
**SALE OF LAND PARCEL
FOR RESIDENTIAL DEVELOPMENT
AT EAST COAST ROAD**

TECHNICAL CONDITIONS OF TENDER

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PART I

1.0 GENERAL

- 1.1 The Urban Redevelopment Authority (“the Authority”), acting as agent for and on behalf of the Government of the Republic of Singapore (“the Government”), is inviting offers for lease by tender for the Land Parcel at East Coast Road (“the Land Parcel”). The lease of the Land Parcel is subject to these Technical Conditions of Tender and the Conditions of Tender for the Land Parcel. In these Technical Conditions of Tender, where the context so admits, the expression “the Authority” includes the Government.
- 1.2 The Successful Tenderer shall, in addition to the Conditions of Tender, observe and comply with these Technical Conditions of Tender. The Conditions of Tender and these Technical Conditions of Tender shall be read in conjunction with the Control Plan provided in the eDeveloper’s packet.

PART II

2.0 PLANNING CONCEPT

- 2.1 The Land Parcel is located within Bedok Planning Area at East Coast Road, and within the Siglap Identity Node.
- 2.2 The subject site is located within an established residential area, comprising developments such as Axis @ Siglap and Finland Gardens condominium, as well as landed housing estates along East Coast Road and East Coast Terrace.
- 2.3 The site is in close proximity to a range of commercial amenities, including Siglap Centre, Siglap V, Siglap Shopping Centre, and a row of shops along East Coast Road. The upcoming Siglap South Integrated Development will further enhance the range of amenities in the vicinity.
- 2.4 Residents will also have access to a variety of recreational amenities and educational institutions in the area. It is within easy reach of East Coast Terrace Park, which offers direct connectivity to East Coast Park via the Park Connector. Nearby educational institutions include Victoria School and Sekolah Indonesia Singapura.
- 2.5 The site is well served by public transport, including bus services along East Coast Road and rail services from Siglap MRT station. The site is also well connected to the Central Business District via the East Coast Parkway.
- 2.6 Vision
The site is located within Siglap, designated in 2025 as an Identity Node along the Historic East Identity Corridor. Siglap is valued for its human-scale streets, laid-back character and lush greenery. During URA's 2025 Identity Corridor public engagement exercise, residents and stakeholders expressed a desire for better walkability and more open spaces while retaining these qualities. Accordingly, the proposed development shall respond sensitively to Siglap's low-rise, fine-grain urban fabric and reinforce its lush, green character.

PART III

3.0 SUMMARY OF PLANNING AND URBAN DESIGN REQUIREMENTS

- 3.1 A summary of the planning and urban design requirements is set out in Table 1. The detailed planning and urban design requirements are set out in Part IV.

Table 1 – Summary of Planning and Urban Design Requirements for the Land Parcel

PARAMETERS	PROVISIONS/ REQUIREMENTS
Site Area ¹	Plot 1: 2,481.1 m ² Plot 2: 3,021.9 m ²
Land Use / Zoning	Residential
Type of Proposed Development	The proposed residential development shall be for Flats, or a combination of Flats and Long-stay Serviced Apartments (SA2) If Plot 1 and Plot 2 are developed as a single development, Condominium can also be allowed. SA2, if proposed, shall be on Plot 2 only. Serviced Apartments and strata landed houses will not be allowed.
Permissible Gross Floor Area (GFA)	Maximum GFA: 8,805 m ² Minimum GFA: 7,925 m ²
Building Height (maximum)	Maximum 6 storeys
Building Setback	The proposed development shall provide a setback which is aligned with the adjacent retained Block 1 East Coast Road, for the frontage along East Coast Road. To follow prevailing Development Control guidelines for all other boundaries. The details are set out in Part IV (Condition 4.7) and as shown in the Control Plan.
Building Edge	The proposed development shall provide a building edge of minimum 2 storeys fronting East Coast Road. The details are set out in Part IV (Condition 4.6) and as shown in the Control Plan.

¹ Subject to final cadastral survey

PART IV

4.0 PLANNING AND URBAN DESIGN REQUIREMENTS

4.1 General Guidelines

- 4.1.1 The Planning and Urban Design Requirements as set out in Part IV are to be read in conjunction with the Control Plan and the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees provided in the eDeveloper's Packet.

Development Control

- 4.1.2 The Successful Tenderer shall comply with the Development Control (DC) Guidelines issued by, or that may be issued by the Competent Authority under the Planning Act 1998, unless otherwise stated in the Technical Conditions of Tender.

- 4.1.3 Where applicable, the Successful Tenderer's Qualified Person shall submit a Development Statement of Intent (DSI), together with their development proposal, to the Competent Authority under the Planning Act 1998 at the formal submission stage in compliance with prevailing guidelines and circulars issued by the Competent Authority.

Access into State Land

- 4.1.4 For the purpose of entering State Land to carry out any works for the purpose of or in relation to the proposed development as may be required under these present Technical Conditions of Tender or Conditions of Tender, the Successful Tenderer shall obtain a Temporary Occupation License (TOL) from the Singapore Land Authority (SLA) for use of the State Land. The TOL may be granted on such terms and conditions and subject to the payment of such charges and fees as the SLA may determine.

Existing Underground Structures

- 4.1.5 The Successful Tenderer shall be responsible to carry out his own site investigation, at his own cost and expense, to verify whether there is any sub-structure or other obstructions (e.g. footings, piles, tree roots) in the ground of the Land Parcel and ascertain their effect on the proposed development, including the removal of such sub-structure or obstructions, if necessary. The Successful Tenderer shall be deemed to have notice of any sub-structure or other obstructions in the ground of the Land Parcel and shall not raise any objection or requisition whatsoever in respect of any sub-structure or other obstructions.

Deviations from Planning Requirements

- 4.1.6 The Planning and Urban Design requirements, as set out in this Part relating to location, height, size, area or extent of uses etc., are specified with a view to achieving the relevant planning objectives as outlined or indicated in the provisions in this Part. The Successful Tenderer may submit an alternative proposal to any such requirements for the Authority's consideration. Where the Authority is satisfied that the alternative proposal

will serve to achieve the planning objective relevant to the requirement, the Successful Tenderer may be allowed to adopt such alternative proposal instead; in which event, the relevant provisions in this Part shall be deemed to have been complied with. The Authority however reserves the absolute discretion to decide whether to allow any alternative proposal to be adopted.

4.2 Land Use and Quantum

4.2.1 The Land Parcel is to be developed for a Residential development. The maximum permissible Gross Floor Area (GFA) for the proposed development is 8,805 m² and the total GFA to be built is not to be less than 7,925 m².

4.2.2 Any additional GFA, over and above the maximum permissible GFA specified for the proposed development and accrued from incentive GFA schemes will be subject to the prevailing Development Control Guidelines and the approval of the Competent Authority under the Planning Act. This additional GFA may be subject to the payment of Land Betterment Charge, if applicable.

4.2.3 All tenderers are advised to carry out their own simulation studies to ascertain the achievable GFA for the proposed development, particularly if any additional bonus GFA allowable under the prevailing Development Control Guidelines can be included in the proposed development. Such simulation studies should account for all relevant considerations including the building height controls and existing ground conditions of the Land Parcel as well as the possible need to provide basements.

Long-stay Serviced Apartments (SA2) use

4.2.4 The Successful Tenderer may develop SA2 on Plot 2 only.

4.2.5 The SA2 units (if proposed) shall be segregated from the residential condominium/flat units. The SA2 units and residential condominium/flat units shall not be located on the same storey within the same block.

4.2.6 The Successful Tenderer shall comply with the requirements of SA2 as set out in the prevailing DC guidelines, including but not limited to the minimum unit size, layout and minimum stay duration requirements.

Option to develop as one single development or two separate developments

4.2.7 The Successful Tenderer may develop the Land Parcel as one single development over both Plot 1 and Plot 2, or as two separate developments on each plot. If it is developed as two separate developments, the developments in Plot 1 and Plot 2 are to be designed independently of each other with separate physical vehicular access and building structures, including car parks, substations, bin centres and other ancillary structures. The proposal is subject to compliance with Development Control guidelines

such as building setback and satisfactory layout etc. at the formal DC submission stage and approvals of relevant Competent Authorities.

Pedestrian Link Bridge

- 4.2.8 If the Land Parcel is developed as one single development, the Successful Tenderer has the option to construct, at his own cost and expense, a pedestrian link bridge to connect Plot 1 and Plot 2, subject to the requirements and approval from the Authority and the relevant Competent Authorities. Its location as shown in the Control Plan is indicative.
- 4.2.9 The structure within the airspace shall be designed as an integrated part of the development. Any supporting structures for this pedestrian link bridge shall be wholly located within Plot 1 and Plot 2. The link bridge shall be designed as a lightweight structure, of maximum width 4m and maximum 1 storey in height.
- 4.2.10 The pedestrian link bridge shall have a minimum 5.4m-high headroom clearance (unless as otherwise approved by the relevant authorities) between the base of the pedestrian link bridge and the independent decking that is over the existing open drain.
- 4.2.11 If the pedestrian link bridge is proposed, the Successful Tenderer will have to apply to SLA for the direct alienation of airspace, along with the setting-out plan and a processing fee of \$1,000 (inclusive of GST). The Successful Tenderer shall be granted a lease for such part of the airspace within which the pedestrian link bridge is built for a term commencing from and on such date as the Authority may determine and expiring on the same date as the Land Parcel lease at a sale price to be determined by the Chief Valuer appointed by the President of Singapore under Section 3 of the State Lands Act 1920.
- 4.2.12 The airspace is estimated to contain the area of 30 m² (horizontal cross-sectional area). The exact location, boundary and horizontal cross-sectional area of the airspace to be leased to the Successful Tenderer shall be subject to cadastral survey by the Successful Tenderer.

4.3 Strata Sub-division

- 4.3.1 If the proposed development comprises SA2, the SA2 units shall be held under a single strata lot.
- 4.3.2 If a pedestrian link bridge is provided, it shall be held as common property and shall not form part of, or be for the exclusive use of, any individual strata lot.

4.4 Building Form and Massing

- 4.4.1 The proposed development shall respond and relate sensitively to Siglap's low-rise and fine-grain urban fabric while strengthening its unique identity. The proposed development shall capitalise on the existing matured trees along the roadside and within the Land Parcel to provide a well-articulated development set within a lush landscape.
- 4.4.2 The architectural design shall adopt tropical design strategies appropriate to Singapore's climate. The façades shall be well articulated with an appropriate proportion of solid (walls) and voids (fenestrations), incorporating architectural elements such as balconies, recessed windows, roof terraces, sun-shading devices, planter boxes, vertical greenery and other features that contribute to climatic responsiveness. Full-height glass façades are not permitted.
- 4.4.3 The overall form shall be well articulated to maintain visual porosity across the land parcel. Hence, the development shall not create a wall-like effect when viewed from all elevations. Please refer to URA's circular "Sensitive Design and Development: An Industry Guide of Good Practices to Minimise Wall-Like Developments" dated 4 March 2010.

4.5 Building Height

- 4.5.1 The proposed development is subject to a height control of maximum 6 storeys. This is to ensure that the development relates well to the surrounding low-rise residential neighbourhoods.
- 4.5.2 All construction equipment and temporary structures, such as cranes, piling rigs, etc., as well as permanent structures, such as water tanks, mechanical and electrical (M&E) equipment, lift motor rooms, TV antennae, etc., are subject to a maximum allowable technical height control of 110m SHD and are to comply with the requirements of the relevant Competent Authorities. Republic of Singapore Air Force (RSAF)'s clearance shall be sought for the use of construction equipment and temporary structures above 110m SHD, via email to height_control@defence.gov.sg.
- 4.5.3 The Successful Tenderer shall consult the Civil Aviation Authority of Singapore (CAAS) (caas_ansp_ols@caas.gov.sg) and the Defence Science & Technology Agency (DSTA) (landuse@dsta.gov.sg) via email prior to making the submission at Design Gateway in CORENET X, to obtain CAAS' and DSTA's clearance for the total building height and site layout. The Successful Tenderer shall include URA Development Control Group (ura_dcg_registry@ura.gov.sg) in the email consultations to CAAS and DSTA.
- 4.5.4 Prior to the Construction Gateway submission, the Successful Tenderer shall similarly consult CAAS and DSTA with the detailed development plans for clearance if required.

4.5.5 The Successful Tenderer shall obtain CAAS' prior written approval before mobilising and/or installing any construction machineries on the Land Parcel. An application to CAAS is to be submitted by the Successful Tenderer using the Crane Application Form available at URL: <https://www.caas.gov.sg/e-services-and-forms/application-for-obstacle-clearance>.

4.5.6 The Successful Tenderer shall submit a certified surveyor as-built plan to CAAS and DSTA prior to applying to the Building Control Authority (BCA) for the Temporary Occupation Permit (TOP) or Certificate of Statutory Completion for the development on the Land Parcel.

4.6 Building Edge

4.6.1 There shall be a minimum 2-storey building edge along the building setback line for the proposed development, as shown in the Control Plan, to create a continuous building edge with the existing Block 1 East Coast Road.

4.7 Building Setback

4.7.1 The setback of the proposed development on Plot 2, fronting East Coast Road, shall be aligned with the adjacent retained Block 1 East Coast Road, as shown in the Control Plan.

4.7.2 For all other frontages, the proposed development shall comply with the prevailing Development Control Guidelines on building setback requirements issued by the Competent Authority.

4.7.3 The green buffer/planting strip areas of the proposed development are to be well planted with predominantly native tree and shrub species to create a lush and verdant environment. The detailed landscaping proposal will be subject to the approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.7.4 Minor ancillary structures, e.g. guardhouse, may be allowed within the building setback areas and green buffer, subject to the Objective-Based Guidelines for Ancillary Structures in the URA Development Control Handbook and NParks' Guidelines on Greenery Provision and Tree Conservation for Developments. Minor ancillary structures, if provided, are to be well designed and well integrated with landscaping.

4.8 Building Platform Level

4.8.1 The minimum platform level for the proposed development shall comply with the requirements of the relevant Competent Authority.

4.9 At-grade Pedestrian Network

Landscaped Walkway and Independent Decking Structure

- 4.9.1 The Successful Tenderer shall design and construct, at his own cost and expense, a 7.5m-wide landscaped walkway within the Drainage Reserve, as shown in the Control Plan. This walkway is envisaged to provide a green pedestrian connection between East Coast Road and East Coast Terrace:
- The walkway shall be built over the existing 4.5m-wide open drain using an independent decking structure. It shall include a footpath between 4.0m and 6.3m-wide. A minimum 1.2m-wide green verge on true ground shall be provided along the eastern edge of the Drainage Reserve, adjacent to the decking.
 - Separately, where the final width of the decking is less than 6.3m, the difference shall be accommodated by a corresponding increase in the width of the true-ground green verge.

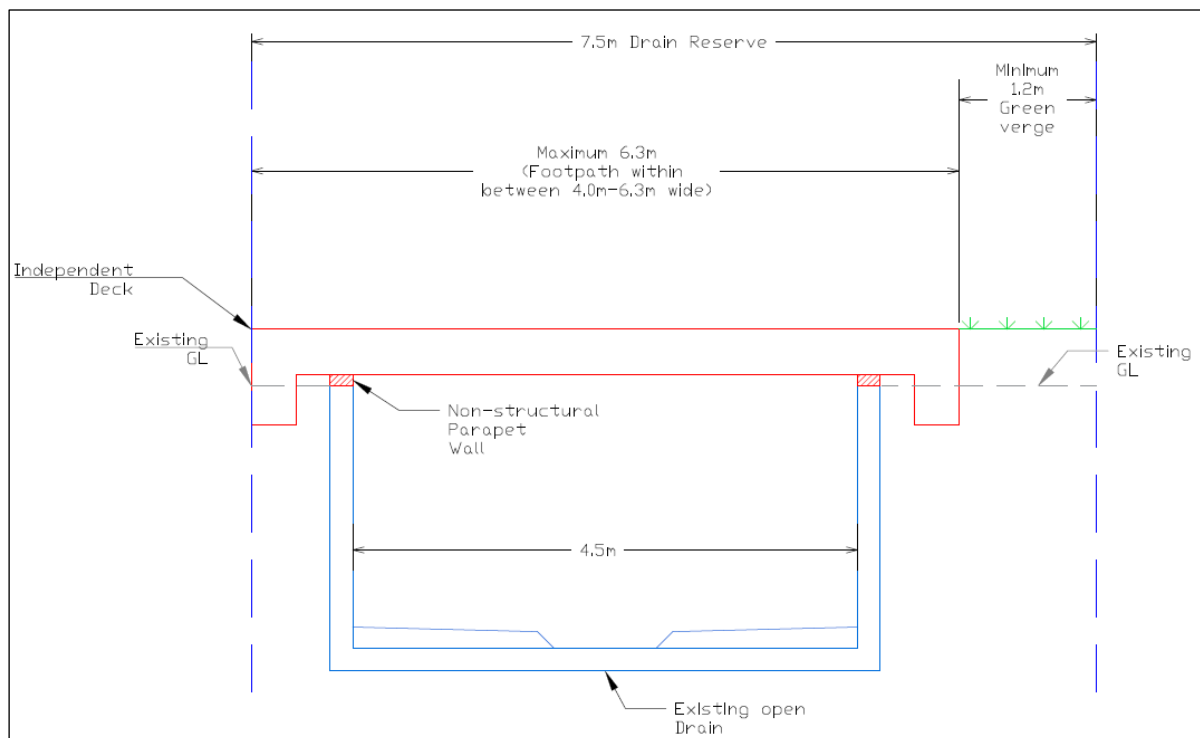


Figure 1: Section of Landscaped Walkway and Independent Decking Structure (for illustration only)

- 4.9.2 Sufficient loading shall be provided as part of the design for the independent decking to accommodate potential landscaping in planter boxes that Others may implement in the future.

- 4.9.3 Lampposts and benches shall be provided along the landscaped walkway at a reasonable interval. Proposed benches shall be designed to be removable and shall not obstruct the drainage maintenance of the open drain underneath the independent decking structure. Please refer to LTA's "Walking and Cycling Design Guide" for more information.
- 4.9.4 The Successful Tenderer shall ensure that pedestrian connectivity between East Coast Terrace and East Coast Road is maintained at all times throughout the construction period. The existing footpath and the lighting, poles and chains serving the footpath on the western boundary of Plot 1 shall only be removed after the landscaped walkway is completed and opened for public use.
- 4.9.5 More details of these requirements are set out in Clauses 3.2, 7.2 and 8.3 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees. The landscaped walkway shall be completed prior to, or at the same as, when the Successful Tenderer obtains TOP for the development. Upon completion, the Successful Tenderer shall hand over the independent decking with lighting and proposed benches to LTA for maintenance. The green verge shall be handed over to NParks for maintenance. Until such time when the landscaped walkway and decking structure are taken over by the relevant authorities, the Successful Tenderer shall maintain it at his own cost and expense, to the satisfaction of the relevant Competent Authorities.
- 4.9.6 The Successful Tenderer shall demolish and remove, at his own cost and expense, the existing concrete paths along both sides of the Drainage Reserve between East Coast Road and East Coast Terrace, including the portion of existing concrete path within Block 1 boundary. Where the works involve State Land outside the Land Parcel, the Successful Tenderer must obtain a Temporary Occupation Licence (TOL) from the Singapore Land Authority (SLA).
- 4.9.7 SLA is carrying out construction works at Block 1 East Coast Road. The Successful Tenderer shall liaise and coordinate with SLA (Lewis_Lim@sla.gov.sg and Jomel_Ho@sla.gov.sg) on the detailed implementation timeline such that progress of works at the interface by respective contractors is not affected.
- Other Footpaths and Active Mobility
- 4.9.8 The Successful Tenderer shall design and construct, at his own cost and expense, the following footpaths below and as shown indicatively on the Control Plan. Details are set out in Section 7.0 of the Competent Authorities and Public Utility Licensees and shall be subject to the requirements and approvals of relevant Competent Authorities:
- a. 3.5m-wide footpath within the roadside table along East Coast Road abutting the site boundary until the junction of East Coast Road/ Siglap Road

- b. Widen the existing footpath along Siglap Road into a 1.8m-wide footpath and connect it to the 3.5m-wide footpath along East Coast Road.

4.9.9 The pedestrian footpath along East Coast Road and Siglap Road shall be finished with granolithic paving materials (Figures 2 and 3). The proposed paving pattern shall reference the existing paving in the vicinity and contribute to a cohesive streetscape.



Figures 2 and 3: Examples of granolithic paving in the vicinity

4.9.10 Upon completion, the Successful Tenderer shall hand over the footpath within the road reserves to LTA for ownership and maintenance. Until such time when they are taken over by LTA, the Successful Tenderer shall maintain the footpath within the road reserves to the satisfaction of the relevant Competent Authorities.

4.9.11 The Successful Tenderer shall reinstate the existing road-related and commuter infrastructure facilities such as the footpath and cycling path if they are affected by the development works.

4.10 Roofscape and Screening

4.10.1 The roof areas of the proposed development are to be considered as the “fifth” elevation and designed to be fully integrated with the overall building form, massing and architectural treatment of the proposed development. Landscaped roof gardens are encouraged.

4.10.2 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 to be visually well screened from the top and all sides of the proposed development, subject to the prevailing screening guidelines for M&E services.

4.11 Greenery Replacement and Landscaping

Landscape Replacement Area (LRA)

- 4.11.1 The development is subject to prevailing guidelines on Landscape Replacement requirements for Non-Landed Private Development outside identified Strategic Areas.
- 4.11.2 The landscape and selection of tree/shrub species shall allow the landscaping to be well integrated with the overall layout and architectural design of the development.
- 4.11.3 All landscaped areas of the development are to incorporate a tiered and varied planting palette of trees and shrubs to create a lush and verdant environment that complements and enhances the existing greenery of the surroundings. Please refer to URA's circular "Updates to the Landscaping for Urban Spaces and High-rises (LUSH) Programme: LUSH 3.0" (URA/PB/2017/06-DCG) dated 09 Nov 2017.

Retention of Trees

- 4.11.4 There are four mature trees located within the roadside planting verge along East Coast Road, as shown indicatively on the Control Plan. Any works, including for any ingress/egress points, are to be done in a manner that does not adversely affect these trees. The Successful Tenderer is also strongly encouraged to retain the tree within Plot 2, as shown indicatively on the Control Plan, and integrate it into the development. Details are as set out in Clause 8.2 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

4.12 Boundary Treatment

- 4.12.1 Boundary fences along East Coast Road and the Drainage Reserve are to be designed to be visually porous (Figure 4) so that the lush landscaping within the green buffer and the development is visible from the street and the landscaped walkway above the Drainage Reserve. The Successful Tenderer is encouraged to set back the boundary fences from the site boundaries along the Drainage Reserve to externalise the development's planting within the green buffer to contribute to the greenery along the Drainage Reserve (Figure 5). The design of the boundary fence shall be well integrated with the landscape design. Solid walls are not allowed.

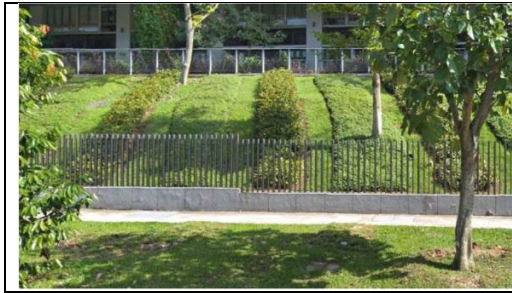


Figure 4: Example of porous boundary fence around the development.



Figure 5: Example of externalised green buffer with boundary fence set back from the site boundary.

4.13 Side Gates for Residents

- 4.13.1 The Successful Tenderer is encouraged to provide pedestrian side gates to connect to the landscaped walkway over the Drainage Reserve.

4.14 Vehicular and Servicing Access

Vehicular Access

- 4.14.1 Vehicular access for Plot 1 and Plot 2, including access to carparks, services and passenger drop-off points, shall be taken off East Coast Road, as shown indicatively on the Control Plan. No vehicular access is to be taken off East Coast Terrace to avoid causing disamenities to the existing residents of the estate.
- 4.14.2 Vehicular access for the development shall be taken off the road stump of East Coast Road service road at Plot 1. It shall be of Left-In-Left-Out (LILO) and Right-In arrangement.
- 4.14.3 The Successful Tenderer may also develop an additional set of vehicular access (one-lane ingress-only and one-lane egress-only) for Plot 2, as shown indicatively on the Control Plan, to be taken off East Coast Road. If the Land Parcel is developed as a single development, this additional set of access shall not be the only vehicular access serving the development to avoid a traffic tailback due to its proximity to the junction of East Coast Road and Siglap Road.
- a. The vehicular one-lane ingress-only access shall be located at least 20m away from the junction of East Coast Road/Siglap Road.
 - b. The vehicular one-lane egress-only access shall be located away from tree T11 and have a minimum 0.5m-wide safety buffer from the proposed landscaped walkway above the Drainage Reserve (between Plot 1 and 2).
- 4.14.4 Details for the vehicular access are set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

Pick-up/ Drop-off

- 4.14.5 There shall be adequately designed pick-up/drop-off (PUDO) points within the proposed development(s) to avoid affecting traffic on the roads. All PUDO points shall not affect ingress/egress movement of vehicles.
- 4.14.6 Vehicle lay-bys and loading and unloading bays shall be located within the development. There shall be sufficient space within the development for the loading/unloading bays to cater for residents' home-movers and deliveries. Vehicles such as lorries or vans must be allowed to enter the development to carry out such activities. No parking or loading/unloading shall be allowed along public roads at any time.
- 4.14.7 The exact location and detailed proposal for the vehicular access arrangement, as well as the internal traffic circulation, will be subject to the requirements and approval of the Authority, LTA and the relevant Competent Authorities at the formal submission stage and as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

Service Areas

- 4.14.8 The Successful Tenderer shall provide sufficient service areas, including the bin centre, loading/unloading bays, etc., within the Land Parcel to meet the needs of the proposed development(s).
- 4.14.9 The Successful Tenderer shall ensure that access to all the service areas (e.g. bin centre, electrical substation, loading/unloading bays) shall be taken from within the proposed development(s). Service access taken directly from public roads will not be allowed.
- 4.14.10 All loading/unloading areas shall be designed to be sheltered and enclosed to minimise noise generated from the loading/unloading activities and to ensure that there is no conflict between refuse collection and loading/unloading activities. Loading bay barriers, if any, shall be located within the Land Parcel to prevent queuing traffic from spilling onto the adjacent road.
- 4.14.11 Other service areas/structures, such as air-conditioning ledges, laundry drying facilities and ventilation shafts to the basement levels, shall be fully integrated within the overall building envelope of the proposed development and visually well screened, subject to the prevailing screening guidelines for M&E services.
- 4.14.12 The Successful Tenderer is encouraged to provide spaces (e.g. temporary parking lots) for food delivery riders using motorcycles or active mobility devices (e.g. bicycles, power-assisted bicycles).
- 4.14.13 All service areas will be subject to the requirements and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

Location of Bin Centre

- 4.14.14 The bin centre shall be sensitively located within the development(s) such that it does not become a nuisance to residents in the surrounding developments. The entrance of the bin centre shall face inwards within the development(s).
- 4.14.15 The Successful Tenderer shall ensure that the bin centre and its entrance area, including any parking space for refuse trucks, are located away from the adjacent landed housing estate along the western boundary of Plot 1.
- 4.14.16 The service driveway for the bin centre shall be fully located within the development(s) and its dimensions (e.g. length and width) must be able to accommodate all types of service vehicles.
- 4.14.17 Lush planting and/or screening shall be provided to screen the bin centre and service areas from view of the residents in the adjacent landed houses, and users of the surrounding public roads and walkways.

Construction Access

- 4.14.18 Refer to Clause 7.2 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees for details of the construction access location.

4.15 Car, Motorcycle and Bicycle Parking Provision

- 4.15.1 The development shall be designed to comply fully with LTA's prevailing requirements for car, motorcycle and bicycle parking provisions. Details are as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees and shall be subject to the evaluation and approval of the Authority and other relevant Competent Authorities.
- 4.15.2 The design and layout of the parking facilities shall be subject to the requirements and approvals of the relevant Competent Authorities at the formal submission stage.

PART V

5 OTHER REQUIRED WORKS

5.1 Pedestrian Network

- 5.1.1 The Successful Tenderer shall at his own cost and expense undertake the construction of the landscaped walkway, independent decking structure over the existing open drain and other footpaths, as set out in Condition 4.9.1-4.9.10 of the Technical Conditions of Tender.

5.2 Road Works

- 5.2.1 The Successful Tenderer shall design and construct, at his own cost and expense, the following road works. Details are as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees and as shown in the Control Plan:
- a. Conversion of the existing left-turn slip road along Siglap Road (northbound) into a signalised left turn configuration at the south arm of the junction of East Coast Road/Siglap Road;
 - b. Set back and construct an approximately 60m-long left-turn storage lane with 15m taper along Siglap Road (northbound) for the left-turning traffic, including the necessary road widening and verge works;
 - c. Provision of a U-turn facility along East Coast Rd (eastbound) at the west arm of the junction of East Coast Road/Siglap Road;
 - d. Construction of a new mid-block 6m-wide signalised pedestrian and bicycle crossing across East Coast Road;
 - e. Relocation of the existing "ONE-WAY" sign within Plot 1 to an appropriate location within the road reserve; and
- 5.2.2 The road works shall be certified physically completed and open for use by LTA before the issuance of TOP for the proposed development on the Land Parcel.
- 5.2.3 The completed road works including the road-related facilities are to be maintained at the cost and expense of the Successful Tenderer and to the satisfaction of LTA until such time when they are handed over to LTA for ownership and maintenance. The Successful Tenderer shall request for a handover inspection at Certificate of Statutory Completion (CSC) stage.

5.3 Electrical Substation

- 5.3.1 The Successful Tenderer shall design and build, at his own cost and expense, an integrated electrical substation (ESS) as part of the development to not only serve the proposed development, but also with provision to serve the community development located at Block 1 East Coast Road. Details and requirements of the ESS are set out in Clause 4.2 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

PART VI

6.0 OTHER REQUIREMENTS

6.1 Public Communications Plan

6.1.1 The Successful Tenderer is required to carry out a public communications plan as part of the efforts to keep the local community informed of the development plans for the Land Parcel.

6.1.2 The local community is defined as the following:

- a. All residents of HDB flats, private condominiums/flats and landed houses;
- b. Management Corporation Strata Title (MCST) Committee of private residential developments and Neighbourhood Committees; and
- c. Administration of schools and other institutions

that fall within a 100m (approximate) radius of the Land Parcel. In addition, it shall include the local Member of Parliament (MP) and Constituency Director of the Constituency.

6.1.3 Prior to the Successful Tenderer's application for Provisional Permission at Design Gateway (DG) in CORENET X (CX) and before the erection of any hoarding or commencement of any clearance and/or tree-felling on the Land Parcel, the Successful Tenderer shall distribute flyers to the local community containing the following information and ensure these information are accurately presented:

- a. Project information (e.g. type of development, number of units, storey height, vehicular access);
- b. Location map showing hoarding, construction access etc;
- c. Schematic site layout showing the location of building blocks and facilities such as the tennis courts, bin centre, electrical substation, BBQ pits etc (with caveat that it is subject to authorities' approval);
- d. Infrastructure works to be carried out such as construction of covered linkways, pedestrian footpaths and cycling paths;
- e. Key milestones in the construction programme (e.g. site clearance, hoarding works, commencement and duration of piling works, expected date of issuance of TOP);
- f. Details of proposed measures to mitigate the impact of development to the surrounding environment and users. This includes proposed mitigating measures to address impact during the construction phase (e.g. noise, dust);
- g. Contact details of the Successful Tenderer for the community to provide feedback on the proposal; and
- h. The hotline numbers of the relevant departments in BCA, NEA, MOM, and URA.

- 6.1.4 Prior to the distribution of the flyer to the local community, the Successful Tenderer shall ensure that information as outlined in Condition 6.1.3 are included in the flyer and submit a copy of Form A (as shown in Annex A) and the flyer to the Authority for approval before the flyers are distributed to the local community.
- 6.1.5 At least 1 week after the distribution of the flyers, the Successful Tenderer shall submit to the Authority a duly completed Form B (as shown in Annex B) verifying that the requirements set out in Condition 6.1.3 have been complied with. Upon confirming that the declaration provided by the Successful Tenderer is in order, the Authority will give written consent for the Successful Tenderer to proceed with the erection of hoarding and site clearance works.
- 6.1.6 Upon receiving the Authority's written consent, the Successful Tenderer may proceed with the erection of hoarding, on which the contact details of the Successful Tenderer and the hotline numbers of the relevant departments in BCA, NEA and MOM, shall be prominently displayed.
- 6.1.7 At least 3 weeks from the date of distribution of flyers, the Successful Tenderer shall submit to the Competent Authority a duly completed Form C (as shown in Annex C), which is a final collation of the feedback received from the local community on the proposed development, if any. The Successful Tenderer shall explain how the development proposal seeks to sensitively address the feedback raised by the local community, if any. Upon confirming that the declaration provided by the Successful Tenderer is in order, the Competent Authority will give written consent for the Successful Tenderer to proceed with the application for Provisional Permission at DG in CX for the proposed development.

6.2 Site Works/Site Clearance

- 6.2.1 Clearance from SLA, URA, PUB, LTA, NParks and the relevant Competent Authorities shall be obtained prior to commencement of any construction works affecting State Land. All State Land affected by the construction works associated with the proposed development on the Land Parcel shall be reinstated to the requirements and satisfaction of SLA, LTA, NParks and the relevant Competent Authorities upon completion of the works.
- 6.2.2 The Successful Tenderer shall liaise/work with the contractors on site to ensure any interfacing works, including but not limited to shifting of hoarding, modification of work sequences and sharing of site access with other contractors in a smooth and cordial manner. All interfacing works with other contractors' works shall be carried out at the Successful Tenderer's own cost and expense.
- 6.2.3 During the construction period, all construction works are to be hoarded up and visually screened. Any inconvenience and disturbance to the adjacent developments shall be minimised and pedestrian access along all existing roadside tables outside the site boundary shall be always maintained.

- 6.2.4 The Successful Tenderer is strongly encouraged to apply creative treatment to their construction hoardings to contribute towards an attractive and delightful streetscape, improve place identity and support place-making efforts. Please refer to URA's website for the Creative Hoarding Best Practice Guide. The Successful Tenderer is to ensure that the hoarding around the construction site is properly maintained throughout the construction period. Alternatively, incorporating vertical planting and greenery on the hoarding can also be considered.

6.3 Productivity

- 6.3.1 The Successful Tenderer is required to adopt the minimum level of use of prefabricated systems as stipulated under the Building Control (Buildability and Productivity) Regulations 2011 and conform to the corresponding requirements set out in the Code of Practice on Buildability for the proposed development on the Land Parcel as set out in Clause 10.3 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.
- 6.3.2 If PPVC method of construction is adopted, the Successful Tenderer is required to set aside some space within the Land Parcel for storage and/or holding area for PPVC modules. No additional space/land outside the Land Parcel will be granted on a TOL basis for this purpose.



FORM A

PUBLIC COMMUNICATIONS PLAN

Details of Developer Company Name: Address: Tel no: Email:		To: Group Director Land Sales & Administration Urban Redevelopment Authority 45 Maxwell Road The URA Centre Singapore 069118	INSTRUCTION: This form is to be duly completed and submitted to the Authority prior to distribution of the flyer.
Parcel Reference Number: _____ Proposed Development: _____ Lot/Parcel Reference: _____ TS/MK: _____			
Key milestones (Refer to Condition 6.1 of the Technical Conditions of Tender)		Proposed date of commencement*	
1.	Submission of flyer to Authority for approval	(dd/mm/yy)	
2.	Send flyer to local MP		
3.	Distribution of flyer containing project information and contact details of parties specified		
4.	Submission of Form B		
5.	Erection of hoarding and site clearance (after receiving written consent from the Authority)		
6.	Submission of Form C		
7.	Application for Provisional Permission at Design Gateway in CX for the proposed development (after receiving written consent from the Authority)		
8.	Construction schedule a) Piling b) Sub-structure c) Superstructure d) M&E works e) Finishes		
Name, Designation & Signature of Developer's representative			

* The Authority shall be kept informed of any changes to the public communications plan.

The Successful Tenderer shall ensure the minimum periods stated below are adhered to:

NO	KEY MILESTONES	MINIMUM PERIOD
1	Item 2 (Send flyer to local MP) and Item 3 (Distribution of flyer);	1 week
2	Item 3 (Distribution of flyer) and Item 4 (Submission of Form B)	1 week
3	Item 3 (Distribution of flyer) and Item 6 (Submission of Form C)	3 weeks



FORM B

DECLARATION BY THE DEVELOPER

(PRIOR TO ERECTION OF HOARDING AND SITE CLEARANCE)

INSTRUCTION:

This form is to be duly completed and submitted to the Authority prior to the erection of hoarding and site clearance.

Details of Developer

Company Name: _____

Address: _____

Tel no: _____

Email: _____

To:

Group Director
Land Sales & Administration
Urban Redevelopment Authority
45 Maxwell Road
The URA Centre
Singapore 069118

Parcel Reference Number: _____
Proposed Development: _____

Lot/Parcel Reference: _____ TS/MK: _____

I, _____ (Name), _____
(Designation), hereby declare on behalf of the developer that in accordance with Condition 6.1.3 of the Technical Conditions of Tender, flyers containing information on the project (e.g. location plan, schematic site layout) and the contact details of the parties specified in the said Condition have been distributed to the local community* on _____
(Date).

We have enclosed supporting documents to show that the flyers have been distributed.

Signature: _____

Date: _____

* Local community is defined and includes the parties specified in Condition 6.1.2 of the Technical Conditions of Tender.



FORM C

CONSOLIDATED FEEDBACK ON PROPOSED DEVELOPMENT

(PRIOR TO DESIGN GATEWAY SUBMISSION)

INSTRUCTION:

This form is to be duly completed and submitted to the Competent Authority prior to the application for Provisional Permission at Design Gateway (DG) in CORENET X (CX).

If the written consent of the Authority is not included in the application at DG, the application will be returned.

Details of Developer

Company Name:

Address:

Tel no:

Email:

To:

Group Director
Development Control
Urban Redevelopment Authority
45 Maxwell Road
The URA Centre
Singapore 069118

Proposed Development: _____

Lot Number: _____

I, _____ (Name), _____
(Designation), hereby declare on behalf of the developer that in accordance with Condition 6.1.7 of the Technical Conditions of Tender, the table below has included all feedback that has been received from the local community, up to the date of submission of this Form C to the Competent Authority.

Feedback received from the local community* and how the development proposal has sensitively addressed the feedback raised:

Feedback Received from Local Community	Proposed Measures to Address the Feedback
1)	1)
2)	2)
3)	3)
4)	4)
Signature:	Date:

* Local community is defined and includes the parties specified under Condition 6.1.2 of the Technical Conditions of Tender.