

*S.16 Planning Application for Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone, Lots 1212 (Part), 1213, 1214, 1215, 1216, 1447 (Part), 1448 (Part), 1477 S.A (Part), 1478 RP (Part) in D.D. 106 and adjoining Government Land, Kam Tin, Yuen Long, New Territories*

*Planning Statement*

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**Section 16 Planning Application**  
**Approved Kam Tin South Outline Zoning Plan**  
**No. S/YL-KTS/15**

Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years

Lots 1212 (Part), 1213, 1214, 1215, 1216, 1447 (Part), 1448 (Part), 1477 S.A (Part), 1478 RP (Part) in D.D.106 and Adjoining Government Land, Kam Tin, Yuen Long, New Territories

*Supporting Planning Statement*

*Applicant*  
*Tensor Planning and Surveying Limited*

*April 2026*

## **Supplementary Planning Statement**

### **1 Introduction**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the TPB) under Section 16 of the Town Planning Ordinance for a Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years (the proposed development) at Lots 1212 (Part), 1213, 1214, 1215, 1216, 1447 (Part), 1448 (Part), 1477 S.A (Part), 1478 RP (Part) in D.D.106 and Adjoining Government Land, Kam Tin, Yuen Long, New Territories (the Site).
- 1.2 The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/15, which is accessible from Kam Sheung Road. This s.16 planning application is to seek planning permission from the TPB for the proposed development on a temporary basis for a period of 3 years to facilitate the relocation of a brownfield operation affected by the land resumption exercise of Hung Shui Kiu/ Ha Tsuen New Development Area (HSK/HT NDA) Second Phase Development.
- 1.3 This Supporting Planning Statement aims to provide necessary information to facilitate TPB's consideration. The applicant respectfully requests favourable consideration of this s.16 planning application.
- 1.4 Following this Introduction, the background and planning context of the Site will be set out in Sections 2 and 3. The development proposal is detailed in Section 4, while its planning justifications are discussed in Section 5. Section 6 concludes and summarises this Supporting Planning Statement.

## 2 Background

### Current Business in Ha Tsuen

2.1 The applicant is a business operator originally at Ha Tsuen (Lots 4 (Part), 5 (Part), 6 (Part), 7 S.A (Part), 7 S.B (Part), 7 RP (Part), 8, 9 RP, 10, 11, 42 (Part), 43 (Part), 44 (Part), 45 (Part), 46 S.A (Part), 46 S.B (Part), 46 RP, 47 (Part), 57 (Part) and 58 (Part) in D.D. 124 and Lots 1498 S.A ss.2, 1498 S.B RP (Part), 1529 RP (Part) and 1556 S.B (Part) in D.D. 125, Ha Tsuen, Yuen Long, New Territories), which was affected by the land resumption exercise of HSK/HT NDA Second Phase Development. It occupies an area of about 17,170m<sup>2</sup>, falls within an area zoned “Open Space” (“O”) and “Other Specified Uses” annotated “Logistics Facility”, as well as area shown as “Road” on the Draft Hung Shui Kiu and Ha Tsuen (HSK and HT) OZP No. S/HSK/3. The Site is previously used for warehouse for the storage of miscellaneous goods, including but not limited to construction materials, construction machineries and vehicle parts etc.. Since the applicant’s original site has been resumed by the Government for site clearance, site formation and associated infrastructure works, the applicant has discontinued the business operation on October 2025. Hence, the applicant urgently needs to find a suitable site to relocate his affected business to continue his business operation. Details of the affected business operation are at **Appendix A** and **Appendix B**.

**Table 1 – Comparison of the Details of the Original Site and Current Application Site**

	<b>Original Site</b>	<b>Current Application Site</b>	<b>Differences</b>
Site Area	About 17,170m <sup>2</sup>	About 16,076m <sup>2</sup>	-6.4%
Uses	Warehouse (Storage of miscellaneous goods e.g. construction materials, construction machineries and vehicle parts etc.)	Warehouse (Storage of miscellaneous goods, e.g. construction materials, construction machineries and vehicle parts etc.)	No Change

### **3 Planning Context**

#### **The Site and its surroundings**

- 3.1 The Site is situated in Kam Tin, Yuen Long, which occupies an area of about 16,076m<sup>2</sup> (**Plan 1** and **Plan 2**). The Site abuts Kam Sheung Road, is partly fenced-off, covered with shrubs and weeds.
- 3.2 The surrounding areas of the Site are predominately rural in nature. The Site is bounded by the village settlements of Tin Sam San Tsuen and Yuen Kong Tsuen to west and southeast, and agricultural land and grassland with some scattered brownfield operations to the east and north. There are some shop and services, motor vehicle showroom as well as vehicle repair workshops along Kam Sheung Road.

#### **Statutory Land Use Zoning**

- 3.3 The Site falls within an area zoned "Agriculture" on the Approved Kam Tin South OZP No. S/YL-KTS/15. According to the Notes of the OZP, 'Warehouse (Excluding Dangerous Goods Godown)' is neither a Column 1 nor a Column 2 use; and according to the covering Notes of the OZP, the temporary use not exceeding three years requires planning permission from the TPB. Moreover, the Notes for the "AGR" zone stipulates that any filling of land (except laying of soil not exceeding 1.2m in thickness for cultivation or construction of any agricultural structure with prior written approval issued by the Lands Department) requires planning permission from the TPB.

#### **Previous and Similar Planning Applications**

- 3.4 The Site, in part, is the subject of four previous planning applications, which are A/DPA/YL-KTS/12 for private residential development (rejected by the Rural and New Town Planning Committee (RNTPC) of the TPB in 1992); and A/YL-KTS/351, 681 & 712 for temporary public vehicle park for a period of three years (rejected by the RNTPC of the TPB in 2005 and 2016 respectively). As this planning application does not involve the above uses, planning considerations of

the previous applications are considered irrelevant.

- 3.5 There are several planning applications for similar warehouse within the same “AGR” zones being approved by the TPB in 2024 to 2026. Approval of the current application is in line with the Board’s previous decisions and would not set an undesirable precedent within the “AGR” zone. These planning applications are summarised in **Table 2** below.

**Table 2 – Similar Applications within the same “AGR” zone approved by the TPB between 2024 and 2026**

<b>Application No.</b>	<b>Applied Use</b>	<b>Approval Date</b>
A/YL-KTS/1023	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land	25.10.2024
A/YL-KTS/1046	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land	24.1.2025
A/YL-KTS/1108	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years	23.1.2026

**Land Status**

- 3.6 The land status plan is shown on **Plan 3**. The Site occupies Lots 1212 (Part), 1213, 1214, 1215, 1216, 1447 (Part), 1448 (Part), 1477 S.A (Part), 1478 RP (Part) in D.D. 106, which are old schedule agricultural lots under Block Government Lease that restrict erection of structures without prior approval of the Government. The Site also falls on 20m<sup>2</sup> of GL. Upon planning permission granted from the TPB, the applicant will apply to the Lands Department for Short Term Waiver

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and Short-Term Tenancy to allow for erection of temporary structure and occupation of GL.

## 4 Development Proposal

4.1 The Site occupied an area of about 16,076m<sup>2</sup>, including about 20m<sup>2</sup> of GL (**Plan 3**). As stated on the layout plan (**Plan 1**), three single-storey structures with height of not more than 11m and a total floor area of about 9,109m<sup>2</sup> will be erected at the Site for warehouse (excluding dangerous goods godown), which is fully enclosed, electric meter room and fire service pump room uses. The electric meter room is to allow access to electricity metering equipment for billing and monitoring energy consumption, while the fire service pump room is to ensure reliable water pressure for sprinkler system, standpipes, and hydrants during emergencies. A 5m wide landscape strip is provided along the eastern, northern and western Site boundaries as a buffer between the proposed development and the land lots which existing temporary structures/residential dwellings are erected on. Other remaining uncovered area will be reserved for circulation of vehicles, parking and loading/unloading (L/UL) of goods. The operation hours of the Site are from 9:00 to 19:00 from Mondays to Saturdays, with no operation on Sundays and public holidays. It is estimated that the Site would be able to accommodate 8 staff. As the Site is proposed for ‘warehouse’ use which does not involve provision of direct customer services, no visitor is anticipated. Details of the development parameters and the proposed structures are shown at **Table 3 and Table 4** below:

**Table 3 – Main Development Parameters**

<b>Application Site Area</b>	About 16,076m <sup>2</sup> , including about 20m <sup>2</sup> of GL
<b>Covered Area</b>	About 9,109m <sup>2</sup>
<b>Uncovered Area</b>	About 6,967m <sup>2</sup>
<b>Plot Ratio</b>	About 0.57
<b>Site Coverage</b>	About 57%
<b>Number of Structure(s)</b>	3
<b>Total Gross Floor Area</b>	About 9,109m <sup>2</sup> (non-domestic)
<b>Building Height</b>	Not more than 11 m
<b>Number of Storey</b>	Not more than 1 storey
<b>Internal Transport Facilities</b>	
- <b>Parking Space</b>	2 for private car (PC)
- <b>L/UL Space</b>	3 for heavy goods vehicle (HGV)

**Table 4 – Details of the Proposed Structures**

<b>Structure</b>	<b>Uses</b>	<b>Covered Area (m<sup>2</sup>) (about)</b>	<b>GFA (m<sup>2</sup>) (about)</b>	<b>Building Height (Not more than)</b>
B1	Warehouse	9,067	9,067	11m (1 storey)
B2	Electric Meter Room	18	18	3m (1 storey)
B3	Fire Service Pump Room	24	24	3m (1 storey)
Total		9,109	9,109	-

4.2 Since a portion of the Site has been hard-paved with concrete, the applicant applies to regularise the existing filling of land (about 300m<sup>2</sup>/ 1.9% of the Site). In overall, a major portion of the Site is proposed to filled with soil, concrete and asphalt (about 14,167m<sup>2</sup>/ 88% of the Site) to a depth not exceeding 1m. The proposed land filling would serve the site formation and vehicular circulation purposes. The applicant will follow the proposed scheme strictly, and no further filling of land will be carried out during the planning approval period. The applicant will also reinstate the Site to an amenity area after the planning approval period. Details of the filled area and corresponding site levels are illustrated on **Plan 4**.

4.3 According to the tree survey report (**Appendix E**), a total of five trees were recorded within the Site. There is no Old and Valuable Trees or protected species identified. For site formation and business operation purposes, three trees are proposed to be felled, and two trees, which are located within the 5m wide landscape strip, are proposed to be retained (**Appendix F**). Three *Polyspora axillaris* are proposed to be re-planted to achieve a 1:1 compensatory ratio. The new trees will be planted at the 5m wide landscape strip.

4.4 The proposed warehouses are intended for storage of miscellaneous goods (e.g. construction materials, construction machineries and vehicle parts etc.). No dangerous goods, materials of dusty nature, open storage, dismantling, maintenance, recycling, cleaning, paint spraying or other workshop activities will be stored/conducted at any time during the planning approval period. Periphery

solid metal wall of 2.5m high will be erected along the site boundary/proposed pedestrian connection to minimise nuisance to the surrounding area and as a physical separation between the proposed development and pedestrians.

**Traffic and Access Arrangements**

4.5 The Site is accessible from Kam Sheung Road (**Plan 2**). A 7m wide ingress/egress is proposed at the western part of the Site. A pedestrian connection (with 2m wide) alongside the southern boundary of the Site will be provided to connect between Kam Sheung Road and the inner lots abutting the southern and eastern boundary of the Site. A total of 2 parking spaces for private car (PC) and 3 L/UL spaces for heavy goods vehicle (HGV) are proposed for the Site. Sufficient manoeuvring space will be provided within the Site to facilitate vehicle turning as shown in the swept path analysis on **Plan 5**. Therefore, no queueing of vehicles onto the public road is anticipated.

4.6 As mentioned in **paragraph 4.1**, only 8 staff will work on-site and there is no provision of direct customer service that attracts visitors. The staff is expected to commute to the Site by PCs. For the miscellaneous goods, the goods will be transported by HGV to the Site. In view of the above, the traffic generation and attraction by the development is expected to be negligible. **Table 5** below provides details of the estimated traffic generation and attraction:

**Table 5 – Estimated Traffic Generation and Attraction**

Time Period	PC		HGV		2-way total
	In	Out	In	Out	
Trips at morning peak (9:00 to 10:00 a.m.)	2	0	0	0	2
Trips at afternoon peak (5:00 to 7:00 p.m.)	0	2	0	0	2

Time Period	PC		HGV		2-way total
	In	Out	In	Out	
Average Traffic trip per hour (10:00 a.m. to 5:00 p.m.)	2	2	3	3	10

**Environmental, Drainage and Fire Safety Considerations**

4.7 The applicant will strictly follow the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” (CoP) promulgated by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. Other environmental protection/pollution control ordinances, such as Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance, etc. will also be complied with at all times during the planning approval period. The applicant will also follow the Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPNs) for sewage treatment within the Site.

4.8 Regarding other potential impacts from drainage and landscape perspective, adequate mitigation measures would be provided, which are shown in the drainage proposal (**Appendix D**) and tree survey (**Appendix E**) in order to mitigate any adverse impacts arising from the proposed development. Moreover, fire service installations (FSIs) will be provided as per relevant Government departments’ latest requirement. Hence, it is anticipated that no adverse impact will be generated with relevant mitigation measures implemented.

## 5 Planning Justifications

### **To facilitate the relocation of the original business operation affected by the land resumption exercise of the HSK/HT NDA Second Phase Development**

- 5.1 As stated in Section 2, the applicant's original site was resumed in the land resumption exercise of the development of HSK/HT NDA Second Phase Development. The applicant has spent tremendous effort in identifying suitable sites for relocation, and has identified the Site as the most suitable for relocation.
- 5.2 Comparing with the original site, the Site has a similar site area with a slightly reduction of 1,094m<sup>2</sup> (i.e. about -6.4%), while the business operation at the Site would be the same. The applicant has reviewed the further business demand and the applied area is suitable for his projected business development plan. Therefore, this planning application for brownfield relocation is considered not out of scale.

### **Applicant's Effort in Identifying Suitable Relocation Site**

- 5.3 Despite the applicant has spent tremendous effort to search for appropriate site to relocate his affected business, these sites were considered impracticable due to following reasons:
- 5.3.1 Alternative Site 1 — Lot 1885 RP in D.D. 105, Mai Po Lo Wai, Mai Po : Surrounded by the fishponds, grassland and village houses of Mai Po Tsuen, alternative site 1 is an abandoned fish pond currently covered by vegetation. Large-scale tree felling would be expected for the proposed development. It falls within the Wetland Buffer Area (WBA) and in proximity to the boundary of the Wetland Conservation Area demarcated under the TPB Guideline No. 12C (TPB PG-No. 12C). According to the TPB PG-No. 12C, the intention of the WBA is to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area (WCA) and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds; the development proposal within WBA need to submit ecological impact assessment to assess the ecological

impact e.g. whether the proposed development would result in any negative disturbance impact on birds, and demonstrate that the development will not cause net increase in pollution load to Deep Bay. No similar planning application has been approved in the same "V" zone. Given the site context and the above planning requirements which are more stringent than the sites outside the WBA and WCA, alternative sites would be further searched and considered.

5.3.2 Alternative Site 2 — Lots 777 & 969 in D.D. 78 in Ta Kwu Ling : The Site is situated in an area of rural landscape character and surrounded predominately by vegetation and brownfield operations. While the proposed relocation may be considered not incompatible with the surrounding brownfield operations, the shape of Alternative Site 2 is elongated which could not fit in the standard layout of the warehouse and the maneuvering space for vehicle, and hence could not be utilised for business operation. It also falls within the proposed "Priority Development Area" of the "Planning and Engineering Study for New Territories North New Town and Ma Tso Lung" which is currently under the investigation stage. While the latest land use proposal has yet to be finalised under the study, the proposed use appears not in line with the development proposal. Hence, another round of relocation exercise would be expected should there be land resumption to be recommended under the latest land use proposal.

5.3.3 Alternative Site 3 — Various lots in D.D. 91 and D.D. 100, Lin Tong Mei (North) : Alternative Site 3 abuts Fan Kam Road and in close proximity to Lin Tong Mei Village. It is partially hard-paved and partially occupied by tree groups. The surrounding area is in rural landscape character dominated by village settlements, some brownfield operations, and a large tract of dense and undisturbed woodland with high scenic value at the north (form part of the Fanling Golf Course) and the east. Hence, given the unique natural landscape and proximity to the village settlements, the proposed development is considered not compatible with the surrounding environment and land uses. Moreover, the local access to Alternative Site 3 is a single-track road which may not be wide enough to allow M/HGV to pass through.

5.3.4 Alternative Site 4 — Various Lots in D.D. 82, Ta Kwu Ling : The site is in an area of rural landscape character dominated by village settlements of Lee Uk Tsuen and grassland, and is bound by a water stream to the north and east. The area of Alternative Site 4 is less than 6,000m<sup>2</sup> which is considered not adequate to accommodate the affected business operation at the original site. Given the geographical constraint of the water stream, it is difficult to search for suitable lots nearby Alternative Site 4 for further expansion.

5.4 A comparison of the alternative sites and the current application site is at **Appendix C** and **Plan 6** for reference.

**Minimise the impact on related economic activities arising from the implementation of the HSK/HT NDA Second Phase Development and ensure that there will not be gap in the logistics supply chain**

5.5 The affected business is used for warehouse for the storage of miscellaneous goods such as construction materials and machineries, playing a vital role in supporting Hong Kong's construction industry and has made positive contribution to the local economy and job market. Relocating the original business operations to the Site enables the brownfield operator to continue the existing operation, which could reduce the impact on the construction industry and avoid disruption of the logistics supply chain.

**The proposed development is temporary in nature and would not jeopardising the long-term planning intention of the "AGR" zone**

5.6 Although the proposed development is not in line with the planning intention of the "AGR" zone, it is temporary in nature that would not jeopardise the long-term planning intention of the "AGR" zone and could better utilise the vacant agricultural land. Upon the expiry of the planning approval, the applicant is also committed to reinstate the Site to an amenity area.

**Re-provisioned Footpath as Planning Merits**

5.7 The applicant noted the needs of a pedestrian connection for the neighbours living/working at the inner lots abutting the southern and eastern boundary of the Site. As such, part of the proposed development is setback from the application boundary in order to re-provision the footpath of 2m wide, which the proposed alignment is considered as the most direct way to connect between the inner lots and Kam Sheung Road. A periphery solid metal wall of 2.5m high will be erected to separate the proposed development from the proposed pedestrian connection to ensure a safe and comfortable walking environment for the pedestrians. This is a public benefit as the footpath will provide a comfortable, pleasant and safe pedestrian connection for the neighbourhood and the general public.

**Land use compatibility and no undesirable precedent**

5.8 The surroundings of the Sites are predominately rural in nature with the village settlements and some scattered brownfield operations nearby as well as the shop and services, motor vehicle show rooms and vehicle repair workshops along Kam Sheung Road. In view of the above site context, the applicant is committed to provide a landscape strip of 5m wide along the eastern, northern and western Site boundaries as a buffer between the proposed development and the land lots which existing temporary structures/residential dwellings erected on in order to minimise the environmental nuisance to the nearby. The landscape strip would have some shrubs and compensatory tree planting as a physical separation, and as a treatment to beautify the environment help blending in the proposed development with the rural nature. With the implementation of the proposed landscape treatment, the proposed development is considered not incompatible with the surrounding areas.

5.9 As listed in Table 2, there are several planning applications for similar warehouse within the same 'AGR' zone being approved by the TPB. Approval of the current application is in line with the TPB's previous decisions and would not set an undesirable precedent for similar use in the area.

**No adverse impacts to the surrounding areas**

***Traffic***

5.10 The Site is accessible from Kam Sheung Road. 3 L/UL spaces for HGV are proposed for the delivery of miscellaneous goods. Moreover, as there is no provision of customer service, the proposal development will not attract visitors. Thus, only 2 PC parking spaces are proposed for the staff. Sufficient manoeuvring space will be provided within the Site to allow turning of vehicles as shown on **Plan 5**. As a result, no vehicle queueing onto the public road is expected. The estimated traffic generation illustrates that the adverse impact on the traffic conditions brought by the additional traffic is minimal.

### ***Environmental***

5.11 The proposed development would not involve any storage of dangerous goods, storage of materials of dusty nature, open storage, dismantling, maintenance, recycling, cleaning, paint spraying or other workshop activities that generate noise, emission of dust and effluent. The proposed warehouse structure will also be fully enclosed, while the operation hours are limited to 9:00 to 19:00 from Mondays to Saturdays and periphery solid metal wall of 2.5m high will be erected along the site boundary/proposed pedestrian connection to minimise nuisance to nearby users and/or residential dwellings. The applicant will strictly comply with all relevant environmental protection/pollution control ordinances, as well as the relevant mitigation measures and requirements stipulated in the latest CoP issued by the EPD.

### ***Drainage and Fire***

5.12 Adequate drainage facilities will be provided in accordance with the submitted drainage proposal (**Appendix D**) to minimise flood risk. Hence, no adverse drainage impact is anticipated. Moreover, FSIs proposal and adequate fire service installations in line with latest technical requirements will be provided to ensure fire safety upon requested by concerned Government Departments.

### ***Tree and Landscape***

5.13 According to the development proposal and the findings of the tree survey report (**Appendix E**), three trees are proposed to be felled, and two trees are proposed to be retained. For compensatory purpose, three trees are proposed to be planted, at a 1:1 ratio, and hence adverse tree and landscape impacts would be minimised.

## **6 Conclusion**

- 6.1 The applicant seeks planning permission from the TPB for Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Lots 1212 (Part), 1213, 1214, 1215, 1216, 1447 (Part), 1448 (Part), 1477 S.A (Part), 1478 RP (Part) in D.D. 106 and Adjoining Government Land, Kam Tin, Yuen Long, New Territories.
- 6.2 As detailed in this Supporting Planning Statement, the proposed use is well-justified on the grounds that the proposed development aims to facilitate the relocation of the brownfield operation for the implementation of the HSK/HT NDA Second Phase Development, which is an important engine for the future development of the Northern Metropolis. The proposed development is temporary in nature and would not jeopardise the long-term planning intention of the "AGR" zone, and is considered compatible with the surrounding land uses. In addition, the proposed development provides planning merits to the neighbourhood through the re-provisioning of the footpath connecting the inner lots and Kam Sheung Road. Adequate mitigation measures e.g. 5m width land scape buffer will be provided by the applicant upon planning approval granted by the TPB to alleviate any adverse impact arising from the proposed development.
- 6.3 In light of the planning justifications furnished in this planning statement supported by the various technical assessments and the applicant's strong commitment to strictly comply with all control ordinances. The applicant respectfully requests favourable considerations on this s.16 planning application by the TPB.

**Tensor Planning and Surveying Limited**

**April 2026**

### **List of Plans**

<b>Plan 1</b>	Layout Plan
<b>Plan 2</b>	Location Plan
<b>Plan 3</b>	Land Status Plan
<b>Plan 4</b>	Land Filling Plan
<b>Plan 5</b>	Swept Path Analysis
<b>Plan 6</b>	Plan Showing Alternative Sites for Relocation

### **Appendices**

<b>Appendix A</b>	Details of Affected Business
<b>Appendix B</b>	Letter from Lands Department and Land Resumption Notice
<b>Appendix C</b>	Details of Alternative Sites for Relocation
<b>Appendix D</b>	Drainage Proposal
<b>Appendix E</b>	Tree Survey
<b>Appendix F</b>	Landscape Proposal