

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-TYST/930

- Applicant** : Yield Well Management Limited represented by Metro Planning and Development Company Limited
- Site** : Lot 294 S.C RP in D.D. 127, Hung Shui Kiu, Yuen Long, New Territories
- Site Area** : 700 m² (about)
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/12
- Zoning** : “Residential (Group B) 2” (“R(B)2”)
[restricted to maximum plot ratio of 1.26, maximum site coverage of 40% and maximum building height of 6 storeys over single-storey carpark (21m)]
- Application** : Proposed Temporary Public Vehicle Park for Private Car for a Period of 3 Years

1. The Proposal

1.1 The applicant seeks planning permission to use the application site (the Site) for proposed temporary public vehicle park for private car for a period of 3 years. According to the Notes of the OZP for the “R(B)2” zone, ‘Public Vehicle Park (excluding Container Vehicle)’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board). The Site is currently vacant and fenced off (**Plans A-2, A-4a and A-4b**).

1.2 Major development parameters of the application are summarised below:

Site Area	About 700m ²
Total Floor Area (Non-domestic)	40m ²
No. of Structures and Height of Structures	2 (for site office and toilet (not exceeding 3.5m, 1 storey) and electricity meter room (not exceeding 3.5m, 1 storey) uses)

Parking Spaces	17 for private car
Operation Hours	24 hours daily

- 1.3 The Site is accessible via Castle Peak Road- Hung Shui Kiu to its north (**Plan A-2**). According to the applicant, the proposed development is intended to meet the parking demand of the nearby residents. No vehicle repairing, dismantling, car beauty, car washing and other workshop activities will be carried out at the Site. Besides, no light, medium and heavy goods vehicles, including container trailer/tractor, would be allowed to enter the Site. The applicant proposes to post a notice at a prominent location of the Site to indicate that no vehicle except private car is allowed to be parked on the Site. The applicant also pledges to preserve all existing trees, plant additional trees and erect 2.5m high hoarding around the Site for screening purpose. A site layout plan, proposed landscape and tree preservation plan and proposed drainage plan submitted by the applicant are at **Drawings A-1 to A-3** respectively.
- 1.4 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 18.10.2018 (Appendix I)
 - (b) Supplementary Planning Statement (Appendix Ia)
 - (c) Traffic Impact Assessment (TIA) Report (Appendix Ib)
 - (d) Further Information received on 26.11.2018 responding to the comments from the Transport Department (TD) (Appendix Ic)
[accepted and exempted from publication and recounting requirements]
 - (e) Further Information received on 17.12.2018 confirming the proposed ingress/egress is 6m-wide and responding the further comments from TD (Appendix Id)
[accepted and exempted from publication and recounting requirements]
 - (e) Further Information received on 21.1.2019 responding the further comments from TD (Appendix Ie)
[accepted and exempted from publication and recounting requirements]
- 1.5 On 7.12.2018, the Committee agreed to defer a decision on the application for 2 months as requested by the applicant's representative. On 17.12.2018 and 21.1.2019, further information (**Appendices Id and Ie**) were received and the application is submitted to the Committee for consideration at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in Section 3 of the Supplementary Planning Statement at **Appendix Ia**, the TIA at

Appendix Ib and the further information at **Appendices Ic to Ie**. They can be summarised as follows:

- (a) The Site is zoned “R(B)2” on the OZP which is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board. Public vehicle park is a Column 2 use in “R(B)2” zone. The proposed use which is solely for the expedience of the nearby residents, is a commercial use to serve the parking demand of residents. The nature and size of the proposed development demonstrate that it is considered compatible with the surrounding environment and would not affect the surrounding character. As such, it is in line with the planning intention of the “V” zone.
- (b) The need for public parking in Hung Shui Kiu has long been existed. Although a public carpark is available at the opposite side of the Castle Peak Road near Park Nara, the public vehicle park is often full and illegal parking is found along Hung Tai Road especially near lunch hours.
- (c) There are similar approvals for temporary public vehicle park use within “Residential (Group A)4” at the opposite side of Castle Peak Road- Hung Shui Kiu (planning permissions No. A/HSK/2 and A/HSK/39).
- (d) The TIA at **Appendix Ib** and the trip generation surveys at **Appendices Id and Ie** demonstrate that the traffic generated and attracted by the proposed development is not significant. The Site with limited size is only intended for parking of private cars. Also, adequate space for manoeuvring within the Site would be provided. The Site is directly linked to Castle Peak Road with significant reserved capacity, the proposed development would not aggravate the traffic condition in the vicinity.
- (e) In view of its static nature, the proposed use would generate neither significant environmental nor noise disturbance to both the environment and residents in the area. Though some residential dwelling is found to the southwest [sic] of the Site, related noise generation activities such as parking of vehicles, starting of engine and associated traffic are short-lived, limited and infrequent. Some mitigation measures, including provision of notice on the types of vehicles allowed to be parked at the Site, and hard paving the Site and its frontage are proposed. Besides, no vehicle repairing, dismantling, car beauty, car washing and other workshop activities will be carried out at the Site.
- (f) With the implementation of drainage facilities, the proposed development would not generate adverse drainage impact. All the proposed drainage facilities will be provided and maintained by the applicant at his own expense. Also, surface channel will be cleared at regular interval to ensure unhindered flow of surface runoff along the channel.
- (g) The sightline analysis at **Appendix Ic** demonstrates that from the visibility splay of a northbound cyclist 25m from the potential conflict point with the proposed run-in/run-out, it can be seen that northbound cyclists on the cycle track will have a clear view ahead for a distance of over 25m. It is worth noting that the concern section of cycle track is curved resulting in a longer travel distance of 28.6m and thereby giving cyclists more time to react to other road users, and vice versa.

Furthermore, cyclists have to give way at the proposed vehicular run-in/run-out thus ensuring a safe traffic operation. The proposed development has insignificant effect on the sightline of southbound cyclists, and the existing clear view ahead for a distance of over 25m can be maintained.

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

The applicant is not a “current land owner” but 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 posting a notice of application outside the Site and sending the notice to Ping Shan Rural Committee by registered post. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

The Site is currently not subject to planning enforcement action.

5. Previous Application

The Site was not involved in any previous application.

6. Similar Application

There is no similar application within the subject “R(B)2” zone on the OZP.

7. The Site and Its Surrounding Areas (Plans A-1 to A-4b)

7.1 The Site is:

- (a) abutting a cycling track and accessible via Castle Peak Road- Hung Shui Kiu (**Plans A-2 and A-3**); and
- (b) currently vacant, hard paved and largely fenced off (**Plans A-2, A-4a and A-4b**).

7.2 The surrounding areas have the following characteristics:

- (a) comprise mainly of residential developments, schools, amenity area and unused land;
- (b) to its immediate east is a residential development named The Woodside;
- (c) to its immediate southeast are two schools; and
- (d) to its further northwest and north across Castle Peak Road- Hung Shui Kiu are bus depots, a light rail stop and an open storage of construction

materials which is a suspected unauthorised development subject to enforcement action taken by the Planning Authority, as well as a public vehicle park which is covered by a valid planning permission No. A/HSK/39.

8. Planning Intention

The planning intention of the “R(B)2” zone is primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

9. Comments from Relevant Government 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 District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- (a) The Site comprises Old Schedule Agricultural Lots held under Block Government Lease which contains the restriction that no structures are allowed to be erected without prior approval of the Government.
- (b) The Site is accessible from Castle Peak Road- Hung Shui Kiu through government land (GL). Her office provides no maintenance works for the GL involved and does not guarantee any right-of-way.
- (c) The Site does not fall within Shek Kong Airfield Height Restriction Area.
- (d) Should planning approval be given to the planning application, the lot owners will need to apply to her office to permit structures to be erected or regularise any irregularities on site, if any. Besides, given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. No construction of New Territories Exempted Building(s) will be considered or allowed. Applications for any of the above will be considered by her department acting in the capacity of the landlord or lessor at its sole discretion and there is no guarantee that such application will be approved. If such application is approved, it will be subject to such terms and conditions, including among others the payment of premium or fee, as may be imposed by her department.

Traffic

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

- (a) He has no adverse comment to the application and the further information from traffic engineering point of view.
- (b) Sufficient manoeuvring space shall be provided within the Site. No vehicles are allowed to queue back to public roads or reverse onto/from public roads.

9.1.3 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

- (a) The access arrangement and proposed modification of existing traffic facilities should be commented by TD.
- (b) If the proposed run-in/run-out is agreed by TD, the applicant should provide the run-in/run-out at Castle Peak Road- Hung Shui Kiu in accordance with the latest version of Highways Standard Drawing No. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement.
- (c) If the proposed modification of footpath, cycle track and its associated traffic facilities are agreed by TD, the applicant should submit the detail modification plan for his department's agreement before commencement of any site works. The modification works shall be completed to the satisfaction of TD and his department and the applicant is required to arrange a joint site inspection before handing over the completed to TD and his department for management and maintenance.
- (d) The applicant is required to reinstate the modified footpath, cycle track and its associated traffic facilities to its original state to the satisfaction of TD and his department after termination of the planning permission.
- (e) Adequate drainage measures should be provided at the Site, including the access, to prevent surface water flowing from the Site to the nearby public roads/drains.
- (f) Please note that his department shall not be responsible for the maintenance of any access connecting the Site and Castle Peak Road- Hung Shui Kiu.

Environment

9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) The applicant is advised to follow the relevant mitigation measures and requirement in the latest "Code of Practice on Handling the Environmental Aspects of Temporary uses and Open Storages Sites" (Code of Practice) issued by the

Environmental Protection Department to minimise any potential environmental nuisance.

- (b) There is 1 non-substantiated environmental complaint case about air pollution concerning the Site in the past three years.
- (c) Regarding the public comment (**Appendix II-1**) concerned on environmental impact, the applicant should be reminded to comply with all relevant environmental pollution control ordinance during construction of the development and to implement appropriate mitigation measures/ practices as set out in the Recommended Pollution Control Clauses for Construction Contracts which are available at the following website: https://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc_1.html. The applicant should also be reminded to properly design and maintain the proposed toilet and to make reference to Sections 5.2.8, Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) for sewage collection and disposal. Sewage arising from the proposed toilet should be directed from the Site to nearby public sewer. If septic tank and soakaway system is used in case of unavailability of public sewer, its design and construction should follow the requirements of the Practice Note for Professional Persons (ProPECC PN) 5/93 “Drainage Plans subject to Comment by the Environmental Protection Department” and are duly certified by an Authorised Person (AP). It is noted from the submission (**Appendix Ia**) that car washing, repairing, spray-painting and dismantling activities do not form a part of the application.

Landscape

- 9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):
- (a) The Site, located along Castle Peak Road- Hung Shui Kiu, falls within an area zoned “R(B)2” on the approved Tong Yan San Tsuen OZP No. S.YL-TYST/12. The current application is for proposed temporary public vehicle park for private car use for a period of 3 years.
 - (b) With reference to the site photos (**Plans A-4a and A-4b**), the Site is currently vacant. According to the submitted landscape and tree preservation plan (**Drawing A-2**), some existing trees along the southeastern boundary are proposed to be preserved. Significant landscape impact arising from the proposed use on the area is not anticipated. Therefore, she has no objection to the application from the landscape planning perspective.
 - (c) With the consideration of limited space within the Site and the existing vegetation buffer in the proximity to its eastern boundary, it is not necessary to impose a landscape condition as its effect on enhancing the quality of public realm is not apparent.

Should the Board approve the application, the applicant should be advised to maintain all the existing trees and landscape plantings within the Site at all times during the planning approval.

- (d) The applicant is advised that the approval of the landscape proposal does not imply approval of tree works such as pruning, transplanting and felling under lease. Tree removal applications should be submitted direct to DLO for approval.
- (e) The applicant is reminded of the importance of undertaking proper tree care for the existing trees. Useful information published by the Greening, Landscape & Tree Management Section, Development Bureau on general tree maintenance and tree risk management is available for reference in the following links:
 - Pictorial Guide for Tree Maintenance (護養樹木的簡易圖解):
http://www.greening.gov.hk/filemanager/content/pdf/tree_care/Pictorial_Guide_for_Tree_Maintenance.pdf
 - Handbook on Tree Management (樹木管理手冊):
https://www.greening.gov.hk/tc/tree_care/Handbook_on_Tree_Management.html
 - Tree Risk Assessment and Management Arrangement (樹木風險評估及管理安排):
https://www.greening.gov.hk/tc/tree_care/tra_arrangements.html
 - Minimising Tree Risks (護養樹木 保障安全):
http://www.greening.gov.hk/filemanager/content/pdf/tree_care/Chinese_Leaflet_Big_font_size_v1_2012_03_29.pdf
 - Pictorial Guide for Tree Maintenance to Reduce Tree Risks (減低樹木風險的樹木護養簡易圖解):
[http://www.greening.gov.hk/filemanager/content/pdf/tree_care/PictorialGuideForTreeMaintenanceToReduceTreeRisk\(eng\).pdf](http://www.greening.gov.hk/filemanager/content/pdf/tree_care/PictorialGuideForTreeMaintenanceToReduceTreeRisk(eng).pdf)

Drainage

- 9.1.6 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):
- (a) He has no objection in-principle to the proposed development from the drainage point of view.
 - (b) The submitted drainage proposal (**Drawing A-3**) is considered acceptable to his department.

- (c) Should the Board consider that the application is acceptable from the planning point of view, approval conditions requiring the implementation and maintenance of the accepted drainage proposal to the satisfaction of the Director of Drainage Services or of the Board should be stipulated.

Fire Safety

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

- (a) He has no objection in principle to the proposal subject to fire service installations (FSIs) being provided to his satisfaction.
- (b) In consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. In addition, the applicant should also be advised on the following points:
 - (i) The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy.
 - (ii) The location of where the proposed FSIs to be installed should be clearly marked on the layout plans.
- (c) However, the applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.

Building Matters

9.1.8 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) Before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, prior approval and consent of the BD should be obtained, otherwise they are unauthorised building works (UBW) under the BO. An AP should be appointed as the co-ordinator for the proposed building works in accordance with the BO.
- (b) For UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO.
- (c) The Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with

Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively.

- (d) If the Site does not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage.

District Officer's Comments

9.1.9 Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

His office has received a reply from locals (**Appendix II-1**) which has also been received by the Board and has been treated as a public comment received during the statutory publication period of the application.

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

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Director of Agriculture, Fisheries and Conservation (DAFC);
- (c) Director of Electrical and Mechanical Services (DEMS);
- (d) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD); and
- (e) Commissioner of Police (C of P).

10. Public Comments Received During the Statutory Publication Period

On 26.10.2018, the application was published for public inspection. During the first three weeks of the statutory public inspection period, which ended on 16.11.2018, two public comments were received from the Incorporated Owners of The Woodside (**Appendix II-1**) and a member of the public (**Appendix II-2**). The Incorporated Owners of The Woodside objects to the application on the grounds that the proposed public vehicle park abutting the pedestrian walkways and cycling track would pose risks to the residents and students nearby; there are sufficient parking spaces within the nearby residential developments; the traffic flow of Castle Peak Road- Hung Shui Kiu is already high; and the proposed use may cause environmental problems to the surroundings due to the carrying out of car washing, repairing, spray-painting and dismantling of vehicles on site in the past. The member of public expressed concerns on approval of the application would hinder the development of the Site to residential use and there are enough parking facilities in the surroundings.

11. Planning Considerations and Assessments

11.1 The subject application is for temporary public vehicle park for private car for a period of 3 years at a site zoned "R(B)2" on the OZP. The planning intention of the "R(B)2" zone which is primarily for sub-urban medium-density residential

developments in rural areas. Although the proposed use is not entirely in line with the planning intention of the “R(B)2” zone, there is no known programme for long-term development on the Site currently. Approval of the application on a temporary basis would not frustrate the planning intention of the zoned use on the OZP.

- 11.2 Whilst the Site is located near residential developments and schools (**Plan A-2**), the proposed public vehicle park is small in scale (i.e. 700m²) and is located at the fringe of the “R(B)2” zone to the immediate south of Castle Peak Road- Hung Shui Kiu. The proposed public vehicle park for private car use is considered not entirely incompatible with the surrounding land uses.
- 11.3 The concerned government departments consulted, including DEP, C for T, DSD, CHE/NTW of HyD and C of P have no objection to or adverse comment on the application. To minimise any possible environmental impacts and nuisance on the surrounding developments, and to address the technical requirements of the concerned government departments, relevant approval conditions are recommended in paragraph 12.2 below. Any non-compliance with the approval conditions will result in revocation of the planning permission and unauthorised development on the Site will be subject to enforcement action by the Planning Authority. Should the planning application be approved, the applicant will be advised to follow the Code of Practice in order to minimise the possible environmental impacts on the nearby sensitive receivers.
- 11.4 There are two public comments (**Appendices II-1 and II-2**) received and their objection grounds/concerns are summarised in paragraph 10 above. Regarding the concerns on environmental impact, DEP advised that the applicant should be reminded to comply with all relevant environmental pollution control ordinance during construction of the development; to follow the Code of Practice to minimise environmental impacts; to follow the HKPSG and ProPECC PN 5/93 on sewerage aspects; and to implement appropriate mitigation measures/ practices as set out in the Recommended Pollution Control Clauses for Construction Contracts (**Appendix III**). Car washing, repairing, spray-painting and dismantling activities do not form a part of the application and an approval condition has been recommended to this effect should the application be approved by the Committee. The planning considerations and assessments in the above paragraphs are also relevant.

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, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of 3 years until 1.2.2022. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

Approval conditions

- (a) only private cars, as defined in the Road Traffic Ordinance, as proposed by the applicant, are allowed to be parked/stored on or enter/exit the Site at any time during the planning approval period;
- (b) no vehicle without valid licences issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations is allowed to be parked/stored on the Site at any time during the planning approval period;
- (c) a notice shall be posted at a prominent location of the Site at all times to indicate that only private cars, as defined in the Road Traffic Ordinance, as proposed by the applicant, is allowed to be parked/stored on or enter/exit the Site during the planning approval period;
- (d) no vehicle repairing, dismantling, car beauty, car washing or other workshop activity, as proposed by the applicant, is allowed on the Site at any time during the planning approval period;
- (e) no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (f) all existing trees and landscape plantings within the Site shall be maintained at all times during the planning approval period;
- (g) the provision of boundary fence on the Site within **6** months from the date of planning approval to the satisfaction of the Director of Planning or of the Town Planning Board by 1.8.2019;
- (h) the submission of run-in/run-out proposal within **6** months from the date of planning approval to the satisfaction of the Director of Highways and Commissioner for Transport or of the Town Planning Board by 1.8.2019;
- (i) in relation to (h) above, the implementation of run-in/run-out proposal within **9** months from the date of planning approval to the satisfaction of the Director of Highways and Commissioner for Transport or of the Town Planning Board by 1.11.2019;
- (j) the implementation of the accepted drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 1.8.2019;
- (k) in relation to (j) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (l) the submission of a fire service installations proposal within **6** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 1.8.2019;
- (m) in relation to (l) above, the implementation of the fire service installations proposal within **9** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board

by 1.11.2019;

- (n) if any of the above planning conditions (a), (b), (c), (d), (e), (f), or (k) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (o) if any of the above planning conditions (g), (h), (i), (j), (l) or (m) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (p) upon expiry of the planning permission, the reinstatement of the modified footpath, cycle track and its associated traffic facilities to its original state to the satisfaction of the Director of Highways and Commissioner for Transport or of the Town Planning Board.

Advisory clauses

The recommended advisory clauses are at **Appendix III**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reasons for rejection are suggested for Members' reference:

the proposed development is not in line with the planning intention of the "R(B)2" zone which is primarily for sub-urban medium-density residential developments in rural areas. No strong planning justification has been given in the submission to justify a departure from the planning intention, even on a temporary basis.

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 period of which the permission should be valid on a temporary basis.
- 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.

14. Attachments

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| Appendix I | Application form received on 18.10.2018 |
| Appendix Ia | Supplementary Planning Statement |
| Appendix Ib | Traffic Impact Assessment Report |

Appendix Ic	Further Information received on 26.11.2018 responding the comments from TD
Appendix Id	Further Information received on 17.12.2018 confirming the proposed ingress/egress is 6m-wide and responding the comments from TD
Appendix Ie	Further Information received on 21.1.2019 responding the further comments from TD
Appendices II-1 and II-2	Public comments received during the statutory publication period
Appendix III	Recommended advisory clauses
Drawing A-1	Proposed Layout Plan
Drawing A-2	Proposed Landscape and Tree Preservation Plan
Drawing A-3	Proposed Drainage Plan
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
FEBRUARY 2018**