SUMMARY

Industrial developments in Singapore before 1960 were carried out in a laissez-faire manner. Industries, regardless of their compatibility with one another, were located in the midst of population concentrations where cheap labour was available. Such an approach had resulted in an environmentally undesirable and inefficient land-use situation. After 1960, industrial developments were comprehensively planned, guided by the Master Plan. They were located within a 8-kilometre radius from the Central Business District in close proximity to housing estates. Soon however, the Planning Ordinance was found to be inadequate as it was too inflexible to cope with the new demands being made upon it. Thus a new 20-year Master Plan, more popularly known as the Ring Plan was published in 1971 to cater for the expanding population and industrialization programme. After 1971, industrial developments were located in the outer regions of the island in the midst of new towns.
Today the manufacturing industry is the leading growth sector of Singapore's economy, accounting for more than 28 per cent of the Gross Domestic Product. Quite naturally, the Government has become more concerned with the distribution of industrial land uses in the small city-state with a residential density among the highest in the world. Recognizing the problem, the author conducted a survey of 103 industrial establishments in the industrial estates of Toa Payoh, Telok Blangah and Ang Mo Kio with special emphasis on their location factors and related facilities.

The findings of the survey indicate that 79 per cent of the respondents are satisfied with their present location. The three most important groups of factors influencing industrial location in Singapore as cited by the surveyed firms are Government factors, cost factors and personal factors. A relatively high proportion of 21 per cent of the firms interviewed are dissatisfied with their present sites. The main complaints include inefficient public transportation, competition for labour among firms, plant relocation and high industrial utility charges.

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Surprisingly, the facilities as provided in the three Study Areas are not as favourable as expected. More than 40 per cent of the 103 surveyed firms express great dissatisfaction with the building designs, parking and food facilities in particular. Arising from the survey therefore, the following points are made:

1. Industrial development policy to be further integrated with urban planning, employment and population distribution, transportation and pollution control policies.

2. Relocation of industrial plants to be given detailed consideration. Relationship of small industry to large industry to be actively encouraged.

3. The need for more compatibility of industries in planned location by the use of industrial performance standards.

4. Improved flexibility of building designs to enhance the image of industrial buildings.
Locational integration of industry-related facilities with communal facilities of the town as shared facilities.