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Date : 27 March 2019

CIRCULAR TO PROFESSIONAL INSTITUTES

URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN DOWNTOWN CORE PLANNING AREA

Who should know

Developers, building owners, architects and engineers.

Effective Date

With immediate effect

1. As part of the Draft Master Plan 2019, URA has reviewed the prevailing urban design guidelines for developments within Downtown Core Planning Area, particularly for the Anson and Cecil subzones. See [Annex A-1](#) and [A-2](#) for details.
2. The revisions are to reflect the larger positioning of the Central Business District (CBD) as a vibrant mixed use precinct, not only for work, but also to live and play in. Areas like Anson and Cecil, leveraging their proximity to existing residential areas and amenities, are envisioned as mixed use urban neighbourhoods, characterised by a live-in community, more intimately scaled streetblocks, active streets and vibrant public spaces.
3. In keeping with the repositioning of these areas, the urban design guidelines have been revised. We have also taken the opportunity to update the guidelines applicable to the rest of Downtown Core Planning Area.
4. I would appreciate it if you could convey the contents of these circulars to your members. You are advised to refer to the Development Control Handbooks and URA's website for updated guidelines instead of referring to past circulars.
5. For other information on the master plan, urban design guidelines, private property use and approval, car park locations and availability, private residential property transactions, and conservation areas and buildings, use [URA SPACE](#) (Service Portal and Community e-Services). This is an online portal packed with useful data and visualisation to help building professionals, business operators and the general public in their decision-making. It consolidates detailed information on land use and private property into a one-stop platform presented on geospatial maps. For feedback or enquiries on this circular, please [email](#) us.

Thank you.

CHOU MEI (MS)
GROUP DIRECTOR (CONSERVATION & URBAN DESIGN)
for CHIEF EXECUTIVE OFFICER
URBAN REDEVELOPMENT AUTHORITY

Annex A-1

URBAN DESIGN GUIDELINES FOR DEVELOPMENTS WITHIN DOWNTOWN CORE PLANNING AREA

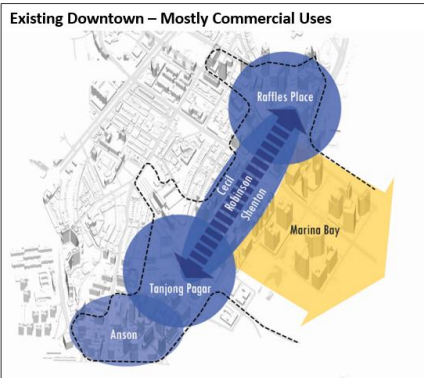
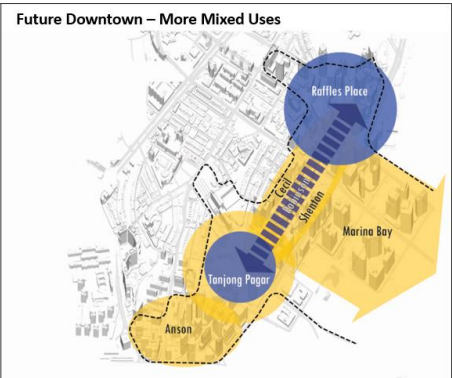
The Downtown Core Planning Area covers the Central Business District (CBD), City Hall, Bugis, Marina Centre, and Nicoll zones.

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 as long as these designs can fulfil the planning and Urban Design intentions, can be considered, subject to URA's evaluation of the detailed proposal.

Gazetted National 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
Broad Positioning & Land Use <u>Master Plan</u> <u>Appendix 1:</u> <u>Boundary Plan</u>	<p>Central Business District (CBD)</p> <p>The CBD is Singapore's business 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.</p> <p>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, 24/7 mixed-use district so that the CBD will not only be a place to work, but also a vibrant place to live and play in.</p> <div><div><p>Existing Downtown – Mostly Commercial Uses</p></div><div><p>Future Downtown – More Mixed Uses</p></div></div> <p>■ Mostly Commercial Uses ■ Mixed Uses</p> <p>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</p>

Annex A-2: Urban Design Requirements for Anson and Cecil subzones

	<p>predominantly commercial character of these core areas of our CBD.</p> <p>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 <u>Annex A-2</u>.</p> <p>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.</p> <p>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.</p> <p><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. It is a mixed-use zone with established Civic & Community Institution (C&CI) uses, such as the Asian Civilisations Museum, Victoria Theatre & 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.</p> <p><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.</p> <p><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.</p> <p><u>Nicoll</u> 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.</p> <p><i>Relevant Circulars:</i></p> <ul style="list-style-type: none"> • <u>Strategic Development Incentive (SDI) Scheme</u> • <u>CBD Incentive Scheme</u>
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<p>Uses at the Basement, 1st and 2nd Storey Levels</p> <p><u>Appendix 2: 1st Storey UD Guide Plan (Pedestrian Network) & Activity-Generating Use Plan</u></p> <p><u>Appendix 4: Underground Pedestrian Network</u></p> <p><u>Appendix 5: Elevated Pedestrian Network</u></p>	<p>To create vibrant precincts, attractive and pedestrian-friendly streets, 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 fronting key streets, pedestrian malls, through block links, and public spaces; • Alongside the underground pedestrian links (UPLs) at the basement levels of the developments; and • Alongside the elevated pedestrian links (EPLs) at the 2nd storey of the developments.
<p>Outdoor Refreshment Areas</p>	<p>Outdoor Refreshment Areas (ORA) 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> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Landscaping for Urban Spaces and High-Rises (LUSH) 2.0 Programme: Bonus Gross Floor Area (GFA) for Rooftop Outdoor Refreshment Areas on Landscaped Roofs</u>
<p>Building Form and Massing</p>	<p>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.</p>
<p>Building Height</p>	<p>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</p>

	<p>the waterfront areas, adjacent to low-rise conservation areas, and to safeguard views towards key open spaces.</p> <p>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. Storey height controls will take precedence over technical height controls, if the former is lower.</p> <p>For Residential developments within the CBD, an equivalent building height to the maximum allowable height for a commercial building can be considered to give greater design flexibility.</p> <p>Relevant Circulars:</p> <ul style="list-style-type: none"> • <u>Relaxation of Residential Building Heights in the Downtown Core, Orchard and Rochor (Part) Planning Areas within Central Area</u> • <u>Streetblock Plan for Beach Road, North Bridge Road, Middle Road and Seah Street (Downtown Core Planning Area)</u>
<p>Building Edge <u>Appendix 3:</u> <u>Building Edge</u></p>	<p>To create distinctive and well-defined streets, all developments are generally to be built-up fully to the lines of Road Reserves to a minimum height of 19.0m (approximately 4 storeys) unless otherwise specified. Up to 40% of the length of the building facades, between the corners of the development, can be set back from the lines of Road Reserve to allow for articulation of the building form.</p> <p>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.</p> <p>Specific building edge guidelines for Anson and Cecil subzones are found in <u>Annex A-2</u>.</p>
<p>Building Typology</p>	<p><u>Party-walled developments</u></p> <p>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. Window openings and façade 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.</p> <p>Specific building typology guidelines for Anson Subzone are found in <u>Annex A-2</u>.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Streetblock Plan for Beach Road, North Bridge Road, Middle Road and Seah Street (Downtown Core Planning Area)</u>

<p>Public Space <u>Appendix 2: 1st Storey UD Guide Plan (Pedestrian Network) & Activity-Generating Use Plan</u></p>	<p>It is important to provide public spaces within private developments for users to enjoy.</p> <p>Selected developments are required to provide public space(s) 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), and, where applicable, are encouraged to be linked and designed to be well integrated and easily accessible from the underground and elevated 2nd 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>POPS at Asia Square Tower</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Design Guidelines and Good Practice Guide for Privately Owned Public Spaces (POPS)</u>
<p>Greenery Replacement and Landscaping</p>	<p>To create a green and sustainable city all new developments are required to incorporate landscaping in the form of sky terraces and roof gardens equivalent in size to the built-up area of the site.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Updates to the Landscaping for Urban Spaces and High-Rise (LUSH) Programme: LUSH 3.0</u>
<p>Roofscape</p>	<p>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 areas can be designed to be usable outdoor spaces. All service areas, car parks, mechanical & electrical (M&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>Relevant Circulars:</p> <ul style="list-style-type: none"> • <u>Landscaping for Urban Spaces and High-Rises (LUSH) 2.0 Programme: Bonus Gross Floor Area (GFA) for Rooftop Outdoor Refreshment Areas on Landscaped Roofs</u>

	<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>
Night Lighting	<p>All developments within the boundary of the Night Lighting Master Plan and Civic District Night Lighting Guidelines are required to include night lighting that expresses the architectural design and building form to contribute to the night time skyline of the city.</p> <p>Relevant Circular:</p> <ul style="list-style-type: none"> • <u>Night Lighting Master Plan for the Central Business District (CBD), Marina Centre and Marina Bay</u> • <u>Revision to The Night Lighting Guidelines for The Civic District And Bras Basah Bugis (BBB)</u>
Pedestrian Network <u>Appendix 2: 1st Storey UD Guide Plan (Pedestrian Network) & Activity-Generating Use Plan</u>	<p>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.</p> <p><u>Covered Walkways</u> 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. In exchange, the area is exempt from GFA computation.</p> <p>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.</p> <p>To maintain a distinct district character, all covered walkways are to be predominantly paved in 600mm x 600mm flamed-finish heavy duty grey-green granite tiles for the main pedestrian areas. This excludes precincts with special detailed controls (e.g. Civic District).</p> <p><u>Through Block Links and View Corridors</u> Selected developments are required to provide through block links and/or view corridors to improve the physical and visual permeability of the streetblock.</p>

Appendix 4:
Underground
Pedestrian
Network

Through block links complement the at-grade pedestrian network by allowing pedestrian circulation through long streetblocks. View corridors also safeguard key views through the development.

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.

The covered walkways, linkways, through block links may be exempted from GFA computation if they form part of the larger pedestrian network and comply with specific urban design requirements, if any.



Through block link at One Fullerton

Specific through block link guidelines for Anson Subzone are found in Annex A-2.

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 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.



Marina Bay Link Mall: 7m wide UPL with AGUs on both sides

Elevated Pedestrian Links (EPL)

EPLs 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

Appendix 5:
Elevated
Pedestrian
Network

lightweight link-bridges that span public roads between the 2nd storey walkways. The minimum width of EPLs is 4.0m, unless otherwise specified.

EPLs are to include vertical pedestrian circulation points (comprising a pair of two-way escalators and a passenger lift) within the building envelope to link to the covered walkways at the 1st storey. The entire EPL and the associated vertical circulation points are to remain open for public use at all times.



EPL at OUE Bayfront

Relevant Circulars:



- *Guidelines for Design of Covered and Open Walkways within the Civic District.*

**Servicing,
Vehicular Access
& 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.

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

	<p>block links, public spaces, and where specified, to be set back from the façade 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 façade of the car parking floors is to be designed to match the rest of the building facades (e.g. opaque curtain wall).</p> <div data-bbox="491 456 719 795">  </div> <div data-bbox="738 589 882 781"> <p>One Marina Boulevard: Car park façade designed to match rest of building</p> </div> <div data-bbox="924 456 1185 795">  </div> <div data-bbox="1204 589 1348 781"> <p>Tokio Marine: Mechanised car park recessed behind main façade element</p> </div> <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>Appendix 6: Landscaping Requirements for Key Streets</u></p>	<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 Reserves, as specified below.</p> <p><u>Open Walkway</u> As a guide, the open walkways within the Road Reserves are safeguarded for pedestrian use. These walkways are to be paved in flamed finish heavy duty grey-green granite 600mm x 600mm sized tiles in size, laid perpendicular to the lines of the Road Reserve and coordinated with the paving pattern within the covered walkway. This excludes precincts with special detailed controls (e.g. Civic District).</p> <p><u>Dedicated Cycling Routes</u></p> <p>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.</p> <p><u>Tree and Shrub Planting Specifications</u> The tree and shrub planting specifications for the planting verge within the adjacent Road Reserves is subject to URA and NParks' requirements and approval. The planting verge should be porous</p>

	<p>with sufficient breaks to allow pedestrian movement where meaningful.</p> <p><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.</p> <p><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 Reserves is to be Polo+Signum luminaire in 'Oxyplast PR11/14060/CT Sanded Silver 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 Reserves, 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 Reserves.</p> <p><i>Relevant Circulars:</i></p> <ul style="list-style-type: none"> • <u><i>Guidelines for Design of Covered and Open Walkways within the Civic District.</i></u>
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Annex A-2

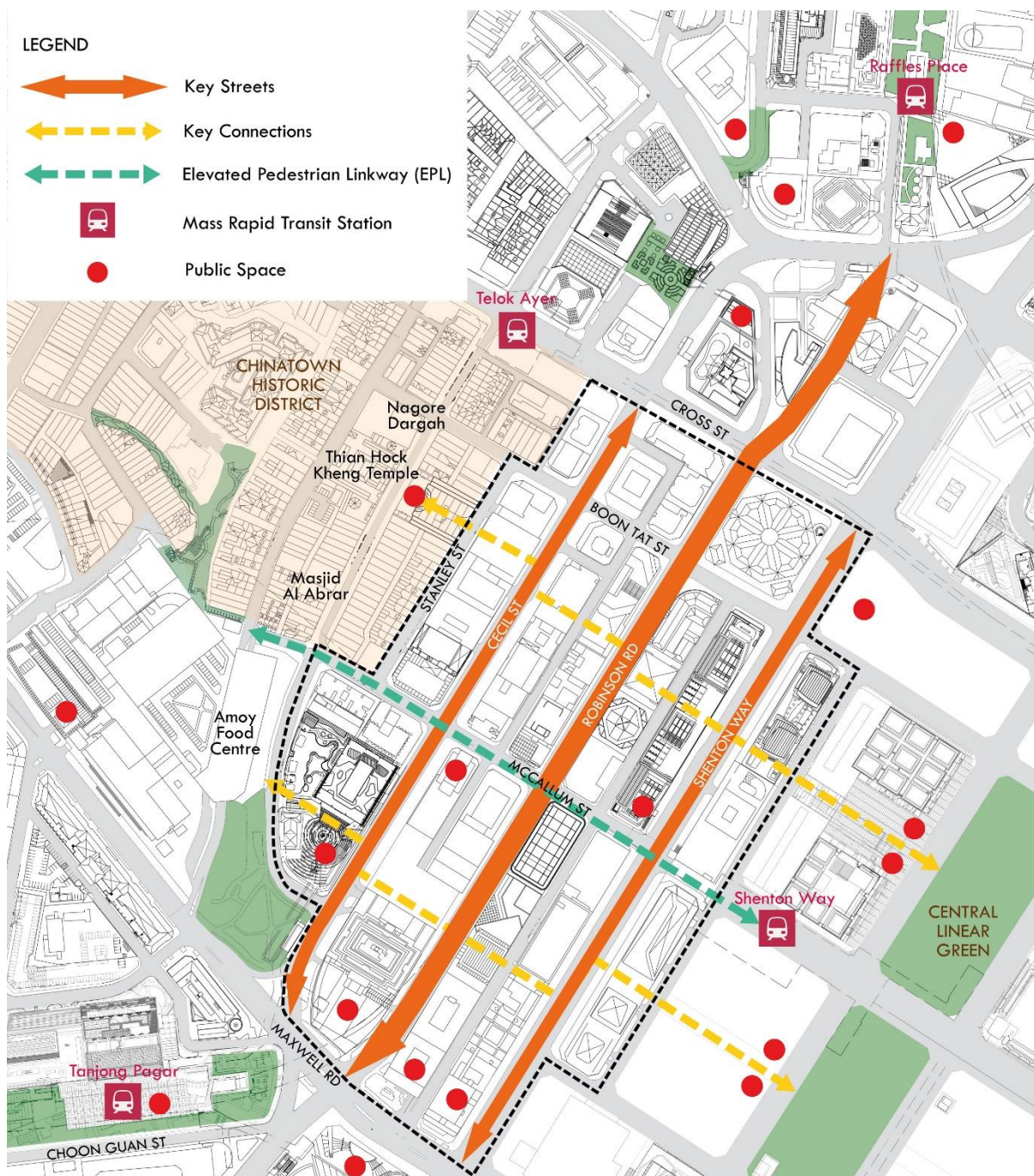
URBAN DESIGN GUIDELINES FOR ANSON AND CECIL SUBZONES

(To be read in conjunction with the urban design guidelines in Annex A-1)

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:

- a. 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
- b. 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).

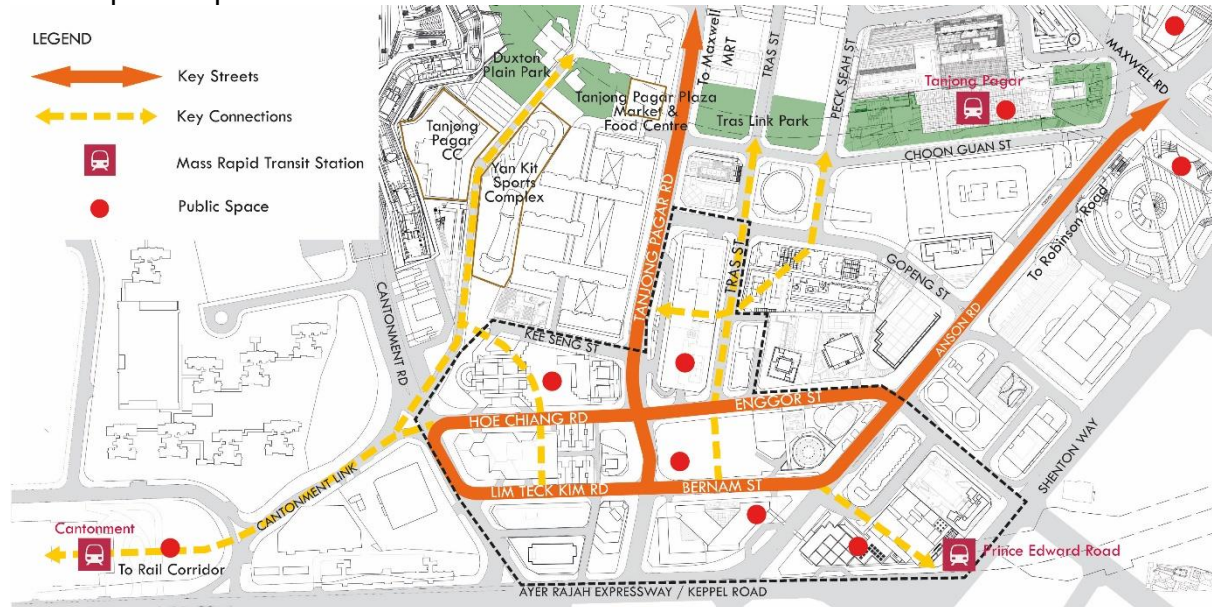
Key Streets

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 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).

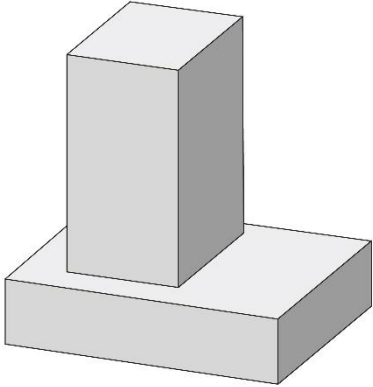
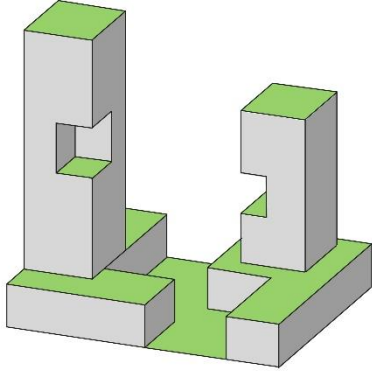
ANSON SUBZONE

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.

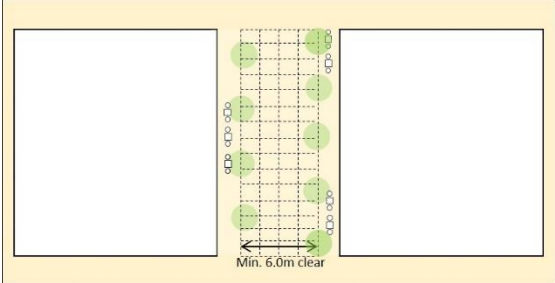
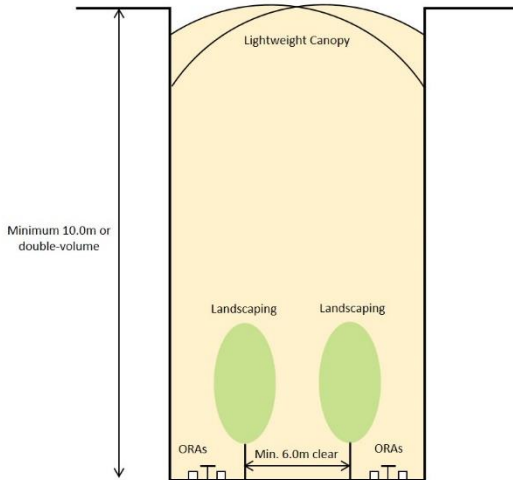


A Neighbourhood of 'Streets & Squares'

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 requirements in Annex A-1, 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 lush 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 along 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).