

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

**APPLICATION NO. A/NE-TKLN/116**

<b><u>Applicant</u></b>	: New Peak Investment Limited represented by Tai Wah Development Consultants Limited
<b><u>Site</u></b>	: Various Lots in D.D. 78 and 82 and Adjoining Government Land (GL), Lin Ma Hang Road, Ta Kwu Ling North, New Territories
<b><u>Site Area</u></b>	: About 123,320m <sup>2</sup> (including GL of about 6,634m <sup>2</sup> or about 5.4% of the Site)
<b><u>Lease</u></b>	: Block Government Lease (demised for agricultural use)
<b><u>Plan</u></b>	: Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2
<b><u>Zoning</u></b>	: “Recreation” (“REC”)
<b><u>Application</u></b>	: Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of Three Years

**1. The Proposal**

- 1.1 The applicant seeks planning permission for proposed temporary logistics centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities for a period of three years at the application site (the Site) falling within an area zoned “REC” on the OZP (**Plan A-1**). According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Town Planning Board (the Board). The Site is largely vacant and covered by vegetation, with some temporary structures.
- 1.2 According to the applicant, he is authorised by Sinotrans (HK) Warehousing Limited to submit the current application to facilitate the relocation of business operations in Hung Shui Kiu, Kwu Tung and Sha Po affected by government projects, i.e. developments of Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA), Kwu Tung North (KTN) NDA, and public housing at Sha Po<sup>1</sup>. The affected operations involve a total site area of about 52,358.8m<sup>2</sup>, currently used for the proposed uses. According to the applicant, the area of the Site and total floor area are larger than the original premises combined so as to reserve more circulation space within the Site in order to increase the Site’s overall operation efficiency, as well as to minimise the potential adverse traffic impact on the surrounding road network. While the original site in Kwu Tung has been reverted to the Government in April 2024, it is anticipated that land resumption at other original sites in HSK and Sha Po would be taken place in due course.

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<sup>1</sup> Sinotrans (HK) Warehousing Limited (affected business operation in HSK) is the parent company of China Merchants Kin Swiss Transportation Company Limited (affected business operation in Kwu Tung) and Man Shun Shipping Company Limited (affected business operation in Sha Po).

1.3 The Site is accessible via Lin Ma Hang Road (**Plan A-2**). According to the applicant, the proposed uses comprise six two-storey structures with a total floor area of about 120,642m<sup>2</sup> for logistics centres, warehouses (for storage of miscellaneous goods (e.g. packaged food, packaged beverage, apparel, footwear, electronic goods, etc.)) and office and washroom. The remaining open area (about 62,999m<sup>2</sup> or about 51% of the Site) will be used for accommodating 49 parking spaces (16 for private cars and 33 for container vehicles), 53 loading/unloading (L/UL) spaces for container vehicles and circulation space. A 2.5m high solid metal wall will be erected along the boundary of the Site. All existing trees at the Site will be removed. No vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored at the Site and no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road. The applicant proposes traffic management measures including deploying staff to direct vehicles entering/exiting the Site and installing traffic signs, flashing lights and alarm system at the ingress/egress to manage traffic and ensure pedestrian safety. The operation hours of the proposed uses are between 7:00 a.m. and 8:00 p.m. from Mondays to Saturdays, with no operation on Sundays and public holidays. The layout plan submitted by the applicant is shown in **Drawing A-1**. The applicant also submits drainage and fire service installations (FSIs) proposals (**Drawings A-2 to A-3**), and design of vehicular run-in/out in support of the current application.

1.4 The major development parameters of the proposed uses are summarised below:

<b>Site Area</b>	about 123,320m <sup>2</sup> (including GL of about 6,634m <sup>2</sup> or about 5.4% of the Site)		
<b>Site Coverage</b>	about 49%		
<b>No. of Blocks</b>	6		
<b>Total Floor Area</b>	about 120,642m <sup>2</sup>		
<b>Proposed Uses</b>	Office and Washroom	Logistics Centre	Warehouse
- <b>Floor Area(s) (about)</b>	3,182m <sup>2</sup> (Block 1)	46,012m <sup>2</sup> (Block 2) 45,284m <sup>2</sup> (Block 3)	7,680m <sup>2</sup> (Block 4) 9,930m <sup>2</sup> (Block 5) 8,554m <sup>2</sup> (Block 6)
<b>No. of Storeys</b>	2	2	2
<b>Building Height</b>	about 7m	about 15m	about 15m
<b>No. of Parking Spaces</b>	- 16 for private cars (2.5m (W) x 5m (L) each) - 33 for container vehicles (3.5m (W) x 16m (L) each)		
<b>No. of L/UL Spaces</b>	- 53 for container vehicles (3.5m (W) x 16m (L) each)		

1.5 The Site, in whole or in part, is the subject of three previous applications (No. A/NE-TKLN/13, 47 and 77). The last previous application (No. A/NE-TKLN/77), submitted by the same applicant as the current application for the same uses, was approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board in 2024. The planning approval was subsequently revoked in 2025 due to non-compliance with approval conditions. Details of the previous applications are set out in paragraph 6 below. Compared with the last previous application, the current application

mainly involves a slightly larger site area and a reduction in total floor area with a similar layout. A comparison of application No. A/NE-TKLN/77 with the current application is as follows:

	Previous Approved Application No. A/NE-TKLN/77 (a)	Current Application No. A/NE-TKLN/116 (b)	Difference (b) - (a)
<b>Site Area</b>	about 122,819m <sup>2</sup>	about 123,320m <sup>2</sup>	+501m <sup>2</sup> / +0.4%
<b>Site Coverage</b>	about 53%	about 49%	-4%
<b>No. of Structures</b>	6	6	No change
<b>Total Floor Area</b>	about 130,848m <sup>2</sup>	about 120,642m <sup>2</sup>	-10,206m <sup>2</sup> / -7.8%
<b>No. of Storeys</b>	2	2	No change
<b>Building Height</b>	about 7m to 15m	about 7m to 15m	No change
<b>No. of Parking Spaces for Private Cars</b>	16	16	No change
<b>No. of Parking Spaces for Container Vehicles</b>	33	33	No change
<b>No. of L/UL Spaces for Container Vehicles</b>	53	53	No change

1.6 In support of the application, the applicant has submitted the following documents:

- (a) Application Form with Attachments received on 9.12.2025 **(Appendix I)**
  - (b) Further Information (FI) received on 18.12.2025\* **(Appendix Ia)**
  - (c) FI received on 24.12.2025\* **(Appendix Ib)**
  - (d) FI received on 22.1.2026\* **(Appendix Ic)**
- \* accepted and exempted from publication and recounting requirements*

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

The justifications put forth by the applicant in support of the application are detailed in the Application Form and FIs at **Appendices I to Ic**, as summarised below:

- (a) the application is submitted to facilitate the relocation of business operations affected by HSK/HT NDA, KTN NDA and public housing development at Sha Po. The current application is submitted by the same applicant for the same uses as the previously approved application (No. A/NE-TKLN/77);
- (b) the applicant had previously spent efforts in identifying suitable site for relocation but those sites were considered not suitable or impracticable due to various issues such as land use compatibility, environmental concerns, land ownership, accessibility or site area being too small. After a lengthy site search process, the Site was identified in 2023 for relocation as it is relatively flat and close to Heung Yuen Wai Boundary Control Point (HYW BCP);

- (c) although the area of the Site and total floor area are larger than the original premises combined, large portion of the Site (i.e. 62,999m<sup>2</sup> or 51%) is designated for maneuvering, parking of vehicles and circulation area to support the operation of the Site. The original premises lacks adequate circulation space, resulting in prolonged waiting times for vehicles for L/UL of goods. The applicant intends to reserve more circulation space within the Site in order to increase the Site's overall efficiency, as well as to minimise the potential adverse traffic impact on the surrounding road network;
- (d) as compared with the previously approved application, the current application involves a larger site area (i.e. inclusion of one more private lot and GL portion at the proposed run-in/out of the Site) and reduced total floor area and site coverage so as to meet the operational needs of the proposed uses and maximise the operation efficiency. The nature and operation of the proposed uses remain unchanged;
- (e) the applicant intends to develop the Site into a contemporary logistics hub with robotic systems such as automated storage and retrieval systems. These systems require sufficient space for efficient inventory management and organisation. The proposed uses echo with the Government's Northern Metropolis Strategy and meet the pressing demand for local storage spaces, as well as generating employment opportunities for New Territories residents;
- (f) the proposed uses are not incompatible with the surrounding land use. There are similar approved applications in the vicinity of the Site for warehouse use. Approval of the application on a temporary basis would not frustrate the long-term planning intention of the "REC" zone;
- (g) the proposed uses would not create significant nuisance to the surrounding areas. The traffic survey conducted under the previously approved application and its findings are still valid. No adverse traffic impact on the surrounding road network is anticipated. Measures are provided to mitigate any potential adverse impacts arising from the proposed uses. The applicant will strictly follow 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' (COP) and comply with all environmental protection/pollution control ordinances. The applicant will also follow the good practices stated in Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PNs) to minimise the impact on the nearby watercourse water quality during construction stage and to collect and dispose of the sewage generated from toilets during operation stage;
- (h) the applicant has shown effort in complying with approval conditions under the planning approval of application No. A/NE-TKLN/77. The applicant has appointed an Authorised Person to prepare submission of general building plan to the Building Authority for approval. Relevant land preparation works including land survey, topographical survey and geotechnical investigation works are currently being conducted at the Site. Also, the applicant has submitted Short Term Waiver (STW) and Short Term Tenancy (STT) applications in May 2024 to the Lands Department (LandsD) and is liaising with LandsD regarding the land matters. To manage the construction cost effectively, the applicant plans to implement the approved proposals for compliance with approved conditions after all detailed design works completed, land matters resolved, and applications for STT and STW and building plan submission approved by relevant departments, which leads to the revocation of application No. A/NE-TKLN/77.

### 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. 31B) by publishing newspaper notice and sending notice to Ta Kwu Ling District Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, TPB PG-No. 31B is not applicable.

### 4. **Town Planning Board Guidelines**

The Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated by the Board on 14.4.2023 is relevant to the application. The Site falls within Category 3 areas under TPB PG-No. 13G. Relevant extracts of TPB PG-No. 13G are attached at **Appendix II**.

### 5. **Background**

The Site is currently not subject to any active planning enforcement action.

### 6. **Previous Applications**

- 6.1 The Site, in whole or in part, is the subject of three previous applications (No. A/NE-TKLN/13, 47 and 77). Application No. A/NE-TKLN/13 for proposed temporary eating place and convenience store was rejected by the Committee on 16.11.2018. The planning considerations of this previous application is not applicable to the current application which is for different uses.
- 6.2 Application No. A/NE-TKLN/47 covering a small part of the Site for temporary open storage of construction equipment and materials was rejected by the Committee on 9.9.2022 mainly on the grounds that there was no strong planning justification for a departure from the planning intention of the “REC” zone; and the applicant failed to demonstrate that the proposed use would not generate adverse traffic and landscape impacts on the surrounding areas.
- 6.3 Application No. A/NE-TKLN/77 submitted by the same applicant for the same use as the current application was approved with conditions by the Committee on 15.3.2024 for a period of three years mainly on the considerations that the proposed uses were not entirely incompatible with the surrounding areas; policy support from the Secretary for Development (SDEV) was obtained as the application was to facilitate relocation of business operations affected by government development projects; and there were no major adverse departmental comments or concerns of the relevant government departments could be addressed through imposition of approval conditions. While the applicant complied with the approval conditions on submissions of drainage and FSIs proposals, traffic management measures and design of vehicular run-in/out, the planning approval was subsequently revoked on 15.12.2025 due to non-compliance with approval conditions relating to the provisions of boundary wall and vehicular run-in/run-out, and implementation of FSIs proposal and traffic management measures.
- 6.4 Details of the previous applications are summarised at **Appendix III** and their locations are shown on **Plan A-1**.

## **7. Similar Applications**

- 7.1 While there is no similar application for temporary logistics centre and container vehicle park within the same “REC” zone, there are three similar applications (No. A/NE-TKLN/85, 86 and 93) for temporary warehouse within the “REC” zone in the vicinity of the Site in the past five years. All of them were approved with conditions by the Committee between 2024 and 2025 mainly on the considerations that the proposed use was not entirely incompatible with the surrounding land uses; there were no major adverse departmental comments; and policy support from SDEV was obtained as the application was to facilitate relocation of business operation affect by government project (for applications No. A/NE-TKLN/85 and 86 only).
- 7.2 Details of the similar applications are summarised at **Appendix IV** and their locations are shown on **Plan A-1**.

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

- 8.1 The Site is:
- (a) largely vacant and covered by vegetation, with some temporary structures; and
  - (b) accessible via Lin Ma Hang Road.
- 8.2 The surrounding areas are of rural character mainly comprising active and fallow agricultural land, warehouse, storage yard, parking of vehicles, domestic structures (the nearest to the immediate west) and vacant land. The village clusters of Kaw Liu and Kan Tau Wai are located to the west across Lin Ma Hang Road and to the southwest of the Site respectively. Ta Kwu Ling (TKL) Police Station and Ambulance Depot are located to the west of the Site. HYW BCP is located to the further north of the Site (**Plan A-1**).

## **9. Planning Intention**

The planning intention of the “REC” zone is primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.

## **10. Comments from Relevant Government Bureau/Departments**

- 10.1 Apart from the government bureau and departments as set out in paragraphs 10.2 and 10.3 below, other government departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses are provided at **Appendices V and VI** respectively.

10.2 The following government bureau supports the application:

**Policy Aspect**

10.2.1 Comments of SDEV:

- (a) the application is to facilitate relocations of three existing brownfield operations for logistics centre, container vehicle park and warehouse in HSK, KTN and Sha Po, which would be displaced by various government development projects (i.e. HSK/HT NDA, KTN NDA under construction, and a land use review for Au Tau being undertaken by the Mass Transit Railway Corporation Limited);
- (b) according to the applicant, a site search had been carried out with a view to identifying suitable site for re-establishment of the businesses and the Site is considered the most suitable after the site search. It is noted that the proposed site area is larger than that of the existing operations combined. The applicant has clarified that compared with the existing operations without adequate circulation space, a significant portion of the Site (about 51%) is designated for manoeuvring, parking of vehicles and circulation area to support the operation of the proposed uses; and
- (c) subject to no adverse comments on land use compatibility and technical aspects from concerned departments, the application is supported from policy perspective.

10.3 The following government departments object to/have concern on the application:

**Environment**

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

- (a) it is noted that the proposed uses will cause traffic of heavy vehicles in its operation and the Site is within 100m from the nearest residential building. In view of the above, he does not support the application from environmental perspective;
- (b) no substantiated environmental complaint against the Site was received in the past three years; and
- (c) his advisory comments are at **Appendix VI**.

**Police**

10.3.2 Comments of the Commissioner of Police (C of P):

- (a) he has a concern that the proposed uses may give a big burden to the traffic flow at Lin Ma Hang Road which is the main road leading to TKL Police Station and Ambulance Depot located next to the Site. It may pose a risk for those emergency vehicles.

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

On 16.12.2025, the application was published for public inspection. During the statutory public inspection period, five public comments were received (**Appendix VII**). Three comments from the Resident Representatives of Chuk Yuen and an individual object to the application mainly on the grounds that the proposed uses would induce adverse impacts on traffic, pedestrian safety, drainage and sewerage; filling of land and clearance of vegetation have been observed within the Site; the approval conditions under the previously approved application have yet been complied with; and the application involves inefficient use of land. A comment from IIR of Kan Tau Wai suggests provision of a new pedestrian path along Ping Yuen River. The remaining comment from a member of the North District Council indicates no comment on the application.

## **12. Planning Considerations and Assessments**

- 12.1 The application is for proposed temporary logistics centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities for a period of three years at the Site falling within an area zoned “REC” on the OZP. While the proposed uses are not in line with the planning intention of the “REC” zone, there is no known planned development at the Site. Also, according to the applicant, the application is to facilitate the relocation of the business operations affected by HSK/HT NDA, KTN NDA and public housing development at Sha Po, and the Site is considered suitable for relocation as identified by the applicant. In this regard, SDEV advises that the application is to facilitate the relocation of business premises affected by government development projects, and subject to no adverse comments on land use compatibility and technical aspects from concerned government departments, the application is supported from the policy perspective. Taking into account the planning assessments below and the policy support rendered by SDEV, sympathetic consideration could be given to the proposed uses on a temporary basis of three years.
- 12.2 The Site is located in an area of rural character mainly comprising active and fallow agricultural land, warehouse, storage yards, parking of vehicles, domestic structures (the nearest to the immediate west) and vacant land. The village clusters of Kaw Liu Village and Kan Tau Wai are located to the west of the Site across Lin Ma Hang Road and to the southwest of the Site respectively. HYW BCP is located to the further north of the Site. The Chief Town Planner/Urban Design and Landscape of Planning Department (CTP/UD&L, PlanD) has no adverse comment on the application from landscape planning perspective, and advises that the proposed uses are considered not entirely incompatible with the surrounding landscape character and adverse landscape impact arising from the application is not anticipated.
- 12.3 The Site falls within the Category 3 areas under TPB PG-No. 13G. The application generally complies with TPB PG-No.13G in that policy support is rendered by SDEV to the application for relocation of brownfield operations affected by government projects, and relevant government departments consulted, including the Chief Engineer/Mainland North of Drainage Services Department, Director of Fire Services and Chief Engineer/Construction of Water Supplies Department have no objection to or no adverse comment on the application. The Commissioner for Transport has no objection to the application subject to imposing approval conditions on submission, implementation and maintenance of traffic management measures to mitigate the traffic impact and enhance the traffic safety. To address the technical requirements of other government departments, relevant approval conditions are recommended in paragraph 13.2 below. DEP does not support the application as the proposed uses involve the use of heavy vehicles and



residential dwellings are found within 100m from the site boundary. In this regard, the applicant proposes to erect a 2.5m high solid metal wall along the site boundary and commits to comply with all environmental protection/pollution control ordinances and relevant ProPECC PNs. The applicant will also be advised to follow the COP to minimise any possible environmental nuisance. In respect to C of P's concern that the proposed uses may cause additional traffic flow on Lin Ma Hang Road which may pose a risk to emergency vehicles of TKL Police Station and Ambulance Depot, the applicant advises traffic management measures will be adopted and no adverse traffic impact on the surrounding road network is anticipated. The applicant also undertakes that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road.

- 12.4 The Site, in whole or in part, is the subject of three previous applications. The last previous application (No. A/NE-TKLN/77), submitted by the same applicant for the same uses as the current application, was approved with conditions by the Committee in 2024 as mentioned in paragraph 6.3 above. The planning approval was subsequently revoked in 2025 due to non-compliance with approval conditions. In support of the current application, the applicant submits drainage, FSI and traffic management measures proposals as well as design of vehicular run-in/run-out. As compared with the previously approved application, the current application mainly involves a slightly larger site area (about +501m<sup>2</sup> or +0.4%) and a reduction in total floor area (about -10,206m<sup>2</sup> or -7.8%). Should the Committee decide to approve the application, the applicant will be advised that should he fail to comply with any of the approval conditions again resulting in revocation of the planning permission, sympathetic consideration may not be given to any further application.
- 12.5 There are three similar approved applications for temporary warehouse falling within the same "REC" zone in the vicinity of the Site in the past five years as mentioned in paragraph 7.1 above. The planning circumstances of the current application are largely similar to those of the similar applications. Approval of the current application is in line with the Committee's previous decisions.
- 12.6 Regarding the public comments on the application as detailed in paragraph 11, the government departments' comments and planning assessments above are relevant.

### **13. Planning Department's Views**

- 13.1 Based on the assessments made in paragraph 12 and having taken into account the public comments in paragraph 11 above, PlanD has no objection to the application.
- 13.2 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 three years until 6.2.2029. The following conditions of approval and advisory clauses are suggested for Members' reference:

#### Approval Conditions

- (a) the submission of a drainage impact assessment before the commencement of any construction works or operation including site formation works to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (b) in relation to (a) above, the implementation of the drainage impact assessment before the commencement of any operation to the satisfaction of the Director of Drainage Services or of the Town Planning Board;

- (c) in relation to (b) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (d) 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 6.8.2026;
- (e) in relation to (d) 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 6.11.2026;
- (f) the submission of traffic management measures within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 6.8.2026;
- (g) in relation to (f) above, the implementation of the traffic management measures within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 6.11.2026;
- (h) in relation to (g) above, the implemented traffic management measures shall be maintained at all times during the planning approval period;
- (i) the provision of the accepted vehicular run-in/run-out to the Site within 9 months from the date of planning approval to the satisfaction of the Director of Highways or of the Town Planning Board by 6.11.2026;
- (j) if the above planning condition (a) is not complied with before the commencement of any construction works or operation including site formation works, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (k) if the above planning condition (b) is not complied with before the commencement of any operation, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (l) if any of the above planning condition (c) or (h) 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; and
- (m) if any of the above planning condition (d), (e), (f), (g) or (i) 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.

#### Advisory Clauses

The Recommended Advisory Clauses are at **Appendix VI**.

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

the proposed uses are not in line with the planning intention of the "REC" zone which is primarily for low-density recreational developments for the use of the general public. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis.

#### **14. Decision Sought**

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant the permission.
- 14.2 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.
- 14.3 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.

#### **15. Attachments**

<b>Appendix I</b>	Application Form with Attachments received on 9.12.2025
<b>Appendix Ia</b>	FI received on 18.12.2025
<b>Appendix Ib</b>	FI received on 24.12.2025
<b>Appendix Ic</b>	FI received on 22.1.2026
<b>Appendix II</b>	Relevant Extracts of TPB PG-No. 13G
<b>Appendix III</b>	Previous Applications
<b>Appendix IV</b>	Similar Applications
<b>Appendix V</b>	Government Departments' General Comments
<b>Appendix VI</b>	Recommended Advisory Clauses
<b>Appendix VII</b>	Public Comments
<b>Drawing A-1</b>	Layout Plan
<b>Drawing A-2a to A2b</b>	Drainage Proposal
<b>Drawing A-3</b>	FSIs Proposal
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plans A-3a to A-3b</b>	Aerial Photos
<b>Plans A-4a to A-4b</b>	Site Photos

**PLANNING DEPARTMENT  
FEBRUARY 2026**