



JTC Sale of Site
**Industrial
Development**

Land Parcel at
Gul Avenue (Plot D)

Tender Ref: MLM-PLA-0000355

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL
AT GUL AVENUE (PLOT D)
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 Gul Avenue (Plot D) (“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	5,832.6 sqm
Land use/ Zoning	<p>The industrial component within the development on the Land Parcel shall be for any use or uses that are permitted by the Competent Authority under the Planning Act (Cap 232) for 'Business 2' zoning, in accordance with the Master Plan Written Statement.</p> <p>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>
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>1.4 (maximum) 0.7 (minimum)</p> <p>All tenderers are advised to carry out their own simulations to ascertain the achievable GPR prior to submission of their tenders.</p>
Building Height (maximum) *	<p>Maximum development height should not exceed 85m SHD (Singapore Height Datum).</p> <p>All tenderers should engage a surveyor to conduct site check of chimneys in the vicinity. The maximum development height of parts of the Land Parcel may be below 85m SHD if affected by chimneys in the vicinity.</p>
Industrial Use Quantum	<p>60:40</p> <p>Note:</p>
Storey Height Control	<p>Min. 60% of built up area: Industrial and ancillary storage & warehousing activities</p> <p>Remaining (Max. 40%) of built up area: Offices, display area, neutral area and communal facilities</p>

	Please refer to URA Website at http://www.ura.gov.sg for information on the Quantum Control for Industrial/Warehouse Development.
Buffer and Setback Control	Min. 5m along Gul Avenue (inclusive of 3m green buffer) 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 is 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.
NEA Building Height Constraint (Based on SHD=0m)	Height Constraint: 85 Company is to comply with NEA's Building Height Constraint requirement. In addition, company should also take into account the surrounding chimney heights and comply with NEA's requirement that the proposed building height has to be at least 3 m below the shortest chimney in the vicinity. *Vicinity is defined as 100m from a scheduled boiler and 30m from a non-scheduled boiler. You may refer to NEA's COPPC for more information.
NEA Health & Safety	No Residential Uses and Worker's Dormitory unless with approval from NEA.
Other Planning Considerations	Subject site is within URA's Specified List, where no new workers' dormitories and increase in number of existing workers' dormitories are allowed. No creation of H&S buffers or enlargement of existing H&S buffers (if any). Only Clean & Light, and General Industries under NEA's Code of Practice for Pollution Control are allowed
Road and Drainage Widening	There is a road reserve in the plot. Please check with LTA.
Site Planning	
Platform level	Internal platform level of the building shall not be higher than +1.2m in relation to the access points of the adjoining road levels. Any differences between the building platform level, the covered / open walkway and the adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey. 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

	<p>towers, condensers, loading / unloading bays, holding bays, vehicular ramps, etc. shall be located along the common boundary as indicated in the Planning Guidelines (Annex A). It shall be hidden from public view and shall be setback at least 2 column grids or 24m, whichever is greater, from the main road/roads i.e. Gul Avenue.</p> <p>All M&E including electrical substation, MDF rooms shall be fully integrated within the overall building envelope. These areas shall be visually well-screened (on all sides) similar to the main building façade and / or visually concealed from public view with landscape design and/or using architecture elements.</p> <p>There shall be no open storage on all sides of the development. All storage shall be housed and enclosed in the main building.</p>
Retaining Walls	<p>Retaining walls shall not be allowed within the development. If required, they shall not be higher than 1.0m and shall be designed as part of a landscape feature or be designed with landscaping to soften their appearance.</p>
Carpark & Vehicular Ramp	<p>Maximum of 5 surface parking lots shall be allowed along Gul Avenue. All remaining car parking including heavy vehicular parking provisions shall be located away from Gul Avenue and shall be integrated/concealed within building envelope or in multi storey carparks.</p> <p>Vehicular ramps and multi storey car parks shall not be located along Gul Avenue. Vehicular ramps and multi-storey car parks shall be visually concealed from public view with landscape and/or architectural treatment.</p> <p>The development is to include sufficient car, motorcycle and bicycle parking spaces to meet the needs of the proposed uses, in accordance with the prevailing guidelines issued by Land Transport Authority (LTA). No waiver of parking provision or payment of parking deficiency charges in lieu of the physical provision of parking spaces will be allowed for the uses within the Parcel.</p> <p>The Developer shall provide the minimum loading / unloading bays subject to the prevailing guidelines issued by LTA and the minimum number of car parking spaces for Person with Disability (PWD) issued by Building and Construction Authority's (BCA) universal design guidelines within the Parcel.</p>
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located fronting Gul Avenue. The drop-off point shall be well designed & integrated with the development's lobby and is strongly encouraged to be integrated within the overall building envelope to provide effective weather protection.</p>

	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.
Pedestrian and Last mile connectivity	
Bicycle Parking and End-of trip facilities Provision	<p>The Developer shall provide bicycle parking following LTA's Code of Practice of Street Work Proposals Relating to Development Works and Code of Practice on Vehicle Parking Provision in Development Proposals 2019. A guide for bicycle parking and related facilities can be found in the documents.</p> <p>The Developer is strongly encouraged to provide End-of-Trip facilities following LTA Code of Practice of Street Work Proposal Relating to Development Works.</p>
Landscape Guidelines and Boundary Definition	
Green Cover	<p>To replace greenery lost due to the new development and to increase the greenery provision in Jurong Industrial Estate, the development shall achieve a minimum green cover of 30% of the total site area on ground and/or on the rooftop. Priority shall be given for greenery provision on ground. The green cover is defined as a tree canopy cover, rooftop greenery and any other forms of greenery which can be seen from above and captured by satellite image.</p> <p>In order to meet the green cover requirements, the Developer is strongly encouraged explore the following treatments (but not limited to):</p> <ol style="list-style-type: none"> a. to select tree species with large canopies for green buffer and peripheral planting area to provide shades and higher contribution to green cover; b. to use grass cells for Fire Engine Access that are not used for day-to-day vehicular circulation; c. to treat surface carpark lots and exposed hard surfaces with grass pavers or roof trellis with creepers; d. to provide green roof above standalone ancillary structures (e.g. guard house, bin centres, etc)
Landscape	<p>Landscape within the green buffers shall be designed to respond sensitively to roadside pedestrian walkway and shall augment the roadside trees.</p> <p>Trees shall be planted at strategic locations to shade public activity areas and maximise the Green Cover. Plants and trees shall be permanent features (no potted plants are allowed) with integrated soil retaining areas. These shall be seamlessly integrated with various platform levels.</p>
Boundary Definition	To enhance walking and cycling environment, fencing along Gul Avenue shall have maximum height of 1.5m and shall be visually porous. The proposed fencing along Gul Avenue is

	strongly encouraged to be located behind the green buffer and well integrated with landscape. Exposed solid boundary walls shall not be allowed.
Façade and Building Envelope Guidelines	
Façade Treatment	<p>Use of materials that are environmentally responsive to the tropical climate is strongly encouraged for the facades. The facade design along Gul Avenue shall be aesthetically pleasing, presentable and easily maintainable. Colours chosen for the materials shall not be of predominantly bright colours where its intensity affects the visual sight of drivers. Low-quality awnings cover or shelters shall not be allowed. Solid wall on the building facade along these frontages shall not be allowed. Proposed façade treatment along Gul Avenue shall continue and wrap around the building corner at least for 2 column grids.</p> <p>Building materials such as corrugated sheets, bare plaster and crimp or equivalent metal decking shall not be allowed on all building facades.</p>
Roof-scape control	Roofscape of the buildings 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 along Gul Avenue. 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 IMDA.

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.

Car Park

- 3.1.2 The successful tenderer shall provide parking spaces in accordance with the requirements under the latest Parking Places (Provision of Parking Places and Parking Spaces) Rules or any statutory modification and re-enactment thereto.
- 3.1.3 The design of the parking place (including the loading/unloading area) shall allow for adequate vehicle queuing length within the development for vehicles entering it. This is to prevent congestion along the main road.

Access Into JTC/State Land

- 3.1.4 For the purpose of entering JTC/State Land to do any works for the purpose of or in relation to the proposed development as may be required under these present Technical Conditions of Tender or Conditions of Tender, the successful tenderer shall obtain a prior written consent from JTC or Singapore Land Authority (SLA). The consent may be granted on such terms and conditions and subject to the payment of such charges and fees as JTC or SLA may determine.

Deviations from Planning Requirements

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

compiled 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 Gul Avenue, as shown indicatively in the Planning Guidelines (**Annex A**), subject to LTA's approval.
- 3.2.2 Proposed development accesses must be located at least 30m apart from each neighbouring and opposite site and road intersection and no parking, queuing, unloading/loading, waiting, stopping, pick up drop off are allowed along our public roads.
- 3.2.3 The successful tenderer shall ensure that there are sufficient sight distances for road users.
- 3.2.4 The successful tenderer shall ensure that the turning radiuses, if used by larger vehicles, is sufficient.
- 3.2.5 Accesses should be staggered and not front other accesses. The ingress/egress locations should be at least 30m away from the access of the adjacent plot. The exact location and the number of access point(s) shall be subjected to the requirements and approval of the Land Transport Authority (LTA).
- 3.2.6 The successful tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limited to putting in place traffic signage to remind motorists to slow down). Such measures are to comply with LTA's standard guidelines. The successful tenderer is encouraged to reduce the construction traffic during peak hours.
- 3.2.7 The vehicular access should have adequate sight distance of on-coming traffic, especially if it is near road bends.
- 3.2.8 The line of sight for vehicles entering / exiting the developments should be adequate and not obstructed / blocked by trees, guardhouses or boundary walls.

3.2.9 Please refer to the detailed requirements stated in Clause 7.0 under the Conditions and Requirements of Relevant Competent Authorities/ Public Utility Licensees.

PART IV

4.0 TENDER SUBMISSION / OTHER REQUIREMENTS

4.1 Plans of Proposed Development

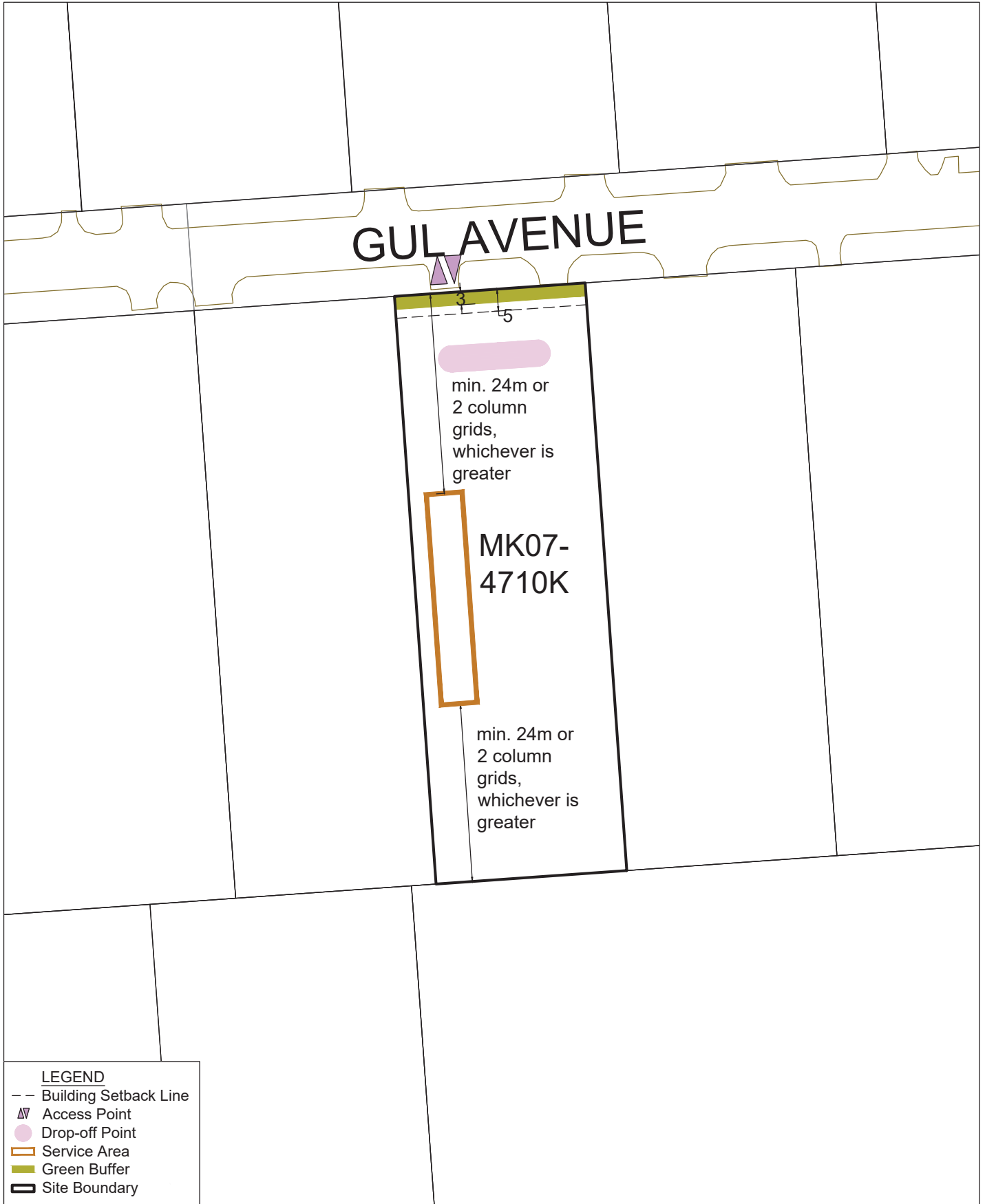
4.1.1 Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

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

- Building Setback Line
- ▲ Access Point
- Drop-off Point
- ▭ Service Area
- Green Buffer
- ▭ Site Boundary



JTC Corporation

Urban Design and Architecture Division

PLANNING GUIDELINES



PLAN No: JTC/GIE01
DATE: 16.04.2021
PREPARED BY: PCH