

KEY PROPOSALS FOR JURONG LAKE DISTRICT MASTER PLAN

A) A vibrant, lively CBD, with adaptable spaces for the future economy

We envisage JLD as a lively, vibrant, mixed-use business district with attractive street life and city blocks with generous, open, ground-floor spaces to encourage interaction and participation in activities.

To achieve this, we will create more than 100,000 new jobs, inject 20,000 new homes, and pay close attention to place making to make the district buzzing not just during the day, but at night and on the weekends.

Business needs are evolving more rapidly in the knowledge economy. To cater to the changing needs of developers, businesses, and workers, we have adopted a regular grid structure for land parcels. This will allow land parcels to be adjusted through subdivision or amalgamation, and give us the flexibility to provide large land parcels for larger floor plates, or provide smaller parcels to meet evolving business needs.

The bulk of the mixed-use business area will be zoned 'White' to allow for flexibility in uses. Landlords can combine or co-locate non-traditional uses such as schools, community facilities, hotels, MICE facilities, attractions, museums and event spaces for companies and universities to meet and showcase their prototypes, to accommodate the needs of tenants and the market.

The ground floors of the developments will have generous public spaces, courtyards, through-block pedestrian links, and possibly retail and F&B offerings to encourage interaction, networking and participation in activities, creating a vibrant and lively environment in JLD.

B) Green and blue places and spaces for people

JLD boasts a lake and large gardens on its doorstep that cater to the wider western region. We will tap on these unique green and blue assets to enhance the district character by extending this recreational belt into the mixed-use business area around the future HSR terminus.

16 hectares of new parks and open spaces will be added in the district. They include the Central Park above the HSR terminus and the area around the former Jurong Town Hall. A green connector loop, which could be used for various sports and recreational activities, will encircle the new business area. Together with the 90ha Jurong Lake Gardens, there will be over 100ha of extensive greenery and open spaces in JLD.

In addition, the proposal calls for a new water channel by the eastern shores of the lake which will create another island in Jurong Lake, making a total of three islands after its completion. The new channel will increase the total length of waterfront space to 17km and create more waterfront areas for social and community activities, as well as spaces for recreation, retail and F&B.

Under the Landscape Replacement Policy, new developments in strategic areas such as JLD will need to replace 100 per cent of the ground-level greenery that is lost during construction. These can be replaced in the form of communal or rooftop gardens, as well as skyrise and vertical greenery, forming a 'green carpet' in the sky and enhancing biodiversity in the district.

C) A car-lite, commuter-centric JLD

JLD will provide a major opportunity to take the car-lite movement in Singapore even further.

The target is to increase the public transport mode share in JLD to more than 80 per cent. The current national public transport mode share is 66 per cent.

A significant amount of all road space in JLD will be set aside for public transport. Streets will be beautifully landscaped and carefully designed with more space for pedestrians, cyclists and Personal Mobility Device users. This will not only minimise potential conflict between users but also create active, walkable and lively streets. In addition, we are exploring new concepts for car parking, such as fringe hub parking.

Delivery vehicles can contribute to traffic congestion, especially during peak hours. At JLD, we are working with relevant agencies on plans to consolidate goods deliveries coming into the district. This could reduce the volume of freight vehicles on the roads by at least 65 per cent. Such a development also ties in with national efforts to raise the productivity of logistics activities for retail sectors.

We will also adopt a commuter-centric approach, with convenient public transport, and seamless connectivity between transport nodes. The target is for each development to be near a bus stop or an MRT station, with seamless connections.

D) Sustainable district-level systems

JLD will be one of the most sustainable districts in Singapore. All new buildings will be required to achieve a Green Mark rating to reduce energy consumption by up to 30 per cent. The grid structure will also be oriented in an east-west direction to help buildings reduce heat absorption and allow for more wind flow to create a cooler ambient environment.

With the development of the area around the future HSR terminus, we have an opportunity to implement integrated urban systems across JLD to benefit businesses and residents. Some of these include the common services tunnel, district cooling system, pneumatic waste system and urban logistics management systems. Such systems can help to reduce energy consumption, save manpower and create a better quality living environment.

Where possible, these urban systems will be placed underground, freeing up above ground space for people-centric uses such as homes, offices, parks, open spaces, and other community facilities.

An integrated district management platform could also be set up to tap on data to develop insights to address urban issues, optimise resource usage, influence lifestyle choices and help build up the digital economy.