URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN DOWNTOWN CORE PLANNING AREA

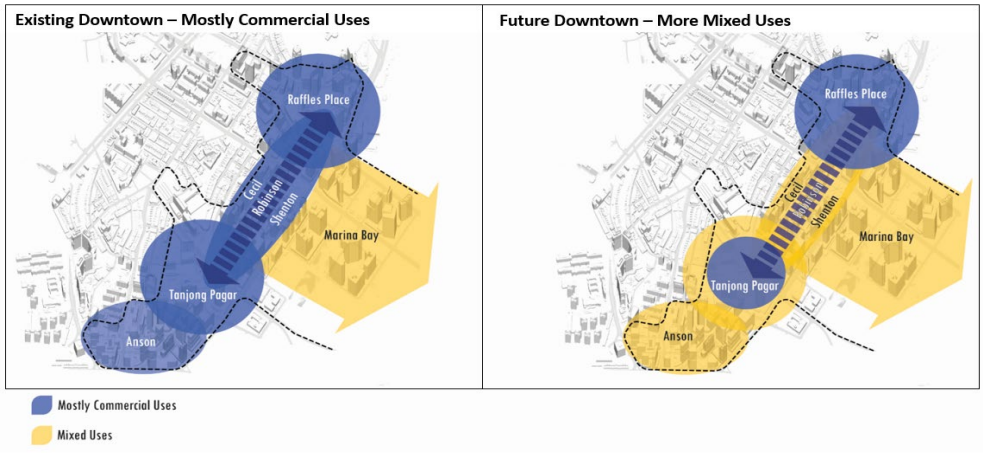
The Downtown Core Planning Area covers the Central Business District (CBD), City Hall, Bugis, Marina Centre, and Nicoll subzones.

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, but are able to achieve the planning objective relevant to the requirement can be considered, subject to URA's evaluation of the detailed proposal.

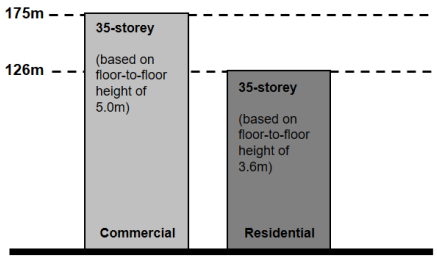
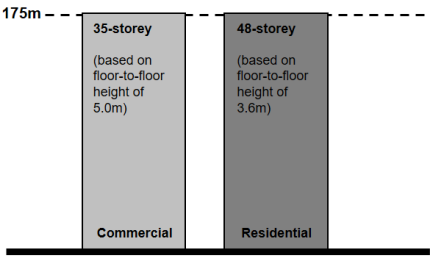
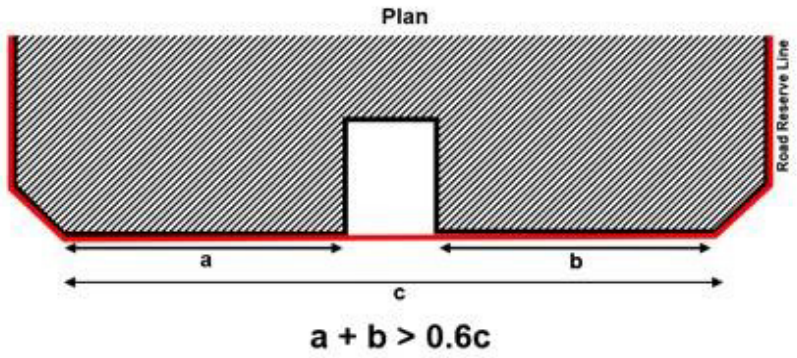
Gazetted monuments and conserved buildings are subject to specific preservation and conservation guidelines respectively, which will take precedence over the guidelines below.

The planning parameters and urban design guidelines are as follows:

Parameters	Requirements
Broad Positioning and Land Use *Master Plan* *Appendix 1:* *Boundary Plan* *Annex A:* *Urban Design Requirements for Anson and Cecil subzones*	Central Business District (CBD) The CBD is Singapore's global 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. 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, mixed-use district so that the CBD will not only be a place to work, but also to live and play in.  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 predominantly commercial character of these core areas of our CBD.

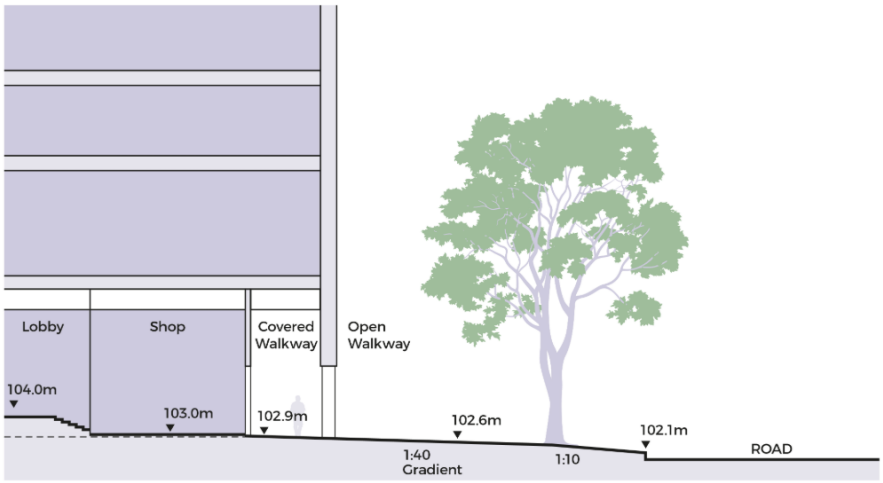
Parameters	Requirements
	Within the Anson and Cecil subzones, a greater mix of residential, serviced apartment, hotel and other uses are encouraged to create more mixed-use urban neighbourhoods. Detailed guidelines for Anson and Cecil subzones are found in *Annex A*. In selected areas where mixed-use 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 2.0*. 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. 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. <u>City Hall</u> 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 fronting the Padang. It is a mixed-use zone with established Civic and Community Institution (C&CI) uses, such as the Asian Civilisations Museum, Victoria Theatre and 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. <u>Bugis</u> 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. <u>Marina Centre</u> 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.

Parameters	Requirements
	Nicoll 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. 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*.
Building Form and Massing *Appendix 2:* *Building Form Plan*	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. For developments with building form requirements, alternative configurations of the greenery provisions can be considered, subject to relevant agencies' approval.
Building Height *Special and Detailed Control Plan:* *Building Height Plan*	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. 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. Residential developments 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.

Parameters	Requirements
	Figure 1  **Typical building height control for a 35-storey height zone** **Figure 2**  **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)** Please note that the height relaxation is not applicable to the following: 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. ***Relevant Circulars:*** • *URA/CUD Plan Release 1/2025E Street Block Plan For Beach Road, Tan Quee Lan Street, North Bridge Road And Seah Street (Downtown Core Planning Area)*
Building Setback and Building Edge *Appendix 2:* *Building Form Plan* *Annex A:* *Urban Design Requirements for Anson and Cecil subzones*	To create distinctive and well-defined streets, all developments are generally to be built-up fully to the lines of Road Reserve 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 Reserve / building setback lines if applicable, for articulation of the building form.  **a + b > 0.6c** 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. This refers to building frontages annotated

Parameters	Requirements
	as "Pedestrian Malls / Promenade / Plaza" in the 1st storey pedestrian network and AGU plan. For developments fronting the Raffles Place Park, the building edge is to be capped at a maximum height of 30.0m (approximately 6 storeys) to be in keeping with the existing character and scale of the park. The rest of the building, which exceeds 30.0m in height, would have to be set back 6.0m from the site boundary fronting the Park. Specific building edge guidelines for Anson and Cecil subzones are found in *Annex A*.
Party Wall developments *Annex A:* *Urban Design Requirements for Anson and Cecil subzones*	Party walled developments 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. Depending on the site context (e.g. adjacency to residential developments etc), the maximum height of the party wall might be pegged to a lower height, say to match that of the neighbouring development. For developments fronting the Raffles Place Park, the allowable party wall height along the common boundary shall also correspondingly match that of the building edge. Window openings and facade 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. Specific building typology guidelines for Anson Subzone are found in *Annex A*. ***Relevant Circular:*** • *URA/CUD Plan Release 1/2025E Street Block Plan For Beach Road, Tan Quee Lan Street, North Bridge Road And Seah Street (Downtown Core Planning Area)*
Roofscape	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 can be designed to be usable outdoor spaces. All service areas, car parks, mechanical and electrical (M&E) equipment, water tanks, etc., are to be fully integrated within the overall

Parameters	Requirements
	building envelope and visually well-screened from the top and on all sides. ***Relevant Circulars:*** • *Screening of Mechanical and Electrical Services and Car Parks* • *Guidelines to Encourage More Innovative and Better Design of Rooftops (Part A. Relaxation of the Gross Floor Area (GFA) Exemption Guidelines for Rooftop Covers)*
Greenery Replacement and Landscaping	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*.
Pedestrian Network *Appendix 3:* *1st Storey Pedestrian Network and Activity-Generating Uses Plan*	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. General Conditions 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. 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. 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 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.

Parameters	Requirements
Appendix 7: *Civic District Paving Guidelines*	 **Open walkways below the Minimum Platform Level** 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. 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. 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 perpendicular to the lines of Road Reserve. 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.

Parameters	Requirements
Annex A: *Urban Design Requirements for Anson and Cecil subzones*	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.  **Through-block link at One Fullerton** Specific through-block link guidelines for Anson Subzone are found in *Annex A*.
Appendix 4: *Underground Pedestrian Network and Activity-Generating Uses Plan*	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.  **Marina Bay Link Mall: 7.0m wide UPL with AGUs on both sides**

Parameters	Requirements
Appendix 5: *Elevated Pedestrian Network and Activity-Generating Uses Plan*	Elevated Pedestrian Network (EPN) EPN 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 EPN is 4.0m, unless otherwise specified. EPN 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 EPN and the associated vertical circulation points are to remain open for public use at all times.  **Elevated Pedestrian Link at OUE Bayfront**
Uses at the Basement, 1st and 2nd Storey Levels *Appendix 3:* *1st Storey Pedestrian Network and Activity Generating Uses Plan* *Appendix 4:* *Underground Pedestrian Network and Activity-Generating Uses Plan*	To create vibrant precincts, attractive and pedestrian-friendly streets, Activity-Generating Uses (AGU), such as retail, food and beverage(F&B), and other active uses are to be provided at the following locations: a) The 1st storey of developments fronting key streets, pedestrian malls, through-block links, and public spaces; b) Alongside the underground pedestrian network (UPN) at the basement levels of the developments; and c) Alongside the elevated pedestrian network (EPN) at the 2nd storey of the developments. Attractive Corner Treatment The corners of developments are prominent elevations addressing two street frontages. There are opportunities to design the 1st storey corner area as inviting public spaces especially if the site is located at key street intersections. These areas shall be designed to be spacious, accessible and welcoming to pedestrians, incorporating AGUs (where applicable) to enhance its appeal and functionality for pedestrians.

Parameters	Requirements
Appendix 5: *Elevated Pedestrian Network and Activity-Generating Uses Plan*	For more information on AGUs, please refer to the *Development Control Handbook.*
Outdoor Refreshment Areas	Outdoor Refreshment Areas (ORA) can be allowed within the public areas or open spaces of the private development sites, as an extension of an adjoining indoor F&B unit and are for seating only. The scale and design of the ORA and its structures (if any) are to complement the adjacent building. 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. 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. 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.
Public Space *Appendix 3:* *1st Storey Pedestrian Network and Activity-Generating Uses Plan*	It is important to provide public spaces within private developments for users to enjoy. Selected developments are required to provide public open 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. 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 pedestrian malls and promenades, adjacent open and covered walkways, through-block links), and, where applicable, are to be linked and designed to be well-integrated and easily accessible from the underground and elevated 2nd storey pedestrian networks within the development. The design of these public spaces shall comply with the Design Guidelines for Privately Owned Public Spaces (POPS).

Parameters	Requirements
	 **POPS at Asia Square Tower** ***Relevant Circular:*** • *Design Guidelines and Good Practice Guide for Privately Owned Public Spaces (POPS)*
Works within the Road Reserves *Appendix 7:* *Civic District Paving Guidelines* *Appendix 6:* *Landscaping Requirements for Key Streets*	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. Open Walkway As a guide, the 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. The paving pattern of the open walkways is to be coordinated with the covered walkways. Dedicated Cycling Routes 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 furniture are to be coordinated with URA and LTA. Tree and Shrub Planting Specifications The tree and shrub planting specifications for the planting verge within the adjacent Road Reserve are provided as guidance on the species for roadside planting along key streets in Downtown. The planting proposals remain subject to URA and NParks' requirements and approval. The planting verge shall be porous with sufficient breaks to allow pedestrian movement where meaningful.

Parameters	Requirements
	<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. <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 Reserve 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 Reserve 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 Reserve.
Servicing, Vehicular Access and Car Parks	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. 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 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.

Parameters	Requirements
	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 facade 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 facade of the car parking floors is to be designed to match the rest of the building facades (e.g. opaque curtain wall).p  **One Marina Boulevard: Car park facade designed to match rest of building**  **Tokio Marine: Mechanised car park recessed behind main facade element building** ***Relevant Circulars:*** • *Screening of Mechanical and Electrical Services and Car Parks* • *Guidelines to Encourage More Innovative and Better Design of Rooftops (Part A. Relaxation of the Gross Floor Area (GFA) Exemption Guidelines for Rooftop Covers)*
Night Lighting	All developments in the Civic District, Marina Bay and Marina Centre (as shown in the Night Lighting Circular) are required to include night lighting that expresses the architectural design and building form to contribute to the nighttime skyline of the city. ***Relevant Circular:*** • *Revision to the Night Lighting Guidelines for Developments in the Central Business District (CBD), Civic District, Marina Bay and Marina Centre*
Creative Hoarding	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

Parameters	Requirements
	cannot be accommodated, large-scale photographic decals of greenery may be used as an alternative. 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. For more information, please refer to the *Creative Hoarding Guide*.

ANNEX A

URBAN DESIGN GUIDELINES FOR ANSON AND CECIL SUBZONES

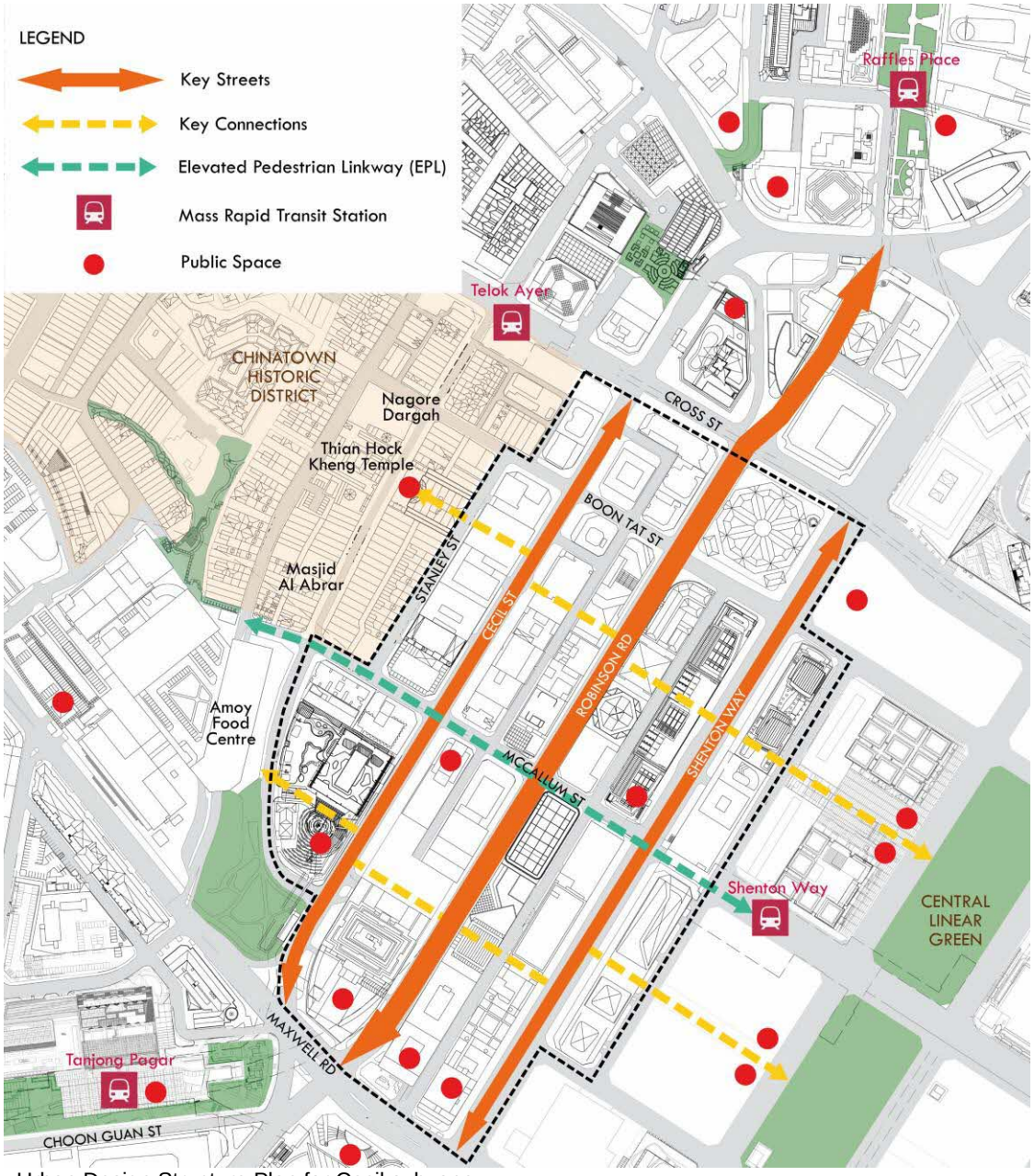
(To be read in conjunction with the Urban Design Guidelines For Developments Within Downtown Core Planning Area)

A. CECIL SUBZONE

Cecil subzone is located between Tanjong Pagar and Raffles Place, as well as between Chinatown Historic District and the new mixed-use Marina Bay. It is envisaged to support:

i. The creation of a mixed-use neighbourhood along Cecil Street, with greater extent of residential uses supported by a variety of social/community amenities; and

ii. A blend of mixed-uses along Robinson Road and Shenton Way, while retaining the predominantly commercial character along these key streets.



Urban Design Structure Plan for Cecil subzone

Pedestrian Connections / City Arcades

Cecil subzone is characterised by party-wall developments with distinctive and well-defined building edges. To improve walkability and permeability of the streetblock, selected developments will be guided to provide through block links or elevated links connecting the Chinatown Historic District and Marina Bay, along the key connections indicated in the *Urban Design Structure Plan for Cecil Subzone*.

These through block links, where required, are envisaged as 'City Arcades' - short-cuts through buildings that are lined with shops and amenities on at least one side. They provide an element of delight while making the city more walkable and enjoyable *(see Appendix 2: 1st Storey UD Guide Plan).*

An elevated pedestrian connection has also been safeguarded along McCallum Street and when fully realised, will provide seamless, weather-protected connection to Marina Bay *(see Appendix 5: Elevated Pedestrian Network)*.

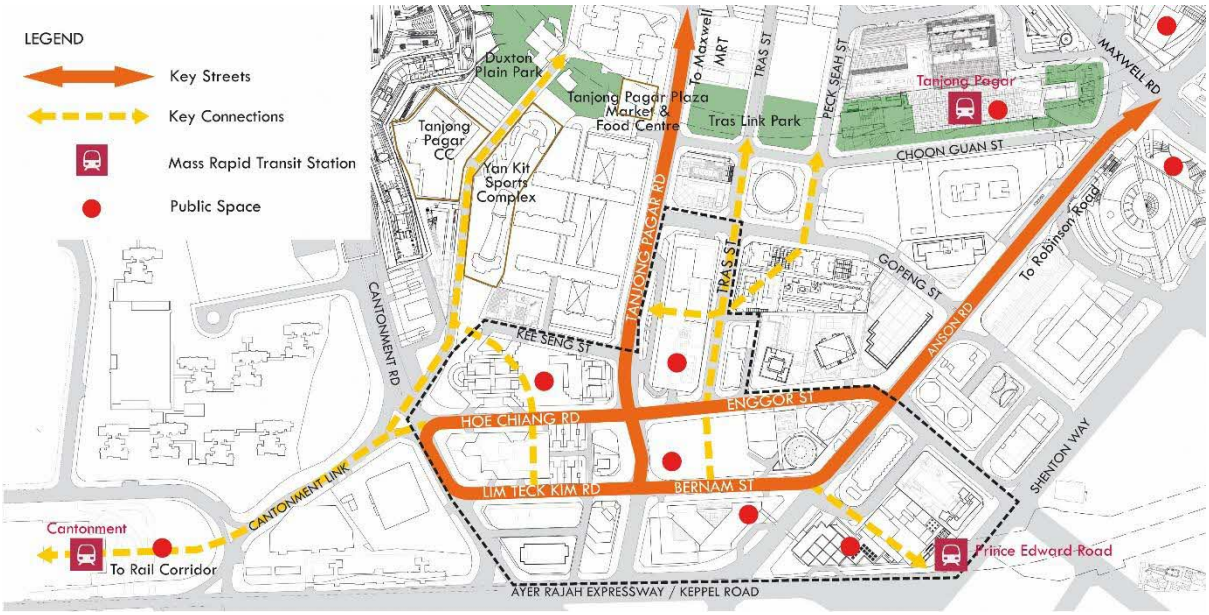
Key Streets

Cecil Street, Robinson Road and Shenton Way are key streets that link Raffles Place to Tanjong Pagar, and are defined by strong urban forms and street edges. They will be required to provide a minimum 4-storey building edge along the road frontages.

Developments fronting Stanley Street will be guided to a provide minimum 2-storey, maximum 4-storey building edge, to form a low-rise street edge that is sensitive to the low-rise conserved shophouses opposite. Buildings exceeding 4-storeys are to be setback minimally 3.0m from the lines of Road Reserve *(see Appendix 3: Building Edge)*.

B. ANSON SUBZONE

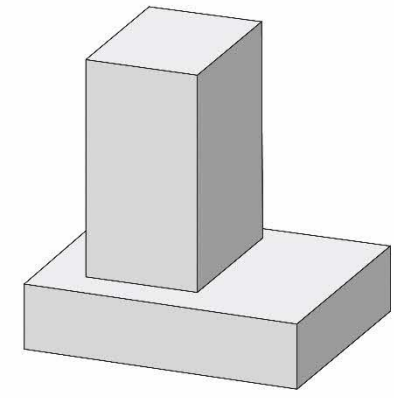
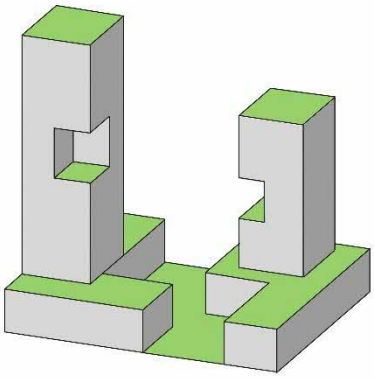
Anson subzone is the southernmost precinct of the Central Business District (CBD). It is bounded to the south by Keppel Viaduct and marks the gateway to the CBD with the start of Anson Road. It enjoys a unique location next to existing residential developments and amenities at Bukit Merah and Tanjong Pagar. Anson is envisaged to be repositioned as a mixed-use urban neighbourhood, characterised by a live-in community, active streets and vibrant public spaces.



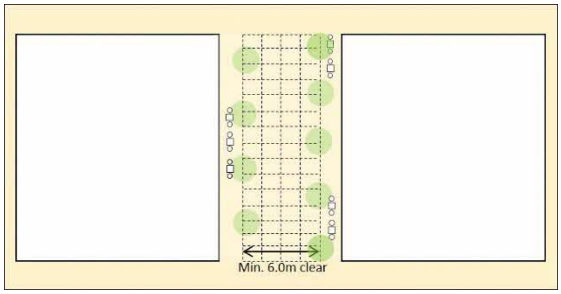
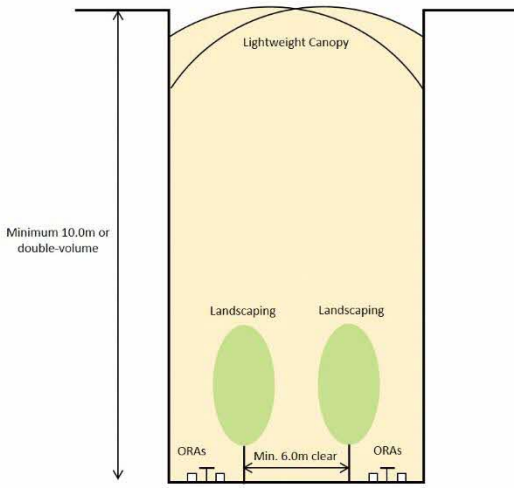
Urban Design Structure Plan for Anson subzone

A Neighbourhood of 'Streets & Squares'

The development plots in Anson subzone are envisioned to form a network of intimate 'Streets and Squares'. Building forms will be guided away from the large building blocks synonymous with the traditional mono-use CBD to smaller scale building blocks interspersed with intimate pedestrian walkways/ through block links ('Internal Streets') and public spaces ('Squares'). This network of 'Streets and Squares' will create a more physical and visually permeable ground plane, facilitating pedestrian connectivity and activation of the public realm. Large podium-tower building forms are discouraged.

Existing Podium/ Tower Typology	**New** Streets and Squares
	

Selected developments will be guided to provide through block links along the key connections indicated in the Urban Design Structure Plan for Anson Subzone. These through block links are envisaged as 'Internal Streets' - animated pedestrian thoroughfares through development plots flanked by shops and amenities, providing convenient shortcuts through buildings, as well as connecting between transport nodes and amenities. These are to be open-to-sky or covered with lightweight canopies to create the experience of being on a street and should connect to external streets when provided. They are to be unenclosed, and designed to enjoy natural lighting and good ventilation, with Activity-Generating Uses (AGU) to be provided at least along one side to create vibrant thoroughfares. Internal Streets are required to have a minimum clear width of 6.0m, and a minimum clear height of 10.0m, or double-volume. ORAs may be provided on either side, provided the minimum clear width of 6.0m is maintained. Where required, Internal Streets are to be located next to and designed to be well integrated with the public space. These two spaces should collectively form the public realm of the development.

Internal Streets	
Plan	**Section**
	

Where required, public spaces, are envisioned as outdoor 'living rooms' for the community to gather and interact *(see Appendix 2: 1st Storey UD Guide Plan)*. They should comply with the *Urban Design Guidelines For Developments Within Downtown Core Planning Area*, and the *Design Guidelines for Privately Owned Public Spaces (POPS)*.

Key Streets

The one-way pair of Hoe Chiang Road/Enggor Street and Lim Teck Kim Road/Bernam Street will connect Anson with the Rail Corridor beginning at Cantonment MRT Station (former Tanjong Pagar Railway Station). These streets are to be enhanced with wider sidewalks, cycling lanes and lusher roadside planting to encourage a more intimate and pedestrian-friendly streetscape.

To encourage a more intimate streetscape, developments fronting Hoe Chiang Road/Enggor Street and Lim Teck Kim Road/Bernam Street, as well as long the historic Tanjong Pagar Road and Tras Street will be guided to provide a minimum 2-storey, maximum 4-storey building edge, to form a low-rise street edge that is sensitive to the low-rise conserved shophouses and/or intimate streetscape. Buildings exceeding 4-storeys

are to be setback minimally 3.0m from the lines of Road Reserve (see *Appendix 3: Building Edge*).

Anson Road remains a key gateway to the CBD, connecting to Robinson Road and Raffles Place. Developments flanking this street will be guided to provide a minimum 4-storey high strong building edge along Anson Road *(see Appendix 3: Building Edge).*