

URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN DOWNTOWN CORE PLANNING AREA

About the Downtown Core Planning Area

The Downtown Core Planning Area covers the Central Business District (CBD), City Hall, Bugis, Marina Centre, and Nicoll zones.

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 as long as these designs can fulfil the planning and Urban Design intentions, 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 as follows:

Parameters	Requirements
<p>Broad Positioning & Land Use</p> <p><i>Master Plan</i></p> <p>Appendix 1: <i>Boundary Plan</i></p> <p>Annex A: <i>Urban Design Requirements for Anson and Cecil subzones</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 spans from Raffles Place along Shenton Way / Robinson Road / Cecil Street to the Tanjong Pagar and Anson subzones. It also extends to Marina Bay, including the Central and Bayfront subzones.</p> <p>As part of its continued growth and evolution as a dynamic global hub, the CBD is moving away from a predominantly office district into a vibrant, 24/7 mixed-use district so that the CBD will not only be a place to work, but also a vibrant place to live and play in.</p> <div data-bbox="480 1464 1366 1883"> <p>The figure consists of two side-by-side maps of the downtown core. The left map, titled 'Existing Downtown - Mostly Commercial Uses', shows a central blue area representing commercial uses, bounded by Raffles Place to the north, Anson to the south, and Marina Bay to the east. A yellow area to the east represents mixed uses. The right map, titled 'Future Downtown - More Mixed Uses', shows the same central blue area, but with a significant expansion of the yellow mixed-use area into the previously blue commercial zones. A legend at the bottom indicates that blue represents 'Mostly Commercial Uses' and yellow represents 'Mixed Uses'.</p> </div> <p>Within Raffles Place and Tanjong Pagar subzones, and along Robinson Road, some complementary uses (e.g. hotel, serviced apartment and residential) can be considered, while retaining the</p>

	<p>predominantly commercial character of these core areas of our CBD.</p> <p>Within the Anson and Cecil subzones, a greater mix of residential, serviced apartment, hotel and other uses are encouraged to create more mixed-use urban neighbourhoods. Detailed guidelines for Anson and Cecil subzones are found in Annex A.</p> <p>In selected areas where mixed-use neighbourhoods are encouraged, existing older office developments that redevelop into mixed-use developments may be considered for increase in development intensity under the CBD Incentive Scheme.</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 may be required to provide a minimum quantum of Office use to realise the planning intention for a business and financial precinct.</p> <p>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> <p><u>City Hall</u></p> <p>The City Hall subzone is within the Civic District and is home to a number of historic National Monuments and historic buildings such as the Old Parliament House, the former Supreme Court and City Hall buildings. It is a mixed-use zone with established Civic & Community Institution (C&CI) uses, such as the Asian Civilisations Museum, Victoria Theatre & Concert Hall and the National Gallery Singapore. 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 subzone comprises a mix of 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 subzone is zoned predominantly for Commercial, Hotel and C&CI uses. It includes a critical mass of exhibition and convention, hotel, and entertainment facilities. A wider mix of uses, including residential /serviced apartment uses is encouraged to create a more vibrant mixed-use precinct.</p> <p><u>Nicoll</u></p>
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	<p>The Nicoll subzone is positioned as the northern gateway into the city and will feature one of the three gardens at Gardens by the Bay, Bay Central Garden, along the waterfront.</p> <p>Innovative projects of high quality that do not fully conform to the prevailing guidelines and planning parameters can be considered under the Strategic Development Incentive (SDI) Scheme.</p>
<p>Uses at the Basement, 1st and 2nd Storey Levels</p> <p>Appendix 2: 1st Storey Pedestrian Network & Activity-Generating Use Plan Last updated: 20 Nov 2020</p> <p>Appendix 4: Underground Pedestrian Network Last updated: 20 Nov 2020</p> <p>Appendix 5: Elevated Pedestrian Network</p>	<p>To create vibrant precincts, attractive and pedestrian-friendly streets, activity-generating uses (AGU), such as retail, food & beverage, and other active uses are to be provided at the following locations:</p> <ul style="list-style-type: none"> • The 1st storey of developments fronting key streets, pedestrian malls, through block links, and public spaces; • Alongside the underground pedestrian links (UPLs) at the basement levels of the developments; and • Alongside the elevated pedestrian links (EPLs) at the 2nd storey of the developments. <p>For more information on AGUs, please refer to the Development Control Handbook.</p>
<p>Outdoor Refreshment Areas</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, unless otherwise permitted under prevailing bonus GFA schemes.</p> <p>The ORAs will be 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.</p> <p>The ORAs are to be clearly defined to prevent encroachment onto the adjacent pedestrian thoroughfares – e.g. through the use of planters or other physical markers, etc.</p>

<p>Building Form and Massing</p> <p>Appendix 3: 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, 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>
<p>Building Height</p> <p>Building Height Plan</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 waterfront areas, adjacent to low-rise conservation 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. Urban design height controls will take precedence over technical height controls, if the former is lower.</p> <p><u>Residential developments</u> For residential developments within areas where the relaxation of residential buildings heights apply, 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 Figure 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; align-items: flex-end;"> <div data-bbox="475 1294 909 1646" style="text-align: center;"> <p>Figure 1</p> <p>175m 126m</p> <p>35-storey (based on floor-to-floor height of 5.0m) Commercial</p> <p>35-storey (based on floor-to-floor height of 3.6m) Residential</p> <p>Typical building height control for a 35-storey height zone</p> </div> <div data-bbox="917 1294 1356 1713" style="text-align: center;"> <p>Figure 2</p> <p>175m</p> <p>35-storey (based on floor-to-floor height of 5.0m) Commercial</p> <p>48-storey (based on floor-to-floor height of 3.6m) Residential</p> <p>Residential building in a 35-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"> a. Developments within Conservation Areas; b. Developments within Special Detailed Control Areas, including those guided by street block plans, envelope controls, areas with particular urban design guidelines for building height; and c. Developments within height control of 6 storeys or less.

	<p>Relevant Circulars:</p> <ul style="list-style-type: none"> • Street Block Plan for Beach Road, Tan Quee Lan Street, North Bridge Road, and Seah Street (Downtown Core Planning Area)
<p>Building Edge Last updated: 20 Nov 2020</p> <p>Appendix 3: Building Form Plan</p> <p>Annex A: Urban Design Requirements for Anson and Cecil subzones</p>	<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) unless otherwise specified. 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> <div data-bbox="502 660 1308 1019" data-label="Diagram"> <p style="text-align: center;">Plan</p> <p style="text-align: center;">$a + b > 0.6c$</p> </div> <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>Specific building edge guidelines for Anson and Cecil subzones are found in Annex A.</p>
<p>Building Typology</p> <p>Annex A: Urban Design Requirements for Anson and Cecil subzones</p>	<p><u>Party-walled developments</u></p> <p>Party-walled 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 from the street level, or as specified for specific districts. 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. Similarly, any M&E services located above the party wall are to be set back by a minimum of 3.0m from the common boundary.</p> <p>Specific building typology guidelines for Anson Subzone are found in Annex A.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Street Block Plan for Beach Road, Tan Quee Lan Street, North Bridge Road, and Seah Street (Downtown Core Planning Area)

<p>Public Space</p> <p><u>Appendix 2:</u> <i>1st Storey Pedestrian Network & Activity-Generating Use Plan</i> <i>Last updated: 20 Nov 2020</i></p>	<p>It is important to provide public spaces within private developments for users to enjoy.</p> <p>Selected developments are required to provide public space(s) within the development site. These may be well landscaped open spaces, or covered public spaces that provide 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 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> <div data-bbox="475 891 911 1128" data-label="Image"> </div> <p style="text-align: right;">POPS at Asia Square Tower</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Design Guidelines and Good Practice Guide for Privately Owned Public Spaces (POPS)
<p>Greenery Replacement and Landscaping</p>	<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 Development Control Handbook.</p>
<p>Roofscape</p>	<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 & electrical (M&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>Relevant Circulars:</p> <ul style="list-style-type: none"> • Guidelines to Encourage More Innovative and Better Design of Rooftops. A. Relaxation of the Gross Floor Area (GFA)

	<p><u>Exemption Guidelines for Rooftop Covers. B. Screening of Mechanical & Electrical Services and Car Parks, on Roofs and Building Facades Within the Central Area</u></p>
<p>Night Lighting</p>	<p>All developments within the boundary of the Night Lighting Master Plan and Civic District Night Lighting Guidelines 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>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Night Lighting Master Plan for the Central Business District (CBD), Marina Centre and Marina Bay</u> • <u>Revision to The Night Lighting Guidelines for The Civic District And Bras Basah. Bugis (BBB)</u>
<p>Pedestrian Network</p> <p><u>Appendix 2:</u> 1st Storey Pedestrian Network & Activity-Generating Use Plan Last updated: 20 Nov 2020</p> <p><u>Appendix 7:</u> Civic District Paving Guidelines</p> <p><u>Annex A:</u> Urban Design Requirements for Anson and Cecil subzones</p>	<p>The Downtown Core Planning Area is planned as a pedestrian-friendly area with a comprehensive pedestrian network at the 1st storey, basement and 2nd 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>Covered Walkways All developments are required to provide covered walkways at the 1st 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 width of the covered walkway.</p> <p>To achieve a distinct character within the Civic District, the covered and open walkways along identified streets shown in Appendix 7 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 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>To maintain the district character within the Downtown Core, covered walkways and open walkways in areas outside the Civic District are to be predominantly paved in 600mm x 600mm flamed finish heavy duty grey-green granite tiles, set out</p>

perpendicular to the lines of Road Reserve.

The detailed design, paving pattern and a sample of the paving material are to be submitted for evaluation and approval at the Provisional Permission (PP) stage.

Through Block Links and View Corridors

Selected developments are required to provide through block links and/or view corridors to improve the physical and visual permeability of the street block.

Through block links complement the at-grade pedestrian network by allowing pedestrian circulation through long street blocks. View corridors also safeguard key views through the development.

Through block links are required to have a minimum clear width of 4.0 to 7.0m and a minimum clear height of 10.0m, unless otherwise specified.

The covered walkways, linkways, through block links may be exempted from GFA computation if they form part of the larger pedestrian network and comply with specific urban design requirements, if any.



Through block link at One Fullerton

Specific through block link guidelines for Anson Subzone are found in [Annex A](#).



Underground Pedestrian Link



The Underground Pedestrian Network (UPN) complements the 1st storey pedestrian network and provides direct connection to Rapid Transit System (RTS) Stations. 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, unless otherwise specified.

UPLs are to include vertical pedestrian circulation points within the building envelope to connect to the covered walkway at the 1st 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.

[Appendix 4:](#)
*Underground
Pedestrian
Network*
Last updated: 20
Nov 2020

<p>Appendix 5: <i>Elevated Pedestrian Network</i></p>	 <p>Marina Bay Link Mall: 7m wide UPL with AGUs on both sides</p> <p><u>Elevated Pedestrian Links (EPL)</u> 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 2nd storey of developments and lightweight link-bridges that span public roads between the 2nd storey walkways. The minimum width of EPLs is 4.0m, unless otherwise specified.</p> <p>EPLs are to include vertical pedestrian circulation points (comprising a pair of two-way escalators and two passenger lifts) within the building envelope to link to the covered walkways at the 1st storey. The entire EPL and the associated vertical circulation points are to remain open for public use at all times.</p>  <p>EPL at OUE Bayfront</p>
<p>Servicing, Vehicular Access & Car Parks</p>	<p>To maintain an attractive streetscape, where specified, sites that front onto major roads and key streets are required to locate all service areas, including refuse bin centre(s), loading / unloading bays and vehicle storage lane(s), within 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>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. In general, vehicular ingress / egress and kerb cuts are to be minimised to reduce conflict between vehicles and pedestrians/cyclists. Sufficient</p>

	<p>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, key streets, through block links, public spaces, and where specified, 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>One Marina Boulevard: Car park façade designed to match rest of building</p> </div> <div style="text-align: center;">  <p>Tokio Marine: Mechanised car park recessed behind main façade element</p> </div> </div> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • 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 & Electrical Services and Car Parks, on Roofs and Building Facades Within the Central Area
<p>Works within the Road Reserves</p> <p>Appendix 7: Civic District Paving Guidelines</p> <p>Appendix 6: Landscaping Requirements for Key Streets</p>	<p>To achieve a consistent district character, all new developments or those undergoing major additions and alterations are required to include the upgrading of the existing roadside tables within the adjacent Road Reserves, as specified below.</p> <p><u>Open Walkway</u> As a guide, the open walkways within the Road Reserves are safeguarded for pedestrian use. The paving material within the open walkways are to match the paving requirements of the covered walkways. The paving pattern of the open walkways is to be coordinated with the covered walkways.</p> <p><u>Dedicated Cycling Routes</u> Certain key roads within the Downtown Core Planning Area will be earmarked as dedicated cycling routes (please refer to the Special Detailed Control Plan: Connectivity Plan). The alignment, width and design of the cycling routes and associated street</p>

	<p>furniture are to be coordinated with URA and LTA.</p> <p><u>Tree and Shrub Planting Specifications</u> The tree and shrub planting specifications for the planting verge within the adjacent Road Reserves is subject to URA and NParks' requirements and approval. The planting verge should be porous with sufficient breaks to allow pedestrian movement where meaningful.</p> <p><u>Connection to Commuter Facilities</u> 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 1st storey to these facilities to provide direct continuous sheltered connections.</p> <p><u>Street Lighting, Bollards and Tactile Tiles</u> 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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