

## URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN SINGAPORE RIVER PLANNING AREA

### **About the Singapore River Planning Area**

The Singapore River Planning Area covers Boat Quay, Clarke Quay, and Robertson Quay subzones. It has a good variety of commercial uses, supported by complementary uses such as hotel and residential uses. Singapore River is today a vibrant waterfront destination that offers various lifestyle options and quality waterfront city living.

These urban design guidelines aim to guide the physical development of the area to ensure that individual buildings contribute to, and strengthen the planning vision for the respective zones and create an attractive and pedestrian friendly physical environment.

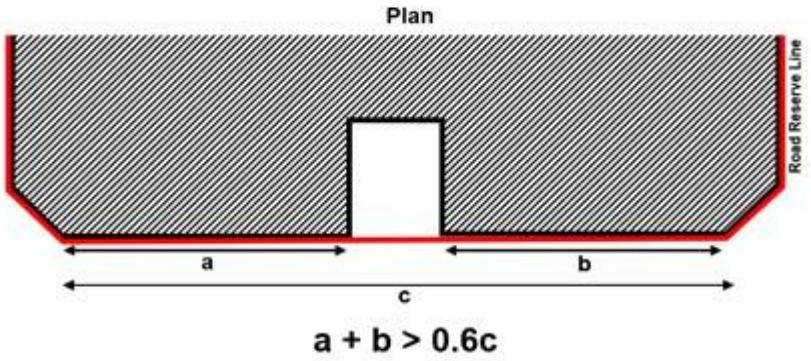
Innovative designs that do not fully conform to the guidelines or standard building typologies can be considered, subject to URA's evaluation of the detailed proposal.

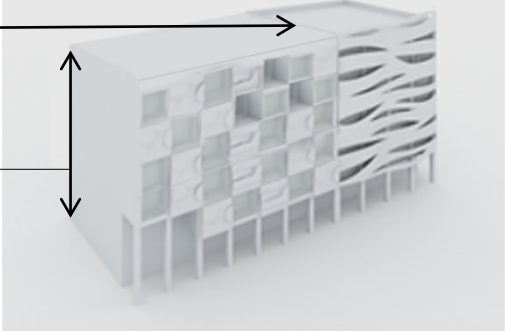

Gazetted National Monuments and conserved buildings are subject to specific preservation and conservation guidelines respectively, which will take precedence over the guidelines below.

The planning parameters and urban design guidelines are:

Parameters	Requirements
<b>Broad Positioning &amp; Land Use</b>  <a href="#">Master Plan</a>  <a href="#">Appendix 1: Boundary Plan</a>	<p>The Singapore River Planning Area is envisioned to be an exciting activity corridor that capitalises on the river frontage and reflects its unique historic character. It stretches 3km long and has three distinctive subzones, namely Boat Quay, Clarke Quay, and Robertson Quay. A tree-lined pedestrian promenade and bridges have been implemented along both banks of the river, connecting the three quays and enhancing the pedestrian friendliness along the river corridor.</p> <p><b><u>Boat Quay</u></b> The Boat Quay subzone is predominantly zoned for Commercial uses due to its proximity to the Central Business District. There are two conservation areas in this subzone, i.e. the Boat Quay Conservation Area, which is a key historic district with over 100 artfully conserved shophouses, and the Upper Circular Road Conservation Area, which is a secondary settlement with buildings of mainly Modern and Art Deco architectural styles.</p> <p><b><u>Clarke Quay</u></b> The Clarke Quay subzone has a mix of Commercial, Hotel and Residential uses. Consisting of mainly conserved warehouses, the Clarke Quay Conservation Area offers many entertainment and lifestyle options, while the Magazine Road Conservation Area has a good cluster of conserved and new buildings for mixed use developments.</p>

	<p><b>Robertson Quay</b></p> <p>The Robertson Quay subzone, located at the upstream portion of the river, has a mix of different uses, including waterfront residences and hotels. Arts-related facilities housed in the conserved buildings help to further diversify the offerings.</p>
<p><b>Uses at the 1st Storey</b></p> <p><a href="#">Appendix 2:</a> 1st Storey Pedestrian Network &amp; Activity Generating Use Plan</p>	<p>To create vibrant precincts, as well as attractive and pedestrian-friendly streets, activity-generating uses (AGU) such as retail, food &amp; beverage, and other active uses are to be provided at the following locations:</p> <ul style="list-style-type: none"> <li>The 1st storey of developments fronting the riverfront promenade, pedestrian malls, through block links, key streets and public spaces.</li> </ul> <p>For more information on AGUs, please refer to the <a href="#">Development Control Handbook</a>.</p>
<p><b>Outdoor Refreshment Areas</b></p>	<p>Outdoor Refreshment Areas (ORA), i.e. outdoor dining areas, can be allowed along the riverfront promenade and considered within 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&amp;B unit and are for seating only.</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>For more information, please refer to the latest <a href="#">Guidelines for Outdoor Refreshment Area (ORA) along Singapore River Promenade for Robertson Quay and Clarke Quay</a> (Annex A); and; <a href="#">Guidelines for Outdoor Kiosks and Outdoor Refreshment Areas (ORA) at Boat Quay Promenade</a> (Annex B)</p>
<p><b>Building Form and Massing</b></p> <p><a href="#">Appendix 3:</a> Building Form Plan</p>	<p>The overall building form and massing of individual buildings is to consider the scale, form and architectural expression of the surrounding buildings. Buildings should be designed to contribute positively to the skyline profile of the city and pedestrian experience along the riverfront promenade. 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, promenade and pedestrian malls.</p> <p>Several buildings within Robertson Quay which were built of the style of the former warehouses that lined the river are to be retained. This includes the existing building and roof profiles, as well as the solid and void expression and key features of the front façade.</p>

<p><b>Building Height</b></p> <p><a href="#">Appendix 3:</a> <i>Building Form Plan</i></p>	<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 riverfront promenade and to be compatible to the low-rise conserved buildings.</p> <p>The maximum allowable building height is generally higher for the non-river fronting portion and 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><b>Relevant Circulars:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Revised Streetblock Plan for Upper Circular Road Conservation Area (Singapore River Planning Area);</a></li> <li>• <a href="#">Streetblock Plan for No. 219, 221, 223, 225, 227, 229, 231 &amp; 233 River Valley Road;</a></li> </ul>
<p><b>Building Edge</b></p> <p><i>Last updated: 20 Nov 2020</i></p> <p><a href="#">Appendix 3:</a> <i>Building Form Plan</i></p>	<p>To create distinctive and well-defined streets, developments are generally to be built-up fully to the lines of Road Reserves / Promenade Reserve to a minimum height of 2 storeys, unless otherwise stated. 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>  <p style="text-align: center;"><math>a + b &gt; 0.6c</math></p>
<p><b>Party-Wall Developments</b></p> <p><a href="#">Appendix 3:</a> <i>Building Form Plan</i></p>	<p>Party-wall developments are required to abut the common boundary with the adjacent sites and match the podium levels or the full height of the developments. Window openings and façade articulation are not permitted along the party-wall.</p>

	<p>Party-wall developments are to abut the common boundary. Window openings and façade articulation are not permitted along the party-wall.</p> <p>Party-wall developments are to match the full height of the adjacent party-wall sites.</p>  <p>Above the party-wall, developments are to be set back by a minimum of 3.0m from the common boundary for window openings.</p>  <p>Above the party-wall, developments are to be set back by a minimum of 3.0m from the common boundary.</p> <p>Party-wall developments are to match the podium levels of the adjacent party-wall sites.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Revised Streetblock Plan Upper Circular Road Conservation Area.</a></li> </ul>
<p><b>Public Space</b></p> <p><a href="#">Appendix 2:</a> 1st Storey Pedestrian Network &amp; Activity Generating Use Plan</p> <p><i>Last updated: 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 the riverfront promenade, key pedestrian malls or nodes are required to provide public open spaces within the development site. 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 the river promenade, adjacent 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 Guidelines for Privately Owned Public Spaces (POPS).</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Update to the Design Guidelines for Privately Owned Public Spaces (POPS)</a></li> </ul>
<b>Greenery Replacement and Landscaping</b>	<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 <a href="#">Development Control Handbook</a>.</p>
<b>Roofscape</b>	<p>The roofs 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 a distinctive and coherent character for Singapore River.</p> <p>To better relate to the conserved / retained buildings, all developments at Robertson Quay subzone (pictured below) are to have terracotta clay-tiled pitched roofs as the predominant roof form.</p> <div style="display: flex; align-items: flex-start;">  <div style="margin-left: 10px;"> <p>The pitched roof of new developments, such as this building next to the conserved shophouse (currently occupied by the Singapore Tyler Print Institute) ensures that the new buildings compliment the conserved buildings.</p> </div> </div> <div style="display: flex; align-items: flex-start; margin-top: 10px;">  <div style="margin-left: 10px;"> <p>Robertson Quay : Coherent roofscape contributes to the precinct character</p> </div> </div> <p>Flat roofs, where allowed, 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="#">Screening of Mechanical and Electrical Services and Car Parks</a></li> <li>• <a href="#">Guidelines to Encourage More Innovative and Better Design of</a></li> </ul>



	<a href="#"><u>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.</u></a>			
Night Lighting	<p>All commercial developments within Clarke Quay and Boat Quay are encouraged to have a well-designed night-lighting scheme to reinforce the unique setting of the development when seen from the river promenade and street level.</p> <p>Any night lighting of the building form and crown, shall be subtle, such that the night lighting of the development is appropriate and sensitive when viewed from Fort Canning Hill.</p>			
<b>Pedestrian Network</b>  <a href="#"><u>Appendix 2:</u></a> 1st Storey Pedestrian Network & Activity Generating Use Plan	<p>The Singapore River Planning Area is planned as a pedestrian-friendly area with a comprehensive pedestrian network. The focus on the pedestrian network is on the street level (i.e. at-grade), in particular along and towards the riverfront promenade to provide convenient, comfortable and seamless connections between developments, transport facilities, key spaces and attractions, and ensure all weather comfort for pedestrians.</p> <p><u>At-Grade Pedestrian Network</u></p> <p>The riverfront promenade along the Singapore River not only connects the three quays together but also ensures that prime riverfront space is safeguarded for public access and enjoyment. The promenade is connected on both banks by bridges. Developments are required to be setback from the river wall for the 15m wide promenade that comprises foot path, cycling path, landscaping, and public amenities like street lamps and benches.</p> <p>The at-grade pedestrian network is augmented by covered walkways that provide all-weather protected pedestrian routes, including along the river. All developments are required to provide covered walkways at the 1st storey along the site boundaries or the designated 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 exempted from GFA computation.</p> <p>The minimum widths of the covered walkways are either 3.0m or 3.6m depending on the category of road they are fronting onto. Where colonnades are provided, the internal clear widths of the covered walkways are to be 2.4m and 3.0m respectively. To provide adequate protection for pedestrians during inclement weather, the external soffit heights are to minimally match the width of the covered walkway</p> <p>The respective widths apply to the following identified road frontages in Robertson Quay:</p> <table><tr><td><b>3.6m (3.0m clear)</b></td><td><b>3.0m (2.4m Clear)</b></td></tr></table>		<b>3.6m (3.0m clear)</b>	<b>3.0m (2.4m Clear)</b>
<b>3.6m (3.0m clear)</b>	<b>3.0m (2.4m Clear)</b>			

	Singapore River Promenade	Caseen St
	Nanson Rd (Along Quayside)	Nanson Rd (Along Studio M & Intercontinental)
	Unity St	Rodyk St
	Merbau Rd	Robertson Quay
	Mohd Sultan Rd	
	Martin Rd	
	Clemenceau Ave	
	Saiboo St	
	<p><u>Through-Block Links and View Corridors</u></p> <p>Selected developments, especially those with long frontages, are required to provide through-block links or view corridors to break down the scale and improve permeability of the streetblock and in particular, towards the riverfront.</p> <p>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> <p>The height of the through-block link is subject to detailed evaluation. The width of through-block links is to be 4m to 7m, unless otherwise specified, and have been indicatively marked in Appendix 2.</p>	



View towards river at The Quayside

**Appendix 4:**  
***Underground  
Pedestrian  
Network & Activity  
Generating Use  
Plan***

**Underground Pedestrian Link**

The Underground Pedestrian Network (UPN) complements the 1<sup>st</sup> storey pedestrian network and provides direct connection to Rapid Transit System (RTS) Stations. The UPLs are to be at least 6.0m wide.

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 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.

<b>Servicing, Vehicular Access &amp; Car Parks</b>	<p>To maintain an attractive streetscape, all service areas, including refuse bin centre(s), loading / unloading bays, and vehicle storage lane(s), are to be located away from the riverfront promenade 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 riverfront promenade, pedestrian malls or public spaces.</p> <p>All vehicular ingress / egress to car parks, service areas, 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>All car parks are not to front the riverfront promenade. Developments fronting the riverfront promenade are encouraged to provide basement car parks. Where there are technical / site constraints, any above-grade car parks are to be located away from promenade and open space, and to be set back from the facade to provide active uses (retail, F&amp;B etc) fronting onto the promenade. Where the site configuration does not allow for active uses to be incorporated, the facade of the car parking floors is to be designed to match the rest of the building.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"><li>• <a href="#"><u>Screening of Mechanical and Electrical Services and Car Parks</u></a></li><li>• <a href="#"><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 &amp; Electrical Services and Car Parks, on Roofs and Building Facades Within the Central Area.</u></a></li></ul>
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<b>Works within the Road Reserves</b>	<p>To achieve a pedestrian-friendly and consistent district character, all new developments or developments undergoing major Additions and Alterations fronting the river are required to include the upgrading of the existing riverfront promenade as part of the works. The key elements to consider are tree planting, paving materials, pedestrian walkways and street lighting etc.</p> <p>The detailed guidelines for each quay are different so as to enhance the character of each quay and to better relate to the historic river wall profiles that varies along the river.</p> <p><u>Open Walkway</u></p> <p>As a guide, the open walkways within the Road Reserves are safeguarded for pedestrian use. Walkways along Clarke Quay are to be paved in grey granite and coordinated with the existing paving pattern within the covered walkway. This excludes precincts with specific paving guidelines (e.g. Civic District).</p> <p><u>Dedicated Cycling Routes</u></p> <p>Certain key roads within the Singapore River Planning Area will be earmarked as dedicated cycling routes (please refer to the Special Detailed Control Plan: <a href="#">Connectivity Plan</a>). The alignment, width and design of the cycling routes and associated street furniture are to be coordinated with NPARKS, LTA, and URA.</p> <p><b>Relevant Circulars:</b></p> <ul style="list-style-type: none"><li>• <a href="#">Design and Submission Guidelines for Implementation of the Singapore River Promenade.</a></li></ul>
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