



Figure 9.2
Location of the 'Golden Shoe',
Shenton Way and Marina South.

the fourth largest foreign exchange market in the world. The incremental shaping of the towering urban skyline responds to the rising position of Singapore city in the expanding international economy, and its increasingly important role in regional finance, industry and port services (Chua, 1989).

The spatial consequences of the decentralized new towns all over the island, and the concentrated downtown development in the centre, resulted in an almost total functional divide between living and working. The boundaries of the city centre, fringe towns and restricted green areas are clearly demarcated, and spatially divide the way people work, live and play in the city.

From CBD to New Downtown

The office-oriented development of Shenton Way CBD since the late 1960s is a clear example of functional planning, in which profitability, land-use optimization and independently operating institutions and corporations are reflected in a

Figure 9.3
The urban skyline of 'Golden Shoe' CBD in the late 1990s.
 (Source: Pacific productions.)



planning of isolated object-like building design, intensive development and high-rise urban form. The principles of efficient layout, road circulation and parking dominated at the expense of the pedestrian environment. The consequences of this type of functional planning and its high price resulted in a very exclusive CBD (Figure 9.3). After office hours, the downtown areas have become a deserted and dead urban environment.

In 1996, the government proposed a 'New Downtown' to be located on the reclaimed land of Marina South with the policy intention of creating an environment combining work, leisure and living in a single location. Planned as an extension of the existing Shenton Way CBD area, the Singapore New Downtown was planned to provide about 3 million m² of office space, which almost doubled the size of the current CBD. The design of New Downtown applied the principle of 'maximum pedestrian traffic, minimum vehicular congestion'. All modes of transportation were planned next to, under or at the edge of the development. Vehicular traffic was stopped or restricted at the edge of the district by interceptor car parks, which were intended to encourage the district-wide pedestrian movements that were to be connected to inward looking and 'all weather comfort' environments at the basement, 2nd storey and 30th interchange floor by multi-level through block links and travellers (Singapore URA, 1996). The concept of Singapore Urban Redevelopment Authority's (URA) New Downtown