

Circular No : URA/PB/2020/02-CUDG
Our Ref : DC/ADMIN/CIRCULAR/PB_20
Date : 02 Mar 2020

CIRCULAR TO PROFESSIONAL INSTITUTES

Who should know

Building owners, developers, architects

Effective date

With effect from 02 March 2020

URA/PCUD PLAN RELEASE 1/2020E REVISED STREET BLOCK PLAN FOR CANTONMENT ROAD CONSERVATION AREA (OUTRAM PLANNING AREA)

- 1 URA has reviewed and updated the Street Block Plan for [Cantonment Road](#) Conservation Area in view of the realignment of the rear service road in Master Plan 2019.
- 2 The updated street block plan includes planning parameters such as the type of land use, building height, form of development, and covered walkway requirements and vehicular access. Conserved buildings are required to comply with the detailed conservation guidelines for the area. The prescribed guidelines are tabulated and attached in [Annex A](#).
- 3 This street block plan will be used to guide additions & alteration works and redevelopment proposals within the above street block and supercedes the previous street block plan for the area (URA/CUD Plan Release 1/2011E dated July 2011).
- 4 I would appreciate it if you could convey the contents of this circular to the relevant members of your organisation. 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

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ANNEX A

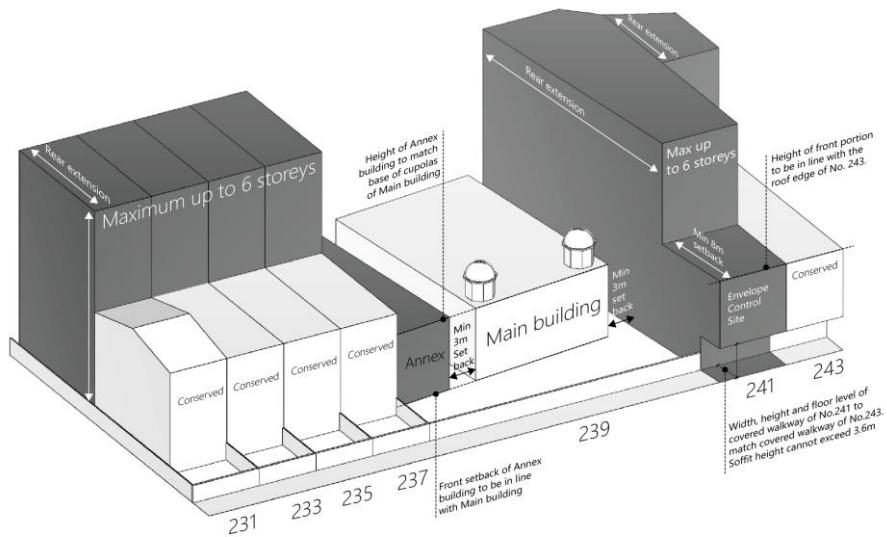
STREET BLOCK PLAN FOR CANTONMENT ROAD (OUTRAM PLANNING AREA)

The purpose of this street block plan is to guide additions & alterations works and redevelopment proposals within the [Cantonment Road](#) street block to ensure that the developments contribute to an attractive streetscape.

The prescribed planning parameters and urban design guidelines for the street block plan are set out below.

PARAMETERS		REQUIREMENTS		
		Conserved Buildings		Envelope Control Site
		No: 231, 233, 235, 237 & 243	No: 239	No: 241
1	Land Use*	Residential Office use can be allowed on a Temporary Permission basis. The proposed Office use is to be on contiguous floors beginning from 1 st storey.	Civic & Community Institution	Civic & Community Institution
2	Gross Plot Ratio	Maximum 2.8	Subject to Evaluation	Subject to Evaluation
3	Conservation Guidelines	The 3-storey conserved main buildings are to be retained and restored according to Conservation Guidelines. Please refer to the Secondary Settlements guidelines for conserved buildings , and the specific façade restoration guidelines. Click here to apply for Façade restoration guidelines. For guidelines on the new rear extensions, please refer to items 4-11.	The detached 2-storey main building is a special building that is to be retained and restored according to conservation guidelines and the specific façade restoration guidelines. Click here to apply for Façade restoration guidelines. An Annex building abutting No. 237 can be considered. For guidelines for the Annex building, please refer to items 4-11.	N.A

PARAMETERS		REQUIREMENTS		
		Conserved Buildings		Envelope Control Site
		No: 231, 233, 235, 237 & 243	No: 239	No: 241
4	Building Height	New rear extensions can be built up to a maximum of 6 storeys.	The maximum height of the Annex building must not exceed the height of the concrete canopy at the base of the cupolas of the main building.	The maximum height for the front portion of the site must not exceed the height of the adjacent conserved building at No. 243. The rear extension can be built up to a maximum of 6 storeys.



5	Building Form	New rear extensions are to be built up to the common boundary abutting the adjacent conserved buildings with a party wall built to the full height of the development. Any party wall that is exposed as an external wall must not have any openings.	The Annex building is to be built up to the common boundary abutting the adjacent conserved building at No. 237 with a party wall built to the full height of the development. Any party wall along this common boundary that is exposed as an external wall is not to have any openings.	The development is to be built up to the common boundary abutting the adjacent conserved building at No. 243 with a party wall built to the full height of the development. Any party wall along this common boundary that is exposed as an external wall is not to have any openings. Openings at the exposed wall facing No. 239 may be considered, subject to detailed
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PARAMETERS		REQUIREMENTS		
		Conserved Buildings		Envelope Control Site
		No: 231, 233, 235, 237 & 243	No: 239	No: 241
				evaluation.
6	Building Setback / Building Edge [#]	In case of any major A&A works, the new rear block of the existing buildings or new rear extensions have to be set back to the safeguarded line of Road Reserve at the rear.	The Annex building is to be set back from Cantonment Road to be in line with the front edge of the main building. It is also to be set back at least 3m from the side of the conserved main building.	<p>The height of front portion facing Cantonment Road is to be in line with the roof edge of No. 243. Above the 2nd storey, the building is to be set back a minimum of 8m from the building edge.</p> <p>The building is to be set back at least 1.5m from the common boundary with No. 239 (approximately 3m from the side of the main building at No. 239).</p>
7	Covered Walkway	N.A	N.A.	<p>The width and height are to match that of adjacent conserved buildings and the soffit height cannot exceed 3.6m.</p> <p>The floor level is to match that of the adjacent conserved building, as well as that of the open walkway wherever possible. Where the difference in level is not more than 175mm, a ramp is to be provided. The gradient of the ramps cannot be steeper than 1:10.</p> <p>The flooring can be of any material provided it does not have a highly polished gloss finish.</p>

PARAMETERS		REQUIREMENTS		
		Conserved Buildings		Envelope Control Site
		No: 231, 233, 235, 237 & 243	No: 239	No: 241
8	Roofscape	<p>For new rear extensions, roof areas are to be well-designed and attractive when viewed from the surrounding developments.</p> <p>For flat roofs, roof parapet walls may be built to a maximum height of 1m. However, architectural features on such walls may exceed this limit and will be evaluated on a case-by-case basis.</p>	<p>Roof areas of the Annex building are to be well-designed and attractive when viewed from the surrounding developments.</p> <p>For flat roof at the Annex building, roof parapet walls may be built to a maximum height of 1m. However, architectural features on such walls may exceed this limit and will be evaluated on a case-by-case basis.</p>	<p>Roof areas are to be well-designed and attractive when viewed from the surrounding developments.</p> <p>For flat roofs, roof parapet walls may be built to a maximum height of 1m. However, architectural features on such walls may exceed this limit and will be evaluated on a case-by-case basis.</p>
9	Service Areas	<p>All service areas, mechanical and electrical (M&E) equipment, water tanks, car parking lots, etc., are to be located within, and be fully integrated into, the building envelope and visually well-screened from the top and on all sides.</p> <p>Relevant Guideline:</p> <p><u>Guidelines To Encourage More Innovation And Better Design Of Rooftop – Screening Of Mechanical & Electrical Services And Car Parks On Roofs And Building Facades Within The Central Area</u></p>		
10	Car Parking	<p>Sufficient car parking spaces are to be provided within the site boundary of the development to meet the needs of the proposed uses. The provision of car parking spaces is to comply with LTA's requirements.</p>		
11	Vehicular Access	<p>All vehicular access is to be taken from the safeguarded rear service road.</p>		

* Please refer to the updated Master Plan land use zoning. Where there is any discrepancy, the Master Plan land use zoning shall prevail.

The plot for road widening is required by LTA to be vested free of charge in the State with vacant possession and free from encumbrances prior to the issue of CSC for the development.

