Dated 5 December 2022

SALE OF SITE
FOR RESIDENTIAL DEVELOPMENT WITH
COMMERCIAL AT 1ST STOREY
LAND PARCEL
AT MARINA GARDENS LANE

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 Lane ("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 cool 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 neighbouhood 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 corner of Marina Gardens Drive and Marina Boulevard, enjoying unobstructed views of Gardens by the Bay. It is directly connected to Marina Bay and the Central Business District via Central Boulevard and the Mass Rapid Rail network, allowing future residents enjoy all the conveniences associated with city living.

2.5.2 The Land Parcel is also directly connected via an underground pedestrian link to Marina South Mass Rapid Transit (MRT) Station, providing convenient and seamless access to the island-wide rail network.

2.5.3 The Land Parcel offers a unique opportunity to develop a distinctive residential 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*	12,245.1 m^2
Land Use/Zoning	Residential with Commercial at 1st Storey The details are set out in Part IV (Condition 4.2).
Type of Allowable Housing Development	The proposed residential development shall be for flats only. Serviced apartments, condominium and strata landed houses are not allowed. The details are set out in Part IV (Condition 4.2).
Permissible Gross Floor Area (GFA)	Maximum GFA: 68,573 m^2 Minimum GFA: 61,716 m^2 In addition to residential use, the following uses are to be provided: a. Early Childhood Development Centre (ECDC) with a minimum GFA of 500 m^2 Of the remaining GFA, b. Commercial uses at the first storey with a maximum GFA of 750 m^2. The details are set out in Part IV (Condition 4.2).
Strata Subdivision	Any proposed areas not related to Residential use, including but not limited to the public spaces within the development such as the covered walkways and any proposed Commercial

PARAMETERS	PROVISIONS / REQUIREMENTS
	and ECDC GFA, and MRT structures (such as MRT entrance and ventilation shafts) shall form part of the common property for the whole of the development. The details are set out in Part IV (Condition 4.5).
Building Height	<u>Low-Rise Zone</u> Maximum 15-storeys/ 10-storeys/ 4-storeys <u>Mid-Rise Zone</u> Maximum 30-storeys <u>High-Rise Zone</u> Maximum 163m SHD^ The details are set out in Part IV (Condition 4.7).
Pedestrian Network	The development is to provide the following pedestrian facilities: <u>At-Grade Pedestrian Network</u> a. A 5.5m wide comprising a minimum 2.5m wide open landscaped walkway 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 along Marina Boulevard; and c. A minimum 3.6m (3.0m clear) covered walkway at the first storey along Marina South Avenue. The details are set out in Part IV (Condition 4.14).
Greenery Replacement and Landscaping	The development 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).
Vehicular and Bicycle Parking Provision	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.

PARAMETERS	PROVISIONS / REQUIREMENTS
	The development is to include bicycle parking spaces in accordance with the requirements of LTA based on the proposed uses within the development. The details are set out in Part IV (Condition 4.17).
Electric Vehicles (EV) Charging Infrastructure	The Successful Tenderer is to ensure at least 15% of the total car park lots provided can minimally support 3-Phase AC Type 2 chargers with power output of 7kW per charging point (i.e. passive provision), of which at least 1% must be installed with EV charging points (i.e. active provision). The details are set out in Part IV (Condition 4.17) and Section 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 $822,876.00 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 4.18).
Revised GFA Definitions	The Successful Tenderer shall comply with the revised Gross Floor Area (GFA) and strata area definitions as set out in the circular “Harmonisation of floor area definitions by URA, SLA, BCA and SCDF” issued on 1 September 2022. The details are set out in Part IV (Condition 4.1.3).

PARAMETERS	PROVISIONS / REQUIREMENTS
External Works	<u>Integration of MRT Structures</u> The Successful Tenderer is to relocate and integrate the existing temporary Marina South MRT Structures (entrance/exit structure, vent shafts, bicycle parking and covered linkway) along Marina Boulevard within the building envelope of the development in compliance with agencies' requirements. <u>Construction of Marina Gardens Lane</u> The Successful Tenderer is to design and construct the planned Marina Gardens Lane (carriageway and roadside tables on both sides) (attach as Annex) 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 Lane. The permanent electrical and telecommunications supply to the development shall be tapped from the lead-in manholes provided along Marina South Avenue by Others. <u>Roadside Table Improvements</u> The Successful Tenderer is to undertake roadside table improvements along Marina Gardens Drive, Marina Boulevard and Marina South Avenue including the implementation of cycling paths and planting in compliance with agencies' requirements. The details are set out in Part VI and V (Conditions 4.19, 5.1 and 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 Energy (SLE) Platinum, with the Maintainability, Whole Life Carbon and Health and Wellbeing Badges. The Successful Tenderer is subject to Digitalisation, Productivity and Quality standards in accordance with the requirements of BCA.

PARAMETERS	PROVISIONS / REQUIREMENTS
	The details are set out in Section 10.0 of the Conditions and Requirements of Relevant Competent Authorities & Public Utility Licensees.

* Subject to final cadastral survey.
^ Building height is based on Singapore Height Datum (SHD).

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 In addition, regardless of when the development application is submitted to the Authority, the Successful Tenderer shall comply with the revised Gross Floor Area (GFA) and strata area definitions as set out in the circular "Harmonisation of floor area definitions by URA, SLA, BCA and SCDF" issued on 1 September 2022.

4.1.4 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.

4.1.5 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 Residential with Commercial at 1st Storey use and is to be developed for a predominantly residential development. The maximum permissible Gross Floor Area (GFA) for the development is 68,573 m^2 and the total GFA to be built is not to be less than 61,716 m^2.

4.2.2 The proposed residential development shall be for flats only. Serviced apartments, condominium and strata landed houses are not allowed.

4.2.3 A maximum 750 m^2 of the total GFA of the development may be developed for the following commercial uses at the 1st storey to serve as amenities for future residents:

a Shop (e.g. grocery store, bakery, hair salon, etc.) and/or restaurant use [including Outdoor Refreshment Areas (ORAs), if provided]; and

b 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.

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

4.2.5 The commercial space shall form part of the common property for the whole of the development.

4.2.6 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.

4.2.7 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.

4.2.8 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

4.2.9 The Successful Tenderer is required to provide an Early Childhood Development Centre(s) [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(s). The ECDC(s) 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 750 m^2 specified under

[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.

Condition 4.2.3 but shall be computed as part of the maximum permissible GFA for the proposed development.

4.2.10 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.

4.2.11 The Successful Tenderer shall inform ECDA when the Certificate of Statutory Completion for the proposed development with ECDC is obtained and notify ECDA when the MCST (if any) is formed. The Successful Tenderer/MCST is to appoint an operator to run the ECDC. The operator shall comply with requirements stipulated under the Early Childhood Development Centres Act 2017 and be licensed accordingly. The Successful Tenderer/MCST may approach ECDA should they need assistance to identify an ECDC operator.

4.2.12 The Successful Tenderer is not allowed to strata subdivide the ECDC space and the ECDC space shall form part of the common property of the future residential development.

4.2.13 After the initial 10-year period, the MCST/owner 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 points 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 overspill to public roads or 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 for the ECDC 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.

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 a ECDC with a minimum GFA of 500 m^2 within the development as specified in Condition 68.3(a) 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 centres, etc.) and other such uses (personal services, medical clinics etc.) are to be provided at the 1st storey of the development fronting Marina Boulevard, at the corner of Marina Boulevard and Marina South Avenue, and at the corner of Marina South Avenue and Marina Gardens Lane. 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.

4.4 Outdoor Refreshment Areas (ORA)

4.4.1 ORAs and alfresco dining areas are allowed within the open spaces and public areas within the development and will be computed as part of the maximum permissible GFA for the development and as part of the maximum allowable 750 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. Consideration should also be given to ensure that they do not create dis-amenity to the surrounding residents.

4.4.2 ORAs are allowed within the building setbacks along Marina South Avenue and Marina Boulevard to contribute to the life and vibrancy of the street.

4.4.3 The detailed design 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 residential GFA shall be strata subdivided and a Management Corporation representing the interests of the residential strata owners shall be formed.

4.5.2 Any proposed areas not related to Residential use, including but not limited to the public spaces within the development such as the covered walkways and any proposed Commercial and ECDC GFA, and MRT structures (such as MRT entrance and ventilation shafts) shall form part of the common property for the whole of the development.

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

<u>Courtyard Typology</u>

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 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 10m wide no-build zone and wind corridor between Marina South Avenue and Marina Gardens Drive, and a minimum 15m wide no-build zone and wind corridor between Marina Boulevard and Marina Gardens Lane 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.

Solar Shading

4.6.5 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

4.6.6 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.

4.6.7 To further minimise 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.

4.6.8 The facades of the development are to be treated as main building elevations on all sides. All service areas including air-conditioning ledges, 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, minimise solar gain, relate well to the surrounding context, and not compromise other future developments:

a. High-Rise Zone: Maximum 163m SHD
The high-rise zone is situated as shown in the Building Height Plan to maximise wind flow and to prevent a wall-like development. The frontage of the high-rise zone shall not exceed 50% of the total allowable development frontage along Marina Gardens Drive.

b. Mid-Rise Zone: Maximum 30 storeys
The mid-rise zone is situated as shown in the Building Height Plan to achieve variation in building height and maximise wind flow. This is to create visual porosity and encourage good wind flow within the development parcel. The frontage of the mid-rise zone shall not exceed 40% of the total allowable development frontage along Marina South Avenue.

c. Low-Rise Zones: Maximum 15 storeys/ 10 storeys/ 4 storeys
The low-rise zones are situated as shown in the Building Height Plan are required to achieve further variation in building height within the development to maximise wind flow, create a human-scale streetscape along the Neighbourhood Street at Marina South Avenue and respond to the Garden frontage along Marina Gardens Drive.

4.7.2 All construction equipment and temporary structures, such as cranes, piling rigs, etc., are subject to a maximum allowable technical height control of

163m 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 roof areas of the high-rise, mid-rise and low-rise components 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. The Successful Tenderer is to grant the MTOs installation and servicing access to the roof at no cost and at all times.

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, creating an urban streetscape in response to future developments along Marina Boulevard.

b. A minimum 2-storey high building edge abutting the building setback line along Marina South Avenue to maintain a pedestrian-scale fronting the Neighbourhood Street.

4.9.2 Up to 40% of the length of the building edges of the development 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. ORAs can be considered within the building setbacks but should not take up the entire development frontage.

(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 provisions and maintenance access, are to be subject 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 provisions and maintenance access, are to be subject 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 clause 4.10.1.a.ii.

Garden Edge along Marina Gardens Drive

c. Setback 4.5m from the lines of the Road Reserve along Marina Gardens Drive and 2.5m along Marina Gardens Lane, for a lushly landscaped building setback, including one row of trees. The building setback fronting Marina Gardens Drive shall be designed as a garden edge, complementing the existing lush planting within the road reserves and contributing to the well-shaded and attractive streetscape leading to and from Gardens by the Bay.

4.11 Boundary Treatment

4.11.1 Boundary fences are permitted along Marina Gardens Drive and Marina Gardens Lane. However, they are to be designed to be visually porous so that the lush landscaping within the building setback and the development is visible from the street. They can also be setback from the site boundaries to externalize some of the development's planting. The design of the boundary fence is to be well-integrated with the landscape design. Solid walls are not allowed.

4.12 Basement Levels / Subterranean Developments

4.12.1 The basement levels and all permanent subterranean structures 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 Pedestrian Network

4.14.1 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.

4.14.2 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.

4.14.3 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 are not to qualify for GFA exemption.

Open Walkways within Landscaped Walkway

4.14.4 The development is to provide a minimum 2.5m clear width of open footpath within the Landscaped Walkway at the 1st storey along Marina Boulevard, subject to the requirements in clause 4.10.1.b.

1st Storey Covered Walkways

4.14.5 The development 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, with a maximum soffit height of 3.6m.

4.14.6 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 in order 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

4.14.7 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.

4.14.8 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.

4.14.9 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

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

Operation

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

4.15 Night Lighting

4.15.1 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.

4.15.2 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.

4.16 Vehicular and Servicing Access

Vehicular Access

4.16.1 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 Lane. These are to be consolidated into a single kerb cut as shown in the Control Plans to reduce conflict between vehicles and pedestrians/ cyclists.

4.16.2 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.

4.16.3 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.

4.16.4 The existing bus stop and sheltered pick-up and drop-off facilities along Marina Boulevard shall be retained.

Service Areas

4.16.5 Sufficient service areas, including those for the bin centre, electrical substation, loading/ unloading bays, holding bays, etc., are to be provided within the development to meet the needs of the proposed uses.

4.16.6 To create an attractive streetscape, service areas are not allowed to front or open out onto the covered walkways and are to be fully integrated within the overall building form and architectural treatment of the development. Service areas shall also not front Marina Gardens Drive. The service areas are to be visually well-screened from the top and all sides, and subject to the prevailing screening guidelines for M&E services.

4.16.7 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.

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

Location of Bin Centre

4.16.9 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.

4.16.10 The service driveway for the bin centre is to be fully located within the Land Parcel and its dimensions (e.g. length and width) are to be designed to accommodate all types of service vehicles.

4.16.11 Lush planting and/or screening shall be provided to screen the bin centre and service areas from view of the residents in the adjacent residential developments, and users of the surrounding public roads and walkways.

4.17 Car, Motorcycle and Bicycle Parking

Car and Motorcycle Parking

4.17.1 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.

4.17.2 The Successful Tenderer is strongly encouraged to locate all car and motorcycle parking spaces at the basement levels of the development. Car parking at the 1st storey is not allowed.

4.17.3 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.

4.17.4 Where car and motorcycle parking facilities are located above-grade, they are not to front directly onto Marina South Avenue, in order to maintain an attractive street frontage. They are to be fully integrated into the overall building form and architectural treatment of the development and visually well screened from above and on all sides subject to prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act.

4.17.5 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

4.17.6 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.

4.17.7 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 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 onto the AGUs provided.

Electric Vehicle (EV) Charging Infrastructure Provision

4.17.8 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.

4.18 Centralised Cooling System (CCS)

4.18.1 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. Should the Successful Tenderer decide to implement CCS, he is to inform all purchasers or sub-lessees of the residential units of the development in the relevant sales/marketing and purchase documents.

4.19 Road Reserve

4.19.1 For information of tenderers, the Successful Tenderer shall at his own cost and expense, carry out the construction and improvement works to the Road

Reserves and sidetables along Marina Gardens Drive, 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.

4.19.2 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.

4.19.3 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 barriers. The design and placement of these breaks shall be subject to the approval of the Authority, LTA and NParks are the formal submission stage.

4.20 Covered Linkways

4.20.1 The Successful Tenderer is to provide covered linkways connecting the 1st storey covered walkway of the development along Marina Boulevard to the existing bus stop and sheltered pick-up/ drop-off structure along Marina Boulevard within the Road Reserve as shown in the Control Plans.

4.20.2 The location, design and technical details of the covered linkways shall comply with the technical requirements of LTA 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.

4.20.3 Upon completion, the Successful Tenderer shall handover the portion of the covered linkways within the Road Reserve to LTA for ownership and maintenance. Until such time when they are taken over by LTA, the Successful Tenderer is to maintain the portion of the covered linkways within the Road Reserve to the satisfaction of the relevant Competent Authorities. The Successful Tenderer and Residential MCST are to maintain the portion of the covered linkways within the development to the satisfaction of the

relevant Competent Authorities. They are to be kept open and unobstructed for public use at all times.

PART V

5.0 OTHER REQUIRED WORKS

5.1 Integration of RTS-related Structures

5.1.1 The existing RTS-related structures along Marina Boulevard include a temporary MRT station entrance/ exit structure consisting of a pair of two-way escalators, a staircase and a passenger lift, two ventilation shafts, covered linkways and bicycle parking structures. 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.

5.1.2 The Successful Tenderer shall provide a pair of two-way escalators, a staircase and two passenger lifts. The detailed design and configuration of the station entrance/ exit, including the proposed alteration/ modifications, shall comply with LTA's requirements as set out in Clause 7.0 of the 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 relevant Competent Authorities at the formal submission stage.

5.1.3 In relocating the MRT structures, the Successful Tenderer will have the advantage of ensuring that the entrance 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.

5.1.4 The new station entrance is to be integrated with the development and front directly onto the at-grade pedestrian network along Marina Boulevard. Its detailed location and configuration will be subject to the evaluation and approval of LTA and the relevant Authorities at the formal submission stage.

5.1.5 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.

5.1.6 The Successful Tenderer is to hand over to LTA after completion the RTS-related structures, 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.

5.1.7 All new structures built to relocate the station entrance/ exit within the Land Parcel shall be owned and maintained by the Successful Tenderer/ MCST.

5.1.8 Existing RTS-related structures located within the Land Parcel that are retained to facilitate relocation of the station entrance/ exist will continue to be owned and maintained by LTA and the appointed railway operator.

5.1.9 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, 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, lifts, escalators, etc.) related to the new RTS within the development. The building structure constructed by the Successful Tenderer for the extension of RTS entrance within the land parcel will continue to be under the ownership of the Successful Tenderer/MCST. The replacement of all other non-structural elements including architectural finishes, M&E installations, etc. will be under the charge of LTA's appointed railway operator.

5.2 Road Works

5.2.1 The Successful Tenderer shall, at his own cost and expense, design and construct the proposed 27.0m wide new access road (i.e. Marina Gardens Lane), as shown in the Control Plan and in accordance with the requirements of the relevant Competent Authorities. 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.

5.2.2 The proposed 150mm diameter potable watermain within Marina Gardens Lane as shown in the Control Plans is to be laid by PUB. The Successful Tenderer shall liaise and coordinate with PUB on the laying of new watermains within the proposed Marina Gardens Lane to serve the proposed development.

5.2.3 The Successful Tenderer shall, at his own cost and expense, also liaise and coordinate with all relevant utility agencies on the laying of their respective services within the Proposed Marina Gardens Lane.

5.2.4 The Successful Tenderer shall connect and tap directly from the lead-in manholes along Marina South Avenue by Others for the permanent electrical and telecommunications supply to the development as shown indicatively in

the Control Plans.

5.2.5 The construction of the proposed 27.0m wide new access road 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.

5.2.6 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.

5.2.7 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.

5.2.8 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.

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 $822,876.00 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. This amount and the GST chargeable thereon shall be paid to the Authority by cashier's order and such cashier's order must be submitted to and received by the Authority on or before the expiry of the 90 day period (time in this respect being also the essence of the contract).

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.

DAP Evaluation Process

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 Authority and their contractor(s) are carrying out infrastructure (i.e. road construction and services diversion) works along the southern boundary of the Land Parcel as shown in the Control Plans, and are estimated to vacate the affected part of the site by 1 September 2023. The Successful Tenderer is to allow the Authority and their contractor(s) use and site access of the affected part of the site for infrastructure works.

6.3.2 The Authority may by notice in writing to the Successful Tenderer no later than five (5) days before 1 September 2023 notify the Successful Tenderer that delivery of vacant possession of the affected part of the site for infrastructure works to him shall be deferred to a date not exceeding six (6) months immediately after the said date. The Successful Tenderer shall be deemed to have agreed and accepted in such event that vacant possession of the affected part of the site for infrastructure works shall be delivered to him on such date as specified in the Authority's notice in writing.

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 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.

6.4.3 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

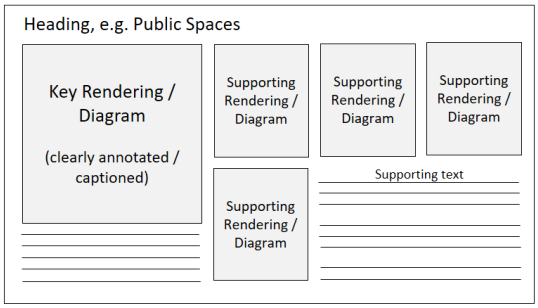
8. All submissions are to include a digital massing model, in any of the formats as stated below to show the proposed development in relation to the adjacent sites and surrounding context. The digital model is to be accurately geo-referenced (i.e. to SVY21). The files for the 3D digital model should 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).

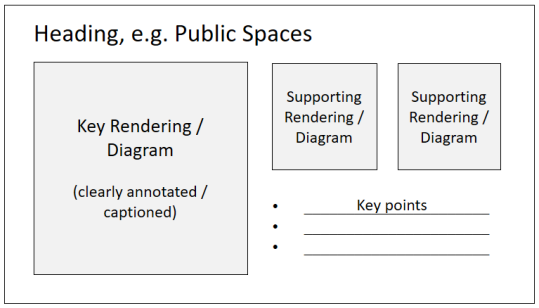
10. Resubmissions should be kept succinct. The A3 DAP booklet and presentation slides should highlight only outstanding issues with a comparison between the previous and current proposal (see Submission Templates). There is no need to highlight issues which have already been resolved.

Submission Templates

For First DAP Submission

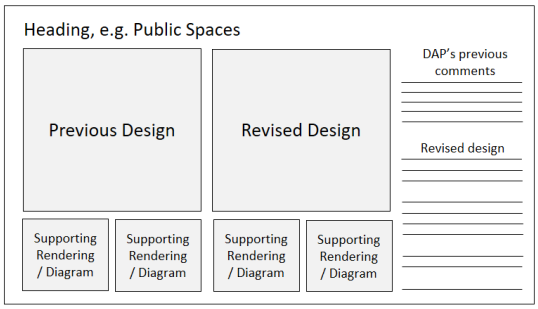


A3 Booklet

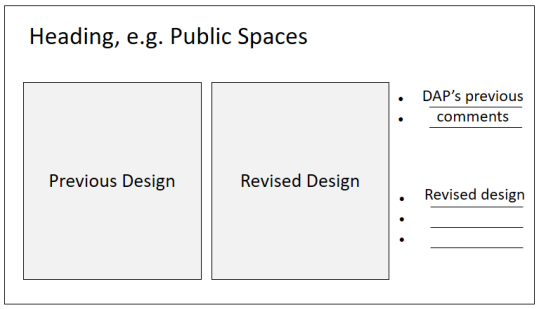


Powerpoint Slides

For Subsequent DAP Submissions



A3 Booklet



Powerpoint Slides