

Dated 30 June 2020

**SALE OF SITE
FOR COMMERCIAL & RESIDENTIAL DEVELOPMENT
LAND PARCEL
AT JALAN ANAK BUKIT**

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 Jalan Anak Bukit ("the Land Parcel") for a Commercial and Residential development .
- 1.2 The lease and development 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.
- 1.3 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 The Land Parcel is strategically located within the heart of Beauty World, at the junction of Upper Bukit Timah Road and Jalan Jurong Kechil. At the 7th Mile along Bukit Timah Road, one of Singapore's oldest arterial roads, the Beauty World precinct has since evolved from a local village centre, to an urban village with 2-storey shophouses lining Cheong Chin Nam Road, Chun Tin Road and Jalan Jurong Kechil, and high-rise shopping centres along Upper Bukit Timah Road. Today, the area offers a variety of retail and food choices within close proximity to Beauty World MRT Station.
- 2.2 Located within one of Singapore's endearing identity nodes, Beauty World is envisioned as a green urban village that will serve as the centre of community life and the southern gateway into Bukit Timah's nature attractions. The completion of the Coast-to-Coast trail and upcoming completion of the Rail Corridor and Rifle Range Nature Park, will spur rejuvenation and inject vibrancy into the area. These nature-based projects will be complemented by public and private development projects¹ that will also contribute to the area's rejuvenation.

¹The rejuvenation of Beauty World will be carried out progressively, through both upcoming public and private projects, for example the upcoming new Bukit Timah Community Building, as well as rejuvenation of private development sites, such as The Linq@Beauty World (previously known as Goh and Goh Building).

- 2.3 Other than future developments, a key part of the rejuvenation plan is to enhance overall pedestrian experience and connectivity of Beauty World, especially along Upper Bukit Timah Road. This includes a series of at-grade, above-grade and underground pedestrian networks to connect developments to transportation nodes, as well as to nearby nature attractions. Cycling paths will also be introduced as part of the comprehensive cycling network to connect the area to the existing Park Connector Network and Rail Corridor.

Vision

- 2.4 Located next to Beauty World MRT Station, the Land Parcel is envisaged as a distinctive and attractive mixed-use development with an integrated transport hub that enhances the identity of Beauty World as an urban green village with excellent public transport connectivity. Besides the integrated transport hub, complementary uses such as residential, retail, food and beverage, and other compatible uses are envisaged to be included as part of the proposed development. This will add to the diversity of amenities and contribute to the vibrancy of the area.
- 2.5 Set against the backdrop of Bukit Timah Hill, the proposed development shall be lushly landscaped to heighten the overall sense of greenery in the area and include an attractive living environment that promotes an active lifestyle with nature. A seamless pedestrian network shall be provided to enhance pedestrian experience and walkability from surrounding developments and transportation nodes to the nature attractions.

Unique and Innovative Building Typology

- 2.6 Given the site context and the size of the Land Parcel, there are opportunities for the successful tenderer to explore innovative building typology of appropriate form and scale for the proposed development that responds sensitively to Bukit Timah Hill and the neighbouring developments.

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: 32,183.4 m ² Plot 2: 149.0 m ² (estimated horizontal cross-sectional area of subterranean space between RL 101.0 m to 113.0 m)
Land use/Zoning	Plot 1: Commercial and Residential (integrated with Bus Interchange) Plot 2: Underground Pedestrian Link (UPL) Plot 2 is intended for the construction of an Underground Pedestrian Link (UPL) to connect the proposed development on Plot 1 to the existing 'knock-out' panel of Beauty World Mass Rapid Transit (MRT) Station.
Type of Proposed Housing Development	The proposed residential development shall be for: a. Flats; or b. Serviced Apartments; or c. A combination of Flats and Serviced Apartments.
Permissible Gross Floor Area (GFA) and Allowable Uses	Maximum GFA: 96,551 m ² . Minimum GFA: 86,896 m ² . Minimum GFA of 5,000 m ² shall be for Bus Interchange (inclusive of minimum GFA of 400 m ² for Shop and Restaurant uses); Maximum GFA of 20,000 m ² shall be for commercial uses, comprising: a. Shop and Restaurant uses (inclusive of such uses within the Bus Interchange and any Outdoor Refreshment Areas (ORAs); and b. Other commercial uses as may be permitted by the Competent Authority under the Planning Act. The remaining GFA shall be for residential use. The details are set out in Part IV (Condition 4.2).
Building Height	a. <u>Low-Rise Zone</u> Up to a maximum of 20m high fronting Upper Bukit Timah Road and Jalan Jurong Kechil b. <u>Mid-Rise Zone</u> Up to a maximum of 75m SHD c. <u>High-Rise Zone</u> Up to a maximum of 130m SHD The details are set out in Part IV (Condition 4.6) and as shown in the Control Plans

* Subject to final cadastral survey

PART IV

4.0 PLANNING AND URBAN DESIGN REQUIREMENTS

4.1 General Guidelines

- 4.1.1 The Planning and Urban Design Requirements as set out in Part IV are to be read in conjunction with the Control Plans and the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees provided in the eDeveloper's Packet.
- 4.1.2 The planning and urban design requirements relating to location, height, size, area or extent of uses, etc. as set out in this Part are specified with a view of achieving the prevailing planning objectives as outlined or indicated in the provisions in this Part. The successful tenderer may submit alternative proposals to any of such requirements for the Authority's consideration. Where the Authority is satisfied that the alternative proposal will also 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 compiled with. The Authority, however, reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.
- 4.1.3 The successful tenderer shall comply with the Development Control (DC) Guidelines issued or may be issued by the Competent Authority under the Planning Act (Cap. 232), unless otherwise stated in the Technical Conditions of Tender.

Existing Underground Structures

- 4.1.4 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.

Existing Buildings within Land Parcel

- 4.1.5 There are buildings located within the Land Parcel as shown in the Control Plans. The Land Parcel will be sold with the buildings in its current conditions. The successful tenderer is required, at his own cost and expense, to demolish these buildings and remove any abandoned services and / or divert any existing services as part of the proposed development works for the Land Parcel.
- 4.1.6 The successful tenderer shall ensure that the buildings and services, if any, within the vicinity of the works are not damaged or in any way affected by the demolition works at all times.

4.2 Land Use and Quantum

- 4.2.1 The Land Parcel is zoned for Commercial and Residential use and is to be developed as a mixed-use development with a Bus Interchange.
- 4.2.2 Plot 1 is a land lot to be developed for an integrated mixed-use development including a Bus Interchange. Plot 2 is a subterranean space for the construction of Underground Pedestrian Link (UPL) for connection between the proposed development on Plot 1 to the existing 'knock-out' panel of Beauty World Mass Rapid Transit (MRT) Station. The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act on the GFA exemption for UPL shall apply, unless otherwise allowed by the Competent Authority.
- 4.2.3 The maximum permissible Gross Floor Area (GFA) for the proposed development is 96,551 m² and the minimum permissible GFA is 86,896 m², subject to the following conditions:
- a. A minimum GFA of 5,000 m² shall be used for Bus Interchange (including a minimum GFA of 400 m² for Shop and Restaurant use within the Bus Interchange, concourse and commuter passageways dedicated for the Bus Interchange use).
 - b. A maximum GFA of 20,000 m² can be for commercial uses, out of which:
 - i. A maximum GFA of 7,500 m² can be for Shop and Restaurant uses such as supermarket, barber and tailor shops to cater to the surrounding residential community. Such uses within the Bus Interchange (minimum GFA of 400 m² for Shop and Restaurant uses) and any Outdoor Refreshment Areas (ORAs) shall also be included within this 7,500 m² GFA cap; and
 - ii. The remaining commercial GFA can be used for other commercial uses including office, commercial school, medical clinic, gym and recreation/entertainment uses etc. if permitted by the Competent Authority under the Planning Act (Cap. 232). Commercial uses that may result in dis-amenity to residents of the proposed development and surrounding developments, such as bar / pub, massage establishment, amusement centre, and any live entertainment uses, etc., shall be subject to the evaluation and approval of the Competent Authority based on the development application submitted to URA's Development Control Group.
 - c. The remaining GFA shall be for residential use, of which the types of housing units to be allowed are flats or Serviced Apartments, or a combination of both flats and Serviced Apartments.
- 4.2.4 Any additional GFA, over and above the maximum permissible GFA specified for the proposed development 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 Differential Premium, if applicable.

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

4.3 Strata Sub-Division

- 4.3.1 Strata subdivision of the proposed development (excluding the Bus Interchange) is subject to the prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act, and all components excluding any part(s) thereof for Serviced Apartments, residential flats and common property related to residential flats, shall be held under a single strata lot. To facilitate maintenance and management of the public spaces within the development (such as covered walkway/linkway, entrance plaza, upper ground and underground pedestrian links and vertical circulation points, as shown in the Control Plans), all such spaces shall be included within the single strata lot.

- 4.3.2 The residential flats GFA shall be strata subdivided and a sub-Management Committee representing the interests of the residential flats strata owners shall be formed.

- 4.3.3 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.

- 4.3.4 The overall design of the building should take into consideration the maintenance accesses required by the respective owners, arising from the strata sub-division.

4.4 Uses at First Storey

- 4.4.1 Activity-Generating Uses (AGUs) such as Shops and Restaurants, Entertainment, Sports and Recreation (including gymnasium and fitness centres, etc.) and other similar uses, are to be provided at the first storey of the proposed development fronting the public spaces and the covered walkways along Upper Bukit Timah Road and Jalan Jurong Kechil, to contribute to the vibrancy at the street level.

4.5 Outdoor Refreshment Areas (ORAs)

- 4.5.1 Where provided, the ORAs should be located and designed such that pedestrian circulation, traffic movement or safety will not be compromised, and dis-amenity is avoided for the surrounding residents (including future residents of the proposed development).
- 4.5.2 The GFA for the ORAs, if allowed, will be computed as part of the maximum cap of 7,500 m² for Shop and Restaurant uses and will be subjected to the prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act.
- 4.5.3 The detailed location, design and layout of the ORAs will be subject to approval of the Authority and the relevant Competent Authorities. The materials and finishes of the ORA shall be of good quality and shall be easy to maintain. This is to ensure that these materials do not deteriorate over time and appear presentable at all times. The storage of any utensils or preparation of food and beverages are not allowed within these ORAs.
- 4.5.4 Given the proximity of the Land Parcel to nearby residential developments, any ORA use, if supported, may be approved on Temporary Permission. The location and extent of such uses shall also be subject to evaluation at the formal development application stage.

4.6 Building Form and Massing

- 4.6.1 The building form and massing of the proposed development shall be designed to respond and relate sensitively to the natural topography of the site and the surrounding context, including the nearby Bukit Timah Hill. Consideration is to be given to the building typology to ensure that it is of appropriate form and scale, and is well-articulated to maintain physical porosity and visual connectivity towards the Bukit Timah Hill and Nature Reserve. The design should adopt tropical design strategies to respond appropriately to Singapore's tropical climate.

Building Facades

- 4.6.2 Situated at the key junction of Upper Bukit Timah Road and Jalan Jurong Kechil, the facades of the proposed development fronting Upper Bukit Timah Road and Jalan Jurong Kechil shall be treated as main building elevations.
- 4.6.3 All services areas, including the refuse bin centre, mechanical and electrical plant, air-conditioning edges, service balconies, ventilation shafts, etc., are to be located away from public spaces, entrance to the UPL, and main roads. They are to be designed to be fully integrated within the building envelope and with the overall architectural design of the facades, and to be visually well-screened.
- 4.6.4 To create visual interest and to further break down the building mass, 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 are to be provided as part of the development and integrated with the overall building form and architectural treatment of the proposed development.

- 4.6.5 The facades are to be well articulated with a good proportion of solid (walls) and voids (fenestration), as well as to include recesses, ledges, sun-shading devices, greenery etc., to respond appropriately to the tropical climate and nearby natural contexts. Full glass façades are not allowed.

Urban Window

- 4.6.6 To ensure that the building form / massing does not create a wall-like effect along Upper Bukit Timah Road, a minimum 30 m wide no-build zone is to be maintained through the middle third of the site, above the Low-Rise Zone, as shown in the Control Plans.

- 4.6.7 The successful tenderer shall refer to the DC circular dated 4 March 2010 titled “Sensitive Design and Development: An Industry Guide of Good Practices to minimise Wall-like effect Developments” for more information on the good practices to avoid a wall-like development.

4.7 Building Height

- 4.7.1 The proposed development is subject to specific building height control which are established to guide the proposed development to better relate to the surrounding developments and the site context. These building height controls are set out below and as shown in the Control Plans:

- a. Low-Rise Zone – The part of the proposed development fronting Upper Bukit Timah Road and Jalan Jurong Kechil may be built up to a maximum of 20 m high;
- b. Mid-Rise Zone – The proposed development may be built up to a maximum of 75 m Singapore Height Datum (SHD); and
- c. High-Rise Zone – The proposed development (including sky terrace(s) and all structures / fixtures on the roof top such as water tanks and lift motor rooms) may be built up to a maximum of 130 m Singapore Height Datum (SHD).

- 4.7.2 All construction equipment and temporary structures, such as cranes, piling rigs, etc., as well as permanent structures, such as water tanks, mechanical and electrical (M&E) equipment, lift motor rooms, TV antennae, etc., are subject to the maximum technical height control of 153 m SHD, and are to comply with the requirements of the relevant Competent Authorities.

4.8 Building Edge

- 4.8.1 Upper Bukit Timah Road is envisioned to be a future key pedestrian promenade. The proposed development shall be built up to the line of Road

Reserve along Upper Bukit Timah Road to have a well-defined streetscape and contribute to activating Upper Bukit Timah Road.

4.8.2 A building edge of a minimum height of 2 storeys along Upper Bukit Timah Road, Jalan Jurong Kechil and Jalan Anak Bukit shall be provided, as shown in the Control Plans.

4.8.3 Up to a maximum of 40% of the length of the building edge along Upper Bukit Timah Road, Jalan Jurong Kechil and Jalan Anak Bukit may be set back from the line of Road Reserve and / or building setback lines for articulation of the building form and / or for pockets of lush permanent planting.

4.9 Building Setback

4.9.1 The proposed development shall comply with the setback requirements in accordance with the prevailing Development Control Guidelines along Jalan Jurong Kechil, Jalan Anak Bukit and along the Pan Island Expressway (PIE). The driveway / ramp of the proposed Bus Interchange may be allowed within the setback along PIE, subject to evaluation by the relevant Competent Authorities.

4.9.2 The green buffer / planting strip areas of the proposed development are to be well-planted with trees and shrubs to create a lush and verdant environment. The detailed landscaping proposal will be subject to the approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.9.3 Submerged basement structures can be built up to the lines of Road Reserve along all perimeters of the site, provided the portion underneath the green buffer / planting strip is submerged at least 2 m or more below the ground level, to allow for meaningful tree planting and landscaping.

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

4.10 Building Platform Level

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

4.10.2 All pedestrian routes and public spaces within the proposed development, including the covered walkways / linkways are to be maintained at a constant platform level as much as possible, to achieve an attractive and barrier-free environment at the first storey. Where steps are needed to mitigate the level differences, appropriate barrier-free vertical circulation facilities, such as lifts and / or ramps shall be provided to comply with the relevant codes on barrier-free access.

4.11 Basement Levels and Subterranean Developments

- 4.11.1 New basement levels and permanent subterranean structures, including the underground pedestrian link (UPL), service and car parking areas, are allowed within the Land Parcel and may extend up to the site boundary, subject to the prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act and the technical requirements of the relevant Competent Authorities.
- 4.11.2 All excavation works are to comply with the requirements of the relevant Competent Authorities and the Public Utility Licensees.

4.12 Greenery Replacement and Landscaping

Landscape Replacement Areas (LRA)

- 4.12.1 Beauty World is envisioned to be a green urban village. To heighten the overall sense of greenery in the area, the proposed development shall be designed to achieve the vision of a lushly landscaped development, with greenery that is visible from the street level.
- 4.12.2 The proposed development is required to include Landscape Replacement Areas (LRAs) equivalent in area to the site area of the Land Parcel. Within these Landscape Replacement Areas, a minimum of 50% of the area is to be used for softscape (permanent planting), and the remaining areas can be used for hardscape. Please refer to the prevailing *Landscape Replacement Areas Guidelines in Strategic Areas* for the computation of LRAs.
- 4.12.3 The proposed development is to include a meaningful and contiguous landscaped area that is accessible for public use. Please refer to the details set out in Condition 8.4 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

Landscaping

- 4.12.4 A minimum of one level of sky terrace above the Mid-Rise Zone of the proposed development, as shown in the Sectional Elevation, is to be provided.
- 4.12.5 The successful tenderer is also strongly encouraged to provide balconies, roof terraces and roof gardens that are lushly landscaped, and vertical greenery within the proposed development. These areas are to be integrated as part of the overall form and architectural treatment of the building. The vertical greenery shall be visible from the street level, especially on the façade of the proposed development fronting Upper Bukit Timah Road.
- 4.12.6 The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act on the GFA exemption of sky terraces and

roof gardens as well as the provision of additional GFA for balconies will apply.

4.13 Roofscape and Screening

- 4.13.1 Given the prominent location of the Land Parcel, the roof areas of the proposed development are to be considered as the “fifth” elevation and designed to be fully integrated with the overall building form, massing and architectural treatment of the proposed development.
- 4.13.2 To contribute to the sense of pervasive greenery along Upper Bukit Timah Road and Jalan Jurong Kechil, the roof areas within the Mid-Rise and Low-Rise Zones of the proposed development are to be designed as landscaped roof gardens.
- 4.13.3 To ensure that the roof areas are well-designed and attractive when viewed from the surrounding developments, all service areas, mechanical and electrical (M&E) equipment, water tanks, etc., are to be located within and fully integrated into the building envelope and be visually well-screened from the top and all sides of the proposed development, subject to the prevailing screening guidelines for M&E services.

4.14 Entrance Plaza

- 4.14.1 Given its location at the junction of Upper Bukit Timah Road and Jalan Jurong Kechil, the proposed development shall include an attractive and delightful entrance plaza at the first storey, as shown in the Control Plans.
- 4.14.2 The entrance plaza shall be unenclosed, sheltered, double-volume in height and of a minimum 350 m² in size. It shall be located directly next to the entrance to the Underground Pedestrian Link (UPL) to create a welcoming and attractive space for commuters arriving from the UPL of the MRT station and at-grade signalised crossing.
- 4.14.3 A seamless, barrier-free and sheltered pedestrian connection shall also be provided between the entrance plaza and Bukit Timah Plaza. The entrance plaza shall be designed to be kept free of structures, remain unobstructed and accessible for public use at all times.

4.15 Overall Pedestrian Network

- 4.15.1 The proposed development shall include a direct and legible at-grade, above-grade and below-grade pedestrian network to facilitate pedestrian movement from the proposed development and the Bus Interchange, to the adjacent developments, MRT Station, bus stop and surrounding nature attractions.
- 4.15.2 The pedestrian network within the proposed development shall be kept free of structures, remain unobstructed and accessible for public use, without any hindrance or obstruction, to the satisfaction of the Authority and the relevant Competent Authorities. They are not to be used for other uses (e.g.

commercial use) and no temporary or permanent structures shall be allowed to be erected within these areas.

- 4.15.3 Due to the undulating terrain of the site, a seamless and barrier-free sheltered pedestrian network shall be provided to facilitate pedestrian and commuter movement through the various uses and levels of the proposed development. The requirements for the pedestrian network are as follows:

Upper Ground Pedestrian Link

- 4.15.4 The proposed development shall have a minimum 3.0 m clear width pedestrian link that is well-integrated and contiguous with the overall design. The proposed pedestrian link shall be designed to:
- a. Connect between the Pedestrian Overhead Bridge (POB) across Upper Bukit Timah Road, the Bus Interchange on the upper ground level, and the at-grade junction of Jalan Anak Bukit and Jalan Jurong Kechil, as shown in the Control Plans;
 - b. Over-cross the vehicular access points along Jalan Jurong Kechil; and
 - c. Be kept free of structures, remain unobstructed and accessible for public use during the operation hours of the proposed development.
- 4.15.5 The successful tenderer is encouraged to design the pedestrian link to be lushly landscaped and externalised for clear wayfinding. Any level differences shall be accommodated with ramps, wherever possible.
- 4.15.6 The detailed alignment of the pedestrian link as shown in the Control Plans is indicative only. The Authority and the relevant Competent Authorities will review the extent and alignment of the pedestrian link at the formal submission stage, in relation to the detailed design of the proposed development.

Covered Walkway

- 4.15.7 Covered walkways are to be provided as part of the proposed development at the first storey of the building along Upper Bukit Timah Road, Jalan Jurong Kechil, Jalan Anak Bukit and Pan Island Expressway (PIE), as shown in the Control Plans.
- 4.15.8 To ensure convenient and unimpeded pedestrian movement and connectivity with the adjacent developments, the requirements for the covered walkways are as follows:
- a. To be located at the first storey within the building envelope abutting the lines of Road Reserve along Upper Bukit Timah Road, and setback lines along Jalan Jurong Kechil, Jalan Anak Bukit and PIE, as shown in the Control Plans;
 - b. To have a minimum width of 3.6 m (and 3.0 m clear);

- c. To have a maximum external soffit height of 3.6m. Higher heights can be considered, subject to the provision of drop-down panels or the width of the walkway being increased to match the higher height to ensure adequate weather protection for pedestrian users during inclement weather. Higher soffit heights can be allowed at the location of the vehicular access points to comply with LTA's minimum clearance requirements for vehicular access;
- d. To abut, open out onto and match the platform level of the open walkway within the adjacent Road Reserve along Upper Bukit Timah Road, Jalan Jurong Kechil, Jalan Anak Bukit and PIE, where possible. Where the platform level of the first storey of the proposed development is higher than the required level of the covered walkways, ramps and steps to connect the two levels are to be built within the first storey of the proposed development and not along the covered walkways. Where the covered walkways are intercepted by vehicular ingress / egress points, any cross ramps are to be located on either side of the pedestrian walkway area;
- e. To be at a constant level throughout the entire length with any level changes accommodated by ramps;
- f. To be kept free of structures, remain unobstructed and accessible for public use at all times; and
- g. To maintain a continuous covered connection to the new bus stop along Upper Bukit Timah Road and the proposed covered linkway to Bukit Timah Plaza (Condition 5.2.2).

Underground Pedestrian Link (UPL)

- 4.15.9 The Land Parcel is located adjacent to the Beauty World MRT Station. A knock-out panel had been provided along the wall of the station box, as shown indicatively in the Control Plans and as set out in Annex C of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees. The knock-out panel will allow for direct and seamless pedestrian connection from the proposed development to the MRT Station.
- 4.15.10 The successful tenderer is to provide a barrier-free Underground Pedestrian Link (UPL) within the subterranean space of Plot 2, as outlined below and shown in the Control Plans.
- 4.15.11 The UPL shall be minimum 6.0 m wide to connect the proposed development to the existing UPL leading to Beauty World MRT Station via the existing 6.5 m wide knock-out panel (KOP 1) at approximately 104.38 m SHD.
- 4.15.12 To ensure barrier-free pedestrian access from the UPL to the entrance plaza and at-grade covered walkways, the vertical circulation point is required to

include a pair of two-way escalators, staircases, and two passenger lifts, into the design of the proposed development. This vertical circulation point shall be designed to be accessible from the entrance plaza to create an attractive space with a sense of arrival at the junction of the proposed development. Both the UPL and vertical circulation point shall remain open for public use during the operation hours of the Rapid Transit System (RTS).

4.15.13 The UPL shall be maintained at a constant platform level through the entire length, wherever possible and comply with the relevant codes on barrier-free accessibility in buildings. Any changes in levels shall be kept to a minimum and shall be accommodated with ramps.

4.15.14 The successful tenderer shall, at his own cost and expense, liaise with and make all necessary arrangements with the appointed rail operator to ensure that the UPL will be seamlessly connected to the concourse level of the MRT Station.

4.16 Pedestrian Overhead Bridge (POB)

Along Upper Bukit Timah Road

4.16.1 The proposed development shall be connected to the upcoming Pedestrian Overhead Bridge (POB) across Upper Bukit Timah Road to be built by others.

4.16.2 The successful tenderer shall, at his own cost and expense, construct a vertical circulation point that is integrated within the building envelope of the proposed development adjacent to the POB, as shown indicatively in the Control Plans. The vertical circulation point shall comprise a pair of two-way escalators, a staircase and two passenger lifts within the proposed development, for a seamless and barrier-free connection between the POB, Bus Interchange concourse and the entrance plaza. The vertical circulation point shall be accessible from the covered walkways, open footpaths and the POB along Upper Bukit Timah Road at all times.

4.16.3 The successful tenderer is required to remove the interim staircase of the POB in front of the Land Parcel along Upper Bukit Timah Road. The removal of the interim staircase shall commence only after the vertical circulation point within the development is completed and open for public use.

4.17 Vehicular and Servicing Access

Vehicular Access

4.17.1 Vehicular access for the Bus Interchange shall be taken from Upper Bukit Timah Road and Jalan Jurong Kechil, at locations as shown indicatively in the Control Plans.

4.17.2 Vehicular access (for servicing, car parking, passenger drop-off / pick-up points, taxi lay-bys) for the commercial and residential components shall be

taken from the following roads at locations as shown indicatively in the Control Plans, i.e.:

- a. Along Jalan Anak Bukit, for ingress and egress; and
- b. Along Jalan Jurong Kechil, for egress only.

- 4.17.3 The access arrangement for all vehicular access points shall be configured as Left-In Left-Out (LILO), subject to the approval of the Land Transport Authority (LTA).
- 4.17.4 All vehicular access points, passenger drop-off / pick-up points, taxi lay-bys, external ramps to service areas, car parks and all associated structures to the car parking facilities, are to be located within the site boundary and be well integrated with the overall architectural treatment and building form of the development and visually well-screened, subject to the approval of LTA, the Authority and the relevant Competent Authorities at the formal submission stage.
- 4.17.5 The detailed proposal for the access points and traffic layout plans will be subject to the requirements and approval of the Authority, LTA and the relevant Competent Authorities at the formal submission stage and as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

Service areas

- 4.17.6 Sufficient service areas, including bin centre, loading / unloading areas, etc., are to be provided within the proposed development to meet the needs of the proposed uses.
- 4.17.7 The successful tenderer shall ensure that access to service areas (e.g. bin centre, electrical substation, loading / unloading areas) shall be taken from within the proposed development. Service access taken directly from the public roads will not be allowed.
- 4.17.8 No service areas are to be located fronting Upper Bukit Timah Road, Jalan Jurong Kechil and Jalan Anak Bukit. Service areas / structures, such as air-conditioning ledges, etc., if provided, are to be located internally within the proposed development. These are to be well-screened and integrated with the overall design of the building elevations.
- 4.17.9 All ventilation shafts to the basement levels are to be fully integrated within the overall envelope of the proposed development and visually well-screened, subject to the prevailing screening guidelines for M&E services.
- 4.17.10 All mechanical ventilation exhaust outlets shall face external areas away from the Bus Interchange and residential units.
- 4.17.11 All loading / unloading areas are to be designed as sheltered and enclosed to minimize noise generated from the loading / unloading activities and to

ensure that there is no conflict between collection of refuse with loading / unloading activities. Loading bay barriers are to be located within the proposed development to prevent traffic queuing from spilling onto the main roads.

- 4.17.12 The successful tenderer should designate clear temporary parking lots for food delivery riders using motorcycles or active mobility devices (e.g. bicycles, power-assisted bicycles).
- 4.17.13 All service areas will be subject to the requirements and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

Location of Bin Centre

- 4.17.14 The bin centre shall be sensitively located within the Land Parcel such that it does not become a nuisance to residents in the surrounding developments. The entrance of the bin centre shall face inwards within the proposed development.
- 4.17.15 The service driveway for the bin centre is to be within the Land Parcel and the length of the service driveway must be able to accommodate all service vehicles.
- 4.17.16 Lush planting and / or screening shall be provided to screen the bin centre and service areas from view of the residents in the adjacent housing, and users of the surrounding public roads and walkways.

Construction Access

- 4.17.17 Construction access to the Land Parcel shall be taken from Jalan Jurong Kechil, subject to the requirements and approval of the LTA and other relevant Competent Authorities.

4.18 Car, Motorcycle and Bicycle Parking Provision

- 4.18.1 The successful tenderer shall comply with LTA's requirements for car, motorcycle and bicycle parking provision as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees, and shall be subject to the evaluation and approval of the Authority and other relevant Competent Authorities.

Car and Motorcycle Parking

- 4.18.2 In view of the site's proximity to the Rapid Transit System (RTS) network and as an Integrated Transport Hub (ITH), the successful tenderer is required to propose car-lite measures (e.g. comprehensive wayfinding system) to improve the active mobility experience of commuters to transportation nodes and surrounding developments.

- 4.18.3 The successful tenderer is required to apply to LTA to take up the lower bound parking provision under the prevailing Range-based Parking Provision Standards (RPPS), and comply fully with the prevailing Parking Places (Provision of Parking Places and Parking Lots) Rules.
- 4.18.4 Any at-grade and / or above-grade carpark structures are to be designed to be well-integrated with the overall building design and fitted out with screening trellis / panels to provide additional layer of visual screening. The prevailing guidelines on carpark screening would apply for this site and can be found at <https://www.ura.gov.sg/-/media/User%20Defined/URA%20Online/circulars/2004/sep/dc04-29.pdf>
- 4.18.5 The motorcycle parking lots and associated parking facilities shall be located within the proposed car parking areas of the proposed development.

4.19 Bus Interchange (BI)

- 4.19.1 The successful tenderer shall design and construct a Bus Interchange (“BI”) within the stratum of space proposed for the BI (“the BI Lot”) within the proposed development, comprising a minimum GFA of 5,000 m², including a minimum GFA of 400 m² of Shop and Restaurant space in accordance with the requirements in the Building Agreement and the Technical Conditions Of Contract For The Design And Build Of The Integrated Bus Interchange And Associated Works At Jalan Anak Bukit (“LTA Agreement”, Appendix G of the Conditions of Tender). The BI shall be located on the upper ground level of the proposed development which corresponds to the proposed vehicular access level of the BI along Jalan Jurong Kechil.
- 4.19.2 A notional layout of the BI is as shown in Annex E. The successful tenderer is encouraged to come up with alternative layouts based on a holistic consideration of the overall design of the proposed development. The exact dimensions, form and boundary of the BI Lot shall be determined by Land Transport Authority (“LTA”) at its sole discretion and upon the acceptance of the design of the BI by LTA and is subject to cadastral and title survey by a registered surveyor.
- 4.19.3 The successful tenderer shall enter into a Design & Build Agreement (“D&B Agreement”) agreement with LTA for the design and construction of the BI, in the form as set out in LTA Agreement. LTA will reimburse the successful tenderer all costs related to the design and construction for the BI, based on the cost apportionment formula stated in the aforesaid LTA’s “Technical Conditions Of Contract For The Design And Build Of The Integrated Bus Interchange And Associated Works At Jalan Anak Bukit” enclosed as Schedule 1 of Appendix G of the Conditions of Tender.

PART V

5.0 OTHER REQUIRED WORKS

5.1 Road Improvement Works

5.1.1 The successful tenderer shall, at his own cost and expense, design and construct the proposed localised road improvement works as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

5.1.2 The completed road improvement works are to be maintained at the 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 LTA for ownership and maintenance.

5.2 Improvement Works under Anak Bukit Flyover

5.2.1 The sheltered space under the Anak Bukit Flyover that is fronting the entrance of Bukit Timah Plaza is intended as a public space for connection between the proposed development and Bukit Timah Plaza.

Pedestrian Connectivity

5.2.2 To facilitate pedestrian connectivity between the ground level of the proposed development and surrounding developments such as Bukit Timah Plaza, the successful tenderer shall construct / upgrade the following works under the Anak Bukit Flyover, as shown indicatively in the Control Plans:

- a. Widening of the existing pedestrian footpath to 2.5 m wide; and
- b. Replacing the existing 2.4 m wide covered linkway and footpath with a new 3.6 m wide (minimum 3.0 m clear) covered linkway and associated footpath, to connect between the covered walkway of the proposed development (Condition 4.15.7) and entrance of Bukit Timah Plaza.

5.2.3 Details of the improvement works are set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

5.3 Covered Linkway to New Bus Stop

5.3.1 The successful tenderer shall, at his own cost and expense, construct a covered linkway to connect the covered walkway of the proposed development to the new bus stop along Upper Bukit Timah Road, as shown indicatively in the Control Plans.

5.3.2 The location, design and technical details of the covered linkway shall comply with the technical requirements of LTA and other relevant Competent Authorities at formal submission stage. The successful tenderer

shall maintain the covered linkway to the satisfaction of the relevant Competent Authorities until such time when it is taken over by LTA.

- 5.3.3 Any temporary or permanent structures of the covered linkway are to keep clear of the 2.0 m wide cycling path and 1.5 m wide footpath within the Road Reserve along Upper Bukit Timah Road. The cycling path and footpath shall be kept unobstructed and accessible for public use at all times.

5.4 Provision of Temporary Covered Pedestrian Footpath to Bukit Timah Plaza

- 5.4.1 There is an existing covered linkway within the Land Parcel linking from the road junction of Upper Bukit Timah Road and Jalan Jurong Kechil to Bukit Timah Plaza, as shown indicatively in the Control Plans. The successful tenderer shall, at his own cost and expense, provide a temporary covered pedestrian footpath linking from the road junction to Bukit Timah Plaza, before removing the existing covered linkway for development works.

- 5.4.2 The temporary covered pedestrian footpath shall be of a minimum width of 2.4 m, completed with street lighting and fittings, and remain accessible for public use at all times.

- 5.4.3 The successful tenderer shall put up a signage at least 1 month prior to the erection of hoarding and demolition of existing covered linkway to inform the local community on the demolition of the existing covered linkway and the provision of temporary covered pedestrian footpath.

- 5.4.4 The temporary covered pedestrian footpath shall be maintained by the successful tenderer, until its removal by the successful tenderer upon completion of the proposed development on the Land Parcel.

PART VI

6.0 OTHER REQUIREMENTS

6.1 Site Works

6.1.1 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 on the Land Parcel shall be reinstated to the requirements and satisfaction of SLA, LTA, NParks and the relevant Competent Authorities upon completion of the works.

6.1.2 The existing commuter facilities, portions of road sidetables and carriageways affected by the construction works shall be upgraded 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.

6.1.3 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 minimized and pedestrian access along all existing sidetables outside the site boundary shall be maintained at all times.

6.2 Access into State Land

6.2.1 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.

6.2.2 The successful tenderer shall obtain a TOL for the BI Lot from the SLA for the duration of construction of the BI or such other period as may be required by the Government subject to payment of a Licence Fee and such other terms and conditions as the SLA may deem fit to impose. The TOL fees will be charged at market rates prevailing at the point of TOL issuance.

6.3 Ambient Noise Level

6.3.1 To ensure a conducive living environment for residents, the successful tenderer shall factor the ambient noise level generated by the expressway and main roads into the planning layout and design of the proposed development at the early stage and incorporate mitigation measures in the proposed development to mitigate the noise impact. The successful tenderer is required to carry out a noise impact assessment (NIA) to ensure that the proposed residential design meets NEA's noise limits. Details are

set out in Section 9.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

6.4 Public Communications Plan

6.4.1 The successful tenderer is required to carry out a public communications plan as part of the efforts to keep the local community informed of the proposed development plans for the Land Parcel.

6.4.2 The local community is defined as:

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

that fall within a 100m (approximate) radius of the Land Parcel.

In addition, it shall include the local Member of Parliament (MP), Constituency Director of the Constituency and General Manager of Town Council.

Stage 1: Prior to submission of application for Written Permission

6.4.3 Prior to the erection of any hoarding or commencement of any clearance and / or tree-felling on the Land Parcel, the successful tenderer shall distribute flyers to the local community containing the following information and ensure this information are accurately presented:

- a. Project information (e.g. type of development, number of units, storey height, vehicular access, etc);
- b. Location map showing hoarding, construction access etc.;
- c. Infrastructure works to be carried out and removal of existing facilities such as road improvement works and upgrading of footpaths/covered linkways under the Anak Bukit Flyover as mentioned in Condition 5.0 above;
- d. Key milestones in the construction programme [e.g. site clearance, hoarding works, commencement and duration of piling works, expected date of issuance of Temporary Occupation Permit (TOP)];
- e. Details of proposed measures to mitigate the impact of development to the surrounding environment and users;
- f. Contact details of the successful tenderer for the community to highlight issues such as noise and dust arising from the construction activities, and to provide feedback on the proposal; and
- g. The hotline numbers of the relevant departments in BCA, NEA, MOM and URA.

- 6.4.4 Prior to the distribution of the flyer, the successful tenderer shall ensure that information as outlined in Condition 6.4.3 are included in the flyer and inform the Authority on the distribution date with a copy of Form A (as shown in Annex A-1) and flyer.
- 6.4.5 After the distribution of the flyers, the successful tenderer shall submit to the Authority a duly completed Form B (as shown in Annex A-2) verifying that the requirements set out in Condition 6.4.3 have been complied with. Upon confirming that the declaration provided by the successful tenderer is in order, the Authority will give written consent for the successful tenderer to proceed with the submission of an application to the Competent Authority under the Planning Act (Cap. 232) for Written Permission (“development application”) for the proposed development on the Land Parcel. The successful tenderer shall not submit any development application for the proposed development on the Land Parcel without the prior written consent of the Authority as mentioned above.
- 6.4.6 Upon receiving the Authority’s written consent, the successful tenderer may proceed with the erection of hoarding, on which the contact details of the successful tenderer and the hotline numbers of the relevant departments in BCA, NEA and MOM shall be prominently displayed.

Stage 2: Prior to resubmission of application for Written Permission

- 6.4.7 After the grant of Provisional Permission by the Competent Authority under the Planning Act (Cap. 232), the successful tenderer shall distribute additional flyers to the local community containing detailed information on the proposed development. The information to be provided shall include those stated in Condition 6.4.3 as well as (but not limited to) the following:
- a. Schematic site layout showing the location of building blocks and facilities such as the bin centre, electrical substation, BBQ pits etc; and
 - b. Indicative timeframe for the community to respond to the proposal, which shall be at least 2 weeks from the date the flyers are distributed
- The successful tenderer is required to submit a copy of the flyer for the Authority’s approval before the distribution to the local community.
- 6.4.8 At least 2 weeks after the date of distribution of flyers, the successful tenderer shall submit to the Authority a duly completed Form C (as shown in Annex A-3) verifying that the requirements set out in Condition 6.4.7 have been complied with and detailing the preliminary feedback received from the local community for the Authority’s information, if any. Upon confirming that the declaration provided by the successful tenderer is in order, the Authority will give written consent for the successful tenderer to proceed with the resubmission of the application for Written Permission, which shall be made no earlier than 3 weeks from the date the flyers are distributed. The successful tenderer shall not resubmit any application without the prior written consent of the Authority as mentioned above.

6.4.9 The successful tenderer shall include a duly completed Form D (as shown in Annex A-4), which is a final collation of the feedback received on the proposed development, if any, as part of the resubmission application. The developer shall explain how the development proposal seeks to sensitively address the concerns raised by the local community, if any.

6.4.10 The successful tenderer shall not commence structural works until the Authority has given written consent for the successful tenderer to proceed to apply to BCA for the permit to commence structural works, or has granted Written Permission under the Planning Act (Cap.232).

6.5 Productivity Improvement

6.5.1 The successful tenderer is required to adopt the minimum level of use of Productivity Improvement as stipulated under the Building Control (Buildability and Productivity) Regulations for the proposed development on the Land Parcel as set out in Clause 10.2 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.

6.5.2 If Prefabricated Prefinished Volumetric Construction (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 outside the Land Parcel will be granted on TOL basis for this purpose.

6.6 Construction Quality Assessment System (CONQUAS)

6.6.1 Plans of the proposed development on the Land Parcel are to be submitted to Building and Construction Authority (BCA) for assessment for the construction quality of the building works under the Construction Quality Assessment System (CONQUAS).

6.6.2 The successful tenderer is to comply with all requirements, procedures, directions and requests of BCA and pay all fees, charges and other amounts payable to BCA for and in relation to the assessment of the construction quality of the proposed development under CONQUAS. The successful tenderer is to render full cooperation to BCA, its officers, employees and agents in relation to such assessment under CONQUAS.

6.7 Productive Formats for Shops, Restaurants and Entertainment Outlets

6.7.1 The successful tenderer is strongly encouraged to work with the tenants/operators of the shops, restaurants and entertainment outlets to adopt relevant productive formats in the said development. For more information on the productive formats, the successful tenderer is to contact Enterprise Singapore directly via email: food_division@enterprisesg.gov.sg or retail_design@enterprisesg.gov.sg

PART VII

7.0 Tender Submission (Concept and Price Revenue Tender System)

7.1 Concept and Price Revenue Tender System

7.1.1 The tender for the site will be based on a Concept and Price Revenue Tender System. Under this system, tenders will be evaluated with respect to the Concept Proposal and tendered sale price to be submitted by the tenderers.

7.2 Tender Evaluation Criteria

7.2.1 A Concept Evaluation Committee (CEC) will first evaluate the Concept Proposals, i.e. design concepts and track records submitted by the tenderers. Only Concept Proposals that are in line with the planning and urban design intention for the site and substantially satisfy the evaluation criteria listed in Table 2 below will be short-listed by the CEC for the second stage of the tender evaluation. The three main criteria of “Quality of Design Concept”, “Quality of Public Realm” and “Track Record” carry different weightages. In evaluating the Concept Proposals, the CEC will assess and grade the proposal against these criteria and weightage as shown below.

Table 2 – Tender Evaluation Criteria for Concept Proposal for the Site

Quality of Design Concept – Weightage at 40 Percent	
Overall Development Concept	<ul style="list-style-type: none">• The proposed development is a distinctive and attractive mixed-use integrated transport hub that enhances the identity of Beauty World precinct, contributing to the overall vision of a green urban village and southern gateway to surrounding nature attractions.• Set against the backdrop of Bukit Timah Hill, the proposed development provides an attractive living environment that promotes an active lifestyle with nature.• The proposed development provides a range of commercial, retail and public spaces that serves the needs of the community well; and are well-integrated with existing and proposed transportation nodes to create a pedestrian-friendly development that contributes to vibrant street-life.
Building Form and Massing	<ul style="list-style-type: none">• The building massing of the proposed development is an innovative typology of appropriate form and scale that responds well to Bukit Timah Hill and the neighbouring developments.• It features activity-generating uses with active frontages, creating a pleasant pedestrian/commuter experience.• The proposed development leverages on and responds to the natural topography of the site.

Response to Tropical Climate	<ul style="list-style-type: none"> The proposed development responds appropriately to Singapore's tropical climate by adopting tropical design strategies.
Quality Landscaping	<ul style="list-style-type: none"> The proposed development achieves the vision of a lushly landscaped development with greenery. The landscaped areas are well-integrated with the proposed development in the form of sky terraces, roof gardens and vertical greenery.
Quality of Public Realm – Weightage at 30 Percent	
Good Connectivity	<ul style="list-style-type: none"> The proposed development provides a direct and legible at-grade, above-grade and below-grade pedestrian network that facilitates convenient pedestrian movement through the proposed development and into the adjacent developments, MRT station, bus stop, and surrounding nature attractions. The pedestrian network is well-integrated and creates a barrier-free, pedestrian-friendly and comfortable walking experience.
Attractiveness of Public Spaces	<ul style="list-style-type: none"> The spaces within the public realm are delightful and user-friendly. There is attention given to design details for the landscaping and a generous provision of public seating and other amenities. The size, location and design of the entrance plaza creates a good sense of arrival and orientation for people arriving from the Beauty World MRT Station, surrounding developments, and nearby nature attractions. It is easily accessible and safe to use by all users at all times.
Track Record – Weightage at 30 Percent	
Track Record	<ul style="list-style-type: none"> The tenderer / developer and the design teams have relevant experience, particularly in developing mixed-use developments with transport node component of a similar scale. The tenderer's completed developments within the past 5 years, based on the CONQUAS scores or Quality Mark certification of these projects, displayed good workmanship quality*.

*Tenderers may submit other international equivalent standards to facilitate our assessment of the quality of their projects.

7.3 Submission Requirements for Concept Proposal

7.3.1 The Concept Proposal is to demonstrate how the proposed development on the Land Parcel will address the evaluation criteria listed in Table 2 of Condition 7.2 above, as well as the planning and urban design intention specified in the relevant sections of Parts II, IV, V and VI.

7.3.2 The submission of the Concept Proposal is to include the following:

Drawings

- a. A maximum of twelve (12) A0 sheets mounted on white foam boards not more than 6mm thick or other similar materials containing:
 - i. A description of the overall design concept for the proposal;
 - ii. Scale drawings – including a site plan (at 1:1,000 scale) and floor plans, sections and elevations (at 1:500 scale) – to illustrate the overall design, public open spaces, pedestrian network, landscaping treatment, vehicular access, etc. of the proposed development; Drawings of other scales can be included as additional drawings;
 - iii. Key sectional details (at least 1:100 scale) to illustrate how the design deals with the level differences within the site, including but not limited to illustrating the relationship of the entrance plaza and upper ground pedestrian link to the rest of the development;
 - iv. Perspectives to give a comprehensive understanding of the proposal and to illustrate the proposed development within its context. The perspectives should also depict the building form and architectural design, day and night visualizations of the proposed development, key publicly accessible spaces, street level activities, views of the proposed development from the adjacent developments at the opposite side of the road and other vantage points such as Upper Bukit Timah Road and Jalan Jurong Kechil; and
 - v. Any other information, sketches, diagrams or details to illustrate the idea and workability of the design proposal.

Design Report

- b. Six (6) sets of Design Report in A3 format, font size no smaller than 12, which shall not exceed 70 pages and shall not include the same information found in the Drawings (7.3.2) but to contain the following:
 - i. A description and illustration of the proposed composition and placement of uses within the development. A list of the proposed mix of uses and their GFA breakdown is to be provided;

- ii. A reduced version of the A0 sheets provided under Condition 7.3.2(a);
- iii. Photographs of the scale model provided under Condition 7.3.2(c);
- iv. Any other information, sketches, diagrams or details to illustrate the idea and workability of the design proposal;
- v. A proposal to illustrate the incorporation of Green Mark design features in the proposed development;
- vi. A detailed landscape design plan and report;
- vii. The track records of the tenderer, lead architect(s), designer(s) are to be provided in the format as shown in Annex B.

Physical and Digital 3D Models

- c. A scale model of the proposed development at 1:500 scale. The base of the model is to be 5mm thick and is to correspond with the site boundary of the Land Parcel and the extent as shown in Annex C-1 for evaluation. Photographs of the scale model from all elevations and key vantage points are to be provided.
- d. A digital 3D model of the Land Parcel in AutoDesk 3DS Max file format is available for purchase in the eDeveloper's Packet. It is compulsory for all tenderers to purchase and utilise this set of digital 3D models from URA for their Concept Proposal submission in order to ensure that all Concept Proposals are presented on the same digital base. Submissions are to be in Autodesk 3DS Max file format version 2016 and below (.max), or in Sketchup file format, version 8 and below (.skp), georeferenced to SVY21 coordinates.

Soft Copies of Drawings and Design Report

- e. Two (2) soft copies of the Drawings and Design Report of the Concept Proposal in USB thumb drives. All drawings, Design Report, perspectives, visualizations and photographs of the model(s) are to be in PDF format.

7.3.3 The tenderer shall submit a checklist of requirements on the submission of the Concept Proposal as shown in Annex C.

7.4 Other Information Regarding Tender Evaluation Process

Briefing on Tender Conditions and Concept and Price Revenue Tender Process

7.4.1 URA will conduct a briefing session on the planning and urban design requirements for the Land Parcel and the Concept and Price Revenue

Tender process to all tenderers on 10 Sep 2020. Please register your attendance for the briefing session at <https://go.gov.sg/tenderbrief-jab> by 3 Sep 2020.

Presentation and Refinement of Concept Proposal

- 7.4.2 After the closure of the tender, tenderers will be required to work with URA to present their digital 3D model and proposals to the CEC and allow for the CEC to seek clarifications. The presentation sessions will be held on 11 and 12 May 2021 in Singapore and details on the arrangements will be made known to the tenderers at a later stage. Any expenses related to the presentations incurred by the tenderers shall be borne by the tenderers.
- 7.4.3 As part of the evaluation of the Concept Proposals, the CEC may propose refinements to a tenderer's Concept Proposal with a view to ensuring that it will better meet and reflect the requirements and planning objectives for the site as set out in Parts II, IV, V and VI. If the tenderer agrees in writing within such time as the CEC may specify to the proposed refinements, they shall, in the event their tender is accepted by the Authority, work with the Authority, the DAP and all relevant Authorities during the design development proposal stage to incorporate the proposed refinements and comply with all their requirements relating thereto and to the proposed development of the site.
- 7.4.4 Upon receipt of the tenderer's written agreement with respect to the proposed refinements, the CEC will further evaluate the tenderer's Concept Proposal and consider whether or not to short-list it for the second stage of the tender evaluation.

Submission of Detailed Plans after Award

- 7.4.5 The successful tenderer is to, after the acceptance of their tender by the Authority, submit detailed plans for the proposed development on the Land Parcel to the Authority and the relevant Competent Authorities for approval. The detailed plans are to adhere to the Concept Proposal submitted in the tender and accepted by the Authority and any changes will be subject to prior approval of the Authorities and the relevant Competent Authorities.

PART VIII

8.0 DESIGN ADVISORY PANEL

8.1 General

8.1.1 To ensure that the proposed development meets the planning and urban design objectives described in Part IV, the 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 proposed development application submission process.

8.1.2 The DAP will be appointed by the Authority and 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 inputs and comments on the overall building layout and architectural design, including the appropriate use of building materials, finishes and external lighting. The successful tenderer will have the opportunity to clarify or propose alternatives to address the DAP's concerns through the DAP evaluation process.

8.2 DAP Evaluation Process

8.2.1 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, 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.

8.2.2 Stage 2 DAP commences after the grant of 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 external lighting design.

8.2.3 Please refer to the DAP Advisory Notes in Annexes D-1, D-2 and D-3 for details on the scheduling of DAP meetings and submission requirements.

FORM A
PUBLIC COMMUNICATIONS PLAN

Details of Developer Company Name: Address: Tel no: Email:	To: Group Director Land Sales & Administration Urban Redevelopment Authority 45 Maxwell Road The URA Centre Singapore 069118	INSTRUCTION: This form is to be duly completed and submitted to the Authority prior to distribution of the Stage 1 flyer.
Parcel Reference Number: _____ Proposed Development: _____ _____ Lot/Parcel Reference: _____ TS/MK: _____		
Key milestones (Refer to Condition 6.4 of the Technical Conditions of Tender)		Proposed date of commencement*
1.	Send Stage 1 flyer to local MP	(dd/mm/yy)
2.	Distribution of Stage 1 flyer containing brief project information and contact details of parties specified	
3.	Submission of Form B	
4.	First submission of development proposal	
5.	Erection of hoarding and site clearance	
6.	Obtain grant of Provisional Permission	
7.	Send Stage 2 flyer to local MP	
8.	Distribution of Stage 2 flyer containing detailed project information	
9.	Submission of Form C	
10.	Submission of Form D	
11.	Construction schedule a) Piling b) Sub-structure c) Superstructure d) M&E works e) Finishes	
Name, Designation & Signature of Developer's representative		

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

The successful tenderer shall ensure the minimum periods stated below are adhered to:

NO	KEY MILESTONES	MINIMUM PERIOD
1	a) Item 1 (Send Stage 1 flyer to local MP) and Item 2 (Distribution of Stage 1 flyer); and b) Item 7 (Send Stage 2 flyer to local MP) and item 8 (Distribution of Stage 2 flyer)	1 week
2	Item 2 (Distribution of Stage 1 flyer) and Item 3 (Submission of Form B)	1 week
3	Item 4 (First submission of development proposal) and Item 8 (Distribution of Stage 2 flyer)	6 weeks
4	Item 8 (Distribution of Stage 2 flyer) and Item 9 (Submission of Form C)	2 weeks
5	Item 8 (Distribution of Stage 2 flyer) and Item 10 (Submission of Form D)	3 weeks
6	Item 10 (Submission of Form D) and Item 11(a) (commencement of piling)	4 weeks

FORM B

DECLARATION BY THE DEVELOPER (PRIOR TO APPLICATION FOR WRITTEN PERMISSION)

<p><u>INSTRUCTION:</u></p> <p>This form is to be duly completed and submitted to the Authority prior to submission of an application to the Competent Authority under the Planning Act (Cap. 232) for Written Permission.</p> <p>If the written consent of the Authority is not submitted together with the development application to the Competent Authority, the development application will be returned.</p>	
<p>Details of Developer</p> <p>Company Name:</p> <p>Address:</p> <p>Tel no:</p> <p>Email:</p>	<p>To:</p> <p>Group Director</p> <p>Land Sales & Administration</p> <p>Urban Redevelopment Authority</p> <p>45 Maxwell Road</p> <p>The URA Centre</p> <p>Singapore 069118</p>
<p>Parcel Reference Number:</p> <p>_____</p> <p>Proposed Development:</p> <p>_____</p> <p>_____</p> <p>Lot/Parcel Reference: _____ TS/MK: _____</p>	
<p>I, _____ (Name), _____ (Designation), hereby declare on behalf of the developer that in accordance with Condition 6.4.5 of the Technical Conditions of Tender, flyers containing brief information on the project and the contact details of the parties specified in the said Condition have been distributed to the local community* on _____ (Date).</p> <p>We have enclosed supporting documents to show that the flyers have been distributed.</p>	
<p>Signature: _____</p>	<p>Date: _____</p>

** Local community is defined and includes the parties specified in Condition 6.4.2 of the Technical Conditions of Tender*

FORM C

DECLARATION BY THE DEVELOPER

(FOR RESUBMISSION OF APPLICATION SUBSEQUENT TO THE PROVISIONAL PERMISSION)

INSTRUCTION:

This form is to be duly completed and submitted to the Authority prior to resubmission of development application and no later than 2 months after the grant of Provisional Permission. Upon confirming that the form is in order, the Authority will give written consent for you to proceed with the resubmission of the development application, which shall be made no earlier than 3 weeks from the date the flyers were distributed. If the written consent of the Authority is not submitted together with the resubmission of the development application, the development application will be returned.

Details of Developer

Company Name:

Address:

Tel no:

Email:

To:

Group Director

Land Sales & Administration

Urban Redevelopment Authority

45 Maxwell Road

The URA Centre

Singapore 069118

Parcel Reference Number:

Proposed Development:

Lot/Parcel Reference: _____ TS/MK: _____

I, _____ (Name), _____ (Designation), hereby declare on behalf of the developer that in accordance with Condition 6.4.8 of the Technical Conditions of Tender, flyers containing detailed information on the development project and the contact details of the parties specified in the said Condition have been distributed to the local community* on _____ (Date).

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

Details of preliminary feedback received from the local community (if any):**

1)

2)

3)

4)

Signature:

Date:

** Local community is defined and includes the parties specified under Condition 6.4.2 of the Technical Conditions of Tender*

*** This should include all feedback received up to the point of the submission of this form. If this space is insufficient, additional information should be provided on a separate page and submitted as part of Form C.*

FORM D

CONSOLIDATED FEEDBACK ON PROPOSED DEVELOPMENT

(FOR RESUBMISSION OF APPLICATION SUBSEQUENT TO THE PROVISIONAL PERMISSION)

INSTRUCTION:

This form is to be duly completed and submitted to the Competent Authority as part of the resubmission of the development application subsequent to the grant of the Provisional Permission.

Details of Developer

Company Name:

Address:

Tel no:

Email:

To:

Group Director

Development Control

Urban Redevelopment Authority

45 Maxwell Road

The URA Centre

Singapore 069118

DC Reference:

Submission Number:

Proposed Development:

Lot Number: _____

I, _____ (Name), _____ (Designation), hereby declare on behalf of the developer that in accordance with Condition 6.4.9 of the Technical Conditions of Tender, the table below has included all feedback that has been received from the local community, up to the date of this resubmission of the development application.

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

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

** Local community is defined and includes the parties specified under Condition 6.4.2 of the Technical Conditions of Tender*

*** This must include all feedback received up to the point of this resubmission of the development application. If this space is insufficient, additional information should be provided on a separate page and submitted as part of Form D.*

DETAILS OF TRACK RECORD OF TENDERER / LEAD ARCHITECT(S) / DESIGNER(S) (Please provide the following particulars)	
Tenderer	
Name of Tenderer*	
Where a tender is submitted by 2 or more tenderers, please indicate the shares of all tenderers in this joint tender	
Experience in developing similar mixed-use developments	Please fill in Form 1. For joint tender, all tenderers are to fill in Form 1.
Quality of completed residential developments within past 5 years	Please fill in Form 2. For joint tender, all tenderers are to fill in Form 2.
Lead Architect(s) / Designer(s)	
Name of lead architect / designer	
Name and Address of Company/Firm	
Description and location of completed project(s)	
Date of completion for the above completed project(s)	
Level of involvement in the above completed project(s)	
Awards and accolades accorded for the above projects, if any, and attach certificates	
Any additional information on relevant completed projects	

*Where a tender is submitted jointly by 2 or more tenderers, this space may be divided into corresponding number of columns for use.

EXPERIENCE IN DEVELOPING SIMILAR MIXED-USE DEVELOPMENTS

Note:

- (1) For joint tender, ALL tenderers are to fill in Form 1.
- (2) ONLY include past developments which the tenderers have significant shares (i.e. at least 50% share).

S/No	Project Name and Address of 3 Recent Completed Developments (if no local projects, to indicate overseas projects)	Year of Completion	Total GFA (sqm) [Please indicate breakdown of GFA: Commercial GFA: _____ Residential GFA: _____]	Type of Co-located Facility (e.g. MRT, Bus Interchange)
1				
2				
3				

QUALITY OF COMPLETED RESIDENTIAL DEVELOPMENTS WITHIN PAST 5 YEARS

Note:

- (1) For joint tender, ALL tenderers are to fill in Form 2.
- (2) Fill in ALL completed residential developments within past 5 years.
- (3) ONLY include past residential developments which the tenderers have significant shares (i.e. at least 50% share).

S/No	Project Name and Address	Year of Completion	CONQUAS Score, if any and attach certificates (If nil, indicate N.A.)	Construction Awards on workmanship quality (if nil, indicate N.A.)
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

*To add more rows if required.

**TENDER SUBMISSION CHECKLIST
FOR LAND PARCEL AT JALAN ANAK BUKIT
(TENDER SUBMISSION DATE: 30 MARCH 2021)**

(Please tick accordingly)

1	ENVELOPE LABELLED “CONCEPT PROPOSAL AND FIXED AMOUNT DEPOSIT”
A	<input type="checkbox"/> Use the correct “Form for Submission of Concept Proposal” for the Land Parcel <input type="checkbox"/> Sign the “Form for Submission of Concept Proposal” <input type="checkbox"/> The particulars of tenderer in the “Form for Submission of Concept Proposal” must be the same as that in the “Form of Tender”
B	FIXED AMOUNT DEPOSIT
	<input type="checkbox"/> Ensure that the correct amount of Fixed Amount Deposit (S\$55,000,000.00) is enclosed by one or more of the following payment modes:
	(i) Bank / Insurance Guarantee
	<input type="checkbox"/> Correct format is used (for single or joint tenderers). <input type="checkbox"/> Tenderer’s name(s) in the Bank/Insurance Guarantee is exactly the same as in the Form of Tender. <input type="checkbox"/> Indicate in the subject title and main text whether the Bank/Insurance Guarantee is for whole <u>or</u> part of the tender deposit. <input type="checkbox"/> The Bank/Insurance Guarantee shall be valid for at least 14 weeks from the tender submission date.
	(ii) Cashier’s Order
	<input type="checkbox"/> Cashier’s Order is addressed to the “Urban Redevelopment Authority”. <input type="checkbox"/> Cashier’s Order is dated on or before the tender submission date.
	(iii) Bank Transfer
	<input type="checkbox"/> Correct amount has been deposited into URA’s bank account (as specified in the Conditions of Tender) not later than 12 noon on the tender submission date.
C	CONCEPT PROPOSAL
	<input type="checkbox"/> (i) A maximum of twelve (12) A0 sheets mounted on white foam boards not more than 6mm thick or other similar materials containing:
	<input type="checkbox"/> A description of the overall design concept for the proposal;
	<input type="checkbox"/> Scale drawings – including a site plan (at 1:1000 scale) and floor plans, section and elevations (at 1:500 scale) – to illustrate the overall design, public open spaces, pedestrian network, landscaping treatment, vehicular access, etc. of the proposed development. Drawings of other scales can be included as additional drawings;
	<input type="checkbox"/> Key sectional details (at least 1:100 scale) to illustrate how the design deals with the level differences within the site, including but not limited to illustrating the relationship of the entrance plaza and upper ground pedestrian link to the rest of the development;

- Perspectives to give a comprehensive understanding of the proposal and to illustrate the proposed development within its context. The perspectives should also depict the building form and architectural design, day and night visualizations of the proposed development, key publicly accessible spaces, street level activities, views of the proposed development from the adjacent developments at the opposite side of the road and other vantage points such as Upper Bukit Timah Road and Jalan Jurong Kechil; and
- Any other information, sketches, diagrams or details to illustrate the idea and workability of the design proposal.
- (ii) Six (6) sets of Design Report in A3 format, not exceeding 70 pages² containing:
 - A description and illustration of the proposed composition and placement of uses within the development. The proposed mix of uses and their GFA breakdown are to be provided;
 - A reduced version of the A0 sheets;
 - Photographs of the scale model;
 - Any other information, sketches, diagrams or details to illustrate the idea and workability of the design proposal;
 - A proposal to illustrate the incorporation of Green Mark design features in the proposed development;
 - A detailed landscape design plan and report;
- (iii) Track record of the tenderer and design team in the format as shown in Annex B of the Technical Conditions of Tender;
- (iv) One (1) scale detailed model of the proposed development at 1:500 scale. The base of the model is to be 5mm thick and is to correspond with the site boundary of the Land Parcel and the extent as shown in Annex C-1 for evaluation;
- (v) The Concept Proposal is to be presented on the digital 3D model of the Land Parcel in AutoDesk 3DS Max file format which is compulsory for all tenderers to purchase and utilise. Submissions are to be in Autodesk 3DS Max file format version 2016 and below (.max), or in Sketchup file format, version 8 and below (.skp), geo-referenced to SVY21 coordinates.
- (vi) Two (2) soft copies of the Drawings and Design Report of the Concept Proposal in USB thumb drives. All drawings, Design Report, perspectives, visualisations and photographs of the model(s) are to be in PDF format.

² Any design report that exceeds 70 pages would not be considered

2 **ENVELOPE LABELLED “FORM OF TENDER”**

- A Use the correct “Form of Tender’ for the Land Parcel.
 Sign the “Form of Tender”
 The particulars of tenderer in “Form of Tender’ must be the same as that in the “Form for Submission of Concept Proposal”

B **ADDITIONAL AMOUNT DEPOSIT**

- Where the Fixed Amount Deposit is less than 5% of the tendered sale price, an additional amount (‘Additional Amount Deposit’) which shall not be less than the difference between the amount of 5% of the tendered sale price and the Fixed Amount Deposit should be submitted.
- Ensure that the correct amount of the Additional Amount Deposit, if applicable, is enclosed by one or more of the following payment modes:
- (i) Bank / Insurance Guarantee
- Correct format is used (for single or joint tenderers).
- Tenderer’s name(s) in the Bank/Insurance Guarantee is exactly the same as in the Form of Tender.
- Indicate in the subject title and main text whether the Bank/Insurance Guarantee is for whole or part of the tender deposit.
- The Bank/Insurance Guarantee shall be valid for at least 14 weeks from the tender submission date.
- (ii) Cashier’s Order
- Cashier’s Order is addressed to the “Urban Redevelopment Authority”.
- Cashier’s Order is dated on or before the tender submission date.

- C Where the tenderer is a company not incorporated in Singapore, certified true copies of:
- (i) Certificate of incorporation or registration in its place of incorporation or origin or a document of similar effect; and
- (ii) Particulars of the company relating to its registered office address, principal activities, share capital, officers, directors and shareholders as registered with and maintained by the relevant authority at its place of incorporation or origin.

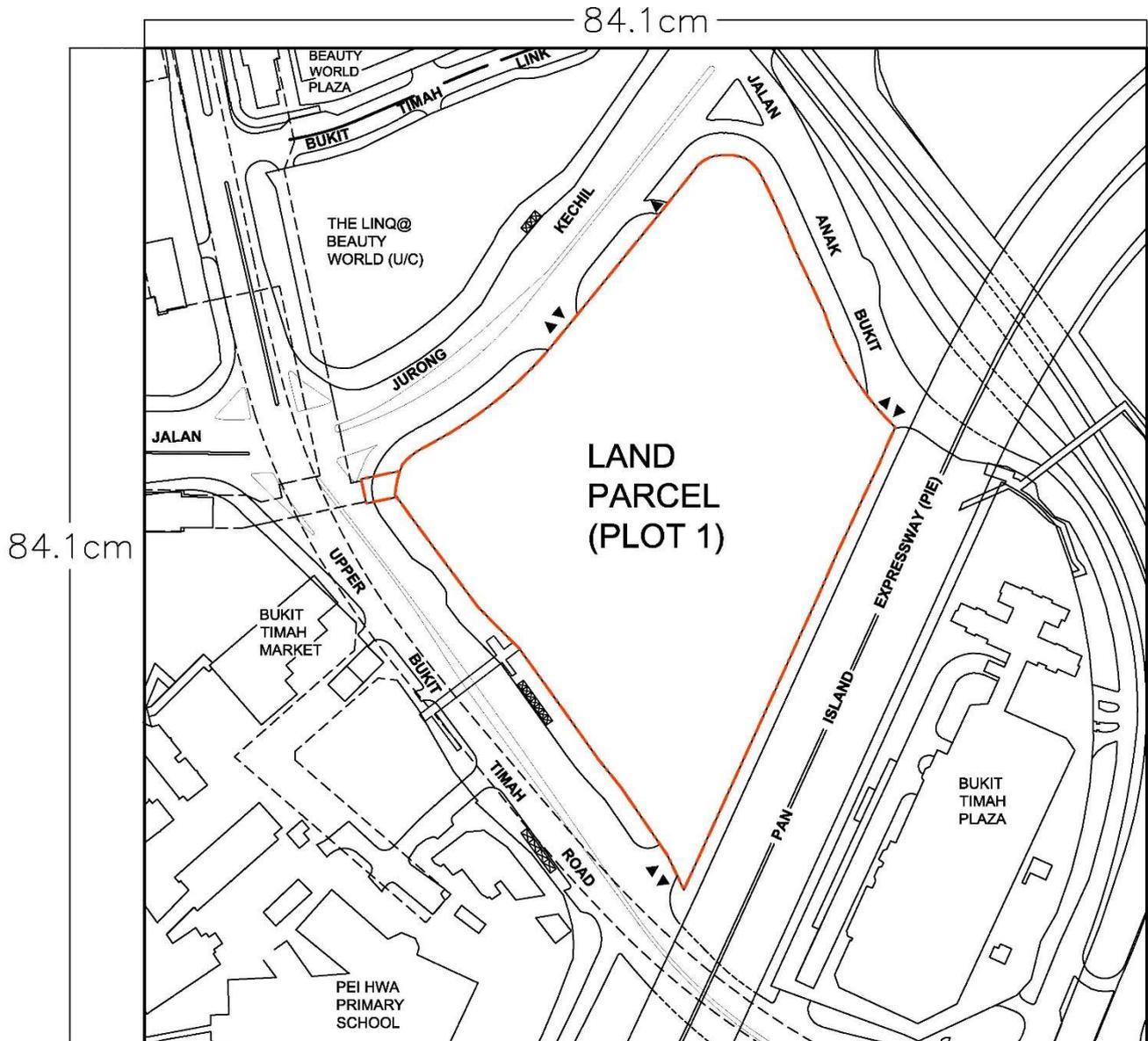
Tenderers are reminded not to include the duly completed “Form of Tender” in the envelope labelled “Concept Proposal and Fixed Amount Deposit”.

I have checked and verified that the tender submission is in order.

Name of Tenderer

Designation

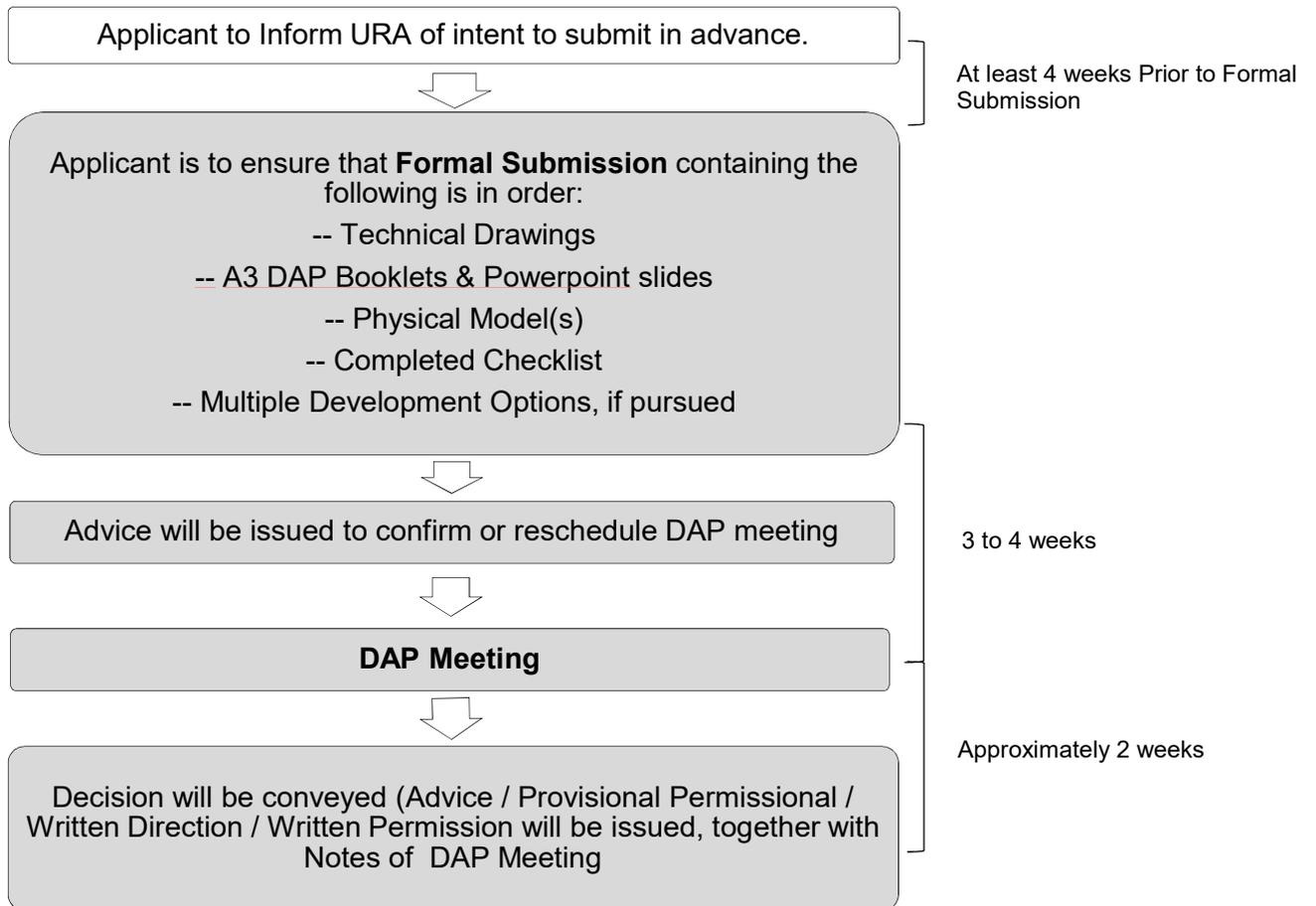
Signature/Date



DAP Advisory Notes

Workflow

The table below illustrates the typical workflow for a project selected for review by a DAP.



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 Annex D-2) 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

- i) In addition to the technical drawings (plans, elevations and sections) submitted as part of the formal development application, DAP materials consisting of A3 booklets, presentation slides and physical models will have to be submitted. Additional reports, such as Conservation Reports, are to be included as Appendices to the A3 booklets.

Stage 1

- a) 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
 - Publicly Accessible Spaces and Landscape Replacement Areas / landscaping concepts.
- b) Aspects such as night lighting, detailed planting palette, materials etc. will be addressed at Stage 2 and are not required to be submitted for Stage 1.
- c) The DAP booklet and presentation slides are to be presented in the format shown in Annex D-3. The A3 DAP booklet should not exceed 50 printed pages, including appendices, attached drawings and plans, with a minimum font size of 12. The number of presentation slides should be comfortable for a 30-minute presentation without lengthy text, highlighting the key points with further elaboration provided in the DAP booklet.
- d) A 1:500 scale (or smaller, depending on the scale of the project³) massing model and a 3D digital model in any of the formats as stated below are required to be submitted 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: .max, .3ds, .skp, .dwg, .dxf, .fbx, or BIM format.

Stage 2

- a) The DAP materials submitted at this stage will include:
- Detailed building layout
 - Detailed architectural treatment including appropriate use of building materials and finishes
 - Detailed Night Lighting Design

³ URA to advise. Smaller scale models might be stipulated for projects spanning bigger areas in order to keep the size of the models transportable.

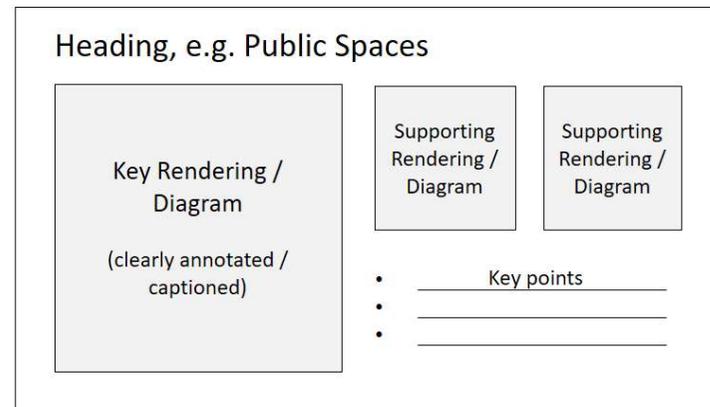
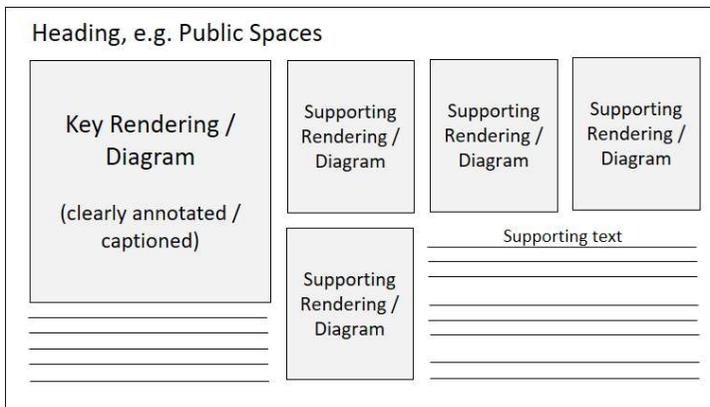
- Detailed landscaping design including planting palette
 - Detailed Design of Publicly Accessible Spaces
- b) 1:50 scale elevations and sections of the relevant details, 1:200 scale architectural model of part(s) of the building (if necessary), 3D digital models as well as material samples of the façade and roof materials are required to be submitted to show the architectural design of the development.
- c) The A3 DAP booklet should not exceed 50 printed 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 Annex D-3.

Resubmissions

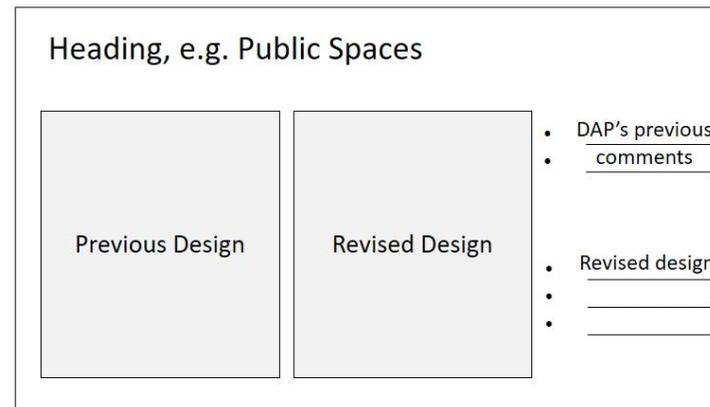
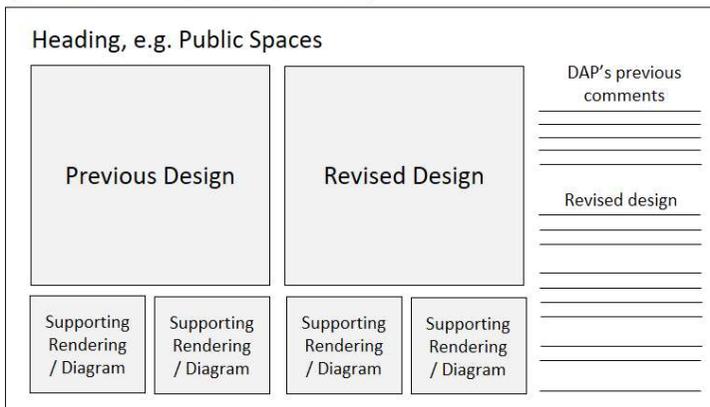
- a) Resubmissions should be kept succinct. The A3 DAP booklet and presentation slides should highlight only outstanding issues with a comparison between the previous and current proposal (see Annex D-3). There is no need to highlight issues which have already been resolved.

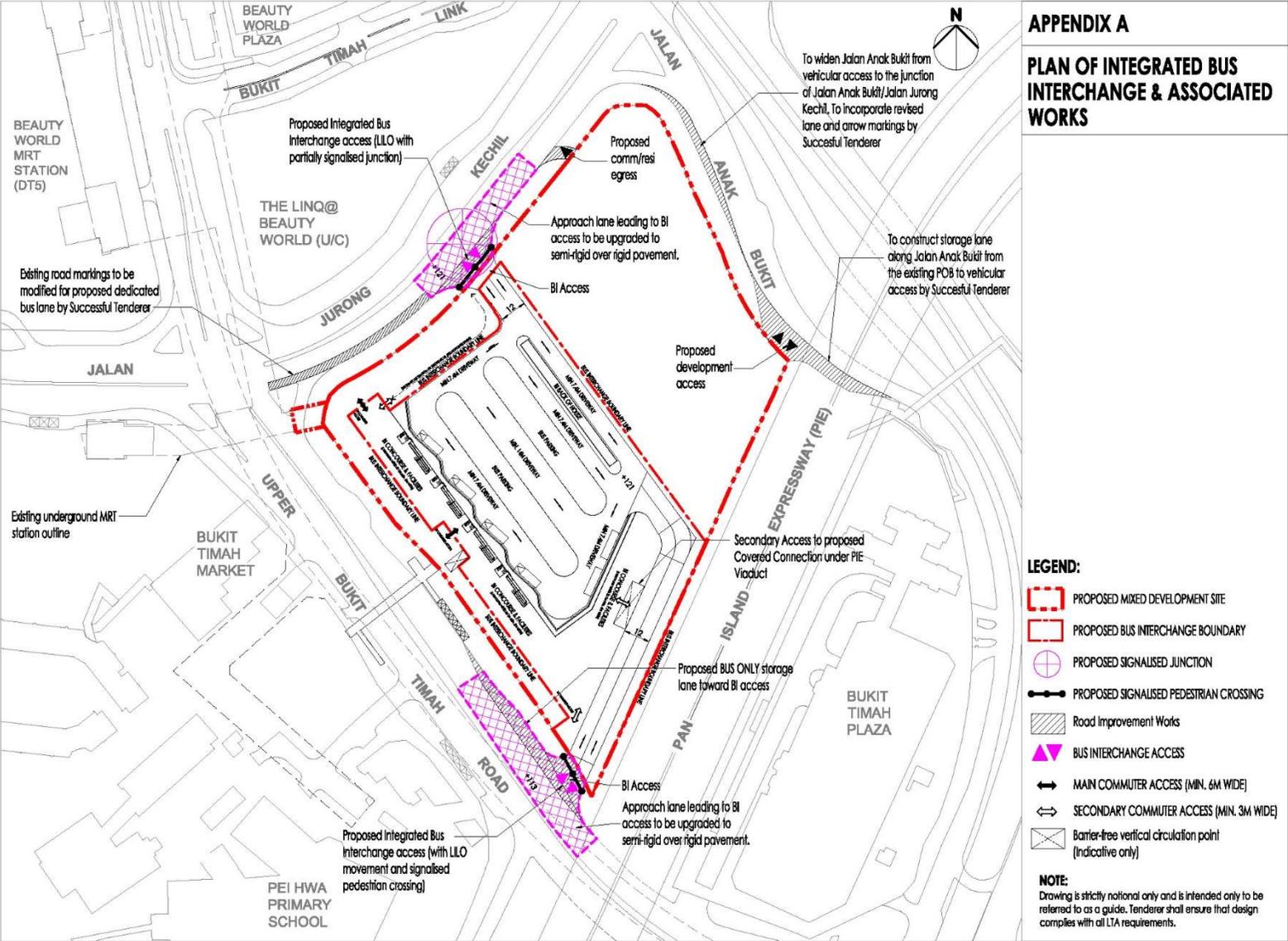
Submission Templates

For First DAP Submission



For Subsequent DAP Submissions





APPENDIX A
PLAN OF INTEGRATED BUS INTERCHANGE & ASSOCIATED WORKS

- LEGEND:**
- PROPOSED MIXED DEVELOPMENT SITE
 - PROPOSED BUS INTERCHANGE BOUNDARY
 - + PROPOSED SIGNALISED JUNCTION
 - PROPOSED SIGNALISED PEDESTRIAN CROSSING
 - Road Improvement Works
 - ▲ BUS INTERCHANGE ACCESS
 - MAIN COMMUTER ACCESS (MIN. 6M WIDE)
 - SECONDARY COMMUTER ACCESS (MIN. 3M WIDE)
 - ⊗ Barrier-free vertical circulation point (Indicative only)

NOTE:
Drawing is strictly notional only and is intended only to be referred to as a guide. Tenderer shall ensure that design complies with all LTA requirements.