

Scope of the Concept Master Plan and Concept Proposals

The five teams were required to each develop an **overall Concept Master Plan and Concept Proposals** for the Rail Corridor over a 13-week period. The proposals should have nature and greenery, celebration of heritage, and connectivity as hallmarks of the Rail Corridor experience. They should be sensitive to the local context so that the Rail Corridor will become more accessible and comfortable for the wider community to enjoy. Retaining and enriching the signature ‘green corridor’ experience is also one of the key requirements. In addition, the proposals must be robust to accommodate the evolving needs of the community.

There were also **Concept Designs for two special interest areas**.

(1) The **Concept Master Plan and Concept Proposals** should create a unique and endearing Rail Corridor experience for its users. The Concept Master Plan should be embedded with a strong identity and clear design approach that includes proposals for the Rail Corridor to be a community connector, for amenities along the Rail Corridor, and programming for community use. It should also include landscape, heritage and urban design strategies for the Rail Corridor. Teams should also propose innovative design strategies to sensitively integrate developments with nature and greenery along the Rail Corridor.

In addition, the design teams were required to propose creative concept designs for **four key activity nodes** along the Corridor that can support a range of activities, namely:

(i) **Buona Vista (near one-north)**

This can become a vibrant community space for the nearby business park and research community, as well as residents of the Queenstown neighbourhood. Its design should consider integrating the Rail Corridor with surrounding developments using appropriate urban design strategies. As it is located next to the Buona Vista MRT interchange station and is easily accessible by the public, the space could be designed to accommodate mass activities and

events. Formerly the site of the Tanglin Halt Railway Station, teams can also look at recapturing the railway heritage of the area in a creative way.

(ii) **Bukit Timah Railway Station area**

This is the green heart of the Rail Corridor. This midway point of the Corridor can become a signature green gateway and community node with supporting visitor facilities. The planning and design of this node should be complementary to its idyllic natural setting anchored by the conserved Bukit Timah Railway Station. The Station itself should be repurposed for uses that complement the vision for this node. This is where occasional community events can be held. At other times, it can be a place of retreat and where one can enjoy the serene, green landscape.

(iii) **Former Bukit Timah Fire Station**

The former Bukit Timah Fire Station and quarters will become a new gateway into the Rail Corridor. A new pedestrian link will be provided from the Fire Station site directly into the Rail Corridor where visitors could explore the parks fringing the Bukit Timah Nature Reserve such as Dairy Farm Nature Park and Bukit Batok Nature Park. The buildings within the Fire Station site will be retained and should be repurposed for uses that complement its function as a gateway into the Rail Corridor.

There could also be suitable linkages from the former Fire Station to nearby heritage sites such as the Old Ford Factory and site of the Battle of Bukit Timah, which are steeped in World War II history.

(iv) **Kranji (opposite Kranji MRT Station)**

This is envisioned to become the northern gateway into the Rail Corridor. Located opposite the Kranji MRT station, it is highly accessible as a major gathering place for the community to hold events and start the journey south towards the city. Its design should complement and be sensitive to key landmarks in the area such as the Singapore Turf Club, Kranji War Memorial, and Mandai Mangroves.

(2) Special interest area 1: Concept Designs for the **adaptive reuse of the former Tanjong Pagar Railway Station.**

This national monument located at the edge of the city will become the most prominent and important gateway into the Rail Corridor. The teams should consider how the former Tanjong Pagar Railway Station can be put to adaptive reuse as a community building for the next 20 years, pending the relocation of the city port terminals. They were required to propose suitable uses that will give the building a new lease of life. The space should allow for multi-functional community activities that supports its position as the anchor node into the Rail Corridor. The public should have unfettered access so that they can appreciate the heritage of this building and its surroundings.

(3) Special interest area 2: Concept Designs for an **urban-green-blue tapestry at Choa Chu Kang**

The stretch of the Rail Corridor at Choa Chu Kang that is adjacent to the Sungei Pang Sua Canal provides an opportunity to weave a unique urban-green-blue tapestry in the precinct. Currently, this stretch has low plant biodiversity, while the Sungei Pang Sua is fully canalised.

The teams were required to come up with innovative design concepts to enhance and integrate that segment of the Rail Corridor with Sungei Pang Sua to create an ecologically-rich and more vibrant natural environment, and merge it seamlessly with future housing design in the area.