

## Urban Design Requirements:

# BEAUTIFUL

Site Planning	
Building Setback	The development shall comply with NParks and URA's requirements for green buffer and physical setback along public roads. The development shall provide min. 2m setback for peripheral planting along common boundaries.
Vehicular Access	All proposed vehicular access shall be subject to LTA's requirements and approvals.
Platform level	Internal platform level of the building shall not be higher than +1.2m in relation to the access points of the adjoining road levels. Any differences between the building platform level, the covered / open walkway and the adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey.  The Developer shall consult all relevant agencies on the technical requirements of the proposed platform levels.
Service Area	Service areas, including the refuse bin centre, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, condensers, loading / unloading bays, holding bays, vehicular ramps, etc. shall be hidden from public view and shall be setback at least 2 column grids from the building line.  All M&E including electrical substation, MDF rooms shall be fully integrated within the overall building envelope. These areas shall be visually well-screened (on all sides) similar to the main building façade and / or visually concealed from public view with landscape design and/or using architecture elements.  There shall be no open storage on all sides of the development. All storage shall be housed and enclosed in the main building.
Façade and Building Envelope Guidelines	
Façade Treatment	Use of materials that are environmentally responsive to the tropical climate is strongly encouraged for the facades. The facade design along public roads and frontages shall be aesthetically pleasing, presentable and easily maintainable. Colours chosen for the materials shall not be of predominantly bright colours where its intensity affects the visual sight of drivers. Low-quality awnings, covers or shelters shall not be allowed. Solid wall on the building facade along these frontages shall not be allowed. Proposed façade treatment along public roads and frontages shall continue and wrap around the building corner at least for 2 column grids.  Building materials such as corrugated sheets, bare plaster and crimp or equivalent metal decking shall not be allowed on all building facades.
Roof-scape control	Roofscape of the buildings shall be planar in form to emphasize the collective branding of the estate. Hence, any other roof forms shall be concealed from pedestrian view on the ground.
Building Signage	All signages shall be integrated with the building façade and is subjected to JTC's approval and relevant authorities' guidelines. A large and elegantly designed company logo with hidden or integrated lighting is strongly encouraged along major roads. All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view and the cluttering of signage for the building tenants and advertisement on the façade shall not be allowed.

# INTERACTIVE

Site Planning	
Retaining Walls	Retaining walls shall not be allowed within the development. If required, they shall not be higher than 1.0m and shall be designed as part of a landscape feature or be designed with landscaping to soften their appearance.
Carpark & Vehicular Ramp	No surface car parking shall be allowed along expressways and arterial roads. Maximum of 5 surface parking lots shall be allowed along local access roads. All remaining car parking including heavy vehicular parking provisions shall be located away from public roads and shall be integrated/concealed within building envelope or in multi storey carparks.  Vehicular ramps and multi storey car parks shall not be located along public roads. Vehicular ramps and multi-storey car parks shall be visually concealed from public view with landscape and/or architectural treatment.  The development shall include sufficient car, motorcycle and bicycle parking spaces to meet the needs of the proposed uses, in accordance with the prevailing guidelines issued by Land Transport Authority (LTA).

	The Developer shall provide the minimum loading / unloading bays subject to the prevailing guidelines issued by LTA and the minimum number of car parking spaces for Person with Disability (PWD) issued by Building and Construction Authority's (BCA) universal design guidelines within the Parcel.
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located fronting public roads. The drop-off point shall be well designed &amp; integrated with the development's lobby and is strongly encouraged to be integrated within the overall building envelope to provide effective weather protection.</p> <p>Traffic calming measures shall be provided at the drop-off point to address safety concerns for the pedestrians and shall not obstruct pedestrian flow within the development.</p>
<b>Pedestrian and Last mile connectivity</b>	
Covered Walkway / Linkway	<p>Covered walkway and/or linkway shall be provided along strategic stretches as part of the comprehensive at-grade pedestrian network to ensure convenient and unimpeded pedestrian movement and connectivity with the adjacent developments during inclement weather conditions. Covered linkway, if any, shall be provided up to the development boundary and to the existing bus stop.</p> <p>The design of the proposed covered walkways shall comply with the prevailing requirements of all relevant authorities. Any GFA exemption / waivers for covered walkways shall be subject to URA approval.</p>
Pedestrian Walkway	To enhance pedestrian connectivity within the industrial estate, pedestrian walkway with a minimum clear width of 2.5m shared path and 2.0m landscape planting shall be provided along strategic stretches in between developments.
Bicycle Parking and End-of trip facilities Provision	<p>The Developer shall provide bicycle parking following LTA's Code of Practice of Street Work Proposals Relating to Development Works and Code of Practice on Vehicle Parking Provision in Development Proposals 2019. A guide for bicycle parking and related facilities can be found in the documents.</p> <p>The Developer is strongly encouraged to provide End-of-Trip facilities following LTA Code of Practice of Street Work Proposal Relating to Development Works.</p>

## GREEN

<b>Landscape Guidelines and Boundary Definition</b>	
Green Cover	<p>To replace greenery lost due to the new development and to increase the greenery provision in the industrial estates, the development shall achieve a minimum green cover of 30-40% of the total site area on ground and/or on the rooftop (minimum percentage is subject to the location of the development). Priority shall be given for greenery provision on ground. The green cover is defined as a tree canopy cover, rooftop greenery and any other forms of greenery which can be seen from above and captured by satellite image.</p> <p>In order to meet the green cover requirements, the Developer is strongly encouraged to explore the following treatments (but not limited to):</p> <ol style="list-style-type: none"> <li>to select tree species with large canopies for green buffer and peripheral planting area to provide shades and higher contribution to green cover;</li> <li>to use grass cells for Fire Engine Access that are not used for day-to-day vehicular circulation;</li> <li>to treat surface carpark lots and exposed hard surfaces with grass pavers or roof trellis with creepers;</li> <li>to provide green roof above standalone ancillary structures (e.g. guard house, bin centres, etc)</li> </ol>
Landscape	<p>Landscape within the green buffers shall be designed to respond sensitively to roadside pedestrian walkway and shall augment the roadside trees.</p> <p>Trees shall be planted at strategic locations to shade public activity areas and maximise the Green Cover. Plants and trees shall be permanent features (no potted plants are allowed) with integrated soil retaining areas. These shall be seamlessly integrated with various platform levels.</p> <p>If the 2m peripheral planting requirement could not be complied with due to security or other operational related concerns, the Developer has the flexibility to shift the landscape area closer to the building's apron. The Developer shall still achieve the minimum green cover requirement as stipulated.</p>
Boundary Definition	To enhance walking and cycling environment, fencing along public roads and frontages shall have maximum height of 1.5m and shall be visually porous. The proposed fencing along public roads and frontages is strongly encouraged to be located behind the green buffer and well-integrated with landscape. Exposed solid boundary walls shall not be allowed.