

## URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN MUSEUM PLANNING AREA

The Museum Planning Area forms part of the Civic District, which lies at the heart of the city’s Arts and Cultural Precinct. The planning area is home to the lush and historic Fort Canning Park, and a gateway to the Orchard Road lifestyle and retail belt. Steeped in history and culture, the planning area features many arts and cultural facilities housed in National Monuments and conserved buildings, set amidst green open spaces and parks.

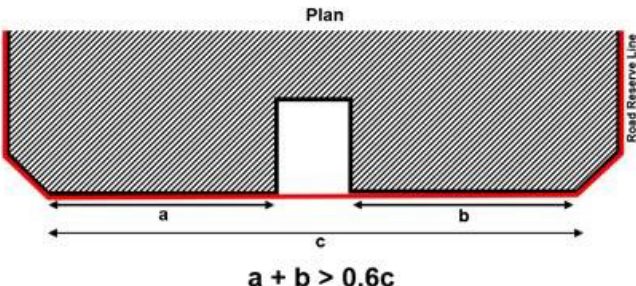
The guidelines aim to guide the physical development of the area to ensure that individual buildings contribute to, and strengthen the planning vision for the area and create an attractive and pedestrian-friendly physical environment.

Innovative designs that do not fully conform to the guidelines or standard building typologies, 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.

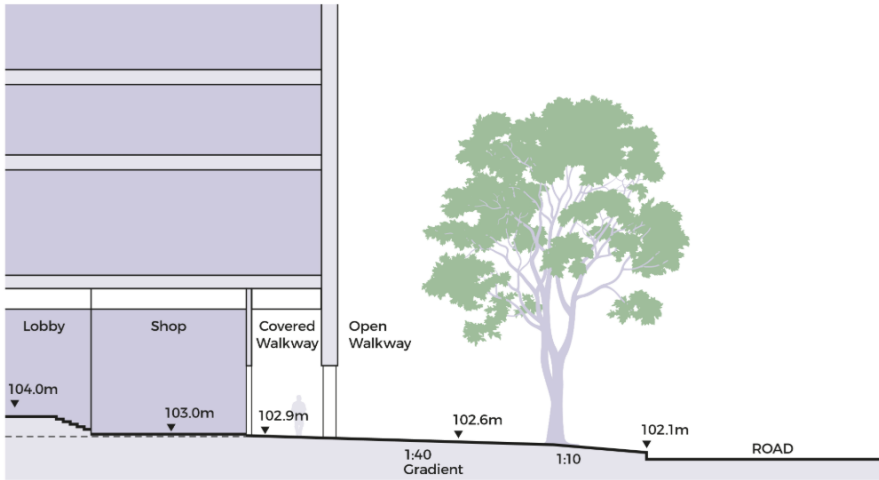
The planning parameters and urban design guidelines are as follows:

Parameters	Requirements
<p><b>Broad Positioning and Land Use</b></p> <p><a href="#">Master Plan</a></p> <p><a href="#">Appendix 1: Boundary Plan</a></p>	<p>Envisioned as an institutional hub and the ‘green lung’ of the Central Area, the planning area is set amidst ample green open public spaces and parks.</p> <p>The 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 Park.</p> <p>The Urban Design Guidelines for Museum Planning Area aim to achieve:</p> <ul style="list-style-type: none"> <li>a) <u>An Attractive and Unique Streetscape</u> Sensitive design of the building forms and scale is important to complement and reinforce the greenery, civic and heritage characters of the area.</li> <li>b) <u>A Pedestrian-Friendly District</u> Connectivity between major developments, parks and open spaces, and MRT stations via a comprehensive network of walkways, through-block links, and underground pedestrian links in between buildings, will make a more walkable district. For the larger-scale developments, permeability at the ground level is important to allow pedestrians to walk through the buildings.</li> </ul>

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<p><b>Building Form and Massing</b></p> <p><a href="#">Appendix 2:</a> <i>Building Form Plan</i></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 Park.</p> <p>Developments are not permitted within the safeguarded view corridors</p> <ul style="list-style-type: none"> <li>a) between the Former Saint Joseph's Institution and National Museum of Singapore;</li> <li>b) between Singapore Management University (SMU) Green and Cathedral of Good Shepherd; and</li> <li>c) between The Cathay and Orchard Road Presbyterian Church.</li> </ul> <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>For developments with building form requirements, alternative configurations of the greenery provisions can be considered, subject to relevant agencies' approval.</p>
<p><b>Building Height</b></p> <p><a href="#">Appendix 2:</a> <i>Building Form Plan</i></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 Park 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. Urban Design height controls will take precedence over technical height controls, whichever is lower.</p>
<p><b>Building Setback and Building Edge</b></p> <p><a href="#">Appendix 2:</a> <i>Building Form Plan</i></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 lines of Road Reserve for minimum 2-storey high to provide a well-defined streetscape.</p> <p>Up to 40% per building frontage, between the corners of the development, can be set back from the lines of Road Reserve / building setback lines if applicable, for articulation of the building form.</p> <div style="text-align: center;">  <p>Plan</p> <p><math>a + b &gt; 0.6c</math></p> </div>

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<p><b>Party Wall Developments</b></p> <p><a href="#">Appendix 2:</a> <i>Building Form Plan</i></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> <p>Window openings are not permitted along the party wall.</p> <p><u>Guidelines for Commercial Street Block</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="459 772 853 851" 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="896 645 1420 1048" data-label="Image"> </div> <div data-bbox="459 936 798 996" data-label="Caption"> <p><u>Party Wall</u> Minimum Height: full building height</p> </div> <p><u>Guidelines for Handy Road Street Block</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="641 1433 1141 1870" data-label="Image"> </div> <div data-bbox="466 1702 694 1758" data-label="Caption"> <p><u>Building Edge</u> Minimum Height: 2 stys</p> </div> <div data-bbox="1149 1534 1404 1680" 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="1149 1713 1388 1814" data-label="Caption"> <p><u>Party Wall</u> Minimum Height: 2 stys Maximum Height: 4 stys Minimum Depth: 15m</p> </div>

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<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, car parks, Mechanical and Electrical (M&amp;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><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 (Part A. Relaxation of the Gross Floor Area (GFA) Exemption Guidelines for Rooftop Covers)</a></li> </ul>
<p><b>Greenery Replacement and Landscaping</b></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 <a href="#">Development Control Handbook</a>.</p>
<p><b>Pedestrian Network</b></p> <p><a href="#">Appendix 3:</a> <i>1<sup>st</sup> Storey Pedestrian Network and Activity-Generating Uses Plan</i></p>	<p>The Museum Planning Area is planned as a pedestrian-friendly area with a comprehensive pedestrian network at the 1<sup>st</sup> 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>General Conditions</u></p> <p>The pedestrian network on all levels is to be designed for universal access. GFA exemption can be considered for public spaces, covered walkways, through-block links and elevated walkways, subject to the prevailing Development Control Guidelines.</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. The covered walkways function as public amenities. They are to be kept free of obstruction at all times.</p> <p>The platform level of the open and covered walkways is to correspond with the adjacent road as far as possible. For open walkways that are below the minimum platform level, the covered walkways may be</p>

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<p><a href="#">Appendix 5:</a> <i>Civic District Paving Guidelines</i></p>	<p>allowed below the minimum platform level so that they match the platform level of the open walkways. Any difference in levels between the internal platform level of the first storey and the covered walkway are to be mediated within the 1st storey of the development and not along the open walkways / covered walkways/linkways.</p>  <p style="text-align: center;"><b>Open walkways below the Minimum Platform Level</b></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>To achieve a distinct character within the Civic District (see Appendix 5), the 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 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. The paving pattern of the open walkways is to be coordinated with the covered walkways.</p> <p><u>Through-Block Links</u></p> <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>

Parameters	Requirements
<p><a href="#">Appendix 4:</a> <i>Underground Pedestrian Network and Activity-Generating Uses Plan</i></p>	<div data-bbox="555 235 1315 658" data-label="Image"> </div> <p data-bbox="651 658 1219 723" style="text-align: center;"><b>Through-block link at Atrium @ Orchard, connecting Orchard Road to Oldham Lane</b></p> <p data-bbox="438 757 1015 790"><u>Underground Pedestrian Network (UPN)</u></p> <p data-bbox="438 801 1433 1025">The Underground Pedestrian Network (UPN) complements the 1<sup>st</sup> storey pedestrian network and provides direct connection to Rapid Transit System (RTS) stations. As a guide, the UPNs 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 data-bbox="438 1066 1433 1290">UPNs are to include vertical pedestrian circulation points within the building envelope to connect to the covered walkway at the 1<sup>st</sup> storey. Each vertical circulation point is to include a pair of two-way escalators, staircases, and two passenger lifts. The entire UPN 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><b>Uses at the Basement and 1<sup>st</sup> Storey Level</b></p> <p><a href="#">Appendix 3:</a> <i>1<sup>st</sup> Storey Pedestrian Network and Activity-Generating Uses Plan</i></p>	<p data-bbox="438 1361 1433 1473">To create vibrant precincts, attractive and pedestrian-friendly streets, Activity-Generating Uses (AGU), such as retail, food and beverage, and other active uses are to be provided at the following locations:</p> <ul style="list-style-type: none"> <li data-bbox="488 1503 1433 1576">a) The 1st storey of developments along Orchard Road as a continuation of the retail experience on Orchard Road; and</li> <li data-bbox="488 1597 1433 1671">b) Alongside the underground pedestrian walkways at the basement levels of the developments.</li> </ul> <p data-bbox="438 1691 1433 1765">For more information on AGUs, please refer to the <a href="#">Development Control Handbook</a>.</p>
<p><b>Outdoor Refreshment Areas</b></p>	<p data-bbox="438 1830 1433 2018">Outdoor Refreshment Areas (ORA) can be considered within the public areas or open spaces of the private development sites. The scale and design of the ORA and its structures (if any) are to complement the adjacent building. They can only be considered as an extension of an adjoining indoor F&amp;B unit and are for seating only.</p>

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	<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, 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.</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><b>Public Space</b></p> <p><a href="#">Appendix 3:</a> <i>1<sup>st</sup> Storey Pedestrian Network and Activity-Generating Uses Plan</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 and nodes are required to provide public open spaces within the development site so as to provide visual relief, safeguarded views, and public space for gatherings and events. 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 key pedestrian routes at the 1<sup>st</sup> storey (such as pedestrian malls and promenades, adjacent open and covered walkways, and through-block links), and where applicable, are to be linked and designed to be well-integrated and easily accessible from the underground and elevated 2<sup>nd</sup> 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>
<p><b>Works within the Road Reserves</b></p> <p><a href="#">Appendix 5:</a> <i>Civic District Paving Guidelines</i></p>	<p><u>Open Walkway</u></p> <p>As a guide, the open walkway within the Road Reserve is safeguarded for pedestrian use and 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>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</p>

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	<p>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></p> <p>Certain key roads within the Museum Planning 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>
<p><b>Servicing, Vehicular Access and 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 (Part A. Relaxation of the Gross Floor Area (GFA) Exemption Guidelines for Rooftop Covers)</a></li> </ul>
<p><b>Night Lighting</b></p>	<p>All developments within the Civic District 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 Developments in the Central Business District (CBD), Civic District, Marina Bay and Marina Centre</a></li> </ul>

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<b>Creative Hoarding</b>	<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 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 <a href="#">Creative Hoarding Guide</a>.</p>