

SUMMARY OF RESPONSE TO FEEDBACK ON ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR HOLLAND PLAIN

I. Site Context and Integrating Environmental Considerations in Development Plans

In recent years, housing demand has remained strong and broad-based. This is driven by various factors such as higher household formation rates (e.g. more young couples, singles choosing to live independently), smaller household sizes as well as an ageing population and increasing life expectancy – all of which contribute to sustained demand for homes.

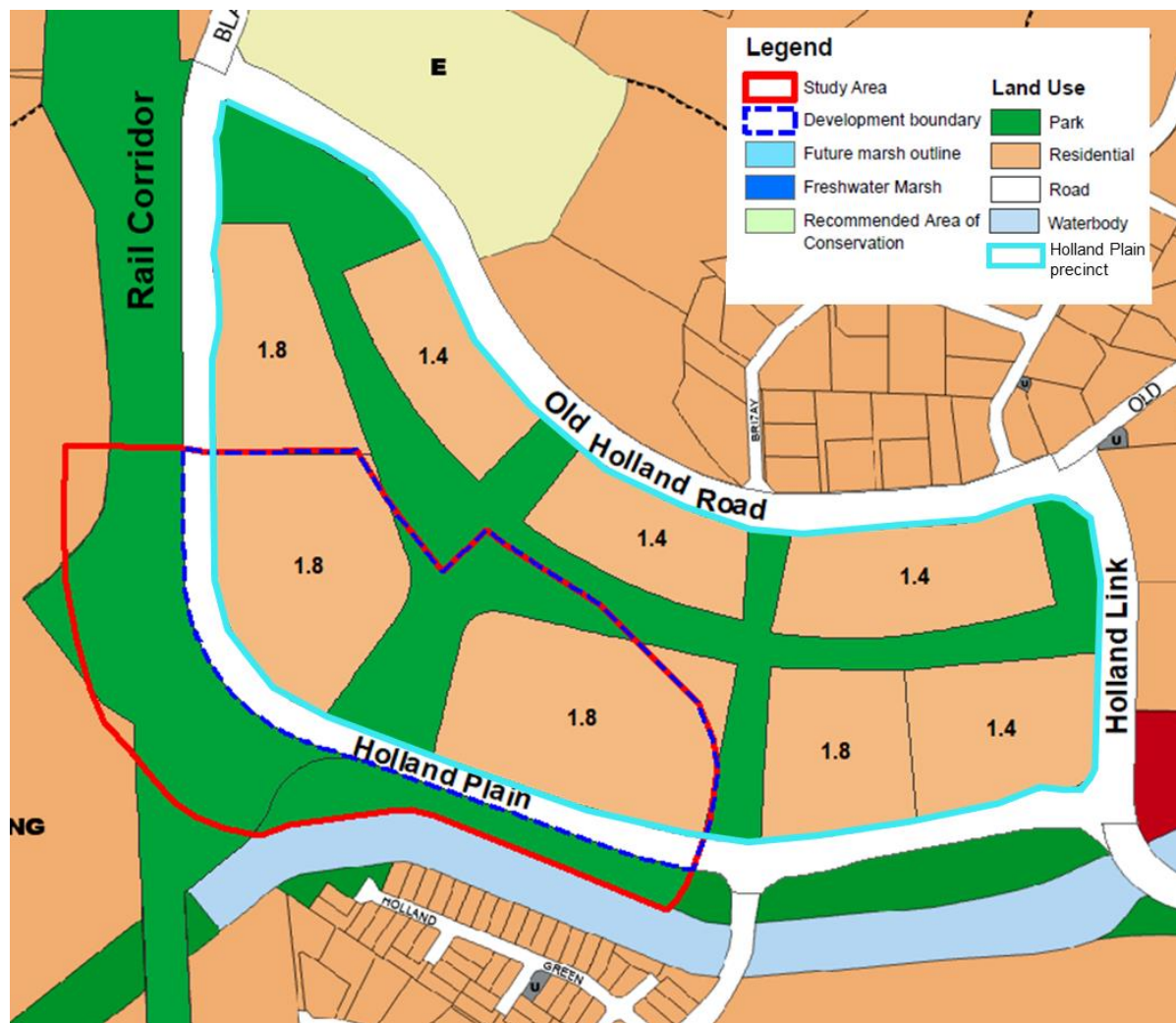
The upcoming Holland Plain neighbourhood (see figure 1), which has been zoned for ‘Residential’ use since Master Plan 1998, is part of efforts to meet this resilient demand. The precinct is envisioned as a pedestrian-friendly neighbourhood set amidst lush greenery with ample park spaces and water sensitive urban design features. Served by the King Albert Park (KAP) MRT station, which is an interchange between the existing Downtown Line (DTL) and the upcoming Cross Island Line (CRL), and situated next to the Rail Corridor and Holland Green Linear Park, it will have good connectivity to public transport and major recreational networks. Introducing new homes in Holland Plain will allow more households to live in accessible locations close to the city centre.

Following extensive engagements with nearby residents between 2017 and 2019, the detailed land use and parcellation plan incorporated residents’ feedback wherever possible and was zoned in Master Plan 2019. About two-thirds of the 34-ha site will be developed for private housing to yield about 2,500 dwelling units, and the remaining one-third has been safeguarded for parks, to continue providing recreational spaces for the community. This will be in the form of 2 new parks - a new community plain with green spaces interspersed within the new residential developments, and a wetland park fronting the Bukit Timah First Diversion Canal. These will connect to the Rail Corridor, Clementi Nature Trail, and the wider Central Nature Park Network, strengthening the existing recreational network in Bukit Timah.

To integrate environmental considerations within our development plans, the Urban Redevelopment Authority (URA) commissioned an Environmental Impact Assessment (EIA) to assess the potential environmental impact of development and propose appropriate mitigation measures.

The study area encompasses the vegetated area on the western side of the Holland Plain precinct where pitcher plants of conservation significance were documented during LTA’s 2022 environmental study for the upcoming CRL King Albert Park interchange station. To study the potential impact on ecological connectivity to the surrounding habitats, the study boundary generally extends 100 metres beyond the location of the identified pitcher plants, except where it meets the Bukit Timah First Diversion Canal and LTA’s CRL worksite.

Figure 1: Study boundary



The key findings of the EIA report are summarised below:

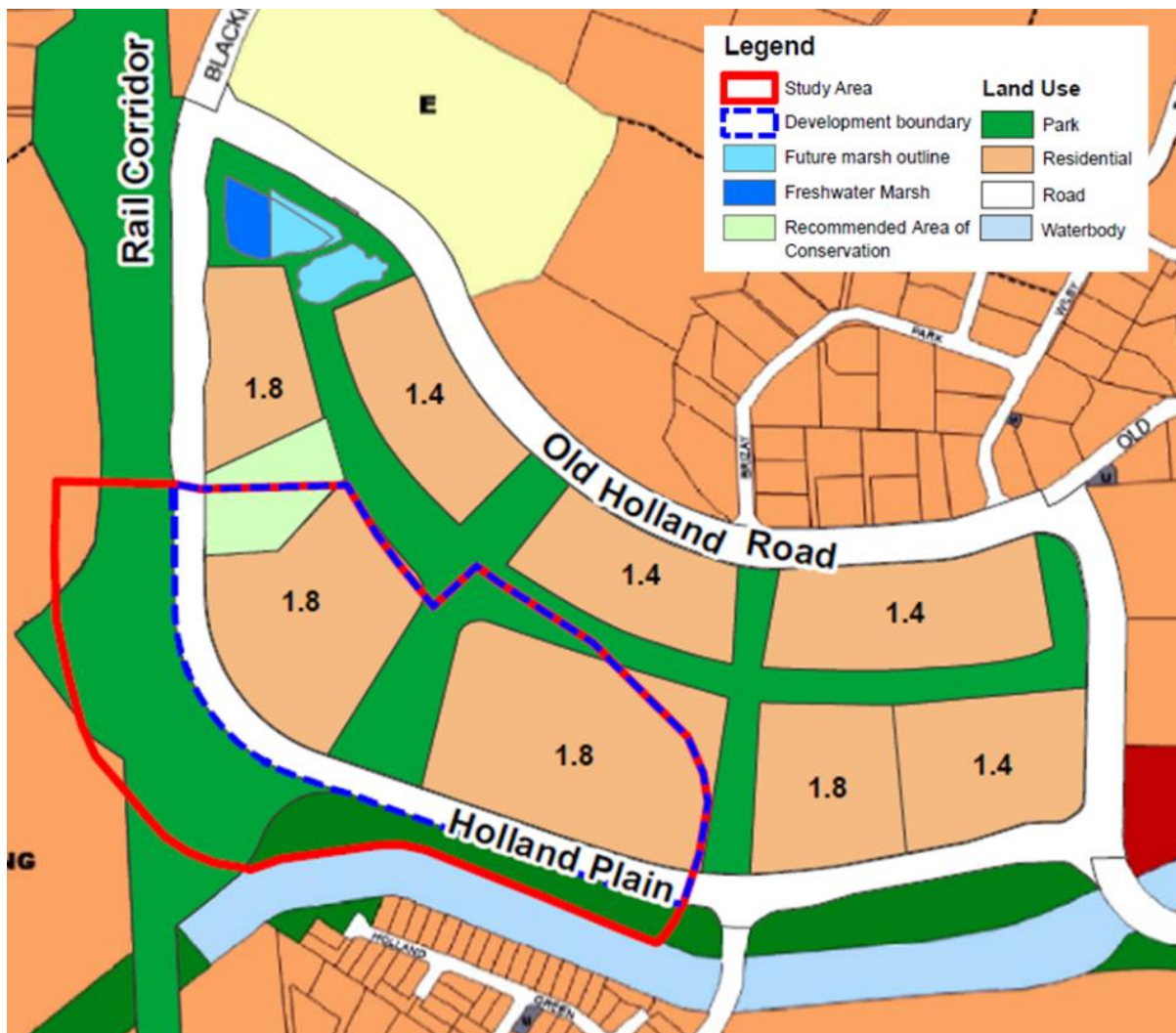
- a. The baseline findings from the Land Transport Authority's (LTA) Cross Island Line (CRL) 2 Environmental Impact Study for Turf City and Holland Plain, which was referenced for this EIA, identified five flora species of conservation significance within the Holland Plain precinct, including three native pitcher plant species (of which one species could no longer be found in on-site surveys carried out in 2025), and another flora (*Sterculia parviflora*) of cultivated origin. Two fauna species of conservation significance, the Common Birdwing Butterfly and Straw-headed Bulbul, were found within the study area. The Straggly Rush Orchid (*Dendrobium lobbii*) was also found in the study area.
- b. The scrubland habitat was identified to be of high ecological value due to the unique flora species of conservation significance found on site, including the orchid and pitcher plants that were only found at a few locations around Singapore.

The EIA recommended mitigation measures to minimise the environmental impact of development in the area, including:

- a. Retaining a 0.5-ha vegetated scrubland area, identified as the recommended area of conservation, where the above-mentioned flora of conservation significance was recorded to be retained (see Figure 2);
- b. Erecting hoarding around dust-generating activities and site boundary;
- c. Increasing the capacity of earth control measures to contain runoff, and the use of standby tarp to cover bare soil when it is not in use during construction; and
- d. Installing a noise barrier of feasible height, as well as using noise enclosures near high noise generating equipment during construction.

The full EIA report can be found [here](#).

Figure 2: Recommended Area of Conservation



II. Engagement with Stakeholders

Together with the National Parks Board (NParks) and LTA which commissioned a separate EIA for the roadworks at [check] Laurel Wood Avenue, URA engaged various Nature Group (NG) representatives in July 2025. At the session, NG representatives, government agencies, and environmental consultants discussed the assessment findings and recommended mitigation measures, as well as developed a more balanced approach that addresses development needs and biodiversity conservation for the site.

The NG representatives agreed with the environmental impact and proposed mitigation measures, including the retention of the recommended area of conservation at Holland Plain as a green finger to be integrated in the future park. They requested that the impact of fogging during construction and operational stages be assessed. The EIA assessed the impact from fumigant runoff to be 'negligible – moderate' and recommended to avoid fogging where possible, with proposed preventive methods instead to prevent mosquito breeding. The NG representatives also suggested recalling the site's natural heritage through storyboards or planting palettes within the future park. Their feedback has been addressed in the EIA report.

The EIA report was published online for public feedback from 12 December 2025 to 8 January 2026. In total, URA received 14 responses.

III. Feedback Received

We value the feedback from our partners and members of the public and have carefully considered the suggestions that were submitted.

The feedback we received was primarily focused on the following concerns:

- a. **Loss of greenery and open space, and impact to biodiversity:** Feedback providers were concerned on the impact that the loss of greenery from development would have on biodiversity and ecological connectivity, and suggested to retain a larger area of scrubland, exotic-dominated secondary forests, as well as the surrounding vegetated areas such as Clementi Forest (these are outside of the current planned development area). Concerns were also raised on the proposed road connecting Holland Plain to Blackmore Drive given its proximity to the Rail Corridor, which could result in noise impact to fauna. Others expressed concern over the loss of an open space that provided the community with recreation and visual relief.
- b. **EIA methodology:** There were queries relating to the validity of using the baseline findings from LTA's EIA given that it was carried out in 2020 and 2021, and a request for an assessment on the impact to microclimate and thermal comfort.
- c. **Human-wildlife conflict:** There were concerns over the potential of human-wildlife conflict with the introduction of residential development in close proximity to areas with existing wildlife.

IV. Responses to Feedback

In planning the development of the area, we are mindful of the need to develop sensitively and mitigate potential environmental impact. Taking into consideration the findings from the EIA and feedback received from our stakeholders and members of the public, we have adopted several strategies:

a. Recommended Area of Conservation

The earlier baseline findings from LTA's EIA were supplemented by multiple on-site surveys in 2025 to ensure that the findings are valid. The recommended area of conservation was then determined after balancing the need to conserve the flora species of conservation significance in-situ with the provision of land for housing. Given that the scrubland habitat was assessed to be an area of high conservation value especially with the presence of pitcher plants, we prioritised the retention of the contiguous area where such pitcher plants and other unique flora species of conservation significance are located, which forms the recommended area of conservation. Other habitats which were assessed as having a lower ecological priority than the scrubland, such as the exotic-dominated secondary forest which is ubiquitous in Singapore and where most of the species found within were non-native, were hence not recommended for retention. The areas to be retained were originally intended for residential use but following the EIA findings, we carved out the areas from our development boundary and redesignated them as the recommended area of conservation. This area has been established in consultation with NParks, environmental consultants and NG representatives.

The proposed recommended area of conservation has been designed with buffers to increase the survivability of species of conservation significance and long-term ecosystem health. Agencies will be retaining these species in-situ instead of transplanting them to locations where replicating similar microclimatic conditions would be more challenging. NParks is also studying additional measures to maintain the local microclimate and hydrology of the preserved area, including water retention features in the future park.

Agencies will further study the possibility of planting appropriate canopy species within the future park, to facilitate the movement of key species like the straw-headed bulbul (*Pycnonotus zeylanicus*) and other forest-dependent fauna between existing green spaces.

b. Provision of parks and open spaces within the Holland Plain precinct

We recognise that the vacant land at Old Holland Road has been used for recreation by the nearby community. Following engagements with residents, we have safeguarded about one-third of the Holland Plain land parcel (approximately 10ha) for green and recreational spaces in Master Plan 2019, offering present and future residents places to relax, connect and enjoy nature.

In addition, we have planned for green corridors within the new precinct for existing and future residents in the area to easily access the new park, as well as the wider recreational network

such as the Rail Corridor, Clementi Nature Trail, and the upcoming Bukit Timah-Rochor Green Corridor.

c. Minimising visual impact

To further address concerns surrounding visual impact of the development, new developments in the precinct have been planned to be compatible with the surrounding low-rise landed housing areas. The neighbourhood will comprise low- to mid-rise buildings, with developments of lower heights planned closer to the existing landed housing areas and linear park. For instance, the two residential sites at the junction of Holland Link and Holland Plain fronting the Holland Green Linear Park will be guided to have building heights up to between six to eight storeys.

d. Mitigation measures for impact on microclimate and thermal comfort

To combat Urban Heat Island (UHI) effects from the future developments at Holland Plain, design strategies at both precinct and building scales will be employed. At the precinct level, approximately one-third of the Holland Plain precinct has been set aside for green and recreational spaces. At the building level, studies will be undertaken during the detailed design stage to take into account the Building and Construction Authority's (BCA) guidelines on sustainable buildings (i.e. Green Mark certification scheme, building planning and massing). Additionally, buildings must comply with URA's Development Control guidelines, which includes controls on maximum site coverage limits, building length and spacing for airflow, and minimum greenery provision. These strategies increase the permeability of our urban landscape, encourage air flow around buildings and reduce heat accumulation during the day.

e. Managing human-wildlife interactions

The EIA report has proposed mitigation measures to minimise human-wildlife conflict during both the construction and operational phases. These include avoiding tree felling during peak bird breeding season (March to July), conducting pre-felling fauna inspections, establishing a Wildlife Response Plan with NParks, installing educational signboards, restricting access to the RAC via raised boardwalks and railings, and deploying wildlife-proof bins.

Members of the public may also call NParks' 24-hour Animal Response Centre at 1800-476-1600 for assistance required with wildlife-related issues.

f. Implementation of an Environmental Management and Monitoring Plan (EMMP)

Developers will be required to engage a specialist EMMP consultant to develop a detailed EMMP to mitigate and manage any potential environmental impact in accordance with the EIA

recommendations. Technical agencies' clearance will also be required prior to the commencement of any site works.

By stipulating documentation, regular audits and enforcement measures, the EMMP will ensure that environmental impacts remain within expected levels during construction and operation. It will also track the effectiveness of recommended mitigation measures, so that adjustments can be made where necessary.

The EIA report has been updated to address the queries and comments raised during the public disclosure period.