

URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN MUSEUM PLANNING AREA

About the Museum Planning Area

The Museum Planning Area forms part of the Civic District and is strategically located close to the Orchard Road shopping belt and Bras Basah. Bugis Art, Learning and Heritage district. The area is rich in heritage, and is home to the historic Fort Canning Park, as well as many arts and cultural facilities housed in monuments and conserved buildings like the Singapore Art Museum and the National Museum of Singapore.

The 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 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 as follows:


Parameters	Requirements
<p>Broad Positioning & Land Use</p> <p>Master Plan</p> <p>Appendix 1: Boundary Plan</p>	<p>Envisioned as an institutional hub and the 'green lung' of the Central Area, the Museum Planning Area features a mix of uses and building types, offering commercial, residential, arts and cultural as well as educational uses. Larger scale commercial developments are predominantly located around the Dhoby Ghaut MRT station, while smaller scale Civic and Community Institution uses (many of which are heritage buildings) are predominantly located on and around Fort Canning Hill.</p> <p>The guidelines aim to achieve:</p> <p>a) <u>An Attractive and Unique Streetscape</u></p> <p>Sensitive design of the building forms and scale is important to complement and reinforce the greenery, civic and heritage characters of the area.</p> <p>b) <u>A Pedestrian-Friendly District</u></p> <p>Connectivity between major developments and the MRT stations via a comprehensive network of covered walkways and underground pedestrian links 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>

Parameters	Requirements
<p>Building Form and Massing</p>	<p>The building form and massing have to consider how the building will be viewed as well as impact views from major approaches and key open spaces, such as Fort Canning Hill.</p> <p>Developments are not permitted within the safeguarded view corridors</p> <ul style="list-style-type: none"> • between Singapore Art Museum and National Museum of Singapore; • between SMU Green and Cathedral of Good Shepherd; and • between The Cathay and Orchard Road Presbyterian Church. <p>Consideration is to be given to the scale, form and architectural expression of the surrounding buildings many of which are gazetted heritage buildings.</p>
<p>Building Height</p> <p><u>Appendix 2: Building Form</u></p>	<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 down towards Fort Canning Hill to retain a lower-rise character around the hill.</p> <p>The maximum allowable building height is subject to the prevailing Master Plan controls and technical height controls imposed by the technical agencies. Storey height controls will take precedence over technical height controls, whichever is lower.</p>
<p>Building Edge</p> <p><u>Appendix 2: Building Form</u></p>	<p>In general, developments around the foothill of Fort Canning are to be set back from the Line of Road Reserve to provide a green buffer. This is envisaged to provide a park-like setting for the developments and to reinforce the character of the district.</p> <p>Developments around the Dhoby Ghaut MRT Station – Orchard Road, Penang Road, Handy Road and Clemenceau Avenue – as well as along Hill Street are to be built up to the Line of Road Reserve for minimum 2 storeys high to provide a well-defined streetscape.</p> <p>Up to 40% of the length of the building façades between the corners of the development can be set back for articulation of the building form, to create a variety of spaces and interesting building forms.</p>
<p>Party-Wall Developments</p> <p><u>Appendix 2: Building Form</u></p>	<p>Selected developments are to be built up to abut the common boundary of the development to create party wall developments. This allows developments to maximise the building footprint and creates a continuous pedestrian walkway between developments.</p>

Parameters	Requirements
	<p>Window openings are not permitted along the party-wall.</p> <p><u>Guidelines for Commercial Streetblock</u></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="518 638 837 728" data-label="Text"> <p>The development is required to be built up to the common boundary with a party wall, up to the full height of the building.</p> </div> <div data-bbox="874 555 1294 878" data-label="Image"> </div> <div data-bbox="518 784 837 840" data-label="Caption"> <p><u>Party Wall</u> Minimum Height: full building height</p> </div> <p><u>Guidelines for Handy Road Streetblock</u></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, and up to a minimum depth of 15m. Beyond the height and depth of the required party wall, the building is to be set back from the common boundary according to the Development Control Guidelines for Residential Developments. This allows for more window openings in the residential developments.</p> <div data-bbox="683 1249 1136 1648" data-label="Image"> </div> <div data-bbox="518 1496 726 1545" data-label="Caption"> <p><u>Building Edge</u> Minimum Height: 2 stys</p> </div> <div data-bbox="1136 1339 1372 1473" data-label="Caption"> <p><u>Tower Setback</u> Setback from the common boundary shall comply with the Development Control Guidelines for Residential Development</p> </div> <div data-bbox="1136 1505 1372 1594" data-label="Caption"> <p><u>Party Wall</u> Minimum Height: 2 stys Maximum Height: 4 stys Minimum Depth: 15m</p> </div>
<p>Roofscape</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>

Parameters	Requirements
	<p>Relevant Circulars:</p> <ul style="list-style-type: none"> • <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 & Electrical Services and Car Parks, on Roofs and Building Facades within the Central Area.</u>
<p>Night Lighting</p>	<p>All developments within the Civic District are to provide night lighting to enhance the district character at night.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Revision To The Night Lighting Guidelines For The Civic District And Bras Basah.Bugis (BBB)</u>
<p>Public Open Space</p>	<p>Selected developments are required to provide public open spaces within the private development site so as to provide visual relief, safeguarded views, and public space for gatherings and events. 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 the adjacent open and covered walkways, and be publicly accessible at all times.</p>
<p>Uses at the Basement and 1st Storey Level</p> <p><u>Appendix 3: 1st Storey Pedestrian Network & Activity-Generating Use Plan</u></p> <p><u>Appendix 4: Underground Pedestrian Network & Activity-Generating Use Plan</u></p>	<p>Activity-generating uses (AGU), such as retail, food & beverage, entertainment, sports 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"> • The 1st storey of developments along Orchard Road as a continuation of the retail experience on Orchard Road; and • Alongside the underground pedestrian walkways at the basement levels of the developments.
<p>Outdoor Refreshment Areas</p>	<p>Outdoor Refreshment Areas (ORA), i.e. alfresco/outdoor dining areas, can be considered within the 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.</p>

Parameters	Requirements
	<p>They can only be considered as an extension of an adjoining indoor F&B unit and are for seating only.</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 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>
<p>Pedestrian Network</p> <p>Appendix 3: 1st Storey UD Pedestrian Network & Activity-Generating Uses Plan</p>	<p>The Museum Planning Area is planned as a pedestrian-friendly area with a comprehensive pedestrian network at the 1st storey and basement. This network provides convenient, comfortable and seamless connections between developments, transport facilities, key spaces and attractions, and ensures all-weather comfort. The pedestrian network on all levels is to be designed for universal access.</p> <p><u>Covered Walkways At Grade</u></p> <p>All developments are to provide covered walkways. Where building edge is required, the covered walkway is to abut the Road Reserve or building setback line. Along 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.</p> <p>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>The covered and open walkways within the Civic District are to be paved in Rossa Porrino (pink) granite tiles or Green Quartzite (green-grey) granite tiles, in accordance with the prevailing guidelines.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Guidelines for Design of Covered and Open Walkways within the Civic District <p><u>Through-Block Links</u></p>

Parameters	Requirements
	<p>Selected developments are required to provide through-block links to improve permeability and accessibility at the street level. A network of through-block links has been planned to improve access towards Fort Canning Park and Mount Sophia Residence area.</p> <p>The minimum width of through-block links is 4.0m to 7.0m, unless otherwise specified.</p>  <p>Fig 1. Through-block link at Atrium @ Orchard, connecting Orchard Road to Oldham Lane</p> <p><u>Underground Pedestrian Links (UPL)</u></p> <p>The Underground Pedestrian Network (UPN) complements the 1st storey pedestrian network and provides direct connection to Rapid Transit System (RTS) stations. As a guide, 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 of the walkway, unless otherwise specified.</p> <p>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 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, unless otherwise specified.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Guidelines for Underground Pedestrian Links to Rapid Transit System Stations.
<p>Servicing, Vehicular</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</p>

Parameters	Requirements
<p>Access & Car Parks</p>	<p>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>Relevant Circular:</p> <ul style="list-style-type: none"> • <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 & Electrical Services and Car Parks, on Roofs and Building Facades within the Central Area.</u>
<p>Works within the Road Reserves</p>	<p><u>Open Walkway</u></p> <p>As a guide, the open walkway within the Road Reserve is safeguarded for pedestrian use. Any proposed new paving within the Road Reserve is to be paved according to the “<i>Guidelines for Design of Covered and Open Walkways within the Civic District</i>” and coordinated with the existing paving pattern within the covered walkway. The detailed design, paving pattern and choice of materials will be subject to URA and LTA’s requirements and approval.</p> <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 1st storey to these facilities to provide direct continuous sheltered connections.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Guidelines for Design of Covered and Open Walkways within the Civic District</u>