

# JTC Sale of Site **Industrial Development**

Land Parcel at  
Tampines North Drive 5 (Plot 9)

Tender Ref: MLM-PLA-0000355

Technical Conditions of Tender



---

**SALE OF SITE**  
**FOR BUSINESS 2 DEVELOPMENT**  
**ON LAND PARCEL**  
**AT TAMPINES NORTH DRIVE 5 (PLOT 9)**

**TECHNICAL CONDITIONS OF TENDER**

---

	<b>CONTENTS</b>	<b>PAGE</b>
PART I	GENERAL	<b>2</b>
PART II	PLANNING GUIDELINES	<b>3</b>
PART III	DEVELOPMENT GUIDELINES	<b>7</b>
PART IV	TENDER SUBMISSION / OTHER REQUIREMENTS	<b>10</b>

## **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 9) (“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****2.0 PLANNING GUIDELINES****2.1** The planning parameters for the Land Parcel are:

<b>PLANNING PARAMETERS</b>	<b>PROVISION / REQUIREMENT</b>
Site Area	4,911.8 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>Logistics centre and distribution centre use will not be allowed. However, warehousing as an ancillary facility in the industrial development is permitted and full warehousing can be considered, subject to Traffic Impact Assessment (TIA) and approval.</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. 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 Spaces) Rules for the industrial development.</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 AMSL (Above Mean Sea Level). 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>Planning Guidelines (Please refer to Annex B)</b>	
Building setback (Along roads)	5m along Tampines North Drive 4 inclusive of 3m green buffer 5m along Tampines North Drive 5 inclusive of 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 to contribute to the Green Cover requirement.
Platform level	Internal platform level of the building shall not be higher than +1.2m in relation to the access points from the adjoining road levels. Any differences between the building platform level, the covered / open walkway, cycling path and adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey. The Developer shall consult all relevant agencies on the technical requirements of the proposed platform levels.
Service Area	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 24m or 2 column grids from the building line whichever is greater. 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. No open storage should be left in the open. All storage should be housed and enclosed in the main building.
Retaining Walls	Retaining walls shall be not allowed within the development. If required, they shall not be higher than 1.0m and shall to 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, subject to LTA's approval.
Carpark & Vehicular Ramp	Vehicular ramps and multi storey car parks shall not directly face 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.

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 &amp; 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>
<b>Pedestrian and Last mile connectivity</b>	
Covered Walkway	<p>Covered walkway shall be provided as part of the comprehensive 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 and a minimum clear height of 6.0m shall be provided at the along the periphery of the building envelope along Tampines North Drive 4. It shall be seamlessly integrated with the proposed development's lobby and shall be of 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>
Pedestrian Walkway	<p>A pedestrian walkway with a minimum clear width of 2.5m shared path and 2.0m landscape planting shall be provided along the development's common boundary (Northern) for connection to the adjacent development's (REEBONZ) pedestrian walkway.</p>
<b>Groundscape and Public Areas</b>	
Mitigation Zone	<p>The mitigation zone shall be provided along Tampines North Drive 4 and along the southern common boundary. 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 road side pedestrian walkway. Any differences between the platform levels within the mitigation zone shall be designed for barrier free access. Retaining walls shall not be allowed on all sides of the developments.</p>
Built-to-line	<p>The Developer shall adhere to the building envelope guidelines to create a distinctive and continuous street wall along Tampines North Drive 4. A 100% built-to-line shall be applied to the building façades along these roads.</p>
<b>Landscape Guidelines and Boundary Definition</b>	

Landscape	The landscape zone within development shall be designed to augment the road side trees (Tampines North Drive 4 and 5) and greenery along the common boundary. 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. For permanent planter boxes with raised soil, these shall be designed as integrated street furniture in public plaza / space. For plants and trees, please refer to the approved planting list.
Boundary Definition	The development shall be fenceless from all sides.
<b>Others</b>	
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 Signage	All signages shall be integrated with the building façade and is subjected to JTC's approval and relevant authorities' guidelines. A large and elegantly designed company logo with hidden or integrated lighting is strongly encouraged Tampines North Drive 4 and 5. All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view and the cluttering of signage for the building tenants and advertisement on the façade shall not be allowed.

- \* (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.

## **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 The successful tenderer shall only obtain TOP for the proposed industrial development after 2Q 2021.

##### Vehicle Parking

- 3.1.3 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.
- 3.1.4 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. 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 Spaces) Rules for industrial developments.
- 3.1.5 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.
- 3.1.6 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.
- 3.1.7 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.



- 3.1.8 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

- 3.1.9 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

- 3.1.20 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**

Vehicular Ingress/ Egress

- 3.2.1 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**).
- 3.2.2 No access shall be allowed off from Tampines North Drive 4.
- 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.

## **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 DR 5




MK29-03164N

LAND PARCEL : PLOT 9

SITE AREA : 4911.8 sq m

## HEIGHT CONTROL PLAN

### Legend

-  SUBJECT SITE (PLOT 9)
-  64m AMSL
-  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.

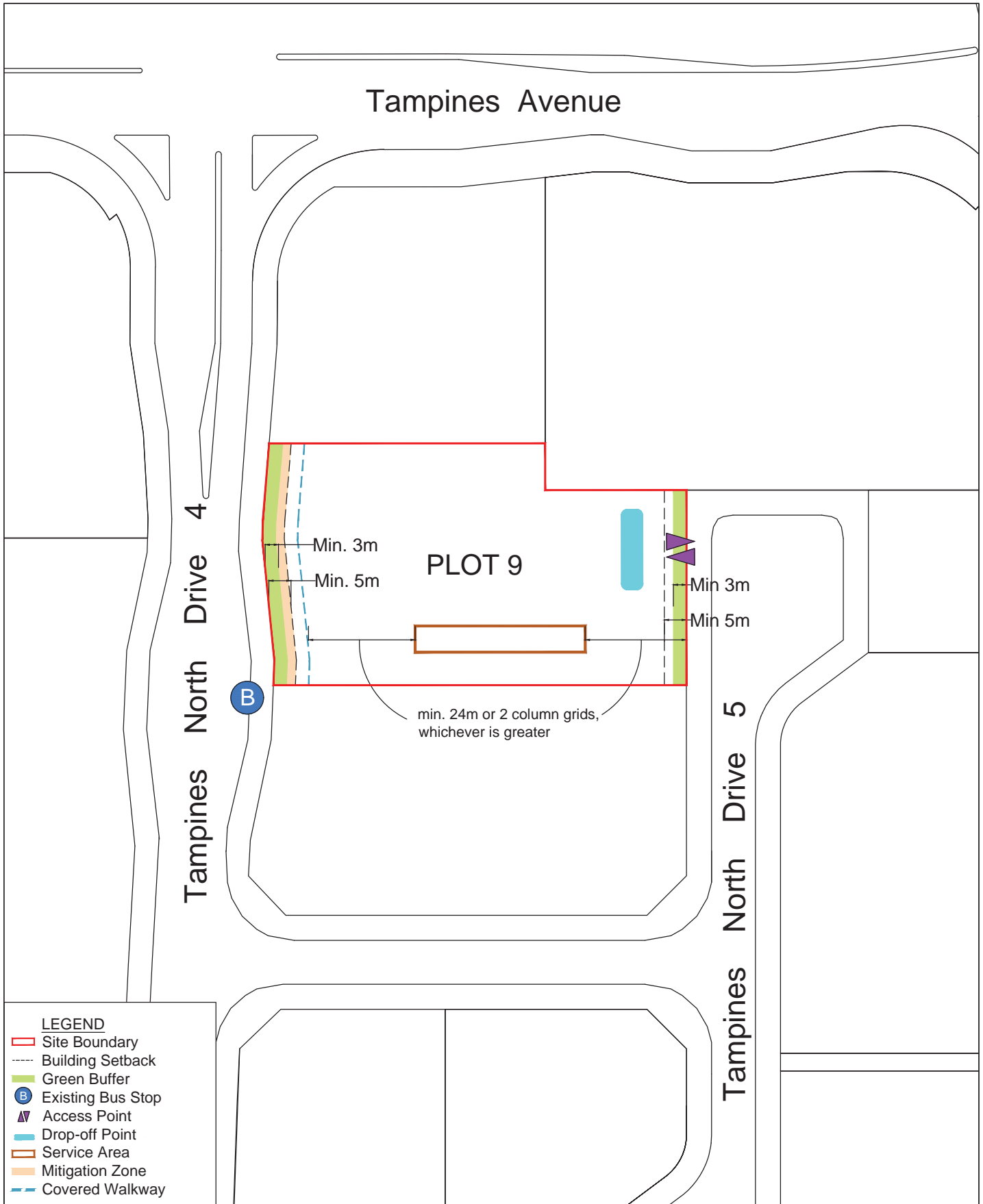
The Control Plan is to be read in conjunction with the Conditions of Tender and Technical Conditions of Tender.

SCALE : 1:2,000



**JTC Corporation**  
LAND PLANNING DIVISION

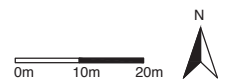




**JTC Corporation**

Urban Design and Architecture Division

**CONTROL PLAN FOR PLOT 9  
TAMPINES NORTH DRIVE 5**



# DEVELOPMENT

AT TAMPINES NORTH DR 5

MK29-03164N

LAND PARCEL : PLOT 9

SITE AREA : 4911.8 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 : 1:2,000



**JTC Corporation**  
LAND PLANNING DIVISION

