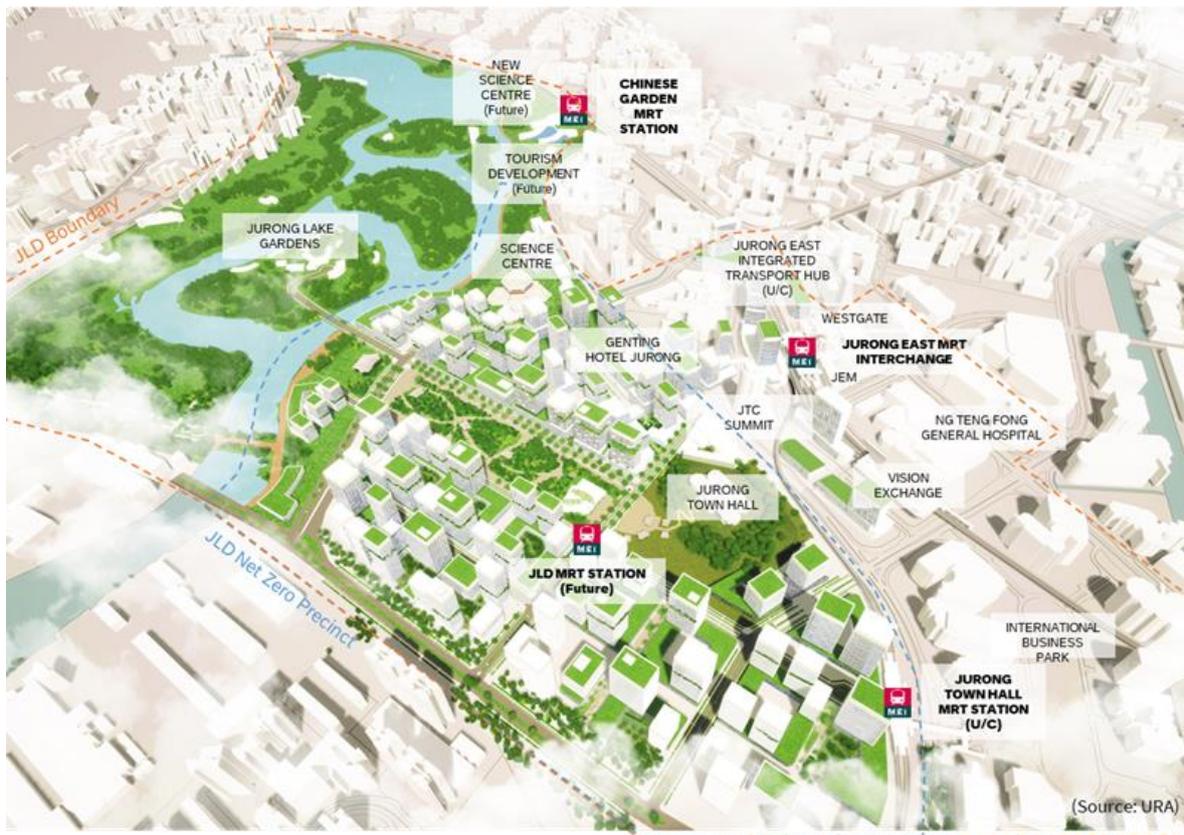


## FACTSHEET ON JURONG LAKE DISTRICT

Jurong Lake District (JLD) is a 410ha new growth area in western Singapore and is planned to be the largest mixed-use business district outside the city centre to support our decentralisation efforts and to grow our economy. JLD will be a model district that promotes urban sustainability and a healthy living environment for residents, workers, and visitors. Sustainability is important to businesses and positioning the district as a world-class sustainability district will support our economic objectives by creating new jobs and business opportunities in the green economy sector.



JLD aims to achieve net zero emissions for new developments around 2045. To achieve our ambition, URA has worked with agencies to introduce four key strategies in the district:

- a) All new developments (including residential developments) will be required to achieve BCA's Green Mark Platinum Super Low Energy (SLE) standards, with some, if not all, new developments achieving Zero Energy standards as new technologies and systems evolve over time<sup>[1]</sup>.
- b) We will maximise solar energy deployment on buildings and vacant land within the district as a transitory measure to offset the district's emissions while the national grid is being decarbonised over time.
  - We will work with all new developments in the district to optimise the generation of renewables onsite by installing rooftop solar panels and building-integrated photovoltaics (BIPVs) to meet part of their energy needs.

- We will also use vacant land in JLD that is not needed for development in the next 15-20 years for interim solar farms to maximise onsite renewable energy generation. URA will roll out these solar farms within the next few years in tandem with the completion of new developments in the district, tentatively from 2028 onwards.
- c) All new developments (including residential developments) are required to use District Cooling, which improves energy efficiency, saves manpower and reduces carbon emissions.
- URA will launch a Request-for-Proposals in the next few months to appoint a District Cooling operator to serve new developments in Jurong Lake District.
  - District Cooling was first implemented in Marina Bay in 2006 and users of the network have enjoyed efficiency and energy savings. Similarly, with JLD being a mixed-use district, different types of building users can tap on the cooling system at different times of the day. In this way, cooling demand is more spread out across the day, which lowers peak demand and increases overall energy efficiency.
  - By connecting to the District Cooling System, space within the developments that were previously set aside for chiller plants can now be freed up for higher value uses. Building roofs, which were previously required to house cooling towers, can also now be freed up for other uses such as rooftop greenery and solar panel deployment.
- d) To achieve our car-lite vision and to support greener mobility in the district, at least 85% of all trips are targeted to be made by Walk-Cycle-Ride<sup>[2]</sup> modes of transport by 2035. The bus fleet serving JLD also comprises cleaner energy buses, including fully electric buses that would be deployed on feeder services by 2030.
- By the 2030s, two new MRT lines serve the district, supplementing the existing North-South and East-West MRT lines and enhancing connectivity between JLD and the rest of Singapore. Phase 2 of the Jurong Region Line (JRL), which is currently under construction and is expected to be operational in 2028. Phase 2 of the Cross Island Line (CRL) was recently announced and is expected to be ready by 2032.
  - Majority of the new roads in JLD will have wider footpaths and cycling paths to encourage people to cycle or use greener active mobility modes. In addition, some of these roads will also be designed as Transit Priority Corridors, which are roads that integrate the provision of bus priority with the walking and cycling network, to facilitate smoother and more sustainable ways of commutes.
  - An elevated pedestrian network, known as J-Walk, has been implemented around Jurong East MRT station, allowing people to move between developments and the station in all-weather comfort. J-Walk will be extended to more buildings as we progressively develop the district.

- JLD has also been gazetted as a car-lite area (i.e. Parking Zone 4) since 2019. This means that new developments and re-developments in JLD will be subjected to more stringent car parking requirements.
- e) In addition to the above strategies, we will also set aside about 40% of the total land area in JLD for parks, green spaces and waterbodies to help cool the district and for people to relax and enjoy recreational activities. All buildings will also have to meet the 100% Landscape Replacement Area requirement, where greenery within the land parcels that is lost to construction will be fully replaced within the developments in the form of landscaping, roof top gardens, sky terraces, vertical greening etc.

*[1] A Green Mark Super Low Energy (SLE) building must achieve at least 60% improvement in energy efficiency above 2005 baseline levels. A Zero Energy building must have 100% or more of its energy needs supplied from renewable energy sources.*

*[2] Walk Cycle Ride SG is Singapore's vision for an inclusive city with a transport system that enables everyone to take part in our lively city. Walking, cycling and other greener ways to travel such as Public Transport, Active Mobility and shared modes of transport (e.g. taxis and private hire cars) are made easier with more sheltered walkways, park connectors and measures for a car-lite city.*