

URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN PAYA LEBAR CENTRAL

About Paya Lebar Central

Planned as a new growth area under the Urban Redevelopment Authority's (URA) Master Plan 2008, Paya Lebar Central is envisaged as a lively regional commercial centre with a distinct cultural identity and attractive public spaces.

Located within the new commercial hub of Paya Lebar Central is the Geylang Serai precinct, one of the oldest Malay settlements in Singapore. Recognised to have a special place in the heart of the Malay Community, a number of developments have been introduced to celebrate rich Malay arts and culture as well as the heritage of Geylang Serai.

This set of guidelines aims to facilitate innovative designs for Paya Lebar Central, 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.

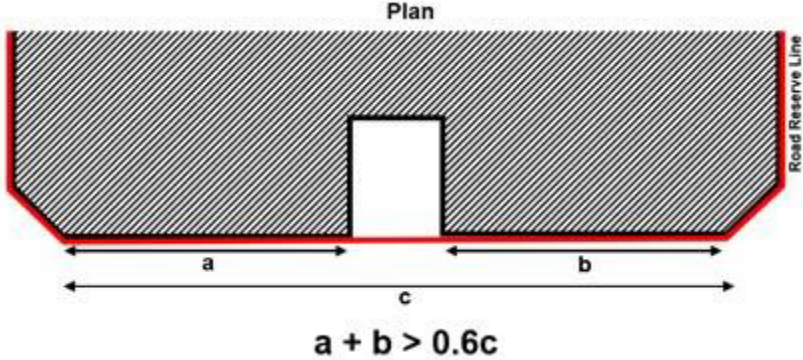
Innovative designs that do not fully conform to the guidelines or standard building typologies, but are able to achieve the planning objective relevant to the requirement can be considered, subject to URA's evaluation of the detailed proposal.

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>Broad Positioning and Land Use</p> <p>[link to Master Plan]</p> <p>Appendix 1: Boundary Plan</p>	<p>Paya Lebar Central will be developed into a lively commercial centre with vibrant and attractive public spaces. Located at the fringe of the city centre, Paya Lebar Central will provide an attractive and accessible location for businesses that do not need to be within the CBD.</p> <p>Part of Paya Lebar Central has been designated the Geylang Serai Cultural Belt which celebrates the unique Malay culture and heritage of the area, including developments such as Wisma Geylang Serai and Joo Chiat Complex. As part of this vision, a generous promenade and various public spaces have been safeguarded in the plans for the area, to create spaces for community to gather and organise activities throughout the year.</p>
<p>Building Form and Massing</p>	<p><u>Building Form</u></p> <p>The overall building form and massing of individual buildings is to consider how the building will be viewed, as well as impact views from major approaches, key open spaces and the pedestrian mall.</p> <p>The design of the building form and massing, together with the architectural treatment, is to consider the scale, form and architectural</p>

Parameters	Requirements
	<p>expression of the surrounding buildings, and be designed to create engaging and varied public spaces along the pedestrian mall. Wall-like developments shall be avoided.</p> <p>For developments with building form requirements, alternative configurations of greenery provision can be considered, subject to relevant agencies' approval.</p> <p><u>Building Facades</u></p> <p>The building façades of the development fronting all main roads and major public spaces are to be treated as main elevations.</p> <p>The building facades of the development are to be well-articulated with solid (walls) / void (fenestration) areas that draw upon a combination of different materials (e.g. concrete, brick, steel, glass, greenery, etc.).</p> <p>To create visual interest and to further break down the building mass, elements of tropical architecture such as sky terraces, balconies, sun-shading louvers, deep recesses, window ledges, roof terraces, communal planter boxes and vertical green walls are to be provided as part of the development and integrated with the overall building form and architectural treatment of the development.</p> <p><i>Relevant Circular:</i></p> <ul style="list-style-type: none"> • Sensitive Design and Development: An Industry Guide of Good Practices to minimize Wall-Like Development
Building Height	<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 gradually terraces towards the low-rise Geylang Serai Market.</p> <p>Selected developments may be subject to site-specific building height controls, which will take precedence over technical height controls, whichever is lower.</p>
Building Setback and Building Edge	<p>Developments shall comply with the setback requirements in accordance with the prevailing Development Control guidelines. Selected developments may also be subject to site-specific setback controls, which will take precedence over prevailing DC guidelines.</p> <p>To create a well-defined urban edge character for Paya Lebar Central, developments are to provide a minimum 2 or 4-storey high building edge abutting the building setback lines along the major arterial roads – Paya Lebar Road, Sims Avenue and Geylang Road.</p>

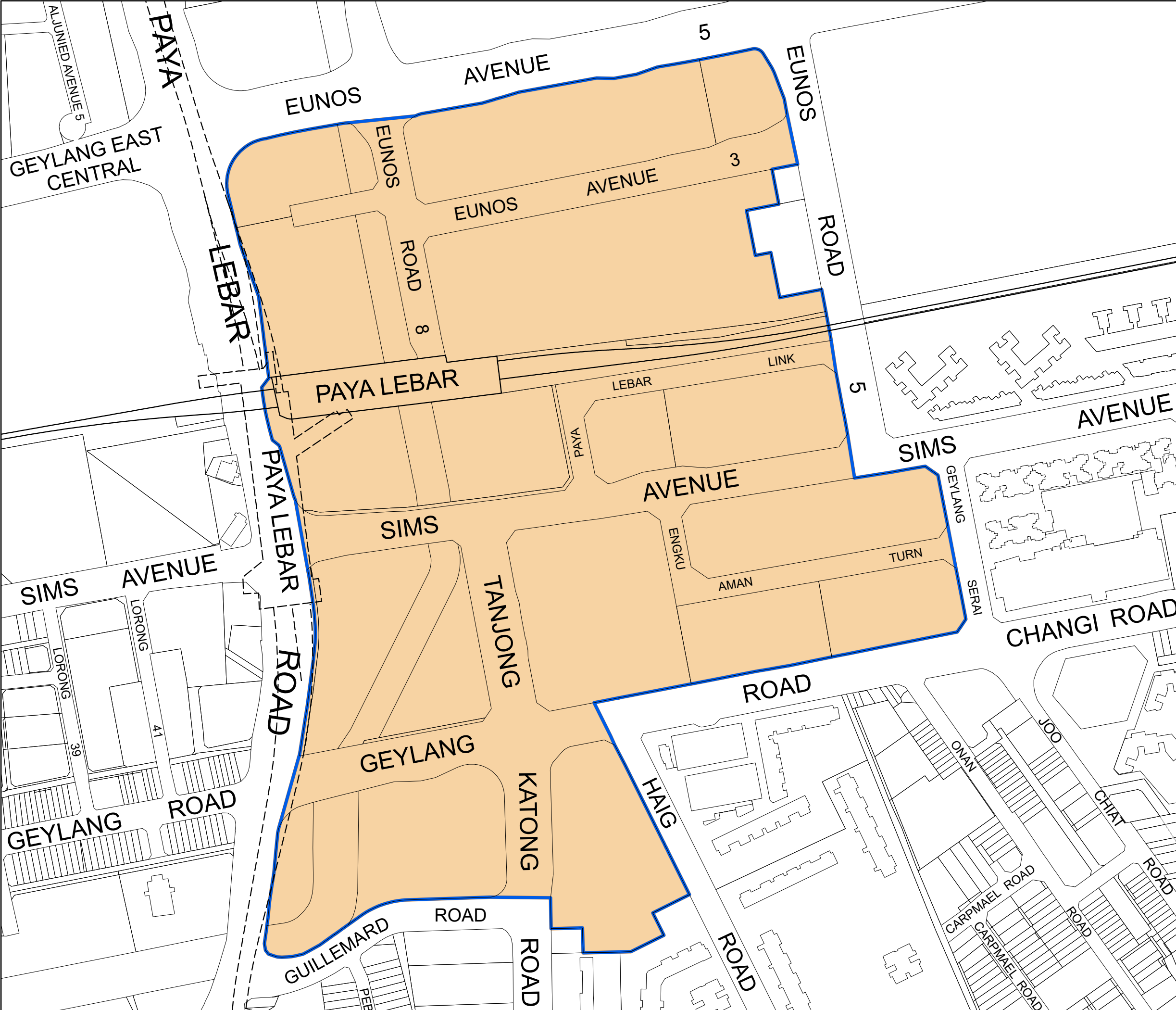
Parameters	Requirements
	<p>Up to 40% of the length of the building façade, between the corners of the development, can be set back for articulation of the building form.</p>  <p style="text-align: center;">$a + b > 0.6c$</p>
<p>Roofscape and Screening</p>	<p>The roof areas are to be considered as the “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><u>Screening Requirements</u></p> <p>To ensure that the roof areas are well-designed and attractive when viewed from the surrounding developments, all service areas, mechanical and electrical (M&E) equipment, water tanks, etc., are to be located within and fully integrated into the building envelope and be visually well-screened from the top and all sides of the development.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • Screening of Mechanical and Electrical Services and Car Parks
<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>Pedestrian Network</p>	<p>Paya Lebar Central is planned as a pedestrian-friendly area with a comprehensive sheltered network of pedestrian malls, covered walkways, 2nd storey links, and through-block links. This network provides convenient, comfortable, and seamless connections between developments, transport facilities, key spaces and attractions, and ensures all-weather comfort.</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</p>

Parameters	Requirements
	walkways, through-block links and elevated walkways, subject to the prevailing Development Control Guidelines.
<p>Appendix 2: <i>1st Storey Pedestrian Network and Activity-Generating Uses Plan</i></p>	<p><u>At-Grade Pedestrian Network</u></p> <p>The at-grade pedestrian network is augmented by covered walkways that provide all-weather protected pedestrian routes. All developments are required to provide covered walkways at the 1st storey along the site boundaries / lines of Road Reserve 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>To maintain a distinct precinct character, all covered and open walkways are to be predominantly finished with a warm (yellowish-beige) colour tone, natural stone looking paving material, unless otherwise specified.</p> <p><u>Through-Block Links</u></p> <p>Selected developments are required to provide through-block links to break down the scale and improve permeability of the street block.</p>
<p>Appendix 3: <i>Elevated Pedestrian Network Plan</i></p>	<p><u>Elevated Pedestrian Network (EPN)</u></p> <p>The EPN, also known as Serai Link, complements the at-grade pedestrian network to provide seamless connectivity between developments and the existing Paya Lebar MRT interchange station. Building owners and developers are required to provide elevated links to connect between buildings.</p> <p>Vertical pedestrian circulation points are to be provided within the building envelope to link the EPN to the covered walkways at the 1st storey. Unless otherwise specified, each vertical circulation point is to include a pair of two- way escalators, staircases, and two passenger lifts. Unless otherwise specified, the entire EPN and the associated vertical circulation points are to remain open at all times and be visible from the at-grade and elevated pedestrian network.</p>
<p>Uses on 1st Storey</p> <p>Appendix 2: <i>1st Storey Pedestrian Network and Activity-</i></p>	<p>To create vibrant precincts, as well as attractive and pedestrian-friendly streets, activity-generating uses (AGU) such as retail, food and beverage, and other active uses are to be provided on the 1st storey of developments fronting pedestrian malls, key streets and public spaces.</p> <p>For more information on AGUs, please refer to the Development Control Handbook.</p>

Parameters	Requirements
<i>Generating Uses Plan</i>	
Outdoor Refreshment Areas	<p>Outdoor Refreshment Areas (ORAs) 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>
Public Space Appendix 2: <i>1st Storey Pedestrian Network and Activity-Generating Uses Plan</i>	<p>It is important to provide public spaces within private developments for users to enjoy.</p> <p>Selected developments are required to provide public spaces 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, pedestrian malls and promenades), and, where applicable, designed to be well-integrated and easily accessible from the underground and elevated 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>Relevant Circular:</p> <ul style="list-style-type: none"> • Update to the Design Guidelines for Privately Owned Public Spaces (POPS)
Works within Road Reserve	<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 Reserve, as specified below.</p>

Parameters	Requirements
	<p><u>Open Walkway</u> As a guide, open walkways within the Road Reserve are safeguarded for pedestrian use. The paving material within the open walkways are to match the paving requirements of the covered walkways, and are to be finished with a warm (yellowish-beige) colour tone, natural stone looking paving material to achieve a consistent district character, unless specified otherwise. The detailed design, paving pattern and choice of materials will be subject to the requirements of all relevant technical agencies.</p> <p><u>Connection to Commuter Facilities</u> For developments with commuter facilities (e.g. bus stops 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><u>Dedicated Cycling Routes</u> Certain key roads within Paya Lebar Central will be earmarked as dedicated cycling routes (please refer to the <i>Special Detailed Control Plan: Connectivity Plan</i>). The alignment, width and design of the cycling routes and associated street furniture are to be coordinated with URA and LTA.</p> <p><u>Tree and Shrub Planting Specifications</u> Any new tree or shrub planting specifications for the planting verge within the adjacent Road Reserves will be subject to URA and NParks' requirements and approval.</p>
<p>Servicing, Vehicular Access and Car Parks</p>	<p>All driveways and vehicular accesses are to be located away from public spaces or main pedestrian routes. This is to create a seamless and pedestrian-friendly network that is uninterrupted by vehicles.</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 vehicular drop-offs/ 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>Relevant Circulars:</p> <ul style="list-style-type: none"> • Screening of Mechanical and Electrical Services and Car Parks



Parameters	Requirements
Night Lighting	Good night lighting can enhance the nightscape and district character. The night lighting scheme shall bring out the key architectural features of the building form, crown, facades, gardens and landscaped areas.
Signage	All developments shall comply with LTA's signage and wayfinding requirements for Paya Lebar Central, and submit the signage layout and design to the relevant Authorities for detailed evaluation and approval before Temporary Occupation Permit (TOP) can be issued.
Creative Hoarding	<p>Where required, developments shall provide Creative Hoarding at construction sites to enhance the streetscape and create a more attractive and vibrant environment. The hoarding may incorporate commissioned artworks, community-produced graphics, or vertical greenery such as creepers and green walls. Where vertical greenery cannot be accommodated, large-scale photographic decals of greenery may be used as an alternative.,</p> <p>Creative Hoarding shall be installed along the key frontages of the development, i.e. fronting main streets and pedestrian routes. A minimum of 75% of the required creative hoarding length shall be covered with artwork or greenery.</p> <p>For more information, please refer to the Creative Hoarding Guide.</p>



**URBAN DESIGN GUIDELINES
FOR PAYA LEBAR CENTRAL
(GEYLANG PLANNING AREA)**

BOUNDARY PLAN

LEGEND

-  URBAN DESIGN GUIDELINES & PLANS FOR DESIGNATED URBAN DESIGN AREA
-  URBAN DESIGN AREA

SCALE : 1:3,000 @ A3



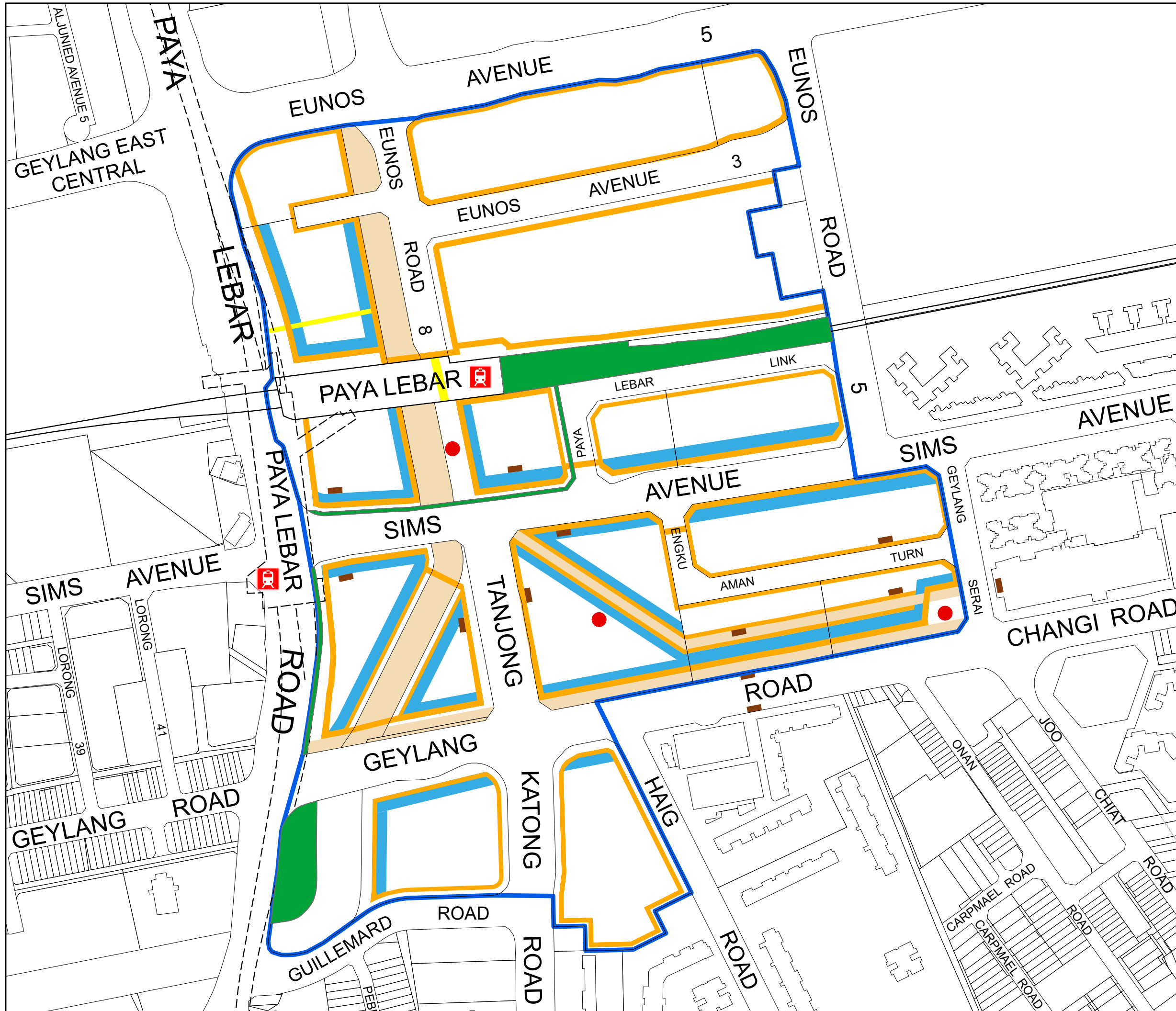
DRWG NO : UDE/2025/010

DATE : SEP 2025

GROUP : AUDG



To make Singapore a great city to live, work and play



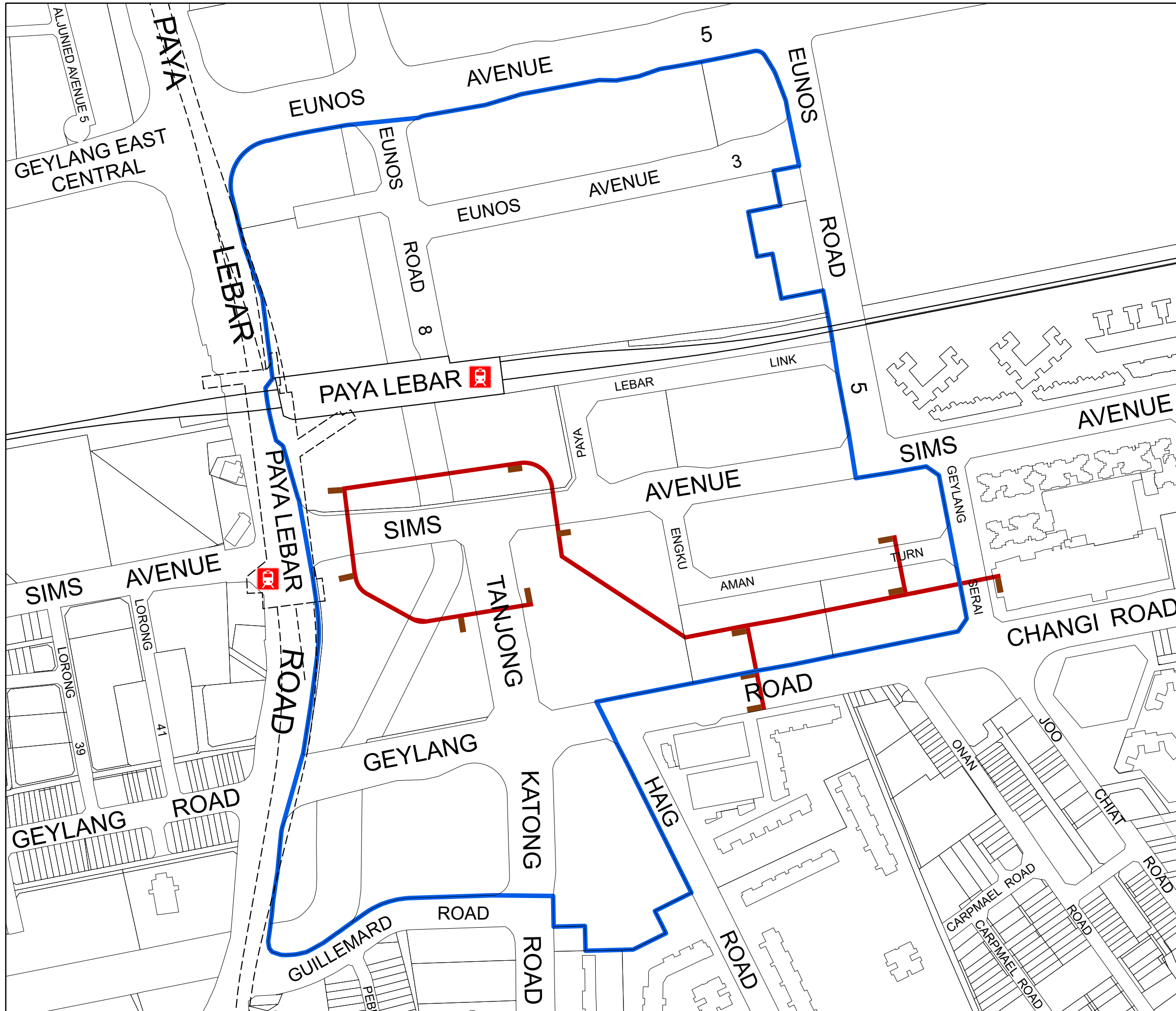
URBAN DESIGN GUIDELINES FOR PAYA LEBAR CENTRAL (GEYLANG PLANNING AREA)

1ST STOREY PEDESTRIAN NETWORK & ACTIVITY-GENERATING USES PLAN

LEGEND

- URBAN DESIGN GUIDELINES & PLANS FOR DESIGNATED URBAN DESIGN AREA
- COVERED WALKWAY / LINKWAY
- THROUGH-BLOCK LINK
- PARK / OPEN SPACE
- PEDESTRIAN MALL / PROMENADE / PLAZA
- ACTIVITY-GENERATING USES
- VERTICAL PEDESTRIAN CIRCULATION
- PUBLIC SPACE


SCALE : 1:3,000 @ A3	
<div style="border: 1px solid black; width: 30px; height: 30px; display: inline-block; margin-right: 5px;"></div> 1 HA	
DRWG NO : UDE/ 2025 / 011	
DATE : SEP 2025	
GROUP : AUDG	



URBAN DESIGN GUIDELINES FOR PAYA LEBAR CENTRAL (GEYLANG PLANNING AREA)

ELEVATED PEDESTRIAN NETWORK PLAN

LEGEND

 URBAN DESIGN GUIDELINES & PLANS FOR DESIGNATED URBAN DESIGN AREA

PEDESTRIAN NETWORK

 ELEVATED PEDESTRIAN LINK

 VERTICAL PEDESTRIAN CIRCULATION

SCALE : 1:3,000 @ A3



DRWG NO : UDE / 2025 / 012

DATE : SEP 2025

GROUP : AUDG



To make Singapore a great city to live, work and play