

**SUBMISSION CHECKLIST FOR DEVELOPMENT APPLICATIONS (DA) FOR
RAPID TRANSIT SYSTEM (RTS) STATIONS**

Project Description:

Section I and II – If any of the following requirements are not met or if any information provided is inaccurate, the entire DA submission will not be evaluated.

I Documentation of FPA and ADRP Conditions	<u>Yes</u>	<u>No</u>	<u>NA</u>
	(Please tick the appropriate box)		
a. <u>Past FPA and ADRP Records</u> Full records of past FPA conditions and ADRP meeting presentations and approved minutes (if station is subject to ADRP) have been included in the DA submission.	<input type="checkbox"/>		<input type="checkbox"/>
b. <u>FPA and ADRP Conditions Tracking Sheet</u> Conditions from the FPA and ADRP (if station is subject to ADRP) on key planning and design issues for the station have been tracked in the table format shown in Appendix 2 and included in the DA submission.	<input type="checkbox"/>		<input type="checkbox"/>
 II Plan Presentation and Site Context Information:			
a. Drawings are clear and legible (e.g. adhering to the standard drawing conventions, clearly annotated, and showing the relevant extent of works)	<input type="checkbox"/>		
b. In all relevant drawings, accurately reflect station box outline and approved railway area boundary (where changes are proposed to the station box and/or railway area boundary, QP is to indicate both approved and proposed outlines/ boundaries and provide explanation for the changes), lines of Road Reserve / site boundary of adjacent parcels.	<input type="checkbox"/>		
c. All addition, alteration and amendment works are presented clearly and differentiated from existing approved works using the standard drawing conventions.	<input type="checkbox"/>		<input type="checkbox"/>
d. Site context details (e.g. adjacent development layouts, road and development names, etc) are clearly shown and annotated. 3D BIM models are submitted with surrounding physical context modelled.	<input type="checkbox"/>		
e. Drawings of all M&E layout are clearly annotated in all relevant plans and sections to illustrate that the M&E	<input type="checkbox"/>	<input type="checkbox"/>	

structures and their footprint, such as cooling towers, have been compacted and minimised.

Section III – If any of the following items are not in compliance, please provide justification that has been approved by the relevant authorities and ensure the information provided is accurate, otherwise PP will not be granted.

III Critical Items for Grant of Provisional Permission

Yes No NA
 (Please tick the appropriate box)

a. Development Boundary

i. Approved Railway Area

The station box and its associated structures and tunnels are located within the approved Railway Area.

If part(s) of the station box and / or the associated RTS structures and tunnels are located outside the approved Railway Area, please indicate whether planning application to revise the approved Railway Area has been submitted via the Electronic Planning Application and Land Use Consultation System (EPAC). Please provide the date of EPAC submission and reference number if you tick "No".

b. Station Integration

i. Loading Provision

Provisions for the loading of RTS station box, tunnels and associated structures to support future developments above are supported by URA and the relevant agencies and have been included in the DA submission.

ii. Physical Integration

Provisions to allow relocation and integration of at-grade RTS structures (entrance / exit structures, vent shafts and M&E buildings) into the future development building envelope are supported by URA and the relevant agencies and have been included in the DA submission.

iii. Fire Escape

Provisions to allow relocation and integration of escape structures / station exits / vent shafts into the future development building envelope are supported by URA and the relevant agencies and have been included in the DA submission.

Preliminary diagrams showing the maximum extent of relocation of the escape structures / station exits / vent shafts have been included in the DA submission.

c. Connectivity

The following items are provided in compliance with conditions outlined in the FPA or required by ADRP.

- | | | | |
|----------------------------------|--------------------------|--------------------------|--------------------------|
| i. Covered Walkway / Linkway | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. Through Block Link | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Underground Pedestrian Link | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv. Elevated Pedestrian Link | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| v. Knock-out Panels | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| vi. Cycling / Shared Paths | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

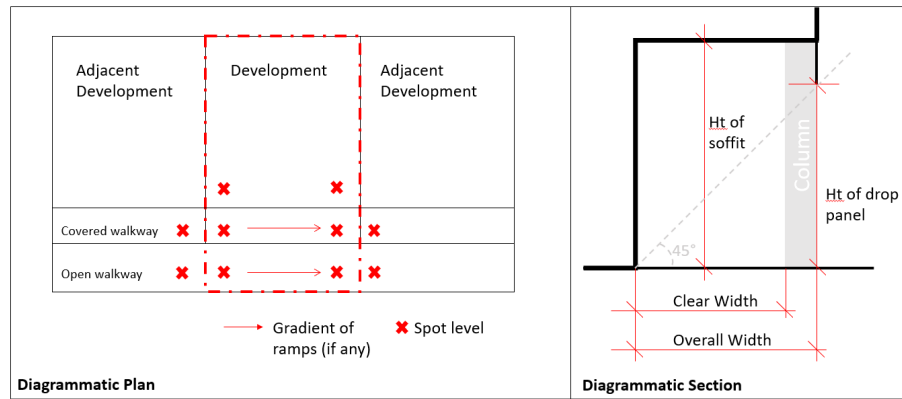
Section IV – If any of the following requirements are not met, either in part or in whole or if any information provided is inaccurate, URA reserves the right not to evaluate related aspects of the proposal.

IV Detailed Design Requirements

Yes No NA
 (Please tick the appropriate box)

a. Connectivity

- | | | | |
|--|--------------------------|--------------------------|--------------------------|
| <i>i. <u>Pedestrian Walkway</u></i> | | | |
| <i>A. Covered and open walkways are directly adjacent to each other and on the same level, without any steps.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <i>B. Where the open / covered walkway intersects with any vehicular driveway, there is no level difference.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <i>C. Level differences between the open / covered walkway and the RTS station are accommodated within the station and not within the covered walkway. Effective weather protection is provided for covered walkways.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <i>D. Platform levels / spot levels and ramps with gradients of the covered and open walkways of the RTS station and adjacent developments have been indicated to show how the level differences (if any) have been addressed.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



b. Screening

i. Screening for M&E

Please note that screening of exposed M&E services is mandatory. Refer to [URA/PB/2022/01-CUDG: Screening of Mechanical and Electrical Services and Car Parks](#)

A. *The locations of the exposed M&E equipment are shown clearly in the submission drawings (plans and sections).*

B. *All M&E services (e.g. vent shaft openings, air condenser units) visible externally are visually well screened on the top and all sides (with a minimum depth of 150mm for screening elements).*

Signed By: (QP's name)

FPA AND ADRP CONDITIONS TRACKING SHEET

S/N	Planning & Design Requirement (FPA / ADRP) <i>*column to be completed by QP</i>	Current Submission <i>*column to be completed by QP</i>	URA's Evaluation
e.g.	<u>Future Integration</u> FPA - <ul style="list-style-type: none"> LTA is to provide a KOP at the Entrance XX, to safeguard the flexibility for a future underground connection to XXX 	<ul style="list-style-type: none"> Total of 4 KOPs provided at B2 concourse level as shown in drawing YY 	
1			
2			

Signed By: (QP's name)