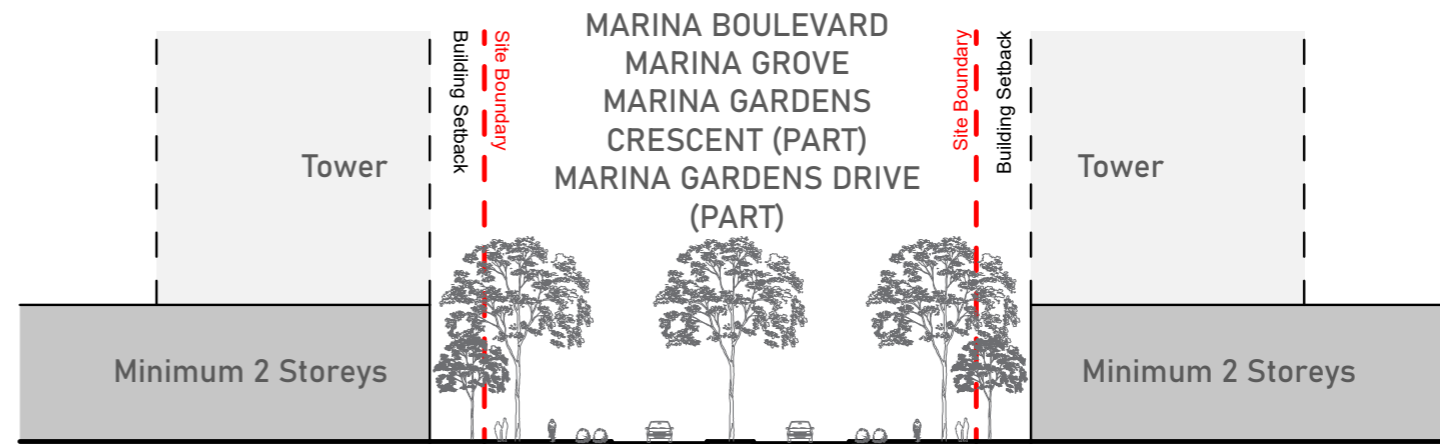
The existing garden edge along Marina Gardens Drive leading to Gardens by the Bay will be complemented by a garden frontage contributed by planting within the development setbacks as well as storey height caps for at least half of the frontage for each parcel along Marina Gardens Drive.

Likewise for the Neighbourhood Street along Marina South Avenue, storey height caps and frontage controls will help create a relatable human scale along the Neighbourhood Street.



# BUILDING EDGE

To create a distinctive and well-defined streetscape along key streets such as the Pedestrian Mall and Neighbourhood Street along Marina South Avenue, the following building edge requirements would apply:



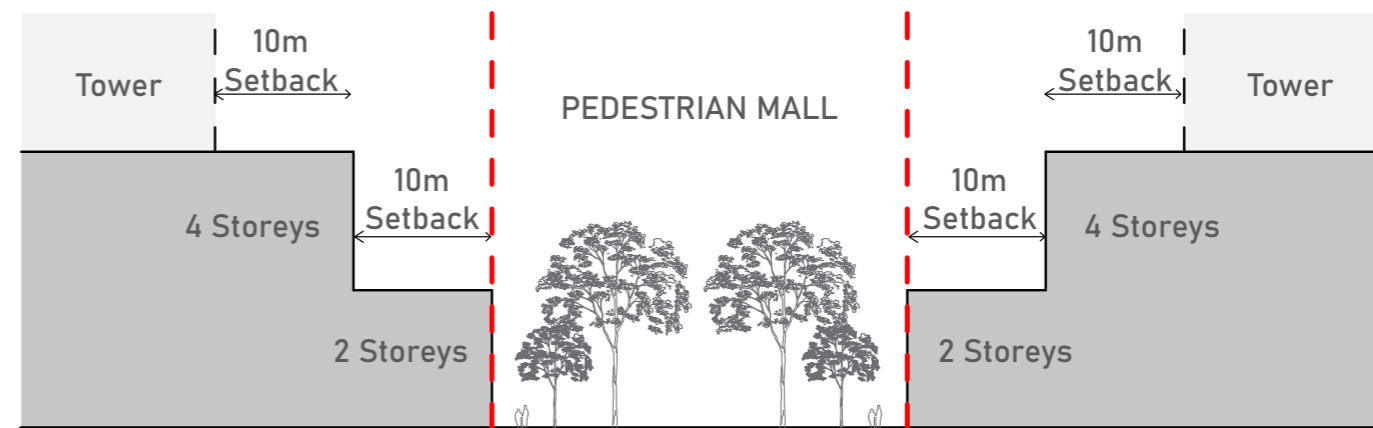
A minimum 2-storey high building edge is to be provided along the building setback line fronting Marina Boulevard, Marina Grove, Marina Gardens Crescent (part) and Marina Gardens Drive (part).



A minimum 2-storey and maximum 4-storey high building edge is to be provided along the building setback line fronting Marina South Avenue.



Example of building edge control, along Marina South Avenue  
Marina South Urban Design Guide



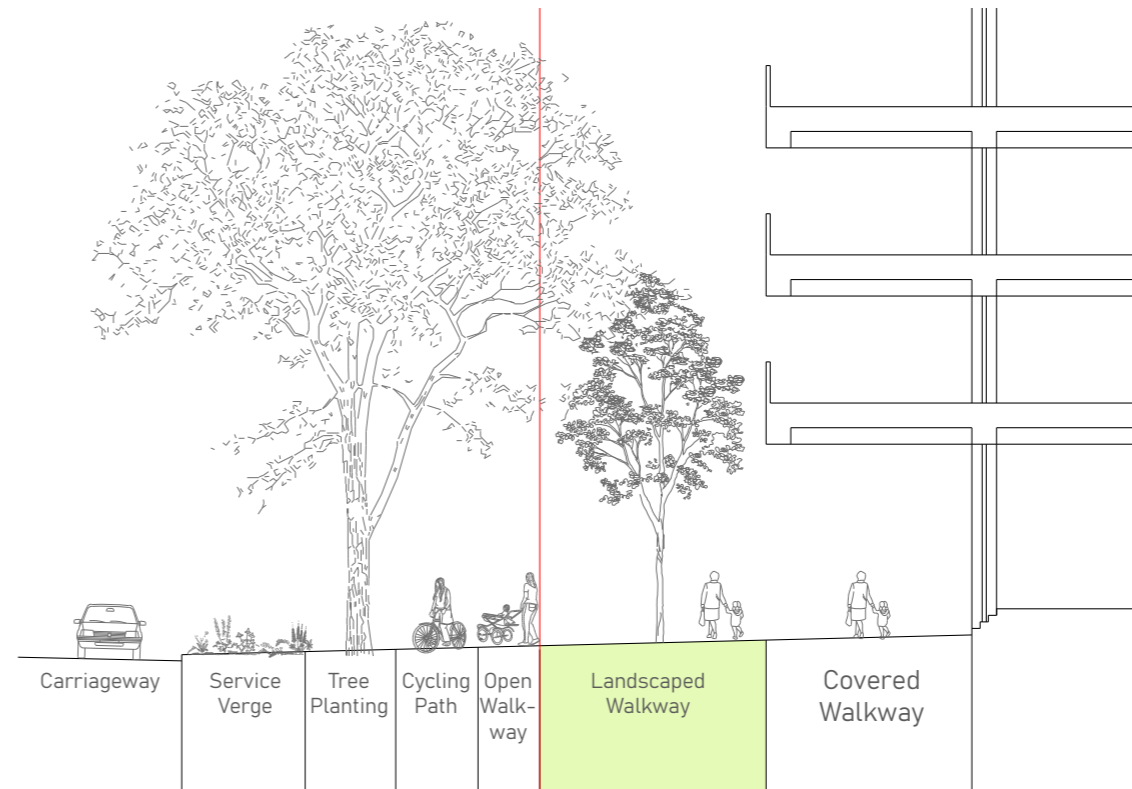
A stepped 2-storey/4-storey high building edge is to be provided on both sides of the Pedestrian Mall.

# BUILDING SETBACKS

To create an attractive, well-shaded streetscape along all streets, developments are to be set back from the lines of the Road Reserve, to allow for an additional row of tree planting and landscaping.

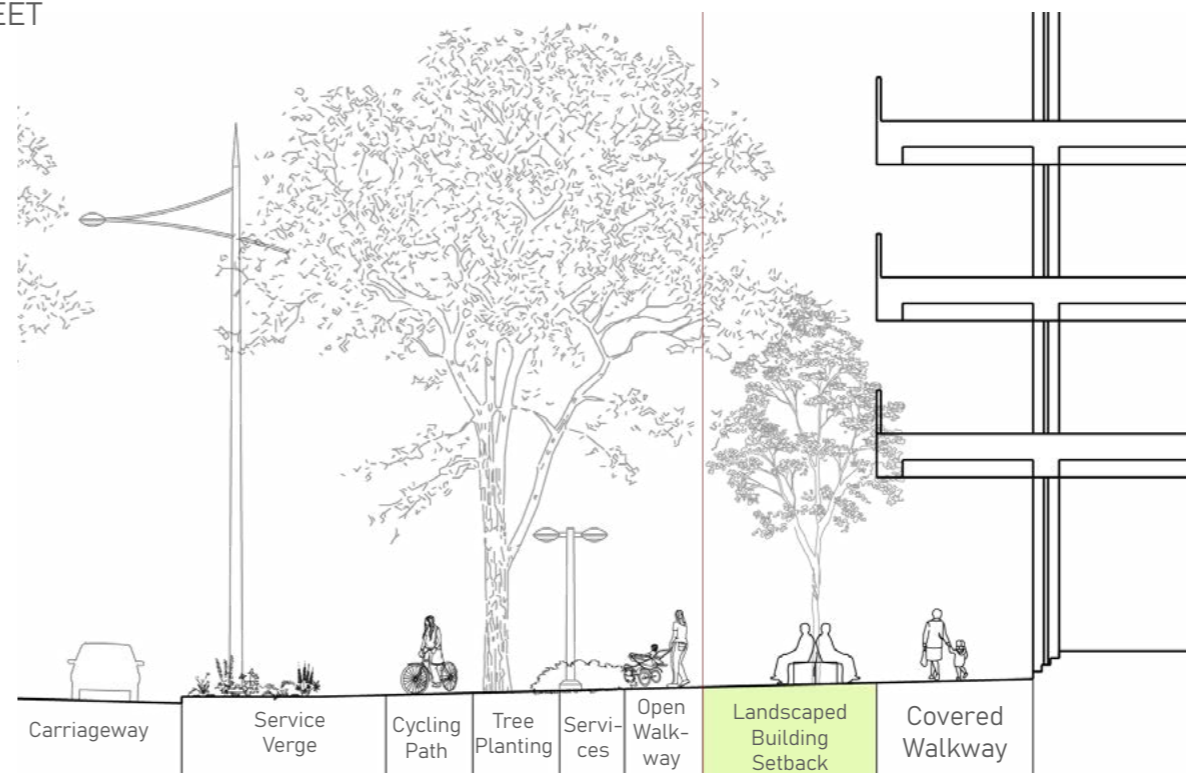
Additional pedestrian walkways and informal community spaces are also required within the building setbacks along key streets such as the Neighbourhood Street along Marina South Avenue and Landscaped Walkway along Marina Boulevard, to create a generous, inclusive, and attractive public realm.

## LANDSCAPED WALKWAYS



4.0m along Marina Grove and 5.5m along Marina Boulevard, to be designed as an open landscaped walkway with a row of trees.

## NEIGHBOURHOOD STREET



4.0m along Marina South Avenue, to be designed as a well-shaded, informal community space with a row of trees, landscaping, a good mix of hardscape and softscape, playful street furniture, creating a lively Neighbourhood Street. ORAs might be considered.



Example of building setback for the Neighbourhood Street along Marina South Avenue  
Marina South Urban Design Guide



# LANDSCAPE MASTER PLAN

Marina South's coastal landscaping concept is a response to its seaside location. Multi-tiered planting with predominantly coastal species along the streets shall act as green corridors connecting Gardens by the Bay to the coast. Each road is planned to have distinctive colour themes. The species palette is curated to include bird and butterfly-attracting species.



## MARINA GARDENS DRIVE

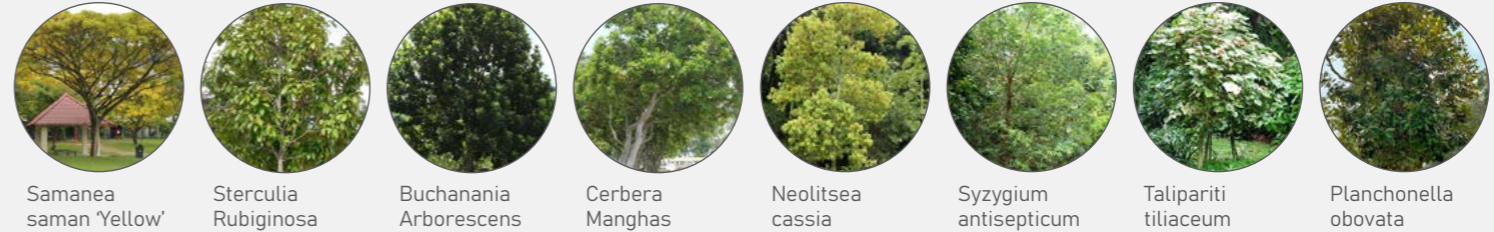


Lush greenery, with existing trees retained and infilled with red, orange and yellow ornamentals.

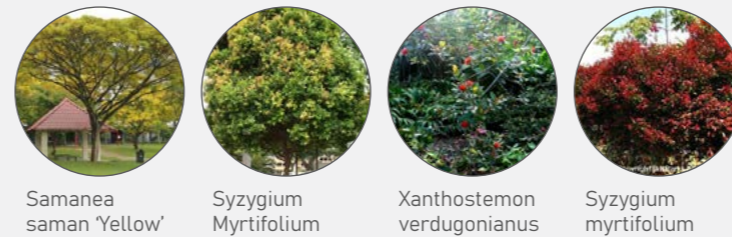


## PLANTING PALETTE

### Roadside Tables



### Centre Median



### Shrubs

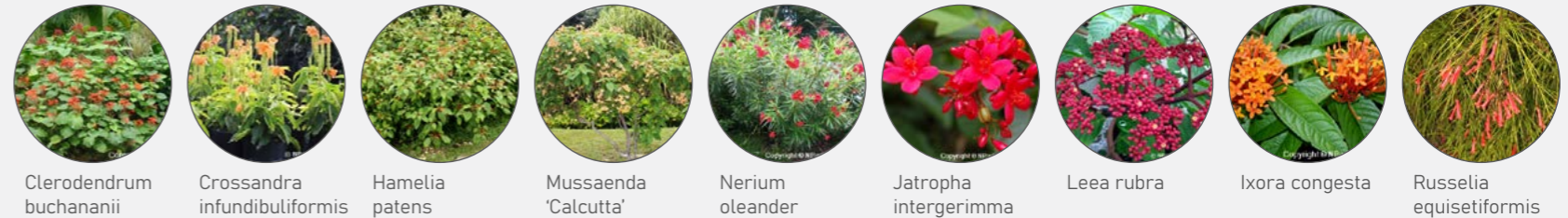


Image credits: National Parks Board

## MARINA SOUTH AVENUE



Intimate, garden-like streetscape to complement the Neighbourhood Street, with a red and pink colour scheme.



## MARINA GROVE



A more formal tree boulevard transitioning to coastal grassland as pedestrians and fauna move from Gardens to the coast.



## PLANTING PALETTE

### Roadside Tables



Samanea saman, Magnolia x alba, Syzygium antisepticum, Kleinhovia hospita, Amherstia nobilis, Lumnitzera littorea, Planchonella obovata

### Centre Median



Samanea saman, Saraca thaipingensis, Cratoxylum sp.

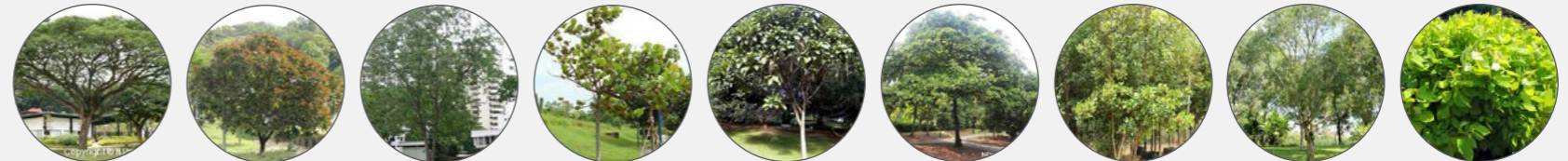
### Shrubs



Leucophyllum frutescens, Clerodendrum thomsoniae, Rhodomyrtus tomentosa, Lantana sp., Catharanthus roseus, Tabernaemontana corymbosa, Fagraea ceilanica, Heterotis rotundifolia, Bridelia ovata

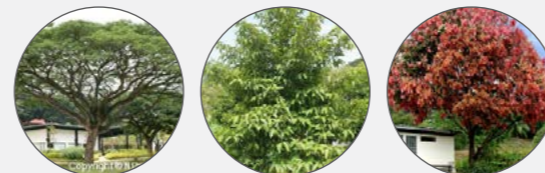
## PLANTING PALETTE

### Roadside Tables



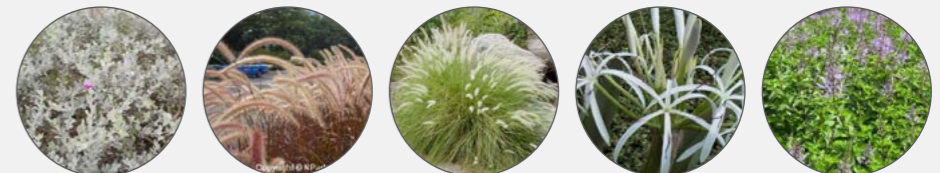
Samanea saman, Cerbera cultivar (red-leaves), Eucalyptus deglupta, Cocoloba uvifera, Barringtonia racemosa, Terminalia catappa, Tristaniopsis obovata, Melaleuca cajuputi, Dendrobium umbellatum

### Centre Median



Samanea saman, Garcinia hombroniana, Maniltoa lenticellata

### Shrubs



Leucophyllum frutescens, Pennisetum advena 'Rubrum', Pennisetum setacum, Crinum asiaticum, Orthosiphon aristatus



Quisqualis conferta, Afgekia sericea, Rhodomyrtus tomentosa, Lantana montevidensis, Lantana 'White'

## MARINA GARDENS CRESCENT



Shady and colourful with canopy trees and shrubs with purple and pink hues.



## MARINA GARDENS LANE/WALK



Smaller understory trees, treelets, and shrubs with orange and yellow hues to match the scale of the street.



## PLANTING PALETTE

### Roadside Tables



Samanea saman, Cerbera cultivar (red-leaves), Eucalyptus deglupta, Cynometra ramiflora, Barringtonia racemosa, Memecylon ovatum, Syzygium malaccense, Lagerstroemia floribunda 'Red'

### Centre Median



Samanea saman, Cratoxylum sp., Maniltoa lenticellata

### Shrubs



Ardisia lanceolata, Melastoma malabathricum, Ruellia simplex, Tibouchina urvilleana, Pseuderanthemum laxiflorum



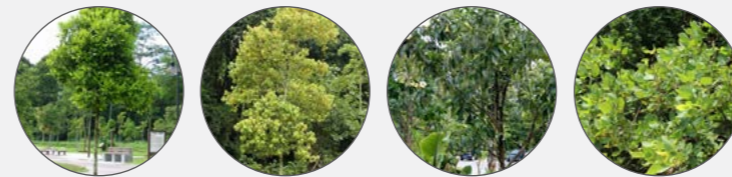
Heterotis rotundifolia, Calotropis gigantea, Bridelia ovata

## PLANTING PALETTE

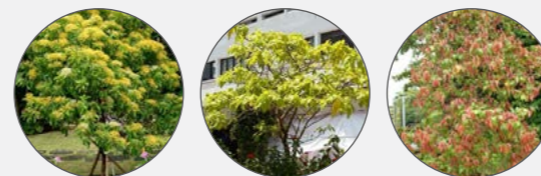
### Roadside Tables



Saraca thaipingensis, Calophyllum inophyllum, Cordia sebestena 'Aurea', Coccoloba uvifera

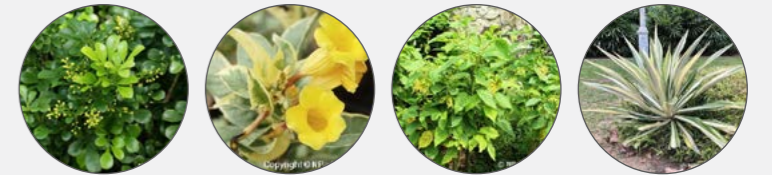


Syzygium borneense, Neolitsea cassia, Fagraea auriculata, Dendrolobium umbellatum 'Aureum'



Tarena fragrans, Pisonia grandis, Flacourtia inermis

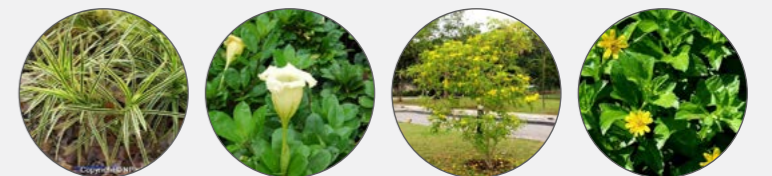
### Shrubs



Aglaia odorata, Allamanda schotti, Cananga odorata var. fruticosa, Furcraea foetida



Galphimia glauca, Gardenia mutabilis, Ixora 'Yellow', Lantana camara 'Sundancer'



Pandanus pygmaeus, Solandra longifolia, Tecoma stans, Sphagneticola trilobata

# MARINA MALL (PEDESTRIAN MALL)



Distinctive Yellow Rain Trees, with a sub-canopy and shrub layer of fragrant plants, giving the street an uplifting scent when caught by a breeze.



## PLANTING PALETTE

### Trees



Samanea saman 'Yellow'   Cananga odorata   Citharexylum spinosum   Lumnizera littorea   Fagraea auriculata   Cordia sebestena 'Aurea'   Myristica fragrans   Syzygium aromaticum   Magnolia champaca



Tarena fragrans   Wrightia religiosa

### Shrubs



Aglaia odorata   Brunfelsia pauciflora   Murraya paniculata   Gardenia mutabilis   Ixora finlaysoniana   Cananga odorata var. fruticosa   Tarena fragrans   Tabernaemontana africana   Radermachera 'Kunming'



Pleiocarpa mutica   Tabernaemontana corymbosa

Landscape Master Plan

## GARDEN LIVING, CITY CONVENIENCES

Verdant green and homes abound  
Weave through leafy, breezy streets  
Children snooze to nature's sounds  
Waking to open spaces  
Where they run and romp and meet

Corner grocer a go-to  
For serendipity meets  
Neighbours exchange smiles and nods  
Café for a hot latte  
Catch up on news, people-watch

Take a walk down to the coast  
Twenty minutes and no more  
To elsewhere, ten minutes at most  
Get going and stay active  
Once you're there, you don't want to leave