

## URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN BRAS BASAH BUGIS PLANNING AREA

The Bras Basah.Bugis (BBB) district comprises part of the Rochor and Museum Planning Areas and is strategically located close to the premier Orchard Road shopping belt and the Civic District. Envisioned to be a lively, arts, learning and heritage enclave, BBB is home to many of Singapore’s arts and cultural facilities, including the Singapore Art Museum, Waterloo Street Arts Belt, LaSalle College of the Arts, Nanyang Academy of Fine Arts and School of the Arts (SOTA).

This set of guidelines aims to facilitate innovative designs for BBB, as well as guide the physical development of the area to ensure that individual buildings contribute to, and strengthen the planning vision for the area, while retaining BBB’s eclectic character. 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:

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>Envisioned to be a lively, Arts, Learning and Heritage district, BBB has an eclectic mix of uses and building types. These include shophouses, standalone religious buildings, schools, as well as medium to largescale commercial buildings, and public housing.</p> <div data-bbox="496 1272 1396 1937" style="text-align: center;"> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; margin-right: 5px;"></span> Medium to large-scale developments</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: grey; margin-right: 5px;"></span> Small, stand-alone developments</li> </ul> </div> <p><b>Figure-ground Diagram of Bras Basah.Bugis</b></p> <p>Medium to large-scale developments in BBB are predominantly located</p>

	<p>along the major arterial roads – Bras Basah Road, Selegie Road, Rochor Canal Road, Victoria Street, Bencoolen Street, Middle Road, and Albert Mall.</p> <p>The smaller-scale, stand-alone buildings (many of which are heritage buildings) are predominantly located along the other streets – Short Street, Prinsep Street, Waterloo Street, and Queen Street.</p> <p>Differentiated urban design guidelines are applicable for different streets, taking into consideration the existing character of each street. The guidelines aim to achieve:</p> <p>a) <u>Varied Streetscape</u> Innovative and varied building forms and scale, as well as shop fronts with high levels of transparency, will enhance the street experience.</p> <p>b) <u>A Pedestrian-Friendly District</u> Connectivity between developments via a comprehensive network of pedestrian malls, covered walkways and laneways in between buildings will make the area a more walkable district. For the larger scale developments, permeability at the ground level is important to allow pedestrians to walk through the buildings.</p> <p>c) <u>Active Vibrant Streets</u> A series of public spaces that are connected by pedestrian malls and walkways are safeguarded for the public enjoyment and for organised events and spontaneous activities to occur.</p>
<p><b>Uses at the 1<sup>st</sup> Storey</b></p> <p><i>Appendix 2: 1<sup>st</sup> Storey Pedestrian Network &amp; Activity Generating Use Plan</i></p>	<p>To encourage walkability, and active vibrant streets, activity-generating uses (AGU), such as retail, food &amp; beverage, entertainment, and other active uses are to be provided at the 1<sup>st</sup> storey fronting key pedestrian thoroughfares along:</p> <ul style="list-style-type: none"> <li>• Albert Mall</li> <li>• Waterloo Street</li> <li>• Queen Street</li> <li>• Bencoolen Street</li> <li>• Prinsep Street</li> <li>• Key walkways and through-block links connecting to Queen Street and Waterloo Street</li> </ul> <p>For more information on AGUs, please refer to the <a href="#">Development Control Handbook</a>.</p>

<b>Outdoor Refreshment Areas</b>	<p>Albert Mall is one of the main pedestrian thoroughfares in the BBB district. Outdoor Refreshment Areas (ORA) and Outdoor Display Area (ODA) can be allowed at selected locations on Albert Mall, subject to detailed evaluation and approval by URA and SLA. ORAs can also be allowed in the open spaces within development sites and are encouraged along the key pedestrian thoroughfares and laneways.</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 issued by the Competent Authority 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>
<b>Building Form and Massing</b>  <i>Appendix 3: Building Form Plan</i>	<p>The building form and massing is to be designed taking into consideration the scale, form and architectural expression of the surrounding buildings, to enhance the varied character of the different streets in BBB.</p>
<b>Building Height</b>  <i>Appendix 3: Building Form Plan</i>	<p>Different building heights are specified to respond to the site context and to reinforce the character of the district. In general, the overall building height steps up away from Mount Sophia to retain a lower-rise character around the hill.</p> <p>A low-rise, 2 or 4-storey zone is specified for selected developments along Albert Mall, Waterloo, Queen and Prinsep Streets. High-rise towers, if proposed, are to be set back 7.5 or 15m away from line of Road Reserve, to maintain an intimate pedestrian-friendly scale along these streets.</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 if the former is lower.</p> <p><b>Residential Developments</b></p> <p>For Residential developments within BBB, an equivalent building height to the maximum allowable height for a commercial building can be considered to give greater design flexibility (see Figure 1 and 2). Notwithstanding this, the current development controls on maximum floor-to-floor heights for residential buildings will continue to apply.</p>

	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p><b>Figure 1</b></p> <p>60m — 43.2m —</p> <p>12-storey (based on floor-to-floor height of 5.0m) Commercial</p> <p>12-storey (based on floor-to-floor height of 3.6m) Residential</p> <p>Typical building height control for a 12-storey height zone</p> </div> <div style="text-align: center;"> <p><b>Figure 2</b></p> <p>60m —</p> <p>12-storey (based on floor-to-floor height of 5.0m) Commercial</p> <p>16-storey (based on floor-to-floor height of 3.6m) Residential</p> <p>Residential building in a 12-storey height zone based on relaxation of storey height control (matching maximum allowable height of a commercial or hotel development)</p> </div> </div> <p>Please note that the height relaxation is not applicable to the following:</p> <ol style="list-style-type: none"> <li>Developments within Conservation Areas;</li> <li>Developments within Special Detailed Control Areas, including those guided by street block plans, envelope controls, areas with particular urban design guidelines for building height;</li> <li>Developments within height control of 6 storeys or less.</li> </ol>
<p><b>Building Edge</b></p> <p><i>Appendix 3: Building Form Plan</i></p> <p><i>Last updated: 20 November 2020</i></p>	<p>The building edge of developments helps to define the streetscape and urban spaces within the city.</p> <p>Developments along the major arterial roads – Bras Basah Road, Selegie Road, Rochor Canal Road, Victoria Street, Middle Road, and Bencoolen Street, as well as Albert Mall – are to be built up to the line of Road Reserve up to 2 or 4-storeys, to provide a well-defined streetscape, taking reference from the scale of the existing developments.</p> <p>Up to 40% per building frontage, between the corners of the development, is encouraged to be set back from lines of Road Reserves for articulation of the building form.</p> <div style="text-align: center;"> <p><b>Plan</b></p> <p><math>a + b &gt; 0.6c</math></p> </div> <p>Creative expression of the overall building form and architectural treatment is highly encouraged, with a variety of building materials and textures, integrated façade lighting and landscaping, to provide interest and variety to the streetscape. A high degree of transparency and porosity is also encouraged, especially at the street level.</p>

**Examples of a Variety of Building Edge Treatment**



Different architectural expressions are encouraged to prevent a uniform quality amongst the developments.

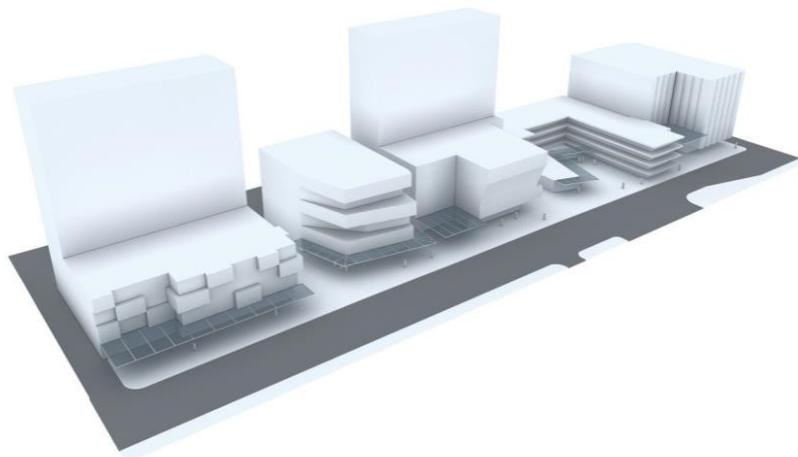


Façade articulation, as well as use of colours and textures, provides interest and variety to the building edges and streetscape.

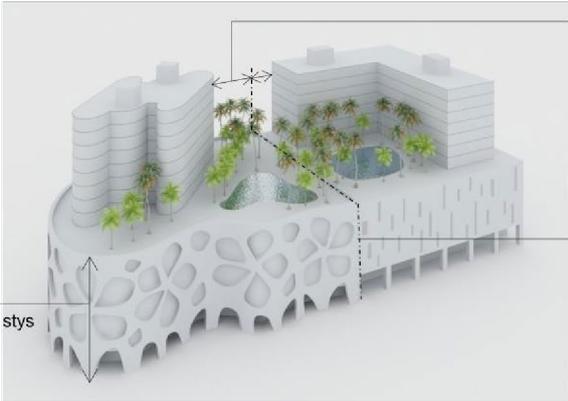
The developments along other streets – Short Street, Prinsep Street, Waterloo Street, and Queen Street – need not be built up to the line of Road Reserve. This is because many of the small-scaled buildings on these streets are mainly stand-alone heritage buildings or places of worship with unique building forms.

Where developments are set back from the line of Road Reserve, the area fronting the development is to be landscaped as attractive and accessible public spaces. Open air car parks, as well as gates and boundary walls that obstruct public access will not be allowed within the building setback.

**Example of a street where a building edge is not required**



	<p>This illustration shows buildings that are set back from the line of Road Reserve to provide public spaces in front of the developments.</p>
<p><b>Party-Wall Developments</b></p> <p><i>Appendix 3: Building Form Plan</i></p>	<p>The BBB district has an eclectic mix of different building typologies, ranging from traditional shophouses to small and medium scale modern developments.</p> <p>Most of the existing developments are built up to the common boundary with the adjacent developments with a party-wall. This maximises the footprint of the building and creates a continuous pedestrian walkway between developments. Developments within these streetblocks are to be built up to the common boundaries as party wall developments.</p> <p>In general, no openings are allowed along party walls, as these will be obstructed by the future adjacent party wall development.</p> <p>Standalone buildings, where party walls are not required, are to be set back 3m (minimum) from the common boundary.</p> <p><b><u>Guidelines for Commercial Streetblock</u></b></p> <p>Party wall developments are to be built up to the common boundary, up to the full height of the building.</p> <div data-bbox="491 1041 1433 1467" data-label="Image"> </div> <p><b><u>Guidelines for Residential Streetblock (Prinsep Street)</u></b></p> <p>Party-wall developments are to be built up to the common boundary up to a minimum of 2 storeys and not exceeding 4 storeys. Beyond the height of 4 storeys, the building is to be set back minimally 3m from the common boundary, and 7.5m from the line of Road Reserve. This allows for more window openings in the residential developments.</p>

	 <p><b>Tower Setback</b> Minimum 7.5m from line of Road Reserve</p> <p><b>Building Edge</b> Minimum Height: 2 stys</p> <p><b>Tower Setback</b> Minimum 3m from the common boundary</p> <p><b>Party wall</b> Minimum Height: 2 stys Maximum Height: 4 stys Minimum Depth: 15m</p> <p><b>Guidelines for Selegie Road</b></p> <p>The mixed-use developments along Selegie Road are to be built up to the common boundary up to 4 storeys. In view of the relatively large building footprint, the tower blocks above the podium are to be set back 3m (minimum) from the common boundary. This prevents wall-like developments and provides opportunities for more window openings within the mixed-use development.</p>  <p><b>Tower Setback</b> Minimum 3m from the common boundary</p> <p><b>Party Wall</b> Minimum Height: 4 stys Maximum Height: 4 stys Minimum Depth: 15m</p> <p><b>Building Edge</b> Minimum Height: 4 stys</p>
<p><b>Public Space</b></p> <p><i>Appendix 2: 1<sup>st</sup> Storey Pedestrian Network &amp; Activity Generating Use Plan</i></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 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 pedestrian mall, 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 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><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 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>Various arts, cultural and heritage developments, as well as key commercial buildings are to provide night lighting to enhance the district character at night.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Revision To The Night Lighting Guidelines For The Civic District And Bras Basah.Bugis (BBB)</a></li> </ul>
<p><b>Pedestrian Network</b></p> <p><a href="#">Appendix 2:</a> <i>1<sup>st</sup> Storey Pedestrian Network &amp; Activity Generating Use Plan</i></p> <p><a href="#">Appendix 4:</a> <i>Elevated Pedestrian Network Plan</i></p> <p><a href="#">Appendix 5:</a> <i>Civic District Paving Guidelines</i></p>	<p>BBB is envisioned to be a pedestrian-friendly district, with a comprehensive network of pedestrian malls, through-block links, covered walkways, 2<sup>nd</sup> storey links, and laneways in between buildings, to allow people to move easily and comfortably.</p> <p>The shop fronts along the pedestrian network are encouraged to be designed with high levels of transparency, with multiple points of entry into the building at the first storey, to achieve an active street front.</p> <p><u>Pedestrian Malls and Public Spaces</u></p> <p>Albert and Waterloo Malls, which were planned and implemented by URA, have become the main pedestrian thoroughfares in the district and a magnet for the local community and tourists to savour its colourful, eclectic and vibrant street life. Queen Street and Waterloo Street are planned for widened pedestrian walkways that can host arts-related events for public enjoyment. Selected developments along Albert Mall, Queen Street and Waterloo Street are to contribute public spaces within the development boundary to complement the pedestrian malls.</p> <p>In addition, a series of public footpath of minimum 1.5m width that are</p>

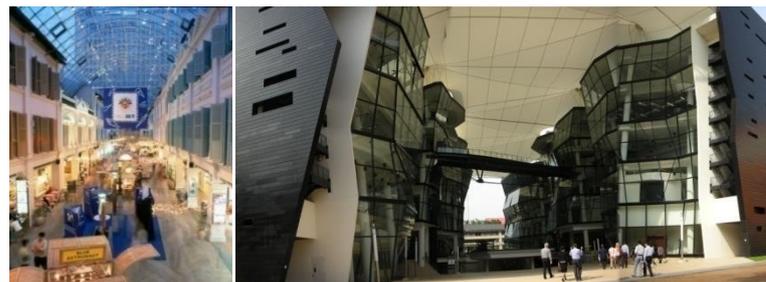
located along building setbacks of identified buildings at Waterloo Street, Queen Street and Prinsep Street are meant to provide alternative pedestrian routes or short cuts through the streetblocks, and connect areas with expected high pedestrian traffic, e.g. between the upcoming Bencoolen Station and Victoria Street. Building facades fronting these footpaths are encouraged to feature art works/shop windows. This will heighten the sense of place as well as add interest and variety to the pedestrian experience.



#### Through-Block Links

Through-block links allow pedestrians to move directly through large building blocks, thereby improving ground level permeability and pedestrian connectivity. A network of streets that form an extension of Albert and Waterloo Malls is planned through the provision of through-block links within developments fronting the malls.

Another network of planned through-block links and laneways south of Middle Road will help to provide alternative pedestrian routes through the streetblocks connecting to the Bencoolen MRT station. The internal clear width of a through-block link is to be 4m to 7m wide, unless otherwise specified.



#### Covered Walkways

All developments are to provide covered walkways, except for conserved buildings that do not have covered walkways. Along major arterial roads, where building edge is required, the covered walkway is to abut the Road Reserve. Along the other streets, the covered walkway can be set back from the line of Road Reserve, following the articulation of the building form.

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.

Developments fronting Bras Basah Road are located at the fringe of

	<p>Civic District. To achieve a distinct character within the Civic District (see Appendix 5), the covered and 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 within the Civic District 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.</p> <p><u>Elevated Pedestrian Links</u></p> <p>Elevated pedestrian links (EPLs) complement the at-grade pedestrian network and connect key commercial developments across major arterial roads at the fringe of the BBB district. As a general guide, and unless otherwise specified, these are to be 4m to 7m wide.</p> <p>Vertical pedestrian circulation points, including lifts, escalators and stairs, within the building envelope are required to link the EPLs 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, unless otherwise specified.</p>  <p><u>General Conditions</u></p> <p>The pedestrian network on all levels is to be designed for universal access. GFA exemption is applicable for public spaces, covered walkways, through block links and elevated walkways, subject to the prevailing Development Control Guidelines.</p>
<p><b>Servicing, Vehicular Access &amp; Car Parks</b></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><b>Relevant Circular:</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 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>
<p><b>Works within the Road Reserves</b></p>	<p><u>Open Walkway</u></p> <p>As a guide, the open walkway within the Road Reserve is safeguarded for pedestrian use and where located within the Civic District, is to match the</p>

	<p>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 1<sup>st</sup> storey to these facilities to provide direct continuous sheltered connections.</p> <p><u>Dedicated Cycling Routes</u> Certain key roads within the Bras Basah.Bugis Urban Design 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 URA and LTA.</p>
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