Dated 8 Feb 2024

SALE OF SITE
FOR WHITE SITE DEVELOPMENT AT MARINA GARDENS CRESCENT

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 Marina Gardens Crescent ("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 Plans provided in the eDeveloper's Packet.

PART II

2.0 PLANNING CONCEPT

Site Context

2.1 Marina South – A New Mixed Use Urban Neighbourhood

2.1.1 Situated next to Gardens by the Bay and Marina Barrage, and overlooking Marina Reservoir and the Straits of Singapore, the 45-ha Marina South precinct has been planned as a mixed-use residential neighbourhood comprising a mix of retail, office, hotel and residential uses. It enjoys easy access to Marina Bay and the Central Business District (CBD) via Central Boulevard and the Mass Rapid Transit (MRT) network. Served by the Thomson-East Coast (TEL) line with two stations bookending the precinct, Marina South will be well connected to the rest of the island's rail network and destinations.

2.1.2 Envisioned as a sustainable, car-lite and community-centric precinct, Marina South will offer a new model for city living; characterised by pedestrian-friendly streets/ public spaces, a comprehensive cycling network, and an underground pedestrian network connecting the two Thomson East Coast Line stations at Gardens by the Bay and Marina South. An elevated pedestrian network will connect Marina South to Gardens by the Bay and the coast along the Straits of Singapore.

2.2 The 10-minute Neighbourhood

2.2.1 Marina South is planned as a 10-minute neighbourhood, with amenities nestled within the mixed-use developments and lining the public spaces/ key pedestrian routes. The location and spread of the amenities have been planned such that the daily needs of residents are met within a 10-minute walk, facilitating a car-lite lifestyle made possible with comprehensive pedestrian, active-mobility and public transport networks.

2.2.2 The at-grade pedestrian network consists of a main Pedestrian Mall and Neighbourhood Street, supplemented by covered walkways and well-shaded lush green sidewalks. Pedestrian crossings and shortcuts safeguarded through some of the fenceless developments will help to ensure that the precinct remains well connected and within reach of a 10-minute walk. Dedicated cycling paths are provided on both sides of all streets, for

a comprehensive cycling network and excellent connectivity to all developments.

a Pedestrian Mall
The main pedestrian route in the precinct is a 30m wide, 800m long Pedestrian Mall, connecting Gardens by the Bay and Marina South TEL stations. Activity Generating Uses will line the Pedestrian Mall, transforming it into a lively social conduit, conveying life and buzz into the adjoining key public spaces fronting the Mall.

b Neighbourhood Street
Positioned as an intimate community street, the Neighbourhood Street along Marina South Avenue will be characterized by small-scale community spaces and amenities at the street corners. With wide, lush green sidewalks and spaces for informal gatherings among residents, this is the community spine of the precinct.

c Elevated Landscaped Bridge
Providing seamless pedestrian connectivity from Gardens by the Bay to the coast fronting the Straits of Singapore, this elevated green spine will provide a lushly landscaped connection from the neighbourhood to surrounding attractions, allowing residents to enjoy the facilities at their doorstep and attracting visitors to the precinct.

d Underground Pedestrian Network
Complementing the at-grade Pedestrian Mall is an Underground Pedestrian Link connecting Gardens by the Bay TEL Station directly to Marina South TEL Station, providing comfortable, seamless, and fully weather-protected pedestrian connectivity to the developments fronting the pedestrian mall.

2.3 A Neighbourhood of Courtyards and Public Spaces

2.3.1 The courtyard typology will be the defining feature of Marina South as it steers clear from the typical podium/tower typology, in a bid to create human-scale public spaces and active streetscapes. When applied precinct-wide, the courtyards become wind corridors cooling down the ambient temperatures and helping to create comfortable public spaces.

2.3.2 Comfortable and attractive public spaces are the hallmark of an inclusive neighbourhood, critical in imbuing a healthy civic life and neighbourly ties. Marina South is no exception and will have an array of public spaces of varying sizes, with the potential for each to be positioned differently, catering to the different social and recreational needs of the communities in Marina South. The key spaces will be strung along the Pedestrian Mall and can take on the following positioning:

a Main Square
The main neighbourhood square for the precinct will be located near to the Gardens by the Bay station. it is envisioned to cater to large-scale, formal neighbourhood public events and activities attracting both residents and visitors.

b Community Node
Community green spaces lend themselves well for sporting and recreational games/ activities.

c Neighbourhood Plaza
An urban plaza to welcome residents and visitors to the precinct, a space for informal gatherings and chance encounters.

2.4 Green, Blue and Cool Urban Oasis

2.4.1 Marina South has been planned based on BCA's Green Mark for Districts requirements using the following principles:

a Optimisation of wind flow and reduction in solar gain to key streets, public spaces and residential blocks, with the aim of mitigating the effects of the Urban Heat Island (UHI). This is done by guiding the placement of towers in the precinct, requiring setbacks between building blocks and adopting courtyard typologies, and creating wind corridors. Maximizing the distance between low and high-rise blocks will help create wind scoops and improve wind speeds/flows.

b Creation of lush urban environments with developments contributing to the greenery via landscaping within the building setbacks as well as providing 100% Landscape Replacement Area (LRA).

c Achieving lower carbon footprints and greater energy efficiency by exploring on-site renewable energy generation such as Photovoltaic (PV) Panels, Centralised Cooling Systems (CCS) and Electric Vehicle

(EV) charging infrastructure as developments will be designed to attain Green Mark Platinum Super Low Energy (SLE), Whole of Life Carbon, Health & Well-being and Maintainability badges.

Reduced car dependency in the gazetted car-lite precinct with fewer carparks, reduced road network, wider sidewalks and a pedestrianised street. Bookended by Gardens by the Bay and Marina South Thomson East Coast Line (TEL) Stations, the Marina South neighbourhood also enjoys excellent connectivity to the extensive rail network within the city. A car-lite sustainable lifestyle is possible with convenient access to all amenities, entertainment, and jobs.

2.5 A Unique Development Opportunity

2.5.1 The Land Parcel is located prominently at the junctions of Marina South Avenue and Marina Boulevard, enjoying substantial views towards Gardens by the Bay and the Straits of Singapore. It is in close proximity to Marina Bay and the Central Business District, allowing future residents to enjoy all the conveniences associated with city living.

2.5.2 The Land Parcel is also situated directly next to Marina South Mass Rapid Transit (MRT) Station, providing the opportunity for convenient and seamless access to the island-wide rail network.

2.5.3 The Land Parcel offers a unique opportunity to develop a distinctive mixed-use development that is well-designed with a strong focus on sustainability, high quality architecture and landscaping that will underscore the attractiveness of its location in Marina South.

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 & Urban Design Requirements for the Land Parcel

PARAMETERS	PROVISIONS / REQUIREMENTS
Site Area	Plot 1: 17,319.2 m^2 Plot 2: 5,410.5 m^2 Plot 3[#]: 82.7 m^2 (estimated horizontal cross-sectional area of subterranean space between RL 93.90 m to 104.0 m) Plot 4[#]: 46.5 m^2 (estimated horizontal cross-sectional area of subterranean space between RL 93.90 m to 104.0 m) [#] Subject to cadastral survey
Land Use/Zoning	Plot 1: White Plot 2: Open Space for Pedestrian Mall and an underground pedestrian link (UPL) Plots 3 & 4: Underground pedestrian link (UPL) to connect between the UPL in Plot 2 with Marina South MRT Station and future UPL (to be built by others) The details are set out in Part IV (Condition 4.2).
Permissible Gross Floor Area (GFA) and Use Quantum	Maximum GFA: 72,741 m^2 Minimum GFA: 65,467 m^2 Minimum 5,400 sqm and maximum 6,000 sqm for Commercial use, as defined under Condition 4.2.5 Minimum 500 sqm for Early Childhood Development Centre (ECDC) Maximum 5,000 sqm for Office use (optional). The remaining GFA is for Residential Use. A maximum 30% of total permissible GFA may be used for Serviced Apartments. Condominiums and strata landed housing are not permitted. The details are set out in Part IV (Condition 4.2).
Uses at 1st Storey and Basement Levels	Activity-Generating Uses (AGUs) such as Shop, Restaurant, and other AGUs as set out in the Development Control Handbook under “Urban Design Requirements” and as allowed

PARAMETERS	PROVISIONS / REQUIREMENTS
	by the Competent Authority, are to be provided at the 1st storey and basement levels of the proposed development fronting: • The Pedestrian Mall; • The corner of Marina Boulevard and Marina South Avenue, and the corner of Marina South Avenue and Marina Gardens Crescent (Neighbourhood Street); and • Along at least one side of the underground pedestrian network within the basement levels of the proposed development. The details are set out in Part IV (Conditions 4.3 and 4.16)
Strata Subdivision	The whole development including the Early Childhood Development Centre and all public spaces incorporated within the development (such as Pedestrian Mall, through block links, covered and open walkways, underground pedestrian links, vertical pedestrian circulation points as well as MRT structures such as MRT ventilation shafts and escape stairs), but excluding the GFA for flats, serviced apartments and common property related to flats and serviced apartments use, shall be held under single strata lot. The details are set out in Part IV (Condition 4.5).
Building Height	<u>Low-Rise Zone</u> Maximum 4-storeys <u>Mid-Rise Zones</u> Maximum 73.5m SHD^ Maximum 83.5m SHD^ Maximum 130m SHD^ <u>High-Rise Zone</u> Maximum 164m SHD^ The details are set out in Part IV (Condition 4.7). ^ Building height is based on Singapore Height Datum (SHD).
Pedestrian Network	The Successful Tenderer is to provide the following pedestrian facilities: <u>Underground Pedestrian Network</u> a. A minimum 6.0m wide (clear internal width) and minimum 4.0m clear floor-to-ceiling height UPL connection from the existing Marina South MRT Station, through Plot 2, to connect to the existing incidental space under Marina Gardens Crescent

PARAMETERS	PROVISIONS / REQUIREMENTS
	<u>At-Grade Pedestrian Network</u> a. A 5.5m wide landscaped walkway comprising a minimum 2.5m clear width open footpath with a row of tree planting along Marina Boulevard. This secondary row of trees is meant to supplement the existing roadside tree planting; b. A minimum 5.0m wide (4.4m clear) covered walkway at the first storey of the proposed development along Marina Boulevard; c. A minimum 3.6m (3.0m clear) covered walkway at the first storey of the proposed development along Marina South Avenue, Marina Gardens Crescent and along the Pedestrian Mall; The underground pedestrian network is to remain open for public use during operation hours of the Rapid Transit System (RTS). The at-grade pedestrian networks are to be kept open for public use at all times. The successful tenderer is to work with LTA to design and implement the connections to the MRT Station. The details are set out in Part IV (Condition 4.15 to 4.17).
Greenery Replacement and Landscaping	The Successful Tenderer is to provide a distinctive, garden-like environment within the site and incorporate Landscape Replacement Areas equivalent to the site area of the Land Parcel. The details are set out in Part IV (Condition 4.13).
Public Space / Visual Porosity	The Successful Tenderer is to include a public space at the 1st storey of the development fronting the Pedestrian Mall. There shall be no fence or boundary wall at the 1st storey of the proposed development to ensure porosity throughout the site. The details are set out in Part IV (Condition 4.11 and 4.18).
Vehicular, Bicycle Parking Provision and Electric Vehicles (EV) Charging Infrastructure	The development is located within a gazetted car-lite precinct and is subject to a reduced car parking provision standard in accordance with the requirements of LTA. The Successful Tenderer is also to provide bicycle parking spaces and electric vehicles charging infrastructure in accordance with the requirements of LTA.

PARAMETERS	PROVISIONS / REQUIREMENTS
	The details are set out in Part IV (Condition 4.23) and Clause 7.0 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.
Design Advisory Panel	The development proposal will be reviewed by a Design Advisory Panel (DAP) as part of the formal Development Control submission process in relation to the application and grant of Planning Permission. The details are set out in Part VI (Condition 6.2).
Electrical Substation	The Successful Tenderer is required to pay an amount of $872,892.00 together with Goods and Services Tax (GST) chargeable towards the cost of provision of the 230/ 22 kV Electrical Substation (ESS) at Marina Bay. The details are set out in Part VI (Condition 6.1).
Centralised Cooling System	The Successful Tenderer is strongly encouraged to provide a development-level Centralised Cooling System to cater to the cooling needs of the development. The details are set out in Part IV (Condition 4.24).
Other Required Works	<u>Construction of Marina Gardens Crescent</u> The Successful Tenderer is to design and construct the planned Marina Gardens Crescent (including carriageway and roadside tables on both sides) in compliance with agencies' requirements. The Successful Tenderer shall consult and coordinate with all the relevant utility agencies for them to lay their services under Marina Gardens Crescent. The proposed development shall take their permanent electrical and telecommunications supply from the facilities provided along Marina Gardens Crescent. <u>Roadside Table Improvements</u> The Successful Tenderer is to also undertake roadside table and carriageway improvements along Marina Boulevard and Marina South Avenue as a result of works done that affect these sidetables, including the implementation of cycling paths and planting in compliance with agencies' requirements. The details are set out in Part VI and V (Conditions 5.2).
Sustainability, Digitalisation and Productivity	The development is to be designed as a class-leading sustainable development and is to achieve the Building and Construction Authority (BCA) Green Mark rating of Super Low

PARAMETERS	PROVISIONS / REQUIREMENTS
	Energy (SLE) Platinum, with the Maintainability, Whole-of-Life Carbon and Health & Wellbeing Badges. The Successful Tenderer is subject to Digitalisation and Productivity standards in accordance with the requirements of BCA. The details are set out in Section 10.0 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.

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 Plans 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 or may be issued by the Competent Authority under the Planning Act 1998, unless otherwise stated in the Technical Conditions of Tender.

4.1.3 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.

4.1.4 The detailed design and architectural treatment of the proposed development e.g. form, massing, pedestrian connectivity, landscaping, etc. will be evaluated in detail by the Competent Authority at the Development Control stage. Relevant plans, sections, elevations, renderings, digital 3D model(s), etc. shall be submitted for evaluation and approval.

Access into State Land

4.1.6 For the purpose of entering State Land to do 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

4.1.7 The Successful Tenderer shall be responsible, at his own cost and expense, to carry out his own site investigation to verify whether there is any sub-structure or other obstructions e.g. footings, piles, tree roots etc. 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 such sub-structure or other obstructions.

Deviations from Planning Requirements

4.1.8 The Planning and Urban Design requirements 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 for the Authority's consideration alternative proposal to any such requirements. 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 be complied with. The Authority however reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.

4.2 Land Use and Quantum

4.2.1 The Land Parcel is zoned for White use and is to be developed for a mixed use residential and commercial development. The maximum permissible Gross Floor Area (GFA) for the development is 72,741 m^2 and the total GFA to be built is not to be less than 65,467 m^2.

4.2.2 Plot 1 is for the main development while Plot 2 is to be developed as a publicly accessible Pedestrian Mall, to facilitate easy access to surrounding amenities within future developments in Marina South.

4.2.3 Plots 3 and 4 are subterranean stratum for the construction of Underground Pedestrian Links (UPLs) to connect the development on Plot 1 to the existing knock-out panels at the Marina South Mass Rapid Transit (MRT) Station and existing incidental space under Marina Gardens Crescent. Plots 3 and 4 are designated for public pedestrian circulation purposes. The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act regarding exemption of GFA for the UPLs from the

computation of the maximum permissible GFA for the development shall apply.

4.2.4 Residential uses within Plot 1 shall be for flats and serviced apartments (if any) only. Strata landed houses are not allowed. The Successful Tenderer shall comply with the minimum Dwelling Unit sizes required for developments within the Central Area as set out in the circular "Guidelines on Dwelling Units in Non-Landed Residential Developments" issued on 18 October 2022.

4.2.5 The Successful Tenderer is to provide a minimum 5,400 m^2 but not exceeding 6,000 m^2 GFA for commercial uses (excluding office) at the 1st storey and basement of the development to serve as amenities for future residents, subject to the following conditions:

a Shop (e.g., grocery store, bakery, personal services such as hair salons, etc.) and/ or restaurant uses [including Outdoor Refreshment Areas (ORAs), if provided] will be permitted;

b Up to 500 m^2 commercial GFA shall be used exclusively for ORAs in the public space within Plot 1 and Pedestrian Mall within Plot 2. The 500 m^2 set aside for ORAs is not transferable even if it is not utilised entirely for ORAs;

c A minimum 1,000 m^2 food court, comprising multiple food stalls with shared seating and facilities;

d A minimum 1,000 m^2 supermarket;

e Any other complementary commercial uses such as medical clinic, commercial school, fitness centre, gym, etc. as may be approved by the Competent Authority under the Planning Act 1998; and

f Commercial uses that may result in dis-amenity to residents of the proposed development and surrounding developments, such as karaoke lounge, night club, amusement centre, and any live entertainment uses, etc., are not allowed within the development.

4.2.6 Hotel use is not allowed and office use, if proposed, shall not exceed 5,000 m^2. The office space is envisaged to cater to varied business needs, including from small and medium enterprises or co-working offices which will add diversity to the uses in Marina South.

4.2.7 The detailed commercial uses within the development will be subject to

evaluation and approval of the Authority and the Land Transport Authority (LTA), based on the development proposal submitted to the Design Advisory Panel (DAP) and at the Development Application stage.

4.2.8 Any additional GFA, over and above the maximum permissible GFA for the 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.

4.2.9 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 is included in the development. Such simulation studies shall take into account all relevant considerations including the stipulated height controls and technical height constraints, existing ground conditions of the Land Parcel, as well as the need to provide basements.

Early Childhood Development Centre (ECDC) Facility

4.2.10 The Successful Tenderer is required to provide an Early Childhood Development Centre [1] (ECDC) within the Land Parcel for a minimum of 10 years from the date of issuance of the ECDC licence. A minimum of 500 m^2 GFA shall be set aside for the ECDC. The ECDC is estimated to accommodate a total capacity of 100 children. The GFA for the ECDC need not be computed as part of the maximum cap of 6,000 m^2 specified under Condition 4.2.5 but shall be computed as part of the maximum permissible GFA for the proposed development.

4.2.11 The ECDC shall comply with the requirements and guidelines established by the Early Childhood Development Agency (ECDA) for ECDCs. Tenderers may refer to the guideline published by ECDA "Guide and Application to Set Up an Early Childhood Development Centre" which is found on ECDA's website: (http://www.ecda.gov.sg) to understand the requirements and guidelines for ECDCs.

4.2.12 The Successful Tenderer shall inform ECDA when the Certificate of Statutory Completion for the proposed development with ECDC is obtained. The Successful Tenderer/owner of the ECDC is to appoint an operator to run the

[1] An ECDC is defined as any premises where any early childhood development service is provided or is to be provided. An ECDC service refers to the provision of care or education, or care and education, habitually of 5 or more children who are below 7 years of age, for a fee, reward or profit by a person who is not a relative or guardian of all the children. All ECDCs are required to obtain a licence under the ECDC Act and Regulations before commencing operations. There are 3 classes of licences: (i) Class A licence (formerly known as infant care services); (ii) Class B licence (formerly known as child care services); and (iii) Class C licence (formerly known as kindergarten services). Operators must indicate the class of licence(s) they are applying for according to the types of services they wish to provide or are required to provide. Please refer to ECDC Act 2017 for more details.

ECDC. The operator shall comply with requirements stipulated under the Early Childhood Development Centres Act 2017 and be licensed accordingly. The Successful Tenderer / owner of the ECDC may approach ECDA should they need assistance to identify an ECDC operator.

4.2.13 After the initial 10-year period, the owner of the ECDC may convert the ECDC space within the development to other community uses, e.g. elder care centre, subject to the land use planning quantum controls specified in Condition 4.2 and approval of ECDA, URA and relevant agencies. In the event ECDA, URA and relevant agencies deem that the space is no longer suitable or required for other community-based uses, the space can be converted for other compatible uses, subject to the approval of the Competent Authority and the land use planning quantum controls specified in Condition 4.2.

4.2.14 The ECDC space should preferably be located on the ground floor of the building. The ECDC space shall not be located at the basement nor above the 5th storey of the proposed development. The ECDC shall be located away from the main roads, with sufficient space for the designated pick-up/drop-off point to be provided for the ECDC.

4.2.15 The ECDC space is to be located near the perimeter and access points (e.g. main entrance) of the development to facilitate public access. The Successful Tenderer shall provide for seamless and convenient pedestrian access from the nearest public transport node (e.g. bus stop) for parents arriving by public transport. The Successful Tenderer shall provide a single vehicular access point for entry into the development, with adequate segregation of vehicular traffic from the residents and the ECDC, e.g. separate lanes within the development catering to residential and ECDC uses. The ECDC will also need to ensure sufficient queuing distance to prevent vehicular traffic tailing back to public roads.

4.2.16 The ECDC will need to be served by a pick-up/drop-off facility with minimal sheltered walking distance and barrier-free accessibility, especially if a shared pick-up/drop-off facility is proposed. This pick-up/drop-off facility will need to be easily accessible from the local road. All pick-up and drop-off activities of the ECDC shall not spill over to public roads nor be conducted along the public roads at all times. The appropriate security and amenity measures must be provided in the overall design of the proposed development to safeguard the resident's privacy and living environment.

4.2.17 The Successful Tenderer will need to cater for car park provision in accordance with LTA's requirements.

4.2.18 Car park spaces for the ECDC shall be located as close as possible to the ECDC. Minimal sheltered walking distance with barrier-free accessibility between the ECDC and its car park spaces shall be considered. The Successful Tenderer shall propose signs and measures to indicate that the dedicated car park spaces are serving only the ECDC. The owner of the

ECDC will also need to work with the car park operator to enforce these dedicated car park spaces to prevent inconvenience to ECDC's users.

Inform home buyers of the ECDC facility

4.2.19 The Successful Tenderer shall inform purchasers or sub-lessees of the residential units of the development on the provision of an ECDC with a minimum GFA of 500 m^2 within the development as specified in Condition 67.3.3 of the Conditions of Tender.

4.3 Uses at First Storey

4.3.1 Activity-Generating Uses (AGU) such as Shops (bakeries, fresh food stores, etc.), Restaurants, Sports and Recreation (including gymnasiums and fitness centre, etc.) and other such uses (personal services, medical clinics etc.) as set out in the Development Control Handbook under "Urban Design Requirements" and as allowed by the Competent Authority, are to be provided at the 1st storey of the development fronting the Pedestrian Mall, the corner of Marina Boulevard and Marina South Avenue, and at the corner of Marina South Avenue and Marina Gardens Crescent. The AGUs shall serve as amenities to the residents, be accessible and clearly visible from the main pedestrian thoroughfare to contribute to the life and vibrancy at street level.

4.3.2 AGUs do not need to be laid out as a contiguous unbroken space and may be spaced out for injection of other provisions (e.g., short-cuts, side gates, access points to lobbies and fire safety provisions, public toilets, recessed seating areas). However, they should be well laid out and designed to interface well with the adjacent streets and public spaces.

4.3.3 The average retail unit size shall not be less than 50 m^2 as set out in the Development Control Handbook. In addition, the units shall have a minimum depth of 4.5m, as a general guide, to achieve meaningful AGU spaces.

4.4 Outdoor Refreshment Areas (ORA)

4.4.1 ORAs are allowed within the building setbacks along Marina South Avenue and Marina Boulevard, fronting privately-owned public spaces within the development and will be computed as part of the maximum permissible GFA for the development and as part of the maximum allowable 6,000 sqm for Commercial use, as defined under Condition 4.2.3. These are intended to provide an opportunity for outdoor seating that forms an extension of the indoor seating areas within a restaurant or café. Where provided, the ORAs should be clearly demarcated (e.g. via planters), and located and designed so they do not compromise pedestrian circulation or traffic movement. The extent of the ORA shall not exceed the frontage of the F&B establishment. Consideration should also be given to ensure that it does not create dis-amenity to the surrounding residents.

4.4.2 The detailed design, extent and layout of the ORAs will be subject to approval from the Authority and the relevant Competent Authorities. The type of structures, lightweight covers/ shading devices, furniture, etc., for the ORAs are to complement the design of the public areas within the development, are to be of good quality and easy to maintain to ensure the structures appear presentable at all times and do not deteriorate over time. The storage of furniture and utensils, preparation of food and beverages, or location of service stations within the ORAs is not permitted.

4.5 Strata Subdivision

4.5.1 The flats shall be strata subdivided and a sub-Management Committee (MC) representing the interests of the residential strata owners shall be formed.

4.5.2 The whole development, including the Early Childhood Development Centre and all public spaces incorporated within the development (such as Pedestrian Mall, through block links, covered and open walkways, underground pedestrian links, vertical pedestrian circulation points as well as MRT structures such as MRT ventilation shafts and escape stairs), but excluding the GFA for flats, serviced apartments and common property related to flats and serviced apartments use, shall be held under single strata lot.

4.5.3 The share value applicable to each strata lot is subject to the approval of the Commissioner of Buildings under the Building Maintenance and Strata Management Act.

4.5.4 The overall design of the building should take into consideration the maintenance accesses required by the respective owners, arising from the strata sub-division. The Successful Tenderer shall also refer to the guidelines described in the BCA's Façade Access Design Guide and submit the façade access design of the proposed development to BCA for review at the Development Control and Building Plan stages.

4.6 Building Form & Massing / Building Facades

Courtyard Typology

4.6.1 The building form and massing of the development on the Land Parcel is to be designed to contribute positively towards the planning vision of Marina South as a sustainable urban neighbourhood. The development is to adopt a courtyard typology, contributing towards the creation of an attractive public realm with well-defined streets, open spaces, and minimising the Urban Heat Island (UHI) effects through maximising wind flow and minimising solar gain.

4.6.2 Building blocks are to be situated along the building setbacks and Pedestrian Mall and designed to respond to the context of the adjacent streets and courtyard open spaces within the development. These are to be designed with a high level of visual porosity between the open spaces of the development and the street, maintaining a strong relationship between the development and the public realm at both street and tower level.

Wind Flow

4.6.3 The building form and massing is to be designed to channel and maximise wind flow to the open spaces within the development and residential units, with the aim of mitigating UHI effects and encouraging the use of natural ventilation. The building form and massing must not compromise wind flow to other future developments within the neighbourhood.

4.6.4 The development is to provide a minimum 15m wide no-build zone and wind corridor between Marina Gardens Crescent and the privately-owned public space at the 1st storey as shown in the Building Height Plan. This is to channel wind flow to open spaces within the development at pedestrian level. If the Successful Tenderer wishes to submit any alternative tower placements that deviates from the requirements, the Successful Tenderer shall conduct a Computational Fluid Dynamics (CFD) wind flow analysis to illustrate how the average wind speeds will affect residential units as well as public spaces.

4.6.5 If conducted, the following criteria are to be adhered to for the CFD wind flow analysis.

a. The following parameters shall be included:

i) The inbound vertical wind profile shall be represented by Logarithmic Law with reference height at 15m and reference wind speed of 2.9 m/s for North-East wind and 2.8 m/s for South wind as per BCA's prevailing CFD guidelines.

ii) Other modelling assumptions and parameters that are not listed here (e.g. computational domain, turbulence models etc.) shall be based on BCA's prevailing CFD guidelines. More information for the Green Mark CFD Simulation Guidelines can be found at https://www1.bca.gov.sg/docs/default-source/docs-corp-buildsg/sustainability/20210909_cfd-guideline_r1.pdf

iii) 3D data/models of the neighbouring sites may be provided to the Successful Tenderer on request, for the purpose of the CFD wind flow analysis study.

b. The materials submitted shall include (but not limited to):

i) Write up on CFD methodology and simulation settings (e.g. boundary conditions, wall functions, etc.) used for the study

ii) The wind speed contour maps for the two wind conditions at two cut planes, at 2m and 50m from the proposed general platform level of the subject Land Parcel to simulate wind and ventilation conditions at residential units and public spaces.

iii) Results and written analysis, to substantiate that the alternative proposal will serve to achieve the same planning objective to enhancing ventilation and wind flow to residential units and public spaces.

4.6.6 Where the Authority is satisfied that the alternative proposal will serve to achieve the same planning objective in relation to enhancing ventilation and wind flow to residential units and publics spaces, the Successful Tenderer may be allowed to adopt such alternative proposal instead; in which event the relevant provisions in the Part shall be deemed to be complied with. The Authority however reserves the absolute discretion to decide whether to allow any alternative proposal to be adopted.

Solar Shading

4.6.7 Building blocks are to be oriented and placed to maximise solar shading for the adjacent streets and open spaces within the development and minimise solar gain to residential units.

Tropical Facades

4.6.8 Facade design should adopt tropical design strategies to respond appropriately to Singapore's tropical climate and be well articulated with a good proportion of solid (walls) and voids (fenestration), and elements of tropical architecture such as sky terraces, balconies, sun-shading louvres, deep recesses, window ledges, roof terraces, communal planter boxes and vertical green walls. Full glass façades are not allowed.

4.6.9 To further minimize solar gain, mitigate UHI effects, and contribute towards the identity of Marina South as Green and Blue Cool Urban Oasis, the development is strongly encouraged to provide lushly landscaped communal spaces for the building occupants such as open spaces, courtyards, landscaped terraces, balconies, roof gardens and sky-gardens. Where provided, these areas are to be integrated as part of the overall form and architectural treatment of the building.

4.6.10 The facades of the development are to be treated as main building elevations on all sides. All service areas including air-conditioning ledges, clothes

drying balconies, etc. are to be located internally within the development. These are to be well-screened and integrated with the overall design of the elevations. All ventilation shafts to the basement levels are to be fully integrated within the overall envelope of the building and visually well-screened, subject to the prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act.

4.7 Building Height

4.7.1 The development is subject to the following building height controls as shown in the Control Plans. This is to guide the design of the development to maximise wind flow, minimize solar gain, relate well to the surrounding context, avoid wall-like developments and not compromise the wind flow to other future developments:

a High-Rise Zone: Maximum 164m SHD
The high-rise zone is situated as shown in the Building Height Plan. The width of the tower fronting Marina South Avenue within the high-rise zone shall not exceed 55m. The remaining stretch of the high-rise zone can accommodate maximum 4-storey building blocks.

b Mid-Rise Zones: Maximum 130m SHD / Maximum 83.5m SHD / Maximum 73.5m SHD
The mid-rise zones are staggered and shall not exceed 45m in width along Marina South Avenue. If the mid-rise blocks do not exceed 45m, the remaining stretch within the mid-rise zone can accommodate maximum 4-storey building blocks.

c Low-Rise Zones: Maximum 4 storeys
The low-rise zones not only achieve further variation in building height within the development but also create a human-scale streetscape along the Neighbourhood Street at Marina South Avenue and the Pedestrian Mall.

4.7.2 All permanent structures and fixtures on roofs (including but not limited to lift motor rooms, water tank, antennae), construction equipment, and temporary structures, such as cranes, piling rigs, etc., are subject to a maximum allowable technical height control of 164m SHD, and are to comply with the requirements of the relevant Competent Authorities. Republic of Singapore Air Force's (RSAF) clearance shall be sought for the use of construction equipment and temporary structures above 123m SHD via email to: Height_Control@defence.gov.sg. Prior written approval from the Civil

Aviation Authority of Singapore (CAAS) shall also be sought before mobilising and/or installing any construction machineries on the site.

4.8 Roofscape

4.8.1 Given the visually prominent location of the Land Parcel and visibility from the surrounding developments, the roofs of the development are to be considered as the "fifth" elevation and designed to be fully integrated as part of the overall form and architectural treatment of the building. The Successful Tenderer is to design the roof areas as either a distinctive crown to the building to contribute to the skyline profile of the area or landscape them as a roof garden. All flat roofs are to be landscaped.

4.8.2 Where Mobile Telecomm Operator's (MTO's) equipment are required on the roof areas of the high-rise, mid-rise or low-rise components of the development, the Successful Tenderer is to work with the MTOs to integrate equipment into the overall design of the façade and roof of the development, and to use suitable materials for screening and mounting the equipment.

4.8.3 To ensure that the roof areas are well-designed and attractive when viewed from surrounding developments, all service areas, Mechanical and Electrical (M&E) equipment, water tanks, car parks etc. if any, are to be located within the building envelope and well-screened from views from above and on all sides, subject to the prevailing screening guidelines for M&E services.

4.9 Building Edge

4.9.1 The development is subject to the following building edge requirements as shown in the Control Plans to create a well-defined streetscape along key streets:

a A minimum 2-storey high building edge abutting the building setback line along Marina Boulevard, Marina South Avenue, Marina Gardens Crescent, and site boundary along the Pedestrian Mall.

4.9.2 Up to 40% of the length of the building edges of the development for each frontage may be set back from the building setback lines for articulation of the building form.

4.10 Building Setback

4.10.1 The development is subject to the following building setback requirements as shown in the Control Plans to achieve attractive, well-shaded and lushly landscaped streetscapes:

Neighbourhood Street

a Setback 4.0m from the line of the Road Reserve along Marina South Avenue to be designed as a well-shaded, informal community space with a row of trees, landscaping, a good mix of hardscape and softscape, playful street furniture, bicycle parking, etc., contributing positively towards the creation of a lively Neighbourhood Street. Pop-up structures such as water-bulk meters, etc. are not allowed within the setbacks. ORAs can be considered within the building setbacks with sufficient breaks to allow for pedestrian connection between the covered walkway and the open walkway.

(i) Landscaping

A row of tree planting and attractive landscaping is to be provided to create a well-shaded informal community space. The tree pits are to minimally have an unsealed soil area of 2.0m x 2.0m and minimum of 2.0m soil depth. The total surrounding aeration area for each tree shall be at least 16.0 sqm to enable healthy tree growth. The numbers and intervals of trees can be proposed by the Successful Tenderer, with consideration given to the overall design of the Neighbourhood Street. The detailed tree planting requirements, including the species, size, spacing, aeration and irrigation system (if provided), and maintenance access, are subjected to the technical requirements and approval of NParks, the Authority and the relevant Competent Authorities. The tree planting is to be maintained by the Successful Tenderer as part of the building setback within the site boundary subject to the satisfaction of NParks, the Authority and the relevant Competent Authorities.

(ii) Paving

The rest of the building setback is to be paved, serving as either open walkways (minimum 2.0m wide where proposed) or areas to host public seating, bicycle parking, etc. These areas shall be paved in grey tiles with a minimum size of 600mm x 600mm, laid out perpendicular to the lines of the Road Reserve, to achieve a consistent and distinctive district character for the area. The tiles are to be of a darker shade than the concrete open walkway within the Road Reserve and to match the paving within the covered walkways, including the aeration areas around the tree pits for the

tree planting. The design, materials and finishes of the pedestrian areas are to be of high quality, good durability and easy maintenance. The paving materials are to withstand high pedestrian traffic and have abrasive hardness suitable for outdoor use. The surface of the tiles is to be resistant to discolouration and staining due to atmospheric conditions, other than normal weathering.

The paving materials can be intermixed with other materials of similar high quality and accent tiles within the tiling pattern can be considered. The tiling layout and paving pattern are to match that of the adjacent covered walkways. The overall tiling layout, paving pattern, design, material specifications and samples of any additional paving materials, accent tiles, water features and other street furniture and lighting are to be subject to the approval of the Authority and the relevant Competent Authorities.

Landscaped Walkway

b Setback 5.5m from the line of the Road Reserve along Marina Boulevard to be designed as an open landscaped walkway. The open landscaped walkway is to include open walkways and one row of trees abutting the site boundary to complement the tree planting within the roadside table.

(i) Tree Planting

The row of tree planting within the open landscaped walkways is to be *Caesalpinia Ferrea.* For information, *Caesalpinia Ferrea* is a tree of up to 16.0 m to 30.0 m in height with an umbrella-shaped crown of up to 20.0m in width when mature. The Successful Tenderer is to provide a big sapling or instant tree of minimum 3.0m overall height. The trees are to be planted at a spacing of 6.0m centre-to-centre (c/c) with ground aeration areas of 16 m^2 per tree. The tree pits are to minimally have an unsealed soil area of 2.0m x 2.0m, with a minimum of 2.0m soil depth. The detailed tree planting requirements, including the species, size, spacing, aeration and irrigation system (if provided), and maintenance access, are subjected to the technical requirements and approval of NParks, the Authority and the relevant Competent Authorities. The tree planting is to be maintained by the Successful Tenderer as part of the building setback within the site boundary subject to the satisfaction of NParks, the Authority and the relevant Competent Authorities.

(ii) Paving

The remaining width of the landscaped walkway shall be designed as open walkways (minimum 2.5m width) and shall be subject to the paving requirements stated in Condition 4.10.1.a.ii.

Garden Edge along Marina Gardens Crescent

c Setback 4.0m from the lines of the Road Reserve along Marina Gardens Crescent to be well-shaded, with a row of trees and landscaping.

(i) Landscaping

A row of tree planting and attractive landscaping is to be provided to create a well-shaded green space for community use. The numbers and intervals of trees can be proposed by the Successful Tenderer. The detailed tree planting requirements, including the species, size, spacing, aeration and irrigation system (if provided), and maintenance access, are subjected to the technical requirements and approval of NParks, the Authority and the relevant Competent Authorities. The tree planting is to be maintained by the Successful Tender a part of the building setback within the site boundary subject to the satisfaction of NParks, the Authority and the relevant Competent Authorities.

(ii) Paving

The rest of the building setback is to be paved, serving as open walkways (minimum 2.0m wide where proposed). These areas shall be paved in grey tiles with a minimum size of 600mm x 600mm, laid out perpendicular to the lines of the Road Reserve, to achieve a consistent and distinctive district character for the area. The tiles are to be of a darker shade than the concrete open walkway within the Road Reserve and to match the paving within the covered walkways, including the aeration areas around the tree pits for the tree planting. The design, materials and finishes of the pedestrian areas are to be of high quality, good durability and easy maintenance. The paving materials are to withstand high pedestrian traffic and have abrasive hardness suitable for outdoor use. The surface of the tiles is to be resistant to discolouration and staining due to atmospheric conditions, other than normal weathering.

The paving materials can be intermixed with other materials of similar high quality and accent tiles within the tiling pattern can be considered. The tiling layout and paving pattern are to match that of the adjacent covered walkways. The overall tiling layout, paving pattern, design, material specifications and samples of

any additional paving materials, accent tiles, water features and other street furniture and lighting are to be subject to the approval of the Authority and the relevant Competent Authorities.

4.11 Boundary Treatment

4.11.1 The development shall be fenceless on the 1st storey to promote visual and physical porosity to facilitate pedestrian movement to and from the Pedestrian Mall, privately-owned public space (Neighbourhood Plaza), and through-block link of the development. Boundary walls and/or fences will not be permitted along Marina Gardens Boulevard, Marina South Avenue, Marina Gardens Crescent, and the Pedestrian Mall.

4.12 Basement Levels / Subterranean Developments

4.12.1 The basement levels and all permanent subterranean structures, including the underground pedestrian link, may extend up to the site boundary of the Land Parcel subject to the prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act 1998 and technical requirements of the relevant Competent Authorities.

4.12.2 All at-grade structures, including the vertical pedestrian circulation points, entrance/ exit structures to MRT, mechanical ventilation shafts and fire escape staircases are to be located and integrated fully within the building envelope of the development.

4.13 Greenery Replacement and Landscaping

4.13.1 The design of the development is to incorporate Landscape Replacement Areas (LRAs) equivalent in area to the site area of the Land Parcel and provide a distinctive, garden-like environment.

4.13.2 Within these LRAs, at least 40% of the area is to be used for softscape (permanent planting) and the remaining areas can be used for hardscape, as outlined in the prevailing guidelines for Landscaping for Urban Spaces and High-Rises (LUSH) and will be subject to detailed evaluation and approval at the formal submission stage.

4.14 Public Pedestrian Mall

4.14.1 The Successful Tenderer shall at his own cost and expense, design and construct a 24.0m wide pedestrian mall within Plot 2, as an attractive, open-to-sky public space with appropriate landscaping and other urban furniture,

including public art where appropriate. The future Successful Tenderer of the adjacent land parcel will implement the remaining 6m of the pedestrian mall to realise its full width of 30m. Uses other than the Underground Pedestrian Link in the subterranean levels under the Pedestrian Mall may be considered, subject to the provision of a minimum of 2.0m soil depth measured from the top of the Pedestrian Mall.

4.14.2 The pedestrian mall forms part of the open space network within Marina South and serves to connect developments to amenities in the precinct, including transit nodes such as the Marina South and Gardens by the Bay MRT Stations. Beyond connectivity, the pedestrian mall is envisioned also as a lively social space, lined with AGUs, public seating, landscaping and bringing life into the adjoining key public spaces fronting the mall.

4.14.3 The platform level of the pedestrian mall is to match that of the adjoining public space, covered and open walkways to achieve seamless integration of the public realm.

4.14.4 A landscaped walkway of at least 6.0m width is to be provided throughout the length of the pedestrian mall directly adjacent to the covered walkway, of which a minimum 2.5m width shall be kept clear for an open footpath. The remaining 3.5m width should include tree planting, as well as other street furniture, such as public seating and bicycle parking. Another pedestrian walkway of at least 6.0m width is to be provided within the remaining 18.0m of the mall.

4.14.5 Parts of the pedestrian mall may be used for ORAs and outdoor kiosks, subject to the evaluation and approval of the Authority and other relevant Competent Authorities. The location and use of the ORAs and outdoor kiosks are not to compromise other street activities, circulation requirements and pedestrian and / or traffic safety. Heavy food preparation and cooking are not permitted within the kiosks as smoke exhausts, M&E flues would not be allowed to avoid causing disamenity to users of the mall.

Shade

4.14.6 The design of the mall is to respond to our tropical climate and ensure that the mall is well-shaded via the tree canopies and supplemented with light weight shade structures, where necessary. At least 50% of the pedestrian mall is to remain shaded throughout the day. The Successful Tenderer should undertake sun shadow studies for shadow cast on 21 Jun at 9am, 12pm, and 4pm to demonstrate that sufficient shade is provided.

Landscaping

4.14.7 Large shade-bearing trees are to be provided to create a well-shaded pedestrian mall. For these larger shade-bearing trees, tree pits are to minimally have an unsealed soil area of 4.0m x 4.0m and minimum of 2.0m soil depth. The total surrounding aeration area for each tree shall be at least 36.0 sqm to enable healthy tree growth. Aside from the 6m-wide landscaped walkway, smaller trees that supplement shading and add to the greening of the Pedestrian Mall are also highly encouraged. For these smaller trees, tree pits are to minimally have an unsealed soil area of 2.0m x 2.0m and minimum of 2.0m soil depth. The total surrounding aeration area for each tree shall be at least 16.0 sqm to enable healthy tree growth. The numbers and intervals of trees can be proposed by the Successful Tenderer. The detailed tree planting requirements, including the species, size, spacing, aeration and irrigation system provisions and maintenance access, are to be subject to the technical requirements and approval of NParks, the Authority and the relevant Competent Authorities. The trees within the pedestrian mall are to be maintained by the Successful Tender subject to the satisfaction of NParks, the Authority and the relevant Competent Authorities.

Design and Materials

4.14.8 The Pedestrian Mall is to be suitably well-treated and appropriately lit with night lighting to ensure that it is safe, welcoming and attractive. As it is visible from the adjacent taller buildings, consideration should be given to how it would be viewed from above. The design, materials and finishes of the pedestrian mall, including the paving material, tree planting and landscaping, street furniture, lighting are to be of high quality, good durability, facilitate easy maintenance and comply with the requirements of the relevant technical agencies and Competent Authorities. Where appropriate, the urban furniture could be designed with an element of play, providing delight to the experience of the users of the mall.

Paving

4.14.9 The Pedestrian Mall is to be predominantly paved, to allow for physical porosity and to avoid creating barriers to access to adjacent developments. These areas shall be paved in grey tiles with a minimum size of 600mm x 600mm, laid out perpendicular to the direction of the pedestrian mall, to achieve a consistent and distinctive district character for the area. The tiles are to match the paving within the covered walkways, including the aeration areas around the tree pits for the tree planting. The design and paving material of the pedestrian mall is to take into consideration the need for access by maintenance vehicles, withstand high pedestrian traffic, and have

abrasive hardness suitable for outdoor use. The use of the pedestrian mall as a fire-engine accessway for adjacent developments is not allowed. The surface of the tiles is to be resistant to discolouration and staining due to atmospheric conditions, other than normal weathering.

4.14.10 To create a distinct and unique identity for the pedestrian mall, the tiling layout and paving pattern can be varied from the adjacent covered walkways. Paving materials can also be intermixed with other materials of similar high quality and accent tiles within the tiling pattern. The overall tiling layout, paving pattern, design, material specifications and samples of any additional paving materials, accent tiles, water features and other street furniture and lighting are to be subject to the approval of the Authority and the relevant Competent Authorities.

Event Infrastructure

4.14.11 Electrical sockets for sound and lighting systems for events and water supply taps are to be provided at appropriate intervals along the pedestrian mall and well-integrated with the proposed urban furniture within the pedestrian mall. Accent lighting shall be well-integrated with the urban furniture proposed within the mall.

4.14.12 The Successful Tenderer is required to construct, own, and maintain the pedestrian mall at his own cost and expense.

4.14.13 The pedestrian mall is to be completed prior to, or at the same time, as the TOP of the development on the Land Parcel is obtained. The Successful Tenderer is also required to allow the Authority, other relevant Competent Authorities, and the future Successful Tenderer of the adjacent land parcel and his agents reasonable access to the pedestrian mall, if required, for construction of future public infrastructure and / or related works in the area.

4.15 Pedestrian Network

4.15.1 The Marina South neighbourhood is planned as an inclusive, pedestrian-friendly precinct with a comprehensive pedestrian network at the 1st storey consisting of covered walkways, covered linkways, open walkways, a pedestrian mall, through block links and dedicated pedestrian crossings. This is complemented by an Underground Pedestrian Network (UPN) connecting Gardens by the Bay Station to Marina South Station, and an Elevated Landscaped Bridge connecting Gardens by the Bay to the coast. The UPN and bridge provide convenient, comfortable and seamless

connections between developments, transport facilities, key public spaces and attractions, in all-weather comfort.

4.15.2 The underground, at-grade and above-grade pedestrian networks, up to the required minimum widths, and the associated dedicated vertical pedestrian circulation points and entrance / exit structures, including lifts, escalators, staircases, and any associated fire-escape staircases, are to serve as dedicated public pedestrian links as part of the overall pedestrian network for the area.

4.15.3 These are to be kept open for public access at all times or during the RTS operating hours (where applicable and otherwise informed). These may be excluded from computation as part of the maximum permissible GFA for the development, subject to the prevailing Development Control Guidelines on the exemption of GFA issued by the Competent Authority under the Planning Act 1998. Internal circulation spaces within the development which are deemed not to form part of the required pedestrian network will not qualify for GFA exemption.

4.16 Underground Pedestrian Network

4.16.1 The Successful Tenderer is to provide an Underground Pedestrian Link at the basement levels within Plots 1, 2, 3 and 4 to connect the development to the Underground Pedestrian Network (UPN) which would eventually connect Marina South MRT Station to Gardens by the Bay MRT Station beneath the Pedestrian Mall.

Dimensions

4.16.2 The UPL shall comprise of a pedestrian walkway with a minimum clear width of 6.0m and a minimum floor-to-ceiling height of 4.0m. Waiver of the minimum internal ceiling height and clear width can be considered only where other technical requirements do not allow for the required height or width to be provided. Activity-generating uses, such as retail, food and beverage, are to be provided along at least one side of the pedestrian walkway, subject to Conditions 4.3.2 and 4.3.3. If activity-generating uses are provided on both sides, the pedestrian walkway shall be of a minimum 7.0m clear width.

Connections to Adjacent Developments

4.16.3 A knock-out panel of a minimum width of 7.0m has been provided at the basement concourse level of the Marina South MRT Station, to allow for the connection of the UPL to the Station.

4.16.4 A knock-out panel of approximately 22.5m has been provided at the incidental space under Marina Gardens Crescent. The Successful Tenderer is required to build the UPL up to this knock out panel, to facilitate the future connection of the UPL by the planned development along Marina Gardens Crescent. The as-built drawings of the incidental space under Marina Gardens Crescent can be viewed during working hours at the URA office.

4.16.5 There are two additional knock-out panels with a minimum width of 7.0m, provided at the basement concourse level of Marina South MRT Station at the boundary of Plot 3. The Successful Tenderer is required to build the UPL up to these two additional knock-out panels, to facilitate the future connection to the UPL by the planned adjacent development along Marina Boulevard. The Successful Tenderer is required to, at his own costs, liaise with LTA and the owners of adjacent developments, if any, in the implementation of the UPLs.

Connections to Future Developments

4.16.6 Three knock-out panels (12.0m clear internal width and 4.0m clear floor-to-ceiling height) are to be provided within Plot 2. These are to be built at the boundary between Plot 2 and the future development to facilitate the future connection to the UPL by the planned adjacent development along the Pedestrian Mall.

4.16.7 The external wall at the basement level of the development adjacent to the knock-out panels are to be designed with sufficient loading provision to accommodate for future underground connection to the proposed knock-out panels and unbalanced excavations.

4.16.8 The Successful Tenderer or UPL owner is required to allow for future extension of, and / or connection to the planned UPN at the locations as shown on the Control Plans, at any time. In relation to this, the Successful Tenderer or UPL owner is to grant the necessary access and rights of way, without any hindrance or obstruction, and within the payment of any fee or charge whatsoever, to the owners of adjacent developments and be responsible for liaising with them, wherever necessary.

4.16.9 The Successful Tenderer or UPL owner is also required to ensure that fire shutters (if required within the UPL) are planned upfront and provided for

within the boundary of the underground pedestrian link, and without compromising the minimal clear widths of the UPL.

Platform Level

4.16.10 The platform level of the UPL shall be approximately RL95.0m to match the level of the concourse of the existing Marina South MRT Station and floor level of the existing incidental space under Marina Gardens Crescent. Localized areas of the UPL may require a higher platform level to accommodate the RTS tunnel structure underneath. Any such level differences within the UPL are to be mitigated via the use of ramps.

4.16.11 The structural alignment of the UPL is to be guided by the existing loading stumps that have been provided on the RTS tunnel under Plot 2. No parts of the UPL shall exceed the site boundaries stipulated within the control plans. The structural integration and alignment of the UPL are to comply with the requirements of and be subject to the evaluation and approval of the Authority and other relevant Competent Authorities.

Entrance / Exit Points and Associate At-Grade Structures

4.16.12 Two vertical pedestrian circulation points (including two lifts, a pair of two-way escalators and fire escape staircase) are to be provided within the building envelop at either ends of the Pedestrian Mall fronting Marina Boulevard and Marina Gardens Crescent to connect the UPL to the covered walkway at the first storey as shown on the Control Plans. The at-grade entrance / exit structure to the vertical pedestrian circulation points is to comply with the platform level requirements as set out by PUB in Clause 3.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

4.16.13 The fitting out materials and finishes within the UPL and the vertical pedestrian circulation points are to be durable, appropriate for use and easily maintained and will be subject to the approval of the Authority and LTA. The fitting-out works are to be completed prior to or at the same time as the Temporary Occupation Permit (TOP) is obtained for the development on the Land Parcel.

Operation and Maintenance

4.16.14 The Successful Tenderer or the UPL owner is to ensure that the UPL and vertical pedestrian circulation points are fully functional and kept open for public use during the operation hours of the Rapid Transit System (RTS),

without any hindrance or obstruction, to the satisfaction of the Authority and the relevant Competent Authorities.

4.16.15 The Successful Tenderer or UPL owner shall maintain the UPL, vertical pedestrian circulation points and the knock-out panels, to the satisfaction of the Authority and the relevant competent Authorities.

4.17 At-Grade Pedestrian Network

Open Walkways within Landscaped Walkway

4.17.1 The Successful Tenderer is to provide an open footpath with minimum 2.5m clear width within the Landscaped Walkway at the 1st storey along Marina Boulevard, subject to the requirements in Condition 4.10.1.b.

1st Storey Covered Walkways

4.17.2 The Successful Tenderer is to provide continuous covered walkways within the building envelope at the 1st storey as shown on the Control Plans and set out below:

a Minimum 5.0m wide (4.4m clear) covered walkway fronting Marina Boulevard with a maximum soffit height of 5.0m.

b Minimum 3.6m wide (3.0m clear) covered walkway fronting Marina South Avenue, Marina Gardens Crescent and Pedestrian Mall/Public Space, with a maximum soffit height of 3.6m.

4.17.3 Higher external soffit heights for the covered walkways can be supported, subject to the approval of the Authority, and subject to the provision of drop-down panels or the width of the covered walkways being increased to match the higher soffit height to provide adequate weather protection for pedestrian users during inclement weather. Higher soffit heights for the covered walkways can be allowed at the location of vehicular access points to comply with the LTA's minimum clearance requirements for vehicular access.

Platform Levels

4.17.4 The platform levels of the open walkways within the building setbacks and covered walkways at the 1st storey are to match the platform levels of the cycling paths and open walkways within the adjacent Road Reserves. This level can range from 500mm to 700mm above the existing road levels. The difference between these pedestrian areas and the required minimum

building platform level for the development is to be mitigated within the building envelope at the first storey. This will ensure a seamless transition between the different levels and barrier-free connectivity between the covered walkways/ linkways, open landscaped walkways and building setback areas with the development, and adjacent cycling paths and open walkways within the Road Reserves. All building platform levels are to comply with the Public Utilities Board's (PUB) requirements given in Clause 3.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

4.17.5 Where the covered walkways are intercepted by vehicular ingress / egress points, any cross ramps are to be located on either side of the covered walkways.

4.17.6 The level of the covered walkways is to be maintained at a constant level as far as possible and any changes in levels are to be accommodated by ramps.

Paving

4.17.7 The open walkways within the building setbacks and covered walkways are to be paved to match each other, subject to the requirements in Condition 4.10.1.a.ii.

Operation

4.17.8 The at-grade pedestrian network is to be kept open and unobstructed for public use at all times.

4.18 Public Space

4.18.1 Given the strategic location of the Land Parcel next to the Pedestrian Mall, the Successful Tenderer is to provide a public space at the 1st storey of the development, fronting the Pedestrian Mall. This is to be designed as an attractive neighbourhood plaza and gathering point for residents in the Marina South Neighbourhood.

4.18.2 The public space is to be open-to-sky with only lightweight roof structures allowed for weather protection. It should enjoy good natural daylight, thermal comfort and natural ventilation.

4.18.3 The layout and design of the public space is to be well integrated and seamlessly accessible from the Pedestrian Mall. To create a welcoming and attractive space for residents to meet and gather, the public space is to be fronted by AGUs, with any ORAs provided to be well integrated into the layout and design of the public space.

4.18.4 Consideration is to be given to the usability of the public space. The layout and design of the landscaping if any, shall facilitate pedestrian movement through the public space while ample seating shall be provided with sufficient shade and weather protection. The size and detailed design shall be subject to the prevailing design guidelines for Privately Owned Public Spaces and the evaluation and approval of the Authority at the formal submission stage.

4.18.5 The public space is to be kept open and accessible for public use at all times.

4.19 Covered Linkway

4.19.1 The Successful Tenderer is to provide a covered linkway connecting the 1st storey covered walkway of the development along Marina South Avenue to the future covered linkway and bus stop along Marina South Avenue as shown on the Control Plans.

4.19.2 The location, design and technical details of the covered linkway shall comply with the technical requirements of LTA as set out in Clause 7.0 of the Conditions, Requirements of Relevant Competent Authorities and Public Utility Licensees, be subject to the evaluation and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.19.3 The Successful Tenderer or the future owner of the covered linkway shall maintain the covered linkway within their development to the satisfaction of the relevant Competent Authorities. The covered linkway shall be kept open and unobstructed for public use at all times.

4.20 Integration of RTS-related Structures

Ventilation structure

4.20.1 The existing RTS-related structures along Marina Boulevard include a temporary MRT ventilation structure (Vent Structure 5) consisting of three ventilation shafts, and a pair of fire-escape staircases. The Successful Tenderer shall, at his own cost and expense, relocate the existing RTS-related structures and integrate them within the building envelope of the new development.

4.20.2 In relocating the MRT structures, the Successful Tenderer will have the advantage of ensuring that the ventilation structure ties in better with the overall layout of the development. If will also help to create a more attractive streetscape and frontage for the development along Marina Boulevard.

4.20.3 The ventilation shafts and openings are to be visually well-screened from the top and on all sides and integrated into the overall façade treatment along Marina Boulevard.

4.20.4 The Successful Tenderer is required to, at his own cost and expense, design, construct, and handover to LTA and the appointed railway operator for maintenance upon completion of the relocated structures, subject to the requirements of the relevant Competent Authorities, the new fixtures, finishes, electrical and mechanical services and any other systems (e.g., lights, exhausts, tiling, etc.) related to the new RTS structures within the development. The relocated and existing structures are subject to compliance with LTA's requirements as set out in Clause 7.0 of the the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.

4.20.5 All new structures built to relocate the ventilation structures, as well as the new vertical circulation points within the Land Parcel shall be owned and maintained by the Successful Tenderer/ single strata lot owner.

4.20.6 Existing RTS-related structures located within the Land Parcel that are retained to facilitate relocation of the ventilation structure will continue to be owned and maintained by LTA and the appointed railway operator.

4.20.7 The replacement of all other non-structural elements under LTA's ownership, including architectural finishes, M&E installations, etc. will be carried out by LTA's appointed railway operator. The above requirements exclude the new vertical circulation points (e.g., two lifts, a pair of two-way escalators and fire-escape staircases) as these are not part of the RTS network. As such, the vertical circulation points including their fixtures, finishes, electrical and mechanical services and any other systems (e.g., lights, exhaust, tiling, etc.) shall be owned, maintained by the Successful Tenderer/single strata lot owner.

4.21 Night Lighting

4.21.1 The Successful Tenderer shall ensure that all areas that contribute to the public realm, such as covered walkways and public areas at the 1st storey are well-lit at night for the safety and security of all users.

4.21.2 If a night lighting scheme is proposed for the development, it shall be installed with dimming capacities so that the lighting levels can be adjusted to avoid causing light pollution and dis-amenity to residents.

4.22 Vehicular and Servicing Access

Vehicular Access

4.22.1 Vehicular ingress/egress to the site, including access to car parks, services, passenger drop-off points and taxi lay-bys, etc. is to be taken off Marina Gardens Crescent.

4.22.2 Pick-up and drop-off activities should not be carried out along the public roads. Sufficient holding bays, taxi waiting areas, vehicle queueing length and adequate turning spaces for each of the vehicular access points shall be provided within the development site to avoid queueing-up of vehicles onto the main road.

4.22.3 All vehicular ingress/egress to the car parks, service areas, passenger drop-off points and any taxi lay-bys, etc., including external ramps and all associated structures and fixtures, are to be well-integrated within the layout, building form and overall architectural treatment of the development, in addition to being visually well-screened. They shall be subject to the approval of the relevant Competent Authorities at the formal submission stage as set out in Clause 7.0 of the Conditions and Requirements of Relevant Competent Authorities/ Public Utility Licensees.

4.22.4 Only pick-up and drop-off activities can be located at the first storey along Marina Gardens Crescent. All other activities, including, but not limited to car parks and services, are to be located in the basement levels. Any gantries/ barriers to the car parking access are to be located deep within the development.

Service Areas

4.22.5 Sufficient service areas, including those for the bin centre, electrical substation, loading/ unloading bays, holding bays, etc., are to be provided within the basement levels of the development to meet the needs of the proposed uses. The Successful Tenderer may refer to the Circular on Loading Bay Design and Operation Guide for Commercial Buildings (https://www.ura.gov.sg/Corporate/Guidelines/Circulars/dc20-05) to facilitate adoption of such best practices.

4.22.6 To create an attractive streetscape, exhaust and ventilation shafts are to be fully integrated within the overall building form and architectural treatment of the development. M&E services are to be visually well-screened from the top and all sides, and subject to the prevailing screening guidelines.

4.22.7 Other service areas/ structures, such as air-conditioning ledges (if any), laundry drying areas, ventilation shafts to basements levels, etc., are to be fully integrated within the overall envelope of the building and visually well-screened, and subject to the prevailing screening guidelines for M&E services.

4.22.8 All service areas will be subject to the requirements and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.23 Car, Motorcycle and Bicycle Parking

Car and Motorcycle Parking

4.23.1 The development is located within the gazetted car-lite precinct of Marina South and is subject to a reduced car parking provision standard. The Successful Tenderer is to comply with LTA's requirements for car and motorcycle parking provision as set out in Clause 7.0 of the the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees and will be subject to the evaluation and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.23.2 The Successful Tenderer is required to locate all car and motorcycle parking spaces at the basement levels of the development. Car parking at the 1st storey or above grade is not allowed.

4.23.3 The Successful Tenderer is strongly encouraged to provide sufficient parking spaces for the vehicles of platform delivery riders (motorcycles, bicycles, and other active mobility devices) at-grade to allow easy access to shops and residential units. This is to facilitate safe and efficient platform-to-consumer deliveries. The Successful Tenderer may refer to the Advisory Note to Facilitate Safe and Efficient Pick-ups at Commercial Malls (https://www.ura.gov.sg/Corporate/Guidelines/Circulars/dc22-11) to facilitate adoption of these best practices.

4.23.4 The design and layout of the vehicular parking facilities 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.

Bicycle Parking

4.23.5 To contribute positively towards the vision of Marina South as a cyclist-friendly neighbourhood, the Successful Tenderer is to comply with LTA's requirements for bicycle parking provision as set out in Clause 7.0 of the the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees and will be subject to the evaluation and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.23.6 The Successful Tenderer is to set aside a portion of the bicycle parking lots provided for public use in accordance with LTA's requirements for bicycle parking provision as set out in Clause 7.0 of the the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees. These are to be located at the 1st storey and be freely accessible and visible to visitors and the general public for short term bicycle parking. These can be located within the building setbacks along Marina Boulevard and Marina South Avenue, fronting the AGUs .

Electric Vehicle (EV) Charging Infrastructure Provision

4.23.7 To contribute positively towards the vision of Marina South as a sustainable neighbourhood, and to future-proof new development sites in Singapore, the Successful Tenderer shall provide active and passive provision for EV charging points for the proposed development as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities & Public Licensees.

4.24 Centralised Cooling System (CCS)

4.24.1 To contribute positively towards the vision of Marina South as a sustainable neighbourhood, the Successful Tenderer is strongly encouraged to implement a centralised cooling system (CCS) comprising cooling towers, chillers, piping, pumps and relevant M&E equipment as part of the proposed development to serve both the residential and non-residential areas of the proposed development.

PART V

5.0 OTHER REQUIRED WORKS

5.1 Sealed Space at Marina South MRT Station

5.1.1 The existing Marina South MRT Station contains a sealed space at the basement concourse level, as shown in the Control Plan, that is meant to allow for a direct connection between the UPL and the concourse of the MRT Station. The Successful Tenderer is required to, at his own cost and expense, fit-out the sealed space and remove the wall separating the sealed space from the MRT concourse, to establish the connection between the UPL and the MRT concourse. The fit-out of the sealed space is to be completed prior to, or at the same time, as the TOP for the development on the Land Parcels is obtained.

5.1.2 The Successful Tenderer is required to hand over to LTA and the appointed railway operator for maintenance, subject to the requirements of the relevant Competent Authorities, the new fixtures, finishes, electrical and mechanical services and any other systems (e.g., lights, exhaust, tiling, etc.) related to the fitted-out sealed space.

5.2 Road Works

5.2.1 The Successful Tenderer shall, at his own cost and expense, design and construct the proposed 36.0m wide new dual two carriageway (i.e. Marina Gardens Crescent), as shown in the Control Plan and in accordance with the requirements of the relevant Competent Authorities. The reference notional scheme for Marina Gardens Crescent (referred to as Marina South Turn in the notional scheme) can be viewed during working hours at the URA office. The Successful Tenderer shall liaise and coordinate with the Authority and their contractor(s) on the implementation timeline of Marina Gardens Crescent vis-a-vis Marina South Avenue, which is targeted to be complete by 30 June 2025.

5.2.2 For information of tenderers, the detailed requirements of the proposed road are set out in Clause 7.0 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.

5.2.3 The construction of the proposed 36.0m wide dual two carriageway shall be certified physically completed and open for use by the LTA before the issuance of Temporary Occupation Permit (TOP) for the development on the Land Parcel.

5.2.4 The completed road works are to be maintained at the cost and expense of the Successful Tenderer and to the satisfaction of the LTA during the maintenance period (MEP) and until such time when they are handed over to the State for ownership and maintenance. The Successful Tenderer shall request for a hand over inspection at the end of 1 year MEP.

5.2.5 The Successful Tenderer is required to obtain a TOL from the SLA for the area required for construction of the new access road. The TOL area shall not be used for other purposes and is to be kept free of obstruction at all times.

5.2.6 The Successful Tenderer shall allow public agencies, including contractors, agents, employees and owners/occupiers of adjacent developments, access and use of the said TOL area at all times if required, without any charge, payment, hindrance, obstruction or restriction whatsoever.

Sidetable and Carriageway Works

5.2.7 The Successful Tenderer shall at his own cost and expense, carry out the construction and improvement works to the Road Reserves, sidetable, and carriageways along Marina Gardens Crescent, Marina South Avenue and Marina Boulevard, as shown in the Control Plans. The required works shall comply with the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees and shall be subject to the approval of the Authority, LTA, NParks and the relevant Competent Authorities at the formal submission stage.

5.2.8 The open walkways and cycling paths shall be maintained at a constant level. Any changes in levels are to be kept to a minimum and accommodated by ramps, subject to the requirements of the Authority and the relevant Competent Authorities.

5.2.9 The planting verges within the sidetables are to be lushly landscaped with trees and shrubs in accordance with the requirements of NParks' provision as set out in Clause 8.0 of the the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees. Breaks shall also be provided within the planting verges to facilitate pedestrian movement and to avoid creating a continuous barrier. The design and placement of these planting breaks shall be subject to the approval of the Authority, LTA and NParks at the formal submission stage.

PART VI

6.0 OTHER REQUIREMENTS

6.1 Provision of Electrical Supply

6.1.1 The electrical load for the proposed development is supplied from the existing 230kV/22kV ESS along Bayfront Avenue as part of the infrastructure provisions for the Marina Bay area.

6.1.2 The Successful Tenderer shall pay the amount of $872,892.00 together with the amount of GST chargeable in relation to the payment of the said amount towards the cost of provision of an electrical substation at Marina Bay.

6.2 Design Advisory Panel

6.2.1 To ensure that the development meets the planning and urban design objectives described in Part IV, the development proposal for the Land Parcel will be subject to review by a Design Advisory Panel (DAP) and approval from the Authority as part of the formal submission process.

6.2.2 The DAP will be appointed by the Authority and will comprise members from the building and real estate industries as well as representatives from related fields, as and when necessary. The DAP will convene necessary meetings to provide input and comments on the overall building layout, typology, form massing and architectural design, including the appropriate use of building materials, finishes and external lighting.

<u>DAP Evaluation Process</u>

6.2.3 The DAP evaluation process will be a two-stage process with Stage 1 addressing the broader urban design aspects of the development proposal in relation to the form, massing, pedestrian connectivity, vehicular circulation, view corridors, landscaping concepts, as well as the conceptual proposal in relation to the environmentally-friendly design practices and features to meet BCA's Green Mark requirements. This is to ensure major issues affecting the layout of the proposal are addressed by the time Provisional Permission (PP) is issued for the development. After establishing the broad parameters such as building height, form and massing, the external lighting design concept should also be submitted for evaluation as part of Stage 1 to ensure that the external building lighting installation is considered as an integral part of the design of the development.

6.2.4 Stage 2 DAP commences after the grant of the PP and will focus on the building layout and architectural design aspects of the proposal including the appropriate use of building materials, finishes, detailed landscaping design and detailed external lighting design.

6.2.5 Please refer to the DAP Advisory Notes in Annex 1 for details on the scheduling of DAP meetings and submission requirements.

6.3 Construction Workspace and Access

6.3.1 The Successful Tenderer shall note that part of the site (as shown indicatively on the Control Plan) is affected by ongoing infrastructure works (such as road works and earthworks) in the vicinity. The Successful Tenderer shall allow the Authority and their contractor(s) to occupy and access the indicated area, without any charges, obstructions and restrictions, until 30 June 2025. The Authority's contractor(s) shall reinstate all affected turfing prior to handing over the area to the Successful Tenderer. The Successful Tenderer shall liaise and coordinate with the Authority and their contractor(s) on the handover schedule of the affected area.

6.4 Site Works

6.4.1 Clearance from SLA, URA, 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 of 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.

6.4.2 The portions of the road sidetables and carriageways affected by the construction works shall be reinstated to the requirements of LTA and the relevant Competent Authorities based upon the relevant road category and maintained until such time when they are taken over by LTA.

6.4.3 During the construction period, all construction works are to be hoarded up and visually screened at all times. Any inconvenience and disturbance to the adjacent developments shall be minimised and pedestrian access along all existing sidetables outside the site boundary shall be maintained at all times.

6.5 Productivity

6.5.1 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.

6.5.2 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 TOL basis for this purpose.

Annex 1

DAP Advisory Notes

Scheduling of DAP Meetings

a) The DAP process is initiated as part of the formal development application process.

b) The Applicant is to inform the Authority by way of email, at least 4 weeks in advance, on the submission date of the formal development application, to secure the availability of the various DAP members in the scheduling of the DAP session.

c) The DAP session will take place approximately 3 to 4 weeks after the formal development application is made together with a complete set of DAP materials as detailed below.

d) Please note that all submissions must be accompanied by the requisite materials and information (refer to *Guidelines for Preparing the Submission/Presentation Materials*) before a DAP session can convened.

e) The formal submission is to reflect the design proposal accurately. If major design revisions to the proposal or parts of it are made after the formal submission, the DAP session might have to be rescheduled to a later date to allow more time for the new information and design changes to be evaluated before the DAP session convenes.

f) Decisions for the formal applications will generally be issued approximately 2 weeks after the DAP session. The processing time of the development application will be approximately 6 weeks.

g) Deviations from the guidelines or waiver requests will be evaluated in relation to the overall design concept/scheme and against the objectives of the guidelines, in order to determine if there are merits to allow the deviations/waivers. Applicants are advised to factor in additional time for the evaluation of deviations/waivers.

h) Depending on the level of resolution by the Applicant, there may be more than 1 DAP session for each stage. Applicants are advised to factor in the necessary time for the DAP submissions.

Guidelines for Preparing the Submission/Presentation Materials

1. In addition to the technical drawings (plans, elevations and sections) submitted as part of the formal development application, DAP materials consisting of digital A3 booklets, presentation slides and digital models [where necessary, a physical model of the proposed development will be required, at scale of 1:400 or smaller (to be advised by the officer in charge), showing context of site] will have to be submitted. Additional reports, such as Conservation Reports, are to be included as Appendices to the A3 booklets.

Stage 1

2. For Stage 1, only the following aspects are to be included in the submission materials:

   - Design Philosophy/Concept
   - Form and Massing
   - General architectural treatment (roofscape, façades in relation to context)
   - Pedestrian Network and Vehicular Access
   - Public Spaces and Landscape Replacement Areas / landscaping concepts

3. Aspects such as detailed planting palette, materials etc. will be addressed at Stage 2 and are not required to be submitted for Stage 1.

4. The DAP booklet and presentation slides are to be presented in the format shown in *Submission Templates*. The digital DAP booklet (including 2 hard copies in A3) should not exceed 50 pages, including appendices, attached drawings and plans, with a minimum font size of 12. The number of presentation slides should be comfortable for a 20-minute presentation without lengthy text, highlighting the key points with further elaboration provided in the DAP booklet.

Stage 2

5. The DAP materials submitted at this stage will include:

   - Detailed building layout
   - Detailed architectural treatment including appropriate use of building materials and finishes

- Night lighting design concept, including method statement and detailed drawings on the night lighting design intention to be achieved
- Detailed landscaping design including planting palette
- Detailed Design of Public Spaces

6. Scaled elevations and sections of the relevant details (preferably 1:50 in hardcopy), digital architectural model of part(s) of the building (if necessary), as well as material samples of the façade and roof materials are required to be submitted to show the architectural design of the development.

7. The DAP booklet (including 2 hard copies in A3) should not exceed 50 pages, including appendices, attached drawings and plans, with a minimum font size of 12. As with Stage 1, the DAP presentation slides are to be kept salient and presented in the format shown in Submission Templates.

All Submissions

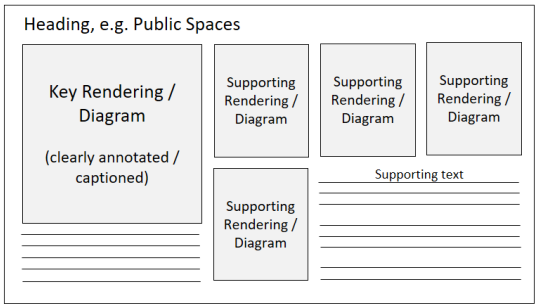
8. All submissions are to include a digital massing model, in any of the formats as stated below to show the proposed development in relation to the adjacent sites and surrounding context. The digital model is to be accurately geo-referenced (i.e. to SVY21). The files for the 3D digital model should be in any of the following formats: .3dm .max, .3ds, .skp, .dwg, .dxf, .fbx, or BIM format.

9. Physical models may be required, depending on the scale and complexity of the proposal. Where required, physical models are to adopt a 1:400 scale (or smaller, depending on the scale and location of the project, which would be advised by the officer in charge).

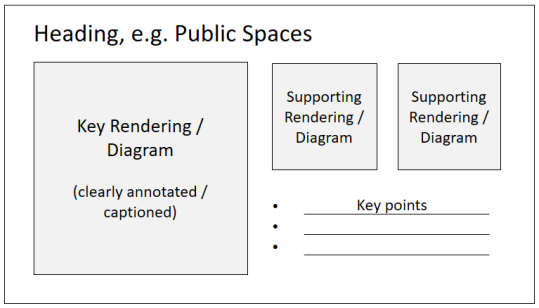
10. Resubmissions should be kept succinct. The A3 DAP booklet and presentation slides should highlight only outstanding issues with a comparison between the previous and current proposal (see Submission Templates). There is no need to highlight issues which have already been resolved.

Submission Templates

For First DAP Submission

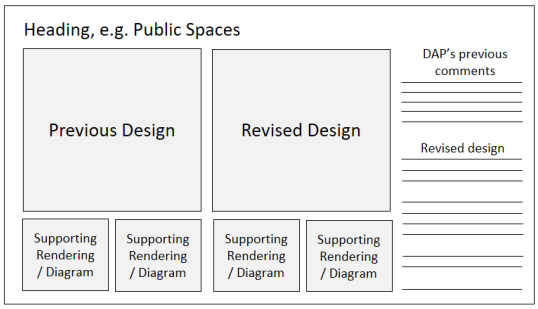


A3 Booklet

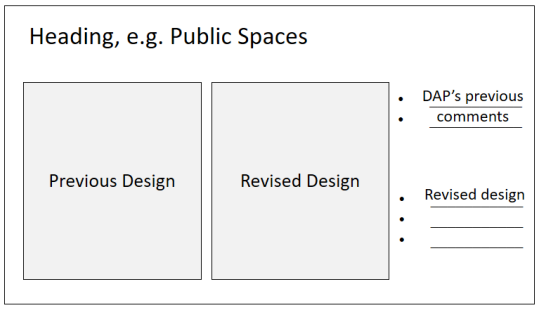


Powerpoint Slides

For Subsequent DAP Submissions



A3 Booklet



Powerpoint Slides