

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TWW/131

- Applicant** : Topnic Enterprises Limited represented by Toco Planning Consultants Limited
- Site** : Lot No. 453 in D.D. 399, Castle Peak Road – New Ting Kau, Ting Kau, Tsuen Wan West
- Site Area** : About 772.9m²
- Lease** : Lot No. 453 in D.D. 399
- (a) New Grant No. 4991 for a term of 99 years commencing from 1.7.1898 and expiring by 30.6.2047 as extended by the New Territories Leases (Extension) Ordinance
 - (b) restricted for private residential purpose
 - (c) maximum built-over area of 30% of the Lot, maximum 2 storeys and height restriction of 25 feet above the mean formation level of the Lot with a design, disposition and height clause
 - (d) no building or support for building shall be erected on or over the area coloured red hatched black as shown on the lease plan (strips along the northern and southern parts as well as the western tip of the Lot), which shall be used for garden purpose only
 - (e) the Government cannot guarantee any right-of-way to the Lot for which the grantee has to make his own arrangements for acquiring such right-of-way and no provision will be made by the Government for any access to road which may be constructed in the future
- Plan** : Approved Tsuen Wan West Outline Zoning Plan (OZP) No. S/TWW/21
- Zoning** : “Residential (Group C)” (“R(C)”)
- (a) maximum plot ratio (PR) of 0.4
 - (b) maximum building height (BH) of 3 storeys including car park
 - (c) the PR may be increased to a maximum of 0.75 with planning permission provided that the noise impact from Castle Peak Road on the proposed development would be mitigated
- Application** : Proposed Minor Relaxation of PR Restriction for a Permitted House Development

1. **The Proposal**

- 1.1 The applicant seeks planning permission for a proposed 3-storey house development (including one level of car park) with a PR of not more than 0.75 at the application site (the Site) in Ting Kau to the north of Castle Peak Road (**Plan A-1**). The Site falls within an area zoned “R(C)” on the OZP (**Plan A-1**). According to the Notes for “R(C)” zone under the OZP, while ‘House’ is always permitted with a maximum PR of 0.4 and a maximum BH of 3 storeys including car park, the PR may be increased to a maximum of 0.75, provided that the noise impact from Castle Peak Road on the proposed development would be mitigated, upon application to the Town Planning Board (the Board).
- 1.2 The Site is currently occupied by a 2-storey house¹ located on a higher platform at about 44mPD² and separated by man-made slopes of height of about 14m from Ting Yat Road to the west and abutting Castle Peak Road to the south. It has no vehicular access to the platform and is only connected to the eastern end of Ting Yat Road by a staircase within the Lot (**Plans A-2 and A-5**). The applicant proposes to redevelop the existing house into a 3-storey house development (including one level of car park (indicated as ‘carport’ in the applicant’s drawings) equipped with a turntable for car maneuverings) with a PR of not more than 0.75 (**Drawings A-1 to A-6 and A8 to A-11**). A separate car lift tower with a lift area of about 6.4m x 3.1m is proposed to provide vehicular access to the car park on the lowest floor of the proposed house at about 44mPD (**Drawings A-2, A-6 and A-12**). A new staircase is also provided beside the lift tower for pedestrian access and fire escape purposes. Both the car lift tower and staircase fall within the Lot and the same “R(C)” zone. To meet the requirement of the Notes to increase the maximum PR to 0.75, a Noise Impact Assessment (NIA) (**Appendix Ia**) has been conducted and various noise mitigation measures are proposed to mitigate the traffic noise from Castle Peak Road to an acceptable level. With a building setback of more than 3m from the site boundary, the proposed house has a distance of about 18m from Castle Peak Road (**Drawing A-1**). Acoustic windows (baffle type), enhanced acoustic balconies (baffle type) and fixed glazing will be installed to mitigate traffic noise from Castle Peak Road as recommended under the NIA. The proposed house development is targeted for completion by end 2028.
- 1.3 The major development parameters are set out as follows:

Major Development Parameters	
Site Area	About 772.9m ²
PR	Not more than 0.75
Gross Floor Area (GFA)	About 578.66m ² (excluding car lift tower) ³
Site Coverage (SC)	About 48.6% (including car lift tower) ³
No. of House	1

¹ The Occupation Permit of the existing 2-storey house was issued on 16.3.1979.

² The level is shown on the building plans approved on 5.1.1979.

³ The GFA and SC calculations in respect of the car lift tower are subject to the Building Authority (BA)’s acceptance at the building plan submission stage.

Major Development Parameters	
No. of Storeys	3 storeys (including one level of car park)
BH	About 55.5mPD (or 11.5m)
No. of Car Parking Spaces	4 (including one accessible parking space) 1
- Private Car	
- Motorcycle	

- 1.4 According to the tree survey report (**Appendix Ia**), there are five trees within the Site. No protected species or Old and Valuable Tree is identified. Four trees will be retained in-situ while one tree will be felled due to the conflict with the proposed redevelopment and the associated works (**Drawing A-13**). One new heavy standard tree will be planted for compensation at a ratio of 1:1 in quantity. According to the Landscape Master Plan (**Drawing A-7**), existing vegetation along the northern and southern parts of the Site will be retained and vertical greening will be provided at the site entrance at Ting Yat Road (**Drawing A-12**).
- 1.5 Technical assessments, including Traffic Impact Assessment (TIA), Environmental Assessment (EA) (including NIA and assessments on air quality, waste management and water quality) and Geotechnical Planning Review Report (GPRR), have been submitted to demonstrate the feasibility of the proposal.
- 1.6 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 31.10.2024 (**Appendix I**)
 - (b) Consolidated Supplementary Planning Statement (SPS) (**Appendix Ia**) received on 17.7.2025
- (SPS received on 31.10.2024 as well as Further Information (FI) received on 19.2.2025[#], 4.6.2025[#] and 10.6.2025^{*} were superseded and are attached at **Appendices Ib, Ic, Id** and **Ie** respectively.)
- * exempted from publication and recounting requirements
 - # not exempted from publication and recounting requirements
- 1.7 On 20.12.2024 and 11.4.2025, the Metro Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months each at the request of the applicant.

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in **Appendices I** and **Ia**. They are summarised as follows:

Improvement to Site Accessibility

- 2.1 Taking the opportunity to redevelop the house into a larger house for a large extended family, the applicant proposes to provide vehicular access and car park in the proposed development by connecting the level difference between Ting Yat Road and the proposed house using a car lift for barrier-free access. The applicant has considered other alternatives and considered the current proposal most suitable after taking into account technical feasibility of the Site such as registered slopes, level difference and the existing landscape features. Internal transport facilities are proposed in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).

In line with Planning Intention

- 2.2 The NIA has demonstrated that traffic noise impact from Castle Peak Road on the proposed house development, with the maximum PR relaxed to 0.75, will be properly mitigated with various measures, and no insurmountable traffic noise impact is anticipated. As such, relaxation of maximum PR from 0.4 to 0.75 should be permitted in accordance with the Notes of the OZP.

Compatible with Surrounding Developments

- 2.3 The Site falls within the “R(C)” zone and the proposed house development with a maximum PR of 0.75 and maximum BH of 3 storeys fully conforms with the planning intention in keeping the low-rise and low-density development characteristics in the Ting Kau area (**Plan A-3**).

No Adverse Technical Impact

- 2.4 The EA (**Appendix Ia**) demonstrates that no adverse environmental impact is anticipated from the proposed house development.
- 2.5 The TIA (**Appendix Ia**) demonstrates that the proposed house development will not result in adverse impacts on traffic and pedestrian flows during construction and occupation. The concerned traffic junctions will have sufficient capacity to accommodate the expected traffic growth and the traffic generated by the proposed development in the design year of 2031.
- 2.6 The GPRR (**Appendix Ia**) demonstrates that with the proposed improvement works for the adjacent slope features. The proposed development is geotechnically feasible and significant geotechnical hazards and constraints are not anticipated.
- 2.7 There is no increase in sewage generation as there will be no change in number of house as compared to the existing house.
- 2.8 The house upon redevelopment, when viewed in the context of the existing and proposed developments immediately adjacent and surrounding the Site, will represent a relatively minor built element in the overall visual environment (**Drawings A-8 to A-11**). The proposed development is considered visually

compatible with the surrounding developments and no adverse visual impact is anticipated.

- 2.9 On the landscape aspect, a tree survey (**Appendix Ia**) has been conducted. All trees in the Site will be retained/compensated appropriately. No significant adverse landscape impact is envisaged.

Approval of similar applications on the OZP

- 2.10 There are a number of approved planning applications with an increase of the maximum PR from 0.4 to 0.75 within the “R(C)” zone on the OZP (**Plan A-1a**). Approval of this application would be consistent with the Board’s previous decisions.

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

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

The Site has been zoned “R(C)” since the first Tsuen Wan West OZP. The “R(C)” zone was subject to a maximum PR of 0.4 and a maximum BH of 3 storeys including carport at that time. In the land-use review of the Tsuen Wan West area undertaken by the Planning Department (PlanD) in 2001, the possible increase in the maximum PR of “R(C)” zone from 0.4 to 0.75 was examined. On 1.6.2001, the Committee noted that the proposed increase of the maximum PR to 0.75 was unlikely to cause significant impacts on the existing and planned provisions of infrastructure and supporting facilities and the only major concern was on the potential traffic noise impact from Castle Peak Road. As such, the Committee agreed to adopt a two-tier PR control where the maximum PR of 0.4 might, upon obtaining planning permission, be increased to a maximum of 0.75, provided that the noise impact from Castle Peak Road would be mitigated to the satisfaction of the Board. The two-tier PR control was incorporated in the draft OZP No. S/TWW/12 gazetted on 1.3.2002.

5. Previous Application

The Site is the subject of a previous application No. A/TWW/52 (**Plan A-1**) seeking planning permission for a proposed Residential Centre for the Elderly (Social Welfare Facility). The application was rejected by the Committee on 31.7.1998. The application which involved a different use is considered not relevant to the current application.

6. Similar Applications

- 6.1 Within the “R(C)” zones in the Tsuen Wan West area, there are 12 similar

applications on 8 application sites for proposed residential development with a higher PR (**Appendix II** and **Plan A-1a**) applied under the two-tier PR control.

- 6.2 All of them were approved/approved with conditions by the Committee or by the Board upon review between 2004 and 2023 considering that the noise impact from Castle Peak Road on the proposed developments would be properly mitigated and the landscape and tree compensation proposals were considered acceptable.

7. The Site and Its Surrounding Areas (Plans A-1 and A-2, aerial photo on Plan A-3 and site photos on Plans A-4 to A-6)

7.1 The Site:

- (a) is currently occupied by a 2-storey house located on a higher platform at about 44mPD and separated by man-made slopes of height of about 14m from Ting Yat Road to the west and abutting Castle Peak Road to the south;
- (b) has a raw water tunnel (Tai Lam Chung Supply Tunnel No. 3) situated at a depth of about 13m from the lowest point of the Site⁴; and
- (c) has no vehicular access to the platform and is only connected to the eastern end of Ting Yat Road by a staircase.

7.2 The surrounding areas have the following characteristics:

- (a) areas surrounding the Site are zoned “Green Belt” (“GB”) consisting of man-made slopes and vegetated natural slopes;
- (b) to the northwest are two low-rise and low-density residential developments, namely The Wonderland and Vodana Court (both with separate road access to public road) with BHs of 3 storeys;
- (c) to the south across Castle Peak Road are some low-rise and low-density residential developments and Ting Kau Village with BHs ranging from 1 to 3 storeys. A footbridge providing pedestrian linkage across Castle Peak Road is located next to the Site; and
- (d) to the further south is Ting Kau Beach.

8. Planning Intention

- 8.1 The planning intention of “R(C)” zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

- 8.2 According to the paragraph 9.4.2 of the Explanatory Statement of the OZP,

⁴ The top level of the raw water tunnel is at about 17.1mPD.

because of the existing infrastructural constraints and the objectives to conserve the natural landscape, panoramic sea view as well as to provide greater flexibility without compromising the low-rise, low-density character of the “R(C)” sites, development or redevelopment within “R(C)” zone is restricted to the maximum PR and BH stipulated in the Notes. The design of the residential buildings should, in addition to the need to address the traffic noise impact from Castle Peak Road, blend in well with the surroundings in particular with due regard to tree preservation and fresh air ventilation in the development proposals.

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/Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW&KT, LandsD):

- (a) the proposed development contravenes the existing lease conditions. If the subject planning application is approved by the Board, the Lot owner is required to apply to LandsD for a lease modification for the implementation of the proposed development. Upon receipt of the lease modification application, it will be considered by LandsD acting in the capacity as the landlord at its sole discretion. There is no guarantee that any application will be approved. In the event that the lease modification application is approved, it will be subject to such terms and conditions as the Government shall see fit, including, among others, the payment of premium and administrative fee; and
- (b) LandsD reserves comments on the proposed schematic design which would only be examined in detail during the building plan submission stage upon completion of the lease modification. There is no guarantee that the schematic design as presently proposed in the subject planning application if reflected in future building plan submission(s) will be acceptable under lease.

Traffic

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

- (a) no objection in principle to the TIA;
- (b) subject to design and provision of vehicular access to the site from Ting Yat Road to be included as a condition for approval; and
- (c) maximum allowable size and weight of vehicles to use the proposed car lift shall be specified in the later design submission stage.

Environment

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

no objection to the application from environmental planning point of view subject to the implementation of noise mitigation measures as proposed in the submitted NIA to the satisfaction of DEP or of the Board. The following findings and recommendations are demonstrated in the EA:

- (a) there is no fixed noise sources or rail noise source within 300m study boundary that would contribute to significant adverse noise impact on proposed development;
- (b) road traffic noise standard in HKPSG can be met at all worst-affected noise sensitive receivers selected for assessment under worst case scenario with the proposed mitigation measures (i.e. acoustic windows (baffle type), enhanced acoustic balconies (baffle type) and fixed glazing);
- (c) there is no active chimney nor odour emission source within 200m from the boundary of the proposed development; and
- (d) there will be no air sensitive uses (including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area) located within the buffer zones of the nearby roads⁵.

Water Supply

9.1.4 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) no objection to the application; and
- (b) to avoid any potential adverse impact to the existing raw water tunnel (Tai Lam Chung Supply Tunnel No. 3), the applicant shall submit and implement proposal for protection of water tunnel before commencement of works to the satisfaction of Director of Water Supplies.

Urban Design, Visual and Landscape Aspects

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

Urban Design and Visual

- (a) the Site, with an area of about 772.9m², is surrounded by “GB” strip sandwiched between Tuen Mun Road and Castle Peak Road. The

⁵ With reference to HKPSG, the recommended buffer distances from Tuen Mun Road (Trunk Road) and Castle Peak Road (Rural Road) are at least 20m and 10m respectively.

surrounding areas are mainly characterised by vegetated slopes with scattered low density residential developments zoned “R(C)” with existing BHs of three storeys. To the south across Castle Peak Road is a cluster of low-density residential developments zoned “R(C)” and “V” with BHs ranging from one to three storeys. The proposed minor relaxation of PR does not involve additional BH beyond that is permitted in the OZP. Given the context, it is unlikely that the proposed development would induce any significant adverse effects on the visual character of the surrounding townscape;

- (b) the applicant has proposed building setbacks which may help the proposed development to blend in with the surrounding vegetated setting. The applicant will also explore incorporating additional landscape features at the Site during detailed design stage; and

Landscape

- (c) with reference to the aerial photo of 2023, the Site is situated in an area of residential urban fringe landscape characters and there is no comment on the application from landscape planning perspective.

Building Matters

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

- (a) no objection to the application;
- (b) under the Buildings Ordinance (BO), no person shall commence or carry out any building works without having first obtained approval and consent from the BA before commencement of works unless they are exempted under s.41 of BO, or fall within minor works under the Building (Minor Works) Regulation;
- (c) any proposed building works should comply with the prevailing requirements under BO and allied regulations and Code of Practices;
- (d) the Site does not abut a street of not less than 4.5m wide, the development intensity including the building height, site coverage, plot ratio shall be determined by the BA under Regulation 19(3) of the Building (Planning) Regulations (B(P)R) upon formal submission of building plans;
- (e) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulation 5 and 41D of B(P)R respectively; and
- (f) detailed comments will be given in the building plan submission stage.

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

- (a) Chief Highway Engineer/New Territories West, HyD;
- (b) Chief Engineer/Mainland South, Drainage Services Department;
- (c) Project Manager (West), Civil Engineering and Development Department (CEDD);
- (d) Project Manager (South), CEDD;
- (e) Head of Geotechnical Engineering, CEDD;
- (f) Chief Geotechnical Engineer/Slope Maintenance, LandsD
- (g) Commissioner of Police;
- (h) Director of Fire Services; and
- (i) District Officer (Tsuen Wan), Home Affairs Department.

10. Public Comments Received During Statutory Publication Periods

During the statutory publication periods, a total of 50 public comments (**Appendices IIIa and IIIb**) were received, including 43 providing views from individuals, all in the form of three types of standard letters, and seven objections/adverse comments (one from a member of the Tsuen Wan West Area Committee, two from the same resident of The Wonderland, three from the same representative of Ting Kau Village and one from an individual). The major grounds of public views are summarised as follows:

Providing Views (Appendix IIIa)

- (a) the Site is located in an area next to Castle Peak Road, which is a tranquil area. Redevelopment of the existing old building will improve the visual quality of the area;
- (b) the proposed development with BH of three storeys is considered compatible with the surroundings;
- (c) the current building is only accessible via a staircase, which poses potential risks of emergency response delays and safety hazards to the occupants. The proposed development with access improvement is supported;
- (d) the scale of redevelopment is small and various technical assessments have been conducted to conclude that there are no adverse impact on the surroundings;
- (e) the proposed redevelopment will not set an undesirable precedent for other similar applications;

Objections/Adverse Comments (Appendix IIIb)

- (f) the proposed PR is nearly double that of the existing building, making it incompatible with the surroundings. Approval of the application will set an undesirable precedent;
- (g) the proposed redevelopment may affect the foundation and structural safety of the

neighbouring residential development (i.e. The Wonderland). The applicant should ensure the structural safety of both the existing and new retaining walls, as well as the safety of nearby Government slopes to minimise landslide hazards;

- (h) the proposed redevelopment may pose adverse ecological and environmental impacts including noise and air quality during construction and operation stages;
- (i) the proposed redevelopment may pose adverse visual impacts on the surrounding developments;
- (j) as the Site is already accessible through a staircase, a new lift access may not be necessary;
- (k) the proposed redevelopment may hinder the villagers of Ting Kau Village from visiting their ancestral grave near the Site (**Plan A-2**); and
- (l) the scaffolding erected during construction may increase risk of theft crime for surrounding developments.

11. Planning Considerations and Assessments

- 11.1 The Site falls within an area zoned “R(C)” on the Tsuen Wan West OZP (**Plans A-1 and A-2**). According to the Notes for “R(C)” zone under the OZP, while ‘House’ use is always permitted with a maximum PR of 0.4 and a maximum BH of 3 storeys including car park, the PR may be increased to a maximum of 0.75, provided that the noise impact from Castle Peak Road on the proposed development would be mitigated, upon application to the Board⁶. The applicant has proposed a 3-storey house development including car park with a PR of not more than 0.75, and a separate car lift tower and a new staircase to connect the development platform to the public road because of level difference. While the proposed BH is in line with the BH restriction, the applicant seeks planning permission to increase the PR to 0.75 in the “R(C)” zone supported by technical assessments on environmental (noise, air quality, waste management and water quality), landscape, traffic and geotechnical aspects.
- 11.2 To demonstrate that the traffic noise impact from Castle Peak Road would be mitigated to meet the requirement of the Notes for an increase of PR to 0.75, the NIA submitted by the applicant has confirmed that with the implementation of the proposed noise mitigation measures, including building setback from the site boundary to allow a distance of about 18m from Castle Peak Road (**Drawing A-1**) and installation of acoustic windows (baffle type), enhanced acoustic balconies (baffle type) and fixed glazing, the traffic noise impact is expected to be kept at an acceptable level. DEP has no objection to the application and recommends an approval condition requiring the implementation of the corresponding noise mitigation measures.
- 11.3 The surrounding areas of the Site are mainly characterised by vegetated slopes with scattered low-density house-type developments mainly to the northwest of

⁶ Background of such requirement is set out in paragraph 4 above.

the Site with existing BHs generally of not more than 3 storeys (**Plan A-3**). Taking into account the scale of the proposed 3-storey house development, size of car lift tower, landscape and tree treatment proposal, the surrounding site context and the submitted photomontage, CTP/UD&L of PlanD is of the view that the proposed house development would blend in with the surrounding vegetated setting and would unlikely induce any significant adverse impact on the visual character of the surrounding area. Adverse impact on fresh air ventilation is also not anticipated in view of the scale and site context of the proposed 3-storey house development.

- 11.4 Apart from the abovementioned technical aspects, relevant Government departments consulted have no objection to or no adverse comment on the application, including the traffic and geotechnical aspects.
- 11.5 Within the “R(C)” zones in the Tsuen Wan West area, there are 12 similar applications for higher PR for proposed residential development between 2004 and 2023 (**Appendix II** and **Plan A-1a**) and were all approved with the grounds mainly on the traffic noise impact from Castle Peak Road was addressed and the landscaping and tree compensation proposals were considered acceptable. Approval of the subject application is in line with the previous decisions of the Committee.
- 11.6 Regarding the public comments received, the departmental comments in paragraph 9 and the planning assessment and considerations above are relevant. With respect to the concern on ecological impacts, the surrounding “GB” will not be affected by the proposed development according to the application. Moreover, access to the neighbouring developments and nearby grave (**Plan A-2**) will not be affected.

12. Planning Department’s Views

- 12.1 Based on the assessment 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 until 1.8.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

Approval Conditions

- (a) the implementation of noise mitigation measures as proposed in the submitted Noise Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (b) the submission and implementation of a proposal for protection of water tunnels before commencement of works to the satisfaction of the Director

of Water Supplies or of the Town Planning Board; and

- (c) the design and provision of vehicular access to the site from Ting Yat Road to the satisfaction of the Commissioner for Transport or of the Town Planning Board.

Advisory Clauses

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

- 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 grant or refuse to grant permission.
- 13.2 Should the Committee 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.

14. Attachments

Appendix I	Application form received on 31.10.2024
Appendix Ia	Consolidated SPS received on 17.7.2025
Appendix Ib	SPS received on 31.10.2024
Appendix Ic	FI received on 19.2.2025
Appendix Id	FI received on 4.6.2025
Appendix Ie	FI received on 10.6.2025
Appendix II	Similar Applications
Appendix IIIa and IIIb	Public Comments
Appendix IV	Recommended Advisory Clauses
Drawing A-1	Master Layout Plan
Drawings A-2 to A-5	Floor Plans
Drawing A-6	Section Plan
Drawing A-7	Landscape Master Plan
Drawings A-8 to A-11	Photomontages
Drawing A-12	Rendering
Drawing A-13	Tree Treatment Plan
Plan A-1	Location Plan
Plan A-1a	Location Plan of Similar Applications
Plan A-2	Site Plan
Plan A-3	Aerial Photo

Plans A-4 to A-5

Site Photos

**PLANNING DEPARTMENT
AUGUST 2025**