



JTC Sale of Site
**Industrial
Development**

Land Parcel at Penjuru Road

Tender Ref: JTC/PRD/IGLS/28052024/PR

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL AT 42C PENJURU ROAD
TECHNICAL CONDITIONS OF TENDER

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PART I

1. GENERAL

- 1.1.** The Jurong Town Corporation (“JTC”) is inviting offers for lease by tender for the Land Parcel at 42C Penjuru Road (“the Land Parcel”). The lease of the Land Parcel is subject to these Technical Conditions of Tender and the Conditions of Tender for the Land Parcel.

- 1.2.** The Successful Tenderer must in addition to the Conditions of Tender observe and comply with these Technical Conditions of Tender. The Conditions of Tender and these Technical Conditions of Tender are to be read together with the Control Plans of the Land Parcel supplied in the Tenderer’s Packet.

PART II

2. PLANNING GUIDELINES

2.1. The planning parameters for the Land Parcel are:

PLANNING PARAMETERS	PROVISION / REQUIREMENT
Site Area	20,852.9 m ²
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>No dormitory use or any similar stay-in facility is allowed on the Land Parcel.</p>
Heavy Vehicle Lots	<p>The Successful Tenderer shall provide a licensed Heavy Vehicle Park with 104 publicly accessible heavy vehicle parking lots within the industrial development, subject to clearances by relevant regulatory authorities (e.g., LTA). 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 or any statutory modification and re-enactment thereto.</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 62m 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	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
Storey Height Control	
Planning Guidelines (Please refer to Annex A)	
Site Planning	
Buffer and Building Setback Control	<p>Minimum 5m along Penjuru Road inclusive of 3m green buffer.</p> <p>A 4.5 m peripheral planting is also required along the Drainage Reserve.</p> <p>No building setback requirement along common boundary to adjoining industrial plots. In the event that the development is required to provide building setback along the common boundary due to other agencies' requirements (e.g. Fire Safety Requirement), landscaping/peripheral planting is strongly encouraged if the spaces within the building setback are not used for the Successful Tenderer's operations (e.g. driveway, parking lots, M&E) to contribute to the plot's Green Cover requirement.</p>
Platform level	<p>Development platform level shall not be higher than +1.2m in relation to the road levels of the adjoining access points. Any differences between development platform level, the covered / open walkway and the adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey.</p> <p>The Successful Tenderer shall consult all relevant agencies on the technical requirements of the proposed development platform level.</p>
Service Area	<p>Service areas including the refuse bin centre, bulk meter, 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&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&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 not be allowed within the development. If required due to site constraints or for compliance with statutory requirements, the retaining walls 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 Penjuru Road, exact location of vehicular access subject to LTA's approval. Any additional access proposed by the Successful Tenderer will be subject to LTA's approval.
Carpark & Vehicular Ramp	<p>A maximum of 5 surface parking lots shall be allowed fronting Penjuru Road and Drainage Reserve. All remaining car parking including heavy vehicular parking provisions shall be located away from Penjuru Road 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 Penjuru Road and Drainage Reserve 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 Penjuru Road. 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 for pedestrian safety and to ensure no obstruction of pedestrian flow within the development.</p>
Industrial Canteen	Should the Successful Tenderer propose to have an ancillary canteen within the development, it shall be located along Penjuru Road as shown in the Control Plan, seamlessly connected to the pick-up and drop-off points. It is strongly encouraged for the ancillary canteen to be open to public.
Accessibility to Nearby Bus Stops	As that the existing footpath would shorten the walk to nearby bus stops along Penjuru Road (BS 29011 and 29019) and Tanjong Penjuru (BS 29041 and 29049), the Successful Tenderer is encouraged to design the pedestrian access, i.e. side gate, off this existing footpath.
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 is also strongly encouraged to provide related End-of-Trip facilities following the guidelines in the above documents.</p>

	<p>The Successful Tenderer shall consider existing vehicular and pedestrian movement when locating bicycle parking lots within the subject site. Bicycle parking lots shall be segregated from pedestrian walkways, driveways and carpark accesses to ensure safety of motorists, pedestrians and cyclists. It is advantageous to provide separate pathways for cyclists and motorized vehicles to avoid conflict between cyclists and other road users.</p>
<p>Landscape Guidelines and Boundary Definition</p>	
<p>Green Cover</p>	<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 Jurong Industrial Estate, the development shall achieve a minimum Green Cover of 30% of the total site area on ground and/or on the rooftop. To maximize the benefits of the greenery, the development shall prioritise provision of Green Cover on the ground floor and other public fronting locations (i.e. areas visible and accessible to industrialists / general public).</p> <p>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.</p> <p>In order to meet the Green Cover requirements, the Successful Tenderer shall provide the following treatments wherever possible:</p> <ol style="list-style-type: none"> 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)

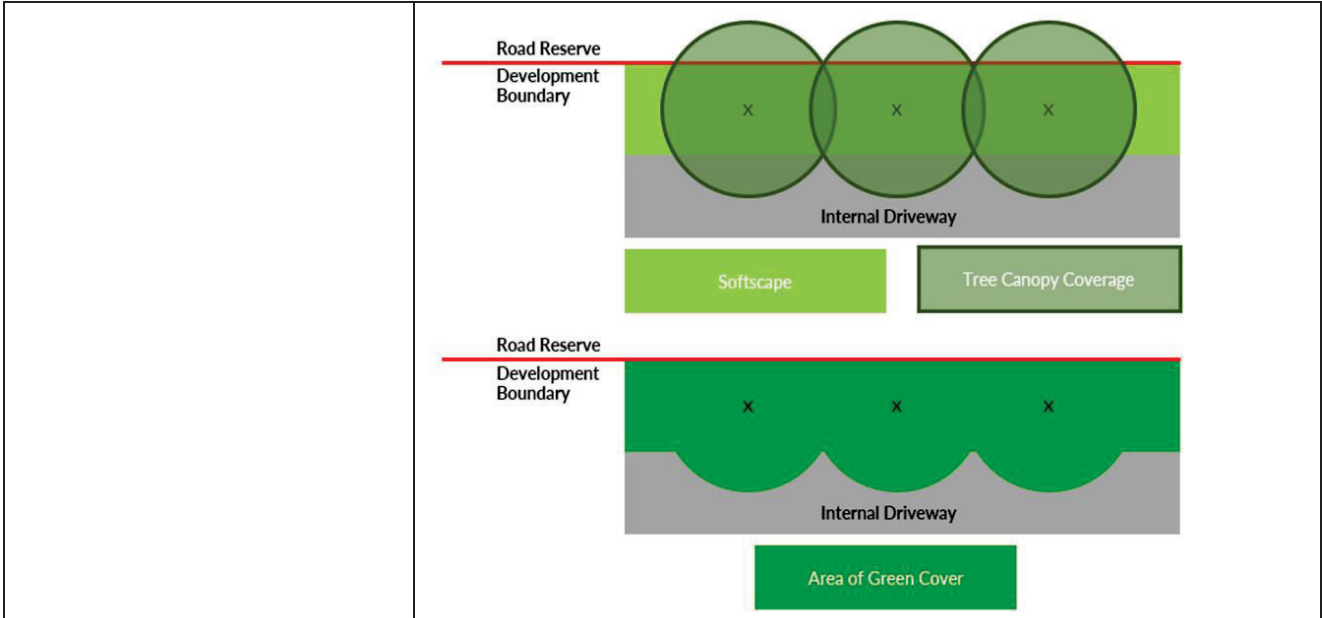


Figure 1: Areas considered in the computation of green cover within development site.

In addition to the greenery that is visible by satellite image, the Successful Tenderer 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.
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.
Façade and Building Envelope Guidelines	
Façade Treatment	The façade along Penjuru Road and Drainage Reserve shall be aesthetically designed with good quality and easy to maintain

	<p>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.</p> <p>The façade treatment along Penjuru Road and Drainage Reserve 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.</p> <p>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.</p>										
<p>Building Façade Signage</p>	<p>Building façade signage consisting of developer logo, development/building name and tenant logo/name shall be well-integrated with the building façade design and contained within the building edges and roof lines. Advertisements and billboards on the façade shall not be allowed.</p> <p>All building façade signages proposal shall be subject to JTC's review and approval. Building façade signage shall comply to relevant Authorities' guidelines.</p> <p>To allow consistency and to enhance estate's branding and identity for Jurong Industrial Estate Others, building façade signage shall be designed with the following conditions:</p> <table border="1" data-bbox="607 1346 1458 1915"> <tr> <td colspan="2" data-bbox="607 1346 1458 1388">For high level façade signages</td> </tr> <tr> <td data-bbox="607 1388 769 1514">Type of signage</td> <td data-bbox="769 1388 1458 1514">High level façade signages in this section only refers to developer logo signages, building name and/or tenant logos.</td> </tr> <tr> <td data-bbox="607 1514 769 1671">Number of signage</td> <td data-bbox="769 1514 1458 1671">High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development. No duplicated signages per façade shall be allowed.</td> </tr> <tr> <td data-bbox="607 1671 769 1829">Size of signage</td> <td data-bbox="769 1671 1458 1829">Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.</td> </tr> <tr> <td data-bbox="607 1829 769 1915">Placement and</td> <td data-bbox="769 1829 1458 1915">The signage shall be placed against contrasting background, along prominent frontage(s) visible by</td> </tr> </table>	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 shall be kept to maximum 2 nos per façade and maximum of 4 nos per development. No duplicated signages per façade shall be allowed.	Size of signage	Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.	Placement and	The signage shall be placed against contrasting background, along prominent frontage(s) visible by
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Size of signage	Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.										
Placement and	The signage shall be placed against contrasting background, along prominent frontage(s) visible by										

	<p>location of signage</p>	<p>public such as fronting key view corridor and major roads.</p> <p>The signages shall be placed at the crown of the building facades, towards the building facades' corner(s).</p> <p>If there are 2 signages of different types, they shall be located on opposite corner of the same façade or on a different façade. The smaller signage shall be located lower than the larger signage.</p> <p>If there are 2 signages of the same types, they shall be allowed to be placed side by side or on top of each other and their combined dimension shall not exceed 1/3 of the length of the façade.</p>
	<p>Lighting of signage</p>	<p>Façade signages and logos are encouraged to be backlit, with minimum brightness at least 50lux above surrounding light.</p> <p>All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view.</p>
<p>For mid and low level façade signages</p>		
<p>Type of signages</p>	<p>Mid and low level façade signage in this section only refers to building name, tenant logos, and retail/commercial brands logo.</p>	
<p>Number of signages</p>	<p>Mid/low level façade signages shall be kept to maximum of 4 nos. per building block.</p> <p>Each retail/commercial brand shall be only allowed 1 no. of logo/signage on the building façade.</p>	
<p>Size of signage</p>	<p>Each mid/low level façade signage shall be proportionate to the building and shall not exceed 2/3 of the height of the high level façade signage (i.e. developer logo or anchor tenant logo at high level) or max 1.5m height, whichever smaller.</p>	
<p>Placement and</p>	<p>The retail/commercial logos/signages shall be located in a single cluster of signages at the lower</p>	

	location of signage	half of the building, with the exception of development name or mall name if any. The signages shall be neatly arranged and aligned to façade elements.
Other Requirements		
Services	Please obtain services plans from Power Grid, Power Gas, PUB, Singapore Telecom and relevant authorities to ensure that your proposal will not affect the existing services (if any) within the site.	
Road / Drain / Sewer Line / Sewer Easement / Manhole	Please consult JTC ON: (i) any engineering matter regarding the site allocation, if required; and / Or (ii) the status on availability (in terms of time frame) for the road, Sewer and other infrastructure works.	

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 Successful Tenderer shall adopt the Urban Design Guidelines (UDG), submit the development proposal to JTC for review and obtain JTC's approval for UDG compliance and waivers (if any) with an estimated lead time of minimum 4 weeks prior to the development control submissions to the Competent Authority.

The development proposal shall be submitted with the following contents:

- i. Write-up of Overall Proposal and Design Concept

- ii. Architecture Plans (floor plans, sections, elevations)
- iii. Landscape Proposal
- iv. Building Material Palette
- v. Summary of UDG compliance items and justification for waivers (if any)

PART III

3. 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. In addition, regardless of when the development application is submitted to URA, 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.

Car and Heavy Vehicle Park

- 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 shall provide a Licensed Heavy Vehicle Park with 104 publicly accessible heavy vehicle parking lots within the proposed industrial development, subject to clearances by relevant regulatory authorities (e.g., LTA). These 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 Lots) Rules or any statutory modification and re-enactment thereto.
- 3.1.6. Where the Successful Tenderer decides to strata-subdivide the development, the heavy vehicle park shall be comprised in a separate single strata lot.
- 3.1.7. 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.

- 3.1.8. The Successful Tenderer shall utilise the licensed heavy vehicle parking lots solely for heavy vehicle parking, and shall keep the licensed HVP driveways leading to and from the licensed HVP in operation and open for use at all times, 24 hours daily for the entire duration of the lease tenure.
- 3.1.9. The heavy vehicle parking lots within the licensed HVP shall be excluded from computation as part of the maximum permissible GFA of the development.
- 3.1.10. 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.
- 3.1.11. At the plan submission stage, the Successful Tenderer is required to declare clearly on your plans, the proposed the number of heavy vehicles 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.
- 3.1.12. The Successful Tenderer is also required to submit on JTC's request, a declaration on the number of the heavy vehicle lots implemented, the utilisation rate, and other information as required by JTC and/or the relevant Competent Authorities in relation to the licensed Heavy Vehicle Park.
- 3.1.13. The Successful Tenderer shall ensure that the parking layout plan shall be in accordance with the approved plan granted for the development.
- 3.1.14. 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

- 3.1.15. 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

- 3.1.16. The requirements set out in this Part relating to location, height, size, area or extent of uses, etc. are specified with a view to achieve the relevant planning objectives as outlined or indicated in the provisions in this Part. The Successful Tenderer may submit for JTC's consideration alternative proposal to any such requirements. Where JTC is satisfied that the

alternative proposal will also serve to achieve the planning objective relevant to the requirement, the Successful Tenderer may be allowed to adopt such alternative proposals instead in which event the relevant provisions in this Part shall be deemed to be complied with. JTC however reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.

3.2. Particular Guidelines

- 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 Penjuru Road only, as shown indicatively in the Control Plan (**Annex A**).
- 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)

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 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. TENDER SUBMISSION / OTHER REQUIREMENTS

4.1. Plans of Proposed Development

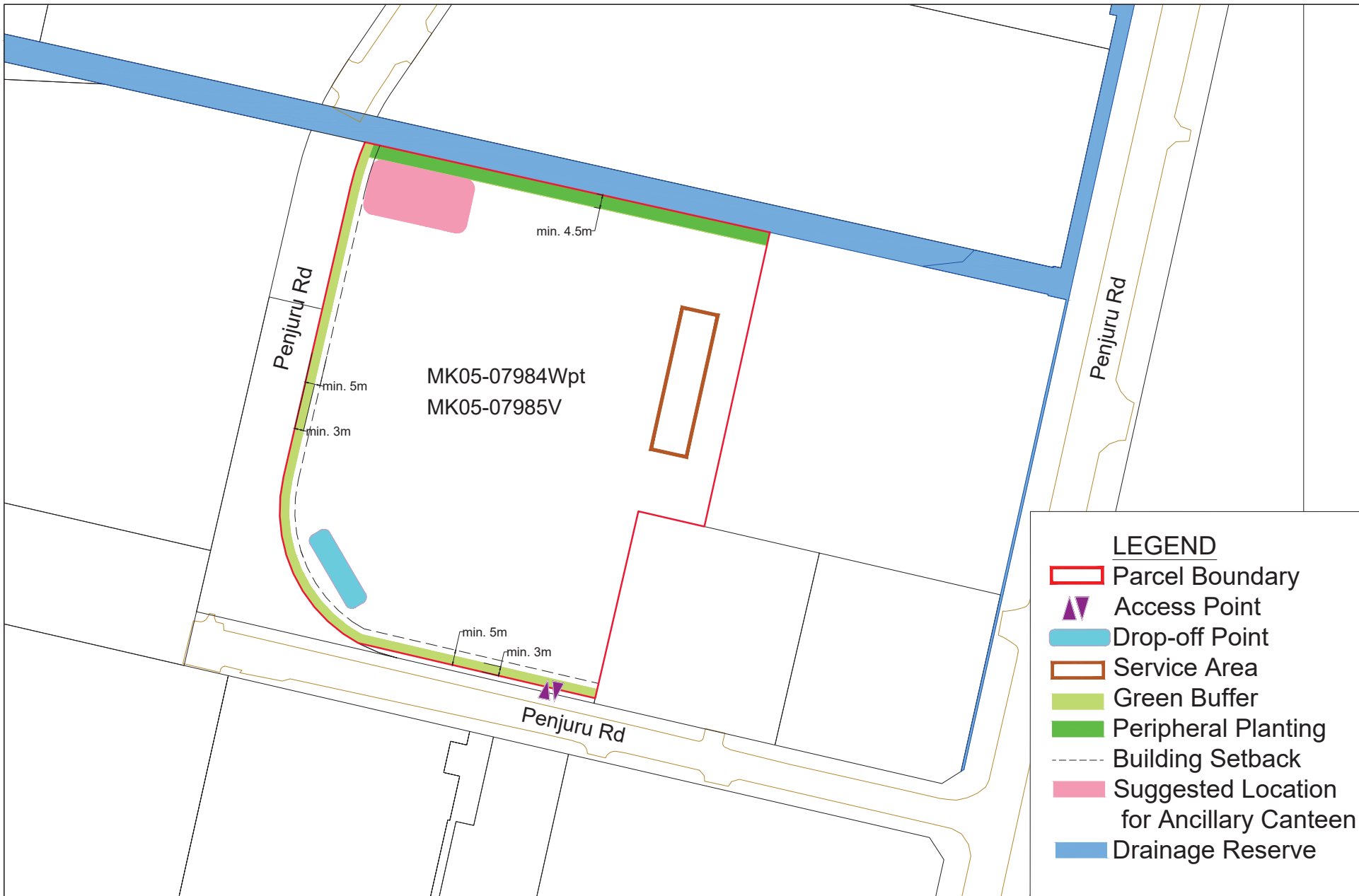
4.1.1. Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

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
- Suggested Location for Ancillary Canteen
- Drainage Reserve



JTC Corporation
Urban Planning and Design Division

CONTROL PLAN FOR
MK05-07984Wpt
MK05-07985V

