



JTC Sale of Site
**Industrial
Development**

Land Parcel at Plot A Tukang
Innovation Drive

Tender Ref: JTC/PRD/IGLS/31122024/PLOTATID

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL
AT PLOT A TUKANG INNOVATION DRIVE

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 Plot A Tukang Innovation Drive (“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	18,687.0 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>
Development Type	The Successful Tenderer is required to develop a multi-user facility on the Land Parcel.
Heavy Vehicle Lots	<p>The Successful Tenderer shall provide sufficient heavy vehicle parking lots within the site to support his own industrial needs.</p> <p>In addition, the Successful Tenderer is also required to provide a licensed Heavy Vehicle Park with 58 publicly accessible heavy vehicle parking lots for non-tenants within the industrial development, over and above the number of heavy vehicle parking lots required to meet his own industrial needs.</p> <p>All the heavy vehicle parking lots are subject to clearances by relevant regulatory authorities (e.g. LTA) under the Parking Places (Provision of Parking Places and Parking Spaces) Rules or any statutory modification and re-enactment.</p> <p>Where the Successful Tenderer decides to strata-subdivide the development, the licensed 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)</p> <p>2.0 (minimum)</p> <p>All tenderers are required 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 98m SHD.</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 and Storey Height Control	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
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Planning Guidelines (Please refer to Annex A)	
Site Planning	
Green Buffer and Building Setback Control	<p>Green buffer and building setback shall comply with prevailing URA DC and NParks' requirements.</p> <p>Minimum 2m peripheral planting along northern and southern common boundary.</p>
Site platform levels along public frontage (e.g. public roads, pedestrian footpath, Park Connector Network)	<p>The site platform levels shall not be higher than 0.6m in relation to the adjacent road levels, pedestrian footpath. No retaining wall shall be allowed along the parcel boundary fronting public footpath on public road.</p> <p>If there is any difference between site platform level and adjacent footpath/ covered linkway outside the site boundary; or if a retaining wall is needed due to site constraints, please refer to the detailed requirements mentioned under Boundary Wall and Retaining Wall(s). Please refer to the section drawings under Mitigation Zone clause for more information.</p> <p>The the Successful Tenderer shall consult all relevant agencies on the technical requirements of the proposed site platform levels.</p>
Service Area	<p>Service areas including refuse bin centre, bin point, bulk meter, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, A/C condensers, loading / unloading bays and holding bays, etc. shall be integrated within building envelope as much as possible and located away from public view¹ as indicated in the Control Plan.</p> <p>Effective concealment and/or screening of these service areas with architectural treatment and/or landscaping shall be provided if these areas are exposed to public view.</p> <p>If the trellis or louvers are chosen for architectural treatment, the spacing between the fins of the trellis or louvers shall be equal to or less than their depth. The openings in perforated panels, if provided, shall be evenly distributed with a porosity (i.e. percentage of void-to-solid) equal to or less than 25%. The width / diameter of the openings shall not exceed 30mm.</p> <p>Open storages (if any) shall not be allowed on all sides of the development and shall be relocated and integrated within the building.</p> <p>Acceptable Solutions</p>

¹ Public view is defined as any premises, open space, building, structure or any part thereof that can be seen by any member of the public from public roads, drainage reserves, parks and other land uses that are open for public access.

	
	<p>Screening with landscape such as shrubs or tall hedges (e.g. <i>Syzygium myrtifolium</i> etc.) to conceal M&E structure within green buffer.</p>
	<div style="display: flex; justify-content: space-around;"> <div data-bbox="690 709 1047 966">  <p>Screening by architecture treatment such as perforated panels, louvers, etc.</p> </div> <div data-bbox="1055 709 1425 966">  <p>Screening by combination of landscape and Architecture Treatment such as trellis and vertical creepers/trailers (e.g. <i>Vernonia eliptica</i>, <i>Phyllanthus myrtifolius</i>)</p> </div> </div>
<p>Service Area on the roof that is visible to public view²</p>	<p>All new service areas³ located on the rooftop at be fully screened aesthetically from the top and on all sides of the building façade if these areas are exposed to public view and surrounding residential developments.</p> <p>To ensure the effective screening, the spacing between the trellis or louver elements is to be equal to or less than their depth. The openings in perforated panels, if provided, are to be evenly distributed with a porosity (i.e., percentage of void-to-solid) equal to or less than 25%. The width / diameter of the openings shall not exceed 30mm.</p>

² Rooftop service areas may include water tanks & pump rooms, cooling towers, chiller rooms, MDS rooms, rainwater harvesting tanks, hosereel tank & pump rooms, etc.

	 <p>Screening on all sides of Cooling Tower through Architecture Treatment e.g. horizontal fins/louvres</p>	 <p>Screening above and on all sides of Rooftop M&E Services through Architecture Treatment e.g. trellis</p>
<p>Vehicular Access</p>	<p>All vehicular access to the development shall be taken from Tukang Innovation Drive, as indicated in the Control Plan. The exact location of vehicular access is subject to LTA's approval. Any additional access required by the Successful Tenderer will be subject to LTA's approval.</p>	
<p>Vehicular Parking</p>	<p>All vehicular parking provision (car, motorcycle, heavy vehicles, etc.) shall be integrated/concealed within the building envelope or in multi storey/basement carparks. Should surface car parking be required due to constraints (e.g. operational requirements), they shall be visually concealed and/ or screened off from public view with landscaping and/or architectural treatment.</p> <p>Acceptable Solutions</p>  <p>1st Storey carpark integrated within building envelope</p> 	

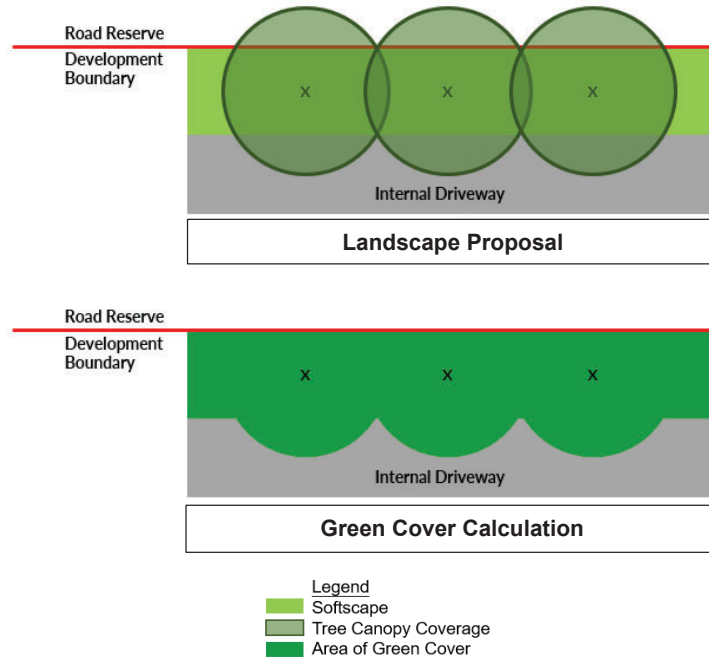
	<p>1st Storey carpark next to main building with awnings/ canopies</p>  <p>1st Storey carpark with concealment and screening through a combination of vertical trellis and rooftop greenery.</p> <p>Multi-storey car park shall be visually concealed and/or screened off from public view with landscaping and/or architectural treatment.</p> <p>Acceptable Solutions</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="688 1041 1029 1306">  <p>Screening of multi-storey carpark with landscape such as vertical greenery.</p> </div> <div data-bbox="1049 1041 1425 1306">  <p>Concealment of a multi-storey carpark along covered walkway with architectural treatment along covered pedestrian walkway.</p> </div> </div>
<p>Vehicular Ramp</p>	<p>Vehicular ramp shall be located away from public view. Should the proposed vehicular ramp be visible from public view due to constraints (e.g. operational requirements), it shall be visually concealed and/or screened off from public view with landscaping and/or architectural treatment.</p> <p>Acceptable Solutions</p>

	 <p data-bbox="688 562 1052 655">Screening of a vehicular ramp with landscape such as vertical creepers (e.g. <i>Vernonia elliptica</i>)</p> <p data-bbox="1068 562 1437 655">Screening of a vehicular ramp with architectural treatment such as louvers</p>
Drop-Off Point	<p data-bbox="678 688 1437 739">Drop-off point (if any) shall be located fronting Corporation Road and be integrated within building envelope.</p> <p data-bbox="678 772 1437 882">Any public and communal space within the development, such as staff or industrial canteen, lift lobby, staff lounge and recreation area, etc., are strongly encouraged to be designed holistically with the drop-off point along the main public frontage of the development.</p> <p data-bbox="678 915 1437 1024">Traffic calming and pedestrian safety measures shall be provided at the drop-off point for pedestrian safety and to ensure no obstruction of pedestrian flow within the development, e.g. footpaths, zebra crossings and appropriate traffic markings.</p>  <p data-bbox="753 1638 1357 1722">A drop-off point is integrated with the overall building where the with a clear demarcation to separate vehicle and pedestrian areas.</p>
Mitigation Zone	<p data-bbox="678 1738 1437 1900">The mitigation zone shall be provided along Corporation Road and the northern common boundary as indicated in the Cross Sections A-A and B-B. The mitigation zone is an area between the outdoor and indoor public spaces 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</p>

	including indoor and outdoor spaces shall match with the adjacent level of the roadside pedestrian walkway. Any differences between the platform levels within the mitigation zone shall be designed for barrier free access.
Pedestrian and Last mile connectivity	
Bicycle Parking and End-of-Trip facilities Provision	<p>The Successful Tenderer shall 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 Successful Tenderer shall comply with LTA's guidelines on related End-of-Trip facilities, where applicable.</p> <p>The bicycle parking lots and routing shall be segregated from pedestrian and vehicular access routes to avoid conflict between cyclists, pedestrians and motorists.</p>
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 clear width of 3.0m and a minimum clear height of 3.6m shall be provided along the periphery of the building envelope fronting Corporation Road and the northern common boundary.</p> <p>This covered walkway shall be continuously connected up to the site boundary as well as to the adjacent estate-wide covered linkway and bus stop (if applicable). 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 linkway shall be extended to Tukang Innovation Drive, the northern and southern common boundaries, and to the existing bus stop along Corporation Road with a minimum width 3.6m (3.0m clear) and a minimum clear height of 3.6m, and to the western parcel boundary. A high covered linkway above fire engine access (FEA) or internal road with a minimum width of 4.5m clear and minimum clear height of 4.5m shall be provided.</p> <p>The Successful Tenderer shall, at his own cost, construct, own and maintain the covered linkway extensions, including the linkway beyond the site boundary connecting to the existing bus stop which requires the Successful Tenderer to apply for alienation (through JTC) of the airspace above the Road Reserve (at the terms and conditions and rates to be determined by SLA). The construction of the covered linkway extension beyond the site boundary shall only commence after alienation of the airspace.</p>
Landscape Guidelines and Boundary Definition	

Green Cover

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. Please refer to the illustration below for the Green Cover calculation methodology.



Green Cover is planned within industrial estates and developments to help mitigate the Urban Heat Island effect, reduce ambient temperatures, improve the air quality, slow down urban runoff during heavy downpours and improve the physical and mental well-being of the industrial communities.

To contribute to the Green Cover target for Jurong Industrial Estate, the development **shall** achieve a minimum Green Cover of 40% of the total site area on ground and/or on the rooftop. To maximize the benefits of the greenery, the development **shall** prioritise provision of Green Cover on the ground floor and other locations visible from public view.

To meet the Green Cover requirements, the Successful Tenderer **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;

	<p>4. to provide trellis with creepers to shade surface carpark lots; and</p> <p>5. to provide green roof above standalone ancillary structures (e.g. guard house, bin centres, etc.)</p> <p>In addition to the greenery that is visible by satellite image, the Successful Tenderer is also strongly encouraged to explore the following elements to further improve the greenery provisions within the development:</p> <ol style="list-style-type: none"> hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas); planting within sky terraces/communal planters; vertical greenery; and at-grade covered communal landscape. <p>The Successful Tenderer shall declare the Green Cover provision according to the Green Cover Declaration Template in Annex B.</p>
Landscape	<p>Sensitively designed landscape areas shall be provided within the site to enhance the quality of the working environment.</p> <p>Landscape areas within the green buffers shall be planted with trees and designed to augment roadside planting.</p> <p>Landscape areas shall be permanent planting areas with sufficient soil depth, implemented on ground or in planter boxes (no potted plants and movable planter boxes are allowed) with integrated soil retaining areas.</p> <p>Landscape areas shall be properly maintained within the site in accordance with all the requirements of the Authorities.</p> <p>Where building setback is required, landscaping is strongly encouraged within the setback if it is not used for the Successful Tenderer's operations (e.g. driveway, parking lots, M&E) to contribute to Green Cover.</p>
Boundary Definition	<p>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.</p> <p>Any level difference between the public footpath and the site platform level shall be mitigated with a slope not steeper than 1:2.5 gradient within the green buffer.</p>
Façade and Building Envelope Guidelines	
Façade Treatment	<p>The façade on all sides of the development shall be aesthetically designed with good quality and easy-to-maintain materials to project a good image for the development and enhance the quality of the working environment.</p> <p>The façade treatment along Corporation Road and Tukang Innovation Drive and the northern and southern common boundaries shall continue to wrap around the building corners for at least 2 column grids</p> <p>The development shall adopt passive design strategies that are environmentally responsive to the tropical climate, including</p>

	<p>optimising building form and massing and using suitable façade materials. These will ensure the façade design is sustainable with optimal thermal performance to minimise heat gain, maximise daylight and natural ventilation to reduce the dependence on artificial lighting and cooling energy.</p> <p>Blank walls, low-quality awnings, covers or shelters shall not be allowed on the building facade along public roads.</p> <p>The colours 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 bare plaster, corrugated sheets and crimp metal panels shall not be allowed on all building facades.</p>										
Building Façade Signages	<p>Building façade signages such as 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 signages shall be designed with the following conditions:</p> <table border="1" data-bbox="678 1087 1425 1856"> <tr> <td colspan="2" data-bbox="678 1087 1425 1123">For high-level façade signages</td> </tr> <tr> <td data-bbox="678 1123 824 1186">Type of signage</td> <td data-bbox="824 1123 1425 1186">Applies to developer logo, building name and/or tenant logos.</td> </tr> <tr> <td data-bbox="678 1186 824 1360">Number of signage</td> <td data-bbox="824 1186 1425 1360"> <p>High-level façade signages shall be kept to a maximum of 4 nos per development, of which a maximum of 2 nos shall be allowed per façade.</p> <p>Duplication of signages along the same facade shall not be allowed.</p> </td> </tr> <tr> <td data-bbox="678 1360 824 1654">Size of signage</td> <td data-bbox="824 1360 1425 1654"> <p>The size of signage shall comply with the following requirements:</p> <ul style="list-style-type: none"> a) Combined signage height shall be capped to a maximum of 1:15 of the overall building height; and b) Combined signage width shall not exceed 1/3 of the length of the façade whichever is smaller. </td> </tr> <tr> <td data-bbox="678 1654 824 1856">Placement and location of signage</td> <td data-bbox="824 1654 1425 1856"> <p>The signage shall be placed against contrasting background, along prominent frontage(s) visible to the public such as fronting major roads and/or key view corridors.</p> <p>The signages shall be placed at the top corner(s) of the building façade(s)</p> </td> </tr> </table>	For high-level façade signages		Type of signage	Applies to developer logo, building name and/or tenant logos.	Number of signage	<p>High-level façade signages shall be kept to a maximum of 4 nos per development, of which a maximum of 2 nos shall be allowed per façade.</p> <p>Duplication of signages along the same facade shall not be allowed.</p>	Size of signage	<p>The size of signage shall comply with the following requirements:</p> <ul style="list-style-type: none"> a) Combined signage height shall be capped to a maximum of 1:15 of the overall building height; and b) Combined signage width shall not exceed 1/3 of the length of the façade whichever is smaller. 	Placement and location of signage	<p>The signage shall be placed against contrasting background, along prominent frontage(s) visible to the public such as fronting major roads and/or key view corridors.</p> <p>The signages shall be placed at the top corner(s) of the building façade(s)</p>
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Works involving Dormitory	<p>Proposed dormitory* including its living areas, ensuite toilets, laundry facilities, shoes racks, cooking and dining areas, as well as recreation areas shall be housed and enclosed within the main building and shall not be sited fronting the public road. Laundry facilities / clothes hanging racks shall be located away from the public view⁴ as per FEDA requirements. If required to be located fronting public view² due to space constraints, these spaces shall be concealed with architectural treatments similar to the building façade design.</p> <p>*The proposed dormitory (if any) is subject to relevant agencies' approvals including JTC's Land Owner Consent.</p>												
Design Pre-consultation & Review with JTC	<p>The Successful Tenderer shall submit the development proposal to JTC for review of UDG compliance and waivers (if any) minimum four (4) weeks prior to plan submissions to JTC for Landowner's Consent.</p> <p>The development proposal shall be submitted with the following contents:</p> <ol style="list-style-type: none"> 1. Architecture Drawing (floor plans, sections, elevations); 2. Building Coverage Ratio (BCR) Calculation; 												

	<ol style="list-style-type: none">3. Landscape Proposal and Green Cover Calculation;4. Building Material Palette;5. 3D perspective and/or Artist Impression of the development; and6. Summary of UDG compliance items and justification for waivers (if any).
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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 IMDA;
- (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 tenderer 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 (DC) Guidelines issued or may be issued by the Competent Authority under the Planning Act 1998, unless otherwise stated in the Technical Conditions of Tender.
- 3.1.2 The Successful Tenderer shall comply with the revised Gross Floor Area (GFA) and strata area definitions as set out in the circular “Harmonisation of floor area definitions by URA, SLA, BCA and SCDF” issued on 1 September 2022.
- 3.1.3 Where applicable, the Successful Tenderer’s Qualified Person shall submit a Development Statement of Intent (DSI) together with their development proposal to the Competent Authority under the Planning Act 1998 at the formal submission stage in compliance with prevailing guidelines and circulars issued by the Competent Authority.

Vehicle Parking

- 3.1.4 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.
- 3.1.5 The Successful Tenderer is strongly encouraged to provide parking lots for motorcycles within the layout of the car park.
- 3.1.6 The Successful Tenderer shall provide sufficient heavy vehicle parking lots within the site to support his own industrial needs. In addition, the Successful Tenderer is also required to provide a licensed Heavy Vehicle Park with **58** publicly accessible heavy vehicle parking lots for non-tenants within the proposed industrial development, over and above the number of heavy vehicle parking lots required to meet his own industrial needs. Heavy vehicle parking lots intended for non-tenants (i.e., for public use) shall be published on LTA’s OneMotoring website as open lots. The Successful Tenderer shall declare in LTA’s application form for ‘License to Operate Heavy Vehicle Park’ that they allow the public to enquire the parking spaces availability on LTA’s OneMotoring website.

- 3.1.7 Where the successful tenderer decides to strata-subdivide the development, the required licensed heavy vehicle park shall be comprised in a separate single strata lot independent from the strata industrial units. The heavy vehicle parking lots within the separate single strata lot can be excluded from GFA notwithstanding they are included as strata area.
- 3.1.8 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 license to operate shall be and remain valid until expiry of the Lease.
- 3.1.9 The Successful Tenderer shall not sell the licensed HVP strata lot before the issuance of the License to Operate by LTA and Temporary Occupation Permit for the development, whichever is later.
- 3.1.10 At the plan submission stage, the Successful Tenderer is required to declare clearly on your plans, the proposed number of heavy vehicle parking lots intended for tenants and non-tenants (i.e., for public use), and clearly demarcate the area occupied by the licensed Heavy vehicle Park.
- 3.1.11 The Successful Tenderer is also required to submit, a declaration on the number and type of the heavy vehicle lots implemented and the utilisation rate.

Access into JTC/State Land

- 3.1.12 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

- 3.1.13 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 Tukang Innovation Drive as shown indicatively in the Control Plan (See **Annex A**).

- 3.2.3 The access points shall be located at least 50m 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)

Maximum Permissible GFA of Land Parcel	Technical Conditions
< 10,000 sqm	Minimum 1 goods/service lift and 1 loading bay.
10,000 – 30,000 sqm	Minimum 2 goods/service lift and 2 loading bay.
> 30,000 sqm	Minimum 3 goods/service lift and 3 loading bay.

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).

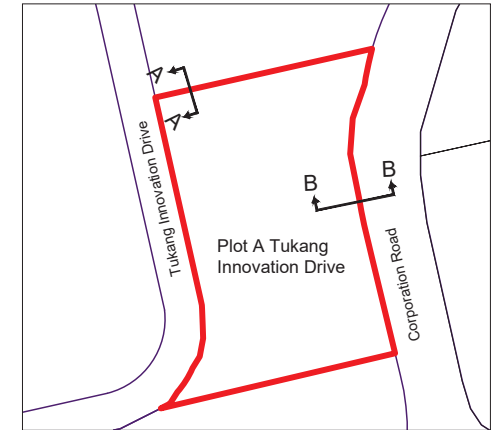
4.2.2 The Successful Tenderer shall for the purpose of this Condition comply with all requirements, procedures, directions and request of BCA and shall pay all fees, charges and other amounts payable to BCA for and in relation to the assessment of the construction quality of the proposed development 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.



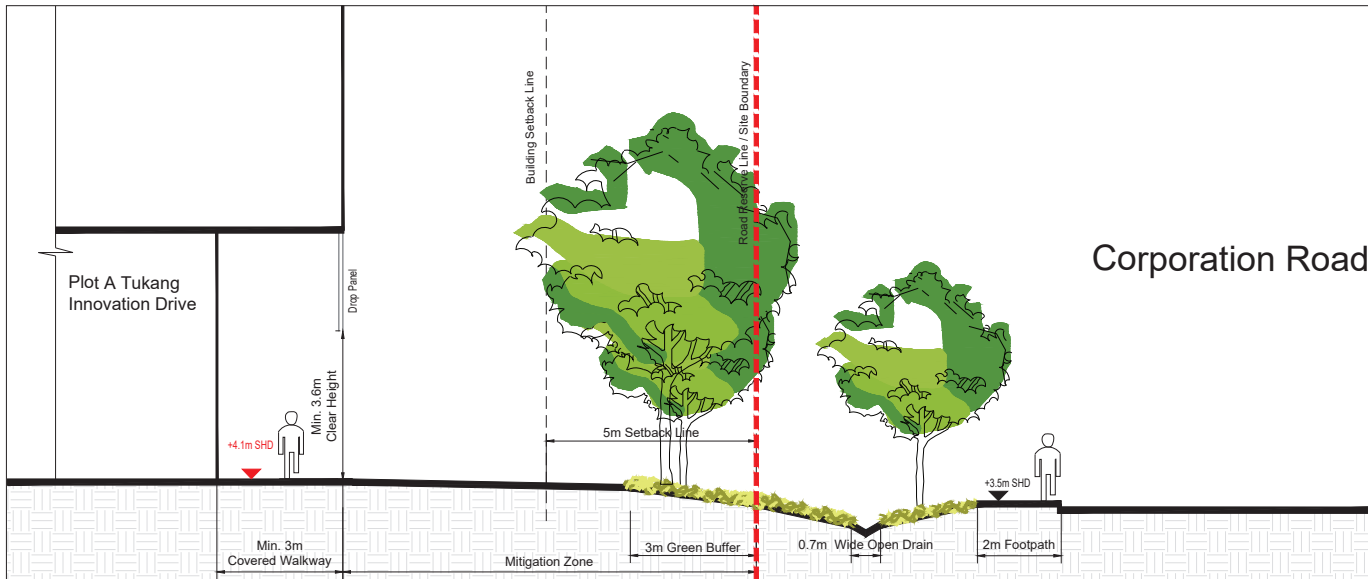
LEGEND	
	Parcel Boundary
	Access Point
	Drop-off Point
	Service Area
	Green Buffer
	Peripheral Planting
	Building Setback
	Covered Walkway
	Covered Linkway Extension
	Building Footprint (Indicative)
	Existing Platform Level
	Proposed Platform Level
	Mitigation Zone
	Existing Bus Stop



Cross Section A-A



Key Plan for Plot A Tukang Innovation Drive



Cross Section B-B



JTC Corporation
Urban Planning & Architecture Division

Cross Section A-A, B-B



Annex B

Annex B – Green Cover Declaration Template

	Percentage (%)	Area (sqm)
Green Cover		
At-grade		
Rooftop		
Subtotal		
Additional Greenery Provision		
Hybrid PV		
Vertical greenery		
At-grade covered communal landscape		
Sky Terrace and communal planters		
Subtotal		
Additional Sustainability Initiatives		
Solar PV panels		
Subtotal		