



JTC Sale of Site  
**Industrial  
Development**

Land Parcel at  
Tampines North Drive 4 (Plot 7)

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 7)**

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 7) (“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	20,305.7 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.</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 160 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>Maximum development height shall not exceed 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	

<b>To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).</b>	
<b>Planning Guidelines</b> (Please refer to <b>Annex B</b> )	
Building setback (Along roads)	<p>To create a unique urban streetscape along Tampines Ave 10 and Tampines North Drive 4, the building setback shall take reference from the neighbouring development, i.e. JTC Space @ Tampines.</p> <p>Minimum 11m along Tampines Ave 10 inclusive of 3m green buffer. Between 11.5m to 16.6m along Tampines North Drive 4 inclusive of 3m green buffer.</p>
Building setback (Along common boundary)	Minimum 2m peripheral planting along the northern and southern common boundaries.
Platform level	<p>Internal platform level of the building shall not be higher than +0.6m in relation to the road levels of the adjoining access points and roadside pedestrian walkway along the Mitigation Zones.</p> <p>The Developer 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&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> <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 4, subject to LTA's approval.
Carpark & Vehicular Ramp	No carpark shall be allowed along all public roads. All car parking including heavy vehicular parking provisions shall be located away

	<p>from public frontages, and shall be integrated/concealed within the building envelope or in multi storey/basement carparks.</p> <p>Vehicular ramps and multi storey car parks shall not be located along Tampines Ave 10, Tampines North Drive 4 and shall be visually concealed from public view with landscaping and/or architectural treatment.</p>
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located fronting Tampines North Drive 4. 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 along Tampines Ave 10, Tampines North Drive 4. 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> <p>Please refer to Conceptual Cross Section of Mitigation Zone along Tampines Ave 10 in <b>Annex B</b> for the indicative treatments to mitigate the level difference with roadside public footpath.</p>
<b>Pedestrian and Last mile connectivity</b>	
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 with the adjacent developments during inclement weather conditions.</p> <p>Covered walkway with a minimum width of 3.6m (3.0m clear) and a minimum clear height of 6.0m shall be provided along the periphery of the building envelope fronting public road and/or major pedestrian corridor. It shall be seamlessly integrated with the proposed development's lobby and shall be designed for barrier free access.</p> <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 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 future bus stops along Tampines Ave 10 and Tampines North Drive 4, the future pedestrian crossing at Tampines North Drive 4 and to the adjacent existing and future developments on the northern and southern sides respectively.</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>A high covered linkway (if any) above internal road/fire engine access and above Additional Drainage Reserve (ADR) with a minimum width of 4.5m clear and minimum clear height of 4.5m shall be provided.</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 own and maintain the covered linkway extension.</p>
Through-block Link	<p>A through-block link with a minimum clear width of 4.0m and a maximum clear width of 7.0m shall be provided to connect the pedestrian crossing at Tampines North Drive 4/5 junction and the future bus stop along Tampines North Drive 4 and along Tampines Ave 10.</p> <p>The through-block link shall be open to public at all times. Any GFA exemption / waivers of the through-block link shall be subject to URA's approval.</p>
<b>Groundscape and Public Areas</b>	
Active Zone	<p>Industrial canteen capped at a size of 700 sqm or 5% of the total proposed Gross Floor Area shall be provided on ground floor, within the Active Zone. The industrial canteen shall be open to public.</p> <p>Other activity generation usage (if any) such as such as lobby, showroom, etc. shall be located along the southern common boundary and fronting Tampines Ave 10. The Active Zone shall be seamlessly designed and connected with the pick-up and drop-off point and the future bus stop.</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 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 <b>shall</b> achieve a minimum Green Cover of 40% of the total site area on ground and/or on the rooftop. To maximize the</p>

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)

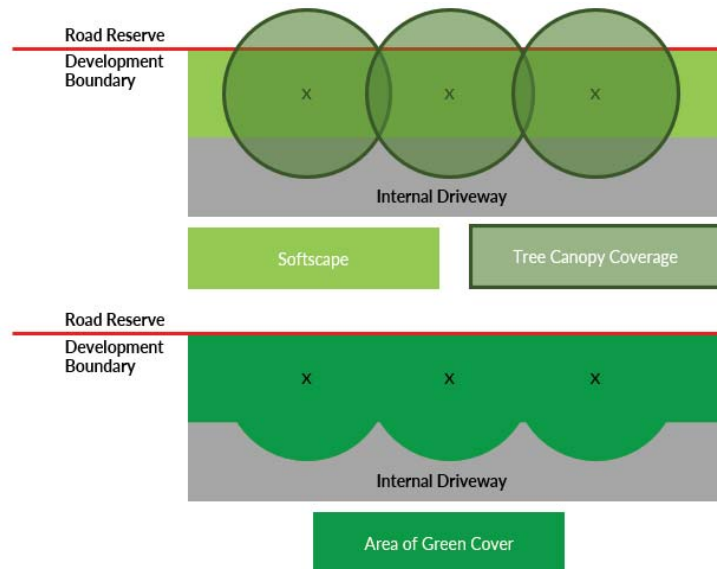


Figure 1: Areas considered in the computation of green cover within development site.

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
Landscape	Landscape within the green buffers shall be 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 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 <b>Annex B</b> .
Boundary Definition	The development shall be fenceless and remain open to public at all times. The ground floor spaces shall remain porous to allow for seamless pedestrian connectivity both visually and physically.
<b>Others</b>	
Built-to-line	The Successful Tenderer shall adhere to 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 frontages along Tampines Ave 10 and Tampines North Drive 4.  The built-to-line shall be applied for the second storey and above.
Facade Treatment	The façade along Tampines Ave 10 and Tampines North Drive 4 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.  The façade treatment along Tampines Ave 10 and Tampines North Drive 4 shall continue and wrap around the building corner for at least for 2 column grids. Blank walls, low-quality awnings, covers or shelters shall not be allowed on the building facade along public roads.  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.
Roof-scape control	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.

Building Façade Signages	<p>Building façade signage consisting of developer logo, development/building name and tenant logo/name <b>shall</b> be well-integrated with the building façade design and contained within the building edges and roof lines. Advertisements and billboards on the façade <b>shall</b> not be allowed.</p> <p>All building façade signages proposal <b>shall</b> be subject to JTC's review and approval. Building façade signage <b>shall</b> comply to relevant Authorities' guidelines. To allow consistency and to enhance estate's branding and identity for Tampines Industrial Estate, building façade signage <b>shall</b> be designed with the following conditions:</p>	
For high level façade signages		
Type of signage	High level façade signages in this section only refers to developer logo signages, building name and/or tenant logos.	
Number of signage	High level façade signages <b>shall be</b> kept to maximum of 4 nos. per building block.	
Size of signage	Each signage height <b>shall be</b> 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 <b>shall be</b> placed against contrasting background, along prominent frontage(s) visible by public such as fronting key view corridor and major roads.</p> <p>The signages <b>shall be</b> 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 <b>shall be</b> located on opposite corner of the same façade or on a different façade. The smaller signage <b>shall be</b> located lower than the larger signage.</p> <p>If there are 2 signages of the same types, they <b>shall be</b> allowed to be placed side by side or on top of each other and not to 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 <b>shall be</b> 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	Mid/low level façade signages <b>shall be</b> kept to maximum of 4 nos. per building block.  Each retail/commercial brand <b>shall be</b> only allowed 1 no. of logo/signage on the building façade.
	Size of signage	Each mid/low level façade signage <b>shall be</b> proportionate to the building and <b>shall not</b> 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	The retail/commercial logos/signages <b>shall be</b> 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 <b>shall be</b> 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.

##### 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 Lots) Rules or any statutory modification and re-enactment thereto.
- 3.1.3 The Successful Tenderer is required to provide a total of 160 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 C**).
- 3.2.3 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.
- 3.2.4 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.

- 3.2.5 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.
- 3.2.6 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.
- 3.2.7 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.
- 3.2.8 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.
- 3.2.9 When necessary, traffic marshals should be deployed to manage traffic flow and safety of road users during construction stage.
- 3.2.10 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.
- 3.2.11 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

- 3.2.12 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.

3.2.13 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

3.2.14 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.

3.2.15 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.

3.2.16 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.

3.2.17 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



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

3.2.19 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**

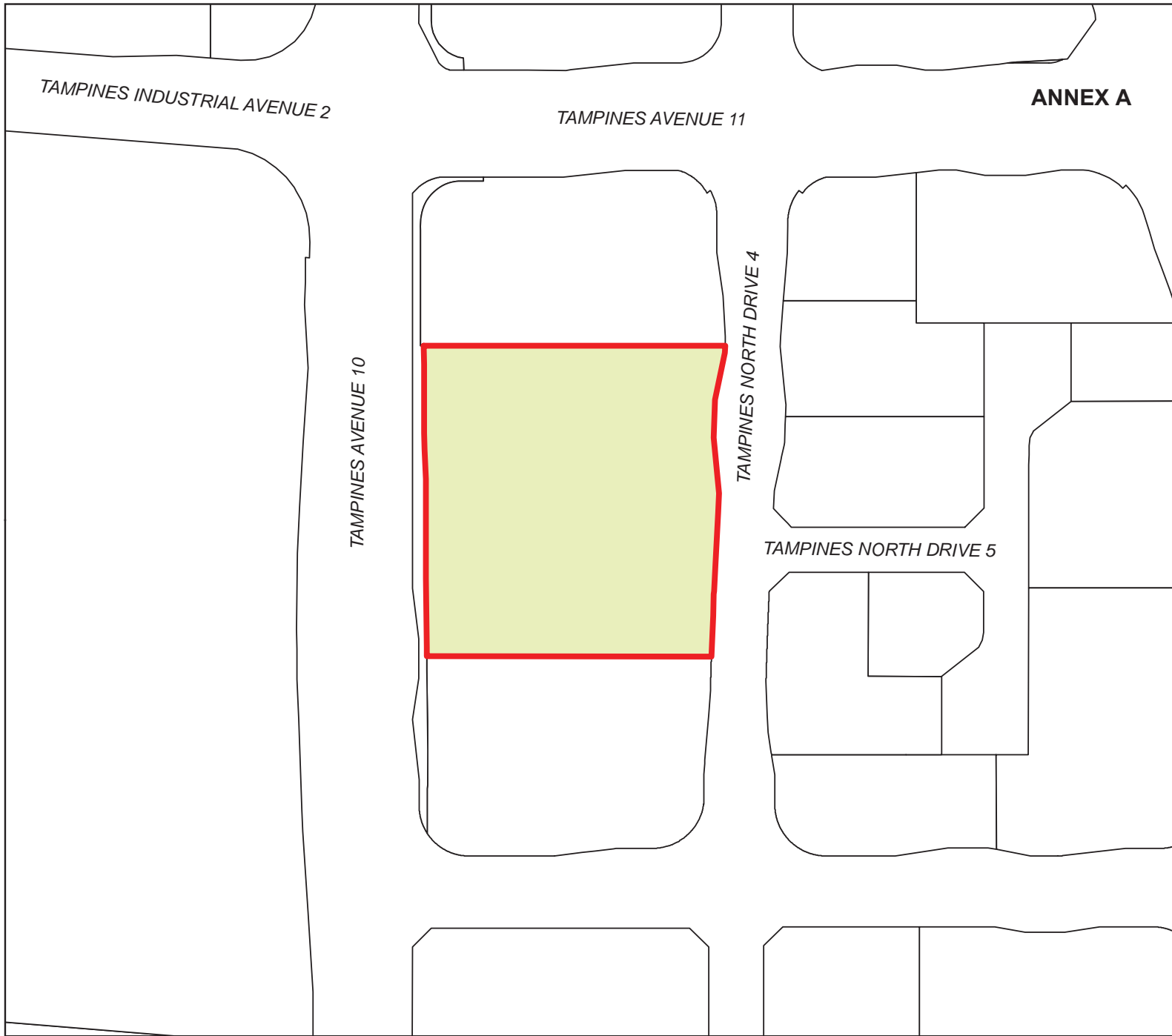
4.1.1 Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

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  
 AVENUE 4  
 MK29-03319T

SITE AREA : 20305.7 sq m

**HEIGHT CONTROL PLAN**

**Legend**

-  SUBJECT SITE
-  64m SHD

**NOTES :**

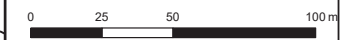
The Control Plan of the proposed development is intended as a guide on the requirements of JTC.

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.

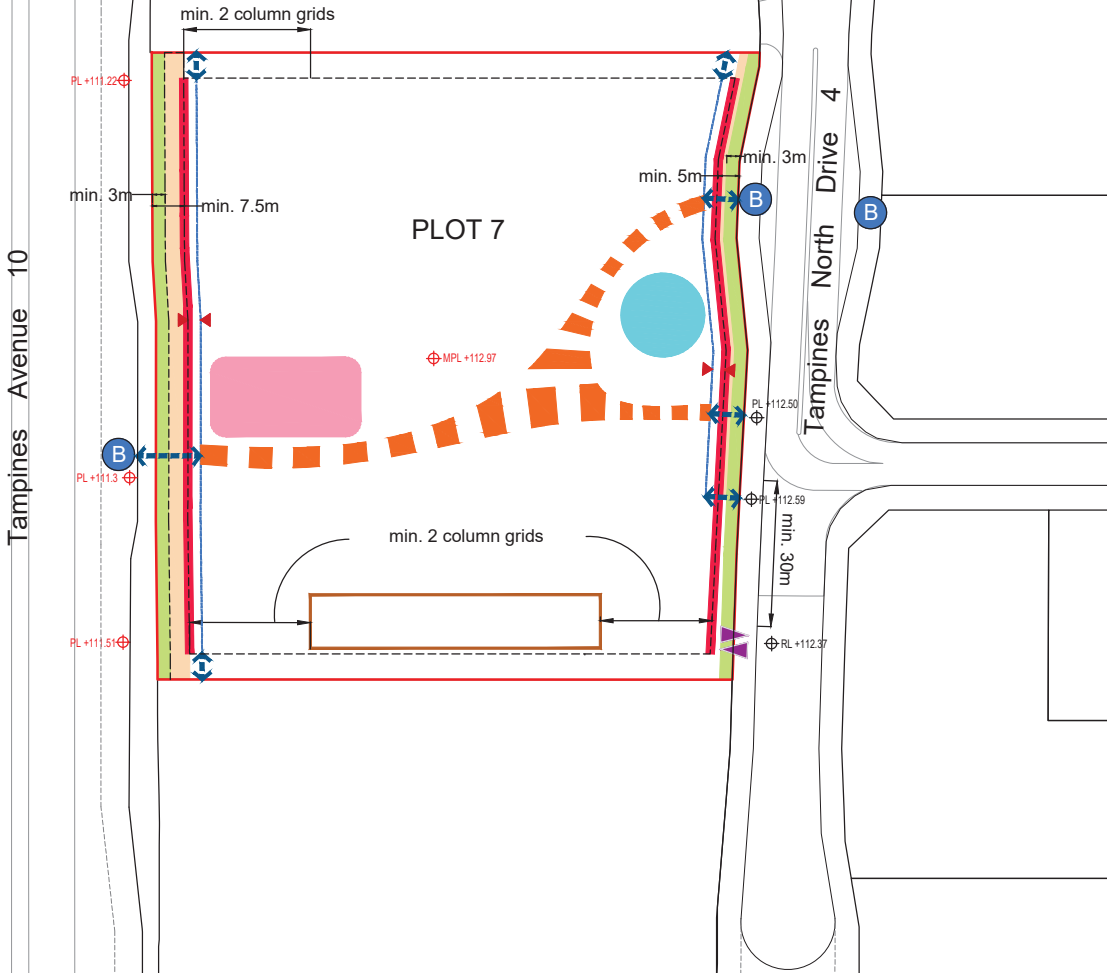
Site area is subject to final survey.

SCALE : 1:2,500



**JTC Corporation**  
 LAND PLANNING DIVISION

ANNEX B



**LEGEND**

- Future Bus Stop
- Vehicular Access Point
- Drop-off / Lobby
- Service Area
- Green Buffer
- Covered Walkway
- Covered Linkway extension
- Through-block Link
- Active Zone
- Mitigation Zone
- 100% Built-to-Line
- Proposed Platform Level
- Existing Platform Level (indicative)
- Building Footprint (indicative)
- Site Boundary

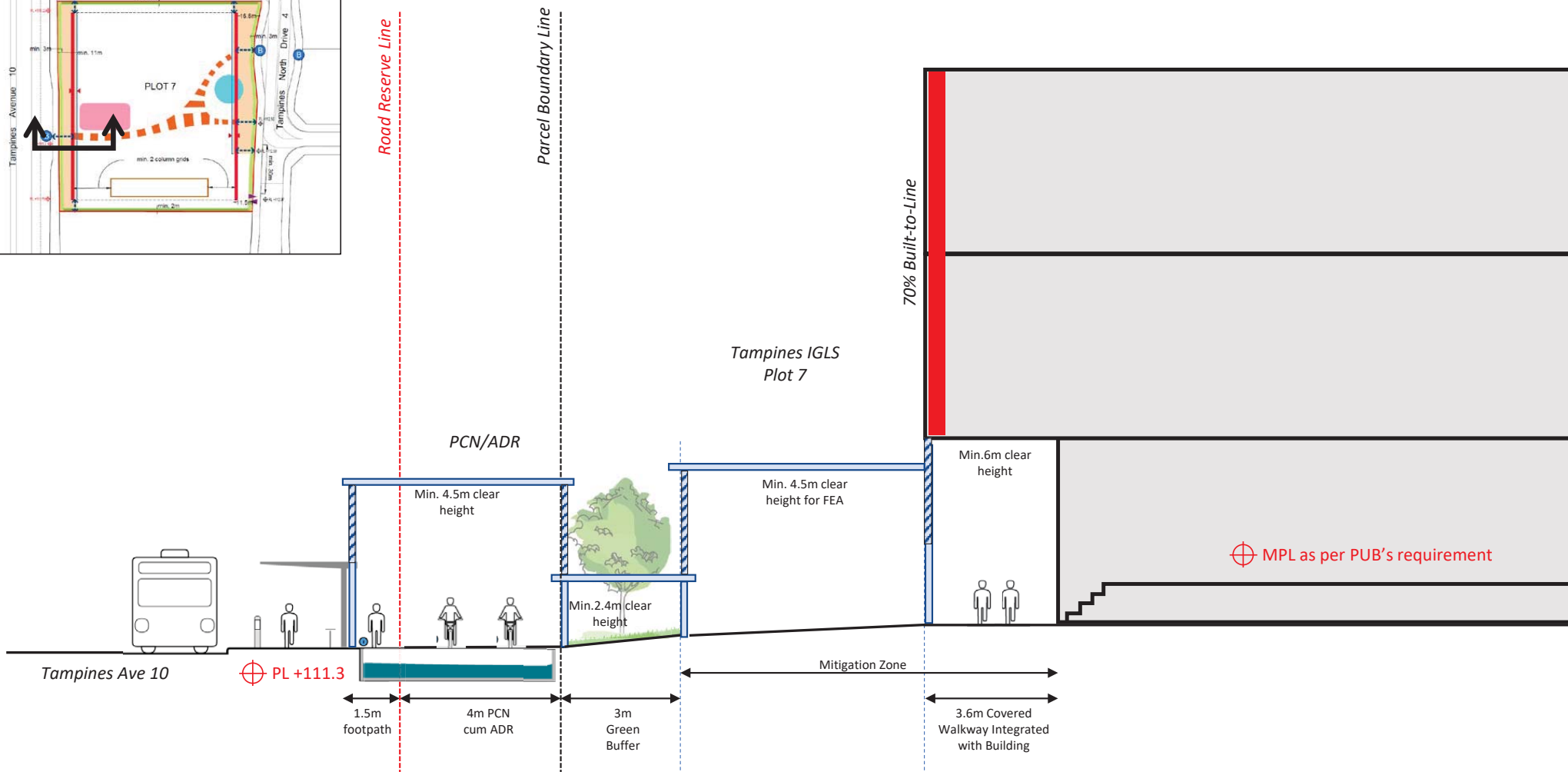
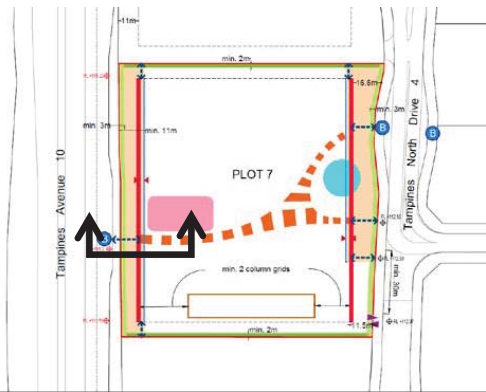


JTC Corporation

Urban Planning & Architecture Division

PLANNING GUIDELINES FOR TAMPINES PLOT 7





**ANNEX B: CONCEPTUAL CROSS SECTION OF MITIGATION ZONE ALONG TAMPINES AVE 10**

\_planting list



1. Lagerstroemia floribunda
2. Mimusops elengi
3. Samanea Saman
4. Peltophorum pterocarpum
5. Cassia fistula
6. Lagerstroemia flos-reginae
7. Dalberia oliveri



- |                                  |                         |
|----------------------------------|-------------------------|
| 1. Carallia brachiata "Honiara", | 9. Andira inermis       |
| 2. Intsia bijuga                 | 10. Khaya grandefoliola |
| 3. garcinia hombroniana          | 11. Alstonia scholaris  |
| 4. terminalia subspathulata      |                         |
| 5. Tabebuia rosea                |                         |
| 6. Skrzygium grande              |                         |
| 7. Khaya senegalensis            |                         |
| 8. Sweietenia senegalensis       |                         |



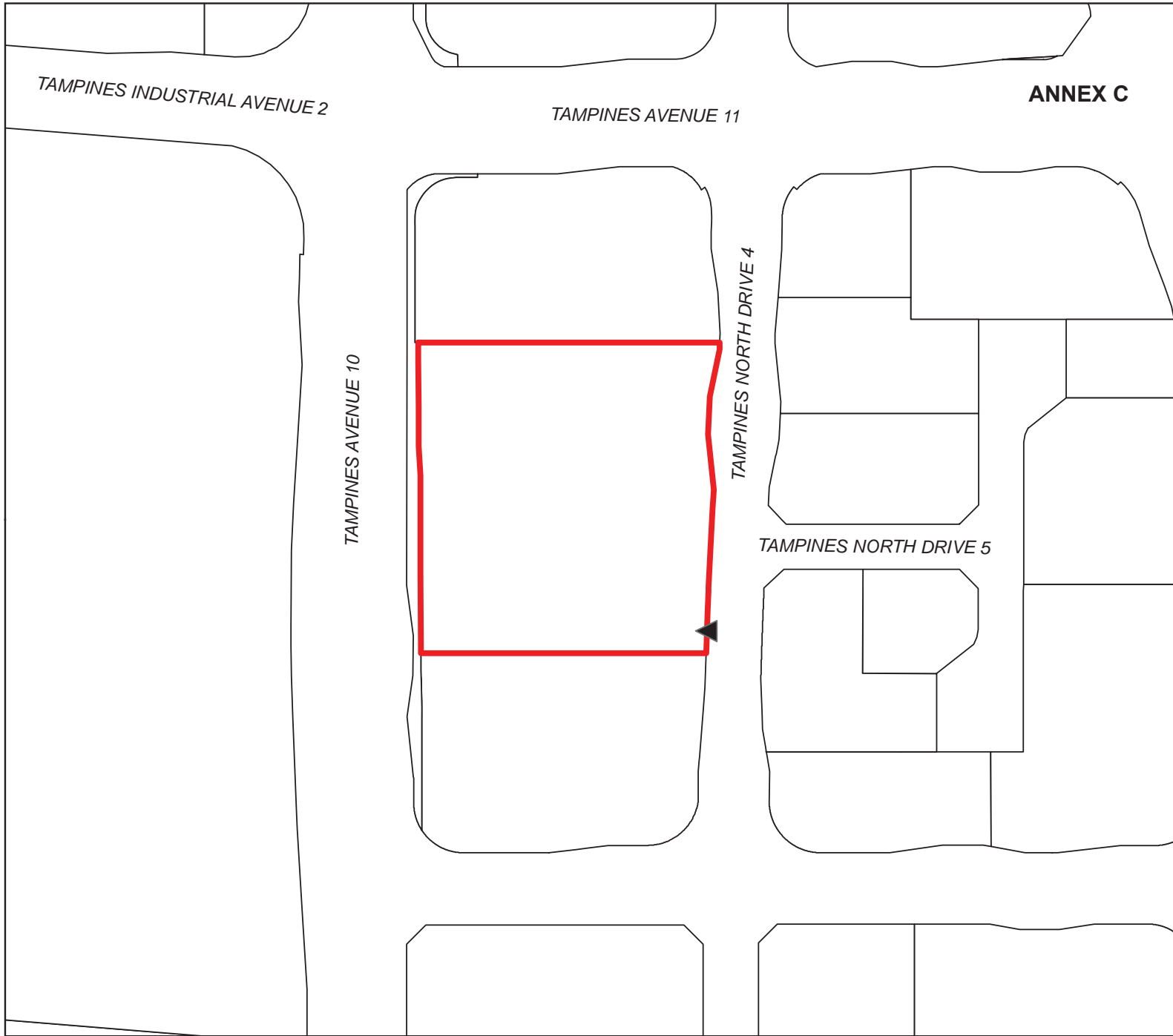
- |                            |                                    |                              |
|----------------------------|------------------------------------|------------------------------|
| 1. Adenantha pavonina      | 8. Cordia subcordata               | 15. Melaleuca cajuputi       |
| 2. Arfeuillea arborescens  | 9. Cratoxylum cochinchinense       | 16. Michelia spp             |
| 3. Barringtonia acutangula | 10. Daldergia spp                  | 17. Millettia pinnata        |
| 4. Buchanania arborescens  | 11. Erythrina variegata            | 18. Pongamia pinnata         |
| 5. Bucida buceras          | 12. Filicium decipiens             | 19. Sterculia foetida        |
| 6. Calophyllum inophyllum  | 13. Gardenia tubifera              | 20. Xanthostemon chrysanthus |
| 7. Coccoloba uvifera       | 14. Hibiscus tiliaceous "tricolor" |                              |



- |                              |                           |                        |                        |
|------------------------------|---------------------------|------------------------|------------------------|
| 1. Mussaenda erythrophylla   | 9. Schefflera arboricola  | 17. Heliconia Sp       | 25. Ficus nitida       |
| 2. Carphalea kirontron       | 10. Spathiphyllum sp.     | 18. Tecomaria capensis | 26. Baphia nitida      |
| 3. Cassalpinia pulcherrima   | 11. Belamcanda chinensis  | 19. Calathea lutea     | 27. Ixora              |
| 4. Allamanda oenotheraefolia | 12. Duranta sp.           | 20. Gardenia sp        | 28. Polysia            |
| 5. Cleodendrum paniculatum   | 13. Jatropha integerrima  | 21. Canna sp           | 29. Murraya paniculata |
| 6. Osmoxylon lineare         | 14. Crinum sp.            | 22. Cordyline sp       | 30. Fucraea gigantea   |
| 7. Neomarica gracilis        | 15. Loropetalum chinensis | 23. Eugenia oleina     | 31. Agave angustifolia |
| 8. Orthosiphon aristatus     | 16. Thevetia peruviana    | 24. Ficus nitida       | 32. Yucca gloriosa     |
|                              |                           |                        | 33. Dracaena marginata |





1. Alternanthera paronychioides
2. Wedelia trilobata
3. Pandanus pygmaeus
4. Ophiopogon jaburan
5. Lantana camara



**DEVELOPMENT**  
**AT TAMPINES NORTH**  
**AVENUE 4**  
**MK29-03319T**

SITE AREA : 20305.7 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 : 1:2,500


**JTC Corporation**  
 LAND PLANNING DIVISION