

# JTC Sale of Site **Industrial Development**

Land Parcel at  
**Tanjong Penjuru (Plot 2)**

Tender Ref: MLM-PLA-0000361

**Technical Conditions of Tender**



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**SALE OF SITE**  
FOR BUSINESS 2 DEVELOPMENT  
**ON LAND PARCEL ALONG TANJONG PENJURU (PLOT 2)**  
TECHNICAL CONDITIONS OF TENDER

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## **PART I**

### **1. GENERAL**

- 1.1. The Jurong Town Corporation (“JTC”) is inviting offers for lease by tender for the Land Parcel along Tanjong Penjuru (Plot 2) (“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 Plans of the Land Parcel supplied in the Tenderer’s Packet.

## PART II

### 2. PLANNING GUIDELINES

2.1. The planning parameters for the Land Parcel are:

PLANNING PARAMETERS	PROVISION / REQUIREMENT
Site Area	8,772.9 m <sup>2</sup>
Land use/Zoning	<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>No dormitory use is allowed on the Land Parcel.</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>
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 submission of their tenders.</p>
Building Height (maximum) *	Maximum development height should not exceed 62m SHD (Singapore Height Datum).
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	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
Planning Guidelines (Please refer to <b>Annex A</b> )	
Buffer and Setback Control	<p>Minimum 5m along Tanjong Penjuru inclusive of 3m green buffer.</p> <p>No building setback requirement along common boundary to adjoining industrial plots. In the event that the development is required to provide building setback along the common boundary due to other agencies' requirements (e.g. Fire Safety Requirement), landscaping/peripheral planting is <b>strongly encouraged</b> if the spaces within the building setback are not used for company's operations (e.g. driveway, parking lots, M&amp;E) to contribute to the plot's Green Cover requirement.</p>

Platform Level	<p>Internal platform level of the building <b>shall not be</b> higher than +1.2m in relation to the road levels of the adjoining access points. Any differences between the building platform level, the covered / open walkway and the adjacent roadside pedestrian walkway <b>shall be</b> mitigated within the building line at the first storey.</p> <p>The Developer <b>shall</b> 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 <b>shall be</b> hidden from public view and <b>shall be</b> set back at least 2 column grids from the building line.</p> <p>All M&amp;E spaces including electrical substation and MDF rooms <b>shall be</b> 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 <b>shall be</b> fully concealed aesthetically on all sides of the building façade.</p> <p>There <b>shall be no</b> open storage on all sides of the development. All storage <b>shall be</b> housed and enclosed within the main building.</p>
Retaining Walls	<p>Retaining wall(s) <b>shall not be</b> allowed within the development. If required due to site constraints, it <b>shall not be</b> higher than 1.0m and <b>shall be</b> designed as part of a landscape feature or be designed with landscaping to soften the appearance.</p>
Vehicular Access	<p>All vehicular access to the development <b>shall be</b> taken from Tanjong Penjuru, subject to LTA's approval.</p>
Carpark and Vehicular Ramp	<p>A maximum of 5 surface parking lots <b>shall be</b> allowed along Tanjong Penjuru. All remaining car parking including heavy vehicular parking provisions <b>shall be</b> located away from Tanjong Penjuru and shall be integrated/concealed within the building envelope or in multi storey/basement carparks.</p> <p>Vehicular ramps and multi storey car parks <b>shall not be</b> located along Tanjong Penjuru and <b>shall be</b> visually concealed from public view with landscaping and/or architectural treatment.</p>
Drop-Off Point	<p>It is <b>strongly encouraged</b> for the drop-off point to be located fronting Tanjong Penjuru. The drop-off point <b>shall be</b> well designed to ensure seamless connectivity with the development's lobby as well as effective weather protection.</p>

	<p>To maximize the development’s buildable area, it is <b>strongly encouraged</b> for the drop-off point to be integrated within the overall buiding envelope.</p> <p>Traffic calming measures <b>shall be</b> provided at the drop-off point for pedestrian safety and to ensure no obstruction of pedestrian flow within the development.</p>
Industrial Canteen	<p>It is <b>encouraged</b> for the Developer to open the industrial canteen, if any, to the public. New industrial canteens shall be:</p> <ol style="list-style-type: none"> <li>a. Capped at a size of 700 sqm or 5% of the total proposed Gross Floor Area (GFA) per development, whichever is lower;</li> <li>b. Levied Industrial “D” rates when computing Development Charge/Differential Premium; and</li> <li>c. Approved on Temporary Permission (TP) for up to 3 years.</li> </ol>
<b>Pedestrian and Last Mile Connectivity</b>	
Bicycle Parking and End-of-Trip facilities Provision	<p>The Developer <b>shall</b> provide bicycle parking following 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 Developer is also <b>strongly encouraged</b> to provide related End-of-Trip facilities following the guidelines in the above documents.</p> <p>The Developer <b>shall</b> consider existing vehicular and pedestrian movement when locating bicycle parking lots within the subject site. 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>Landscape Guidelines and Boundary Definition</b>	
Green Cover	<p>To contribute to the Green Cover target for Jurong Industrial Estate, the development <b>shall</b> 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 such as mitigating urban heat island effect by reducing the ambient temperature, improving air quality, conserving biodiversity, slowing urban run-offs and contributing to mental, physical and emotional well-being, it is <b>strongly encouraged</b> to prioritise</p>

	<p>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 (inclusive of essential service areas) 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 developer <b>shall explore providing</b> the following treatments wherever possible:</p> <ol style="list-style-type: none"> <li>a. to prioritize the contribution to Green Cover through tree planting and selection of species with large canopies for green buffer and peripheral planting area to provide sufficient shade for the development;</li> <li>b. to use grass cells for Fire Engine Accessways and other open area within the development that are not used for day-to-day vehicular circulation;</li> <li>c. to use grass pavers on exposed hard surfaces and provision of roof trellis with creepers to shade surface carpark lots; and</li> <li>d. to provide green roof above standalone ancillary structures (e.g. guard house, bin centres, etc) and green trellis for open carpark.</li> </ol> <p>In addition to the greenery visible by satellite image, the following elements can also count towards up to 10% of the development's total Green Cover provisions:</p> <ol 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 landscape</li> </ol>
Landscape	<p>Landscape within the green buffers <b>shall be</b> designed to augment roadside planting. Trees shall be planted at strategic locations to shade public activity areas and maximise the Green Cover. Plants and trees <b>shall be</b> on ground or planter boxes (no potted plants and movable planter boxes are allowed) with integrated soil retaining areas. These <b>shall be</b> seamlessly integrated with various platform levels.</p>
Boundary Definition	<p>To create an attractive working environment as well as to enhance the walking and cycling experience, fencing along Tanjong Penjuru shall have a maximum height of 1.5m and <b>shall be</b> visually porous. The proposed fencing along Tanjong Penjuru is <b>strongly encouraged</b> to be located behind the green buffer and well-integrated with the landscaping. Exposed</p>

	solid boundary walls <b>shall not be</b> allowed.
<b>Facade and Building Envelope Guidelines</b>	
Facade Treatment	<p>The façade along Tanjong Penjuru <b>shall be</b> aesthetically designed with good quality and easy to maintain materials to project a good image for the development and enhance the environment. The Development <b>shall</b> 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>The façade treatment along Tanjong Penjuru <b>shall</b> continue and wrap around the building corner for at least for 2 column grids. Blank walls, low-quality awnings, covers or shelters <b>shall not be</b> allowed on the building facade along public roads.</p> <p>The colour chosen for the façade <b>shall be</b> in harmony with the adjacent developments. Green building features such as vertical greenery are strongly encouraged. Low quality building materials such as corrugated sheets, bare plaster and crimp or equivalent metal decking <b>shall not be</b> allowed on all building facades.</p>
Building Signage	All signages <b>shall be</b> integrated with the building façade and is subjected to JTC's approval and relevant authorities' guidelines. A well designed company logo with integrated/back lighting is <b>strongly encouraged</b> along Tanjong Penjuru. All light fixtures, metal struts and brackets <b>shall be</b> visually well-screened / concealed from public view and the cluttering of signage for the building tenants and advertisement on the façade <b>shall not be</b> allowed.
<b>Other Requirements (if applicable)</b>	
Vehicular Access	Please obtain approval from LTA for the proposed vehicular access, if it is different from the existing approved vehicular access point
Road Widening	The subject site may be affected by future road works. Please obtain a copy of RLP from LTA and consult LTA with regard to the proposed road work line.
Slab Over Drain	Please note that you are required to provide slab over drains along the frontage(s) of development if required by LTA
Services	Please obtain services plans from Power Grid, Power Gas, PUB, Singapore Telecom, and relevant authorities to ensure



	that your proposal will not affect the existing services (if any) within the site.
Road / Drain / Sewer Line / Sewer Easement / Manhole	Please consult JTC on: (i) any engineering matter regarding the site allocation, if required; and / or (ii) the status on availability (in terms of time frame) for the road, sewer and other infrastructure works.

## **PART III**

### **3. 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.

##### Car and Heavy Vehicle Park

- 3.1.2. The Successful Tenderer shall provide parking spaces in accordance with the requirements under the latest Parking Places (Provision of Parking Places and Parking Spaces) Rules or any statutory modification and re-enactment thereto. The Successful tenderer shall also provide sufficient Heavy Vehicle Parking spaces within the site to support his own industrial needs.
- 3.1.3. 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.

##### Access Into JTC/State Land

- 3.1.4. 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

- 3.1.5. The requirements set out in this Part relating to location, height, size, area or extent of uses, etc. are specified with a view to achieve 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 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**

#### Vehicular Ingress/Egress

- 3.2.1. The proposed permanent access point for the Land Parcel shall be taken from Tanjong Penjuru only, as shown indicatively in the Control Plan **(Annex B)**.
- 3.2.2. The ingress/egress locations should be at least 30m away from the access of the adjacent plot. The exact location and the number of access point(s) shall be subjected to the requirements and approval of the Land Transport Authority (LTA).
- 3.2.3. The Successful Tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limited 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.
- 3.2.4. The vehicular access should have adequate sight distance of oncoming traffic, especially if it is near road bends.
- 3.2.5. Boundary walls/fences that are located near the egress (access) of the development shall be porous to ensure that motorists are able to view the pedestrian/cyclist activities at the gate, before exiting from the development.
- 3.2.6. The line of sight for vehicles entering/exiting the developments should be adequate and not obstructed/blocked by trees, guardhouses or boundary walls. If the line-of-sight distance is affected, any foliage/trees shall be relocated by the Successful Tenderer.
- 3.2.7. Please refer to the detailed requirements stated in Clause 7.0 under the Conditions and Requirements of Relevant Competent Authorities/Public Utility Licensees.
- 3.2.8. 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.

## **PART IV**

### **4. TENDER SUBMISSION / OTHER REQUIREMENTS**

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

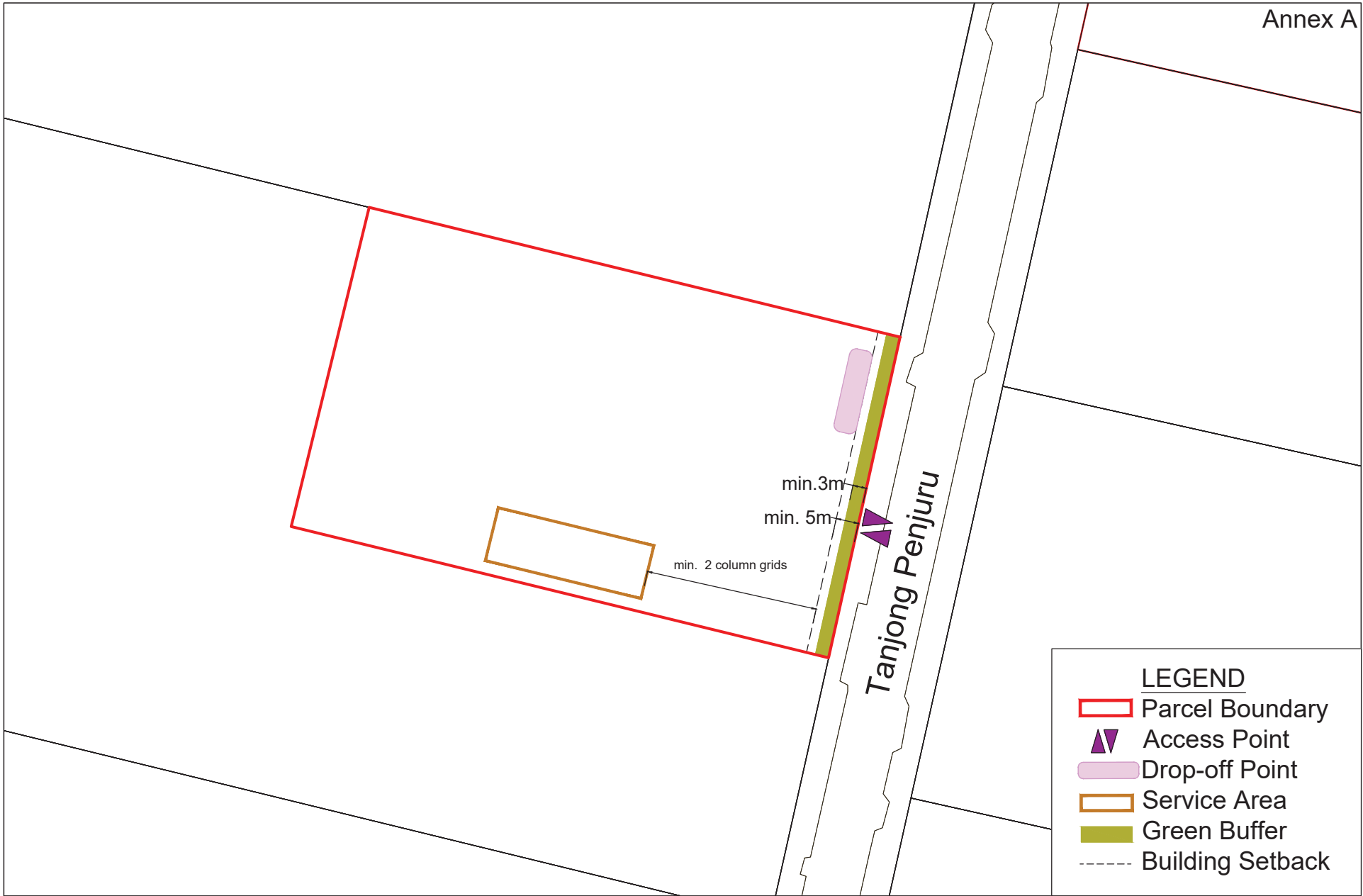
4.1.1. Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

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.



JTC Corporation

Urban Planning and Design Division

PLANNING GUIDELINES

0 10m 20m 40m






# DEVELOPMENT AT TANJONG PENJURU

MK05-07947L

SITE AREA : 8772.9 sq m

## CONTROL PLAN

### Legend

-  Boundary Line
  -  Indicative location of vehicular ingress / egress (Subject to LTA's approval)
  -  Indicative location of an existing substation. Refer to TCOT & Topographical plan for details
- \* Existing substation has been decommissioned

### 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 : 1:4,000



**JTC Corporation**  
LAND PLANNING DIVISION

