



JTC Sale of Site
**Industrial
Development**

Land Parcel at
Jalan Papan (Plot 5)

Tender Ref: MLM-PLA-0000365

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL ALONG JALAN PAPAN
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 Jalan Papan (Plot 5) (“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	5,641.0 m ²
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>1.4 (maximum)</p> <p>1.12 (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> <p>All tenderers are required to meet the minimum 55% site coverage.</p>
Building Height (maximum) *	Maximum development height should not exceed 120m 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 Annex A)
Buffer and Setback Control	<p>Minimum 5m along Jalan Papan, Road 6 and Road 7 inclusive of 3m green buffer.</p> <p>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 to contribute to the Green Cover requirement.</p>

Platform Level	<p>Internal platform level of the building shall not be higher than +1.2m in relation to the access points of the adjoining road levels. 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.</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, vehicular ramps shall be hidden from public view and shall be setback at least 2 column grids from the building line.</p> <p>All M&E including electrical substation, 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 landscape design and/or using architecture elements.</p> <p>There shall be no open storage on all sides of the development. All storage shall be housed and enclosed in the main building.</p>
Retaining Walls	<p>Retaining wall(s) shall not be allowed within the development. If required, they 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.</p>
Carpark and Vehicular Ramp	<p>Maximum of 5 surface parking lots shall be allowed within the development along Road 6 and Road 7. All remaining car parking including heavy vehicular parking provisions shall be located away from Road 6 and Road 7 and shall be integrated/concealed within building envelope or in multi storey carparks.</p> <p>Vehicular ramps and multi storey car parks shall not be located along Road 6 and Road 7. Vehicular ramps and multi-storey car parks shall be visually concealed from public view with landscape and/or architectural treatment.</p>
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located fronting Road 7. The drop-off point shall be well designed & integrated with the development's lobby and is strongly encouraged to be integrated within the overall building envelope to provide effective weather protection.</p> <p>Traffic calming measures shall be provided at the drop-off point to address safety concerns for the pedestrians and shall not obstruct pedestrian flow within the development.</p>

Landscape Guidelines and Boundary Definition

Green Cover

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.

To contribute to the Green Cover target for Jurong 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 Lessee **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)

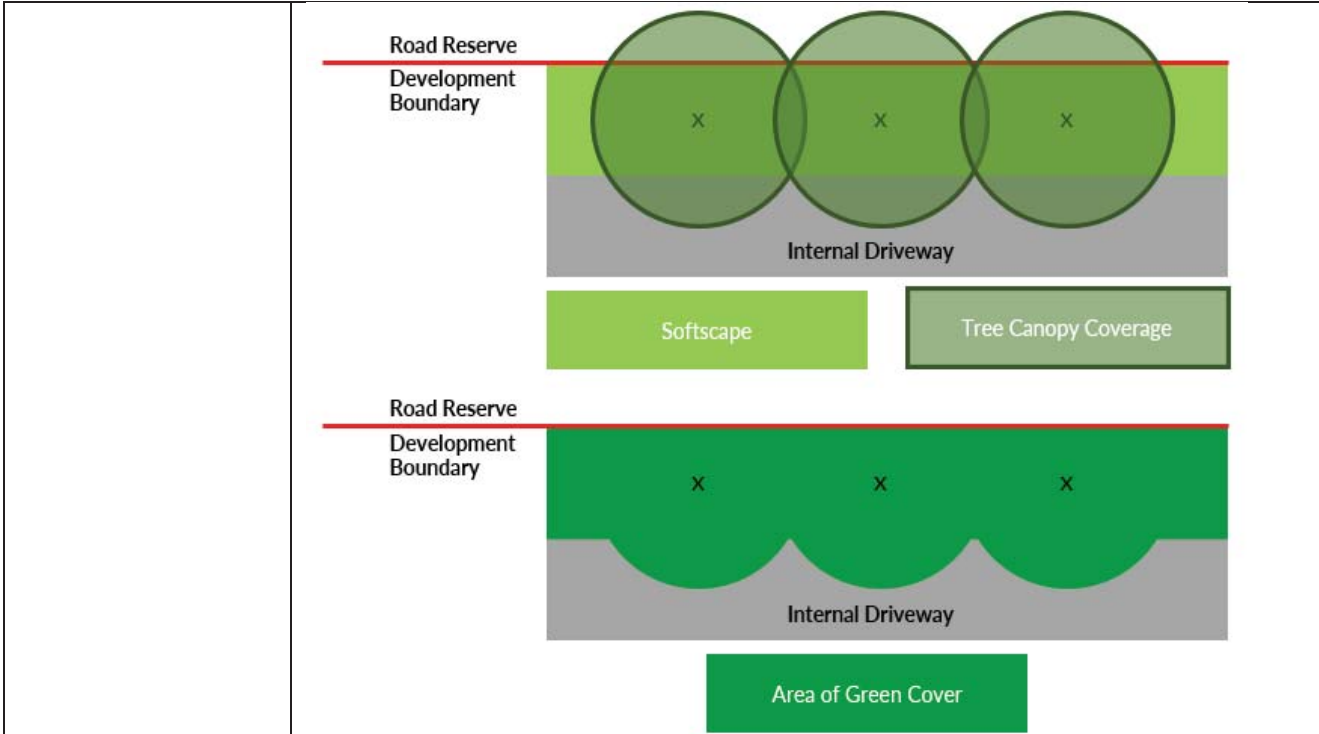


Figure 1 : Areas considered in the computation of green cover within development site.

In addition to the greenery that is visible by satellite image, the Lessee is also **strongly encouraged** to explore the following elements to further improve the greenery provisions within the development.

- a) hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas)
- b) rooftop farming (with essential maintenance areas)
- c) planting within sky terraces/communal planters
- d) vertical greenery
- e) at grade covered communal landscape

<p>Landscape</p>	<p>Land Landscape within the green buffers shall be designed to respond sensitively to roadside pedestrian walkway and shall augment the road side trees.</p> <p>Trees shall be planted at strategic locations to shade public activity areas and maximise the Green Cover. Plants and trees shall be permanent features (no potted plants are allowed) with integrated soil retaining areas. These shall be seamlessly integrated with various platform levels..</p>
<p>Boundary Definition</p>	<p>To enhance walking and cycling environment, fencing along Road 6 and Road 7 shall have maximum height of 1.5m and shall be visually porous. The proposed fencing along Road 6 and Road 7 is strongly encouraged to</p>

	<p>be located behind the green buffer and well-integrated with landscape. Exposed solid boundary walls shall not be allowed.</p>								
<p>Facade and Building Envelope Guidelines</p>									
<p>Facade Treatment</p>	<p>The facades facing public roads should be aesthetically designed as this will not only enhance the environment but will also serve to project a good image for the development. External materials for these facades should be of good quality and easy to maintain.</p> <p>Use of materials that are environmentally responsive to the tropical climate is strongly encouraged for the facades. The facade design along Road 6 and Road 7 shall be aesthetically pleasing, presentable and easily maintainable. Colours chosen for the materials shall not be of predominantly bright colours where its intensity affects the visual sight of drivers. Low-quality awnings, covers or shelters shall not be allowed. Solid wall on the building facade along these frontages shall not be allowed. Proposed façade treatment along Road 6 shall continue and wrap around the building corner at least for 2 column grids.</p> <p>Building materials such as corrugated sheets, bare plaster and crimp or equivalent metal decking shall not be allowed on all building facades.</p>								
<p>Building Signage</p>	<p>Building façade signage consisting of developer 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.</p> <p>To allow consistency and to enhance estate’s branding and identity for Jurong Industrial Estate, building façade signage shall be designed with the following conditions:</p> <table border="1"> <tr> <td colspan="2"> <p>For high level façade signages</p> </td> </tr> <tr> <td>Type of signage</td> <td> <p>High level façade signages in this section only refers to developer logo signages, building name and/or tenant logos.</p> </td> </tr> <tr> <td>Number of signage</td> <td> <p>High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development.</p> </td> </tr> <tr> <td>Size of signage</td> <td> <p>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.</p> </td> </tr> </table>	<p>For high level façade signages</p>		Type of signage	<p>High level façade signages in this section only refers to developer logo signages, building name and/or tenant logos.</p>	Number of signage	<p>High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development.</p>	Size of signage	<p>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.</p>
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	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> <p>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.</p>
	Lighting of signage	<p>Façade signages and logos are encouraged to be backlit, with minimum brightness at least 50lux above surrounding light-</p> <p>All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view.</p>
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	<p>Mid/low level façade signages shall be kept to maximum of 4 nos. per building block.</p> <p>Each retail/commercial brand shall be only allowed 1 no. of logo/signage on the building façade.</p>
	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. developer logo or anchor tenant logo at high level) or max 1.5m height, whichever smaller.
	Placement and location of signage	<p>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.</p> <p>The signages shall be neatly arranged and aligned to façade elements.</p>

Other Requirements (if applicable)

Vehicular Access	Please obtain approval from LTA for the proposed vehicular access, if it is different from the existing approved vehicular access point.
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.
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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 Jalan Papan 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

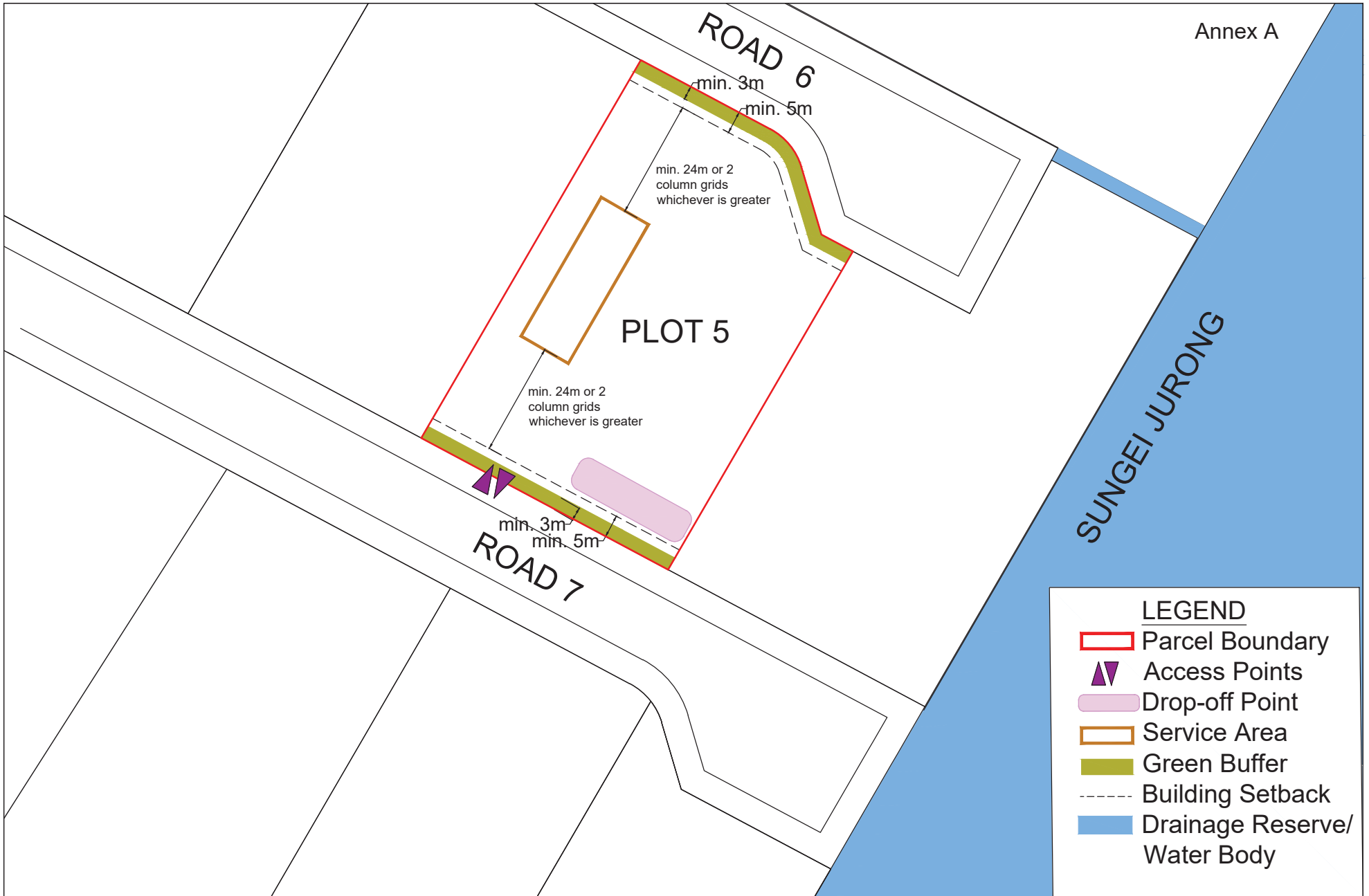
4.1.1. Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

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. Plans of the development on the Land Parcel are to be submitted to BCA for assessment for the construction quality of the building works under the Construction Quality Assessment System (CONQUAS).

4.2.2. The Successful Tenderer is to comply with all requirements, procedures, directions and requests of BCA and pay all fees, charges and other amounts payable to BCA for and in relation to the assessment of the construction quality of the Development under CONQUAS. The Successful Tenderer is to render full co-operation to BCA, its officers, employees and agents in relation to such assessment under CONQUAS.



JTC Corporation

Urban Design & Architecture Division

CONTROL PLAN FOR PLOT 5 JALAN PAPAN



DEVELOPMENT



AT JALAN PAPAN

MK06-05051L

SITE AREA : 5641.0 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 : 1:4,000



JTC Corporation
LAND PLANNING DIVISION