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SALE OF SITE
FOR HOTEL DEVELOPMENT
LAND PARCEL
AT RIVER VALLEY ROAD

TECHNICAL CONDITIONS OF TENDER

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TECHNICAL CONDITIONS OF TENDER40

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 River Valley Road ("Land Parcel") for a hotel 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 are to be read together with the Control Plans and the Conditions and Requirements of Relevant Competent Authorities and Public Utilities Licensees supplied in the eDeveloper's Packet.

PART II

2.0 PLANNING CONCEPT

Site Context

2.1 Singapore River is an important urban waterfront in the city centre that was once Singapore's historic centre of trade and commerce. Today, it is a dynamic place for leisure and living with a beautiful river frontage and unique historical identity. The area, flanked by endearing heritage buildings along the river, stretches 3 kilometre long and across 3 distinctive quays - Robertson Quay, Clarke Quay and Boat Quay. It is positioned as a vibrant mixed-use precinct with hotel, residential, commercial, arts, cultural and entertainment uses.

2.2 Clarke Quay, in particular, sits at the foothills of the historic Fort Canning Park. It is a popular entertainment-lifestyle precinct that hosts a wide variety of dining and entertainment choices along the waterfront. The area is also home to a well-established cluster of hotels along the waterfront given its proximity to various places of interest along the river, Fort Canning Park and the Civic District, distinguishing the area as a popular tourism and hotel precinct.

2.3 Given that the Land Parcel is located above the Fort Canning MRT Station and Central Expressway (CTE) tunnel, the station box and tunnels have been designed with specific loading provisions of 4/7/16 storeys to support the future loads of the hotel development.

Vision for a Landmark Waterfront Development

2.4 The Land Parcel is located between the historic Fort Canning Park and Singapore River offering vantage views towards both a lush green hill and an attractive river. The future development on the Land Parcel is envisioned to be a well-designed, distinctive waterfront landmark that will offer seamless connections and delightful hill-to-river visitor experiences between Fort Canning Park and Singapore River.

Unique and Differentiated Hotel Concept

2.5 The landmark waterfront location offers an opportunity to develop a unique hotel with distinct offerings and visitor experiences that is well-differentiated and complementary to the existing hotels, to reinforce Singapore River as a major hotel cluster in the City Centre that is a choice location for both tourists and locals.

Convenient Rail and Road Access

2.6 The Land Parcel sits directly above the Fort Canning MRT Station on the Downtown Line (DTL) and is located close to Clarke Quay MRT Station on the North-East Line. The Land Parcel is also well served by major arterial

roads such as River Valley Road and Clemenceau Avenue, providing convenient access to other parts of the city.

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: 10,237.7 m^2 Plot 2*: 1069.7 m^2 (estimated horizontal cross-sectional area) (Optional airspace above Singapore River promenade) The subterranean spaces occupied by Fort Canning MRT Station and CTE tunnel are excluded from the Land Parcel. Title for Plot 2 will be issued to the Successful Tenderer for only the areas which correspond with the resulting as-built profile of the development approved to be extended and cantilevered above the promenade within Plot 2, as set out in Part IV, Condition 4.2.
Land Use / Zoning	Hotel
Permissible Gross Floor Area (GFA) and Allowable Uses	28,666 m^2 (Maximum) 25,799 m^2 (Minimum) Minimum 60% of the total GFA for hotel rooms and hotel-related uses. Remaining GFA (up to maximum 40% of the total GFA) for serviced apartments and other commercial uses, subject to the approval of the Competent Authority under the Planning Act 1998. Maximum 2,000 m^2 of the total GFA may be developed for commercial uses. Condominium, Flats, Office and Commercial school uses are not allowed. The details are set out in Part IV, Condition 4.2
Building Height **	Specific building height controls as follows, subject to LTA's loading requirements for areas above the Fort Canning MRT Station and CTE tunnel: <u>Low-Rise Zone:</u> Maximum 4 storeys <u>Mid-Rise Zone:</u> Maximum 7 storeys <u>High-Rise Zone:</u> Maximum 16 storeys The details are set out in Part IV, Condition 4.6.

* Subject to final cadastral survey

** For information of tenderers, all construction equipment and temporary structures, such as cranes, piling rigs etc. are to comply with the requirements of the relevant Competent Authorities.

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 (CA) & Public Utility Licensees provided in the Developer'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 complied 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 1998, 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. 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.

4.2 Land Use and Quantum

4.2.1 The Land Parcel is zoned for Hotel use. The maximum permissible Gross Floor Area (GFA) for the development (including any GFA built within Plot 2) is 28,666 m^2 and the total GFA to be built is not to be less than 25,799 m^2.

4.2.2 A minimum 60% of the total GFA shall be used for hotel rooms and hotel-related uses that are solely used by staying hotel guests or hotel staff only. Please refer to DC handbook at

https://www.ura.gov.sg/Corporate/Guidelines/Development-Control/Non-Residential/Hotel/Use-Quantum for examples of facilities computed as hotel and hotel-related uses.

4.2.3 The remaining GFA (up to maximum 40% of the total GFA) shall be used for the following uses:

a) Serviced apartments; and

b) Other commercial uses to support hotel functions that are also used by the public, such as hotel ballrooms, banquet room, function room, etc. as may be approved by the Competent Authority under the Planning Act 1998.

4.2.4 A maximum GFA of 2,000 m^2 may be developed for the following commercial uses:

a) Shop and restaurant (inclusive of any Outdoor Refreshment Area (ORA)) uses;

b) Other commercial uses such as fitness centre, gym, medical clinic, bar, pub etc. as may be approved by the Competent Authority under the Planning Act 1998.

4.2.5 Additional supporting uses that are for the service of staying hotel guest only or for use by staying hotel guest and staff only (e.g. fitness centre, gym), can be allowed, and the GFA of such uses are considered hotel-related uses and can be computed outside the maximum 2,000 m^2 permissible for commercial uses.

4.2.6 Condominium, Flats, Office and Commercial School uses will not be allowed.

4.2.7 Given the proximity of the Land Parcel to nearby residential developments, any ORA and/or bar/pub use, if supported, shall be approved on Temporary Permission (TP). The location and extent of such uses shall also be subject to evaluation at the formal development application stage.

4.2.8 For the purpose of bonus GFA computation, the maximum permissible bonus GFA shall be computed based on the total approved GFA of Plots 1 and 2 or 28,666 m^2, whichever is lower.

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

Plot 2 (Optional airspace stratum)

4.2.10 Plot 2 demarcates the airspace stratum within which the Successful Tenderer has the option, at his own cost and expense, to cantilever part of the proposed hotel development over the waterfront promenade, subject to the requirements and approval from the Authority and the relevant Competent Authorities. This provides an opportunity to sculpt an interesting and unique architectural expression and skyline profile along the Singapore River.

4.2.11 The development within the airspace is to be designed as an integrated part of the development within Plot 1. It is to be located above the 4th storey, and structurally supported by the development within Plot 1. This is to maintain a lofty high-volume space that is free of any structures along the waterfront promenade.

4.2.12 Title for Plot 2 will be issued to the Successful Tenderer for only the areas which correspond the resulting as-built profile of the development to be extended and cantilevered above the promenade within this Plot 2 airspace stratum.

Land / Strata Sub-division

4.2.13 Land sub-division and strata sub-division for the proposed development are not allowed. The development shall remain as a single integrated development under a single ownership.

4.3 Uses at 1st Storey

4.3.1 Activity-generating uses (AGUs) that provide key amenities and attract visitor ship as set out in the Development Control Handbook under "Urban Design Requirements" are to be provided at the 1st storey of the proposed development fronting the river promenade, public spaces, MRT entrance/exit point and covered walkways along River Valley Road and Clarke Quay.

4.3.2 The AGUs shall be accessible and visible from the main pedestrian thoroughfare in order to contribute to the life and vibrancy at street level. The design of their frontages should be attractive such that it contributes positively to the streetscape and enhances visibility of these uses at street level. Uses that require privacy in its operations and do not directly contribute to street vibrancy will not be considered as AGUs.

4.3.3 Uses that may cause dis-amenity to surrounding residents shall not have openings or entrances facing the exterior of the development. These include, but are not limited to, bars and pubs.

4.4 Outdoor Refreshment Areas (ORAs)

4.4.1 ORAs are allowed within the public areas and open spaces within the development and will be computed as part of the maximum permissible GFA for the development and as part of the maximum allowable 2,000 m^2 for commercial use, as defined under Condition 4.2.4.

4.4.2 These are intended to provide an opportunity for outdoor seating that forms an extension of the seating areas within a restaurant or café. Where provided, the ORAs should be located and designed such that they do not compromise pedestrian circulation or traffic movement. Consideration should also be given to ensure that it does not create dis-amenity to the surrounding residents.

4.4.3 The detailed location, 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 open spaces within the development and 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.

4.4.4 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.

4.5 Building Form / Massing

4.5.1 The Land Parcel occupies a prime and highly prominent location at the bend of Singapore River. The building form and massing are to respond appropriately and relate well to the historic waterfront and hill park, as well as the existing developments within the Clarke Quay precinct.

4.5.2 Given the prime waterfront location, the proposed building form and massing are to contribute positively to the skyline profile along the river. Consideration is to be given to how the building form and massing, as well as the architectural treatment address the views to the Land Parcel from the major approaches into the area, including from Singapore River, Fort Canning Park, and along River Valley Road and Clemenceau Avenue.

4.5.3 The proposed building form and massing are to be well integrated with the existing at-grade Rapid Transit System (RTS) related structures and the design treatment of the proposed development shall respond and relate well to the adjacent LTA's Intelligent Transport Systems (ITS) Centre.

<u>Porosity</u>

4.5.4 The placement of the high-rise towers is to be located to maintain physical and visual porosity between Singapore River and Fort Canning Park.

4.5.5 Given its location along Singapore River, the development is to incorporate a high degree of porosity at the 1st storey to create a pedestrian friendly, street-based environment, with good visual and physical porosity between River Valley Road, the MRT entrance / exit and the river promenade.

Building Facades

4.5.6 As a key landmark situated along major traffic vistas and pedestrian junctions, the facades of the development on all four sides are to be treated as main building elevations. No blank facades, services and other back-of-house uses shall be located along any of these elevations.

4.5.7 All services and servicing areas are to be located away from the river promenade, public spaces, MRT entrance / exit structure and main roads, and be well integrated into the building form and be well screened.

4.5.8 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. This is also to break down the building mass to provide an attractive, intimate environment along the waterfront that is complementary to the fine-grained development of nearby conserved shophouses / warehouses.

4.6 Building Height

4.6.1 The building height controls are set out below and shown on the Control Plans to guide the design of the development. The actual extent of the building height zones within the Land Parcel shall comply with LTA's loading requirements as set out in Annex 4 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

Low-Rise Zone

a) Maximum 4 storeys above Fort Canning MRT Station;

b) This shall match the height of lower roof of adjacent LTA's ITS Centre, which is approximately 19m high as shown in Diagram 1;

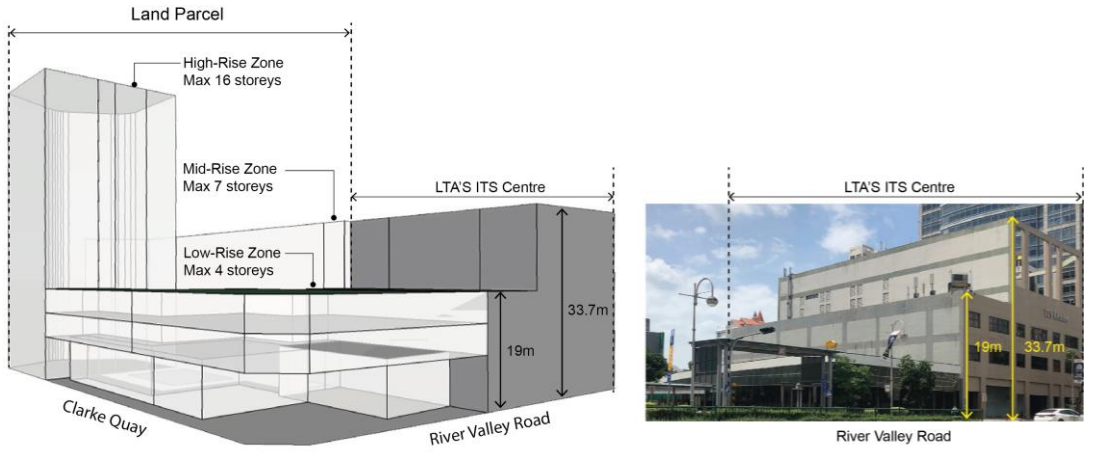


Diagram 1:
Proposed development to match the lower and upper roof of adjacent LTA's ITS Centre

Mid-Rise Zone

c) Maximum 7 storeys above CTE tunnel;

d) This shall match the upper roof of adjacent LTA's ITS Centre, which is approximately 33.7m high as shown in Diagram 1.

High-Rise Zone

e) Maximum 16 storeys above Fort Canning MRT Station and tunnel.

4.6.2 All construction equipment and temporary structures, such as cranes, piling rigs, etc., are subject to a maximum allowable technical height control of 153m 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.

4.7 Building Edge

4.7.1 The development on the Land Parcel is to be built up to the lines of Road Reserve along River Valley Road, Clarke Quay and Clemenceau Avenue; and up to the height of the adjacent LTA's ITS Centre as shown in the Control Plans.

4.7.2 Up to 40% of the length of the building facades may be set back from the line of Road Reserve for articulation of the building form.

4.8 Common Boundary/ Party Walls

4.8.1 The development is to be built up to the common boundary of the adjacent LTA's ITS Centre as a party wall development, matching the height of the ITS Centre, and shall comply with LTA's requirements.

4.8.2 Beyond the height of the ITS Centre, the development is to set back a minimum of 3.0m from the common boundaries unless additional setback is required by LTA at the formal development application stage.

4.8.3 Window openings and façade articulation are not permitted along the party wall.

4.9 Greenery Replacement and Landscaping

Landscape Replacement Areas (LRA)

4.9.1 The development is required to provide Landscape Replacement Areas (LRAs) based on the prevailing guidelines for Landscape Replacement requirements for Commercial/Mixed Use/Hotel developments outside

identified Strategic Areas and shall be subject to detailed evaluation and approval upon the formal submission stage.

4.9.2 The lushly landscaped development shall be visible from the river promenade and street level along River Valley Road and Clemenceau Avenue.

Balconies, Sky Terraces and Roof Gardens

4.9.3 The Successful Tenderer is strongly encouraged to provide well-landscaped balconies, sky terraces and roof gardens as part of the overall layout and design of the development. These areas are to be integrated as part of the overall form and architectural treatment of the development. The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act 1998 on the GFA exemption of sky terraces and roof gardens as well as the provision of additional GFA for balconies will apply.

4.10 Roofscape and Screening

4.10.1 Given the visibility of the proposed development from Singapore River, Fort Canning Park and surrounding developments, the roof of the proposed development is to be considered as the "fifth" elevation and shall be designed to be fully integrated with the overall building form, massing and architectural treatment of the development.

4.10.2 The roof area is to be designed as an attractive building crown and/or landscaped as a roof garden.

4.10.3 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 at the roof-top are to be integrated within the overall building envelope and visually well-screened from the top and all sides of the development, subject to the prevailing screening guidelines for M&E services.

Screening Requirements for Special Control Areas

4.10.4 The proposed development on the Land Parcel is subject to security screening requirements. The views from any façade or rooftop of the proposed development with external vistas of areas to the north of the Land Parcel shall comply with the visual and roof screening requirements as set out in the Development Control Handbook under "Special and Detailed Control Plans".

4.11 Night Lighting

4.11.1 The design of the development is to include a well-designed night lighting scheme to reinforce the unique setting of the development when seen from the river promenade and street level.

4.11.2 Any night lighting of the building form and crown, facades, key architectural elements shall be subtle, such that the night lighting of the development is

appropriate and sensitive when viewed from Fort Canning Park.

4.11.3 The performance requirements for the night lighting are as follows:

a. To be designed to complement the architectural design of the development;

b. To include lighting to the public spaces and landscaped areas at the 1st storey including the covered walkways;

c. To be sensitive to the surrounding developments, such that the night lighting does not cause dis-amenity or glare to nearby residents and pedestrians; and

d. The fittings are to be fully integrated into the overall architectural treatment of the design of the building facades, landscaping and public areas.

4.11.4 Coloured and animated night lighting sequences for daily lighting of the proposed development are not allowed.

4.12 Public Space and Visual Porosity

4.12.1 Given its prime location along Singapore River and at the foothills of Fort Canning Park, the development is to incorporate attractive and delightful public spaces at the 1st storey along the river promenade and key pedestrian routes. These public spaces are to be designed to accommodate a wide range of activities and events, activating the river promenade and key pedestrian routes.

4.12.2 These are to include:

a) An entrance plaza of a minimum 350 m^2 in size and a minimum 10.0m in height within Plot 1, as shown in the Control Plans. The entrance plaza is to be provided directly next to the MRT entrance structure to create a welcoming and attractive space with a sense of arrival for people coming to and from the station. It is to incorporate public seating to allow people to gather without compromising on pedestrian movement. The entrance plaza is to be sheltered, barrier-free and multi-volume to maintain visibility towards Fort Canning Park.

b) A waterfront public space of a minimum 1,500 m^2 in size and a minimum 10.0m in height within Plot 1, as shown in the Control Plans. The waterfront public space shall be located on the 1st storey and is to be highly visible and easily accessible from the river promenade. The space is to be terraced or landscaped to mitigate any level differences between the ramp starting at approximately 5.48m SHD towards the river promenade and the waterfront public space at approximately 2.63m SHD, such that the waterfront public space is designed as a well-integrated extension of the surrounding pedestrian network. The waterfront public space shall also be designed as a high-volume space

for staging of temporary public and community events and can take the form of a high-volume covered public space or glazed atrium.

4.12.3 The design of these public spaces is to be fully integrated with the overall architectural treatment and building form of the development. Consideration is to be given to how the 2 existing trees are integrated with the space, as well as the usability of the public space. The layout and design of the landscaping shall facilitate pedestrian movement through the public space, while ample seating shall be provided with sufficient shade and weather protection. The size and detailed design shall be subject to the prevailing design guidelines for Privately Owned Public Spaces and the evaluation and approval of the Authority at the formal submission stage.

4.12.4 All the public spaces are to be kept open, smoke-free and accessible for public use at all times.

4.13 Overall Pedestrian Network

4.13.1 The development on the Land Parcel will provide several key connections through the site. It connects the historic Fort Canning Park - a lush green hill, through the Fort Canning MRT station, to the Singapore River. It also connects Robertson Quay to Boat Quay along the river promenade. Hence, the Successful Tenderer is to provide clear and attractive at-grade as well as underground pedestrian connections to offer delightful hill-to-river, and Quay-to-Quay visitor experiences.

Covered Walkway and Linkway

4.13.2 Covered walkways are to be provided as part of the development at the 1st storey of the building on all four sides, as shown on the Control Plans. This forms part of the comprehensive at-grade pedestrian network within the area.

4.13.3 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 1st storey within the building envelope abutting the lines of Road Reserve along River Valley Road, Clarke Quay, Clemenceau Avenue and fronting the river promenade, as shown on the Control Plans;

b. To have a minimum width of 3.6m (and 3.0m 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 uses during inclement weather;

d. To abut, open out onto and match the platform level of the open walkway within the adjacent Road Reserve along River Valley Road, Clarke Quay, Clemenceau Avenue and river promenade, as well as the platform level of the existing covered walkway within the adjacent LTA's ITS Centre along River Valley Road and Clemenceau Avenue;

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 and remain unobstructed and accessible to the public at all times; and

g. Any ramps or staircases, including vehicular access points, are to be located outside the walkways.

4.13.4 The covered walkways and linkways are to be paved in grey granite tiles and to match the adjacent open walkways and cycling paths within the lines of Road Reserve. The granite tiles are to match with the public areas of the adjacent developments to achieve a consistent and distinctive character for the area.

4.13.5 A 3.6m wide (and 3.0m clear) covered linkway is to be provided to connect between the covered walkway of the development and the existing bus stop along Clemenceau Avenue, as shown in the Control Plans. This shall be designed to be integrated as part of the overall design and architectural treatment of the development.

4.13.6 The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act 1998 on the GFA exemption for covered walkways shall apply.

<u>Underground Pedestrian Link (UPL)</u>

4.13.7 The Land Parcel is located partly above the Fort Canning MRT Station. The MRT Station has been designed with 3 knock-out panels along the walls of the station box, as shown in the Control Plans and as set out in Annex 4 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees. These knock-out panels will allow for direct and seamless pedestrian connection from the development to the MRT Station.

4.13.8 The Successful Tenderer is to provide underground pedestrian links as outlined below and as shown in the Control Plans;

a. A minimum 6.0m wide underground pedestrian link (UPL) is to connect between the concourse level of Fort Canning MRT Station via the existing 6.2m wide knock-out panel (KOP 3) at approximately -6.42m SHD to a new vertical circulation point to facilitate direct pedestrian access to the waterfront public space facing the river promenade.

b. To ensure barrier-free pedestrian access from the underground pedestrian link towards the river promenade and at-grade covered walkway, the new vertical circulation point is to provide and fully integrate a pair of two-way escalators, staircases, and two passenger lifts, into the design of the development.

c. The new vertical circulation point is to be well integrated with the design of the waterfront public space to create an attractive space with a sense of arrival at the river promenade. This is to be kept open during the Rapid Transit System (RTS) operating hours.

4.13.9 The Successful Tenderer is encouraged to provide additional underground pedestrian connections from the basement of the development to the MRT station via the existing 6.2m wide knock-out panel (KOP 2) along the walls of the station box structure at approximately -6.42m SHD.

4.13.10 The underground pedestrian links shall be maintained at a constant platform level throughout 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.

4.13.11 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.

4.13.12 The underground pedestrian links and the new vertical circulation point shall remain open for public use during the operation hours of the Rapid Transit System (RTS).

4.13.13 The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act 1998 on the GFA exemption for covered walkways, through-block links and underground pedestrian network shall apply, unless otherwise allowed by the Competent Authority.

4.14 Integration of Rapid Transit System (RTS) - Related Structures

4.14.1 The development is to include the design and integration of the existing at-grade RTS-related structures within the Land Parcel which provide access and services to the existing Fort Canning MRT Station, as shown indicatively on the Control Plans, including the following:

a. The MRT Station entrance / exit point and lift lobby fronting River Valley Road and Clarke Quay;
b. The fire escape staircase structure;
c. The M&E structure for ventilation shafts and cooling towers; and
d. Other services such as bulk meter, drainage and sanitary services.

<u>Integration of Existing MRT Station Entrance / Exit Point and Lift Lobby</u>

4.14.2 The existing MRT station entrance / exit structure comprises a temporary roof

and glazed wall enclosures, two-way escalators, staircases, ramps and a lift. The Successful Tenderer shall, at his own cost and expense, remove the temporary enclosures and the adjoining covered linkway structures connecting to the taxi stand and passenger pick-up / drop-off area, and integrate the station entrance / exit as part of the overall building form and architectural treatment of the development.

4.14.3 Any proposed additions and alterations to the station entrance / exit structure, including any new cladding or architectural design treatment shall comply with LTA's requirements as set out in Annex 4 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 relevant Competent Authorities at the formal submission stage.

4.14.4 The entrance / exit point is to comply with the minimum platform level for flood protection of the RTS and comply with the technical requirements of the other relevant Competent Authorities. Barrier-free accessibility is to be maintained from the covered and open walkways to the entrance point and lift lobby.

<u>Integration of Fire Escape Staircase Structure; M&E Structure for Ventilations Shafts and Cooling Towers; and Services</u>

4.14.5 The Successful Tenderer shall, at his own cost and expense, fully integrate the existing RTS fire escape staircase structure; the M&E structure for the ventilation shafts and cooling towers; and services within the Land Parcel as part of the overall building form of the development as set out in Annex 4 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

4.14.6 Any proposed additions and alterations to the fire escape staircase structure;, the M&E structure for the ventilation shafts and cooling towers, including any new cladding or architectural design treatment shall be subject to evaluation and approval of the Authority and the relevant Competent Authorities at the formal submission stage.

4.14.7 In the design of the overall building form and massing for the proposed development, the Successful Tenderer may, at his own cost and expense, choose to reconfigure and / or relocate the M&E structure for ventilation shafts and cooling towers. Any proposed reconfiguration and relocation of the M&E structure for ventilation shafts and cooling towers shall be in compliance with the requirement of LTA as set out in Annex 4, Part 2.6 of the Condition and Requirements of Relevant Competent Authorities and Public Utility Licensees. Prior to the submission of the concept proposal, tenderers are advised to consult LTA on any proposed reconfiguration and relocation of the M&E structure for ventilation shafts and cooling towers and any other M&E structures and services.

4.14.8 All openings of the ventilation building shall be visually well screened from the top and on all sides. The proposed screening shall be well integrated into the overall façade treatment of the development.

Bulk Meter Chamber

4.14.9 The Successful Tenderer is to replace the existing metal grating cover for the MRT station bulk meter chamber along Clarke Quay with grey granite tiles to achieve a consistent paving material within the covered and open walkways. The top level of the replacement cover shall match the platform level of the adjacent walkways. The detailed design of the replacement cover is subject to the requirements and approval of LTA and the relevant Competent Authorities.

4.15 Vehicular and Servicing Access

Vehicular Ingress / Egress, Taxi Stand and Pick-up / Drop-off Points

4.15.1 The detailed proposal for the access point 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

4.15.2 Sufficient service areas, including those for the refuse 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.

4.15.3 To create an attractive public realm, service areas are not allowed to front or open out onto the covered walkways, public space and river promenade, and are to be fully integrated within the overall building form and architectural treatment of the development. 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.

4.15.4 Other service areas / structures, such as air-conditioning ledges and ventilation shafts to the basement levels, are to be fully integrated within the overall envelope of the building and are to be visually well-screened, and subject to the prevailing screening guidelines for M&E services.

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

4.16 Car, Motorcycle, Bicycle Parking and End-of-Trip Facilities Provision

4.16.1 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.

4.16.2 Given that the Land Parcel is located directly above the Rapid Transit System

(RTS) network, the Successful Tenderer shall adopt the lower bound parking provision under the prevailing Range-based Parking Provision Standards.

4.16.3 At-grade car and motorcycle parking is not allowed to create an attractive and pedestrian-friendly public realm at street level. Car and motorcycle parking at the basement level is preferred. However, in view of the complexity of building a subterranean space on top of the CTE tunnel, above-grade car and motorcycle parking can be considered. The facades of any above-grade car parking level is to be fully integrated within the overall building form and architectural treatment of the development. These areas are to be visually well-screened from street level and the surrounding developments, subject to the prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act 1998. The detailed carpark layout shall comply with the technical requirements of the relevant Competent Authorities.

Electric Vehicles (EVs) Charging Infrastructure Provision

4.16.4 To future-proof new development sites in Singapore, the Successful Tenderer is required to have active and passive provision of EV charging points for the proposed development as set out in Section 7.0 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

PART V

5.0 OTHER REQUIRED WORKS

5.1 Promenade Improvement Works

5.1.1 As part of the development works, the Successful Tenderer shall, at his own cost and expense, undertake promenade improvement works as shown in the Control Plans and in accordance with the prevailing design guidelines and requirements of the relevant Competent Authorities.

5.1.2 The proposed promenade shall be designed to create seamless connection between Robertson Quay and Boat Quay along the river promenade.

5.1.3 The required works include but are not limited to the following:

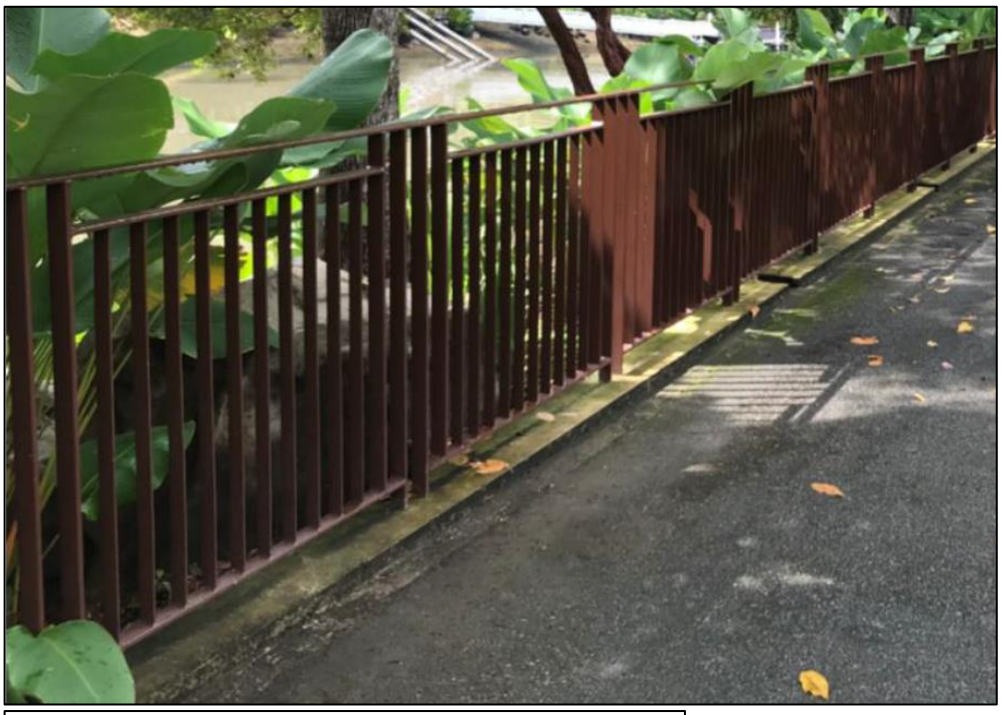
a. Provision of a minimum of 4.0m wide footpath and paved with grey granite tiles to match the adjacent promenade;

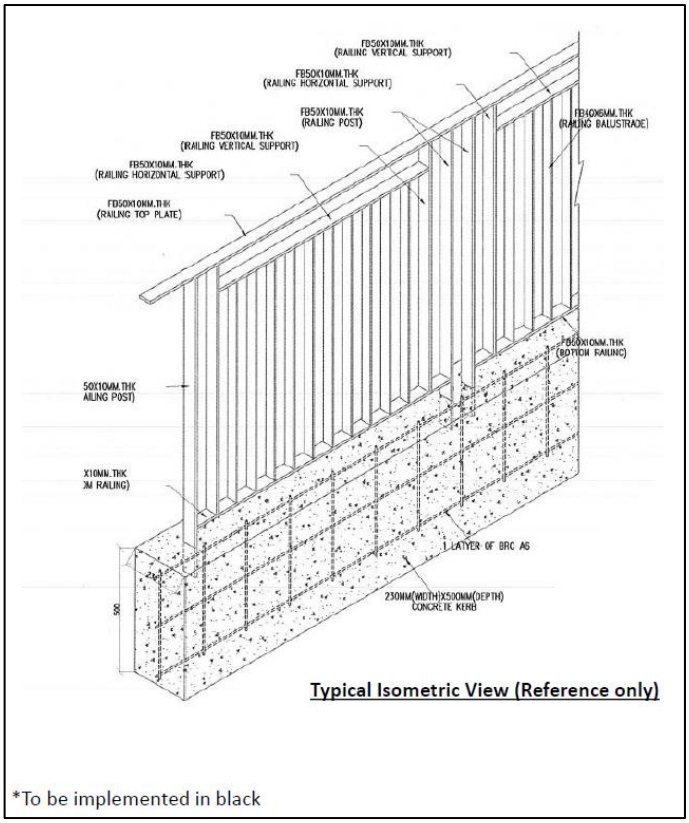
b. Provision of appropriate landscaping (trees, plants, shrubs, etc.) along the promenade;

c. Relocation / rectification of existing lampposts and installation of new required lampposts (if required);

d. Relocation of existing OG boxes (if any); and

e. Design & installation of railings along the edge of the river promenade taking reference from Kolam Ayer ABC Waterway railings in black finish (refer to reference image below). The design and specifications are to be evaluated by PUB and URA at detailed design stage.





Typical Isometric View (Reference only)

*To be implemented in black

5.1.4 The design and quality of materials, external fixtures and street furniture, landscaping and tree-planting for the promenade shall complement and relate to the other stretches of the promenade and subject to the approval of the Authority and other relevant Competent Authorities.

5.1.5 The overall design of the promenade shall comply with the technical requirements of the relevant agencies.

5.1.6 The pedestrian promenade along Singapore River shall be kept open for public access at all times. The Successful Tenderer shall also ensure that an interim unobstructed pedestrian walkway shall be provided along the promenade during construction.

5.1.7 The Successful Tenderer shall allow access to the relevant Government departments for the purpose of maintenance and improvement of the promenade and the Drainage Reserve along Singapore River, at all times, without any charge, payment, hindrance, obstruction or restriction whatsoever.

5.1.8 The promenade improvement works shall be completed before or at the same time as when Temporary Occupation Permit (TOP) for the proposed development is obtained, whichever is earlier.

5.1.9 The Successful Tenderer shall seek the approval of the Relevant Competent Authorities before the commencement of works for the development of the site and shall at his own cost and expense, maintain the promenade fronting the development until such time when it is taken over by the relevant Authorities.

PART VI

6.0 OTHER REQUIREMENTS

6.1 Cycling Path

6.1.1 To provide a pedestrian-friendly environment and promote active mobility, the Successful Tenderer is to construct a 2.0m wide cycling path within the Road Reserve along River Valley Road and Clemenceau Avenue, as shown in the Control Plan and as set out in Clauses 7.2.60 to 7.2.62 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees. The new cycling path is to seamlessly connect cyclists to the river promenade via River Valley Road and Clemenceau Avenue.

6.2 Road Improvement Works

6.2.1 The Successful Tenderer shall at his own cost and expense, be responsible for the construction and improvement works to the road sidetables, drains and kerbside planting along River Valley Road, Clarke Quay and Clemenceau Avenue, as shown in the Control Plans. The required works shall comply with the Conditions and Requirements of Relevant Competent Authorities and 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.

6.2.2 The open walkways and cycling paths along River Valley Road, Clarke Quay and Clemenceau Avenue shall be paved in grey granite tiles and laid perpendicular to the lines of Road Reserve. The open walkways and cycling path shall be maintained at a constant level and match the platform level of the covered walkways within the development. Any level difference between the open walkway and adjacent road carriageways are to be minimised. Any changes in levels are to be kept to a minimum and are to be accommodated by ramps, subject to the requirements of the Authority and other relevant Competent Authorities.

6.2.3 The design of the sidetables within the Road Reserve is to be fully integrated into the overall design concept and treatment of the development subject to the approval of the Authority and the relevant Competent Authorities.

6.3 Site Works

6.3.1 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 developments 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.

6.3.2 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 the LTA.

6.3.3 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.

6.4 Access into State Land

6.4.1 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.

6.5 Productivity

6.5.1 The Successful Tenderer is required to adopt the minimum level of use of Prefabricated Prefinished Volumetric Construction (PPVC), Prefabricated Mechanical Electrical and Plumbing (Prefab MEP) Systems and System Formwork as stipulated under the Building Control (Buildability and Productivity) Regulations 2011 for the 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 For the purpose of adopting the PPVC method of construction, 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 Productive Formats for Shops, Restaurants and Entertainment Outlets

6.6.1 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. Outlets larger or equal to 200 m^2 should adopt at least 3 productive formats, while outlets smaller than 200 m^2 should adopt at least 2 productive formats. Enterprise Singapore has provided a set of examples of the productive formats in **Annex A** for reference. 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.

7.1.2 A Concept Evaluation Committee (CEC) will first evaluate the submitted Concept Proposal and only Concept Proposals that are in line with the planning and urban design intention for the site and substantially satisfy the tender evaluation criteria listed in Table 2 below will be shortlisted by the CEC for the second stage of tender evaluation. The two main evaluation criteria for the Concept Proposal are "Quality of Development Concept and Public Realm" and "Track Record" and each carries different weightages. In evaluating the Concept Proposals, the CEC will assess and grade the proposal against these criteria and weightage as shown in Table 2 below.

7.1.3 The CEC may identify any one or more of the shortlisted Concept Proposals that it deems in its view to be outstanding ('Outstanding Concept Proposal') in the first Concept Evaluation stage. If the tendered sale price of the Outstanding Concept Proposal is lower than the highest tendered sale price of the shortlisted Concept Proposals, the Authority may at its sole and absolute discretion by notice in writing offer to the tenderer of the Outstanding Concept Proposal an option to top up and revise his tendered sale price (the 'Option To Top Up') to match the highest tendered sale price of the shortlisted Concept Proposals. The details on the Option To Top Up are specified in Condition 25 of the Conditions of Tender.

7.2 Tender Evaluation Criteria

7.2.1 The tender evaluation criteria is as shown in Table 2.

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

Quality of Development Concept and Public Realm – Weightage at 70 Percent		
1	Overall Development Concept and Quality of Architecture	• The proposed development is to be designed as a high quality, distinctive waterfront landmark that is contextually sensitive to the historic waterfront and hill park setting. Innovative architecture and urban design concepts are highly encouraged. • The development concept is to focus on the public realm at the street level. Well-designed public spaces that are well integrated into the surrounding pedestrian network should be incorporated.

		• Given its unique vantage location between hill and water, the development is to be designed to offer seamless connections and delightful hill-to-water visitor experiences between Fort Canning Park and Singapore River.
2	Overall Hotel Concept	• The proposed development is to provide a unique, innovative hotel concept that can differentiate from existing hotel developments in Singapore. It is required to be in line with global hotel trends (including sustainable practices) and offer strong tourism appeal. • The proposed development is to integrate with and add vibrancy to the surrounding precinct and tourism offerings. • The proposed development is to offer immersive visitor-centric experiences that would enhance both Singapore's attractiveness to visitors and hotel business performance (e.g. increase revenue and/or guest satisfaction). • The proposed development is to be operated efficiently through its design and operational processes.
3	Layout of Building Form and Massing	• The proposed building form and massing are to respond appropriately and relate well to the historic waterfront and hill park, as well as the existing developments within the precinct. • Given the prime waterfront location, the proposed building form and massing is to contribute positively to the skyline profile along the river. • The proposed building form and massing are to be well integrated with the existing at-grade Rapid Transit System (RTS) related structures and the design treatment of the proposed development shall respond and relate well to the adjacent LTA's Intelligent Transport Systems (ITS) Centre. • The building form and massing shall also be articulated in an appropriate scale to respond to the scale of the heritage buildings within the Clarke Quay precinct, and to create a

		pedestrian-friendly and street-based environment along the waterfront promenade. <u>Porosity</u> • The placement of the high-rise towers is to maintain physical and visual connectivity between Singapore River and Fort Canning Park. • The development is to incorporate a high degree of porosity at the 1st storey to create a pedestrian-friendly, street-based environment, with good visual and physical porosity between River Valley Road, the MRT entrance / exit and the river promenade.
4	Placement of Uses	• The proposed layout and placement of the various uses for the development shall be well-considered. There are to be adequate activity-generating uses provided within the development and along key pedestrian routes such as Clarke Quay and key public spaces along the river promenade, to contribute to greater vibrancy in the area. • The placement of uses is to be carefully planned so that their service areas and service access arrangements will not compromise the attractiveness & overall environment of the development.
5	Attractiveness of Public Spaces	• The proposed development is to incorporate an attractive and delightful public realm, with well-located public spaces that are highly visible and easily accessible from the surrounding pedestrian routes. • The public realm should be designed to provide a variety of spaces that cater to individuals, small groups and large crowds, as well as able to accommodate a wide range of activities and events. Attention to details shall be given to the design of street furniture, signage and landscaping and generous provision of public seating.

6	Good Connectivity	• The proposed development is to incorporate at-grade and basement level pedestrian network offering seamless connections and delightful hill-to-river between the Fort Canning Park, MRT Station and Singapore River, and Quay-to-Quay visitor experiences between Robertson Quay and Clarke Quay.
7	Response to Tropical Climate	• The proposed development is to take into consideration the local equatorial climate and incorporate landscaping such as open spaces, courtyards, landscape terraces and roof gardens at and above grade that will contribute to Singapore's positioning as a City-in-a-Garden. • The building facades shall be designed to respond appropriately to Singapore's tropical climate. The facades are to be well-articulated with solid (walls)/ void (fenestration) areas (e.g. recesses, ledges, sun-shading devices, etc.) to respond appropriately to create a more human scale along the promenade.
Track Record – Weightage at 30 Percent		
8	Track Record	• The track record of the tenderer / developer and design teams will be assessed based on their relevant experience, particularly in developing similar mixed-use developments with hotel component. Tenderers may cite relevant awards to substantiate their track record in designing, developing and managing such developments. • The workmanship quality of tenderer's completed developments based on the Quality Mark and CONQUAS scores of these projects would be taken into consideration. Tenderers with only overseas projects may substantiate the workmanship quality of these projects with relevant international construction awards.

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 7.2.1 above as well as the planning and urban design intention specified in the relevant sections of Parts II, IV and V.

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

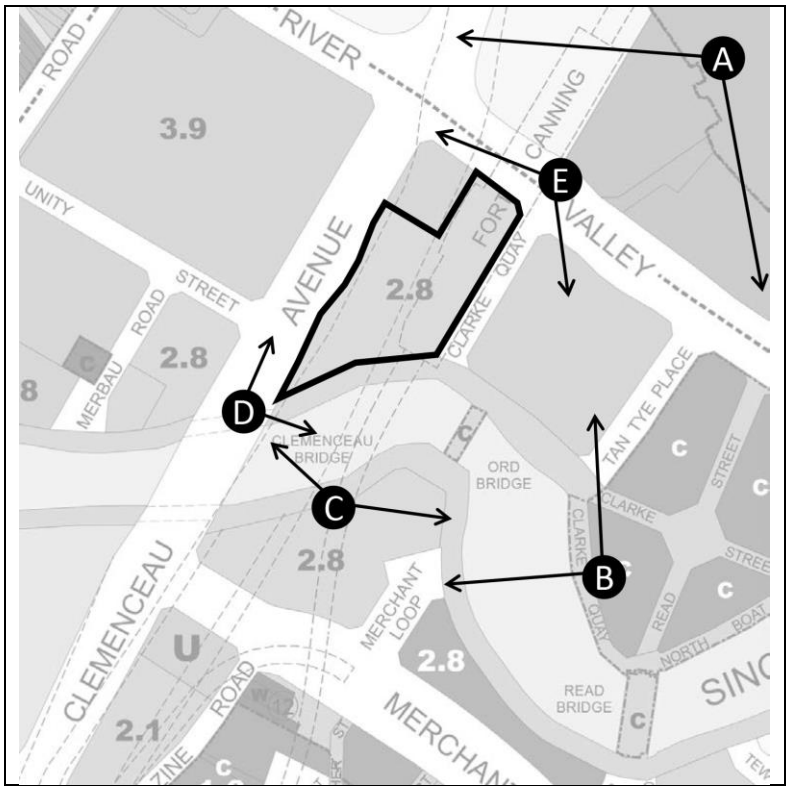
Drawings

a. A maximum of twelve (12) A0 sheets mounted on white foam boards not more than 6mm thick or other similar materials containing:

i. 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;

ii. Key sectional details (at least 1:100 scale) to illustrate the design of the MRT entrance plaza, public spaces and the river promenade;

iii. Perspectives to give a comprehensive understanding of the proposal and to illustrate the proposed development within its context. The tenderer is required to ensure that the surrounding context in the perspectives is updated. The perspectives should also depict the building form and architectural design, integration with the existing at-grade Rapid Transit System (RTS) related structures; design treatment in relation to LTA's ITS Centre; day and night visualisations of the development; key public spaces; street level activities; visuals of the development from the following viewpoints (as shown in the diagram below):



- View A: Aerial perspective from Fort Canning Park;
- View B: Street level perspective from Clarke Quay promenade
- View C: Street level perspective from opposite river promenade
- View D: Street level perspective from Clemenceau Avenue towards proposed waterfront public space and promenade;
- View E: Street level perspective from River Valley Road towards proposed entrance plaza and existing at-grade RTS-related structures

iv. 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[1], which should not contain the same information found in the Drawings (7.3.2a) but to contain the following:

i. A description of the overall design concept for the proposal;

ii. A description and illustration of the proposed composition and placement of uses within the development. The proposed mix of uses and their GFA breakdown is to be provided;

iii. A reduced version of the A0 sheets provided under Condition 6.3.2(a);

iv. Photographs of the scale model provided under Condition 6.3.2(c);

v. Any other information, sketches, diagrams or details to illustrate the idea and workability of the design proposal;

vi. A proposal to illustrate the incorporation of Green Mark design features in the proposed development;

vii. A detailed landscape design plan and report;

viii. The track record of the design team, including the name(s) of the lead Architect(s) / Designer(s) and supporting architectural and consultant team(s) who will oversee the detailed design development and implementation of the project and their track record(s) in designing hotel developments or similar mixed-use developments with hotel component. Additional information om the relevant completed projects, including awards and

[1] Any report pages exceeding 70 pages would not be considered.

accolades, should be provided. The tenderer is to provide this information in the format as shown in Annex B.

Physical and Digital 3D Models

c. A scale form and massing model of the proposed development at 1:1000 scale and a scale detailed model of the proposed development at 1:400. The base of the model is to be 5mm thick and is to correspond with the site boundary of the Land Parcel so that it could be placed onto URA's scale models of the site context for evaluation. Photographs of the scale models 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 all 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), geo-referenced 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 complete and submit a checklist of submission requirements for 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 _____. Please register your attendance for the briefing session at _____.

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

8.1.2 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 inputs and comments on the overall building layout and architectural design, including the appropriate use of building materials, finishes and external lighting.

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, 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.

8.2.2 Stage 2 DAP commences after the grant of the Provisional Permission (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.

Annex A

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 proposed development. Outlets larger or equal to 200 m^2 should adopt at least 3 productive formats, while outlets smaller than 200 m^2 should adopt at least 2 productive formats. **Below is the list of initiatives suggested by Enterprise Singapore to raise productivity for Food Services and Retail Outlets:**

Suggested Initiatives to Raise Productivity (Food Services)

Initiative	Functions	Manpower savings / Manpower needed
Digital Service E.g. Digital Kiosks, Mobile App, e-Menu, e-Waiter	Digital service technologies enable ordering and payment to be automated, with orders transmitted directly in real-time to kitchens and payment done wirelessly. For instance, self-ordering or payment kiosks enable patrons to order and pay via a kiosk system.	Reduces about 5 headcounts /outlet
Kitchen Automation	Investing in process automation through machinery and equipment to replace labour-intensive food preparation processes improves productivity.	Reduces about 4 headcounts/outlet
Centralised Dishwashing (shared basis)	Outsourcing dishwashing to an on-site or off-site third-party centralised dishwashing provider reduces food services operators' costs.	Reduces 1 headcounts/outlet
Central Kitchen	Central kitchens enable economies of scale and comprises the following: ▪ Kitchen Automation: Purchase automation equipment or processing line ▪ Workflow Redesign: Streamline work processes to maximise efficiency ▪ 5S Housekeeping: Methodology to improve operational efficiency and space utilization ▪ Enterprise Resource Planning (ERP)	Reduces about 4 - 6 headcounts/outlet
Meal Replacement Vending Machines	Meal replacement vending machines are machines which dispense meals to customers automatically after the consumer makes his/her purchase. These vending machines typically have microwave-enabled capabilities for further heating of meals. Some machines are able to prepare food within the machine.	Requires 1 - 3 headcount

Initiative	Functions	Manpower savings / Manpower needed
Grab and Go Kiosks Retailing Ready Meals	Grab and Go kiosks facilitate takeaway orders. Minimal on-site food preparation is needed due to the usage of ready meals.	Requires 4 – 6 headcount
Productive Food Court/ Coffee Shop	Productive food courts/coffee shops are food courts/coffee shops that are equipped with two or more of the following productivity initiatives: 1. Digital service 2. Centralised dishwashing 3. Kitchen automation 4. Tray return (customised self-return counters, conveyor belt or RFID) 5. Supported by a central kitchen The productive food court/coffee shop model could also include the following: 1. Shared kitchen space 2. Self-service model like IKEA or Marche 3. Retailing of ready meals 4. Incorporation of vending machines and grab and go kiosks 5. Other amenities not necessarily confined to food services, such as click-and-collect services The productive food court/coffee shop model is more manpower-lean.	For a food court with 10 stalls, this requires about 15 - 18 headcount

Suggested Initiatives to Raise Productivity (Retail)

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
Self-Checkout (SCO) System	A SCO system allows customers to scan, pack and pay for their purchases without a cashier's assistance. SCO is typically used for single basket purchases in a grocery store. By using SCO, retailers can redeploy cashiers to other value-adding roles and alleviate long queues along traditional cashier counters.	Grocery and any other high-volume retail trades (e.g. bookstores, pharmacies, convenience stores)	Reduces 8 headcount/ outlet

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
Cash Management (CM) System	A CM system automates manual cash handling processes, from the point-of-sales to cash-in-transit pick up. With CM, the preparation of cash floats, collection and dispensation of cash payment and reconciliation of cash notes can be done with minimal human intervention. CM is typically used amongst retailers with high cash transactions. By using CM, a retailer can benefit from faster checkouts, higher accuracy in cash dispensation, man-hour savings from the elimination of manual cash counting and increase security.	Grocery and any other retail trades that has high cash transactions (e.g. stationery shops, pharmacies, convenience stores)	Reduces 1 headcount/ outlet
Electronic shelf labelling	Electronic shelf labels can be automatically updated from a centralized pricing system, reducing time spent by staff to print updated prices on price labels and reducing errors in tagging the right products.	Grocery and any other retail trades that has high cash transaction (e.g. stationery, pharmacies, convenience stores)	Reduces 1 headcount/ outlet
Radio Frequency Identification (RFID) technology	With remote scanners to read RFID tags placed on individual products, an RFID system enables retailers to record a variety of information, including quantities of various stock items and their precise locations. Retailers can effectively identify and manage items by decreasing time spent on stock count.	All retail trades, especially those that carry a large number of stock-keeping-units (SKUs)	Reduces 2 headcount/ outlet
Digital catalogue	A digital catalogue will allow customers to browse through a large inventory base without sales assistants having to physically locate the products. The catalogue can be integrated with retailers' inventory or content management system, allowing retailers to streamline their product updating processes and eliminate manual price lists.	All retail trades, especially those that carry a large number of stock-keeping-units (SKUs)	Reduces 3 headcount/ outlet

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
Vending machine	Vending machines, or automated retail systems (ARS), bring together internet, robotics, cashless payment and digital media technologies to sell products round-the-clock without relying on manpower. By using ARS, retailers can increase efficiency and enhance customer experience through self-service.	All retail trades	1-3 headcount required/ outlet
Point-of-Sales (POS) System	A POS system automates real-time tracking of inventory and sales transactions. It is able to generate sales reports and provide insights on customer behaviour and product popularity. The system's API (Application Programmable Interface) should be able to integrate with existing accounting and inventory management system.	All retail trades	Reduces 1 headcount/ outlet
Appointment Scheduling and Booking (ASB) System	An ASB system automates appointment scheduling and booking processes, helping companies to save manpower and time. It can also customise and send booking notifications, reminders and confirmation emails to staff and/or customers.	All retail trades, especially those that are service-related (e.g. beauty and hair services)	Reduces 1 headcount/ outlet
Urban Logistics (UL)	Improve the productivity of last mile deliveries through the use of infocomm technologies to optimize deliveries via analytics, technology and automation. <u>In-mall distribution:</u> Retailers can skip the long queues at unloading bays. The UL operator manages the loading bay of the mall, receiving goods on behalf of the tenants and re-distributing them at scheduled times. <u>Offsite Consolidation:</u> Instead of delivering direct to a mall, retailers' delivery vehicles are diverted to an offsite warehouse, where the UL operator will consolidate the goods	All retail trades	

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
	and make a full truckload delivery to the mall.		

For more information on these productivity initiatives, please contact food_division@enterprisesg.gov.sg or retail_design@enterprisesg.gov.sg.

You can also visit https://spring.enterprisesg.gov.sg/growing-business/grant/pages/capability-development-grant.aspx for more information on how Enterprise Singapore can support your capability upgrading initiatives.

Annex B

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 hotel developments or similar mixed-use developments with hotel component.	Please fill in Form 1. For joint tender, all tenderers are to fill in Form 1.
Quality of completed hotel developments or similar mixed-use developments with hotel component.	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.

Form 1

EXPERIENCE IN DEVELOPING HOTEL DEVELOPMENTS OR SIMILAR MIXED-USE DEVELOPMENTS WITH HOTEL COMPONENT.

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: Hotel GFA: _____ Other GFA: _____]**	**Awards and accolades, if any, and attach certificates (e.g. FIABCI, MIPIM)**
1				
2				
3				

Form 2

QUALITY OF HOTEL DEVELOPMENTS OR SIMILAR MIXED-USE DEVELOPMENTS WITH HOTEL COMPONENT

Note:
(1) For joint tender, ALL tenderers are to fill in Form 2.
(2) Fill in ALL completed hotel developments.
(3) ONLY include past hotel 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.

ANNEX C

TENDER SUBMISSION CHECKLIST
FOR LAND PARCEL AT RIVER VALLEY ROAD
(TENDER SUBMISSION DATE: _____)
(Please tick accordingly)

1 **ENVELOPE LABELLED "CONCEPT PROPOSAL AND FIXED AMOUNT DEPOSIT**"

A ☐ Use the correct "Form for Submission of Concept Proposal" for the Land Parcel

☐ Sign the **"**Form for Submission of Concept Proposal"

☐ 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**

☐ Ensure that the correct amount of Fixed Amount Deposit (S$) 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 ___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.

(iii) Bank Transfer

☐ 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**

☐ (i) A maximum of twelve (12) A0 sheets mounted on white foam boards not more than 6mm thick or other similar materials containing:

☐ 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;

☐ Key sectional details (at least 1:100 scale) to illustrate the design of the MRT entrance plaza, public spaces and the river promenade;

☐ Perspectives to give a comprehensive understanding of the proposal and to illustrate the proposed development within its context. The surrounding context in the perspectives should be updated. The perspectives should also depict the building form and architectural design; integration with existing at-grade Rapid Transit System (RTS)

related structures; design treatment in relation to LTA's Intelligent Transport Systems (ITS) Centre; day and night visualizations of the development, key public spaces, street level activities;

☐ Visuals from four viewpoints: View A from Fort Canning Park; View B from Read Bridge; View C from Merchant Loop Open Space and View D from Clemenceau Avenue; 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 pages[2] containing:

☐ A description of the overall design concept for the proposal;

☐ 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 form and massing model of the proposed development at 1:1000 scale. The base of the model is to be 5mm thick and is to correspond with the site boundary of the Land Parcel so that it could be placed onto URA's scale models of the site context for evaluation;

☐ (v) One (1) scale detailed model of the proposed development at 1:400 scale. The base of the model is to be 5mm thick and is to correspond with the site boundary of the Land Parcel so that it could be placed onto URA's scale models of the site context for evaluation;

☐ (iv) The Concept Proposal is to be presented on the digital 3D model of the Land Parcel in AutoDesk 3DS Max file format which is <u>compulsory</u> 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.

☐ (v) Two (2) soft copies of the Drawings and Design Report of the Concept Proposal in USB thumb drives. All drawings, Design Report,

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

perspectives, visualisations and photographs of the model(s) are to be in PDF format.

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 ____ 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

FOR OFFICIAL USE ONLY

Tender submitted at: _____
(Time)

_____	_____
Name of Person submitting Tender	Signature/Date
_____	_____
Name of URA Officer	Signature/Date

Tenderer's telephone number: _____
(Contactable until 5pm)

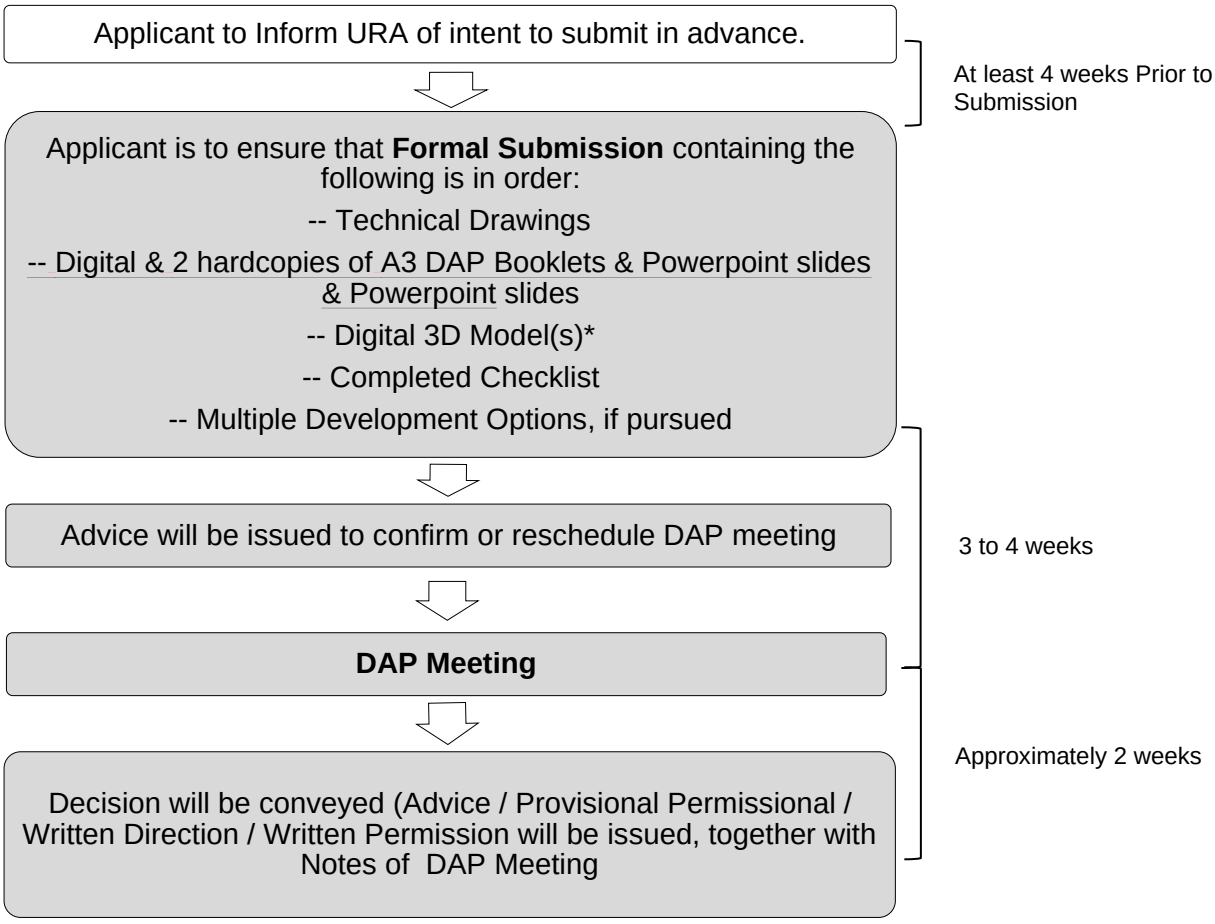
Handphone Number: _____

Annex D-1

DAP Advisory Notes

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

Workflow



* All DAP submissions are required to include a digital model. The files for the digital model should be in any of the following formats: .3dm .max, .3ds, skp, .dwg, .dxf, .fbx, or BIM format. Officer in charge to advise applicant separately if there is a preferred format.
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, to be advised by the officer in charge).

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.

Annex D-2

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 digital A3 booklets, presentation slides and digital 3D 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
- Public Spaces and Landscape Replacement Areas / landscaping concepts.

b) Aspects such as 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 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

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

b) 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.

c) 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 Annex D-3.

All Submissions

a) 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.

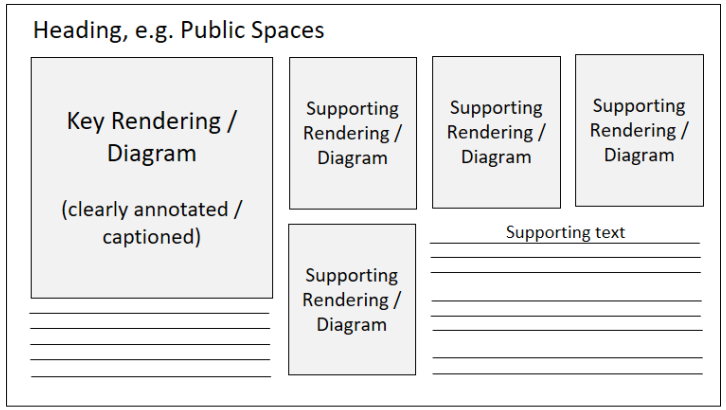
b) Physical models may be required, depending on the scale and complexity of the proposal. Where required, physical models are to adopt a 1:400 scale (or smaller, depending on the scale and location of the project, which would be advised by the officer in charge).

c) Resubmissions should be kept succinct. The A3 digital 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.

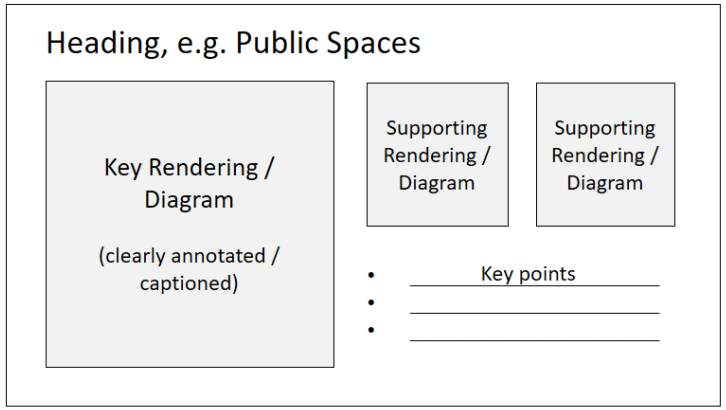
Annex D-3

Submission Templates

For First DAP Submission

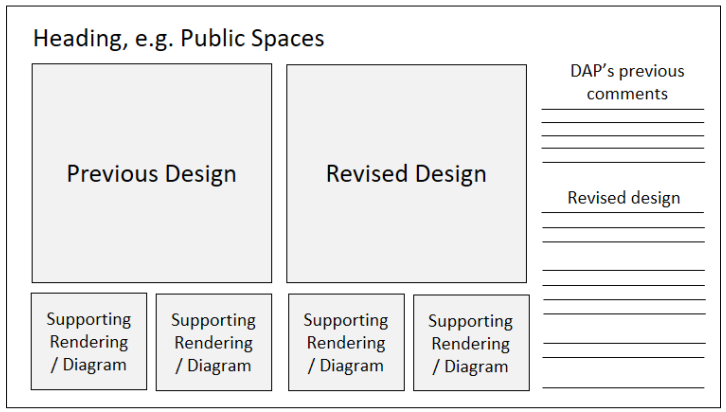


A3 Booklet

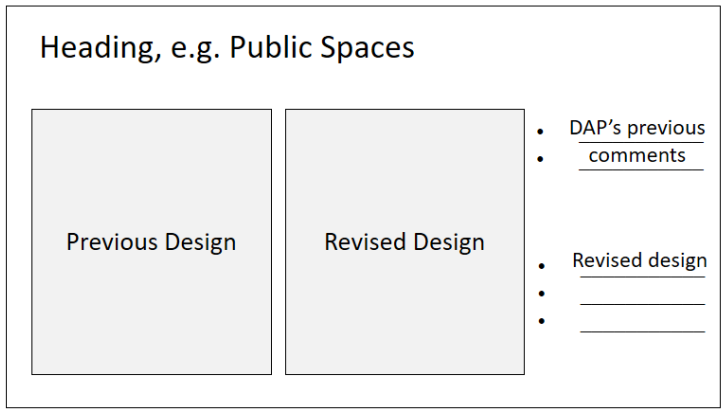


Powerpoint Slides

For Subsequent DAP Submissions



A3 Booklet



Powerpoint Slides