


## 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).

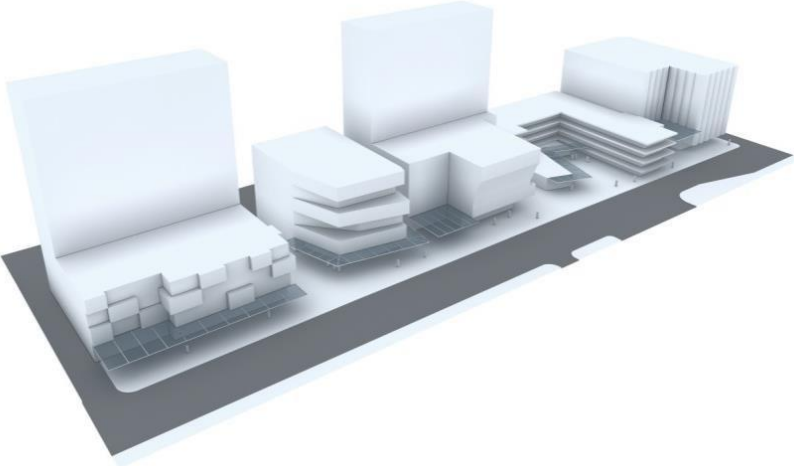
This set of guidelines aims to facilitate innovative designs for BBB, as well as guide the physical development of the area to ensure that individual buildings contribute to, and strengthen the planning vision for the area, while retaining BBB’s eclectic character. Innovative designs that do not fully 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 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: Urban Design Area</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>  <p><b>Figure-ground Diagram of Bras Basah.Bugis</b></p>

Parameters	Requirements
	<p>Medium to large-scale developments in BBB are predominantly located 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> <ul style="list-style-type: none"> <li>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.</li> <li>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 largerscale developments, permeability at the ground level is important to allow pedestrians to walk through the buildings.</li> <li>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.</li> </ul>
<b>Building Form and Massing</b>	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.
<b>Building Height</b>  <i>Appendix 2: Building Form</i>	<p>Different building heights are specified to respond to the 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, 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>

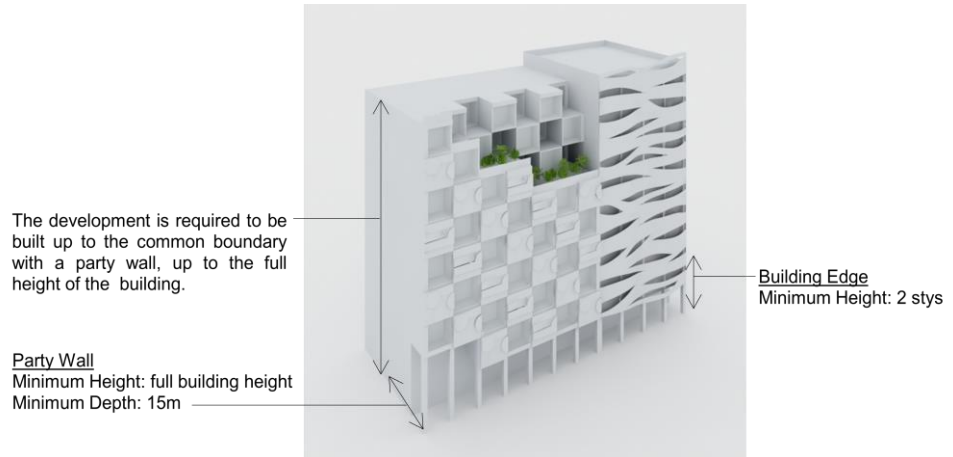
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<p><b>Building Height</b></p> <p><i>Appendix 2: Building Form</i></p>	<p>For Residential developments within BBB, an equivalent building height, comparable to the maximum allowable height for a commercial building can be considered to give greater design flexibility.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <i>Relaxation of Residential Building Heights in the Downtown Core, Orchard and Rochor (Part) Planning Areas within Central Area.</i></li> </ul>
<p><b>Building Edge</b></p> <p><i>Appendix 2: Building Form</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% of the length of the building façade is encouraged to be set back for articulation of the building form, to create a variety of spaces, as well as interesting building forms.</p> <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> <p><b><u>Examples of a Variety of Building Edge Treatment</u></b></p>  <p>Different architectural expressions are encouraged to prevent a uniform quality amongst the developments.</p>  <p>Façade articulation, as well as use of colours and textures, provides interest and variety to the building edges and streetscape.</p>

Parameters	Requirements
<p><b>Building Edge</b></p> <p><i>Appendix 2: Building Form</i></p>	<p>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.</p> <p>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.</p> <p><b><u>Example of a street where a building edge is not required</u></b></p>  <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 2: Building Form</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>

Parameters	Requirements
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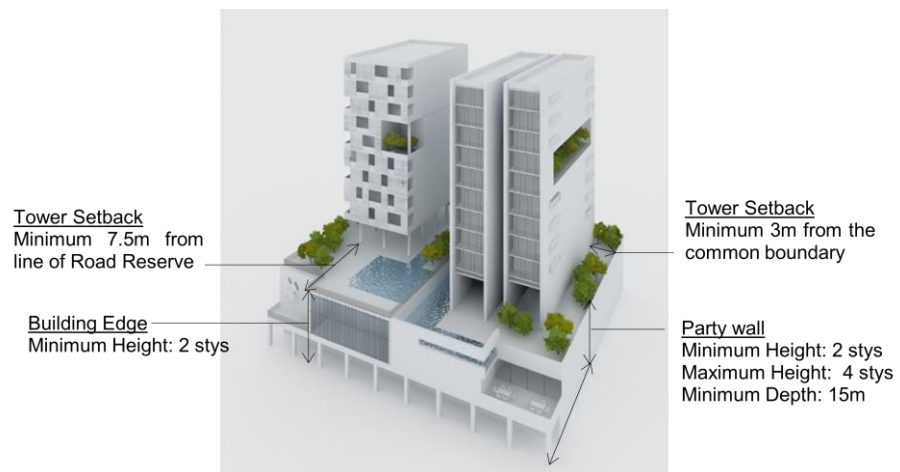
**Guidelines for Commercial Streetblock**

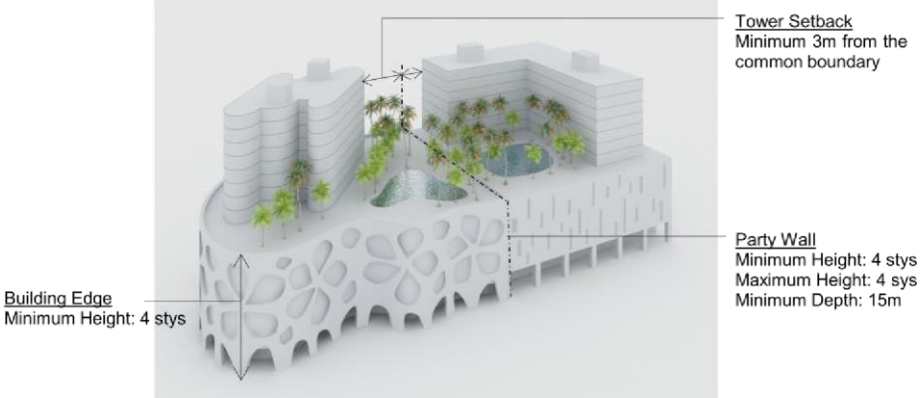
Party wall developments are to be built up to the common boundary, up to the full height of the building.




**Guidelines for Residential Streetblock (Prinsep Street)**



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.



Parameters	Requirements
	<p><b><u>Guidelines for Selegie Road</u></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>The diagram shows a 3D architectural rendering of a building complex. It features a podium with a perforated facade and several tower blocks rising from it. Annotations include:     <ul style="list-style-type: none"> <li><b>Building Edge:</b> Minimum Height: 4 storeys (indicated by a vertical arrow on the podium).</li> <li><b>Tower Setback:</b> Minimum 3m from the common boundary (indicated by a horizontal double-headed arrow between the tower and the podium edge).</li> <li><b>Party Wall:</b> Minimum Height: 4 storeys, Maximum Height: 4 storeys, Minimum Depth: 15m (indicated by a vertical arrow and a horizontal line on the podium).</li> </ul> </p>
<p><b>Roofscape</b></p>	<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="#">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>Night Lighting</b></p>	<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="#">Night Lighting Master Plan for Bras Basah.Bugis (BBB) - Rochor (Part) Planning Area</a></li> </ul>
<p><b>Outdoor Signages</b></p>	<p>Bras Basah.Bugis is one of the districts in Central Area where outdoor advertisement and illuminated signs are encouraged to complement the character of the area and add vibrancy and buzz.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Guidelines for Outdoor Signs in the Central Area</a></li> </ul>

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<p><b>Uses at the 1<sup>st</sup> and 2<sup>nd</sup> Storey Levels</b></p> <p><i>Appendix 3: 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 similar 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>• Prinsep Street</li> <li>• Laneways and through-block links connecting to Queen Street and Waterloo Street</li> </ul> <p>AGUs are also encouraged along:</p> <ul style="list-style-type: none"> <li>• Selegie Road</li> <li>• Alongside 2nd storey pedestrian links.</li> </ul>
<p><b>Outdoor Refreshment Areas</b></p>	<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.</p> <p>ORAs can also be allowed in the open spaces within development sites and are encouraged along the key pedestrian thoroughfares and laneways. 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 different floor finishes or planters, etc.</p>
<p><b>Pedestrian Network</b></p> <p><i>Appendix 3: 1<sup>st</sup> Storey UD Pedestrian Network &amp; Activity- Generating Uses</i></p> <p><i>Appendix 4: 2nd Storey Pedestrian Network &amp; Activity- Generating Uses</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> 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. Improvement works have been planned for Queen Street and Waterloo Street to widen the pedestrian walkways that can host arts-related events for public enjoyment. Selected developments along Albert Mall, Queen Street</p>

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	<p>and Waterloo Street are to contribute public spaces within the development boundary to complement the pedestrian malls.</p> <p><u>Through-Block Links</u>  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.</p> <p>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 upcoming Bencoolen MRT station. The internal clear width of a through-block link is to be 4m to 7m wide, unless otherwise specified.</p>  <p><u>Covered Walkways</u>  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.</p> <p>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.</p> <p>Developments fronting Bras Basah Road are located at the fringe of Civic District. The covered and open walkways are to be paved in <i>Rossa Porrino</i> (pink) granite tiles, in compliance with the Civic District Paving Requirements.</p> <p><b>Relevant Circular:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Guidelines for Design of Covered and Open Walkways within the Civic District</a></li> </ul>

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	<p data-bbox="421 304 568 338"><u>Laneways</u></p> <p data-bbox="421 342 1398 672">Laneways are public footpaths of minimum 1.5m width that are located along building setbacks of identified buildings at Waterloo Street, Queen Street and Prinsep Street. They 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 the laneways 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.</p> <div data-bbox="443 707 1267 1081">  </div> <p data-bbox="421 1111 794 1144"><u>Elevated Pedestrian Links</u></p> <p data-bbox="421 1149 1398 1328">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 data-bbox="421 1373 1398 1552">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> <div data-bbox="434 1592 1286 1872">  </div> <p data-bbox="421 1895 699 1928"><u>General Conditions</u></p> <p data-bbox="421 1933 1398 2078">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>

Parameters	Requirements
<b>Servicing, Vehicular Access &amp; Car Parks</b>	<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="#"><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></a></li> </ul>
<b>Works within the Road Reserves</b>	<p><u>Connection to Commuter Facilities</u></p> <p>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>