

URBAN DESIGN GUIDELINES (UDG) FOR JURONG GATEWAY (JURONG LAKE DISTRICT)

About Jurong Gateway

Jurong Gateway will be the commercial hub of Jurong Lake District (JLD) and the West Region. Occupying a total area of 360 ha, JLD will be the largest commercial centre outside the city centre. The District is intended to cater to the diverse needs of businesses and to create job opportunities closer to where people live. Set amid lush greenery and a huge waterbody, JLD is envisaged to be an attractive lakeside destination for business and leisure. JLD will have two unique but complementary precincts: Jurong Gateway and Lakeside.

Centred around Jurong East MRT interchange station, the 70 ha Jurong Gateway will offer an excellent mix of office, retail and other complementary uses. Refer [Appendix 1: Boundary Plan](#).

Jurong Gateway and Lakeside will be seamlessly integrated. Pedestrians can walk conveniently in all-weather comfort from the Jurong East MRT interchange station and bus interchange to most developments and public facilities in Jurong Gateway and Lakeside through an extensive network of at-grade pedestrian walkways, landscaped malls and elevated pedestrian walkways (J-Walk).

JLD will be developed as an urban model of sustainability and will push the boundaries of design and construction to incorporate sustainability from the onset, adopt new mobility solutions that place less reliance on private vehicles and create delightful spaces through creative place-making. Underpinning these efforts will be a focus on sustainable development and resource optimisation, as well as the widespread use of smart technologies across the district.

JLD will be a 'living lab' and regulatory sandbox to explore new ideas and collaboration models in better planning and designing our city, as well as achieving more ambitious sustainability targets.

This set of guidelines aims 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.

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

The planning parameters and urban design guidelines are:

Parameters	Requirements
Building Form & Massing	<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 pedestrian malls.</p> <p>The design of the building form and massing, together with the architectural treatment, is to consider the scale, form and architectural expression of the surrounding buildings, and be designed to create engaging and varied public spaces. Wall-like developments should be avoided.</p>

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	<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>Relevant Circulars:</p> <ul style="list-style-type: none"> • <i>Sensitive Design and Development: An Industry Guide of Good Practices to minimize Wall-Like Development</i>
Building Height	Selected developments may be subject to site-specific building height controls, which will take precedence over technical height controls, whichever is lower.
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>Where applicable, developments are to be built up to the building setback line to create a well-defined urban streetscape. Up to 40% of the length of the building façade can be set back for articulation of the building form and skyrise greenery, or for the creation of open spaces.</p>
Roofscape and Screening	<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>The performance requirements for the screening of roof-top services are as follows:</p> <ol style="list-style-type: none"> To be screened from the top and on all sides; The spacing between the trellis or louver elements is to be equal to or less than their depth;

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	c) The screening elements are to be orientated to cut off views from the street level and surrounding buildings.
Night Lighting	Good night lighting can enhance the nightscape and district character. The night lighting scheme should 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 Jurong Lake District, and submit the signage layout and design to the relevant Authorities for detailed evaluation and approval before Temporary Occupation Permit (TOP) can be issued.
Public Space Appendix 2: Urban Design Plan – 1st Storey Pedestrian Network & Activity Generating Uses	<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 Circulars:</p> <ul style="list-style-type: none"> • Design Guidelines and Good Practice Guide for Privately Owned Public Spaces (POPS)
Uses at the 1st and 2nd Storey Levels Appendix 2: Urban Design Plan – 1st Storey Pedestrian Network & Activity Generating Uses	<p>To create vibrant precincts, as well as attractive and pedestrian-friendly streets, activity-generating uses (AGU) such as retail, food & beverage, and other active uses are to be provided at the following locations:</p> <ul style="list-style-type: none"> • The 1st storey of developments fronting pedestrian malls, key streets and public spaces; and • Alongside the elevated pedestrian walkways at the 2nd storey of the developments. <p>For more information on AGUs, please refer to the Development Control Handbook.</p>
Outdoor Refreshment Areas	Where allowed, Outdoor Refreshment Areas (ORA), i.e. outdoor dining areas, can be considered within the public areas or open spaces within private development sites. The scale and design of the ORA and its structures (if any) are to complement the adjacent building. They can only

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	<p>be considered as an extension of an adjoining indoor F&B unit and are for seating only.</p> <p>If provided, the Gross Floor Area (GFA) for the ORAs are to be computed as part of the maximum permissible GFA for the development and subject to the prevailing Development Control Guidelines under the Planning Act.</p> <p>Developers are encouraged to incorporate spaces for ORAs at the design stage. The ORAs are to be clearly defined to prevent encroachment onto the adjacent pedestrian thoroughfares e.g. through the use of different floor finishes or planters, etc.</p>
<p>Pedestrian Network</p> <p><i>Appendix 2: Urban Design Plan – 1st Storey Pedestrian Network & Activity Generating Uses</i></p>	<p>JLD 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>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 Reserves 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>The minimum width of the covered walkways is to be 3.6m or 5m. Where colonnades are provided, the internal clear width of the covered walkways is to be minimum 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 precinct character and to accentuate the urban character of JLD as a business district, all covered and open walkways within the development boundary of developments bounded by Jurong East Pedestrian Mall (J-Link), Jurong East MRT station and Jurong East Street 12, are to be predominantly paved in mid to dark grey granite slabs of minimally 600 by 600 mm.</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 streetblock.</p> <p>Covered walkways and linkways, as well as through-block links may be exempted from GFA computation if they form part of the larger pedestrian network. Specific design requirements have been imposed on some key sites, depending on the locations of these through-block links.</p>

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<p>Appendix 3: UD Guide Plan – Elevated Pedestrian Network</p>	<p><u>Elevated Pedestrian Network (EPN)</u></p> <p>The Elevated Pedestrian Network, also known as J-walk, is planned to provide seamless connectivity between developments and the existing Jurong East MRT interchange station. Building owners and developers are required to provide elevated links to connect between buildings.</p> <p>The EPN is to match the finished floor level of the MRT station concourse (FFL 116.65) and be maintained at a constant level throughout its entire length, wherever possible.</p> <p>The design and material specifications of floor finishes, hand rails, signage, street furniture and lighting shall be subject to the approval of URA and the relevant Competent Authorities. Detailed design of the signage, and the information displayed, shall also be subject to the approval of URA and the relevant Competent Authorities.</p> <p>Vertical pedestrian circulation points are to be included within the building envelope to link the EPN to the covered walkways at the 1st storey. 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><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 walkways, through-block links and elevated walkways, subject to the prevailing Development Control Guidelines.</p>
<p>Servicing, Vehicular Access & 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>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>

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<p>Smart, Green and Sustainable Initiatives</p>	<p>In line with the planning vision of JLD, the adoption of appropriate infrastructure, design, technologies and programming is encouraged. These shall include, but are not limited to: place-making efforts to create a health and wellness district for the community; car-lite strategies such as provision of parking for bikes/ personal-mobility-devices and changing facilities to encourage active mobility; efficient freight delivery measures such as in-mall distribution; waste management measures to minimise wastage and encourage recycling; data collection as part of a proposed open digital platform for JLD; construction materials/methods that boost higher construction productivity, etc.</p> <p>The developments shall incorporate energy-efficient, water efficient and environmentally-friendly design, technologies and practices, and shall be subject to the requirements of relevant authorities.</p>
<p>Works within the Road Reserves</p>	<p><u>Open Walkway</u></p> <p>As a guide, the open walkway within the Road Reserve is safeguarded for pedestrian use. Any proposed new paving within the Road Reserve will be subject to URA and LTA's requirements and approval.</p> <p><u>Tree and Shrub Planting Specifications</u></p> <p>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><u>Connection to Commuter Facilities</u></p> <p>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></p> <p>Certain key roads within Jurong Gateway 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>