Dated 27 September 2018

SALE OF SITE
FOR HOTEL DEVELOPMENT
LAND PARCEL
AT CLUB STREET

TECHNICAL CONDITIONS OF TENDER

CONTENTS

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TECHNICAL CONDITIONS OF TENDER

PART I

1.0 GENERAL

1.1 The Urban Redevelopment Authority ("the Authority"), acting as agent for and on behalf of the Government of the Republic of Singapore ("the Government"), is inviting offers for lease by tender for the Land Parcel at Club Street ("the Land Parcel") for a hotel development.

1.2 The lease and development of the Land Parcel is subject to these Technical Conditions of Tender and the Conditions of Tender contained in the Developer's Packet. In these Technical Conditions of Tender, where the context so admits, the expression "the Authority" includes the Government.

1.3 The successful tenderer shall in addition to the Conditions of Tender observe and comply with these Technical Conditions of Tender. These Technical Conditions of Tender shall be read in conjunction with the Control Plans and the Conditions and Requirements of Relevant Competent Authorities & Public Utilities Licensees provided in the Developer's Packet.

PART II

2.0 PLANNING CONCEPT

A Unique Development Opportunity

2.1 The Land Parcel occupies a prominent location in close proximity to the China Square area and Central Business District within an area envisioned to be an exciting 24/7 mixed-use cluster with office, hotel, retail and residential uses.

2.2 The site is in close proximity to the charming Chinatown Historic District, a bustling district rich in heritage and culture. Situated within close proximity to the conserved shophouse developments, the development will potentially enjoy vantage views towards Ann Siang Hill.

2.3 The Land Parcel is envisaged to be developed as a quality mixed-use hotel development with complementary retail, restaurant and other uses. Its location within the Chinatown Historic District presents an opportunity to create a unique development incorporating a fine-grain, street-based environment, as an extension of the vibrant network of pedestrian-oriented streets within the surrounding conservation areas, to create a differentiated hotel setting and experience.

Convenient Road and Rail Access

2.4 The Land Parcel is directly connected to the Telok Ayer and Chinatown MRT (Mass Rapid Transit) Stations on the Downtown Line, and also in close proximity to the Chinatown MRT Station on the North East Line, as well as the upcoming Maxwell MRT station on the Thomson East Coast Line, providing convenient and seamless access to the islandwide rail network.

PART III

3.0 SUMMARY OF PLANNING AND URBAN DESIGN REQUIREMENTS

3.1 A summary of the planning and urban design requirement is set out in Table 1. The detailed planning and urban design requirements are set out in Part IV.

Table 1: Summary of Planning & Urban Design Requirements for the Land Parcel

PARAMETERS	PROVISIONS / REQUIREMENTS
Site Area	Plot 1: 5,121.4 m^2* Plot 2: 4,705.9 m^2 (subterranean space) Plot 3: 223.7 m^2* (subterranean space) Plot 4: 31.1 m^2* (subterranean space)
Land Use	Hotel
Gross Floor Area (GFA) and Allowable Uses	Maximum GFA (Plots 1 & 2): 24,310 m^2 Minimum GFA (Plots 1 & 2): 21,879 m^2 Minimum 60% of the total GFA: Hotel rooms and hotel-related uses Maximum 40% of the total GFA: Commercial and/or serviced apartments, subject to the approval of the Competent Authority under the Planning Act. Office use is not allowed. For the purpose of bonus GFA computation, it shall be based on the total approved GFA which shall not exceed 21,510 m^2. The details are set out in Part IV, Condition 4.2
Building Height **	Specific building height controls as follows: <u>Low-Rise Zone :</u> Maximum 4-storey <u>High-Rise Zone :</u> Maximum 75.0m AMSL The details are set out in Part IV, Condition 4.8
Vehicular Parking Provision	To provide only the minimum number of parking lots for cars, motor cycles, coaches or lorries (where applicable) as may be allowed by the Parking Places (Provision of Parking Places and Parking Lots) Rules in force at the time of first submission to LTA. All car and motorcycle parking spaces are to be located within the basement levels of the development. The details are set out in Part IV, Condition 4.13
End-of-Trip Facilities	To provide at least 50% of End-of-Trip facilities provision standard based on LTA's prevailing guidelines and requirements.

	The details are set out in Part IV, Condition 4.13

* Subject to final cadastral survey

** For information of tenderers, all construction equipment and temporary structures, such as cranes, piling rigs etc are to comply with the requirements of the relevant Competent Authorities.

PART IV

4.0 PLANNING AND URBAN DESIGN REQUIREMENTS

4.1 General Guidelines

Development Control

4.1.1 The successful tenderer shall comply with the Development Control (DC) Guidelines issued or may be issued by the Competent Authority under the Planning Act.

4.1.2 The successful tenderer's Qualified Person shall submit a Development Statement of Intent (DSI) together with their development proposal submitted to the Competent Authority under the Planning Act (Cap. 232) at the formal submission stage as per prevailing guidelines and circulars issued by the Competent Authority.

4.1.3 Given the prominent location, the design of the development is to relate sensitively to the scale of the adjacent fine grain conserved building and enhance the experience of the streetscape. The detailed design and architectural treatment of the proposed development will be evaluated in detail by the Competent Authority at the Development Control stage.

Access into State Land

4.1.4 For the purpose of entering 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 Temporary Occupation Licence (TOL) from the Singapore Land Authority (SLA) for use of the State Land. The TOL may be granted on such terms and conditions and subject to the payment of such charges and fees as the SLA may determine.

Deviations from Planning Requirements

4.1.5 The requirements set out in this Part relating to location, height, size, area or extent of uses, etc. are specified with a view to achieve the relevant planning objectives as outlined or indicated in the provisions in this Part. The successful tenderer may submit for the Authority's consideration alternative proposal to any such requirements. Where the Authority 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. The Authority however reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.

Existing underground structures

4.1.6 The successful tenderer shall be responsible to carry out, at his own cost and expense, his own site investigation to verify whether there is any sub-structure or other obstructions e.g. footings, piles, tree roots, etc, in the ground of the Land Parcel, and ascertain their effect on the proposed development.

4.2 Land Use and Quantum

4.2.1 The Land Parcel is zoned for Hotel use and is to be developed for a Hotel development. The maximum permissible Gross Floor Area (GFA) of the development is 24,310 m^2 and the total GFA to be built is not to be less than 21,879m^2.

4.2.2 A minimum 60% of the total GFA shall be used for hotel rooms and hotel-related uses.

4.2.3 The remaining GFA (up to a maximum of 40% of the total GFA) shall be used for the following uses as may be approved by the Competent Authority under the Planning Act (Cap. 232):

(a) Serviced apartments; and

(b) Commercial uses except for office use which shall not be allowed.

4.2.4 For the purpose of bonus GFA computation, it shall be based on the total approved GFA of the development which shall not exceed 21,510 m^2.

4.2.5 A maximum GFA of 4,800 m2 for the following commercial uses in Plots 1 and 2:

(a) Shops and restaurants;
(b) Outdoor Refreshment Areas (on the first storey only); and
(c) Other commercial uses such as fitness centres, gyms, medical clinics, bars, pubs etc as may be approved by the Competent Authority under the Planning Act (Cap. 232)

4.2.6 All Tenderers are advised to carry out their own simulation studies to ascertain the achievable GFA for the proposed development, including any additional GFA allowable under the prevailing Development Control Guidelines. Such simulation studies should take into account all relevant considerations including the technical height constraint and existing ground conditions of the Land Parcel as well as the need to provide basements.

4.3 Land / Strata Sub-division

4.3.1 The land parcel comprising Plot 1, Plot 2, Plot 3 and Plot 4 shall not be subdivided and the development shall remain as a single integrated development. The development shall remain under single ownership and no land and/or strata subdivision shall be allowed.

4.4 Uses at First Storey

4.4.1 Activity-generating uses such as shops, restaurants, and other such uses are to be provided at the 1st storey of the development fronting Club Street and Cross Street such that these spaces can be accessed and visible from the main pedestrian thoroughfare along these streets in order to contribute to the life and vibrancy of these streets.

4.4.2 Uses that may cause dis-amenity to surrounding residents shall not have openings or entrances facing the exterior of the development. These include, but are not limited to, bars and pubs.

4.5 Uses at Plot 2

4.5.1 The successful tenderer is to ensure that activity generating uses are to be provided at least along one side of the pedestrian walkways within Plot 2.

4.6 Building Form / Building Facades

4.6.1 The building form and massing of the development on the Land Parcel is to respond appropriately and sensitively to the adjacent conservation shophouse developments. The development is also to contribute positively to the skyline profile and roofscape for this part of the city.

4.6.2 Consideration is to be given to how the development addresses views to and from major approaches into the area, including Cross Street, South Bridge Road, Club Street and China Street.

4.6.3 The building façade of the development fronting Cross Street and Club Street are to be treated as main elevations.

4.6.4 The facades are to be well-articulated with a good proportion of solid (walls) and voids (fenestration), as well as to include recesses, ledges, sun-shading devices, greenery etc., to respond appropriately to the tropical climate.

4.6.5 In addition, the successful tenderer is encouraged to incorporate corner accentuation/expression to respond to the prominent location at the junction of Club Street and Cross Street.

4.6.6 Given its location at the Chinatown Historic District, the development should incorporate higher porosity at the 1st storey to create a fine-grain, street-based environment, as an extension of the vibrant network of pedestrian-oriented streets within the surrounding conservation area.

4.7 Roofscape and Screening

4.7.1 The roof areas of the developments are considered as the “fifth” elevation and shall be designed to be fully integrated with the overall building form, massing and architectural treatment.

4.7.2 To ensure that the roof areas are well designed and attractive when viewed from the surrounding developments, all service areas, M&E equipment, water tanks, etc., at the roof tops are to be integrated within the overall building envelope and visually well screened from the top and all sides of the development, subject to the prevailing screening guidelines for M&E services.

4.8 Building Height

4.8.1 The building height controls are set out below and shown on the Control Plans to guide the design of the development such that it relates well to the surrounding context.

Low-Rise Zone : Maximum 4-storey.

High-Rise Zone : Maximum 75.0m AMSL.

4.8.2 The high rise zone is to be set back from Club Street and Mohd Ali Lane in order to relate sensitively to the adjacent low-rise shophouses.

4.8.3 The footprint of the high-rise building shall not be more than 50% of the allowable area of the high-rise zone. This is to ensure that the high rise zone does not appear create a wall-like effect when viewed from the street level.

4.8.4 All permanent rooftop structures, such as water tanks, mechanical and electrical (M&E) equipment, lift motor rooms, TV antennae, etc., are not to exceed 75.0m Above Mean Sea Level (AMSL).

4.8.5 Where sky terraces are proposed, the additional height is to be based on the prevailing guidelines for sky terrace floors, to be capped within the maximum allowable height of 75.0m AMSL.

4.8.6 All construction equipment and temporary structures, such as cranes, piling rigs, etc., are to comply with the requirements of the relevant Competent Authorities.

4.9 Building Edge

4.9.1 A minimum 2-storey high building edge abutting the line of Road Reserve is to be provided along Cross Street, Club Street and Mohd Ali Lane as shown in the Control Plans.

4.9.2 Up to 40% of the length of the building facades may be set back from the line of Road Reserve for articulation of the building form.

4.10 Pedestrian Network

Covered Walkway

4.10.1 Covered walkways are to be provided as part of the development at the 1st storey of the building fronting Cross Street, Club Street and Mohd Ali Lane, as shown on the Control Plans. This forms part of the comprehensive at-grade pedestrian network within the area.

4.10.2 To ensure convenient and unimpeded pedestrian movement and connectivity with the adjacent developments, the requirements for the covered walkways are as follows:

a. To be located at the 1st storey within the building envelope abutting the lines of Road Reserve, as shown on the Control Plans;

b. To have a minimum width of 3.6m (and 3.0m clear);

c. To have a maximum external soffit height of 3.6m. Higher heights can be considered, subject to the provision of drop-down panels or the width of the walkway being increased to match the higher height to ensure adequate weather protection for pedestrian uses during inclement weather;

d. To match the platform levels of the adjacent open space and back lane of the shophouses at South Bridge Road and be at a constant level throughout the entire length;

e. To open out onto and match the platform level of the open walkway within the adjacent Road Reserves along Club Street and Cross Street. Any level changes are to be accommodated by ramps;

f. To be kept free of structures and remain unobstructed and accessible to the public at all times; and

g. Any ramps, including vehicular access points, are to be located outside the walkways.

Through-Block Link

4.10.3 A minimum 4.0m wide Through-Block Link is to be provided to connect the existing open space at South Bridge Road to Club Street, as indicated on the Control Plans.

Underground Pedestrian Link (UPL)

4.10.4 As part of the Downtown Line works, LTA constructed a subterranean space within Plot 2. Underground Pedestrian Links with minimum 4.0m clear floor-to-ceiling height are to be provided within the subterranean space in Plot 2, as well as 3 and 4 as outlined below and as shown in the Control Plans;

i. To connect to the Chinatown and Telok Ayer MRT stations, at the locations where knock-out panels have been provided;

ii. To connect to the development at Plot 1 through Plot 3, minimally at the two locations where the knock out panels have been provided; and

iii. To connect to the adjacent China Square Central development through Plot 4, and through an existing underpass, at the two locations where knock-out panels have been provided.

4.10.5 The successful tenderer shall, at his own cost and expense, liaise with and make all necessary arrangements with the appointed rail operator, as well as the owners of China Square Central to ensure that the UPLs in Plot 2 and 4 will be seamlessly connected to the concourse levels of the MRT stations and the basement levels of China Square Central.

4.10.6 The minimum width of the walkway is to be 6m clear if activity generating uses are provided on one side of the link, or 7m if activity generating uses are provided on both sides of the link.

4.10.7 The underground pedestrian links shall be maintained at a constant platform level throughout the entire length, wherever possible and comply with the relevant codes on barrier-free accessibility in buildings. Any changes in levels shall be kept to a minimum and shall be accommodated with ramps

4.10.8 Vertical pedestrian circulation points, including a lift, two-way escalators and a staircase, are to be provided within the building envelope to connect the UPL at the basement level to the first storey as shown in Control Plans. These shall connect directly to the covered walkways along Club Street and Cross Street,

and shall discharge towards the proposed public space at the junction of Club Street and Cross Street.

4.10.9 The underground pedestrian links and its associated vertical pedestrian circulation access are to remain open for public use during the operation hours of the Rapid Transit System (RTS).

4.10.10 The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act on the GFA exemption for covered walkways, through-block links and underground pedestrian network shall apply, unless otherwise allowed by the Competent Authority.

4.11 Greenery Replacement and Landscaping

Landscape Replacement Areas (LRA)

4.11.1 The development is required to provide Landscape Replacement Areas (LRAs) based on the prevailing guidelines for Landscape Replacement requirements for Commercial/Mixed Use/Hotel developments outside identified Strategic Areas and will be subject to detailed evaluation and approval upon the formal submission stage.

4.11.2 The landscape and selection of tree/ shrub species is to reflect the tropical climate and allow for the landscaping to be well integrated with the overall layout and architectural design of the development.

4.11.3 The LRA requirement shall be computed with reference to the final surveyed site area of Plot 1.

Roof Terraces

4.11.4 The successful tenderer is required to provide well-landscaped roof terrace on the podium as part of the overall layout and design of the development. These areas are to be integrated as part of the overall form and architectural treatment of the individual buildings. The prevailing Development Control Guidelines issued by the Competent Authority under the Planning Act on the GFA exemption of roof terraces will apply.

Public Space

4.11.5 The successful tenderer is to provide a well-landscaped public space at the 1st storey of the development, at the junction of Club Street and Cross Street. This can be designed as an entry plaza or forecourt in relation to the corner accentuation of the development.

4.11.6 There is an existing Pterocarpus indicus [T54] tree at the junction of Cross Street and Club Street. The successful tenderer is to ensure that this tree shall not be affected in the overall design of the public space.

4.11.7 The public space is to be well shaded for example through the design of the development, or provision of trees and/or landscape elements.

4.11.8 Seating is to be provided and there should be a variety of seating to cater to different uses, age groups and physical abilities. Seats are to be made of durable and comfortable materials which are highly heat absorbent and are to be located in shaded areas.

4.12 Vehicular and Servicing Access

Vehicular Ingress / Egress and Drop-off Points

4.12.1 All vehicular access to the main development shall be taken off Mohd Ali Lane and service road only, as show at the approximate position in the Control Plans. Pick Up/Drop off access from Club Street may be considered, subject to detailed evaluation at the formal submission stage. The successful tenderer is required to comply with the access requirement as set out in Clause 7.2 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

4.12.2 The exact location and layout of the vehicular access, driveways, drop-offs, carparks and service areas are subject to approval of LTA and other relevant Competent Authorities at the formal submission stage and as given in Clause 7.2 of the Conditions and Requirements of Relevant Competent Authorities / Public Utility Licensees. They should be designed to be well integrated with the overall landscaping scheme so as to enhance the sense of arrival.

Service Areas

4.12.3 The successful tenderer is encouraged to locate the service areas including the refuse bin centre, electrical substation, loading/ unloading bays, holding bays and car parks at the basement levels of the development within the Land Parcel. If located at grade, they are to be fully integrated within the overall building form and architectural treatment of the development as well as visually well-screened from the top and all sides, and subject to the prevailing screening guidelines for M&E services and car parks.

4.12.4 Other service areas/structures, such as air-conditioning ledges and ventilation shafts to the basement levels, are to be fully integrated within the overall envelope of the building and are to be visually well-screened, and subject to the prevailing screening guidelines for M&E services.

4.13 Car, Motorcycle, and Bicycle Parking and End-of-Trip Facilities Provision

4.13.1 The successful tenderer shall comply with LTA's requirements for car, motorcycle and bicycle parking provision as set out in Clause 7.2 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees and will be subject to the evaluation and approval of the Authority and other relevant Competent Authorities.

4.13.2 All car and motorcycle parking spaces are to be located within the basement levels of the development. At-grade and above-grade car parking spaces are not allowed.

4.13.3 The successful tenderer shall provide the minimum number of parking lots for cars, motor cycles, coaches or lorries (where applicable) as may be allowed by the Parking Places (Provision of Parking Places and Parking Lots) Rules in force at the time the proposals and plans for the provision of parking lots on the development are first submitted to the Land Transport Authority. For the avoidance of doubt, where the aforesaid Rules provide that the Land Transport Authority may reduce the number of parking lots for cars, motor cycles, coaches or lorries (where applicable), the successful tenderer shall make such application to the Land Transport Authority for the maximum reduction of such parking lots.

4.13.4 The successful tenderer is required to provide at least 50% of the provision standard, based on LTA's prevailing guidelines, for End-of-Trip facilities such as showers, lockers and changing rooms. This is to encourage active mobility commute for users/ visitors of the subject site as well as for those living and working in the surrounding developments.

4.13.5 These End-of-Trip facilities are to be located in close proximity to the bicycle parking facilities and shall be publicly accessible. They may be commercially operated and be integrated as part of other uses such as cafes, gyms, fitness centres or other complementary uses.

4.13.6 The End-of-Trip facilities that fulfil LTA's guidelines can also be considered for GFA exemption subject to evaluation. These area(s), once approved, are not allowed to be converted to other uses without the Competent Authority's approval.

PART V

5.0 OTHER REQUIRED WORKS

5.1 Electrical Substation

5.1.1 The successful tenderer shall at his own cost and expense, design, build and integrate an electric substation within the new development to replace the existing electrical substations (ESS) which shall be decommissioned and demolished by the successful tenderer at his own costs. The location of the integrated ESS should be such that the serving access can be taken from the service lane. The successful tender is to ensure that integrated ESS is visually screened and shall not front Cross Street, Club Street and Mohd Ali Lane. Details and requirements of the integrated ESS are set out in Clause 4.2 of the Condition and Requirement of Relevant Competent Authority and Public Utility Licensees.

5.2 Road improvement works

5.2.1 For information of tenderers, the successful tenderer shall at his own cost and expenses, be responsible for the construction and improvement works to the sidetables, drains and kerbside planting within the road reserves along Cross Street, Club Street, Mohd Ali Lane and the service lane, as shown in the Control Plans. The required works shall comply with the Conditions and Requirements of Relevant Competent Authorities / Public Utility licensees, and shall be subject to the approval of the Authority, LTA, NParks, and the relevant Competent Authorities, at the formal submission stage.

5.2.2 The design of the sidetables within the road reserves are encouraged to be fully integrated into the overall design concept and treatment of the development subject to the approval of the Authority and the relevant Competent Authorities.

5.2.3 The overall tiling layout, paving pattern, design and material specifications shall match the existing tiles within the open walkway along Club Street and Cross Street. Samples of any additional paving materials, accent tiles, water features, public art, sculptures and other street furniture and lighting shall be subject to the

approval of the Authority and the relevant Competent Authorities. The detailed design and construction of these works shall comply with the requirements of the Authority, LTA, NParks and the relevant Competent Authorities.

5.2.4 The level of the open walkways shall be maintained at a constant level and match the levels of the existing open walkway fronting the adjacent development. Localised changes in level will be allowed to provide drainage cross-falls and for connection to the pedestrian crossing point at the junction. Any changes in levels are to be kept to a minimum and are to be accommodated by ramps subject to the requirements of the Authority and other relevant Competent Authorities.

5.3 Cycling Path

5.3.1 The successful tenderer is to construct/reinstate a 2.0m wide cycling path within the road reserves along Cross Street, as shown in the Control Plan and as set out in Clauses 7.2.21 to 7.2.23 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees.

5.4 Open Space/Back lane/Covered Linkway

5.4.1 The successful tender is to carry out enhancement works to the existing open space between shophouse developments and the back lane along South Bridge Road as indicated in the Control Plan. The open space is to be connected to the back lane as indicated in the Control Plan, to form part of the comprehensive pedestrian network in the area.

5.4.2 A covered linkway is to be provided as part of the development at the 1st storey of the building connecting the development and the five footway of 199 South Bridge Road, as shown on the Control Plans.

5.4.3 To ensure convenient and unimpeded pedestrian movement and connectivity with the adjacent developments, the technical requirements for the covered linkway are to follow conditions as set out in Part IV, Condition 4.10.2 of the Technical Conditions of Tender.

5.4.4 As set out in Clause 7.2.29 of the Conditions and Requirements of Relevant Competent Authorities and Public Utility Licensees, the successful tender is required to, at his own cost and expenses, design, construct and maintain the covered linkway until such time when they are taken over by the LTA.

5.5 Site Works

5.5.1 Clearance from SLA, URA, LTA, NParks and the relevant Competent Authorities shall be obtained prior to commencement of any construction works affecting State land. All State land affected by the construction works associated with the developments on the Land Parcel shall be reinstated to the requirements and satisfaction of SLA, LTA, NParks and the relevant Competent Authorities.

5.5.2 The portions of the road sidetables and carriageways affected by the construction works shall be upgraded to the requirements of LTA and the relevant Competent Authorities based upon the relevant road category and maintained until such time when they are taken over by the LTA.

5.5.3 During the construction period, the development works on the Land Parcel shall be cordoned-off and screened by hoarding and illuminated by night lighting subject to the requirements and approval of the relevant Competent Authorities. Any inconvenience and disturbance to the adjacent developments shall be minimised and pedestrian access along all existing sidetables outside the site boundary shall be maintained at all times.

Part VI

6.0 OTHER REQUIREMENTS

6.1 Public Communications Plan

6.1.1 The successful tenderer is required to carry out a public communications plan to inform the surrounding businesses and existing car park users of the closure of the existing car park on the land parcel.

6.1.2 The successful tenderer shall distribute flyers to the surrounding businesses at least 6 weeks before the closure of the car park. In addition, the successful tenderer shall place a copy of the flyer on the windscreens of the cars parked on the land parcel on the 2 Fridays before the car park closure during lunch and evening peak hours.

6.1.3 The successful tenderer shall submit to the Authority within 2 weeks from the date of the award of tender a copy of the flyer, the proposed dates of distribution and the details of the surrounding businesses which will receive the flyer, for the Authority's prior approval. The flyer shall include but not limited to the following:

a Date of car park closure;

b Location plan showing the land parcel and surrounding alternative car parks;

c Contact details of URA Car Parks Department

6.1.4 The successful tenderer shall submit to the Authority after the distribution of flyers a written declaration that the requirement under Condition 6.1.2 have been complied with. Upon confirming that the declaration provided by the successful tenderer is in order, the Authority will give written consent for the successful tenderer to proceed with the submission of an application to the Competent Authority under the Planning Act (Cap. 232) for Written Permission ("development application") for the proposed development on the Land Parcel. The successful tenderer shall not submit any development application for the proposed development on the Land Parcel without the prior written consent of the Authority as mentioned above.

6.2 Construction Quality Assessment System (CONQUAS)

6.2.1 Plans of the development on the Land Parcel are to be submitted to BCA for assessment for the construction quality of the building works under the Construction Quality Assessment System (CONQUAS).

6.2.2 The successful tenderer is to comply with all requirements, procedures, directions and requests of BCA and pay all fees, charges and other amounts payable to

BCA for and in relation to the assessment of the construction quality of the Development under CONQUAS. The successful tenderer is to render full co-operation to BCA, its officers, employees and agents in relation to such assessment under CONQUAS.

6.3 Prefabricated Prefinished Volumetric Construction (PPVC)

6.3.1 The successful tenderer is required to adopt the minimum level of use of prefabricated prefinished volumetric construction as stipulated under the Building Control (Buildability and Productivity) Regulations for the development on the Land Parcel.

6.3.2 For the purpose of adopting the PPVC method of construction, the successful tenderer is required to set aside some space within the Land Parcel for storage and/or holding area for PPVC modules. No additional space outside the Land Parcel will be granted on TOL basis for this purpose.

6.4 Productive Formats For Shops, Restaurants And Entertainment Outlets

6.4.1 The Successful Tenderer is strongly encouraged to work with the tenants/operators of the shops, restaurants and entertainment outlets to adopt relevant productive formats in the said development. Outlets larger or equal to 200 sqm should adopt at least 3 productive formats, while outlets smaller than 200 sqm should adopt at least 2 productive formats. Enterprise Singapore has provided a set of examples of the productive formats in Annex A for reference. For more information on the productive formats, the Successful Tenderer is to contact Enterprise Singapore directly via email: food_division@enterprisesg.gov.sg or retail_design@enterprisesg.gov.sg.

Annex A

The successful tenderer is strongly encouraged to work with the tenants/operators of the shops, restaurants and entertainment outlets to adopt relevant productive formats in the proposed development. Outlets larger or equal to 200 m^2 should adopt at least 3 productive formats, while outlets smaller than 200 m^2 should adopt at least 2 productive formats. **Below is the list of initiatives suggested by Enterprise Singapore to raise productivity for Food Services and Retail Outlets:**

Suggested Initiatives to Raise Productivity (Food Services)

Initiative	Functions	Manpower savings / Manpower needed
Digital Service E.g. Digital Kiosks, Mobile App, e-Menu, e-Waiter	Digital service technologies enable ordering and payment to be automated, with orders transmitted directly in real-time to kitchens and payment done wirelessly. For instance, self-ordering or payment kiosks enable patrons to order and pay via a kiosk system.	Reduces about 5 headcounts /outlet
Kitchen Automation	Investing in process automation through machinery and equipment to replace labour-intensive food preparation processes improves productivity.	Reduces about 4 headcounts/outlet
Centralised Dishwashing (shared basis)	Outsourcing dishwashing to an on-site or off-site third-party centralised dishwashing provider reduces food services operators' costs.	Reduces 1 headcounts/outlet
Central Kitchen	Central kitchens enable economies of scale and comprises the following: ▪ Kitchen Automation: Purchase automation equipment or processing line ▪ Workflow Redesign: Streamline work processes to maximise efficiency ▪ 5S Housekeeping: Methodology to improve operational efficiency and space utilization ▪ Enterprise Resource Planning (ERP)	Reduces about 4 - 6 headcounts/outlet
Meal Replacement Vending Machines	Meal replacement vending machines are machines which dispense meals to customers automatically after the consumer makes his/her purchase. These vending machines typically have microwave-enabled capabilities for further heating of meals. Some machines are able to prepare food within the machine.	Requires 1 - 3 headcount

Initiative	Functions	Manpower savings / Manpower needed
Grab and Go Kiosks Retailing Ready Meals	Grab and Go kiosks facilitate takeaway orders. Minimal on-site food preparation is needed due to the usage of ready meals.	Requires 4 – 6 headcount
Productive Food Court/ Coffee Shop	Productive food courts/coffee shops are food courts/coffee shops that are equipped with two or more of the following productivity initiatives: 1. Digital service 2. Centralised dishwashing 3. Kitchen automation 4. Tray return (customised self-return counters, conveyor belt or RFID) 5. Supported by a central kitchen The productive food court/coffee shop model could also include the following: 1. Shared kitchen space 2. Self-service model like IKEA or Marche 3. Retailing of ready meals 4. Incorporation of vending machines and grab and go kiosks 5. Other amenities not necessarily confined to food services, such as click-and-collect services The productive food court/coffee shop model is more manpower-lean.	For a food court with 10 stalls, this requires about 15 - 18 headcount

Suggested Initiatives to Raise Productivity (Retail)

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
Self-Checkout (SCO) System	A SCO system allows customers to scan, pack and pay for their purchases without a cashier's assistance. SCO is typically used for single basket purchases in a grocery store. By using SCO, retailers can redeploy cashiers to other value-adding roles and alleviate long queues along traditional cashier counters.	Grocery and any other high-volume retail trades (e.g. bookstores, pharmacies, convenience stores)	Reduces 8 headcount/ outlet
Cash Management (CM) System	A CM system automates manual cash handling processes, from the point-of-sales to cash-in-transit pick up. With CM, the preparation of cash floats, collection and dispensation of cash payment and reconciliation of cash notes can be done with minimal human intervention. CM is typically used amongst retailers with high cash transactions. By using CM, a retailer can benefit from faster checkouts, higher accuracy in cash dispensation, man-hour savings from the elimination of manual cash counting and increase security.	Grocery and any other retail trades that has high cash transactions (e.g. stationery shops, pharmacies, convenience stores)	Reduces 1 headcount/ outlet
Electronic shelf labelling	Electronic shelf labels can be automatically updated from a centralized pricing system, reducing time spent by staff to print updated prices on price labels and reducing errors in tagging the right products.	Grocery and any other retail trades that has high cash transaction (e.g. stationery, pharmacies, convenience stores)	Reduces 1 headcount/ outlet
Radio Frequency Identification (RFID) technology	With remote scanners to read RFID tags placed on individual products, an RFID system enables retailers to record a variety of information, including quantities of various stock items and their precise locations. Retailers can effectively identify and manage items by decreasing time spent on stock count.	All retail trades, especially those that carry a large number of stock-keeping-units (SKUs)	Reduces 2 headcount/ outlet

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
Digital catalogue	A digital catalogue will allow customers to browse through a large inventory base without sales assistants having to physically locate the products. The catalogue can be integrated with retailers' inventory or content management system, allowing retailers to streamline their product updating processes and eliminate manual price lists.	All retail trades, especially those that carry a large number of stock-keeping-units (SKUs)	Reduces 3 headcount/ outlet
Vending machine	Vending machines, or automated retail systems (ARS), bring together internet, robotics, cashless payment and digital media technologies to sell products round-the-clock without relying on manpower. By using ARS, retailers can increase efficiency and enhance customer experience through self-service.	All retail trades	1-3 headcount required/ outlet
Point-of-Sales (POS) System	A POS system automates real-time tracking of inventory and sales transactions. It is able to generate sales reports and provide insights on customer behaviour and product popularity. The system's API (Application Programmable Interface) should be able to integrate with existing accounting and inventory management system.	All retail trades	Reduces 1 headcount/ outlet
Appointment Scheduling and Booking (ASB) System	An ASB system automates appointment scheduling and booking processes, helping companies to save manpower and time. It can also customise and send booking notifications, reminders and confirmation emails to staff and/or customers.	All retail trades, especially those that are service-related (e.g. beauty and hair services)	Reduces 1 headcount/ outlet

Initiative	Functions	Suggested Trades	Manpower savings/ Manpower needed
Urban Logistics (UL)	Improve the productivity of last mile deliveries through the use of infocomm technologies to optimize deliveries via analytics, technology and automation. In-mall distribution: Retailers can skip the long queues at unloading bays. The UL operator manages the loading bay of the mall, receiving goods on behalf of the tenants and re-distributing them at scheduled times. Offsite Consolidation: Instead of delivering direct to a mall, retailers' delivery vehicles are diverted to an offsite warehouse, where the UL operator will consolidate the goods and make a full truckload delivery to the mall.	All retail trades	

For more information on these productivity initiatives, please contact food_division@enterprisesg.gov.sg or retail_design@enterprisesg.gov.sg.

You can also visit https://spring.enterprisesg.gov.sg/growing-business/grant/pages/capability-development-grant.aspx for more information on how Enterprise Singapore can support your capability upgrading initiatives.