

S C H E M E A R E A



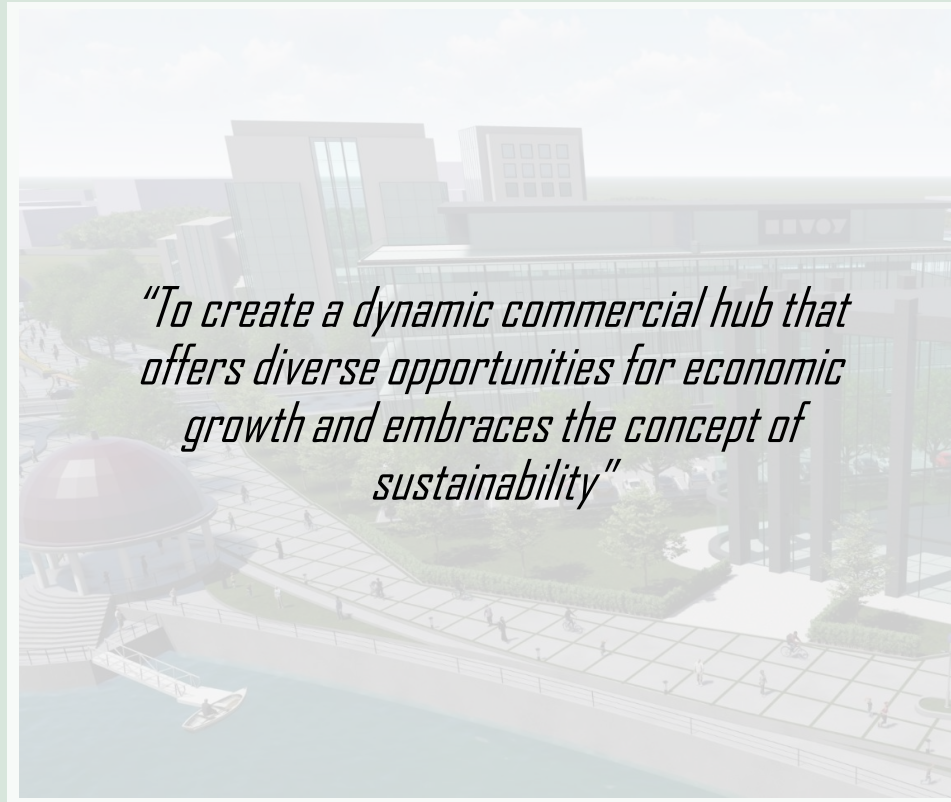
AREA BACKGROUND

Kiulap Commercial Centre was initially developed in the 1990s and has since evolved into one of the most prominent retail hubs in Brunei Darussalam owing to its strategic location. A significant factor contributing to the success of the Kiulap Commercial Center is the construction of the Kiulap Loop Road (Phase 1, 2, & 3), which was developed through a collaborative effort between the government and private sectors in three distinct phases.

In light of the growing demand for new developments within the area, a planning scheme has thus been prepared. This Kiulap Planning Scheme area covers the western part of the commercial area and encompasses an area of 19.857 hectares (49.068 acres).

The planning scheme aims to establish comprehensive planning strategies and frameworks. The goal is to ensure that future developments are designed harmoniously and well integrated with the surrounding area, thus fostering a cohesive environment for businesses.

V I S I O N



"To create a dynamic commercial hub that offers diverse opportunities for economic growth and embraces the concept of sustainability"

PLANNING STRATEGIES

C O N N E C T I V I T Y

To address the current challenges of traffic movement in the area, road proposals have been developed that aims to connect all areas within the Kiulap Commercial area and promote better traffic circulation. Further expanding connectivity to the area will be through pedestrianisation and a multi-modal transportation hub (a central area that connects different transportation modes). River mode of transport will connect this area with surrounding commercial areas.

S U S T A I N A B I L I T Y

To ensure climate adaptability, rewilding the area with plants is necessary and incorporating green designs of development. In addition a storm water management needs to be in place.

M I X E D - U S E

To create opportunities for social and economic activities in the area, a more efficient use of land is to be promoted. This is to be done through the redistribution of land parcels, promote a mix of use and development of the waterfront area as centre for community engagement.

P R O P O S A L



*Numbers indicated on masterplan corresponds with the proposals number

PROPOSAL 1

LOOP ROAD CONSTRUCTION



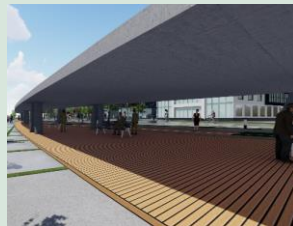
The construction of Loop Road Phase 4, designed with a width of 40 meters, will connect the existing developments in Kiulap Phases 1, 2, and 3. This project is expected to enhance traffic flow and alleviate congestion in the area. Additionally, internal roads with widths of 15 meters and 20 meters will be constructed to facilitate connectivity between future developments within this planning scheme.

PROPOSAL 2 KIULAP RIVERFRONT



This planning scheme proposes the development of the waterfront to maximize the potential of the area adjacent to the river. The waterfront is envisaged to create a gateway from surrounding areas via river mode of transport.

The waterfront will be a public space that is readily accessible with amenities that encourage community interaction and engagement. A space for community use for different events is also to be allocated.



These elements contribute to a vibrant and dynamic commercial landscape that supports both businesses and the community, ultimately enriching the quality of life for residents and visitors alike.

PROPOSAL 3 RESILIENT DEVELOPMENT

To improve the overall sustainability of the area and particularly ensure resilience of development against the risks of flooding, a number of initiatives are to be undertaken ;

- Creation of a pond to manage rise in water level
- Introduce more green spaces and promoting variety of biodiversity
- Encourage permeable pavements
- Use of solar energy
- Green building initiatives



DEVELOPMENT GUIDELINE

To ensure that the vision for the scheme is achieved, a development guideline for the area has been proposed which includes :

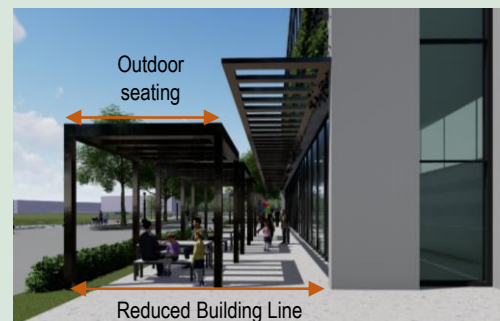
- 4.5m platform level for all land within the scheme boundary
- Encouraging off-street parking through basement or multi storey car park to optimize land for other uses
- Encouraging the provision of pedestrian linkages between developments
- Waterfront as gateway for river transport
- Provision of walkway and building apron
- Integrating of vertical greening or incorporation of green area within development
- Building façade fronting main road and waterfront to be designed innovatively
- Encouraging public open spaces to be integrated in the development including plaza, square or rooftop

PLANNING INCENTIVES

Planning incentives are offered to developments that can contribute towards the implementation of Proposal 1 -3.

- Reduced building line fronting 40 meter road and river
- Increased in commercial and hotel component ratio and plot coverage
- Allow certain activities to be done within the building line (for areas fronting stateland)

*The incentives stated above are subject to the conditions that have been set by the Planning Authority.



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Kiulap Commercial Area Planning Scheme