



JTC Sale of Site  
**Industrial  
Development**

Land Parcel at  
Tampines North Drive 4 (Plot 1)

Tender Ref: MLM-PLA-0000365

Technical Conditions of Tender



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**SALE OF SITE**  
FOR BUSINESS 2 DEVELOPMENT  
**ON LAND PARCEL**  
**AT TAMPINES NORTH DRIVE 4 (PLOT 1)**

TECHNICAL CONDITIONS OF TENDER

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## **PART I**

### **1.0 GENERAL**

- 1.1** The Jurong Town Corporation (“JTC”), is inviting offers for lease by tender for the Land Parcel at Tampines North Drive 4 (Plot 1) (“the Land Parcel”). The lease of the Land Parcel is subject to these Technical Conditions of Tender and the Conditions of Tender for the Land Parcel.
- 1.2** The Successful Tenderer must in addition to the Conditions of Tender observe and comply with these Technical Conditions of Tender. The Conditions of Tender, and these Technical Conditions of Tender are to be read together with the Control Plan(s) of the Land Parcel supplied in the Tenderer’s Packet.

## PART II

### 2.0 PLANNING GUIDELINES

2.1 The planning parameters for the Land Parcel are:

PLANNING PARAMETERS	PROVISION / REQUIREMENT
Site Area	18,435.4 sqm
Land use/ Zoning	"Business 2"
Allowable Development	<p>The industrial component within the development on the Land Parcel shall be for any use or uses that are permitted by the Competent Authority under the Planning Act (Cap 232) for 'Business 2' zoning, in accordance with the Master Plan Written Statement.</p> <p>The development shall be subject to the approval of JTC and all the relevant Competent Authorities.</p> <p>Warehousing and third-party logistics are not allowed.</p>
Heavy Vehicle Lots	<p>The Successful Tenderer shall provide a licensed Heavy Vehicle Park with at least 99 heavy vehicle parking lots within the industrial development. These heavy vehicle parking lots shall be provided over and above the minimum number of heavy vehicle parking lots required within the Land Parcel under the Parking Places (Provision of Parking Places and Parking Spaces) Rules for the proposed industrial development.</p> <p>Where the successful tenderer decides to strata-subdivide the development, the heavy vehicle park shall be comprised in a separate single strata lot.</p>
Permissible Gross Plot Ratio (GPR) for the proposed development on the Land Parcel	<p>2.5 (maximum) 2.0 (minimum)</p> <p>All tenderers are advised to carry out their own simulations to ascertain the achievable GPR prior to the submission of their tenders.</p>
Building Height (maximum) *	<p>The development height limit is 64m SHD. See <b>Annex A</b>.</p> <p>All fixtures/structures on the rooftop of the developments (e.g. antenna, lift motor rooms, cranes, maintenance equipment, lightning conductors and water tank) are also subject to the above height limit. During construction phase/all tall construction machineries and temporary structures such as cranes, piling rigs, etc, must adhere to the same height limit.</p>
Industrial Use Quantum	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
Storey Height Control	
Covered Linkway	The construction of the covered linkway can only commence after alienation of airspace from the state.

<p>Planning Guidelines (This section shall be read in tandem with the Urban Design Control Plan, Cross Sections and Planting List)</p>	
<p>Building setback</p>	<p>Minimum 11m along Tampines Avenue 10 inclusive 3m green buffer</p> <p>Minimum 15.5m along Tampines Link inclusive 7.5m green buffer</p> <p>Minimum 15.5m and 11m along Tampines North Drive 4 inclusive of 7.5m and 3m green buffer respectively as indicated on the Control Plan.</p> <p>Minimum 10m inclusive 2m peripheral planting along the common boundary between Plot 1 and Plot 2</p>
<p>Platform level</p>	<p>The development minimum platform level shall be 0.6m higher in relation to the adjacent road levels, roadside pedestrian walkways and existing bus stop along Tampines Avenue 10.</p> <p>The development minimum platform level shall be 0.6m higher in relation to the adjacent road levels and pedestrian walkway and future bus stop along Tampines North Drive 4.</p> <p>These above-mentioned platform levels shall be seamlessly mitigated and connected to the respective roadside pedestrian walkways and subject to PUB's approval.</p> <p>The differences in platform levels, between the roadside pedestrian walkway, existing bus stop and future bus stop, covered walkway, linkway and the building platform level shall be mitigated within the mitigation zone and shall be designed for barrier free access (BFA).</p> <p>Please refer to the indicative proposed development platform levels in the Control Plan (<b>Annex B1</b>) and Cross Section A-A, B-B and C-C (<b>Annex B2</b>).</p> <p>The Successful Tenderer shall consult all relevant agencies on the technical requirements of the proposed platform levels.</p>
<p>Service Area</p>	<p>Service areas including the refuse bin centre, bulk meter, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, condensers, loading / unloading bays, holding bays, and vehicular ramps shall be located as indicated on the Control Plan and shall be screened from public view using tiered landscaping within the 7.5m green buffer along Tampines Link and part of Tampines North Drive 4.</p> <p>All M&amp;E spaces including electrical substation and 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 landscaping and/or architectural treatment.</p> <p>All service areas, M&amp;E equipment and water tanks located on the rooftop shall be fully concealed aesthetically on all sides of the building façade.</p>

	There shall be no open storage on all sides of the development. All storage shall be housed and enclosed within the main building.
Retaining Walls	Retaining walls shall not be allowed within the development. If required due to site constraints or for compliance with statutory requirements, the retaining walls 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.
Vehicular Access	All vehicular access to the development shall be taken from Tampines North Drive 4 at the indicative location as shown on plan, with the exact location being subject to LTA's approval. The proposed access point must be located at least 50m away from the road junction of Tampines North Drive 4/Tampines Link and at least 30m away from the safeguarded future bus stop/bay along Tampines North Drive 4.
Carpark & Vehicular Ramp	<p>No carpark shall be allowed along all public roads. All car parking including heavy vehicular parking provisions shall be integrated/concealed within the building envelope or in multi storey/basement carparks.</p> <p>The car parking shall be located and designed with the ease of accessibility to the industrial canteen.</p> <p>Vehicular ramps and multi storey car parks shall be located at Service Area as indicated in the Control Plan and shall be visually concealed from public view with vertical greenery or architectural treatment.</p>
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located along the Tampines North Drive 4 as indicated on the plan. The drop-off point shall be well designed to ensure seamless connectivity with the development's lobby as well as effective weather protection. To maximize the development's buildable area, it is strongly encouraged for the drop-off point to be integrated within the overall building envelope.</p> <p>Traffic calming measures shall be provided at the drop-off point and at pedestrian connections to the bus stops and to the pedestrian crossing to ensure pedestrian safety and no obstruction of pedestrian flow within the development.</p>
Mitigation Zone	<p>The mitigation zone shall be provided as indicated on the Control Plan, Cross Section A-A, B-B and C-C. The mitigation zone is an area between the outdoor and indoor public space of an individual parcel such as the covered walkway, lobby, roadside pedestrian walkway, bus stops etc. Within the mitigation zone all platform levels of public and semi-public spaces including indoor and outdoor spaces shall follow the requirements of Platform Levels mentioned above.</p> <p>Any differences between the building platform level, the covered walkway, linkway and the adjacent roadside pedestrian walkway</p>

	shall be mitigated within the building line at the first storey and shall be designed for barrier free access (BFA).
Industrial Canteen	The Successful Tenderer shall provide an ancillary canteen within the development as indicated on the Control Plan. It shall be designed seamlessly with the covered walkway and well-connected to the pick-up and drop-off points. The ancillary canteen shall be open to public.
Pedestrian and Last mile connectivity	
Covered Walkway	<p>Covered walkway shall be provided as part of the comprehensive 24/7 pedestrian network to ensure convenient and unimpeded pedestrian movement and connectivity during inclement weather conditions.</p> <p>Covered walkway with a minimum width of 3.6m (3.0m clear) and a minimum clear height of 3.6m shall be provided along the periphery of the building envelope fronting public road and/or Pedestrian Corridor as indicated on the Control Plan. It shall be seamlessly integrated within the building and shall be designed for barrier free access (BFA) and weather protection.</p> <p>Drop-panels if necessary, shall be provided to allow effective weather protection of the covered walkway.</p> <p>The design of the proposed covered walkways shall comply with the prevailing requirements of all relevant authorities.</p> <p>Based on URA's Development Control, the covered walkways along common boundary between Plot 1 and 2 shall not be GFA exempted while the covered walkways along Tampines Avenue 1 and Tampines North Drive 4 shall be GFA exempted, subject to URA's approval.</p>
Covered Linkway Extension	<p>To ensure the effectiveness of the overall covered walkway network in terms of connectivity, the covered walkway shall be extended to the existing bus stop along Tampines Ave 10 and future bus stop along Tampines North Drive 4 with the most direct and shortest possible distance to the bus stops.</p> <p>The covered linkway shall be extended up to the parcel boundary to connect to the future development of Plot 2, pedestrian walkway at the junction of Tampines Avenue 10 and Tampines Link, and Future Pedestrian Crossing (by Other) as indicated in the Control Plan and Cross Section A-A, B-B and CC.</p> <p>The covered linkway extension shall have a minimum width of 3.6m (3.0m clear) and a minimum clear height of 2.4m.</p> <p>The covered linkway extension above the Park Connector (PCN) shall have a minimum clear height of 2.4m and no columns within the PCN to ensure the clear width of the PCN to be kept.</p> <p>A high covered linkway (if any) above fire engine access (FEA) or internal road with a minimum width of 4.5m clear and minimum clear height of 4.5m shall be provided.</p>

	<p>Drop-panels if necessary shall be provided to allow effective weather protection of the covered linkway extension.</p> <p>The design of the covered linkway extension (including extension beyond the boundary line) shall be subject to relevant agencies' requirements and approval during design consultation and submission stage.</p> <p>The Successful Tenderer shall construct, own and maintain the covered linkway extension including the parts beyond the development boundary.</p>
Bicycle Parking and End-of Trip facilities (EOT) Provision	<p>The Successful Tenderer shall provide bicycle parking fronting Tampines Avenue 10 and adjacent to the industrial canteen and follow the latest version of LTA's Code of Practice on Street Work Proposals Relating to Development Works and Code of Practice on Vehicle Parking Provision in Development Proposals.</p> <p>The Successful Tenderer is also strongly encouraged to provide related End-of-Trip facilities following the guidelines in the above documents.</p> <p>The Successful Tenderer shall consider existing vehicular and pedestrian movement when locating bicycle parking lots within the subject site. The Successful Tenderer is strongly encouraged to provide the bicycle parking lots at the location directly accessible from the park connector or near the industrial canteen. Bicycle parking lots shall be segregated from pedestrian walkways, driveways and carpark accesses to ensure safety of motorists, pedestrians and cyclists. It is advantageous to provide separate pathways for cyclists and motorized vehicles to avoid conflict between cyclists and other road users.</p>
<b>Public Areas</b>	
Public Plaza	<p>The Public Plaza has great potential to be developed as a key activity node to capture pedestrian footfall from the existing bus stop along Tampines Avenue 10, industrial canteen, future bus stop along Tampines North Drive 4 and pedestrian crossing (by Other) across Tampines North Drive 4.</p> <p>As indicated in the Control Plan, the Successful Tenderer shall provide Public Plazas with a minimum area of 300 sqm with landscape and street furniture at both the southern corners of the plot. These Public Plazas shall be designed with seamless connection and integrated with the covered walkway, covered linkway extension, roadside pedestrian walkway, bicycle parking and landscape.</p> <p>Blank walls, i.e. escape stairs, service exits, etc, facing public plazas shall not be allowed.</p>
<b>Landscape Guidelines and Boundary Definition</b>	
Green Cover	<p>Green Cover is planned within industrial estates and developments to help mitigate the Urban Heat Island effect, reduce ambient temperatures, improve the air quality, conserve biodiversity, slow</p>



down urban runoff during heavy downpours and improve the physical and mental well-being of our workers and industrialists.

To contribute to the Green Cover target for Tampines Industrial Estate the development shall achieve a minimum Green Cover of 30% of the total site area on ground and/or on the rooftop. To maximize the benefits of the greenery, the development shall prioritise provision of Green Cover on the ground floor and other public fronting locations (i.e. areas visible and accessible to industrialists / general public).

Green Cover is defined as the total surface area of landscape visible by satellite image provided within the land parcel to create an attractive, biophilic and sustainable working environment.

In order to meet the Green Cover requirements, the Successful Tenderer shall provide the following treatments wherever possible:

1. to prioritize tree planting and selection of tree species with large canopies within the green buffer and peripheral planting areas to improve ambient temperatures and provide shade within and around the development;
2. to use grass cells and/or grass pavers, whichever appropriate, for Fire Engine Accessways and other open areas within the development that are not used for day-to-day vehicular circulation;
3. to use grass pavers on exposed hard surfaces required for vehicular circulation
4. to provide trellis with creepers to shade surface carpark lots
5. to provide green roof above standalone ancillary structures (e.g. guard house, bin centres, etc)

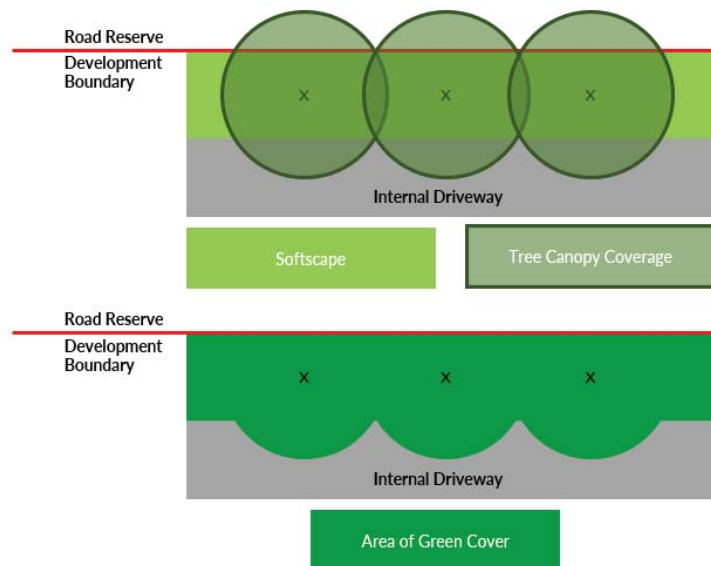


Figure 1: Areas considered in the computation of green cover within development site.

In addition to the greenery that is visible by satellite image, the Successful Tenderer is also strongly encouraged to explore the

	<p>following elements to further improve the greenery provisions within the development.</p> <ul style="list-style-type: none"> <li>a) hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas)</li> <li>b) rooftop farming (with essential maintenance areas)</li> <li>c) planting within sky terraces/communal planters</li> <li>d) vertical greenery</li> <li>e) at grade covered communal landscape</li> </ul>
Landscape	<p>Landscape within the green buffers and Public Plazas shall be designed to augment roadside planting. Trees shall be planted at strategic locations to shade public activity areas and maximize the Green Cover. Plants and trees shall be on ground or planter boxes (no potted plants and movable planter boxes are allowed) with integrated soil retaining areas. These shall be seamlessly integrated with various platform levels. For plants and trees, please refer to the JTC's required planting list (<b>Annex B3</b>).</p>
Boundary Definition	<p>The development shall be fenceless and remain open to public at all times. The ground floor spaces on the southern portion of the subject site connecting existing bus stop along Tampines Avenue 10, future bus stop along Tampines North Drive 4, canteen and Public Plazas shall remain porous to allow for seamless pedestrian connectivity both visually and physically.</p>
Others	
Facade Treatment	<p>All the façade shall be aesthetically designed with good quality and easy to maintain materials to project a good image for the development and enhance the environment. The Successful Tenderer shall adopt optimum passive design strategies including optimising building form and massing and proper choice of façade materials that are environmentally responsive to the tropical climate. These will ensure the façade design is sustainable with optimal thermal performance to minimise heat gain, maximise day light and natural ventilation to reduce the dependence on artificial lighting and cooling energy.</p> <p>Blank walls, low-quality awnings, covers or shelters shall not be allowed on the building facade from all sides.</p> <p>The colour chosen for the façade shall be in harmony with the adjacent developments. Green building features such as vertical greenery is strongly encouraged. Low quality building materials such as corrugated sheets, bare plaster and crimp or equivalent metal decking shall not be allowed on all building facades.</p>
Roof-scape control	<p>Roofscape of the building 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.</p>

Building Signage	<p>Building signage shall be integrated with the building façade and is subjected to JTC's review and approval. Building signage shall comply to relevant Authorities' guidelines. Advertisement on the façade shall not be allowed.</p> <p>To allow consistency and enhance estate's branding and identity for, building signage shall be designed with the following conditions:</p>	
For high level façade signage		
Type of signage	<ul style="list-style-type: none"> <li>• Signage shall be developer logo, building name or anchor tenant* logo.</li> </ul> <p><i>*Anchor tenant (if any) is defined by the Successful Tenderer.</i></p>	
Number of signage	<ul style="list-style-type: none"> <li>• Minimum 1 signage shall be allowed for individual development.</li> <li>• More than 1 signage shall be allowed if there are more than 1 prominent frontage.</li> <li>• Not more than 2 signage per building block shall be allowed.</li> <li>• Maximum 2 different anchor tenant logos on individual building block shall be allowed</li> <li>• Only 1 anchor tenant logo shall be allowed per building block if the anchor tenant takes up 100% of the rentable space.</li> </ul>	
Size of signage	<ul style="list-style-type: none"> <li>• If there is 1 signage, the size of the signage shall be equivalent to 1:12 -1:15 of overall building height ratio as a guide.</li> <li>• If there are 2 signage i.e. developer logo and building name; or developer logo and anchor tenant logo; or building name and anchor tenant logo, the 2<sup>nd</sup> signage shall have the size not more than 2/3 size of the 1<sup>st</sup> signage.</li> <li>• If there are 2 anchor tenant logos, both logos shall have the same size which shall be equivalent to 1:12-1:15 of overall building height ratio as a guide.</li> </ul>	
Placement and location of signage	<ul style="list-style-type: none"> <li>• The signage shall be placed against contrasting background, along prominent frontage visible by public such as fronting key view corridor and major roads.</li> <li>• If there are 2 signage i.e. developer logo and building name; or developer logo and anchor tenant logo; or building name and anchor tenant logo, the 2<sup>nd</sup> signage shall be</li> </ul>	

		located not higher than the 1 <sup>st</sup> signage; and shall be located on opposite corner of the same façade or on a different façade.
	Lighting of signage	<ul style="list-style-type: none"> <li>• The entire signage shall be backlit.</li> <li>• The minimum brightness shall be at 1000 lux or 50lux above surrounding light, whichever is greater, measured in front of signage.</li> <li>• All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view.</li> </ul>
For low level façade signage		
	Type of signage	<ul style="list-style-type: none"> <li>• The signage shall be anchor tenant or other tenant logos</li> </ul>
	Number of signage	<ul style="list-style-type: none"> <li>• Maximum of 4 signage shall be allowed.</li> <li>• Only 1 logo shall be allowed for an individual tenant on a building.</li> </ul>
	Size of signage	<ul style="list-style-type: none"> <li>• The entire cluster of signage shall not exceed 4 times of the size of developer logo, building name, or anchor tenant.</li> <li>• Individual signage shall not exceed 2/3 of the height of developer logo, building name or anchor tenant logo; or maximum 2m height whichever smaller and proportionate to the building.</li> </ul>
	Placement and location of signage	<ul style="list-style-type: none"> <li>• The signage shall be located in a cluster of signage on lower half of building.</li> <li>• The signage shall be neatly arranged and aligned to façade elements.</li> <li>• The entire cluster of signage shall not exceed 1/3 of the façade length.</li> </ul>

#### Other Requirements

- \* (1) The QP shall submit to CAAS a certified surveyor as-built plan prior to applying to the Building Control Authority (BCA) for Temporary Occupation Permit or Certificate of Statutory Completion for any development on the Land Parcel;
- (2) The QP shall obtain CAAS's prior written approval before mobilizing and/or installing any construction machineries on the Land Parcel;
- (3) CAAS shall be further consulted at the DC stage;
- (4) MINDEF should be consulted either through URA – Development Control Group or JTC Plan Lodgement Scheme when the detailed development plans are available;
- (5) For any communication installations, the Successful Tenderer is advised to seek clearances from the relevant agencies such as IDA;
- (6) The QP shall consult JTC if there is any conflicting requirements between JTC's Planning Guidelines and other authorities' requirements;
- (7) The Final Proposal shall be subjected to Design Review Process (DRP) Approval. The DRP can be in form of physical or virtual meeting, or email circulation depending on the complexity of the deviation (if any). The DRP process is as follows:
  - a. Successful Tenderer can choose to present preliminary design to JTC for pre-consultations. The Successful Tenderer shall present the final design to DRP and obtain DRP approval prior to submitting for development application to the Competent Authority;
  - b. An estimated lead time of 3 weeks would be required to activate the DRP. Refer to 'contents of presentation to DRP' below:
    - i. Write-up of Overall Proposal and Design Concept;
    - ii. Sketch Plans (floor plans, Sections, Elevations and landscape plans);
    - iii. Lighting Proposal;
    - iv. Landscape Proposal;
    - v. Building Material Palette;
    - vi. Summary of items seeking deviation; and
    - vii. Softcopy of 3D massing model in level of detail 2 (LOD-2) format to be submitted either during the DRP session or the plan endorsement process. Acceptable file formats are SKP and FBX (preferred), 3DS, SHP, KMZ, MAX, DAE.

Formal DRP approval that would be issued could be with or without conditions to be incorporated into submissions for planning approval. The Formal DRP approval would be issued within 7 working days from the DRP session.

## **PART III**

### **3.0 DEVELOPMENT GUIDELINES**

#### **3.1 General Guidelines**

##### Development Control

- 3.1.1 The Successful Tenderer shall comply with the Development Control (DC) Guidelines issued or may be issued by the Competent Authority under the Planning Act 1998, unless otherwise stated in the Technical Conditions of Tender.
- 3.1.2 Where applicable, the Successful Tenderer's Qualified Person shall submit a Development Statement of Intent (DSI) together with their development proposal to the Competent Authority under the Planning Act 1998 at the formal submission stage in compliance with prevailing guidelines and circulars issued by the Competent Authority.

##### Vehicle Parking

- 3.1.2 The Successful Tenderer is to ensure that the proposal and plans of the parking place and parking lots within the development comply fully with the prevailing Parking Places (Provision of Parking Places and Parking Lots) Rules and other relevant guidelines of the Authority.
- 3.1.3 The Successful Tenderer is required to provide a total of 99 heavy vehicle parking lots within the proposed industrial development to fully meet its own operational and heavy vehicle parking needs. These lots can be provided over and above the minimum number of heavy vehicle parking lots required within the Land Parcel under the Parking Places (Provision of Parking Places and Parking Lots) Rules for industrial developments.
- 3.1.4 All heavy vehicle parking lots should be licensed and operated in accordance with the Parking Places Act (Cap. 214) and the rules thereunder for the full duration of the lease of the subject site. The Successful Tenderer shall utilise the licensed heavy vehicle parking lots solely for heavy vehicle parking and ensure that access to the heavy vehicle parking lots is available 24 hours daily for the entire duration of the lease tenure.
- 3.1.5 The Successful Tenderer is required to declare the number of heavy vehicles registered under the company that occupies the proposed industrial development and the number of heavy vehicle parking lots to be provided at the plan submission stage.

- 3.1.6. The design of the parking place (including the loading/unloading area) shall allow for adequate vehicle queuing length within the development for vehicles entering it. This is to prevent congestion along the main road.
- 3.1.7 The Successful Tenderer is encouraged to open up the heavy vehicle parking lots within the proposed industrial development to public use, where applicable. The Successful Tenderer is strongly encouraged to provide parking lots for motorcycles within the layout of the car park.

#### Access into JTC/State Land

- 3.1.8 For the purpose of entering JTC/State Land to do any works for the purpose of or in relation to the proposed development as may be required under these present Technical Conditions of Tender or Conditions of Tender, the Successful Tenderer shall obtain a prior written consent from JTC or Singapore Land Authority (SLA). The consent may be granted on such terms and conditions and subject to the payment of such charges and fees as JTC or SLA may determine.

#### Deviations from Planning Requirements

- 3.1.9 The requirements set out in this Part relating to location, height, size, area or extent of uses, etc are specified with a view to achieving the relevant planning objectives as outlined or indicated in the provisions in this Part. The Successful Tenderer may submit for JTC's consideration alternative proposal to any of such requirements. Where JTC is satisfied that the alternative proposal will also serve to achieve the planning objective relevant to the requirement, the Successful Tenderer may be allowed to adopt such alternative proposals instead in which event the relevant provisions in this Part shall be deemed to be complied with. JTC however reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.

### **3.2 Particular Guidelines**

- 3.2.1 The Successful Tenderer is to ensure that removal of any drain/sump in the land Parcel will not cause flooding to other plots and areas.

#### Vehicular Ingress/ Egress

- 3.2.2 The proposed permanent access point for the Land Parcel shall be taken from Tampines North Drive 4 as shown indicatively in the Control Plan (See **Annex A**).
- 3.2.3 The access points shall be located at least 50m away from the junction of Tampines Link/ Tampines North Dr 4 and staggered at least 30m away from other access points located on the adjacent and opposite side. No

access is allowed from Tampines Ave 10 and Tampines Link. The exact location and the number of access point(s) shall be subjected to the requirements and approval of the Land Transport Authority (LTA) and other relevant Competent Authorities.

- 3.2.4 The roads and junctions serving the industrial plots should be designed and constructed based on Civil Design Criteria, and should take into consideration the need to cater for heavy vehicles and long trailers to be using these roads. Should there be any further amendments/refinements required to the road reserve line at the detailed design stage to comply to LTA's design requirements, regularisation of the road reserve line and development site boundaries to URA must be submitted for rezoning approval.
- 3.2.5 The Successful Tenderer shall ensure that access to services areas (e.g. bin centre, electrical substation, loading/unloading bays) shall be taken from within the development. No service access will be allowed to be taken from public roads.
- 3.2.6 The Successful Tenderer shall ensure that proposed drop barriers and pick-up/drop-off points are to be located adequately from the access within the development. Sufficient vehicle queue length and holding bay shall be provided within the development to avoid any formation of vehicular queues onto the surrounding road network.
- 3.2.7 The Successful Tenderer shall ensure that any new plantings/landscaping along green buffer near the access point do not obstruct motorists/pedestrian crossing line of sight of on-coming traffic.
- 3.2.8 The Successful Tenderer is to design the boundary walls at the exit point/pedestrian side gates such that the line of sight amongst motorists/pedestrians/cyclists crossing the access is clear.
- 3.2.9 The Successful Tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limiting to putting in place traffic signage to remind motorists to slow down). Such measures are to comply with LTA's standard guidelines. The Successful Tenderer is encouraged to reduce the construction traffic during peak hours, and to appoint someone to manage the ingress/egress for heavy vehicles that require bigger turning radius to manoeuvre.
- 3.2.10 When necessary, traffic marshals should be deployed to manage traffic flow and safety of road users during construction stage.
- 3.2.11 The Successful Tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limiting to putting in place traffic signage to remind motorists to slow down). Such measures



are to comply with LTA's standard guidelines. The Successful Tenderer is encouraged to reduce the construction traffic during peak hours.

- 3.2.12 The exact location and detailed proposal for the access points and the traffic layout and arrangement are subject to the requirements and approval from LTA at the detailed submission stage.

#### Subdivision of Land Parcel

- 3.2.13 The Successful Tenderer may, with the prior written approval of JTC and at his own cost and expense, subdivide the Land Parcel in accordance with the provisions of Condition 6 and 50 of the Conditions of Tender. The Successful Tenderer shall, in the subdivision of the Land Parcel, comply with the provisions of the Planning Act (Cap 232) and the rules made thereunder and all other requirements of the relevant Competent Authorities.
- 3.2.14 The Successful Tenderer shall submit to JTC and the Competent Authority for approval his proposed sub-division plan indicating the proposed boundary, size and gross plot ratio for each subdivided plot, the amount of gross floor area and the height of the buildings to be constructed on each subdivided plot, and the layout of the necessary infrastructure such as roads, ingress/egress points, drains etc. to be constructed on the Land Parcel for the whole of the development.

#### Requirement for Development

- 3.2.15 The units built in the Development shall comply with technical specifications of minimum floor loading capacity of 7.5 kN/sqm, minimum floor-to-ceiling height of four (4.0) metres and minimum electrical provision of 120 VA/sqm.
- 3.2.16 For the purpose of the Development, in respect of multi-user industrial developments, the gross floor area ("**GFA**") of each unit shall not be less than one hundred and fifty (150) square metres. In the event the Successful Tenderer is allowed to strata subdivide the Development, the GFA of each strata subdivided unit shall also not be less than one hundred and fifty (150) square metres.
- 3.2.17 For the purpose of the Development, in respect of multi-storey industrial developments, the Successful Tenderer shall be required to provide the following number of goods/service lift(s), based on the maximum permissible GFA of the Land, with a minimum lift car size of 2.0 m by 3.0 m and loading capacity of 2.5 tons. The Successful Tenderer is also to provide the required number of loading bay(s) to serve the Development. This requirement is also applicable to Development(s) on each of the

subdivided plot(s) should subdivision be allowed. Please refer to Condition 3.2.17 for specification compliance.

3.2.18 Minimum Provision of Goods/Service Lift(s) and Loading Bay(s)

<b>Maximum Permissible GFA of Land Parcel</b>	<b>Technical Conditions</b>
< 10,000 sqm	Minimum 1 goods/service lift and 1 loading bay
10,000 – 30,000 sqm	Minimum 2 goods/service lifts and 2 loading bays
> 30,000 sqm	Minimum 3 goods/service lifts and 3 loading bays

3.2.19 Nonetheless, Condition 3.2.16 and 3.2.17 will not be applicable if the Development has direct vehicular access to all factory units.

3.2.20 For the avoidance of doubts, multi-storey industrial development applies to all industrial buildings which have four (4) storeys or more.

## **PART IV**

### **4.0 TENDER SUBMISSION / OTHER REQUIREMENTS**

#### **4.1 Plans of Proposed Development**

4.1.1 Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

4.1.2 The Successful Tenderer shall after the acceptance of his tender by JTC submit plans of the proposed development to JTC (if and when required to do so) and all relevant Competent Authorities for approval.

#### **4.2 CONQUAS Assessment of Construction Quality**

4.2.1 The Successful Tenderer shall be required to refer and submit the proposed development to the Building and Construction Authority (BCA) to be assessed for the construction quality of the building works under the Construction Quality Assessment System (CONQUAS).

4.2.2 The Successful Tenderer shall for the purpose of this Condition comply with all requirements, procedures, directions and request of BCA and shall pay all fees, charges and other amounts payable to BCA for and in relation to the assessment of the construction quality of the proposed development under CONQUAS. The Successful Tenderer shall also render his full co-operation to BCA, its officers, employees and agents in relation to such assessment under CONQUAS.

# DEVELOPMENT





AT TAMPINES NORTH DRIVE 4

MK29-03336T

SITE AREA : 18435.4 m<sup>2</sup>

LAND PARCEL : PLOT 1

## LEGEND

-  BOUNDARY LINE
-  GLAZING CONTROL ZONE B
-  Views towards MINDEF's premises along these elevations exceeding the heights of 61m SHD onwards (as indicated) are subject to visual screening requirements
-  Indicative location of vehicular ingress / egress (Subject to LTA's approval)

## NOTES :

The Control Plan of the proposed development is intended as a guide on the requirements of JTC.

The successful tenderer shall confirm and comply with the requirements of the relevant Competent Authorities before submission of plans for formal consideration.

The Control Plan is to be read in conjunction with the Conditions of Tender and Technical Conditions of Tender.

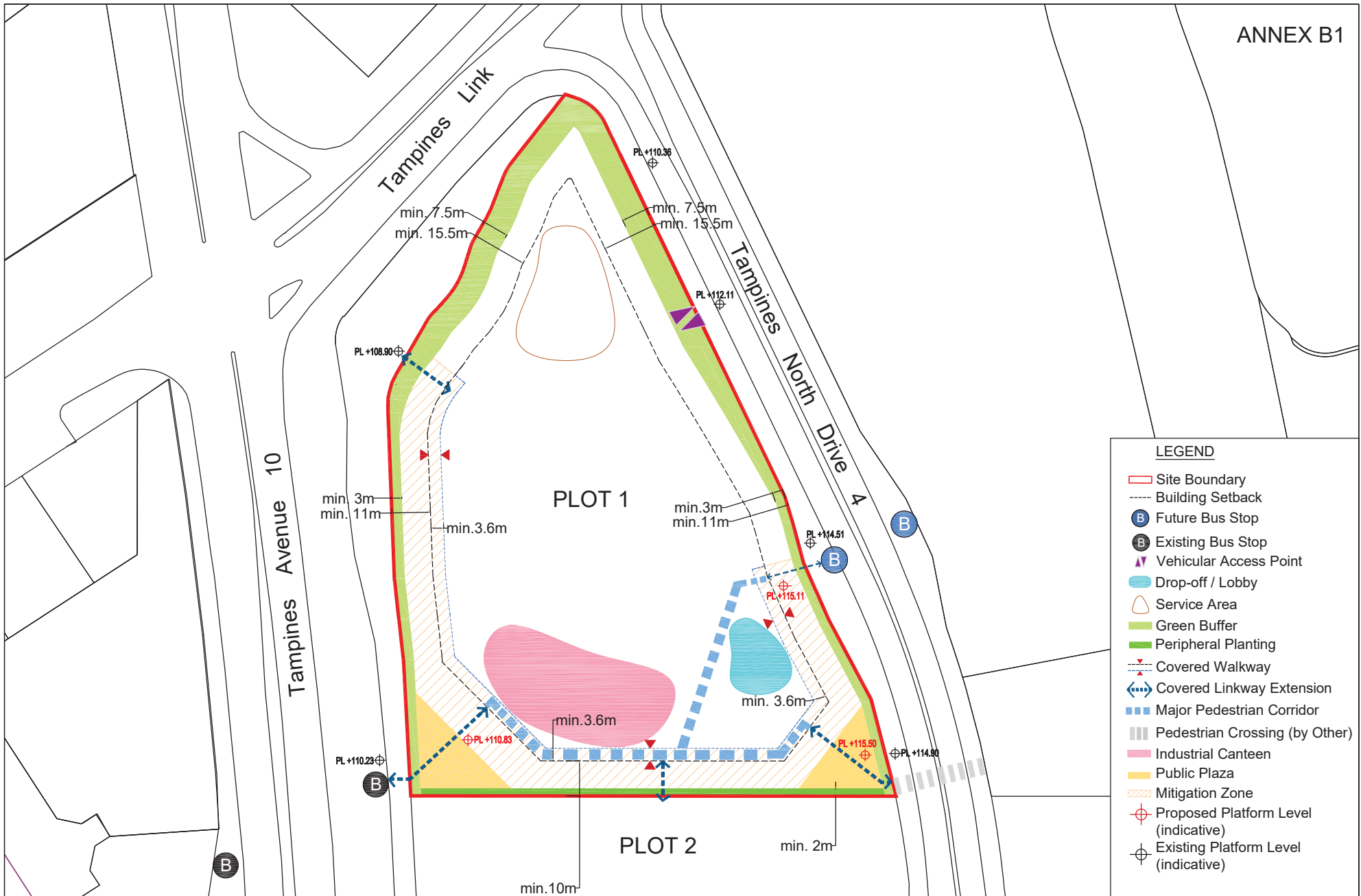
## CONTROL PLAN

SCALE: 1:2,500



**JTC Corporation**  
LAND PLANNING DIVISION



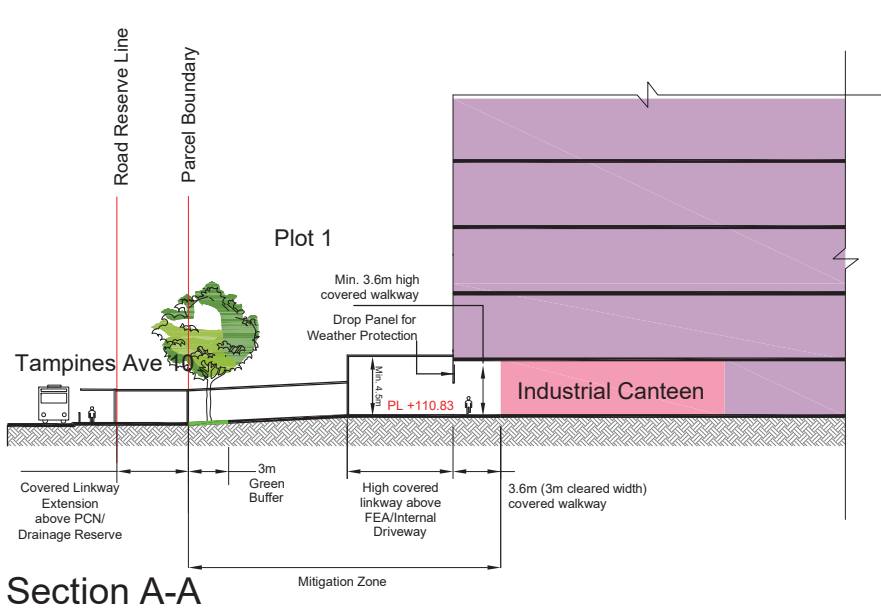


JTC Corporation

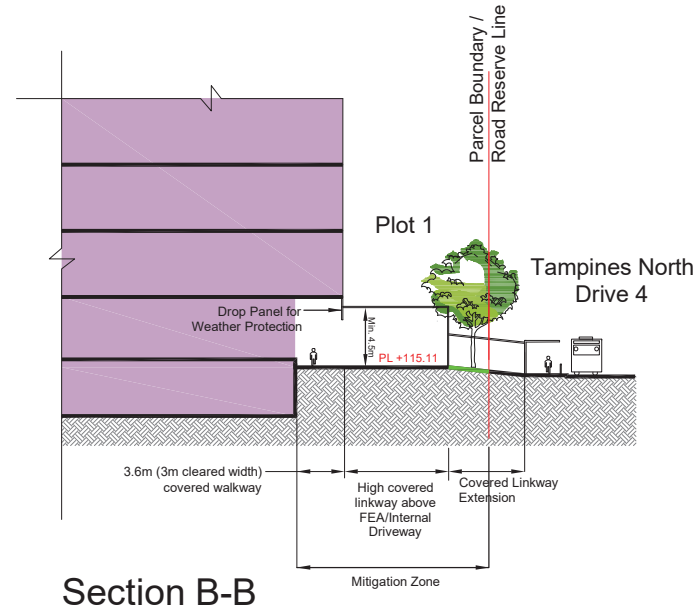
Urban Planning & Architecture Division

URBAN DESIGN CONTROL PLAN FOR PLOT 1  
TAMPINES NORTH DRIVE 4

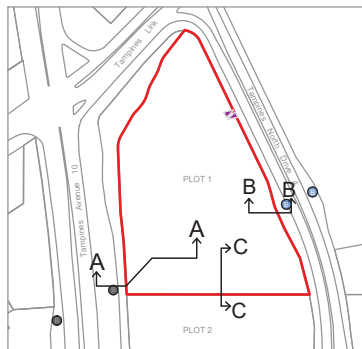




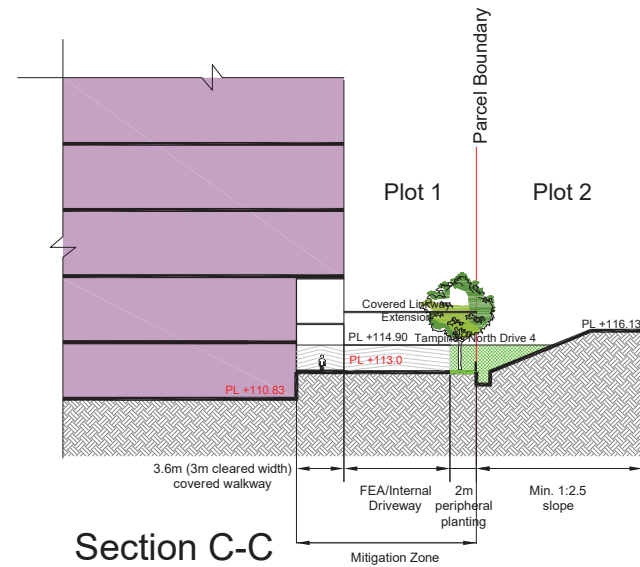
Section A-A



Section B-B



Key Plan



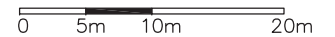
Section C-C



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CROSS SECTIONS A-A, B-C and C-C



## Planting list for Plot 1 Tampines North Drive 4

\_planting list

 <p>broad</p>	<ol style="list-style-type: none"> <li>1. Lagerstroemia floribunda</li> <li>2. Mimusops elengi</li> <li>3. Samanea Saman</li> <li>4. Peltophorum pterocarpum</li> <li>5. Cassia fistula</li> <li>6. Lagerstroemia flos-reginae</li> <li>7. Dalberia oliveri</li> </ol>	 <p>columnar</p>	<ol style="list-style-type: none"> <li>1. Carallia brachiata "Honiara",</li> <li>2. Intsia bijuga</li> <li>3. garcinia hombroniana</li> <li>4. terminalia subspathulata</li> <li>5. Tabebuia rosea</li> <li>6. Skzygium grande</li> <li>7. Khaya senegalensis</li> <li>8. Sweietenia senegelansis</li> <li>9. Andira inermis</li> <li>10. Khaya grandefoliola</li> <li>11. Alstonia scholaris</li> </ol>
 <p>round</p>	<ol style="list-style-type: none"> <li>1. Adenantha pavonina</li> <li>2. Arfeuillea arborescens</li> <li>3. Barringtonia acutangula</li> <li>4. Buchanania arborescens</li> <li>5. Bucida buceras</li> <li>6. Calophyllum inophyllum</li> <li>7. Coccoloba uvifera</li> </ol>	<ol style="list-style-type: none"> <li>8. Cordia subcordata</li> <li>9. Cratoxylum cochinchinense</li> <li>10. Daldergia spp</li> <li>11. Erythrina variegata</li> <li>12. Filicium decipiens</li> <li>13. Gardenia tubifera</li> <li>14. Hibiscus tiliaceous "tricolor"</li> </ol>	<ol style="list-style-type: none"> <li>15. Melaleuca cajuputi</li> <li>16. Michelia spp</li> <li>17. Millettia pinnata</li> <li>18. Pongamia pinnata</li> <li>19. Sterculia foetida</li> <li>20. Xanthostemon chrysanthus</li> </ol>
 <p>shrubs</p>	<ol style="list-style-type: none"> <li>1. Mussaenda erythrophylla</li> <li>2. Carphalea kirontron</li> <li>3. Cassalpinia pulcherrima</li> <li>4. Allamanda oenotheraefolia</li> <li>5. Cleodendrum paniculatum</li> <li>6. Osmoxylon lineare</li> <li>7. Neomarica gracilis</li> <li>8. Orthosiphon aristatus</li> </ol>	<ol style="list-style-type: none"> <li>9. Schefflera arboricola</li> <li>10. Spathiphyllum sp.</li> <li>11. Belamcanda chinensis</li> <li>12. Duranta sp.</li> <li>13. Jatropha integerrima</li> <li>14. Crinum sp.</li> <li>15. Loropetalum chinensis</li> <li>16. Thevetia peruviana</li> </ol>	<ol style="list-style-type: none"> <li>17. Heliconia Sp</li> <li>18. Tecomaria capensis</li> <li>19. Calathea lutea</li> <li>20. Gardenia sp</li> <li>21. Canna sp</li> <li>22. Cordyline sp</li> <li>23. Eugenia oleina</li> <li>24. Ficus nitida</li> <li>25. Ficus nitida</li> <li>26. Baphia nitida</li> <li>27. Ixora</li> <li>28. Polysia</li> <li>29. Murraya paniculata</li> <li>30. Fucraea gigantea</li> <li>31. Agave angustifolia</li> <li>32. Yucca gloriosa</li> <li>33. Dracaena marginata</li> </ol>
 <p>groundcovers</p>	<ol style="list-style-type: none"> <li>1. Alternanthera paronychioides</li> <li>2. Wedelia trilobata</li> <li>3. Pandanus pygmaeus</li> <li>4. Ophiopogon jaburan</li> <li>5. Lantana camara</li> </ol>		