

JTC Sale of Site **Industrial** Development

Land Parcel at
Tampines North Drive 5 (Plot 10)

Tender Ref: JTC/PRD/IGLS/27022024/PLOT10TNDR5

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL
AT TAMPINES NORTH DRIVE 5 (PLOT 10)

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 5 (Plot 10) (“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	5,017.7 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. Please refer to Condition 5(b) of the Conditions of Tender for prohibited uses.</p> <p>Warehousing and third-party logistics are not allowed.</p>
Heavy Vehicle Lots	<p>The successful tenderer is required to build parking lots, including heavy vehicle parking lots, sufficient to meet own operational needs, particularly overnight parking for lorries and heavy vehicles within the proposed industrial development, while complying with the number of heavy vehicle parking lots required within the Land Parcel under the Parking Places (Provision of Parking Places and Parking Spaces) Rules and the Code of Practice for Vehicle Parking Provision for the industrial developments.</p> <p>The proposed number of Heavy Vehicle lots is subject to approval by relevant authorities (i.e. JTC, LTA and URA) in consideration of factors such as traffic conditions, and impact on the other developments and stakeholders in the vicinity.</p>
Permissible Gross Plot Ratio (GPR) for the proposed development on the Land Parcel	<p>2.5 (maximum) 1.2 (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>Maximum development height shall not exceed 64m SHD. See Annex A.</p> <p>Any and all development fixtures/structures on the site do not exceed the maximum allowable heights. Such developments, structures and fixtures include those on the roof tops of the Building (such as water tanks, lift motor rooms, TV antennas, etc.) and all construction equipment and temporary structures (such as cranes, piling rigs, etc.).</p>

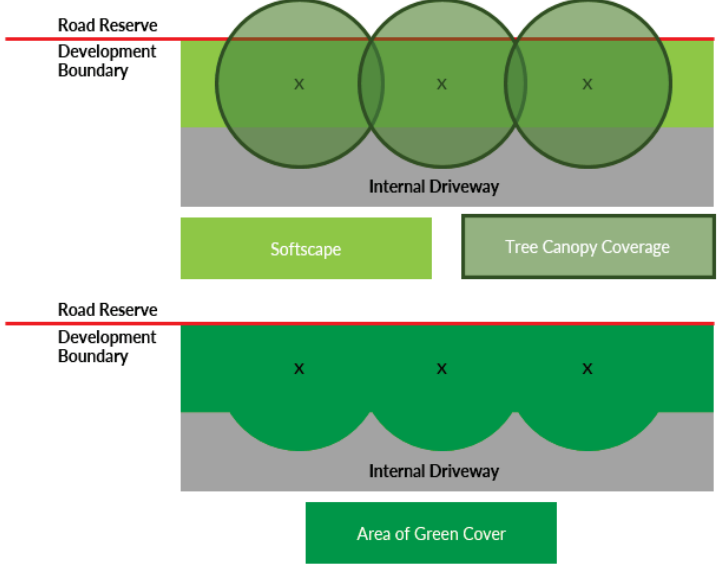
Industrial Use Quantum	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
Storey Height Control	
Covered Linkway	The construction of the covered linkway can only commence after the alienation of airspace from the State.

Planning Guidelines (Please refer to Annex B for Plan)	
Building setback (Along roads)	5m along Tampines North Drive 4 (including 3m green buffer). 5m along Tampines North Drive 5 (including 3m green buffer).
Building setback (Along common boundary)	No building setback requirement along common boundary. However, in the event development will need to provide building setback along common boundary (due to other agencies requirement e.g. Fire Safety Requirement) and the spaces within this building setback are not used for company's operation (e.g. driveway, parking lots, M&E), planting/greenery is strongly encouraged to be provided.
Platform level	<p>Development platform level shall not be higher than +1.2m in relation to the road levels of the adjoining access points. Any differences between development platform level, the covered / open walkway and the adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey.</p> <p>For the area within the Mitigation Zone, any differences between the building platform level, the covered walkway/linkway, cycling path and adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey, refer to the Mitigation Zone guidelines.</p> <p>The successful tenderer shall consult all relevant agencies on the technical requirements of the proposed platform levels.</p>
Service Area	<p>Service areas including the refuse bin centre, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, condensers, loading / unloading bays, holding bays, and vehicular ramps shall be hidden from public view and shall be set back at least 2 column grids from the building line.</p> <p>All M&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&E equipment and water tanks located on the rooftop shall be fully concealed aesthetically on all sides of the building façade.</p> <p>There shall be no open storage on all sides of the development. All storage shall be housed and enclosed within the main building.</p>
Retaining Walls	Retaining walls shall be not allowed within the development. If required, they shall be located outside the Mitigation Zone and 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 5 along the eastern boundary of the site, subject to LTA's approval. No additional access will be allowed.

Carpark & Vehicular Ramp	<p>All car parking including heavy vehicular parking provisions shall be located away from Tampines North Drive 4 and Tampines North Drive 5 and shall be integrated/concealed within building envelope or in underground/multi storey carparks.</p> <p>Vehicular ramps and multi storey car parks shall not be located along Tampines North Drive 4 and Tampines North Drive 5. Vehicular ramps and multi storey car parks shall be integrated within building envelope, visually concealed from public view with landscape and / or architectural treatment.</p> <p>The successful tenderer shall provide the minimum loading / unloading bays subject to the prevailing guidelines issued by LTA and the minimum number of car parking spaces for Person with Disability (PWD) issued by Building and Construction Authority's (BCA) universal design guidelines within the Parcel.</p>
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located fronting Tampines North Drive 5. 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 for pedestrian safety and to ensure no obstruction of pedestrian flow within the development.</p>
Mitigation Zone	<p>The mitigation zone shall be provided along Tampines North Drive 4 and Tampines North Drive 5. The mitigation zone is an area between the outdoor and indoor public space of an individual parcel such as the covered walkway, lobby and roadside pedestrian walkway etc. Within the mitigation zone all platform levels of public and semi-public spaces including indoor and outdoor spaces shall match with the adjacent level of the roadside pedestrian walkway.</p> <p>Any differences between the building platform level, the covered / open walkway and the adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey and shall be designed for barrier free access.</p>
Pedestrian and Last mile connectivity	
Covered Walkway	<p>Covered walkway shall be provided as part of the comprehensive 24/7 at-grade pedestrian network to ensure convenient and unimpeded pedestrian movement and connectivity with the adjacent developments during inclement weather conditions.</p> <p>Covered walkway with a minimum clear width of 3.6m (3.0m clear) and a minimum clear height of 6.0m shall be provided at the periphery of the building envelope along Tampines North Drive 4 and Tampines North Drive 5, toward the future bus stop¹ and up to the site boundary between the development and Plot 9. It shall be seamlessly integrated with the proposed development's lobby and shall be of barrier free access.</p>

¹ The covered walkway link to the bus stop will be implemented when the future bus stop is constructed.

	<p>The design of the proposed covered walkways shall comply with the prevailing requirements of all relevant authorities. Any GFA exemption / waivers for covered walkways shall be 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 Plot 9 and beyond the plot boundary to connect to the future bus stop along Tampines North Drive 4 with a minimum width of 3.6m (3.0m clear) and a minimum clear height of 3.6m. The successful tenderer shall construct, own and maintain the covered linkway extension, including the parts beyond the development boundary.</p> <p>The successful tenderer shall coordinate with the developer of Plot 9 to ensure that the covered linkway extension of the development is seamlessly connected to Plot 9's covered linkway in terms of platform level, design and barrier free access.</p>
Landscape Guidelines and Boundary Definition	
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 down urban runoff during heavy downpours and improve the physical and mental well-being of our workers and industrialists.</p> <p>To contribute to the Green Cover target for Tampines Industrial Park, the development shall achieve a minimum Green Cover of 40% 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).</p> <p>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.</p> <p>In order to meet the Green Cover requirements, the successful tender shall provide the following treatments wherever possible:</p> <ol style="list-style-type: none"> 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)

	 <p><i>Figure 1: Areas considered in the computation of green cover within development site.</i></p> <p>In addition to the greenery that is visible by satellite image, the successful tenderer is also strongly encouraged to explore the following elements to further improve the greenery provisions within the development.</p> <ol style="list-style-type: none"> hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas) rooftop farming (with essential maintenance areas) planting within sky terraces/communal planters vertical greenery at grade covered communal landscape
Landscape	Landscape within the green buffers shall be designed to augment roadside planting (Tampines North Drive 4 and 5). Trees shall be planted at strategic locations to shade public activity areas and maximise 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 in Annex B .
Boundary Definition	The development shall be fenceless and remain open to public at all times.
Others	
Built-to-line	The successful tenderer shall adhere to the building setback stipulated in order to create a unique streetscape along main roads. 70% built-to-line to the building setback line shall be applied to the frontage along Tampines North Drive 4. The built-to-line shall be applied for the second storey and above.

Facade Treatment	<p>The façade of all sides 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 development 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. Blank walls, low-quality awnings, covers or shelters shall not be allowed on the façade of 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 Façade Signages	<p>Building façade signage consisting of successful tenderer logo, development/building name and tenant logo/name shall be well-integrated with the building façade design and contained within the building edges and roof lines. Advertisements and billboards on the façade shall not be allowed.</p> <p>All building façade signages proposal shall be subject to JTC's review and approval. Building façade signage shall comply to relevant Authorities' guidelines. To allow consistency and to enhance estate's branding and identity for Tampines Industrial Estate, building façade signage shall be designed with the following conditions:</p> <table border="1" data-bbox="560 1207 1409 1864"> <tr> <td colspan="2" data-bbox="560 1207 1409 1243">For high level façade signages</td> </tr> <tr> <td data-bbox="560 1243 716 1333">Type of signage</td> <td data-bbox="716 1243 1409 1333">High level façade signages in this section only refers to successful tenderer logo signages, building name and/or tenant logos.</td> </tr> <tr> <td data-bbox="560 1333 716 1428">Number of signage</td> <td data-bbox="716 1333 1409 1428">High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development.</td> </tr> <tr> <td data-bbox="560 1428 716 1522">Size of signage</td> <td data-bbox="716 1428 1409 1522">Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.</td> </tr> <tr> <td data-bbox="560 1522 716 1864">Placement and location of signage</td> <td data-bbox="716 1522 1409 1864"> <p>The signage shall be placed against contrasting background, along prominent frontage(s) visible by public such as fronting key view corridor and major roads.</p> <p>The signages shall be placed at the crown of the building facades, towards the building facades' corner(s).</p> <p>If there are 2 signages of different types, they shall be located on opposite corner of the same façade or on a different façade. The smaller signage shall be located lower than the larger signage.</p> </td> </tr> </table>	For high level façade signages		Type of signage	High level façade signages in this section only refers to successful tenderer logo signages, building name and/or tenant logos.	Number of signage	High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development.	Size of signage	Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.	Placement and location of signage	<p>The signage shall be placed against contrasting background, along prominent frontage(s) visible by public such as fronting key view corridor and major roads.</p> <p>The signages shall be placed at the crown of the building facades, towards the building facades' corner(s).</p> <p>If there are 2 signages of different types, they shall be located on opposite corner of the same façade or on a different façade. The smaller signage shall be located lower than the larger signage.</p>
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		If there are 2 signages of the same types, they shall be allowed to be placed side by side or on top of each other and their combined dimension shall not exceed 1/3 of the length of the façade.
	Lighting of signage	Façade signages and logos are encouraged to be backlit, with minimum brightness at least 50lux above surrounding light. All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view.
For mid and low level façade signages		
	Type of signages	Mid and low level façade signage in this section only refers to building name, tenant logos, and retail/commercial brands logo.
	Number of signages	Mid/low level façade signages shall be kept to maximum of 4 nos. per building block. Each retail/commercial brand shall be only allowed 1 no. of logo/signage on the building façade.
	Size of signage	Each mid/low level façade signage shall be proportionate to the building and shall not exceed 2/3 of the height of the high level façade signage (i.e. successful tenderer logo or anchor tenant logo at high level) or max 1.5m height, whichever smaller.
	Placement and location of signage	The retail/commercial logos/signages shall be located in a single cluster of signages at the lower half of the building, with the exception of development name or mall name if any. The signages shall be neatly arranged and aligned to façade elements.

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. DSTA 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 tender 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 Guidelines, Pollution Control Guidelines and any other guidelines that have been issued or may be issued from time to time by the Competent Authority.
- 3.1.2 In addition, regardless of when the development application is submitted to URA, the Successful Tenderer shall comply with the revised Gross Floor Area (GFA) and strata area definitions as set out in the circular “Harmonisation of floor area definitions by URA, SLA, BCA and SCDF” issued on 1 September 2022.
- 3.1.3 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 shall be required to fully comply with the physical parking requirements subject to the prevailing Parking Places (Provision of Parking Places and Parking Spaces) Rules or any statutory modification and re-enactment thereto.
- 3.1.3 The successful tenderer is required to build sufficient heavy vehicle parking lots within the proposed industrial development to fully meet its own operational and heavy vehicle parking needs, while complying with the number of heavy vehicle parking lots required within the Land Parcel under the Parking Places (Provision of Parking Places and Parking Spaces) Rules and the Code of Practice for Vehicle Parking Provision 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 proposed number of Heavy Vehicle lots is subject to approval by relevant authorities (i.e. JTC, LTA and URA) in consideration of factors such as traffic conditions, and impact on the other developments and stakeholders in the vicinity.

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 5 as shown indicatively in the Control Plan (See **Annex C**).
- 3.2.3 No additional access points will be allowed. No access shall be allowed off from Tampines North Drive 4.
- 3.2.4 The access points shall be located at least 30m away from the junction and staggered at least 30m away from other access points located on the adjacent and opposite side. 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.
- 3.2.5 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.

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 5




MK29-03180K

LAND PARCEL : PLOT 10

SITE AREA : 5017.7 sq m

HEIGHT CONTROL PLAN

Legend

-  SUBJECT SITE (PLOT 10)
-  64m SHD
-  GLAZING CONTROL ZONE B

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.

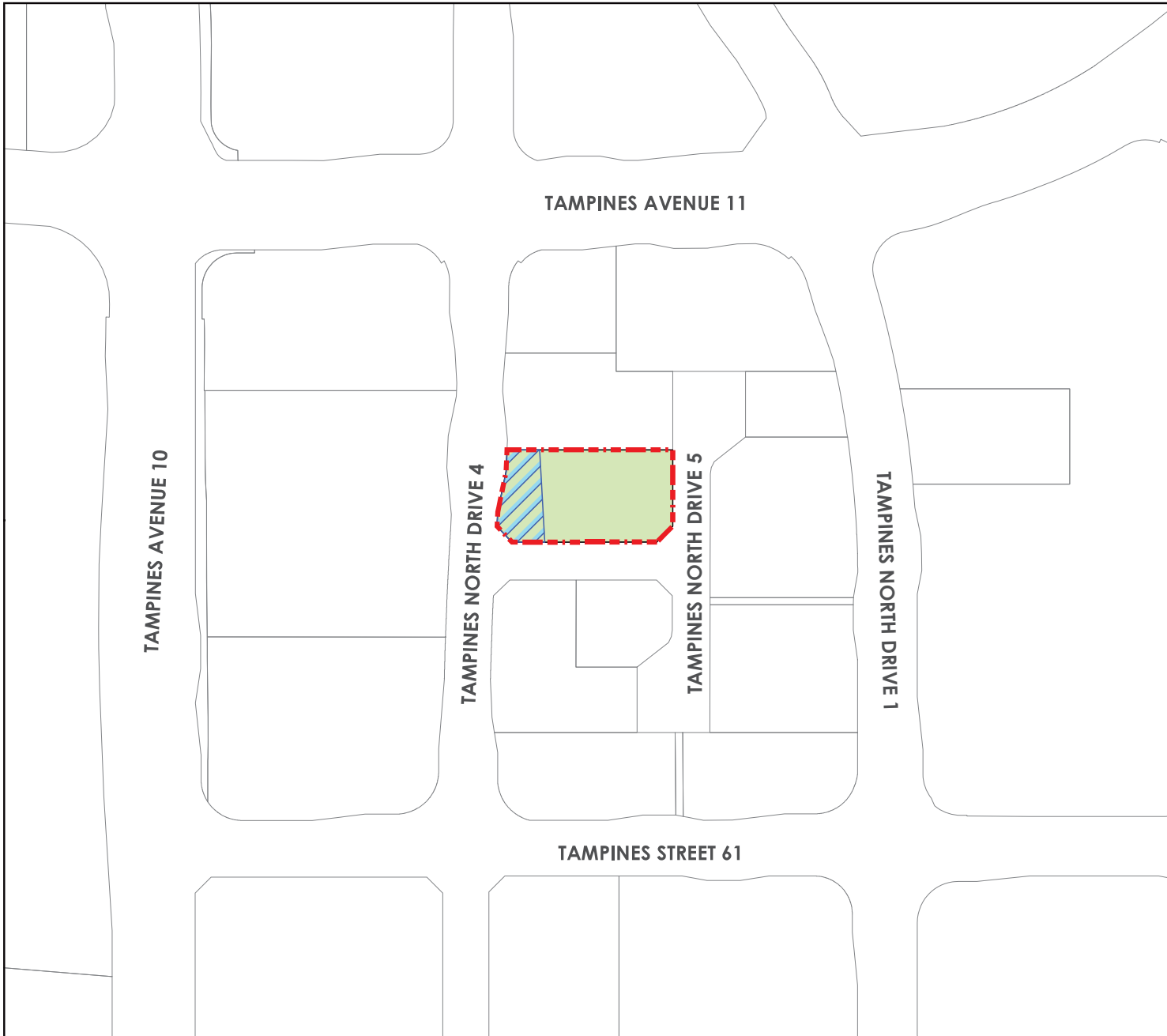
The Control Plan is to be read in conjunction with the Conditions of Tender and Technical Conditions of Tender.

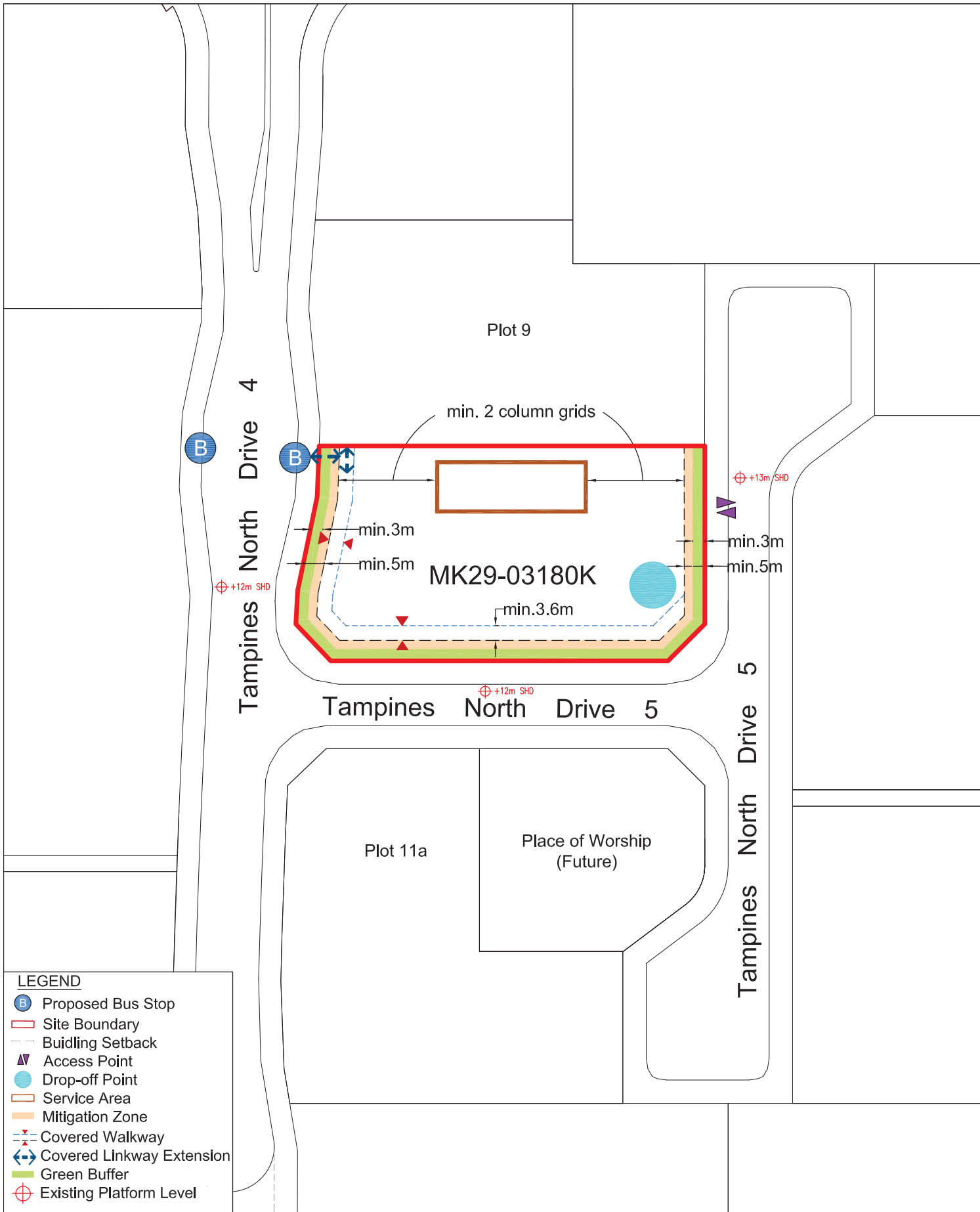
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JTC Corporation
LAND PLANNING DIVISION

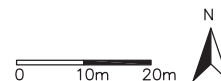
PLAN NO : JTC / TM06_Y21_HT PLAN
DATE : 23.03.2021





LEGEND

-  Proposed Bus Stop
-  Site Boundary
-  Building Setback
-  Access Point
-  Drop-off Point
-  Service Area
-  Mitigation Zone
-  Covered Walkway
-  Covered Linkway Extension
-  Green Buffer
-  Existing Platform Level



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

DEVELOPMENT



AT TAMPINES NORTH DRIVE 5

MK29-03180K

SITE AREA : 5017.7 sq m

CONTROL PLAN

Legend

-  Boundary Line
-  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.

SCALE : 1:3,000



JTC Corporation
LAND PLANNING DIVISION

PLAN NO : JTC / TM04_R1_Y21
DATE : 12.03.2021

