

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/H15/279**

<b><u>Applicant</u></b>	Sun Hing Shipyard Limited
<b><u>Site</u></b>	No. 29, Ap Lei Chau Praya Road, Ap Lei Chau, Aberdeen, Hong Kong
<b><u>Site Area</u></b>	About 1,890m <sup>2</sup>
<b><u>Land Status</u></b>	Government Land (covered by Short Term Tenancy (STT) No. SHX-1309)
<b><u>Plan</u></b>	Approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/33
<b><u>Zoning</u></b>	Largely “Industrial” (“I”)  - maximum 2 storeys or the height of the existing building, whichever is the greater - provision for application for minor relaxation of the building height (BH) restriction  Partly area shown as ‘Road’
<b><u>Application</u></b>	Ship-building, ship-breaking and ship-repairing (excluding building and/or repairing of steel ships or boats)

**1. The Proposal**

- 1.1 The applicant seeks planning permission to continue the use of ship-building, ship-breaking and ship-repairing (excluding building and/or repairing of steel ships or boats) at No. 29, Ap Lei Chau Praya Road, Ap Lei Chau, Aberdeen, Hong Kong (the site).
- 1.2 The site is mainly zoned “I” with a minor portion falls into an area shown as ‘Road’ on the approved Aberdeen & Ap Lei Chau OZP No. S/H15/33 (**Plan A-1**). According to the Notes of the OZP, ‘Ship-building, Ship-breaking and Ship-repairing Yard’ use within the “I” zone requires planning permission from the Town Planning Board (the Board).
- 1.3 According to the applicant, the proposed ship-building, ship-breaking and ship-repairing yard will exclude steel ships or boats. The proposed shipyard occupies a total floor area of 103.04m<sup>2</sup> with three single-storey blocks for temporary storage and office. The uncovered area of the site would be used for

working area for ship-building, ship-breaking and ship-repairing activities. The plan submitted by the applicant is shown in **Drawing A-1**.

1.4 In support of the application, the applicant has submitted the following document:

(a) Application form received on 28.11.2018 **(Appendix I)**

## **2. Reasons and Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the application form (**Appendix I**) which are summarized as follows:

- (a) the applicant is the current tenant of the lot which is held under STT No. SHX-1309 and is running a business related to boat repairing but excluding steel boats; and
- (b) it is the intention of the applicant to apply for a planning permission to allow the site to be used for 'ship-building, ship-breaking and ship-repairing (excluding building and/or repairing of steel ships or boats)'.

## **3. Compliance with the "Owner's Consent/Notification" Requirements**

As the site involves government land only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) is not applicable to the application.

## **4. Previous Application**

4.1 Part of the site, including the subject "I" zone, is the subject of two previous rezoning applications (Nos. Y/H15/7 and Y/H15/8) from "I" to "Other Specified Uses" annotated "Open Space and Boatyard" (**Plan A-1**). Under the rezoning application No. Y/H15/7 submitted by Cheerjoy Development Limited (a subsidiary of Sun Hung Kai Properties Ltd.), development of the "I" zone would be divided into 3 portions. The northern and southern portions would be used as public open space while the middle portion would accommodate the existing and relocated boatyards. For rezoning application No. Y/H15/8, which was submitted by Mr. Lo Kin Hei, Mr. Au Lok Hin and Mr. Tsui Yuen Wa, development of the "I" zone would be divided into 2 portions. The northern portion would be used as public open space and the southern portion would be used as boatyards. The proposed rezoning applications were not upheld by the Board on 19.8.2011 mainly for reasons that there was a need to retain the boatyards and engineering workshops to provide the necessary maintenance and repairing services to the local fishing fleet and pleasure vessels, there was adequate existing/planned open space provision to serve the population in the Aberdeen and Ap Lei Chau Planning Scheme Area as well as Ap Lei Chau alone, and the implementability of the proposal was doubtful. The "I" zone for the site was considered appropriate by the Board. Details of these previous applications are at **Appendix II**.

- 4.2 The site is also the subject of a previous planning application (No. A/H15/256) submitted by Kerry Property Management Services Limited for a proposed yacht centre-led mixed development (including yacht centre, marine exhibit, shop and services and boat-yards) (**Plan A-1**). According to the Notes of the prevailing OZP, the proposed marine exhibit was considered as an ‘Exhibition or Convention Hall’ which required planning permission from the Board. The application was rejected by the Board on 7.2.2014 for reasons similar to the disapproval of the rezoning applications Nos. Y/H15/7 and Y/H15/8 as highlighted above. Details of this previous application are at **Appendix II**.

## 5. **Similar Application**

Two similar applications No. H15/24P (covering the “I” zone in Po Chong Wan) and A/H15/51 (covering the subject “I” zone in Ap Lei Chau East Reclamation) for shipyard uses in Aberdeen & Ap Lei Chau OZP were submitted by the then District Lands Officer/Hong Kong South (DLO/HKS) of the Lands Department (LandsD) (**Plan A-1**). They were approved by the Board on 21.8.1981 and 17.1.1986 respectively (**Appendix III**).

## 6. **The Site and Its Surrounding Areas** (Plans A-1, A-2, site photos on **Plan A-3** and land use status on **Plan A-4**)

6.1 The site is:

- (a) located at the middle of Ap Lei Chau Praya Road; and
- (b) fronting the western shore of Aberdeen South Typhoon Shelter.

6.2 The surrounding area of the site has the following characters:

- (a) a sawmill to its immediate north and a drainage reserve to its immediate south;
- (b) to its immediate west across Ap Lei Chau Praya Road is the high-rise residential development of Larvotto which is zoned “Residential (Group E)1” (“R(E)1”);
- (c) to its further west is the green backdrop of Yuk Kwai Shan (Mount Johnston);
- (d) to its north-east across the Typhoon Shelter is the Aberdeen Marina Club; and
- (e) to its east across the Typhoon Shelter along the western side of Shum Wan Road is the Po Chong Wan Industrial Area where other ship/boat yards and workshops are found.

## 7. **Background**

7.1 During the 1970s and 1980s, in order to provide replacement sites for shipyards and sawmills affected by the reclamation of Pak Sha Wan foreshore, site

formation of Ap Lei Chau East Housing Estate and widening of Aberdeen Main Road, the government reclaimed land along both shores at the Aberdeen South Typhoon Shelter of Aberdeen Channel at Po Chong Wan and Ap Lei Chau East (Ap Lei Chau East Reclamation) to facilitate the relocation of these affected boatyards and sawmills. The sites at Po Chong Wan and Ap Lei Chau East, which were not too far away from the areas affected by the reclamations in Aberdeen and Ap Lei Chau and easily accessible from land and sea, were considered suitable for the relocation of the shipyards and sawmills as they would be more acceptable to the affected operators. The reclaimed land at Po Chong Wan and Ap Lei Chau East were reserved particularly for the reprovisioning of boatyards in Aberdeen and Ap Lei Chau.

- 7.2 The areas were zoned “I” on the draft Aberdeen & Ap Lei Chau OZP No. S/H15/1 which was gazetted on 14.6.1985. DLO/HKS submitted a planning application (No. A/H15/51) (**Plan A-1**) seeking permission for using the reserved lots in the East Reclamation for ‘ship-building and ship-repairing yard’ use. The application was approved by the Board on 17.1.1986. Other than the lots which were required for shipyard use, the remaining areas of the East Reclamation, including the site, were used for sawmill and timber storage to provide support for the adjoining ship building and repairing operations and other government uses. As general workshop use of these sawmills and timber storage yards is regarded as ‘industrial use’, which is always permitted under the “I” zone, no planning permission from the Board is required for sawmill and timber storage operations.
- 7.3 Following the completion of the reclamation and the approval of the planning application, the area in the “I” zone were granted out for shipyard and sawmill uses by way of restricted tenders in 1986 to 1988 to the boatyards and sawmills affected by the Ap Lei Chau North Reclamation.
- 7.4 There are a total of 33 lots within the “I” zone at the seafront in Ap Lei Chau East Reclamation for shipyard and sawmills uses. Amongst these lots, 29 lots were reserved for reprovisioning of shipyards, and the remaining 4 lots would be reserved for sawmills and timber storage to provide support for the neighbouring ship building and repairing activities. Currently there are 29 lots used for shipyard and 12 lots are by restricted tender and 17 lots (including the site) are by open tender. Amongst these 17 sites, 15 are running on fixed term of 7 years while 2 (including the site) are on a fixed term of 5 years (**Plan A-4**).
- 7.5 The site was previously used for sawmill and timber storage and was not included in the planning application (No. A/H15/51). Tenancy of the site was terminated by the then tenant and returned to the LandsD in 2012. The site was subsequently re-tendered in 2013 by way of STT for ship or boat building or ship or boat repairing of both excluding building and/or repairing of steel ships or boats for a fixed term of 5 years.
- 7.6 According to the ‘Report on Area Assessments 2014 of Industrial Land in the Territory’ considered by the Board on 14.8.2015 (TPB Paper No. 9974), the subject “I” zone at Ap Lei Chau Praya Road was recommended to be retained subject to identification of suitable reprovisioning sites.

## **8. Planning Intention**

- 8.1 The planning intention of the “I” zone is primarily to reserve land for general industrial uses to ensure an adequate supply of industrial floor space.
- 8.2 According to the Explanatory Statement of the OZP, industrial sites at the eastern side of Ap Lei Chau Praya Road (i.e. the East Reclamation where the subject site is located) and Po Chung Wan at the western side of Shum Wan Road are developed for boatyards and engineering workshops to serve the local fishing fleet.

## **9. Comments from Relevant Government Departments**

- 9.1 The following government departments have been consulted and their views on the application and the public comments received are summarized as follows:

### **Policy Support**

- 9.1.1 Comments of the Secretary for Transport and Housing (STH):
- (a) Ship-building, Ship-breaking and Ship-repairing services are essential ancillary services to meet the demand of local vessels for maintenance, repairs and emergency services;
  - (b) according to the Marine Department (MD), there are 19,029 local vessels licensed in Hong Kong, including 370 Class I vessels (including ferry and launch), 1,923 Class II vessels (including dumblichter, dry cargo vessel, tug, and oil carrier), 6,562 Class III vessels (i.e. fishing vessel) and 10,174 Class IV vessels (i.e. pleasure vessel) as at 30.11.2018. These vessels need shipyards to provide routine and emergency ship repairing services to support their safe operations. Despite the supply and demand of shipyards are basically market-driven, there is a strong demand for "ship or boat building or repairing" use in order to support the current and future marine activities in Hong Kong; and
  - (c) he supports using the subject site for ship-building, ship-breaking and ship-repairing purposes provided that the application can meet all requirements laid down by relevant government departments and is agreeable to relevant departments.

### **Land Administration**

- 9.1.2. Comments of the District Lands Officer/Hong Kong West & South, Lands Department (DLO/HKW&S, LandsD):
- (a) the site is currently held under a fixed term STT No. SHX-1309 with an area of 1,890m<sup>2</sup> for the purposes of ship or boat building or ship or boat repairing or both (excluding building and/or repairing of steel ships or boats), which expired on 14.11.2018. That said, the Tenant of the STT (i.e. the applicant) has been allowed to continue in occupation of the STT site up to 14.5.2019;

- (b) re-tendering of the STT site (to be known as “SHX-1380”) for the same purpose with an updated site area of 1,981m<sup>2</sup> by way of open cash tender for a fixed term of 5 years certain with an option to extend up to 7 years in total (subject to planning permission obtained from the Board and compliance of all conditions imposed by the Board) is under processing. The tender invitation date of SHX-1380 commenced on 12.12.2018 and tender closing date was on 28.12.2018;
- (c) ship-breaking use is not one of the permissible uses under the current STT No. SHX-1309 and the proposed STT No. SHX-1380. Building and/or repairing of steel ships and boats are not permitted under the existing tenancy term. Keeping of dogs was also banned since 2013;
- (d) other tenancy condition will also be incorporated in the new STTs upon MD’s and STH’s advice, i.e. the requirement of submission of job sheets or other documents (e.g. written opinion issued by a certified public accountant) as evidence to prove genuine shipyard-related operation to ensure that there is no misuse of the shipyards for berthing or mooring of non-repair-related vessels; and
- (e) details of the proposal in the application have not been checked at this stage, and there is no implication that such proposal is acceptable even if the application is approved by the Board. Details of the proposal will be considered when the future tenant of SHX-1380 submits building plans for approval under tenancy agreement.

### **Environmental**

#### 9.1.3 Comments of the Director of Environmental Protection (DEP):

- (a) the site is in close proximity to a residential development, Larvotto (about 30m), located on the other side of Ap Lei Chau Praya Road;
- (b) as stated in Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG), industrial and residential (I/R) interface problems arise due to close proximity of industrial developments to residential areas, often causing air, noise and water pollution;
- (c) according to the Environmental Protection Department (EPD)’s records, there were 11 environmental complaints received in the past 3 years, which are related to air quality (e.g. paint spraying and odour) and industrial noise (e.g. machine noise) account for about 62% and 8% respectively of the overall complaints in relation to the shipyards in the area. Since the shipyards are densely located and the ship-building and ship-repairing activities are intermittent in nature, it was not always possible to identify the bona fide pollution source/gather adequate information to substantiate the complaints. So far no

contravention of environmental laws was substantiated in these complaint cases. That said, it duly reflects the problem of I/R interface; and

- (d) EPD cannot lend their support to the planning application from environmental planning perspective. Since no practical mitigation measure could fully resolve the I/R interface problem, no approval condition is required by EPD.

9.1.4 Comments of the Director of Marine:

The noise arises from ship-breaking operation may cause nuisance to neighbouring community.

**Urban Design and Visual**

9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

The site is situated in a cluster of industrial sites at the eastern side of Ap Lei Chau Praya Road mainly occupied by shipyards of about 10mPD to 13mPD. The proposal is to erect three 1-storey (2.6m or about 7mPD) structures with total floor area of 103.04m<sup>2</sup> for ship building, breaking and repairing yards. The proposed BH of 1 storey is in line with the statutory BH restrictions of the subject "I" zone on the approved OZP, while the scale of the proposal is not considered incompatible with the surrounding developments. In overall terms, it is not expected to cause significant adverse visual impacts.

9.1.6 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) toilet with natural lighting and ventilation complying relevant Buildings (Planning) Regulation shall be provided;
- (b) the applicant is advised to submit detailed plans, elevations and sections showing floor to floor height; and
- (c) it would be useful to have some colour photos of the proposed development in its surrounding context from different vantage point.

**Landscape**

9.1.7 Comments of the Chief Town Planner/Urban Design & Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) according to the submitted information and site photo records of December 2018 from the District Planning Officer/Hong Kong, the site is located within shipyard area along Ap Lei Chau Praya Road. It is a paved area and is currently occupied by temporary structures such as some storage rooms and an office. The site is situated in an area of urban landscape character. Shipyards and medium to high rise residential are common in the surrounding

areas. The proposed use is considered not incompatible with the existing landscape character. No existing landscape resources are found within the site. Significant change or disturbances arising from the proposed use to the existing landscape character and resource are not anticipated. In view of this, she has no objection to the application from the landscape planning perspective.

- (b) should the Committee approve this application, given that there is inadequate space for quality landscaping within the site, landscape condition is therefore not recommended.

### **Building**

9.1.8 Comments of the Chief Building Surveyor/Hong Kong West, Buildings Department (CBS/HKW, BD):

- (a) no in-principle objection under the Buildings Ordinance (BO) to the proposed use on the site;
- (b) all existing building works erected on unleased government land (i.e. before the grant of a STT) do not come under the control of the BO, and are not unauthorized for the purpose of the BO;
- (c) before any building works are carried out on land held under STT, prior approval and consent from the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW). Authorized Person must be appointed to coordinate all new building works in accordance with the BO;
- (d) for UBW erected on land held under STT, enforcement action may be taken by BA to effect the removal of the UBW in accordance with the policy for control of UBW in the future. All UBW have to be removed prior to renewal of a STT; and
- (e) the granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the site under BO.

### **Fire Safety**

9.1.9 Comments of the Director of Fire Services (D of FS):

- (a) no in-principle objection to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of his department;
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) the arrangement of emergency vehicular access shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by BD.



### **District Officer's View**

9.1.10 Comments of the District Officer (Southern), Home Affairs Department (DO(S), HAD):

- (a) a similar STT case at the site was discussed in the 17<sup>th</sup> and 18<sup>th</sup> meeting of District Development and Housing Committee under Southern District Council (SDC) held on 17.9.2018 and 26.11.2018; and
- (b) no specific comment on the application and no comment was received by his office from the public during the public inspection period.

9.2 The following government departments have no comment on the application:

- (a) Director of Trade and Industry;
- (b) Commissioner for Transport;
- (c) Chief Engineer/Construction, Water Supplies Department;
- (d) Chief Highway Engineer/Hong Kong, Highways Department;
- (e) Commissioner of Police;
- (f) Director of Electrical and Mechanical Services;
- (g) Director of Drainage Services;
- (h) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department; and
- (i) Project Manager/South, Civil Engineering and Development Department.

## **10. Public Comments Received During Statutory Publication Period**

On 7.12.2018, the application was published for public inspection. During the first three weeks of the statutory public inspection period, which ended on 28.12.2018, 39 public comments were received from SDC member (Au Lok Hin), Larvotto Owners' Committee, Marina South Owners' Committee, the Owners' Committee of Sham Wan Towers and other individuals (**Appendix IV**). Amongst them, 1 supports the application, 35 object and 3 providing comment. The main grounds of the comments are summarised below:

### **Supporting**

- (i) the proposed use is consistent with adjacent land and marine uses. The site located along the Aberdeen Typhon Shelter is appropriate.

### **Objecting**

- (i) the proposed shipyard use of the site is incompatible with the nearby residential use. The government should review the current land use of the areas occupied by shipyards and relocate the shipyards elsewhere;
- (ii) most shipyards engage in activities not related to ship repairing or ship building, which do not comply with the current lease terms issued by LandsD. No appropriate enforcement action was taken by the government. It is suggested that the government should evaluate the repairing needs;

- (iii) the proposed use would generate adverse traffic impacts on local district including illegal parking and traffic congestion along Ap Lei Chau Praya Road. Spill over activities by surrounding shipyards often obstruct the pavement outside the leased land;
- (iv) the proposed shipyard use of the site poses noise and environmental impacts on the neighbouring residential development and users of nearby secondary schools and kindergartens. Meanwhile, there is lacking in rules and regulation to control the potential pollutions;
- (v) there is concern on structural safety of the poorly constructed shipyards. The ripped off steel sheet could harm pedestrians;
- (vi) the proposed use is in proximity to the neighbouring residential development and could pose fire hazard to the residents; and
- (vii) no assessment or planning studies has been conducted in the application.

#### Comments

- (i) the ship-repairing activities should be discontinued in this location;
- (ii) open space along Ap Lei Chau Praya Road is inadequate, it is proposed to relocate the site for boatyards to the southern end of the Road and construct an open space on the emptied area connecting promenade along the Road; and
- (iii) no on-street parking should be allowed along Ap Lei Chau Praya Road.

### **11. Planning Considerations and Assessments**

- 11.1 The applicant proposes to continue the use of the site for ship-building, ship-breaking and ship-repairing (excluding building and repairing of steel ships or boats). The site is currently held under STT No. SHX-1309. Tender invitation for the new STT was closed on 28.12.2018. The proposed tenancy has a fixed term of 5 years certain and with an optional two-year extension up to seven years in total subject to the condition that the tenant has obtained planning permission from the Board and compliance with the approval conditions imposed by the Board within the first 3 years from the commencement of the tenancy.
- 11.2 As explained in paragraphs 7 and 8 above, the site is part of the “I” zone to facilitate the reprovisioning of boatyards in Aberdeen and Ap Lei Chau being affected by reclamation in 1980s. It is located in a busy typhoon shelter where a large number of fishing vessels and other marine vessels including yachts and pleasure vessels are moored. As advised by STH, there is a demand for shipyards to provide maintenance and repairing service of ships and boats in the area. Other than the shipyards in Po Chong Wan across the typhoon shelter there is no other shipyard sites in the southern part of Hong Kong Island.
- 11.3 The site is located in proximity to a residential development (Larvotto), which was the subject of a planning application approved with conditions by the Board on review on 16.1.2004 and completed in 2011. In approving the development, an approval condition was imposed by the Board on the implementation of

noise mitigation measures as identified in the noise impact assessment to the satisfaction of DEP. As a result, mitigation measures including acoustic fins and non-openable windows facing the shipyards have been incorporated into the design of the residential towers of *Lavotto Larvotto* to address the potential noise nuisance from the uses within the “I” zone. While there were 11 environmental complaints received in the past 3 years in relation to the shipyards in the area, so far no contravention of environmental laws was substantiated in these complaint cases. Moreover, shipyard operators shall comply with relevant pollution control regulations including Noise Control Ordinance and Air Pollution Control Ordinance. It should also be noted that there is no slipway provided on the site and ship building/repairing works could only be carried out at the water body at the eastern end, which will be located further away from the residential development.

- 11.4 While ship-breaking is one of the proposed uses applied under the current application, it should be noted that ship-breaking use is not one of the permissible use under the current STT No. SHX-1309 and the proposed STT No. SHX-1380. ~~*Besides*~~ *Besides*, in order to address possible complaints relating to noise nuisance, ~~*upon EPD’s advice*~~, building and/or repairing of steel ships and boats has already been not permitted under the existing tenancy term. Keeping of dogs is also banned since 2013. Other tenancy condition will also be incorporated in the new STTs upon MD’s and STH’s advice, i.e. the requirement of submission of job sheets or other documents (e.g. written opinion issued by a certified public accountant) as evidence to prove genuine shipyard-related operation to ensure that there is no misuse of the shipyards for berthing or mooring of non-repair-related vessels.
- 11.5 The proposed use will be subject to the granting of STT in which the fire safety requirement will have to be complied with. It is recommended that no such approval condition is required to be imposed, should the Committee approve the application.
- 11.6 As for the adverse public comments, the planning assessments above are relevant. Regarding public concern on traffic impacts along Ap Lei Chau Praya Road, TD has no adverse comments on the application. For the provision of open space for the OZP, there is sufficient open space provision in the Aberdeen and Ap Lei Chau area in accordance with the HKPSG. Concerning on street parking along Ap Lei Chau Praya Road, TD and HKPF have no comments on the application.

## 12. Planning Department’s Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comment mentioned in paragraph 10, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, the following advisory clauses are suggested for Members’ reference:

### Advisory clauses

The recommended advisory clauses are attached at **Appendix V**.

12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

- the applicant fails to demonstrate that the proposed ship-building, ship-breaking and ship-repairing uses would not cause adverse environmental nuisance to the surrounding residential development.

### **13. Decision Sought**

13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

### **Attachments**

<b>Appendix I</b>	Application form received on 28.11.2018
<b>Appendix II</b>	Previous s.12A & s.16 applications
<b>Appendix III</b>	Similar applications
<b>Appendix IV</b>	Public comments
<b>Appendix V</b>	Advisory clauses
<b>Drawing A-1</b>	Layout plan submitted by the applicant
<b>Plan A-1</b>	Location plan
<b>Plan A-2</b>	Site plan
<b>Plan A-3</b>	Site photos
<b>Plan A-4</b>	Land use status

**PLANNING DEPARTMENT  
JANUARY 2019**