



JTC Sale of Site
**Industrial
Development**

Land Parcel at Tukang Innovation
Drive

Tender Ref: JTC/PRD/IGLS/25062024/TID

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL
AT TUKANG INNOVATION DRIVE
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 18 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 Plans of the Land Parcel supplied in the Tenderer’s Packet.

PART II

2.0 PLANNING GUIDELINES

2.1 The planning parameters for the Land Parcel are:

PLANNING PARAMETERS	PROVISION / REQUIREMENT
Site Area	6,954.30 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> <p>Temporary workers' dormitory, warehousing and third-party logistics are not allowed.</p>
Permissible Gross Plot Ratio (GPR) for the proposed development on the Land Parcel	<p>2.5 (maximum) 2.0 (minimum)</p> <p>All tenderers are 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 92m 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	

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 & B)	
Site Planning	
Buffer & Building Setback Control	<p>Minimum 15m along Jalan Ahmad Ibrahim inclusive of 5m green buffer.</p> <p>Minimum 6m along Tukang Innovation Drive inclusive of 4m green buffer.</p> <p>Minimum 3.8m along western common boundary inclusive of 2m planting strip. No building setback requirement along eastern common boundary. 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 Lessee's operations (e.g. driveway, parking lots, M&E) to contribute to the plot's Green Cover requirement.</p>
Platform level	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 shall be located behind the green buffer and/or peripheral planting. The Successful Tenderer shall consult all relevant agencies on the technical requirements of the proposed development platform level.
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 located behind the green buffer and/or peripheral planting. Any retaining wall 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 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.
Carpark & Vehicular Ramp	A maximum of 5 surface parking lots shall be allowed fronting Tukang Innovation Drive, Jalan Ahmad Ibrahim and the Pedestrian Walkway. All remaining car parking including heavy vehicular parking provisions shall be located away from Tukang Innovation Drive, Jalan Ahmad Ibrahim and the Pedestrian Walkway and

	<p>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 Tukang Innovation Drive, Jalan Ahmad Ibrahim and the Pedestrian Walkway 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 development lobby and drop-off point to be located fronting Tukang Innovation Drive. Any public and communal space of the development, such as staff or industrial canteen, lift lobby, staff lounge and recreation area, etc., are strongly encouraged to be located along the main frontage of the development and visible from public view.</p> <p>To maximize the development's buildable area, it is strongly encouraged for the drop-off point to be integrated within the overall building envelope with effective weather protection.</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	
Pedestrian Walkway	<p>An open pedestrian walkway with a minimum clear width of 1.8m and 2m planting strip shall be provided within the development boundary as shown in the Control Plan and Cross Section A-A. This walkway will serve as a shortcut connecting pedestrians to the bus stop along Jalan Ahmad Ibrahim. The pedestrian walkway shall be open 24/7, constructed, owned, and maintained by the Successful Tenderer. The design of the pedestrian walkway, including the proposed lighting to serve it, shall be constructed to be in accordance to LTA's Standard Details of Road Elements.</p> <p>The Successful Tenderer shall ensure seamless connectivity between the existing roadside footpath and the pedestrian walkway. This includes consulting and seeking NParks approval to carry out tree felling works and the replacement of trees within the roadside table (where required,) to ensure unimpeded access.</p>
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>
Landscape Guidelines and Boundary Definition	
Green Cover	<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</p>

downpours and improve the physical and mental well-being of our workers and industrialists.

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).

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.

In order to meet the Green Cover requirements, the Lessee **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
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)

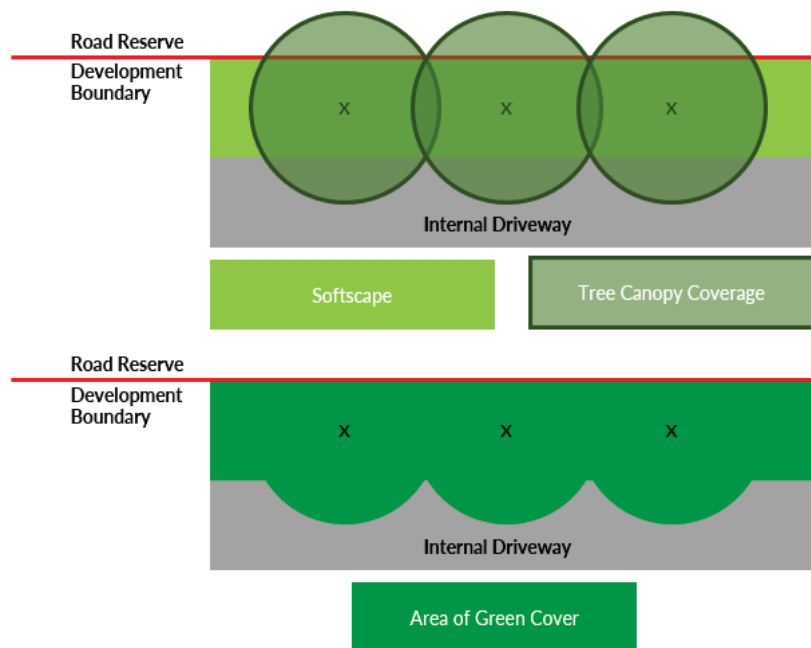


Figure 1: Areas considered in the computation of green cover within development site.

	<p>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.</p> <ul style="list-style-type: none"> 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	<p>Landscape within the development green buffers and planting strips 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.</p>
Boundary Definition	<p>To create an attractive working environment as well as to enhance the walking and cycling experience for pedestrians, any development fencing along Tukang Innovation Drive, Jalan Ahmad Ibrahim and the development's western common boundary fronting the proposed pedestrian walkway shall between 1.5m to 1.8m and shall be visually porous.</p> <p>Fences at 1.5m height may be located at the development boundary fronting Jalan Ahmad Ibrahim and Tukang Innovation Drive. In the event the boundary fence is required to be taller than 1.5m due to operational or security reasons, it shall be located behind the green buffer and screened off with the landscaping.</p> <p>The proposed fencing along the development's western common boundary fronting the proposed pedestrian walkway shall be located behind the planting strip and well-integrated with landscaping. Exposed solid boundary walls shall not be allowed.</p>
Façade and Building Envelope Guidelines	
Façade Treatment	<p>The façade along Tukang Innovation Drive, Jalan Ahmad Ibrahim and the Pedestrian Walkway 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 Tukang Innovation Drive, Jalan Ahmad Ibrahim and the Pedestrian Walkway 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</p>

	building facades.																		
Building Façade Signages	<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, building façade signage shall be designed with the following conditions:</p> <table border="1"> <thead> <tr> <th colspan="2">For high level façade signages</th> </tr> </thead> <tbody> <tr> <td>Type of signage</td> <td>High level façade signages in this section only refers to developer logo signages, building name and/or tenant logos.</td> </tr> <tr> <td>Number of signage</td> <td>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>Size of signage</td> <td>Combined signage height shall be capped to a maximum of 1:15 of the overall building height or combined signage width shall not exceed 1/3 of the length of the façade whichever is smaller.</td> </tr> <tr> <td>Placement and location of signage</td> <td> <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> </td> </tr> <tr> <td>Lighting of signage</td> <td> <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> </td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="2">For mid and low level façade signages</th> </tr> </thead> <tbody> <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.</td> </tr> </tbody> </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 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 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>	For mid and low level façade signages		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.
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		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.
Design Review	<p>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 from the Competent Authority.</p> <p>The development proposal shall be submitted with the following contents:</p> <ol style="list-style-type: none"> 1. Write-up of Overall Proposal and Design Concept 2. Architecture Plans (floor plans, sections, elevations) 3. Landscape Proposal 4. Building Material Palette 5. Summary of UDG compliance items and justification for waivers (if any) 	
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. 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 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. The Successful tenderer shall also provide sufficient Heavy Vehicle Parking spaces within the site to support his own industrial needs.
- 3.1.5. 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

- 3.1.6. 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

3.1.7. 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 Tukang Innovation Drive as shown indicatively in the Control Plan (See **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 road bends.
- 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

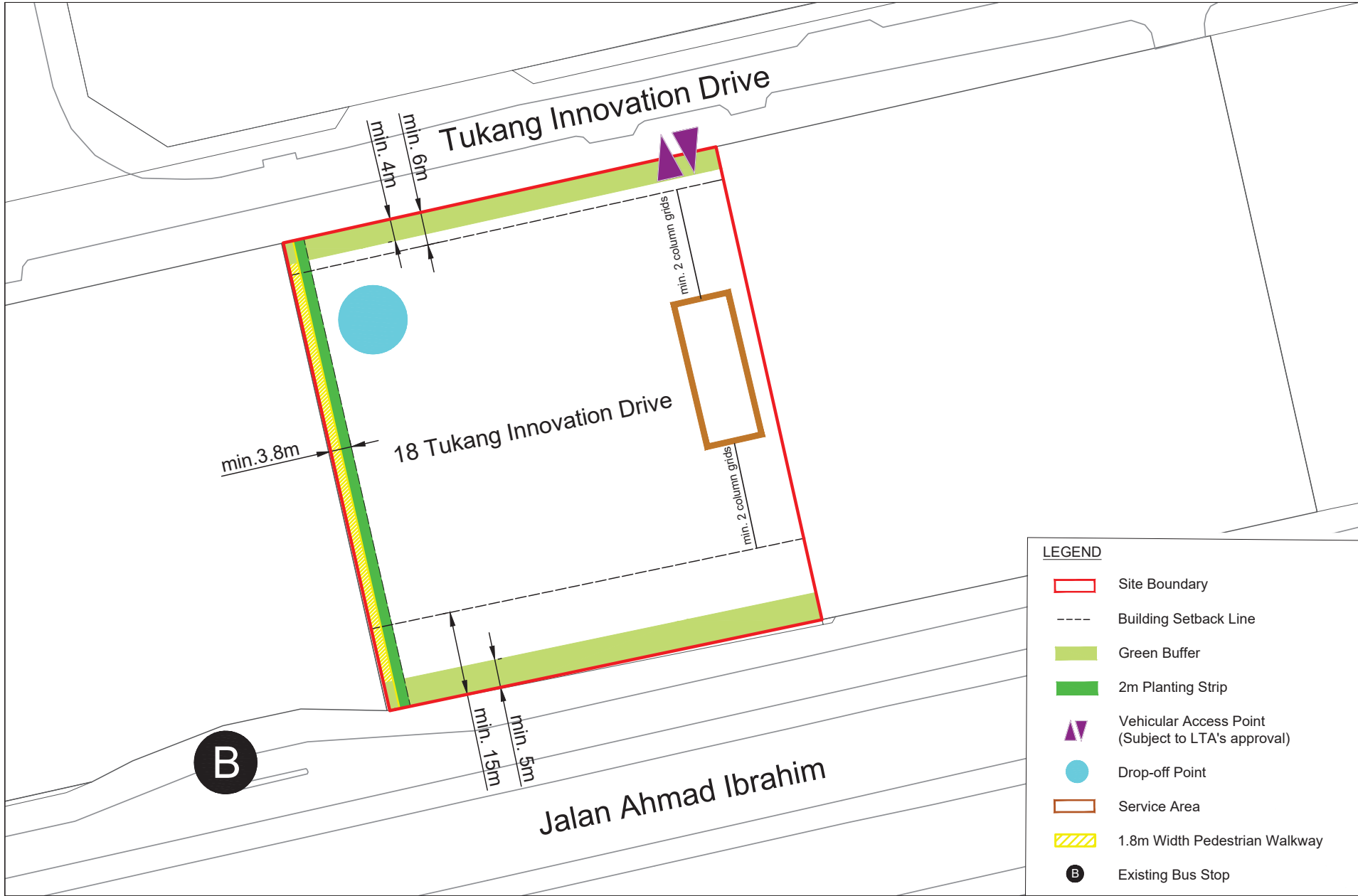
4.1.1. Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

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.

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

- Site Boundary
- Building Setback Line
- Green Buffer
- 2m Planting Strip
- Vehicular Access Point (Subject to LTA's approval)
- Drop-off Point
- Service Area
- 1.8m Width Pedestrian Walkway
- Existing Bus Stop



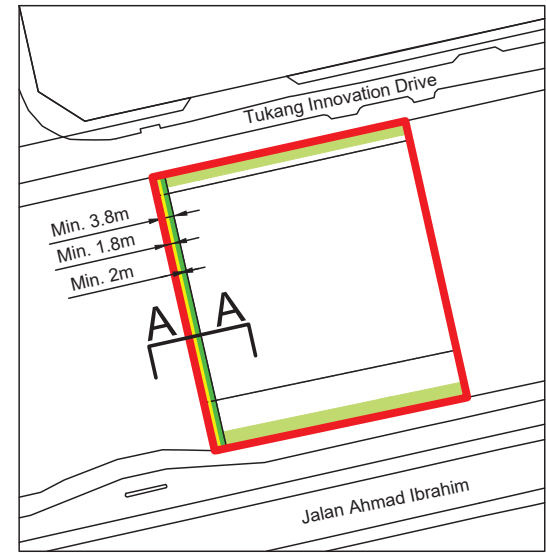
JTC Corporation

Urban Planning & Architecture Division

URBAN DESIGN GUIDELINES FOR 18 TUKANG INNOVATION DRIVE

0 15m 30m 60m





Key Plan

