



JTC Sale of Site
**Industrial
Development**

Land Parcel at
Tuas Road

Tender Ref: MLM-PLA-0000365

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL ALONG TUAS 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 along Tuas 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	21,775.0 m ²
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>Workers' dormitory use, if allowed, will be subject to prevailing guidelines such as URA Circular No: URA/PB/2023/03-DCG 'Temporary Revision to Guidelines for Temporary Workers' Dormitories Within Industrial or Warehouse Developments'. If a temporary workers' dormitory use is allowed on this site for up to 3 years in light of URA Circular No: URA/PB/2023/03-DCG, JTC reserves the right not to support renewal of workers' dormitory temporary permit subsequently. Any proposed workers' dormitory, if supported by the relevant technical agencies such as and not limited to LTA, PUB, and NEA, can only commence operations after the proposed sewer upgrading project by JTC is completed and commissioned (refer to Clause 3.2.22 in Technical Conditions of Tender).</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 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 49 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>1.4 (Maximum)</p> <p>1.12 (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)	Maximum development height should not exceed 72m SHD (Singapore Height Datum).
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	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).

Planning Guidelines (Please refer to Annex A)	
Buffer and Setback Control	<p>Minimum 7.5m along Pioneer Road and Tuas Road and 5m along Tuas Avenue 5 and, inclusive of 3m green buffer.</p> <p>A no-build zone along Tuas Road is to be safeguarded for future road widening works. No permanent structure shall be allowed within the safeguarded area. All building setbacks are measured from the no-build zone.</p>
MRT Viaduct and Reserves	<p>There is an existing MRT Viaduct within the site. The Lessee shall consult and setback the proposed building from the MRT viaduct/structures in accordance to LTA's prevailing requirements.</p> <p>The Lessee shall consult and obtain approval from LTA on all works within the MRT Reserves.</p>
Platform Level	<p>Internal platform level of the building shall not be higher than +1.2m in relation to the road levels of the adjoining access points. 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.</p> <p>The Lessee shall consult all relevant agencies on the technical requirements of the proposed platform levels.</p>
Service Area	<p>Service areas including the refuse bin centre, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, condensers, loading / unloading bays, holding bays, and vehicular ramps shall be hidden from public view and shall be set back at least 2 column grids from the building line.</p> <p>All M&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 Tuas Avenue 5, exact location of vehicular access will be subject to LTA's approval. Any additional access required by Lessee will be subject to LTA's approval.
Carpark and Vehicular Ramp	<p>A maximum of 5 surface parking lots shall be allowed along Tuas Avenue 5, Pioneer Road and Tuas Road. All remaining car parking including heavy vehicular parking provisions shall be located away from Tuas Avenue 5, Pioneer Road and Tuas 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 Tuas Avenue 5, Pioneer Road and Tuas Road and shall be visually concealed from public view with landscaping and/or architectural treatment.</p> <p>The Successful Tenderer shall provide a licensed Heavy Vehicle Park with 49 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>
Drop-Off Point	<p>It is strongly encouraged for the drop-off point to be located fronting Tuas Avenue 5 and Tuas 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>
Pedestrian and Last Mile Connectivity	

<p>Bicycle Parking and End-of-Trip facilities Provision</p>	<p>The Lessee 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 Lessee is also strongly encouraged to provide related End-of-Trip facilities following the guidelines in the above documents.</p> <p>The Lessee 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</p>
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	<p>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 Tuas 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 such as mitigating urban heat island effect by reducing the ambient temperature, improving air quality, conserving biodiversity, slowing urban run-offs and contributing to mental, physical and emotional well-being, it is strongly encouraged to 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 Lessee 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) and green trellis for open carpark.

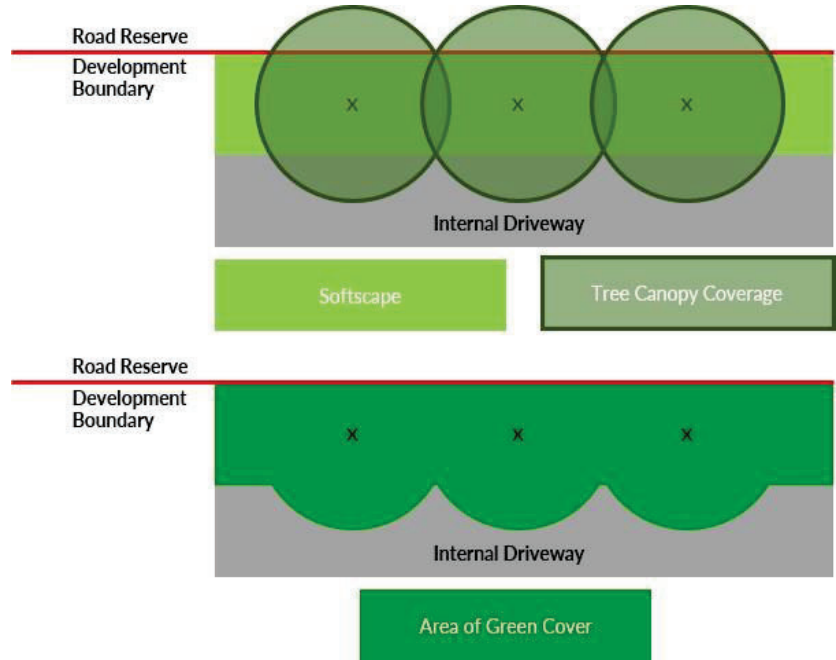


Figure 1: Areas considered in the computation of green cover within development site.

In addition to the greenery that is visible by satellite image, the Lessee is also strongly encouraged to explore the following elements to further improve the greenery provisions within the development:

1. hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas)
2. rooftop farming (with essential maintenance areas)
3. planting within sky terraces/communal planters
4. vertical greenery
5. 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	To create an attractive working environment as well as to enhance the walking and cycling experience, fencing along Tuas Avenue 5, Pioneer Road and Tuas Road shall have a maximum height of 1.5m and shall be visually porous. The proposed fencing along Tuas Avenue 5, Pioneer Road and Tuas Road is strongly encouraged to be located behind the green buffer and well-integrated with the landscaping. Exposed solid boundary walls shall not be allowed.
Facade and Building Envelope Guidelines	
Facade Treatment	<p>The façade along Tuas Avenue 5, Pioneer Road and Tuas Road shall be aesthetically designed with good quality and easy to maintain materials to project a good image for the development and enhance the environment. The development shall adopt optimum passive design strategies including optimising building form and massing and proper choice of façade materials that are environmentally responsive to the tropical climate. These will ensure the façade design is sustainable with optimal thermal performance to minimise heat gain, maximise day light and natural ventilation to reduce the dependence on artificial lighting and cooling energy.</p> <p>The façade treatment along Tuas Avenue 5, Pioneer Road and Tuas Road 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>
Building Signage	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.

All building façade signages proposal shall be subject to JTC's review and approval. Building façade signage shall comply to relevant Authorities' guidelines.

To allow consistency and to enhance estate's branding and identity for Tuas Industrial Estate, building façade signage shall be designed with the following conditions:

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.
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 location of signage	<p>The signage shall be placed against contrasting background, along prominent frontage(s) visible by 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>
Lighting of signage	<p>Façade signages and logos are encouraged to be backlit, with minimum brightness at least 50lux above surrounding light.</p> <p>All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view.</p>

	<p>For mid and low level façade signages</p> <table border="1"> <tr> <td>Type of signages</td> <td>Mid and low level façade signage in this section only refers to building name, tenant logos, and retail/commercial brands logo.</td> </tr> <tr> <td>Number of signages</td> <td>Mid/low level façade signages shall be kept to maximum of 4 nos. per building block. Each retail/commercial brand shall be only allowed 1 no. of logo/signage on the building façade.</td> </tr> <tr> <td>Size of signage</td> <td>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.</td> </tr> <tr> <td>Placement and location of signage</td> <td>The retail/commercial logos/signages shall be located in a single cluster of signages at the lower half of the building, with the exception of development name or mall name if any. The signages shall be neatly arranged and aligned to façade elements.</td> </tr> </table>	Type of signages	Mid and low level façade signage in this section only refers to building name, tenant logos, and retail/commercial brands logo.	Number of signages	Mid/low level façade signages shall be kept to maximum of 4 nos. per building block. Each retail/commercial brand shall be only allowed 1 no. of logo/signage on the building façade.	Size of signage	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.	Placement and location of signage	The retail/commercial logos/signages shall be located in a single cluster of signages at the lower half of the building, with the exception of development name or mall name if any. The signages shall be neatly arranged and aligned to façade elements.
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Other Requirements									
Vehicular Access	Please obtain approval from LTA for the proposed vehicular access, if it is different from the existing approved vehicular access point.								
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.								

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. 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 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 49 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 heavy vehicle park shall be comprised in a separate

single strata lot. The heavy vehicle parking lots within this 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 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

Vehicular Ingress/Egress

- 3.2.1. The proposed permanent access point for the Land Parcel shall be taken from Tuas Avenue 5, as shown indicatively in the Planning Guidelines (**Annex A**).
- 3.2.2. 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).
- 3.2.3. 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.
- 3.2.4. The vehicular access should have adequate sight distance of oncoming traffic, especially if it is near roadbends.
- 3.2.5. Boundary walls/fences that are located near the egress (access) of the development shall be porous to ensure that motorists are able to view the pedestrian/cyclist activities at the gate, before exiting from the development.
- 3.2.6. The line of sight for vehicles entering/exiting the developments should be adequate and not obstructed/blocked by trees, guardhouses or boundary walls. If the line-of-sight distance is affected, any foliage/trees shall be relocated by the Successful Tenderer.
- 3.2.7. Please refer to the detailed requirements stated in Clause 7.0 under the Conditions and Requirements of Relevant Competent Authorities/Public Utility Licensees.

3.2.8. 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.

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.

