

5 Establishing a New Ground

Building a New Paradigm

Land Optimisation / Space Optimisation
 Without function of the project we integrated seamlessly for better operation, convenience, safety. Examples: the car parks, the landscaping, the housing, the bus stops, LRT stops, social and commercial facilities, the waterway promenade are all integrated with provisions for future expansion with neighbouring facilities such as the school and a bridge to cross the waterway. The master optimisation of land use and creates seamless integration in planning.

Integration Of Community
 An integration of infrastructure, commercial social facilities and the dwelling units, give better connectivity, management of traffic, secure collection and property to walk and cycle. For example, residents can walk seamlessly from the train center into the project and continue to the LRT station and into other precincts without crossing roads. Along the way, commercial units, waterways, to schools are provided for to enable future connectivity for even greater integration and connectivity.

Clear Segregation of Vehicular & Pedestrian Traffic
 The car parking strategy takes the current HDB model further by aggregating the parking extensively throughout the site to connect and link the various parts of the site. This reduces the car parks to only two stories, which is integrated with the residential block, with plenty of natural light and landscaping integrated within the carpark, giving orientation and creating a new standard in public housing carpark design. This strategy creates a safe zone for the pedestrian on the landscaped roof decks, improving on traffic management and providing great convenience to the residents and visitors.

Integration of Bicycle, Car, Bus & Rail System
 The car park is integrated with the bus stops, as well as the LRT station, creating 'park & ride' schemes. Bicycle parking, car and bus stops and the LRT station facilitates the vision of a pedestrian and cyclist friendly neighborhood. The totally pedestrian Green Plateau of the project is connected to the current sectional level of the LRT and beyond to the next precincts to facilitate connectivity between precincts.

Commercial Viability & Integration
 The shops, restaurant and food court are designed along the road to avoid from the LRT or anytime possible between the rail, bus, car or bicycle system. The shops also open out to a large walk, whereby location can be expanded to further cater to future demand. The food court has a view of the waterway, further enhancing the dining experience. The privacy of the residents are not included as these commercial units are clustered away from the residential units.

Street Life & Vitality vs Privacy
 There is a clear strategy of having an all-weather external walkway which blocks residents would use, walk and generate external walkways where connection between blocks are required and integrated walkways when commercial and social recreational facilities are located. Entrances are clearly delineated, with additional measures that take to distinguish the private from the public.

Ground Residential Units with Private Outdoor Space
 Super brings the back to the street and allows penetration of a small garden without encroaching into common property. With the presence of residential units on the ground, neighborhood experience and on-site security.

Safe Guarding The Views Of The Waterway
 To the source of living by the waterway, the views of the waterway is safeguarded for all residents by setting back the housing blocks from the waterway as well as raising the more prominent ground viewing platforms to PL 110.40. This allows the waterway promenade platform level of PL 108.4.



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| 1 | Precinct Gateway Entrance | 5 Room Units |
| 2 | Children's Playground | 4 Room Units |
| 3 | Fitness Center | 3 Room Units |
| 4 | Events Plaza (Residents' Square) | |
| 5 | Covered Connector | |
| 6 | External Walkway | |
| 7 | Wash to Carpark Below | |
| 8 | Commercial | |
| 9 | Green Reserve (32 m x 19 m) | |
| 10 | Reserve for Future Social Facilities (1500 m ²) | |
| 11 | Viewing Deck / Residents' Activity Deck | |
| 12 | Entrance to School (Future Link Bridge) | |
| 13 | School Field | |
| 14 | Primary School | |
| 15 | Church | |
| 16 | Water Feature | |
| 17 | Amphitheatre | |
| 18 | Promenade | |
| 19 | Connection to Bus Stop | |
| 20 | LRT Arrival Plaza | |

3rd Storey Plan (Green Plateau)



Site Section A-A
1:500