

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/K15/4

Applicant : Main Wealth Development Limited represented by Ove Arup & Partners
Hong Kong Limited

Site : Various marine/private lots and adjoining government land at Yau Tong
Bay, Yau Tong, Kowloon

Site Area : About 98,954.75m² (including about 10,248.24m² (10.36%) of
government land)

Lease : Applicant's Site (72,863.79m², 73.63%)

Yau Tong Marine Lot (YTML) Nos. 1, 5, 6 & Extension (Ext), 7 & Ext, 8
to 14, 19 to 21 (& their Exts), 22 s.A, s.B & Ext, RP & Ext, 23 & Ext, 24
& Ext, 28 & Ext, 29 & Ext, 30 to 37 and 54

(a) To expire on 30.6.2047

(b) Restricted to shipbuilding and/or sawmill and timberyard

YTML No. 27 & Ext

(a) To expire on 30.6.2047

(b) Restricted to timberyard and/or sawmill

YTML Nos. 15, 38, 41 to 46

(a) To expire on 30.6.2047

(b) Restricted to ship/boat building and/or repairing

YTML No. 34

(a) To expire on 30.6.2047

(b) Restricted to shipbuilding and/or sawmill and timberyard and or
casting of concrete piles

Dissenting Lots (15,842.72m², 16.01%)

New Kowloon Inland Lot (NKIL) No. 6138

(a) To expire on 30.6.2047

(b) Restricted to pigging station use

YTML Nos. 2 to 4, 25 & Ext and 26 & Ext

(a) To expire on 30.6.2047

(b) Restricted to shipbuilding and/or sawmill and timberyard

YTML No. 71

- (a) To expire on 30.6.2047
- (b) Restricted to ice-making and cold storage

YTML Nos. 73 and 74

- (a) To expire on 30.6.2047
- (b) Restricted to ice-making and cold storage

Plan : Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/25

Zoning : “Comprehensive Development Area” (“CDA”) at Yau Tong Bay

- (a) a maximum plot ratio (PR) of 4.5;
- (b) a maximum building height (BH) of 120mPD;
- (c) provision of a public waterfront promenade (PWP) not less than 15m wide and with a site area not less than 24,700m²;
- (d) Based on individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the maximum PR/BH may be considered by the Town Planning Board (the Board) on application. Under no circumstances shall the total PR exceed 5.0; and
- (e) In determining the maximum PR, any floor space that is constructed or intended for use solely as Government, institution or community (GIC) facilities and public vehicle park (PVP) shall be included for calculation.

Proposed Amendment : To amend the Remarks in the Notes of the “CDA” zone at Yau Tong Bay of the OZP so that the floor space that is constructed or intended for use solely as underground PVP, as required by the Government, may be disregarded from PR calculation.

1. The Proposal

- 1.1 The applicant submits an application for amendment to the Remarks in the Notes of the “CDA” zone at Yau Tong Bay^[1] (the Site) of the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 (the OZP) (**Plan Z-1**) such that the floor space that is constructed or intended for use solely as underground PVP, as required by the Government, may be disregarded in calculation of the maximum PR for the Site. Such amendment would allow flexibility to provide more PVP spaces on the Site. The Site is subject of two approved planning applications, the latest scheme for a comprehensive development with residential, commercial, hotel, and GIC uses was approved with conditions under s.16 Application No.

^[1] The applicant only proposed to amend the Notes for the “CDA” zone covering the Site and Yau Tong Bay and not for the other “CDA” sub-zones in the Yau Tong Industrial Area.

A/K15/112 (submitted by the same applicant of the current application) by the Metro Planning Committee (the Committee) on 16.1.2015 (the Approved Scheme). Under the Approved Scheme, an underground PVP serving the PWP would be provided with accountable gross floor area (GFA) of about 1,400m².

- 1.2 In support of the current s.12A application, a traffic study is conducted by the applicant (**Appendix Id**) which demonstrates that the provision of a PVP^[2] within the Site (with up to 340 nos. for light vehicles (LV), 34 for motorcycles (MC) and 27 nos. for heavy vehicles (HV) based on the parking survey conducted in the vicinity to the Site) would not induce significant traffic problem to the local road network in the vicinity. The applicant also indicates that the actual provision is subject to agreement with the Transport Department at detailed design stage.
- 1.3 The applicant's proposed amendments to the Notes and the corresponding update to the Explanatory Statement (ES) for "CDA" zone are at **Appendices II** and **III**. There is no proposed amendment to other statutory restrictions of the "CDA" zone nor matters shown on the Plan.
- 1.4 In support of the application, the applicant has submitted the following documents:
 - (a) Application form received on 17.9.2019 (**Appendix I**)
 - (b) Supplementary Planning Statement received on 17.9.2019 (**Appendix Ia**)
 - (c) Further information (FI) received on 27.11.2019 providing responses to departmental comments (RtoC) (**Appendix Ib**)
 - (d) Second FI received on 10.12.2019 providing clarification on the land ownership status (**Appendix Ic**)
 - (e) Third FI received on 31.12.2019 providing RtoC and a traffic study. (**Appendix Id**)
[Accepted but not exempted from publication requirement]
 - (f) Fourth FI received on 5.3.2020 providing RtoC. (**Appendix Ie**)
 - (g) Fifth FI received on 12.3.2020 providing RtoC. (**Appendix If**)

^[2] LV includes private car (PC), taxi and van-type light goods vehicles; whereas HV includes coach and all type of goods vehicles except container trucks/construction vehicles or alike. The parking spaces as indicated include those proposed to serve the PWP. The applicant assumed that the floor area of any underground car park should be 100% disregarded from GFA calculation according to PNAP APP-2 and JPN-4 if the proposed amendments to the Notes are approved.

- 1.5 On 13.12.2019, the Committee agreed to defer making a decision on the application for three months as requested by the applicant in order to allow sufficient time for preparation of FI to respond to the departmental comments. With the FI received on 31.12.2019 (**Appendix Id**), the application is scheduled for consideration by the Committee at this meeting.

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application as set out in the planning statement and FIs in **Appendices Ia to If** are summarized as follows:

- (a) The proposed amendment only involves updates to the wordings in the Remarks in the Notes and the ES of the OZP to allow for certainty and flexibility for provision of underground PVP in serving the changing needs of the society. All car parking provision within the Yau Tong Bay “CDA” development will need to be provided underground as required by the endorsed Yau Tong Bay Planning Brief (PB). The proposed amendment would have no impact to the planning intention of the “CDA” zone at Yau Tong Bay, the planning and design requirements specified in the endorsed PB nor the key development parameters of the Approved Scheme.
- (b) The proposed amendment aligns with Government’s latest direction/incentives in car parking policy to encourage private developments to share the provision of PVP to optimize valuable land resources and to encourage provision of PVP at underground to foster a quality and sustainable urban environment.
- (c) On 5.6.2018, the Traffic and Transport Committee of the Kwun Tong District Council (T&TC of KTDC) was consulted on the proposed footbridges connecting MTR Yau Tong Station and the Site and other junction improvement works proposed under the Approved Scheme. To ease the current illegal parking problem in the neighbourhood and to meet the rising demand for more PVP in Cha Kwo Ling and Yau Tong areas, the KTDC members requested that more public parking facilities should be provided within the Site. In response to the request, the proposed amendment is submitted for allowing provision of PVP under the Notes to serve the Cha Kwo Ling and Yau Tong areas.
- (d) With the proposed amendment, any underground PVP as required by the Government to be provided at the Site, may be disregarded from PR calculation according to the prevailing Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2 (see extract at **Appendix IV** for details) and Joint Practice Note (JPN) No. 4^[3]. The

^[3] According to the JPN No. 4 – Development Control Parameters, all public car parks should be accountable for GFA by the Buildings Department (BD) unless: (i) they are underground; (ii) they comply with the relevant criteria laid down in PNAP APP-2 and APP-111 and the design to the satisfaction of the Building Authority (BA) (e.g. parking spaces should be EV charging-enabling); and (iii) they are required to be provided as a statutory town planning requirement or are otherwise expressly required by the Commissioner for Transport (C for T). The Planning Department (PlanD) would follow BD’s practice in GFA calculation and granting of GFA concessions for covered public carpark, among others, unless otherwise specified in the relevant town plans.

proposed amendment provides certainty and flexibility to the future development at the Site to provide more PVP supply in the area, without affecting the permissible GFA under the “CDA” zone.

- (e) As demonstrated in the traffic study at **Appendix Id**, the provision of a PVP with number of parking spaces (see paragraph 1.2 above) as identified in the parking survey would induce very minimal traffic impact to the local road network; meanwhile, it would relieve shortage of parking space supply in the vicinity.
- (f) No adverse technical impact is anticipated to be generated by the proposed amendment.

3. **Compliance with the “Owner’s Consent/Notification” Requirements**

The Site comprises private lots and government land. The applicant is the joint venture of owners of various YTMLs which constitute to about 73.6% of the Site area (or 82% of the private land in the Site) (**Plan Z-2**). In respect of the other ‘current private land owners’, the applicant has complied with the 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) by giving notification to the concerned owners. Detailed information would be deposited at the meeting for Members’ inspection. The “owner’s consent/notification” requirements as set out in TPB PG-No. 31A is not applicable to the government land (10.4%) in the Site.

4. **Background**

GFA Accountability of PVP of the Site

- 4.1 As stipulated in the Remarks^[4] of the Notes of “CDA” zone covering the Site, in determining the maximum PR, any floor space that is constructed or intended for use solely as PVP shall be included for calculation. With the initiative to encourage provision of PVP while to address the public concern on the building bulk, GFA concession may be granted under the prevailing policy for underground PVP. Such concession is administrated under Buildings Ordinance (BO) as per PNAP APP-2 which sets out that GFA concession may be granted under the B(P)R for underground public car parks provided that such parking spaces are required by Government and EV charging-enabling (**Appendix IV**). JPN No. 4 stipulates that PlanD would follow BD’s practice in granting GFA concession for covered public carpark unless otherwise specified in the relevant town plans. For the Site, as it is specified in the Notes that floor space for PVP in “CDA” zones should be included in GFA calculation, the concession under PNAP APP-2 is not applicable.

^[4] The Remarks of the Notes of “CDA” zone regarding inclusion of PVP for GFA calculation also covered five other “CDA” subzones in Yau Tong Industrial Area.

Requirements on Car Parking Spaces under the Planning Brief

- 4.2 A PB to guide the development of the “CDA” zone was endorsed by the Committee on 9.4.2010. The PB stipulates that, inter alia, (i) the design of the PWP should include PVP for visitors and public recreational facilities e.g. jogging trail, children play area and lawn etc., and (ii) car parking spaces should be provided at the basement level. There is no requirement for other types of PVP under the endorsed PB. A copy of the PB is attached at **Appendix V**.

PVP for PWP in the Approved Scheme

- 4.3 On 16.1.2015, a section 16 planning application (No. A/K15/112) (**Plan Z-1**), submitted by the same applicant, was approved with conditions by the Committee for comprehensive development (including residential, commercial, hotel, GIC uses, PVP, landing steps and footbridges) and minor relaxation of PR restriction from 4.5 to 5 with details in paragraph 5.2 below (**Plan Z-5**). Underground PVP for the PWP (22 nos. for PC, 14 nos. for MC and 2 nos. for coach) accountable for GFA of about 1,400m² was proposed in the Approved Scheme in accordance with requirements under the endorsed PB.

5. Previous Applications

- 5.1 The whole Site is the subject of two previous s.16 planning applications (Nos. A/K15/96 and A/K15/112) for comprehensive development including residential, commercial, hotel and GIC uses and minor relaxation of BH and PR restrictions approved with conditions (**Plan Z-1**).
- 5.2 The first application was approved by the Committee on 15.2.2013. The second application (No. A/K15/112)^[5] (the Approved Scheme) was approved with conditions by the Committee on 16.1.2015 and an extension of commencement for four years was approved with conditions on 16.1.2019. The Approved Scheme has a total GFA of about 494,774m², and includes 28 residential towers (with 6,556 flats), four hotel blocks, commercial uses, a kindergarten and GIC facilities (an Integrated Vocational Rehabilitation Services Centre, an Integrated Family Services Centre, an Integrated Children and Youth Services Centre and a Hostel for Moderately Mentally Handicapped Persons). A PWP of not less than 24,700m² with minimum width of 15m, as required in the OZP, was incorporated (**Plan Z-5**).
- 5.3 Portions of the Site covering some of the dissenting lots that were not owned by the applicant were subject of various previous planning applications. The southwestern portion of the Site (YTML No. 1-4) was subject of a rejected s12A application (Y/K15/1) for rezoning to “Residential (Group E)” zone. The Wing Shan Industrial Building site (YTML Nos. 73 and 74) was subject of three

^[5] The major differences between the approved schemes under A/K15/96 and A/K15/112 include changes in building form and disposition of blocks, location of proposed GIC uses, number of flats and flat size, BHs, number of private car and motorcycle parking spaces, configuration on public access to the proposed PWP and vehicular access, and layout of internal roads etc.

approved s.16 planning application Nos. A/K15/70, A/K15/98 and A/K15/107 for proposed wholesale conversion of the existing industrial building for various commercial uses (retail/restaurant, shop and services and/or hotel). Please refer to **Plan Z-1** for locations of these subject sites and **Appendix VI** for details of these applications.

6. Similar Application

There is no similar application for amendment to the Remarks of the Notes in respect of disregarding PVP from GFA calculations in “CDA” or other zones within the OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 to Z-3 and photos on Plan Z-4)

7.1 The Site is:

- (a) a strip of flat land abutting Yau Tong Bay;
- (b) the central, northern and southern portions are largely vacant, with small portions not owned by the applicant being occupied by shed-like temporary structures (YTML No. 26) or used as sand depots (YTML Nos. 2, 3 & 4 and 25);
- (c) the northwestern portion is being occupied by two industrial buildings, namely Wing Shan Industrial Building (YTML Nos. 73 and 74) and HK Ice and Cold Storage (YTML No. 71), two government uses including Cha Kwo Ling Salt Water Pumping Station (GLA-NK 437 & Ext) and Maintenance Depot of Civil Engineering and Development Department (CEDD) (GLA-NK 534), and the Town Gas Piggling Station (NKIL No. 6138); and
- (d) abutting Cha Kwo Ling Road and Ko Fai Road, and in close proximity to MTR Yau Tong Station.

7.2 The surrounding areas have the following characteristics:

- (a) to the east, across Cha Kwo Ling Road and the MTR Yau Tong Station, are Yau Tong Estate and Yau Mei Court;
- (b) to the north, across Cha Kwo Ling Road, are the toll plaza of the Eastern Harbour Tunnel, a government temporary works area and two schools, namely C.C.C. Kei Faat Primary School and SKH Yau Tong Kei Hin Primary School;
- (c) to the south and south-east, across Ko Fai Road, is Yau Tong Industrial Area which is undergoing gradual transformation and has a mix of industrial and residential/commercial uses; and

- (d) to the immediate northwestern end is the ventilation building of the Eastern Harbour Tunnel.

8. Planning Intention

The “CDA” zone is intended for comprehensive development/redevelopment of the Yau Tong Bay for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

9. Comments from Relevant Government Bureau/Departments

- 9.1 The following Government departments have been consulted and their views on the application are summarised as follows:

Land Administration

- 9.1.1 Comments of the Chief Estate Surveyor/Land Supply, LandsD (CES/LS, LandsD):

In view of the application concerning GFA exemption for PVP only which is the prevailing practice under the JPN No. 4, he has no comment on the application.

Traffic Aspect

- 9.1.2 Comments of the Commissioner for Transport (C for T):

He supports the provision of a PVP within the Site. Based on the traffic study, he has no objection to the application from traffic engineering point of view.

Urban Design, Visual and Landscape Aspects

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

Urban Design and Visual

- (a) As any additional PVP parking spaces arising from the GFA exemption would be put underground, it will unlikely cause any significant change in the perceivable scale/massing of the future development on the Site.

Landscape

- (b) As significant impact to the landscape character and resource is not anticipated, he has no objection on the proposed amendment

of Remarks in the Notes of the “CDA” zone from landscape planning point of view.

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

As the application involves no change in BH and overall massing, he has no comment from architectural and visual impact point of view.

Building Matters

9.1.5 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) He has no in-principle objection to the application.
- (b) In deciding on the areas of car parks that could be disregarded from GFA calculation, the BA will make reference to the advice/requirements of the C for T, requirements as stipulated in the statutory town plans and the standards set out in the Hong Kong Planning Standards and Guidelines.
- (c) Under the current PNAP APP-2, 100% GFA concession may be granted for underground public car parks provided that the carparking spaces are EV charging-enabling.
- (d) Detailed comments under the BO can only be formulated at the BP submission stage.

Local Views

9.1.6 Comments of District Officer (Kwun Tong), Home Affairs Department (DO(KT), HAD):

It is considered that the provision of PVP at the Site as proposed by the applicant would help address the concerns (i.e. about the illegal parking issue and lack of car parking spaces) raised by KTDC members at the T&TC meeting held on 5.6.2018.

9.2 The following Government bureaux/departments have no comment on/no objection to the application:

- (a) Principal Assistant Secretary (Harbour), Development Bureau (PAS(H), DEVB);
- (b) Director of Environmental Protection (DEP);
- (c) Chief Highway Engineer/Kowloon, Highways Department;
- (d) Director of Marine;
- (e) Director of the Leisure and Cultural Services Department (DLCS);
- (f) Director of Electrical and Mechanical Services;
- (g) Chief Engineer/Construction, Water Supplies Department;

- (h) Project Manager (East), CEDD;
- (i) Chief Engineer/Port Works, CEDD;
- (j) Chief Engineer/Mainland South, Drainage Services Department;
- (k) Director of Fire Services (D of FS);
- (l) Director of Food and Environmental Hygiene;
- (m) Head of the Geotechnical Engineering Office, CEDD; and
- (n) Commissioner of Police.

10. Public Comments Received During Statutory Publication Period

The application and the third FI were published for public inspection on 27.9.2019 and 10.1.2020. Within the two statutory public inspection periods, two comments were received including one from the principal of a nearby school, namely C.C.C. Kei Faat Primary School, and the other from an individual (**Appendices VIIa and VIIb**). The principal of the primary school reiterated his previous comments on the approved Application No. A/K15/112^[6] but had not made additional comment in relation to the current application. The other individual considered that the Government's policy is to promote the use of public transport services and that the Site is close to MTR Yau Tong Station; thus, there was no justification to provide additional parking spaces at the Site without any support by traffic impact assessment.

11. Planning Considerations and Assessments

- 11.1 The applicant proposes to amend the Remarks in the Notes of the "CDA" zone at Yau Tong Bay covering the Site such that the floor space that is constructed or intended for use solely as underground PVP, as required by the Government, may be disregarded in calculation of the maximum PR for the Site (**Appendices II and III**).

Planning Intention

- 11.2 The planning intention of the Yau Tong Bay "CDA" zone is for comprehensive development/redevelopment of the Site for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The proposed amendment to the Notes to allow flexibility for provision of PVP spaces to meet the local demand without affecting the maximum total PR permitted under the OZP is considered not contrary to the planning intention for a comprehensive development of the "CDA" zone.
- 11.3 Regarding impact on development scale, the proposed amendment is to exempt underground PVP; hence, provision of additional underground PVP at the Site will not result in major change of the perceived building bulk above ground nor result in adverse visual impacts. As it is required under the PB that all parking

^[6] The comments on the approved Application No. A/K15/112 requested for provision of more recreational and community facilities in the Site, and additional pedestrian connection to the school and raised concerns about the potential adverse visual and air ventilation impact of the proposed development as well as the possible noise impact during construction stage.

facilities have to be provided at basement level, CTP/UD&L, PlanD is of the view that any additional underground PVP will unlikely cause any significant change in the perceivable scale/massing of the future development in the Site. CA/CMD2, ArchSD has no adverse comment on the application from architectural perspective.

In Line with Government Policy on GFA Concession of Underground PVP

- 11.4 As stipulated in the Remarks in the Notes for the “CDA” zones on the OZP, any PVP to be provided at the Site has to be included in PR calculation. The proposed amendment to the Notes is in line with the current Government’s policy to encourage the provision of underground PVP to meet such demand while minimizing the impacts on overall building bulk. Any GFA concession on underground PVP would be administrated under BO according to the established mechanism. CBS/K, BD has no adverse comment on the application from buildings perspectives.

Traffic Aspect

- 11.5 As the proposed amendments may result in a substantial number of PVP and associated traffic in the area, the applicant has prepared a traffic study to support the application. According to the traffic study (**Appendix Id**), the provision of a PVP with up to 340 nos. for LV, 34 for motorcycles and 27 nos. for HV as identified in the parking survey (the actual level of provision is subject to detailed design and agreement with TD, and subsequent planning permission) would induce very minimal traffic impact to the local road network; meanwhile, it would relieve shortage of parking space supply in the vicinity and reduce illegal parking. C for T has no adverse comments on the traffic study from traffic engineering point of view and indicates support to the proposed amendment to facilitate the provision of a PVP at the Site.

Other Aspects

- 11.6 Other concerned B/Ds, including PAS(H),DEVB, LandsD, DEP, D of FS, DLCS and CTP/UD&L of PlanD have no adverse comments on the application on harbourfront planning, land administration, building matters, environmental, fire safety, design of PWP and landscape aspects. DO(KT), HAD advises that the provision of more PVP at the Site would address the concerns from KTDC raised at the T&TC of KTDC meeting in 2018.

Public Comment

- 11.7 Regarding the public comment that there is no justification and technical assessments to support the current application, the applicant has submitted a traffic study in **Appendix Id** which C for T has no adverse comment. The comments from the principal of the primary school nearby are not related to the proposed amendment under application.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10 above, PlanD has no in-principle objection to the application and recommends the Committee to partially agree to the application to amend the Remarks in the Notes of the “CDA” zone of the OZP to allow for disregarding underground PVP, as required by the Government, from PR calculation.
- 12.2 Should the Committee decide to agree/partially agree to the application, PlanD would work out suitable amendments to the OZP and Notes for the Committee's agreement prior to gazetting under the Ordinance.
- 12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 13.2 Should the Committee decide to agree, partially agree, or not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

14. Attachments

Appendix I	Application form received on 17.9.2019
Appendix Ia	Supplementary planning statement received on 17.9.2019
Appendix Ib	First FI received on 27.11.2019
Appendix Ic	Second FI received on 10.12.2019
Appendix Id	Third FI received on 31.12.2019
Appendix Ie	Fourth FI received on 5.3.2020
Appendix If	Fifth FI received on 12.3.2020
Appendix II	Amendments to Remarks of Notes for “CDA” zone proposed by the applicant
Appendix III	Amendment to ES for “CDA” zone proposed by the applicant
Appendix IV	Extract of PNAP APP-2 on Calculation of GFA and Non-accountable GFA B(P)R 23(3)(a) and (b)
Appendix V	Endorsed Planning Brief for Yau Tong Bay “CDA” Zone
Appendix VI	Previous Planning Applications for the Dissenting Lots within the “CDA” Zone
Appendices VIIa and VIIb	Public comments received
Plan Z-1	Location Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plan Z-4	Site Photo

Plan Z-5

Master Layout Plan of Approved Application No.
A/K15/112

**PLANNING DEPARTMENT
MARCH 2020**