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**APPENDIX A: EXISTING SITE INFORMATION**

**1.0 INTRODUCTION**

- 1.1 The Singapore Racecourse was officially opened by then Singapore President SR Nathan on Saturday March 4, 2000, following the relocation of the Singapore Turf Club (STC) from its previous premises in Bukit Timah. Horse races are held two days in a week.
- 1.2 The Racecourse is located next to Kranji Mass Rapid Transit (MRT) Station in the North of Singapore. The area to be master planned and designed, which includes Tote Board land and surrounding State Land, is approximately 133 ha.



**Figure 1: Location of the Singapore Racecourse**

	Approximate Land Take	Current Zoning	
Singapore Racecourse (Tote Board)	124 ha	Sports & Recreation	
Parcel 1	1.8 ha	Commercial	
Parcel 2	6.6 ha	Reserve	
Parcel 3	0.8 ha	Waterbody	
Parcel 4	0.2 ha	Road	
<b>Total land area under Master Plan study</b>	<b>133.4 ha</b>		

Note: Actual land take to be based on SLA's cadastral records.

Figure 2: Land take and current zoning of land under the Master Plan study

1.3 The relevant Gross Floor Area (GFA) figures for the Singapore Racecourse (excluding the State Land parcels 1 and 2) are as per table below. Proposed GFA quantum in excess of existing quantum will be subject to planning approval by the Urban Redevelopment Authority (URA). Please refer to item 3.1 for more detailed distribution of GFA in existing Racecourse.

GFA	Total	Commercial (% of number in Total column)
<b>Max. allowable in lease parameters</b>	455,000 sqm	136,000 sqm (30%)*
<b>Existing</b>	181,000 sqm	23,000 sqm (13%)
<b>Remainder of max. allowable quantum per lease parameters not used up</b>	274,000 sqm	113,000 sqm (41%)

\* The actual commercial GFA allowed on-site will need to be justified and approved by URA as the Planning Authority.

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**2.0 CONTEXT AND RELEVANT DEVELOPMENTS AROUND THE RACECOURSE**

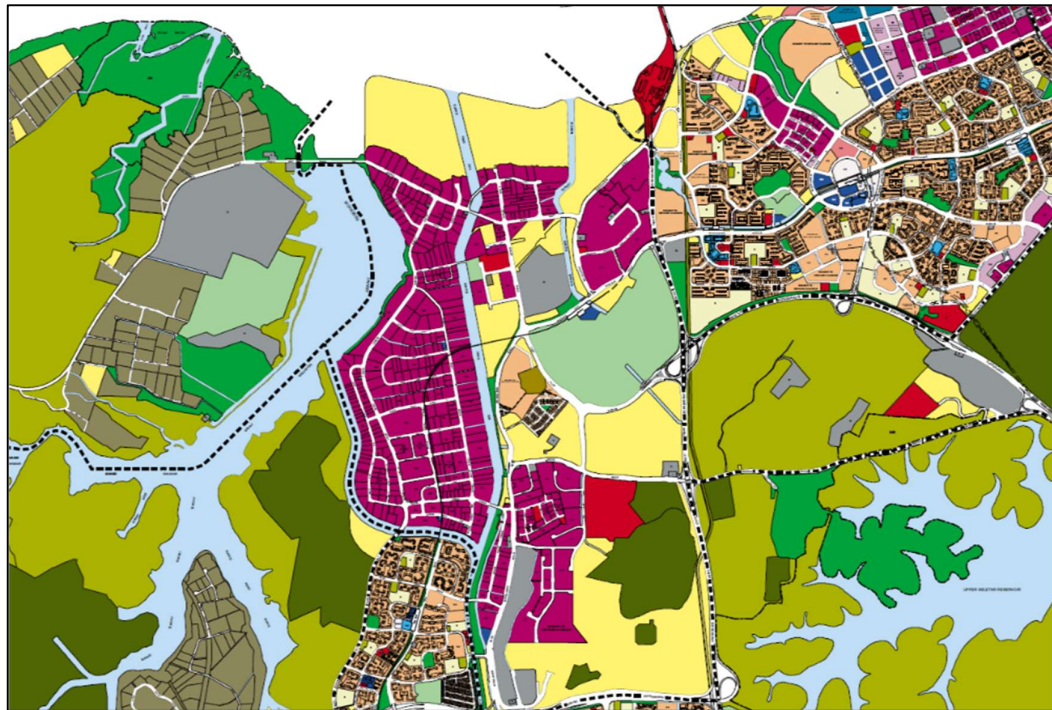
**2.1 The North Planning Region of Singapore**

The North Planning Region is made up of eight Planning Areas (Yishun, Sembawang, Woodlands, Mandai, Sungei Kadut, Lim Chu Kang, Central Water Catchment and Simpang). The North has a unique and vibrant mix of residential towns, commercial nodes, business park and industrial districts, and agricultural activities. These spaces are nestled within a lush network of greenery and biodiversity that spans across the Central Catchment and Sungei Buloh Nature Reserves.

The Racecourse was one of the key highlights for the North Planning Region at the Urban Redevelopment Authority (URA) Draft Master Plan 2019 exhibition. Preliminary redevelopment intentions for the Racecourse was announced at the exhibition, with the Racecourse to be transformed into a recreation and community hub, so that more people from all walks of life can enjoy the place.

**2.2 The Racecourse: Physically isolated, yet accessible location**

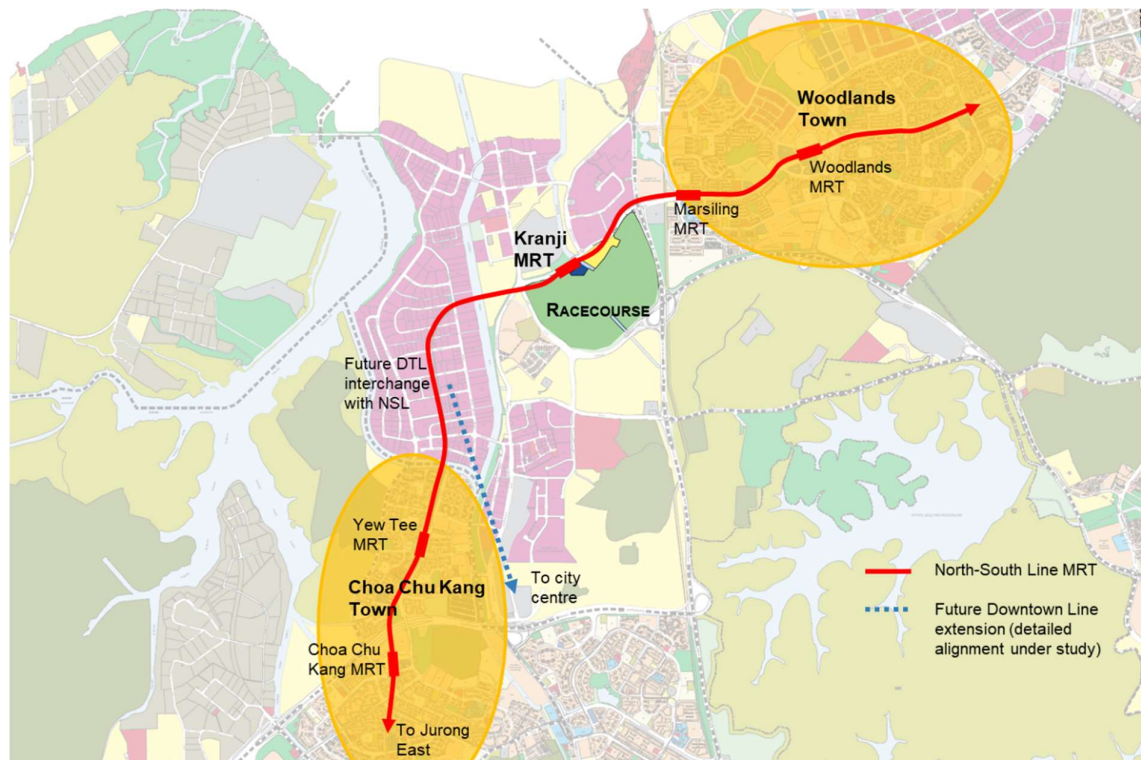
The Singapore Racecourse is located in Sungei Kadut Planning Area in the North of Singapore. It is surrounded by industrial developments to the north and west; Kranji War Memorial and a small landed housing estate to the west; high rise public housing estate and the American International School across the Bukit Timah Expressway to the east; and military training grounds to the southeast. The Racecourse is therefore relatively isolated from the nearest towns of Woodlands, Choa Chu Kang and Bukit Panjang. The locational context of the Racecourse is therefore fundamentally different from the other more vibrant racecourses in the world, such as Happy Valley Racecourse in Hong Kong. Whereas the latter is adjacent to the city centre and serves as a convenient leisure destination for locals and visitors, the Singapore Racecourse would need to have a compelling value proposition to attract people to make the journey to visit the Racecourse.



LEGEND			
RESIDENTIAL	RESIDENTIAL / INSTITUTION	TRANSPORT FACILITIES	UNDERGROUND ROAD / STRUCTURE
RESIDENTIAL WITH COMMERCIAL AT 1ST STOREY	COMMERCIAL / INSTITUTION	RAILWAY	MAXIMUM PERMISSIBLE PLOT RATIO
COMMERCIAL & RESIDENTIAL	HEALTH & MEDICAL CARE	MASS RAPID TRANSIT	MAXIMUM PERMISSIBLE WHITE QUANTUM
COMMERCIAL	EDUCATIONAL INSTITUTION	LIGHT RAPID TRANSIT	MINIMUM BUSINESS (B) PLOT RATIO
HOTEL	PLACE OF WORSHIP	UTILITY	CONSERVATION AREA
WHITE	CIVIC & COMMUNITY INSTITUTION	CEMETERY	NATURE RESERVE
BUSINESS 1	OPEN SPACE	AGRICULTURE	NATIONAL PARK
BUSINESS 1 - WHITE	PARK	PORT / AIRPORT	MONUMENT
BUSINESS 2	BEACH AREA	RESERVE SITE	
BUSINESS 2 - WHITE	SPORTS & RECREATION	SPECIAL USE	
BUSINESS PARK	WATERBODY	PLANNING AREA BOUNDARY	
BUSINESS PARK - WHITE	ROAD	PLOT RATIO BOUNDARY	

Figure 3: Land use surrounding the Racecourse (Source: URA)

Despite the relatively isolated location, the Racecourse is highly accessible by public transport. From Kranji MRT station, Woodlands MRT station and Choa Chu Kang MRT station are only 5 to 7 minutes away. A new Downtown Line extension from Bukit Panjang to an interchange station at Sungei Kadut will also be built by mid-2030s, improving access to the Kranji area from the city centre.

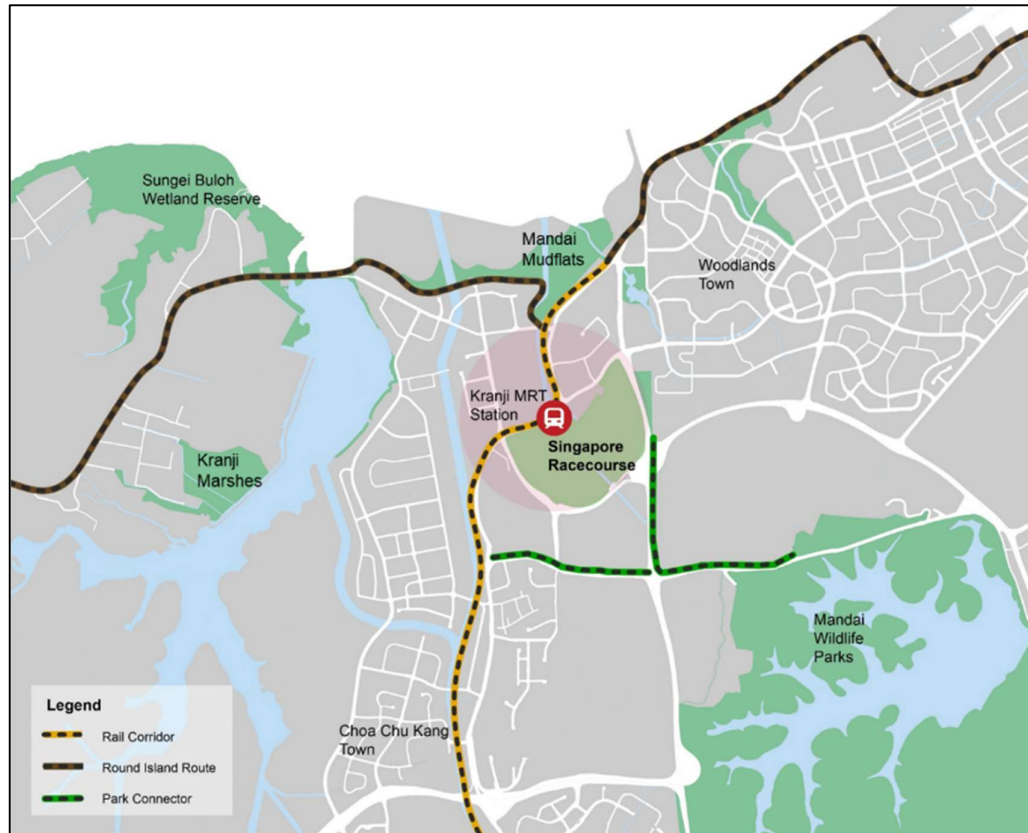


**Figure 4: MRT connections to the area surrounding the Racecourse**

### 2.3 Nature-related recreational spaces in the North

The North Region of Singapore has a number of nature parks and reserves, giving the region a unique rustic, nature-related identity. These nature spaces include Mandai Wildlife Parks, Sungei Buloh Wetland Reserve, and Kranji Marshes. Among these, Mandai Wildlife Parks is the most significant attraction (see section 2.4 for further details). However, these nature spaces are generally about 3 – 4 km away from the Racecourse, and potential synergies between the Racecourse and most of these parks are currently limited.

Another unique recreational space within the vicinity of the Racecourse, is the Rail Corridor, which is a 24-km long former railway line that used to connect Singapore city centre with Malaysia to the north. The Rail Corridor will be a major green community space, and will be immediately adjacent to the Racecourse (see section 2.5 for further details on Rail Corridor). Together with the Round Island Route, which is a continuous 150km recreational cycling and jogging route that goes around Singapore when completed, the Rail Corridor will also provide pedestrian and cycling connection between communities and the Racecourse.



**Figure 5: Nature related recreational spaces and destinations around the Racecourse**

#### 2.4 Mandai Wildlife Parks

The Mandai Wildlife Parks will be a major nature attraction destination in Singapore, consisting of the existing Singapore Zoo, Night Safari and River Safari, as well as the new Rainforest Park and the Bird Park, which will be relocated from Jurong. The 126ha Mandai nature precinct is situated just outside the Central Catchment Nature Reserve, which is the largest and among the richest in terms of biodiversity among the nature reserves in Singapore. When completed by 2023, the Mandai development is expected to attract more than double the 4.6 million visitors that the four existing parks – Singapore Zoo, Night Safari, River Safari, and Jurong Bird Park – draw in each year. The developments will also include a 338-room eco-resort.

Although the Mandai development is not immediately accessible from the Racecourse, being about 4km away, potential synergies and complementarity in terms of visitor attractions between the Racecourse and Mandai should be considered.

#### 2.5 The Rail Corridor

The Rail Corridor is a 24km-long former railway line that stretches from the north to the south of Singapore Island. The train line was formerly known as the Keretapi Tanah Melayu (KTM) Railway Line, and connected Singapore to Malaysia to the north. The Rail Corridor weaves

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through various parts of Singapore, linking high-density public housing estates with enclaves of private housing, business parks, industrial areas, parks, land that has yet to be developed. A stretch of it also borders the Bukit Timah Nature Reserve, a pocket of protected primary forest.

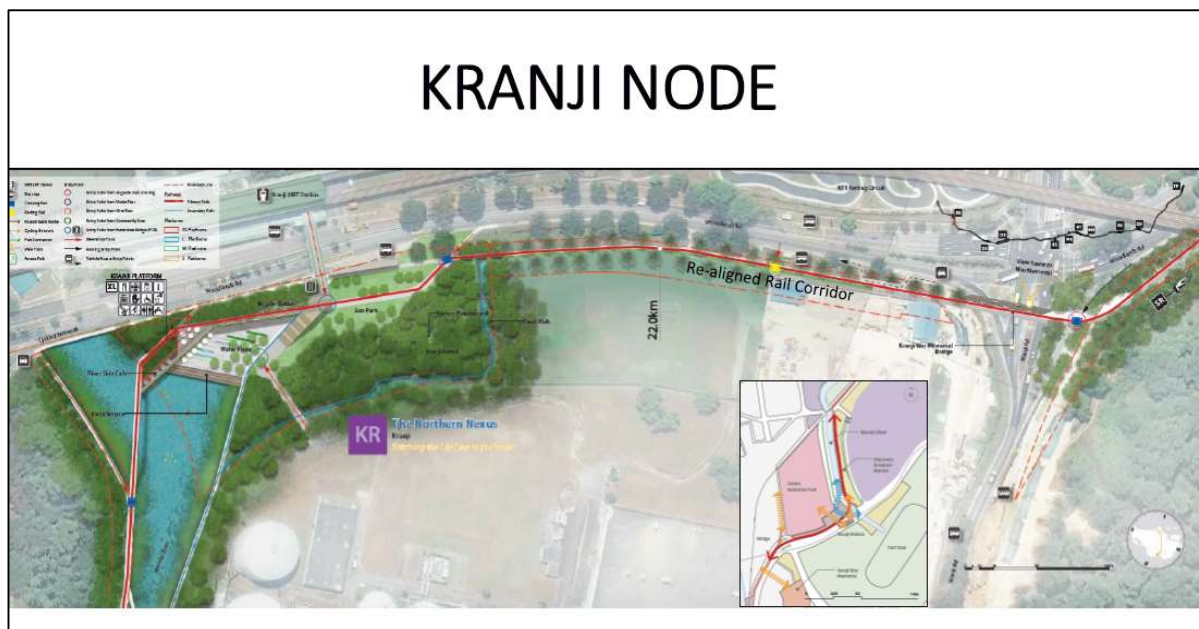
The land occupied by the KTM Line was reverted to the Singapore Government on 1 July 2011. Since then, the public has shown widespread interest in the future plans for the Rail Corridor, with various engagement platforms organized by the Urban Redevelopment Authority, Singapore's National Urban Planning and Conservation Authority, set up to solicit views and feedback on the Rail Corridor.

The Rail Corridor is expected to be continuously connected by 2021, with trail improvement works from the original KTM terminus at Tanjong Pagar in the south, to Woodlands in the north. Enhancement works for a four km stretch of the Rail Corridor between Hillview Avenue and the Bukit Timah Railway Station are also expected to be completed by 2021.

In the longer term, new residential and commercial developments, as well as major public space nodes are being planned along the Rail Corridor. The Master Plan for the Rail Corridor envisions it as a community belt that spans the entire width of the country. About 1 million people live within 1 km of the Rail Corridor.

One of the proposed key nodes along the Rail Corridor is the Kranji Node adjacent to Kranji MRT station and the Racecourse. The Kranji Node can serve as a gateway for people to access the Rail Corridor for various kinds of outdoor activities, from competitive cross country runs to recreational cycling and hikes. With better connectivity, the Rail Corridor can potentially be seamlessly integrated with the Racecourse which can serve as a destination for major sports and community events along the Rail Corridor.





**Figure 7: Kranji Node along Rail Corridor (Source: URA)**

## 2.6 Sungei Kadut Industrial Estate

The industrial developments surrounding the Racecourse are part of the Sungei Kadut Industrial Estate. While the existing industrial developments consist mainly of timber and carpentry factories, part of Sungei Kadut, in particular the industrial areas to the north of Racecourse, are slated to be redeveloped into an Agri-Food Innovation Park (AFIP). The AFIP will form part of a larger Northern Agri-Tech and Food Corridor with food-related industries, and will house urban agriculture and aquaculture activities. The first phase of AFIP will be ready from 2<sup>nd</sup> quarter of 2021, with potential for future expansion.

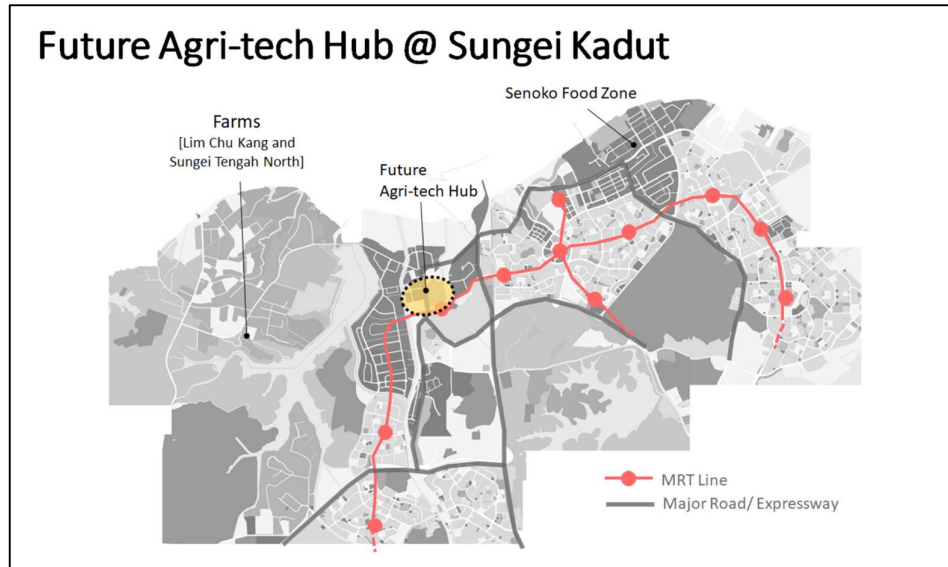


Figure 8: Location of AFIP. Source: MTI

3.0 EXISTING SITE DESCRIPTION

3.1 This section provides information on the existing structures, spaces and traffic circulation at the Racecourse.



Figure 9: Existing Site Layout

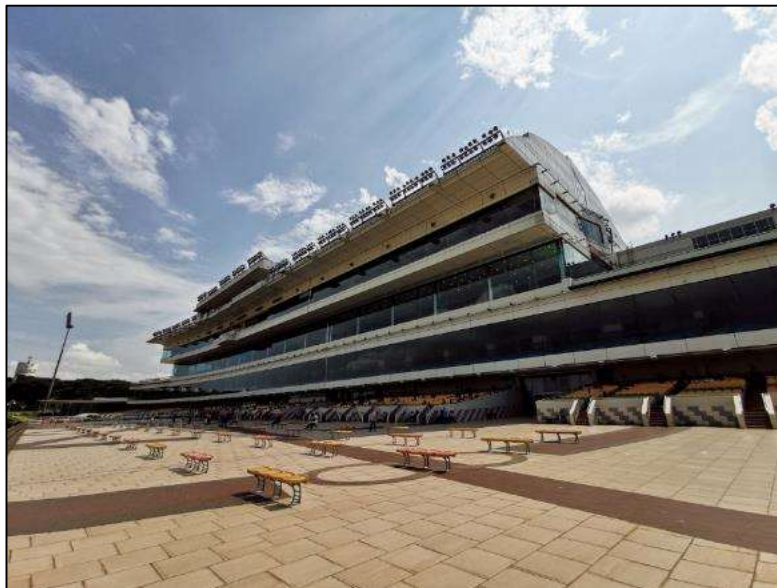
S/N	Facility	Total GFA (sqm)	Commercial GFA (sqm)
1	Grandstand	72,963.50	22,737.08
2	Administration Block	9,114.93	-
3	STC Riding Centre	11,709.50	328.17
4	Resting Stables	2,402.95	-
5	Racing Stables	58,895.37	-
6	Other Buildings	21,441.20	-
7	Multi-Storey Carpark	4,284.76	-
	<b>Total</b>	<b>18,0812.209</b>	<b>23,065.25</b>

Figure 10: Breakdown of GFA distribution in existing Racecourse

### 3.2 Key existing facilities and spaces in Racecourse

#### 3.2.1 Grandstand

The five-storey Grandstand houses the horseracing wagering and seating areas in the Racecourse. The Grandstand has a seating capacity of about 13,000 people, and can accommodate up to a maximum of 30,000 to 35,000 race goers. The current maximum attendance is about 8,000 race goers for major racing events. For normal horse races, the average attendance is about 5,000 to 7,000. Live telecast of races from other countries are screened at the Racecourse, with up to 2,000 visitors attending these telecasts.



**Figure 11: Existing Grandstand and Forecourt**

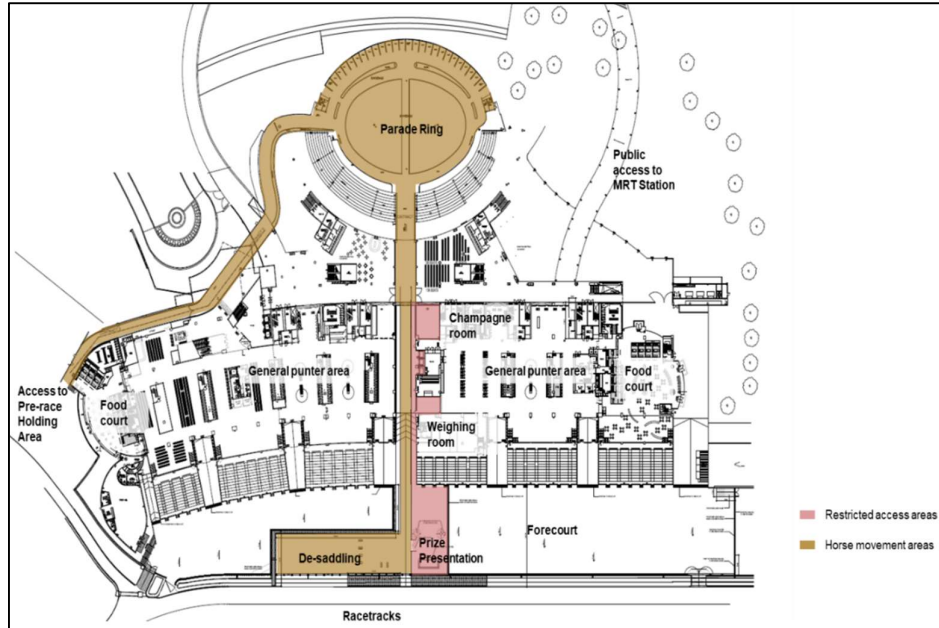
As horseracing activities are expected to continue with the redevelopment of the Racecourse, a total redevelopment and relocation of the Grandstand is unlikely to be feasible. Nonetheless, the Racecourse Master Plan shall give due consideration to how the existing under-utilized spaces in the Grandstand can be optimised and repurposed if necessary for other activities, as part of the overall redevelopment.

Key existing spaces in the Grandstand are as follow:

#### Level 1 general punter areas

The main punting area is located at level one of the Grandstand. General public above 18 years of age can have access to this area for a fee of \$6 by EZ link/Cashcard; or \$8 by cash. Wagering activities are conducted through both manned betting counters and self-betting kiosks. There are also some F&B outlets and a food court at level 1 serving the racegoers during race days.

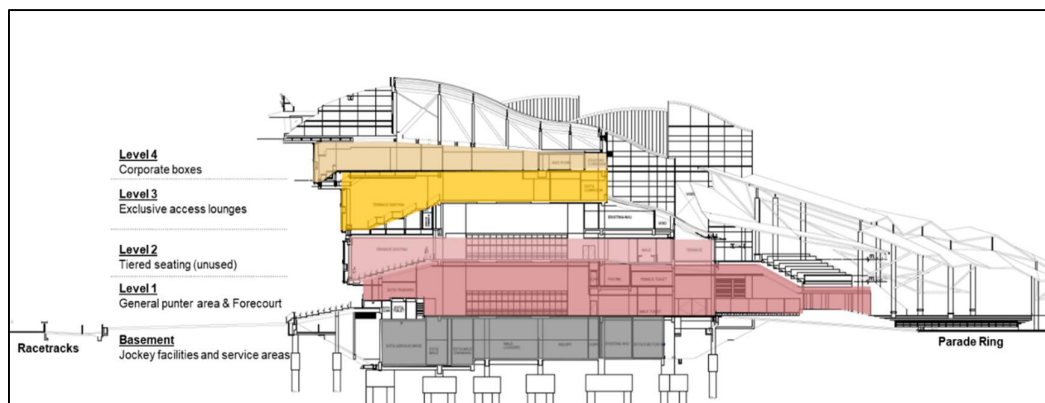
In between the Grandstand and the racetracks is the 30-m wide forecourt, which serves as an outdoor location for race goers to view the races. Other than the race viewing areas, the de-saddling and prize presentation areas are also located at the forecourt. The horse walk cuts through level 1 of the Grandstand, and connects the Parade Ring on one side to the racetrack on the other. The horse owners' lounge at Level 4 is connected via lifts to the horse walk with links to the champagne room and the post-race de-saddling and prize presentation area.



**Figure 12: Existing Grandstand Level 1 layout plan**

- i. Level 1 restricted areas  
Restricted areas at level 1 include the champagne room and weighing room. The former is used for post-race celebration by horse owners, trainers and jockeys; or prize presentation during wet weather. The weighing room is used for official weighing of jockeys before each race.
- ii. Level 2  
Level 2 of the Grandstand is a tiered seating and lounge area that is currently not in use.
- iii. Level 3  
Level 3 consist of exclusive areas with tiered platforms and seating lounges. The Victory Lounge is accessible to general public above 18 years of age for a fee of \$30. The Gold Card Members, who have subscribed to Gold Premium scheme, have access to the Hibiscus and Derby Rooms; while horse owners have exclusive access to the Owners' Lounge.

- iv. Level 4 VIP and Corporate boxes  
Level 4 consists of rentable corporate boxes as event venues. The rooms can be reconfigured for functions of various scales.
- v. Level 5  
Judges box and broadcasting studio are located on level 5. The location ensures consistency of sightlines towards the finishing lines.
- vi. Basement  
Basement level consist of jockey facilities (shower rooms, lockers and saddle racks), other racing operations related facilities (Official and Jockey waiting room; the Inquiry room; Record room; Medical treatment room) as well as M&E and storage spaces. The jockey facilities are connected directly to the weighing room at level 1 via lift access. A service road and 2 service docks in the basement provides service access to the Grandstand. The north dock is used for ambulance and other emergency services; and the southern dock is used for general building services such as loading/unloading, refuse removal etc.



**Figure 13: Schematic section of existing Grandstand**

### 3.2.2 Parade Ring

The Parade Ring is located in between Kranji MRT station and the Grandstand. The Parade Ring is where the racehorses are paraded before each race. It consists of a 63m x 45m high-level sheltered arena, surrounded by tiered seating areas that are integrated with Level 2 of the Grandstand. There are 22 stalls for preparation and saddling, as well as 2 enclosed calming stalls.



**Figure 14: Existing Parade Ring**

As with the Grandstand, the Parade Ring is usually only used during race days, although it also serves as a venue for ad-hoc public events and activities. For the purpose of the Master Plan, the relocation of the Parade Ring may be studied in order to better optimise the land between the MRT station and the Grandstand. A potential alternative location for the Parade Ring could be at the south-western end of the Forecourt, as this location helps to optimise the space at the Forecourt, and does not affect the sightlines between the race viewing areas and the winning post.

### 3.2.3 Racing Stables and Support Facilities

The existing total racing stables capacity is 1,561. Of these, 786 stalls are located in double storey stables in Blk 101 – 108; 538 stalls are in the newer single storey stables in Blk 109 – 119; and 237 stalls are in older single storey stables in Blk 201 – 214. About half of the stables are air-conditioned; while the other half are naturally ventilated. Each stable complex includes other facilities like paddocks, horse walkers, washbays, rolling boxes, horse treadmills. The race holding area also include 60 stalls.

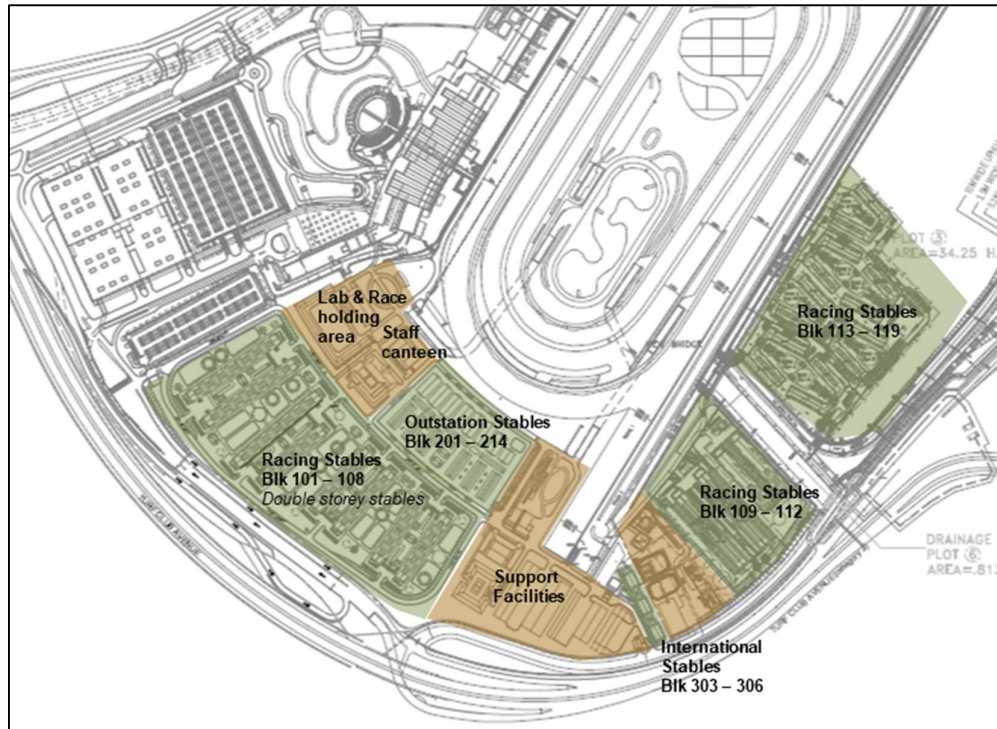




Figure 15: Existing double storey stables

S/N	Facility	Total GFA (sqm)	Stable Stalls
1	Racing Stables (Blk 113 – 119)	13,612.09	350
2	Racing Stables (Blk 109 – 112)	7,299.21	188
3	Local Stables (Blk 101 – 108)	30,668.35	786
4	Out-station Stables (Blk 201 – 214)	7,315.72	237
	<b>Total</b>	<b>58,895.37</b>	<b>1,561</b>

Figure 16: Breakdown of GFA and stable stalls for existing racing stables



**Figure 17: Layout of existing stables area**

In addition to the racing stables, there are also 34 international stables where international racehorses are housed during international racing events. Separation requirements are in place to prevent international horses from mixing with horses from other regions. This separation requirement also applies to the areas for the horses' movement and training. Horses of lower health status should also be separated from other healthy horses, as racing would have to be suspended for 6 months in event of disease outbreak. As such, maximum occupancy of the stables is capped at 95%, leaving about 5% of the stalls for control of disease outbreak, as well as rotation for washing rounds or maintenance works.

Existing support facilities for the racing stables (stipendiary) include secured administrative offices for horse racing staff; apprentice training facilities (gym, horse simulator room etc.); sheltered area for starting gates; and 10 horse stalls for starter hacks. Refer to item 4 for details on existing racing operations.

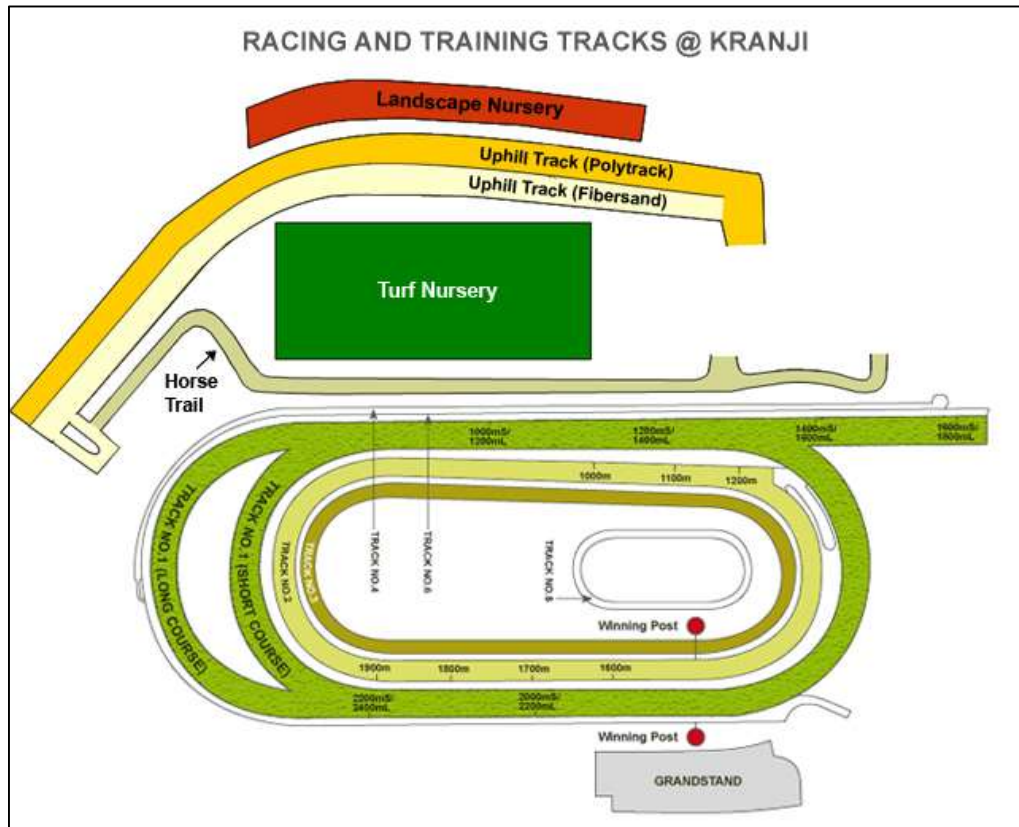
### 3.2.4 Racetracks and Infield

There is a total of 7 tracks at the Racecourse, with Tracks 1 and 2 used for racing. Other tracks are used for training purposes. The training tracks can be re-purposed if there are feasible alternative uses.

- a. Track 1 is a 2,000 metres (1¼ miles) long and 31 metres wide left-handed oval-shaped sand-based racetrack at Kranji. It is turfed with El-Toro Zoysia, a grass patented by the University of California and is reinforced with netlon fibres.

- b. Track 2 is a 1,500 metres long Polytrack used regularly for training and racing.
- c. Track No 3 - Course width 20 metres, 1300 metres
- d. Track No 4 - Course width 10 metres, 1000 metres
- e. Track No 5 - Course width 8 metres, 500 metres
- f. Track No 6 - Course width 6 metres, 1600 metres
- g. Track No 7 (Uphill) - Course width 11 metres, 1000 metres

A total of 41 floodlight masts, each 30 to 40 metres high, are strategically positioned around the main track to allow night racing to take place.



**Figure 18: Layout of existing racetracks at the Racecourse**

The infield is an open area of about 7.4ha, surrounded by the racetracks. The infield currently consists of detention ponds that capture run-off from the stables and racetracks; a 500m practice track; and decorative planting and open lawn. The infield currently does not serve any major functions, due to the challenges in providing public access through the racetrack to the area. The Master Plan shall give due consideration to how the infield area can be better utilized in line with the overall thrust to re-rationalize and optimize land assets within the Racecourse.



**Figure 19: Existing Infield area**

3.3.5 **Multi-storey carpark**

The naturally ventilated multi-storey carpark (MSCP) has 2,473 carpark lots and 2,120 motorcycle parking lots, spread out over five levels. The MSCP also includes a small facilities management office of about 560sqm in area.



**Figure 20: Existing MSCP**

The MSCP is maximum 60% full during the peak race days, and is hence generally under-utilised. The Master Plan study could therefore, potentially study the feasibility of repurposing the MSCP for other uses. However, while the existing MSCP structure was found to be in reasonably good condition, the structural loading of the MSCP has only been designed for typical car parking loading (2.5kPa live load) on all floors. As

such, repurposing of the existing excess carpark capacity to most other uses will likely result in overloading. The Master Plan may propose, subject to relevant life cycle cost considerations, retaining the existing MSCP as a carpark hub to serve other future developments in the Racecourse, in addition to horse racing events. Alternatively, the Master Plan can also consider alternative locations for car parking and free up the existing MSCP site for other uses. However, such relocation proposals will inevitably incur much needed capital and hence need to be justified from the overall cost-benefit perspective, while ensuring that on-going horse racing operations will not be affected.

### 3.3.6 **Administration Block**

The administration block is located to the south-west of the Grandstand. It consists of four levels of offices and ancillary facilities for STC staff. The block faces an open concourse between the public drop off and the Grandstand, and is directly connected to the Grandstand, the main public drop-off point, and a staff/VIP basement carpark with a total of 110 of carpark lots. The Master Plan may consider potential relocation of the administration block to optimise overall land use while providing better connectivity through the site, subject to relevant cost-benefit considerations.



**Figure 21: Existing Administration Block**

### 3.3.7 STC Riding Centre

The STC Riding Centre was constructed in 2010 for the equestrian sports segment of the Youth Olympic Games and is the current venue for national and international equestrian competitions. It consists of a classroom/administration block; a 6,573 sqm sheltered riding arena; livery facility; as well as stables and other supporting amenities. The Riding Centre includes a small F&B outlet of 328 sqm in the classroom/admin block.

As the facilities in the Riding Centre are relatively new, the structures in the Riding Centre should be retained as part of the Master Plan. Potential added on equestrian activities at the Riding Centre are being considered. Details will be provided to selected MDTs in Stage 2 RFP.



Figure 22: Existing Riding Centre

### 3.3 Topography

The low-lying areas within the Racecourse (< +106 AMSL) are concentrated around Kranji MRT station and the adjacent stretch of Sungei Mandai Canal (see section 3.4). The highest point at the Racecourse is at the Riding Centre area, which is over +130 AMSL. As such, the State Land parcel along Woodlands Avenue 3 has a gently sloping profile.

Another high point is the area around the existing Administration Block, which is over + 118 AMSL. Contrasted with the low-lying area around Kranji MRT station, this creates a slope of about 16m in height over 300m in distance between the MRT station and the Administration Block area.



Figure 23: Existing Topography within Racecourse

3.4 Green and Blue Spaces

The existing waterbodies in the Racecourse consist of Sungei Mandai Canal, which flows from the Mandai area to the Johor Straits in the North (along with treated effluent discharge from the Mandai attractions); and water retention ponds within the infield, which collect run-off from the stables area.



Figure 24: Green and Blue areas within Racecourse



**Figure 25: Existing Retention Ponds (left) and Sungei Mandai Canal near Turf Club Ave (right)**

The existing green areas consist mainly of the green buffer along BKE to the east of the Racecourse. The green buffer is generally secondary forest growth, which create a rustic environment in the area. Another green area is the landscaped area adjacent to the Kranji MRT station. However, the landscaped area is generally not used, as it is not designed as a park but serves more as a buffer that separates wagering areas in the Grandstand and Parade Ring, and other general public areas surrounding the MRT station.



**Figure 26: Existing green buffer along BKE (left) and landscape area adjacent to MRT station (right)**

### 3.5 Traffic circulation

The existing traffic access points take into consideration the traffic capacity and constraints for the public road surrounding the Racecourse. Public vehicular access is taken mainly from, and discharged through the ingress/egress points along Turf Club Avenue. The access point at Woodlands Road serves only as a secondary ingress/egress to/from the Racecourse.

However, on non-race days it is not open for use given the capacity constraints along Woodlands Road due to heavy passenger bus and industrial traffic along the road. The STC Riding Centre is served by a separate public road, Equestrian Walk, which leads directly from Woodlands Avenue 3.

On non-race days, all vehicular traffic to the Racecourse (except for the Riding Centre) is directed through access points along Turf Club Avenue. From there, public would go through a vehicular gantry for access to the MSCP and the vehicle drop-off point. Staff would proceed along the same way and go behind the MSCP to reach the VIP/staff basement carpark. Vehicular egress is also discharged through the Turf Club Avenue, leading directly to BKE and Seletar Expressway (SLE).



**Figure 27: Existing main gantry access from Turf Club Ave (left) and VIP access from Woodlands Rd (right)**

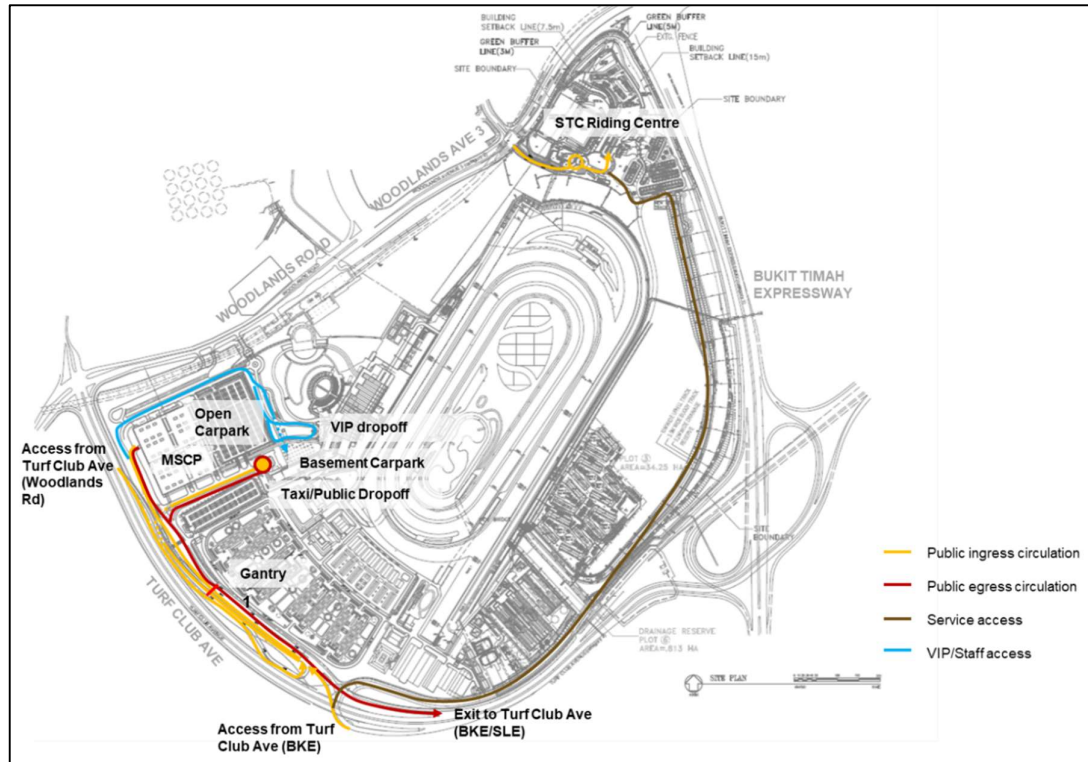


Figure 28: Existing non-race day traffic circulation

On race-days, public vehicular access remain the same. However, staff and VIPs would be able to access the VIP drop off and basement carpark via the access point at Woodlands Road. Given the limited vehicular access points into the Racecourse, a proper traffic and transportation study will need to be conducted as part of the Master Plan to ensure that there is sufficient capacity to accommodate added traffic when the Racecourse is redeveloped to take in other leisure uses and attractions. In addition, the sense of arrival experience will need to be considered for future visitors to the Racecourse.

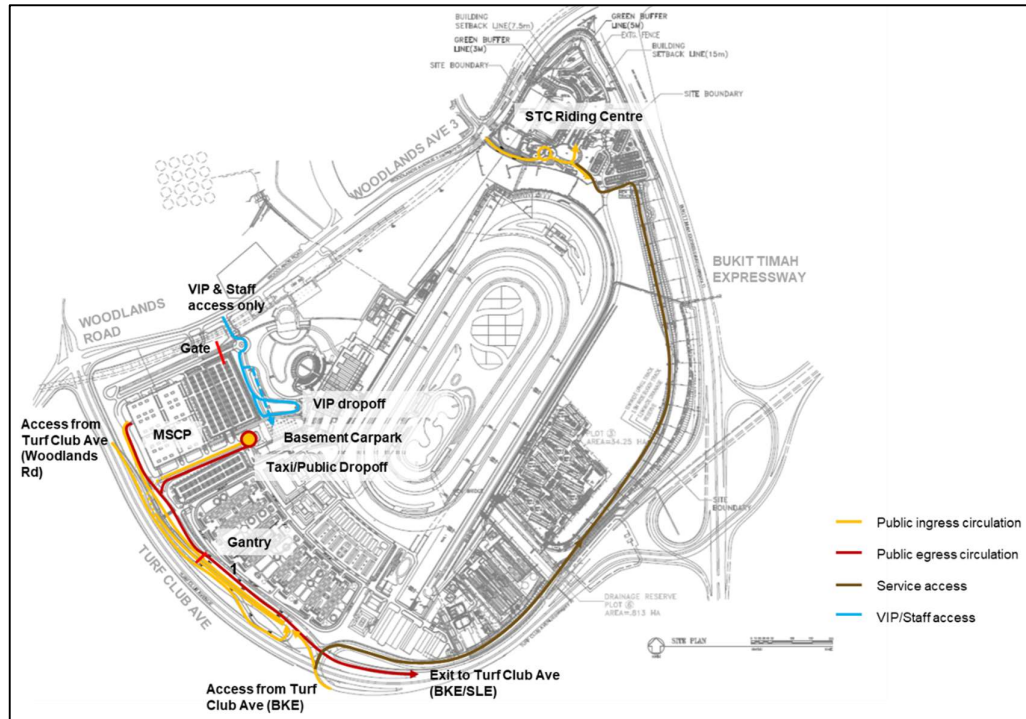


Figure 29: Existing race day traffic circulation

3.6 **Pedestrian circulation**

Government regulations restrict access to wagering areas at the Grandstand during race days to persons who are 18 year old and above. In addition, pedestrian routes taken by members of public to non-wagering areas within the Racecourse are also required to be properly segregated from that taken by race goers to wagering areas (see item 5 for Regulatory requirements on limiting exposure of general public to horseracing activities).

There are three existing alternative routes to the wagering areas at the Grandstand. From the MRT station, a sheltered walkway leads to the wagering area at level 1 of the Grandstand; while an unsheltered, uphill route takes race goers to level 2 of the Grandstand. From the MSCP, a sheltered walkway connects directly to level 2 of the Grandstand. Gantries are situated along respective routes to control public access and levy a fee of \$6 for entry to wagering areas.



Figure 30: Existing sheltered walkway from MRT to Grandstand L1 (left) and unsheltered walkway from MRT to Grandstand L2 (right)

A separate sheltered walkway leads towards the go-kart circuit and open carpark. The latter has been used as a venue for non-restricted public events, such as themed street markets, due to the ease of segregating this area from the wagering areas at the Grandstand.

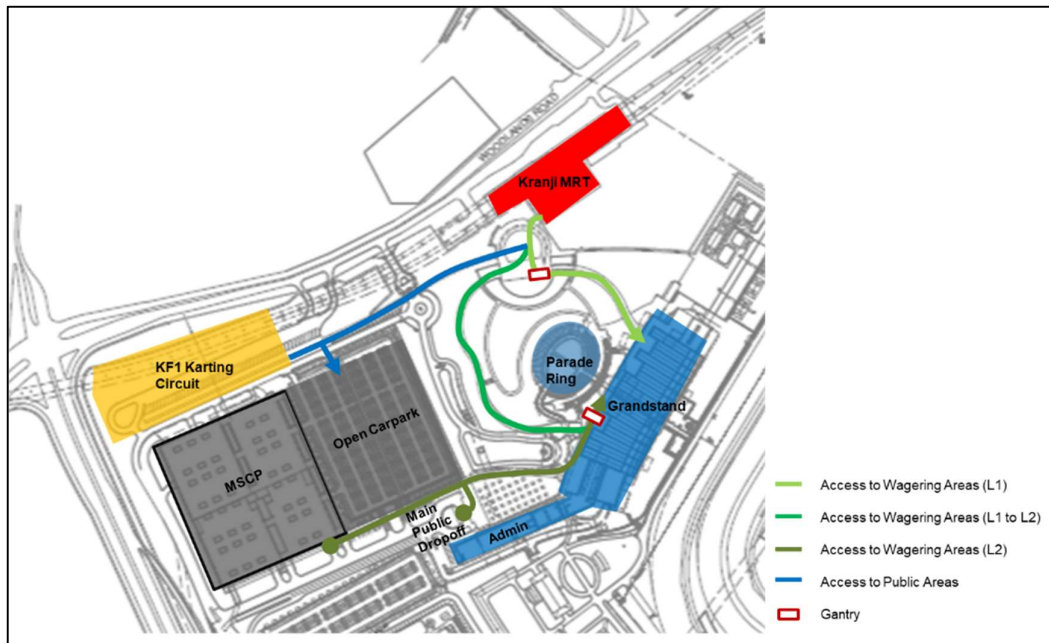


Figure 31: Existing pedestrian circulation from Kranji MRT

#### 4.0 EXISTING RACING OPERATIONS

##### 4.1 Existing racing schedules

Races are currently held on most Friday evenings and Sunday afternoons. There are also simulcast races from Australia, Hong Kong, Malaysia, Macau, New Zealand, South Africa, and Europe, and occasionally from Japan, Korea and UAE (Dubai) on most racing days, Wednesday and Saturday.

##### 4.2 Existing racing operations activities

The STC currently organizes about 800 live races annually and these take place on Friday evenings and Sunday afternoons. In support of the intense racing calendar, there are numerous activities that need to be carried out by the various departments in the course of the week. These activities would include horse training, facilities maintenance, track maintenance, servicing of equipment, delivery of goods, cleaning of facilities, race day preparations, transportation etc. Such activities are carried out according to a daily schedule, to ensure that they can be executed with the best efficiency, with minimal conflicts.

A tabulated schedule of the weekly Racing Operations activities, with the plan indicating the locations of relevant BOH areas in Appendix B. In general, track work is carried out daily from 6am to 10am. This involves trainers and jockeys taking horses out for exercise routines around various racetracks at the Racecourse. Track work activities can be observed from public areas like the Forecourt. Other forms of daily physical training for the horses also take place within the stable areas at treadmills, horse walkers and equine pools, in the mornings and afternoons. Horses that require veterinary care are also brought to the vet clinic for treatment in the morning and afternoon.

Various other servicing activities involving access of vehicles into the Racecourse generally occur after track work hours. These include delivery and collection of goods, as well as waste disposal. Servicing and maintenance of tracks are also carried out following end of track work, until 7pm in evening.

##### 4.3 Pre-race and post-race horse movements

On race days, the trainer will start preparing the horses three hours before the race. Handlers will move the horses to the pre-race holding area for horse weighing and blood collection 2.5 hours before the race. Barriers will also be moved from storage area to the starting line 2.5 hours before the race.

In the lead up to each race, the horse will be led by handler to the Parade Ring, where the horse will be put on hold in stall before being paraded by handler and returned to the stall for saddling. The jockey will depart from weighing room at level 1 of the Grandstand, mount the horse and proceed to the starting line.

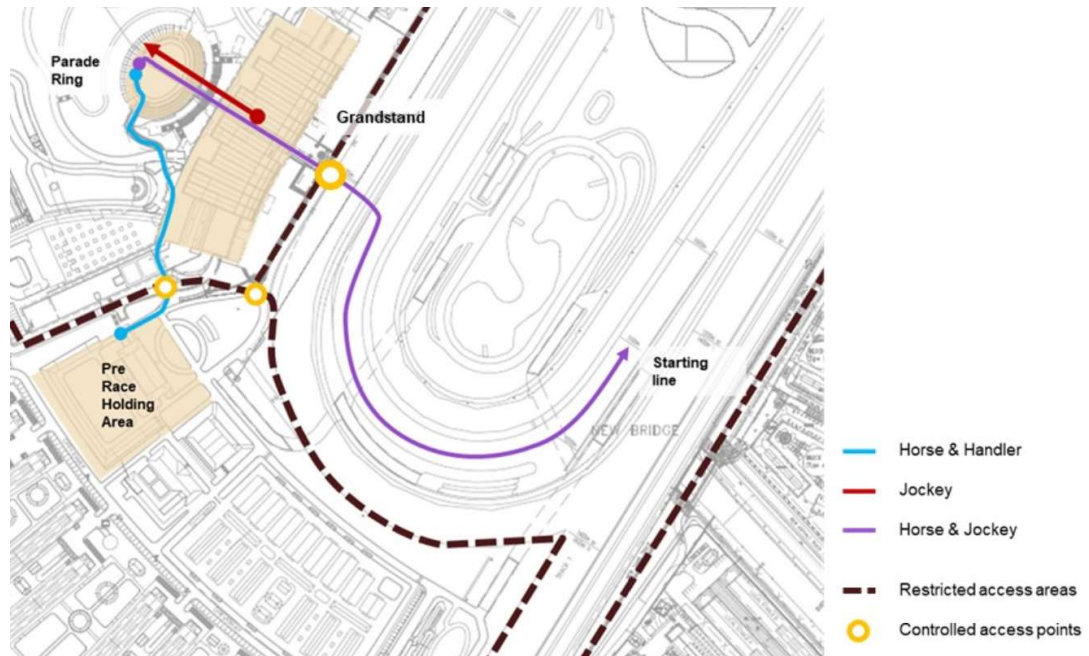


Figure 32: Pre-race horse movement route

Upon completion of race, the jockey will proceed to the de-saddling area at the forecourt. The handler will de-saddle the horse, after which the jockey will demount the horse and proceed to weigh-out at the weighing room, and onto the jockey area at the basement. For winning horses, the horse owner will arrive to level 1 of Grandstand via lift from the horse owners' lounge at level 4, and join the jockey and the horse at the prize presentation area. Horses will return to the post-race holding area, and winning horses will need to proceed for post-race tests.

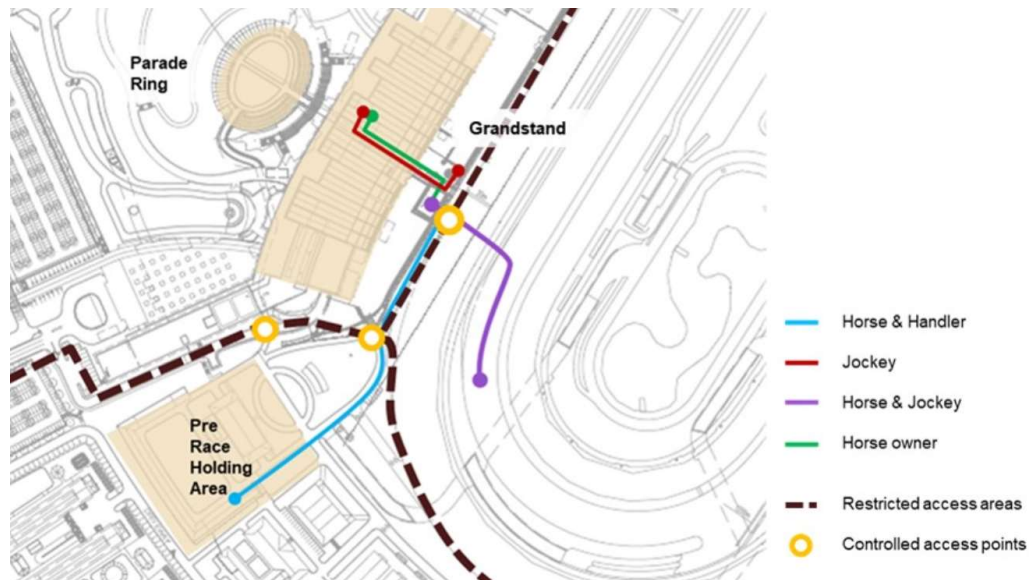


Figure 33: Post-race horse movement route

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**5.0 REGULATORY REQUIREMENTS ON LIMITING EXPOSURE OF GENERAL PUBLIC TO HORSERACING ACTIVITIES**

5.1 There is an established set of regulatory requirements as social safeguards to limit exposure of general public to horseracing and horse wagering activities.

5.2 Key principles relevant for the purpose of the Master Plan are as follows:

5.2.1 Ensuring minors are not exposed to horse racing and horse wagering

- a. Persons who are below the age of 18 years old are not permitted to view horse races.
- b. Advertisement and promotional materials and contents, as well as channels of communications are not to be targeted at persons below the age of 18 years old.

5.2.2 No inducement of gambling

- a. Segregation of events. Horse racing (inclusive of simulcast horse races) and horse wagering should be conducted in clearly demarcated areas, with admission gates to separate punters from members of the public. Events that are open to members of the public should not be held on the same day, time and event area where horse races or horse wagering are held.
- b. Communications and promotions. Information on horse races or horse wagering at the Racecourse should be confined to approved areas.
- c. Members of the public should not be able to view horse races at close proximity from outside the demarcated areas for horse racing and horse wagering.

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APPENDIX B

Existing racing operations schedule

<b>Monday – Friday</b>					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
Time / Duration	Activity	Brief description of activity	Personnel involved	Locations used (refer to Annex II)	Special considerations required
6am - 10am	<b>Track work</b>	Trainers will take the horses for exercise routines / trials around the racetrack	Trainers Jockeys Handlers Stipes, vets, tracks	Tracks 2,3,4,5,6, Uphill	No other events and activities should take place in the immediate vicinity of the tracks when track work (or trials) is taking place.
6am – 12pm 1pm – 5pm	<b>Vet clinic</b>	For horses that require veterinary care	Trainers Handlers Vets, tracks	Vet clinic Service road	No loud activities in the immediate vicinity of the clinic
6am – 11am (Depends on track work and trials)  2pm – 4pm	<b>Physical training of horses</b>	Working out horses, walking of horses around stable areas, horses to work on treadmills or using horse walkers	Trainers Handlers	Service road throughout stable areas. From block 101A all the way to 119.  Designated allocated areas of Trainers-owned treadmill and horse walkers.	NA
Both Equine pool 6am - 10am and 1pm - 4pm	<b>Horses Training at the Equine Pool</b>	Trainers will take the horses for swimming.	Handlers Track riders	2 Equine Pools.	NA
As and when required	<b>Horse transport services</b>	Providing transportation services for horses	Handlers Float drivers	Main Loading bay near block 303A.	Ramp up for ease of horses loading and unloading purpose.

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APPENDIX B

Monday – Friday					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
Time / Duration	Activity	Brief description of activity	Personnel involved	Locations used (refer to Annex II)	Special considerations required
8am - 12noon 1pm - 5pm	<b>Facilities Management</b>	Attend to fault reports from Trainers or its representatives	Stables Property and Facilities Tracks	All stable blocks and facilities within the stable areas	NA
10.30am - 2pm  Timing subject to track work hours, whichever is later and 4pm - 6pm.  No delivery on Singapore race days.	<b>Delivery and collection of goods</b>	Delivery of various goods, mainly feed, bedding, saddle cloth, laundry etc	Contractors Suppliers	Service road throughout stable areas.  From block 101A all the way to 119.  Feed and bedding warehouse at block 28 and block 32.	Delivery are only allowed after Trackwork. Delivery not allowed on raceday.
11am - 1.45pm  Timing subjected to track work hours, whichever is later.	<b>Waste Disposal</b>	Collection of waste from the Stable blocks	Waste disposal collectors	Service road throughout stable areas. From block 101A all the way to 119	Forklifts are used to collect manure bins.  These bins are unloaded to the skid tanks.  Collection of around 15 to 20 tons of waste daily.
8am - 5pm excluding raceday.	<b>Servicing of Club vehicles. Buggies</b>	P&F workshop. Periodic servicing and repairs of vehicles	Buggies owned by various departments.	Workshop at block 26.	NA

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Racedays 1.30pm - End of Race  Saturday close	<b>Barriers Floats Tractors</b>		Tractors by Tracks department  Float by Stables department.		
<b>Monday – Friday</b>					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
<b>Time / Duration</b>	<b>Activity</b>	<b>Brief description of activity</b>	<b>Personnel involved</b>	<b>Locations used (refer to Annex II)</b>	<b>Special considerations required</b>
10am to 12pm and 2 pm to 5pm  (Start time depends on the end time of trackwork/trials)	<b>Diesel pumping station</b>	Diesel pump station	Tracks Float by Stables department.	Loading bays near block 303A.	Flammable hazard.
10am to 7pm  (Start time depends on the end time of trackwork/trials)	<b>Servicing and Maintenance of Tracks</b>	Tracks maintenance and servicing	Tracks	All Tracks Water points 1 and 2	NA
6am to 10am  (End time depends on trackwork/trial end time)	<b>Standby Ambulance</b>	Ambulance on standby ready to move out when required	Tracks	1 at hill track buggy way 1 at service road 2 (Near 1000M Track 2)	
<b>Race day - Fridays</b> No delivery on Singapore race days.	<b>Delivery and collection of goods</b>	Delivery of various goods, mainly feed, bedding, saddle cloth, laundry etc.	Contractors Suppliers	Service road throughout stable areas.  From block 101A all the way to 119.	Delivery are only allowed after Trackwork.  Delivery not allowed on raceday.

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<p><b>Non Race day - Fridays</b> 10.30am - 2pm</p> <p>Timing subjected to track work hours, whichever is later and 4pm - 6pm.</p>				<p>Feed and bedding warehouse at block 28 and block 32.</p>	
<p><b>Monday – Friday</b> Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities</p>					
Time / Duration	Activity	Brief description of activity	Personnel involved	Locations used (refer to Annex II)	Special considerations required
<p><b>Racedays Fridays</b> 1.30pm - End of Race Saturday Close</p> <p><b>Non Race days - Fridays</b> 8am - 5pm</p>	<p><b>Servicing of Club vehicles. Buggies Barriers Floats Tractors</b></p>	<p>P&amp;F workshop. Periodic servicing and repairs of vehicles</p>	<p>Buggies owned by various departments.</p> <p>Tractors by Tracks department</p> <p>Float by Stables department.</p>	<p>Workshop at block 26.</p>	<p>NA</p>
<p><b>Friday: Race day</b></p>	<p><b>Race day</b></p>	<p>Race day operations.</p> <p>3hrs - Trainer start preparing the horses.</p> <p>2.5hrs - Horses to reach pre-race holding area for horse weighing and blood collection.</p> <p>2.5hrs - Barriers to be moved out from storage using tractors.</p> <p>Water tanks will be loaded frequently</p>	<p>Trainers Handlers Vets Officials Tracks</p>	<p>Barrier storage area</p>	<p>Water loading point 1 cannot be used.</p>

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		at water loading point 2. Tractors to standby and to work on tracks.  Ambulance to standby 1.5hrs before the race till the end of the race.			
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<b>Saturday and Sunday</b>					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
Time / Duration	Activity	Brief description of activity	Personnel involved	Locations used (refer to attached site plan)	Special considerations required
6am - 10am	<b>Track work</b>	Trainers will take the horses for exercise routines / trials around the racetrack	Trainers Jockeys Handlers Stipes, vets, tracks	Tracks 2,3,4,5,6, Uphill	No other events and activities should take place in the immediate vicinity of the tracks when track work (or trials) is taking place.
6am – 12pm 1pm – 5pm	<b>Vet clinic</b>	For horses that require veterinary care	Trainers Handlers Vets, tracks	Vet clinic Service road	No loud activities in the immediate vicinity of the clinic
6am – 11am	<b>Physical training of horses</b>	Working out horses, walking of horses around stable areas, horses to work on treadmills or using horse walkers	Trainers Handlers	Service road throughout stable areas.  From block 101A all the way to 119.  Designated allocated areas of Trainers owned treadmill and horse walkers.	NA
<b>Sat :</b> 6am -10 am  <b>Sun:</b> 7am-10am (Only Old Pool)	<b>Horses Training at the Equine Pool</b>	Trainers will take the horses for swimming.	Handlers Track riders	2 Equine Pools. 1 near Block 214. The other is near block 117.	NA
As and when required	<b>Horse transport services</b>	Providing transportation services for horses	Handlers Float drivers	Main Loading bay near block 303A.	Ramp up for ease of horses loading and unloading purpose.

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Saturday and Sunday					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
Time / Duration	Activity	Brief description of activity	Personnel involved	Locations used (refer to attached site plan)	Special considerations required
<b>Raceday -</b> Twilight Race. Waste disposal timing. 11am - 1.45pm.  <b>Non Race day -</b> 11am - 1.45pm	<b>Waste Disposal</b>	Collection of waste from the Stable blocks	Waste disposal collectors	Service road throughout stable areas. From block 101A all the way to 119	Forklifts are used to collect manure bins. These bins are unloaded to the skid tanks. Collection of around 15 to 20 tons of waste
<b>Race day - Saturdays</b> No delivery on Singapore race days.  <b>Non Race day - Saturdays</b> 10.30am - 2pm Timing subjected to track work hours, whichever is later and 4pm - 6pm.	<b>Delivery and collection of goods</b>	Delivery of various goods, mainly feed, bedding, saddle cloth, laundry etc.	Contractors Suppliers	Service road throughout stable areas.  From block 101A all the way to 119. Feed and bedding warehouse at block 28 and block 32.	Delivery are only allowed after Trackwork.  Delivery not allowed on raceday.
8am - 12noon	<b>Facilities Service Teams</b>	Day to day cleaning of debris off service roads, drains, stable perimeters, pest controller related requested etc.	Pest controller (P&F) Ground Cleaners (P&F) Stable cleaners (Stables)	Service road throughout stable areas. From block 101A all the way to 119	NA

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8am - 12noon	<b>Facilities Management</b>	Attend to fault reports from Trainers or its representatives	Stables Property and Facilities Tracks	All stable blocks and facilities within the stable areas	NA
<b>Saturday and Sunday</b>					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
<b>Time / Duration</b>	<b>Activity</b>	<b>Brief description of activity</b>	<b>Personnel involved</b>	<b>Locations used</b> (refer to attached site plan)	<b>Special considerations required</b>
<b>Sat only</b> 10am to 12pm and 2 pm to 5pm  (Start time depends on the end time of trackwork/trials)	<b>Diesel pumping station</b>	Diesel pumping station	Tracks Float by Stables department.	Loading bays near block 303A.	Flammable hazard.
<b>Sat:</b> 10am to 7pm (Start time depends on the end time of trackwork/trials)  <b>Sun :</b> 7 am - 11am	<b>Servicing and Maintenance of Tracks</b>	Tracks maintenance and servicing	Tracks	All Tracks Water points 1 and 2	NA
<b>Sat:</b> 6am to 10am	<b>Standby Ambulance</b>	Ambulance on standby ready to move out when required	Tracks	1 at hill track buggy way  1 at service road	NA

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(End time depends on trackwork/trial end time)				2 (Near 1000M Track 2)	
<b>Saturday and Sunday</b>					
Note: Items in red indicate activities involving equine movement; items in brown indicate other BOH activities					
Time / Duration	Activity	Brief description of activity	Personnel involved	Locations used (refer to attached site plan)	Special considerations required
<b>Race days Sat and Sun</b>  1.30pm - End of Race  <b>Non race day - Sat / Sun Close</b>	<b>Servicing of Club vehicles. Buggies Barriers Floats Tractors</b>	P&F workshop. Periodic servicing and repairs of vehicles	Buggies owned by various departments.  Tractors by Tracks department  Float by Stables department.	Workshop at block 26.	NA
<b>Sat or Sun: Race day</b>	<b>Race day</b>	Race day operations. 3hrs - Trainer start preparing the horses.  2.5hrs - Horses to reach pre-race holding area for horse weighing and blood collection.  2.5hrs - Barriers to be moved out from storage using tractors. Water tanks will be loaded frequently at water loading point 2.	Trainers Handlers Vets Officials Tracks	Barrier storage area	Water loading point 1 cannot be used.

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		Tractors to standby and to work on tracks.  Ambulance to standby 1.5hrs before the race till the end of the race.			
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**RFP FOR CONSULTANCY SERVICES FOR THE MASTER PLANNING, DESIGN AND IMPLEMENTATION OF AN INTEGRATED LEISURE DESTINATION AT THE SINGAPORE RACECOURSE**

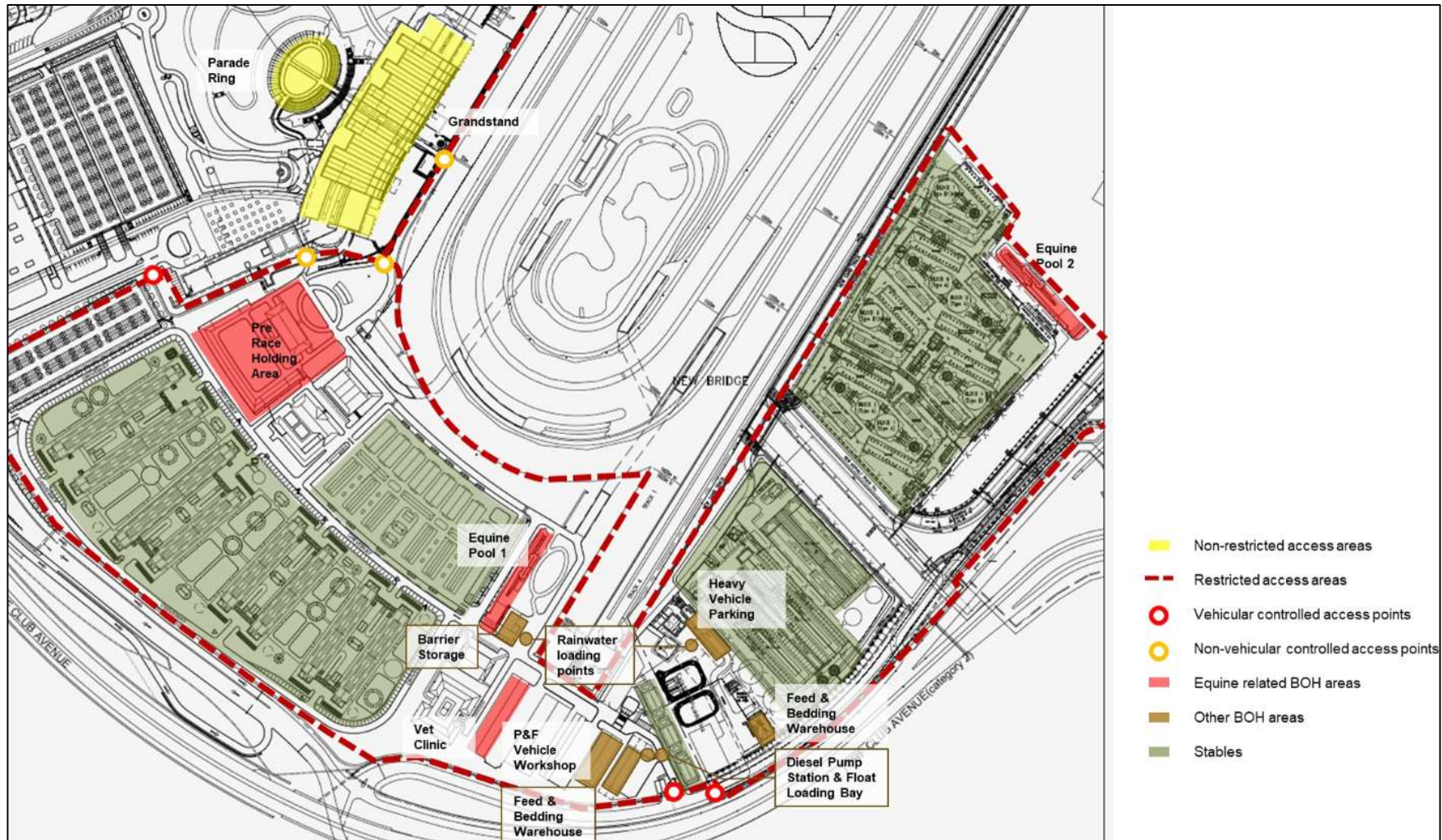
**APPENDIX B**

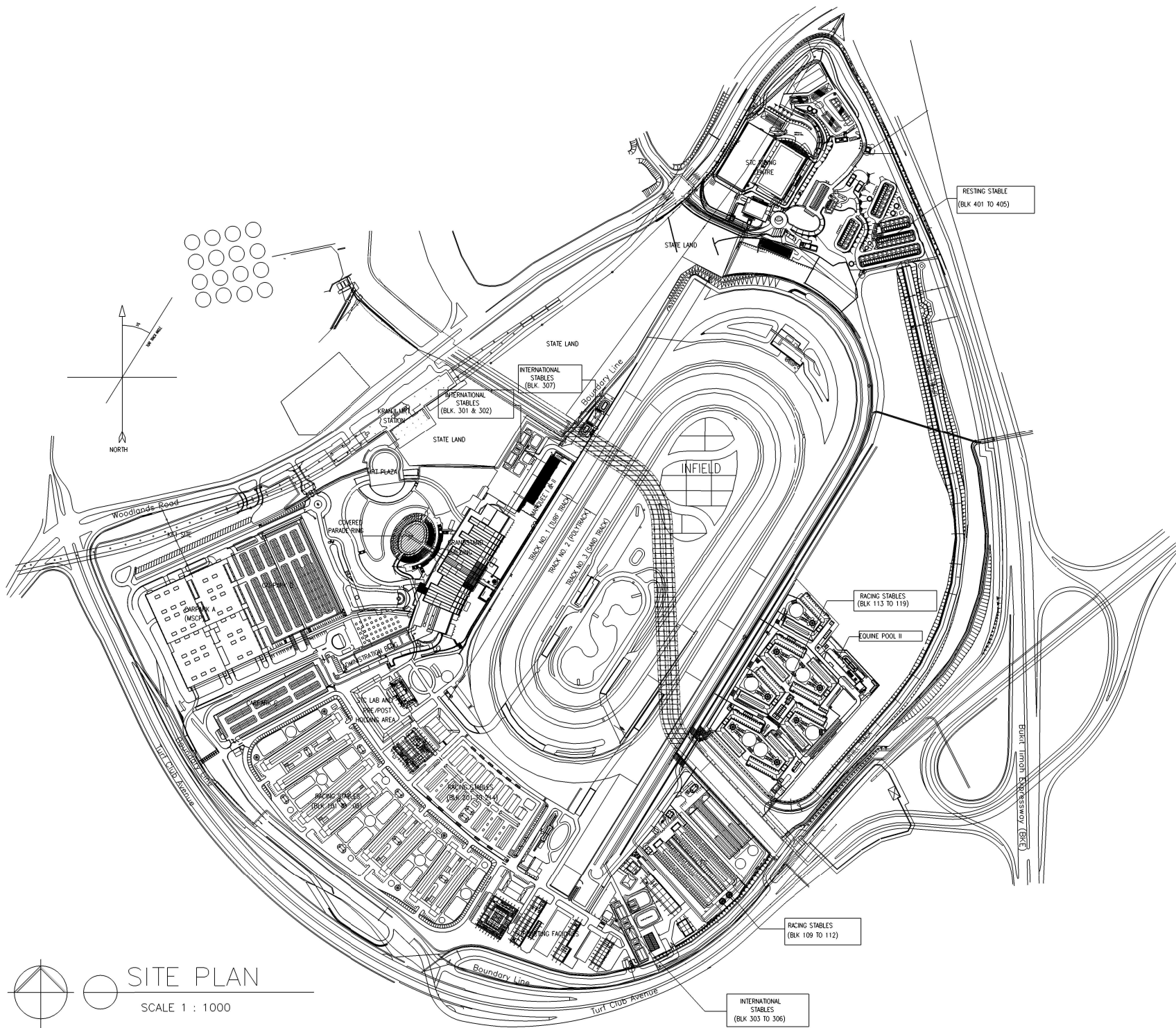
**Location map of racing operations areas**

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APPENDIX B





SINGAPORE TOTALISATOR BOARD

LAND OWNER'S SIGNATURE

LAND OWNER'S ADDRESS: SINGAPORE TOTALISATOR BOARD  
210 HIDDLE ROAD # 04-01  
SINGAPORE 189994

DEVELOPER'S SIGNATURE

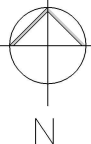
DEVELOPER'S ADDRESS: SINGAPORE TURF CLUB  
1 TURF CLUB AVENUE  
SINGAPORE RACECOURSE  
SINGAPORE 738078

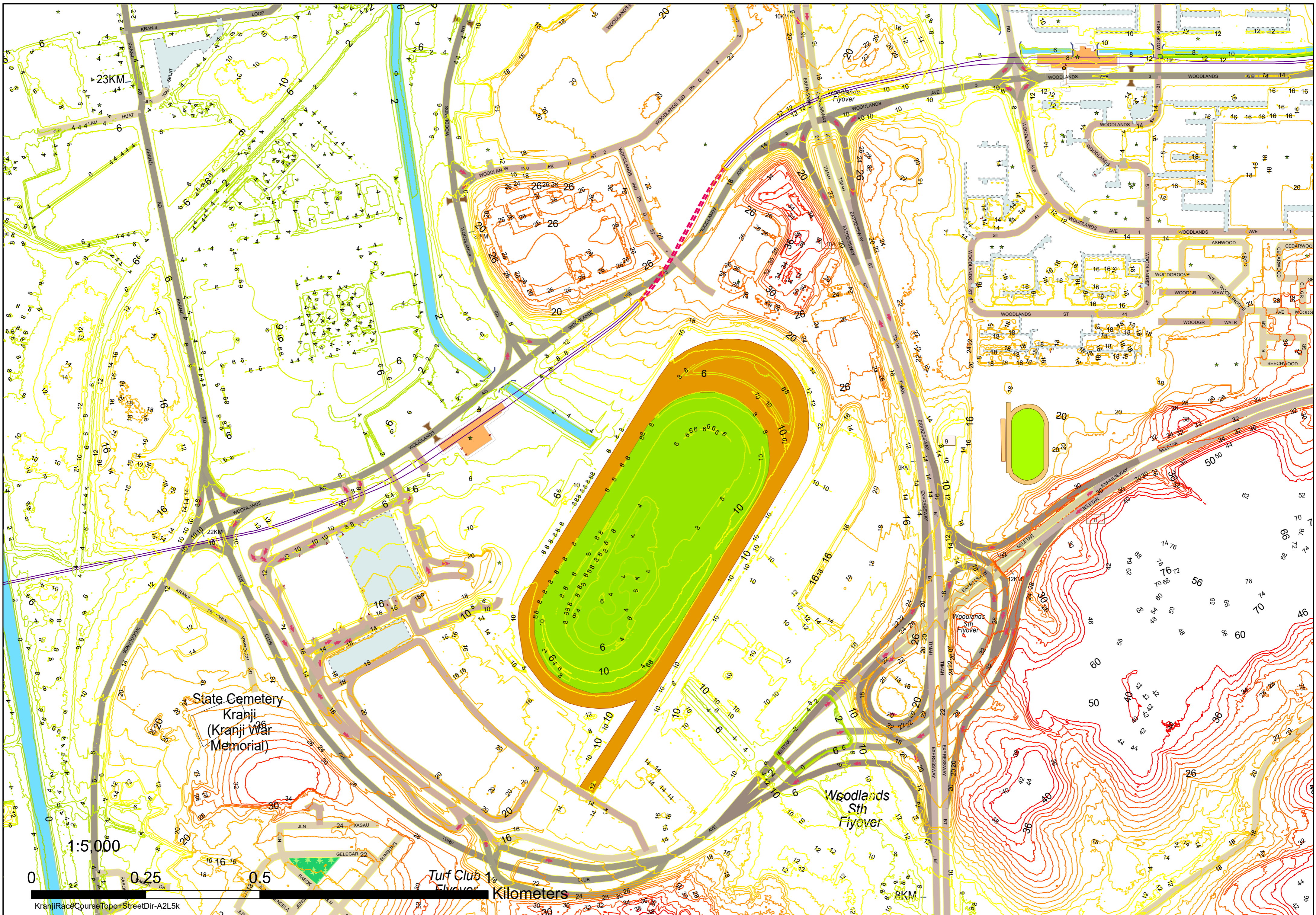
PROJECT TITLE

ARCHITECT

DRAWING INFORMATION

DRAWING TITLE		REVISION
SITE PLAN		
SCALE	AS SHOWN	JOB NO.
DATE ISSUED	19 MAY 2017	STC/01/2017
PREPARED	TEO Y C	DRAWING NO.
CHECKED		STC/AMP/01
FILE INFORMATION		
DATE MODIFIED		
PATH/FILE		

 **SITE PLAN**  
SCALE 1 : 1000



23KM

State Cemetery  
Kranji  
(Kranji War  
Memorial)

Woodlands  
Sth  
Flyover

Turf Club 1  
Flyover

1:5,000

0 0.25 0.5 Kilometers

Kranji Race Course Topo+StreetDir-A2L5k

<USER NAME>



1 Kilometers

0.5

0.25

1:5,000

0

Kranji Race Course (pp) - Street View - Aerial

<USER NAME>

## Turf Club looks beyond racing for revamp



An aerial view of the Singapore Turf Club, which sits on land about the size of 166 football fields. There are no plans to scrap the racecourse. PHOTO: TOTE BOARD PUBLISHED

4 HOURS AGO

### **The Tote Board is seeking ideas to transform 133ha site in Kranji into an integrated leisure destination**

Melissa Heng

Singapore's only horse-racing club is looking to expand beyond being a racecourse to becoming a lifestyle destination with recreational facilities for the whole family. The 177-year-old Singapore Turf Club (STC) in Kranji sits on 133ha of land, which is about the size of 166 football fields. The race track alone is about 34ha. The Tote Board, which governs the STC, issued a request for information (RFI) last Monday to seek ideas on how to transform the club into an integrated leisure destination. This could include themed attractions, community parks, accommodation and retail spaces.

A Tote Board spokesman told The Straits Times last Friday that the purpose of the RFI is to invite market interests, both locally and internationally, for the project. The RFI says the board is looking for companies with "design skills and creative practices in architecture, landscape architecture, master planning and urban design, experiential concept master planning and design, parks and open space design and transport planning".

The RFI, which will close on Nov 4, also makes clear that the racecourse will not be scrapped. "While the racecourse will continue to operate, the plan is not to promote horse-racing activities, but to re-imagine how the racecourse land and its existing facilities can be rationalised, replanned and optimised such that the remainder of the site can be redeveloped into an integrated and extraordinary leisure destination with unique offerings and attractions."

Plans to transform the club into a lifestyle destination first surfaced in 2017 when STC chief executive Chong Boo Ching took charge of the club amid declining finances. In the last decade, the STC's annual gaming revenues fell from \$2 billion to \$1.2 billion.

Industry experts said it was about time the club took concrete steps to change and that possible attractions could include a riding school, a farmer's market, rock climbing facilities or a local version of Bangkok's Chatuchak market.

Said Dr Harvey Neo, head of programmes at the Lee Kuan Yew Centre for Innovative Cities at Singapore University of Technology and Design: "I'm surprised it has taken them so long to revamp. The turf club is a highly under-utilised space. It's only really active during the weekends and other times it is just dead space that is not optimised."

Races are held on selected Fridays, Sundays and public holidays of each month. Guests must be 18 years old and above to enter the racecourse on race days. Dr Neo suggested the club could capitalise on the crowds of people who are attracted to existing nature-themed attractions in the area, including Sungei Buloh Wetland Reserve, the Kranji marshes and nature trail, and the Singapore Zoo.

"I'm thinking maybe there could be a riding school or other outdoor sporting activities like rock climbing. That would be attractive to children and families," he said.

Mr Chew Kian Beng, course chair for the diploma in hospitality and tourism management at Temasek Polytechnic's School of Business, suggested that the space could be used as a marketplace to support local entrepreneurs. "This could be done by charging minimally so that young entrepreneurs can pursue their passions. Something like Chatuchak market in Bangkok."

But the experts also said that the club could find it difficult to shed its current image while trying to rebrand itself. Said Dr Neo: "One of the challenges is that the races are on the weekends and this is when the club would also want to attract families. So they would have to make a clear distinction between the gambling area, where those under 18 would not be able to enter, and the other areas for all ages."

Ms Regina Yeo, adjunct senior lecturer of marketing at the National University of Singapore's Business School, said: "The perception now is that the Turf Club has nothing exciting for families or young people. It is not a place that comes to mind as a destination venue when friends want to meet and catch up."

But Dr Neo felt this could be changed with the right marketing.