

## URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN DOWNTOWN CORE PLANNING AREA

The Downtown Core Planning Area covers the Central Business District (CBD), City Hall, Bugis, and Marina Centre zones. It comprises a critical mass of prime office space, supported by complementary uses, such as hotel, retail, and residential uses. The Downtown Core is a vibrant commercial district with round-the-clock activities.

These 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 National Monuments and conserved buildings are subject to specific conservation guidelines, which will take precedence over the guidelines below.

The planning parameters and urban design guidelines are:



Parameters	Requirements
<p><b>Broad Positioning &amp; Land Use</b></p> <p><i>Master Plan</i></p> <p><i>Appendix 1: Boundary Plan</i></p>	<p><u>Central Business District (CBD)</u></p> <p>The CBD is Singapore's business and financial district and home to leading international businesses and financial institutions. It starts from Raffles Place along the Shenton Way / Robinson Road / Cecil Street commercial corridor to Tanjong Pagar and the Anson Road area. It now extends to include part of the adjacent new development area at Marina Bay in the Central and Bayfront subzones.</p> <p>The CBD is predominantly zoned for Commercial use to ensure a critical mass of office uses to reinforce the positioning of the area as Singapore's core business and financial centre. To enliven the CBD, complementary supporting uses (e.g. hotel and residential) can be considered at the fringe areas along Cecil Street and Tanjong Pagar Road.</p> <p>The sites in the Central and Bayfront subzones are zoned for White use to allow for greater planning flexibility and to encourage a mix of complementary uses – commercial, residential, hotel and entertainment. Developments within the Central subzone are required to provide a minimum quantum of Office use to realise the planning intention for a business and financial precinct. Developments within the Bayfront subzone are guided to be more mixed-use, with a greater emphasis on the inclusion of hotel; meetings, incentives, conventions and exhibitions (MICE) facilities; entertainment; and retail uses.</p>

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	<p><u>City Hall</u></p> <p>The City Hall zone is within the Civic District and is home to a number of historic National Monuments and historic buildings such as Parliament House, the former Supreme Court, and City Hall building. It is a mixed-use zone with established Civic &amp; Community Institution (C&amp;CI) uses, such as the Asian Civilisation Museum, Victoria Theatre and Concert Hall and the National Art Gallery. The remaining area is zoned for a mix of Commercial and Hotel uses. Notable developments include Raffles City and Raffles Hotel.</p> <p><u>Bugis</u></p> <p>The Bugis zone is predominantly zoned for Commercial uses and comprises a mix of mainly commercial and hotel developments together with the low-rise shophouses within the Beach Road Conservation Area. It is also home to the National Library and Raffles Hospital.</p> <p><u>Marina Centre</u></p> <p>The Marina Centre zone is zoned predominantly for Commercial, Hotel and C&amp;CI uses. It includes a critical mass of exhibition and convention, hotel, and entertainment facilities.</p>
<p><b>Uses at the Basement, 1<sup>st</sup> and 2<sup>nd</sup> Storey Levels</b></p> <p><i>Appendix 2: 1<sup>st</sup> Storey UD Guide Plan (Pedestrian Network) &amp; Activity-Generating Use Plan</i></p>	<p>To create vibrant precincts and attractive and pedestrian-friendly streets, activity-generating uses (AGU), such as retail, food &amp; beverage, entertainment, sport and recreation (such as gymnasiums and fitness centres, etc) and other similar uses are to be provided at the following locations:</p> <ul style="list-style-type: none"> <li>• The 1<sup>st</sup> storey of developments fronting key streets, pedestrian malls and public spaces; and</li> <li>• Alongside the underground pedestrian links (UPLs) at the basement levels of the developments.</li> </ul> <p>AGUs are also encouraged alongside elevated pedestrian links (EPLs) (e.g. at the 2<sup>nd</sup> storey).</p>
<p><b>Outdoor Refreshment Areas</b></p>	<p>Outdoor Refreshment Areas (ORA) can be allowed within the public areas or open spaces within development sites. 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 issued by the Competent Authority under the Planning Act. 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 raised timber decks or planters, etc.</p>


Parameters	Requirements
<b>Building Form and Massing</b>	<p>The overall building form and massing of individual buildings is to consider the scale, form and architectural expression of the surrounding buildings, and be designed to contribute positively to the skyline profile of the city. The design of the building form and massing, together with the architectural treatment, is to consider how the building will be viewed as well as impact views from major approaches, key open spaces, and pedestrian malls.</p>
<b>Building Height</b>	<p>Different building heights are specified for individual precincts to create a layered, three-dimensional skyline profile, to respond to the specific site context and to reinforce the character of the district. In general, lower-rise heights are specified where there is a need to maintain a pedestrian-friendly scale, for example, along the waterfront areas, and to safeguard views towards key open spaces.</p> <p>The maximum allowable building height is subject to the prevailing Master Plan controls as well as the technical height controls imposed by the relevant technical agencies. Storey height controls will take precedence over technical height controls, if the former is lower.</p> <p>For Residential developments within the CBD and Bugis, an equivalent building height to the maximum allowable height for a commercial building can be considered to give greater design flexibility.</p> <p><b>Relevant Circulars:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Relaxation of Residential Building Heights in the Downtown Core, Orchard and Rochor (Part) Planning Areas within Central Area; and</a></li> <li>• <a href="#">Streetblock Plan for Beach Road, North Bridge Road, Middle Road and Seah Street (Downtown Core Planning Area).</a></li> </ul>
<b>Greenery Replacement and Landscaping</b>	<p>To create a distinctive image for the city with extensive greenery, all new developments are required to incorporate landscaping in the form of sky terraces and roof gardens equivalent in size to the built-up area of the site.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Guidelines for Landscape Replacement Areas within New Developments in (Part) Downtown Core, (Part) Straits View, (Part) Kallang and (Part) Jurong East Planning Areas.</a></li> </ul>
<b>Building Edge</b>  <i>Appendix 3: Building Edge</i>	<p>To create distinctive and well-defined streets, all developments are generally to be built-up fully to the lines of Road Reserves to a minimum height of 19.0m (approximately 4 storeys). Up to 40% of the length of the building facades, between the corners of the development, can be set back from the lines of Road Reserves to allow for articulation of the building form.</p>



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	<p>Developments along major boulevards are required to be set back from the lines of the Road Reserve to allow for a wide pedestrian walkway and the planting of an additional row of trees to create a tree-lined boulevard character.</p>
<p><b>Party-Wall Developments</b></p>	<p>Party-wall developments are required to abut the common boundary with the adjacent sites to a minimum height of 19.0m (approximately 4 storeys) and up to a maximum height of 100.0m, or as specified for specific districts, from the street level. Window openings and façade articulation are not permitted along the party-wall. Above the party-wall, developments are to be set back by a minimum of 3.0m from the common boundary.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Streetblock Plan for Beach Road, North Bridge Road, Middle Road and Seah Street (Downtown Core Planning Area)</a>.</li> </ul>
<p><b>Public Space / Visual Porosity / City Room</b></p> <p><i>Appendix 2: 1<sup>st</sup> Storey UD Guide Plan (Pedestrian Network) &amp; Activity-Generating Use Plan</i></p>	<p>It is important to provide public spaces within private developments for users to enjoy.</p> <p>Selected developments fronting major boulevards and / or near major transportation nodes are required to include public open spaces within the development site. These open spaces are to be well landscaped, to achieve Singapore’s aspirations to be a “City-in-a-Garden”. The open spaces are to be well-integrated with adjacent open and covered walkways, and are to be publicly accessible at all times.</p> <p>For selected developments, the building form and massing is to be designed such that the lower floors provide a high degree of visual and physical porosity, for example, in the form of multi-volume covered public open spaces or glazed atrium / lobby spaces. These are intended to be used as sheltered public ‘city rooms’ that can be used for staging events, exhibitions or concerts. These spaces are to be publicly accessible at all times.</p> <div data-bbox="456 1503 927 1756" data-label="Image"> </div> <p data-bbox="967 1727 1362 1756">‘City room’ at Asia Square Tower</p> <p>These sheltered public spaces are to be equivalent to at least 25% of the built footprint of the development at the 1<sup>st</sup> storey, excluding the covered walkways. These spaces are to be connected to the key pedestrian routes at the 1<sup>st</sup> storey and encouraged to be linked to the underground and 2<sup>nd</sup> storey pedestrian networks within the development, where applicable.</p>

Parameters	Requirements
<b>Roofscape</b>	<p>The roof areas of both the high-rise and low-rise parts of developments are to be considered as the “fifth” elevations and designed to complement the overall form, massing and architectural treatment of each development and articulated to contribute to the skyline profile. The roof areas can be designed to be usable outdoor spaces. All service areas, car parks, mechanical &amp; electrical (M&amp;E) equipment, water tanks, etc, are to be fully integrated within the overall building envelope and visually well-screened from the top and on all sides.</p> <p><b>Relevant Circulars:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Gross Floor Area Incentives for Outdoor Refreshment Area on Roof Tops of Existing Buildings in Orchard and Downtown Core Planning Areas to Encourage the Provision of Landscaping on the Roof Top; and</a></li> <li>• <a href="#">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 &amp; Electrical Services and Car Parks, on Roofs and Building Facades Within the Central Area.</a></li> </ul>
<b>Night Lighting</b>	<p>All developments within the boundary of the Night Lighting Master Plan are required to include night lighting that expresses the architectural design and building form to contribute to the night time skyline of the city.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Night Lighting Master Plan for the Central Business District (CBD), Marina Centre and Marina Bay.</a></li> </ul>
<b>Pedestrian Network</b>  <a href="#">Appendix 2: 1<sup>st</sup> Storey UD Guide Plan (Pedestrian Network) &amp; Activity-Generating Use Plan</a>	<p>Downtown Core Planning Area is planned as a pedestrian-friendly area with a comprehensive pedestrian network at the 1<sup>st</sup> storey, basement and 2<sup>nd</sup> storey levels. This network provides convenient, comfortable, and seamless connections between developments, transport facilities, and key spaces and attractions, and ensures all-weather comfort for pedestrians.</p> <p><u>At-Grade Pedestrian Network</u></p> <p>All developments are required to provide covered walkways at the 1<sup>st</sup> storey along the site boundaries or the designated building setback lines. The covered walkways function as public amenities. They are to be kept free of obstruction at all times. In exchange, the area is exempt from GFA computation.</p> <p>The minimum widths of the covered walkways are either 3.0m, 3.6m or 5.0m, depending on the category of road they front onto. Where colonnades are provided, the internal clear widths of the covered walkways are to be 2.4m, 3.0m and 4.4m respectively. To provide adequate protection for pedestrians during inclement weather, the external soffit heights are to minimally match the</p>

Parameters	Requirements
<p data-bbox="188 1397 368 1529"><i>Appendix 5: Underground Pedestrian Network</i></p>	<p data-bbox="453 264 884 293">width of the covered walkway.</p> <p data-bbox="453 336 1406 510">To maintain a distinct district character, all covered walkways are to be predominantly paved in 600mm x 600mm flamed-finish heavy duty <u>grey-green</u> granite tiles for the main pedestrian areas. This excludes precincts with special detailed controls (e.g. Civic District).</p> <p data-bbox="453 551 1034 582"><u>Through-Block Links and View Corridors</u></p> <p data-bbox="453 613 1406 719">Selected developments are required to provide through-block links or view corridors to break down the scale and improve permeability of the streetblock.</p> <p data-bbox="453 759 1406 938">Covered walkways and linkways, as well as through-block links may be exempted from GFA computation if they form part of the larger pedestrian network. Specific design requirements have been imposed on some key sites, depending on the locations of these through-block links or view corridors.</p> <div data-bbox="453 976 979 1216">  </div> <p data-bbox="1003 1146 1257 1205">Through-block link at One Fullerton</p> <p data-bbox="453 1256 1406 1361">The minimum width of through-block links is 4.0m to 7.0m, unless otherwise specified. The minimum height of through-block links is 10.0m.</p> <p data-bbox="453 1402 876 1433"><u>Underground Pedestrian Link</u></p> <p data-bbox="453 1473 1406 1693">The Underground Pedestrian Network (UPN) complements the 1<sup>st</sup> storey pedestrian network and provides direct connection to Rapid Transit System (RTS) Stations. As a guide and unless otherwise specified, the UPLs are to be at least 6.0m wide (with AGUs on one side) or 7.0m (with AGUs on both sides) with a minimum 4.0m (clear) internal ceiling height.</p> <div data-bbox="472 1731 882 2002">  </div> <p data-bbox="898 1942 1345 2000"><u>Marina Bay Link Mall</u>: 7m wide UPL with AGUs on both sides</p>



Parameters	Requirements
<p data-bbox="188 853 352 981"><i>Appendix 6: Elevated Pedestrian Network</i></p>	<p data-bbox="454 264 1406 477">UPLs are to include vertical pedestrian circulation points within the building envelope to connect to the covered walkway at the 1<sup>st</sup> storey. Each vertical circulation point is to include a pair of two-way escalators, staircases and a passenger lift. The entire UPL and the associated vertical circulation points are to be kept open for public access during the opening hours of the RTS.</p> <p data-bbox="454 517 727 546"><b>Relevant Circulars:</b></p> <ul data-bbox="454 553 1401 685" style="list-style-type: none"> <li data-bbox="454 553 1401 618">• <i>Central Area Underground Master Plan: Revisions to the Cash Grant Incentive Scheme for Underground Pedestrian Links; and</i></li> <li data-bbox="454 622 1348 685">• <i>Guidelines for Design of Covered and Open Walkways within the Civic District.</i></li> </ul> <p data-bbox="454 723 919 752"><u>Elevated Pedestrian Links (EPL)</u></p> <p data-bbox="454 786 1406 1039">EPLs are planned in high density areas with high foot traffic to complement the at-grade pedestrian network and to provide seamless connectivity between developments. The network comprises walkways along the 2<sup>nd</sup> storey of developments and lightweight link-bridges that span public roads between the 2<sup>nd</sup> storey walkways. The minimum width of EPLs is 4.0m, unless otherwise specified.</p> <div data-bbox="464 1068 877 1339">  </div> <p data-bbox="911 1312 1166 1341">EPL at OUE Bayfront</p> <p data-bbox="454 1368 1406 1543">EPLs are to include vertical pedestrian circulation points (comprising two-way escalators and a passenger lift) within the building envelope to link to the covered walkways at the 1<sup>st</sup> storey. The entire EPL and the associated vertical circulation points are to remain open for public use at all times.</p>
<p data-bbox="188 1570 384 1697"><b>Servicing, Vehicular Access &amp; Car Parks</b></p>	<p data-bbox="454 1570 1406 1966">To maintain an attractive streetscape, for sites that front onto major roads, all service areas, including refuse bin centre(s), loading / unloading bays and vehicle storage lane(s), are to be located at the basement levels of the development and fully integrated within the overall building form, and visually 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. Where basement levels cannot be provided due to technical / site constraints, such service areas are to be fully integrated within the building envelope but are not to be located fronting main roads.</p> <p data-bbox="454 2000 1406 2029">All vehicular ingress / egress to car parks, service areas,</p>

Parameters	Requirements
	<p>passenger drop-off / pick-up points and taxi lay-bys, etc, including external ramps, all associated structures and fixtures, are to be well-integrated with the building form and overall architectural treatment of the development. 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>For developments at key approaches to the CBD, fronting onto major roads and open spaces, all car parking areas are required to be located in the basement levels. For all other developments, the car parking areas are encouraged to be located in the basement levels. Where there are technical / site constraints, and the car parks are located above grade, they are to be located away from the building frontages onto major roads and open spaces, and to be set back from the façade to provide active uses (office, retail, etc) fronting the adjacent roads and spaces. Where the site configuration does not allow for active uses to be incorporated, the façade of the car parking floors is to be designed to match the rest of the building facades (e.g. opaque curtain wall).</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p><u>One Marina Boulevard:</u> Façade: Façade of the car park designed to match the rest of the building.</p> </div> <div style="text-align: center;">  <p><u>Tokio Marine:</u> Mechanised car park recessed behind main façade element.</p> </div> </div> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li><i>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 &amp; Electrical Services and Car Parks, on Roofs and Building Facades Within the Central Area.</i></li> </ul>
<p><b>Works within the Road Reserves</b></p>	<p>To achieve a consistent district character, all new developments or those undergoing major A/A are required to include the upgrading of the existing roadside tables within the adjacent Road Reserves, under the Streetscape Enhancement Plan.</p> <p><u>Open Walkway</u></p> <p>As a guide, the open walkways within the Road Reserves are safeguarded for pedestrian use. These walkways are to be paved</p>



Parameters	Requirements
<p data-bbox="188 510 395 607"><i>Appendix 4: Cycling Routes and Staging</i></p> <p data-bbox="188 797 427 965"><i>Appendix 7: Landscaping Requirements for Key Streets (Plan &amp; Table)</i></p>	<p data-bbox="454 264 1407 443">in flamed finish heavy duty grey-green granite 600mm x 600mm sized tiles in size, laid perpendicular to the lines of the Road Reserve and coordinated with the paving pattern within the covered walkway. This excludes precincts with special detailed controls (e.g. Civic District).</p> <p data-bbox="454 483 826 517"><u>Dedicated Cycling Routes</u></p> <p data-bbox="454 557 1407 696">Certain key roads within the Downtown Core Planning Area will be earmarked as dedicated cycling routes. The alignment, width and design of the cycling routes and associated street furniture are to be coordinated with URA and LTA.</p> <p data-bbox="454 739 1015 772"><u>Tree and Shrub Planting Specifications</u></p> <p data-bbox="454 792 1407 898">The tree and shrub planting specifications for the planting verge within the adjacent Road Reserves is subject to URA and NParks' requirements and approval.</p> <p data-bbox="454 940 951 974"><u>Connection to Commuter Facilities</u></p> <p data-bbox="454 994 1407 1167">For developments adjacent to commuter facilities (e.g. bus stops and taxi stands) located in front of their buildings, sheltered linkways are to be included between the covered walkways at the 1<sup>st</sup> storey to these facilities to provide direct continuous sheltered connections.</p> <p data-bbox="454 1209 1043 1243"><u>Street Lighting, Bollards and Tactile Tiles</u></p> <p data-bbox="454 1252 1407 1648">To create a distinctive district character for the Central and Bayfront subzones, the public street lighting furniture within the Road Reserves is to be Polo+Signum luminaire in 'Oxyplast PR11/14060/CT Sanded Sliver Grey Finish'. The spacing and location of the public street lighting is to be coordinated with the other street furniture and landscaping within the Road Reserves, and is subject to the approval of the relevant Competent Authorities. Where required, stainless steel tactile tiles and bollards are to be installed at key pedestrian crossings, kerb cuts, or vehicular ingress / egress points to the drop-offs or car parks or service areas within the Road Reserves.</p>

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