

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-MP/409

- Applicant** : 速拼國際有限公司 represented by 許幸如
- Site** : Lot 4822 (part) in D.D. 104, Mai Po, Yuen Long
- Site Area** : About 32,910m²
- Lease** : New Grant No. 22932 (demised for private residential purpose)
- Plan** : Draft Mai Po and Fairview Park Outline Zoning Plan (OZP) No. S/YL-MP/9
(currently in force)
- Approved Mai Po and Fairview Park OZP No. S/YL-MP/8
(at the time of submission)
- Zoning** : “Residential (Group D)” (“R(D)”)
[Restricted to a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m)]
- [the zoning and development restrictions of the application site (the Site) remain unchanged on the OZP No. S/YL-MP/9]*
- Application** : Proposed Temporary Warehouse and Public Vehicle Park (for Private Cars, Light Goods Vehicles, Medium Goods Vehicles, Coaches, Container Vehicles and Container Trailers Only) and Associated Filling of Pond and Land for a Period of Three Years

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary warehouse and public vehicle park (for private cars, light goods vehicles (LGVs), medium goods vehicles (MGVs), coaches, container vehicles (CVs) and container trailers only) and associated filling of pond and land for a period of three years at the Site, which falls within an area zoned “R(D)” on the OZP (**Plan A-1a**). According to the covering Notes of the OZP, temporary use of any land not exceeding a period of three years requires planning permission from the Town Planning Board (the Board). Filling of pond and land in the “R(D)” zone also require planning permission from the Board. The Site is currently hard-paved and occupied by parking of vehicles, some metal scaffolding, container structures and trailers without valid planning permission (**Plans A-2, A-4a to 4c**).

- 1.2 According to the applicant, the application is submitted on behalf of two brownfield operators, namely 聯友建築有限公司 and 駿逸建築有限公司, to facilitate relocation of their existing brownfield operations in Hung Shui Kiu (HSK), Yuen Long, which was affected by the government project of the HSK/Ha Tsuen New Development Area (HSK/HT NDA).
- 1.3 The Site is accessible from Kam Pok Road (**Plan A-2**), with an ingress/egress (about 10m wide) at its western part. According to the applicant, the proposed uses involve a single-storey temporary warehouse (about 13m in height) with a total floor area of about 7,626m² at the northern part of the Site for storage of construction materials, including metal scaffolding, steel plates, and prefabricated building components; and a proposed temporary public vehicle park providing 134 parking spaces, including 16 for private cars, eight for LGVs, 20 for MGVs, five for coaches, 10 for CVs and 75 for container trailers at the southern part of the Site. 16 loading and unloading spaces, including 6 for MGVs and 10 for CVs will also be provided at the Site for the use of the warehouse operator (**Drawing A-1**). The applicant also applies for regularisation for associated filling of pond at the south-eastern part of the Site (about 3,369m²) with concrete of not more than 1.2m in depth (to level of about +4.5mPD), as well as regularisation for associated filling of land for the remaining portion of the Site with concrete of not more than 0.2m in depth (to level of ranging from +4.5mPD to +6.5mPD) for site formation to support the proposed uses (**Drawing A-2**). There is no further filling of land or pond under the current application.
- 1.4 According to the applicant, to minimise the potential environmental impact on the surrounding areas, the proposed temporary warehouse will be fully enclosed and equipped with metal cladding sandwiched with 50mm thick rock wool. Metal cladding (about 4.6m in height) will be provided along the north-western boundary, while two-storey container structures (5m in height and 2.5m in width) will be provided along the north-eastern and southern boundaries of the Site serving as screening to avoid direct line-of-sight from the nearby sensitive receivers (**Drawing A-1**). The applicant commits that the container structures will be used for screening only and regular checking will be conducted to ensure the safety of the structures. No open storage or workshop activities will be conducted at the Site. The proposed temporary warehouse will operate from 9:00 a.m. to 6:00 p.m. from Mondays to Saturdays, excluding Sundays and public holidays, whereas the proposed temporary public vehicle park will operate from 7:00 a.m. to 11:00 p.m. daily, including Sundays and public holidays. No MGVs, coaches, CVs or container trailers will be allowed to enter the Site from 6:00 p.m. to 7:00 a.m.. Proper traffic signages will be installed and staff members will be deployed to instruct the vehicular traffic flow within the Site and to/from the Site via Kam Pok Road. Vehicles without valid licenses issued under the Road Traffic Ordinance will not be allowed to park at the Site. Plans showing the site layout and pond/land filling area submitted by the applicant are at **Drawings A-1** and **A-2** respectively.
- 1.5 The Site, in whole or in part, is the subject of 13 previous applications (details at paragraph 6 below) (**Plan A-1b**) submitted by different applicants for various temporary uses or permanent development, including the last previous application No. A/YL-MP/381 for proposed temporary public vehicle park (excluding CV) use which was approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board in 14.2.2025, and the planning permission is valid for three years until 14.2.2028. Compared with the last application, the current application involves changes in site area (+4,797m² / +17%), as well as additional proposed uses, including a proposed temporary warehouse and parking spaces for CVs, container trailers

and coaches, and consequential changes in the layout and major development parameters including floor area and number of structures.

- 1.6 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 4.3.2026 and Supplementary Information (SI) received on 5.3.2026 (Appendix I)
 - (b) Further Information (FI) received on 18.3.2026* (Appendix Ia)
 - (c) Further Information (FI) received on 14.4.2026* (Appendix Ib)
- *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 Ib**, and can be summarised as follows:

- (a) The current application is submitted by 速拼國際有限公司 on behalf of 聯友建築有限公司 and 駿逸建築有限公司. Their existing brownfield operations are affected by the HSK/HT NDA development. An area of about 7,900m² at the Site, as claimed by the applicant, is designated for parking of CVs and container trailers in order to facilitate relocation of their existing brownfield operations for continued operation. The area is comparable to that of the existing brownfield operations in HSK. The applicant has undergone a site search process to identify alternative sites for relocation of the existing brownfield operations. However, those sites were considered not suitable due to various issues such as land use compatibility, environmental concerns and accessibility. The Site is considered the most suitable for the relocation as it has already been paved and is easily accessible from the surrounding road networks.
- (b) The current application also involves a proposed temporary warehouse at the northern portion of the Site for storage of construction materials to satisfy the needs of the construction industry, as well as a proposed public vehicle park at the southern portion of the Site, including (i) a comparable area for parking of CVs and container trailers for continuing the displaced brownfield operation at the Site as mentioned in (a) above; and (ii) parking of other types of vehicles (including private cars, LGVs, MGVs and Coaches) to address the parking demand in the area for public use.
- (c) The proposed uses which are of temporary nature are compatible with surrounding land uses, which mainly comprise open storage yards and vehicle parks, and can facilitate better utilisation of land use resources. Noting that the Site is subject to an approved application for proposed house development (details at paragraph 6 below), the applicant commits to ceasing operation of the proposed uses and handing over the Site to the land owner at appropriate time in the future. Hence, approval of the current application will not frustrate the long-term planning intention of the “R(D)” zone.
- (d) No adverse traffic impact would be induced by the proposed uses. A series of measures as set out below would be implemented at the Site to ensure traffic safety:
 - an independent ingress/egress connecting the Site to Kam Pok Road will be provided;
 - traffic signages will be installed near the entrance of the Site with staff members deployed on-site to ensure all vehicles enter and exit the Site via Kam Pok Road without using Fairview Park Boulevard;

- to allow smooth vehicular circulation and maneuvering between the proposed warehouse and public vehicle park within the Site, clear signages with road markings will be provided within the Site; and
 - vehicles without valid licenses issued under the Road Traffic Ordinance will not be allowed to park at the Site.
- (e) No car washing, repairing, dismantling, paint spraying or other workshop activities will be carried out at the Site. The applicant will follow relevant requirements in the latest ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ (CoP) issued by Environmental Protection Department (EPD) to minimise any potential environmental impacts.
- (f) It is envisaged that the regularisation of the pond and land filling works under the current application would not cause adverse drainage, ecological and environmental impacts. Besides, filling of pond and land have been approved as part of the previous application No. A/YL-MP/287. There will also be no significant landscape, visual and sewerage impacts associated with the proposed uses.

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 notices in local newspapers and sending notice to San Tin Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection.

4. Town Planning Board Guidelines

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

5. Background

The Site is subject to two planning enforcement actions, with one against unauthorized development (UD) involving storage use (including deposit of containers) (No. E/YL-MP/268), and the other against storage use (including deposit of containers) and use for place for parking of container vehicles (No. E/YL-MP/269) (**Plan A-2**). Enforcement Notices were issued on 28.11.2025 requiring discontinuation of the UD by 28.2.2026. If the Notices are not complied with, prosecution action would be considered.

6. Previous Applications

6.1 The Site, in whole or in part, is the subject of 13 previous applications (No. A/YL-MP/55, 90, 104, 110, 136, 148, 156, 170, 176, 202, 242, 287 and 381) for different proposed/applied temporary uses and permanent developments. Details of the previous

applications are summarised at **Appendix III** and their locations are shown on **Plan A-1b**.

- 6.2 Apart from the last previous application No. A/YL-MP/381, other previous applications involved different uses and their consideration are not relevant to the current application. For background information, previous application No. A/YL-MP/287 for proposed house development with minor relaxation of building height restriction, filling of pond and land as well as excavation of land at the Site was approved with conditions by the Committee in 2020. With the corresponding land exchange (New Grant No. 22932) executed in September 2021 and general building plans submission approved in November 2022, the proposed house development is regarded as commenced. According to a recent site visit, the construction works for the approved development is yet to commence.
- 6.3 The last previous application No. A/YL-MP/381 submitted by a different applicant for proposed temporary public vehicle park (excluding CV) for a period of three years was approved with conditions by the Committee in 2025 mainly on the considerations that the proposed use would not frustrate the long-term planning intention of the “R(D)” zone; the proposed use was not incompatible with the surrounding land uses; and there was no adverse comment from relevant government departments consulted or their concerns could be addressed by approval conditions. Its planning permission is valid for three years until 14.2.2028. Compared with the last application, the current application involves an increase in site area, additional proposed uses, including a proposed temporary warehouse and parking spaces for CVs, container trailers and coaches, as well as changes in layout and major development parameters including floor area and number of structures as set out in paragraph 1.4 above.
- 6.4 Part of the Site is also subject to an on-going s.12A application No. Y/YL-MP/11 to rezone the application site from “R(D)” to “Residential (Group C)2”, which is currently under processing (**Plan A-1a**).

7. **Similar Applications**

There are three similar applications covering the same site (No. A/YL-MP/318, 354 and 396) involving temporary public vehicle park (excluding container vehicles) within the same “R(D)” zone in the past five years. All applications were approved with conditions by the Committee between 2021 and 2025 mainly on the considerations as stated in paragraph 6.3 above. The planning permissions under application No. A/YL-MP/318 and 354 were subsequently revoked due to non-compliance with time-limited approval conditions. Details of the similar applications are summarised at **Appendix III** and their locations are shown on **Plan A-1a**.

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

- 8.1 The Site is:
 - (a) hard-paved and occupied by parking of vehicles, some metal scaffolding, container structures and trailers without valid planning permission; and
 - (b) accessible via Kam Pok Road.

8.2 The surrounding areas are sub-urban in character and predominated by open storage yards, warehouse, stormwater pumping station, restaurant, vehicles parking, grassland, as well as low-rise residential developments including Yau Pok Road Light Public Housing and village settlements.

9. Planning Intention

9.1 The planning intention of the “R(D)” zone is primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board.

9.2 According to the Explanatory Statement of the OZP for the “R(D)” zone, as filling of land/pond may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

10. Comments from Relevant Government Bureau/Departments

10.1 Apart from the government bureau and departments as set out in paragraph 10.2 below, other 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, if any, are provided at **Appendices IV and V** respectively.

10.2 The following government bureau provides policy support on the application:

Policy Aspect

10.2.1 Comments of the Secretary for Development (SDEV):

- (a) the application is to facilitate relocation of a brownfield operation providing open storage with CV/container trailer parking which was previously situated in HSK. The brownfield operation has been affected by the Second Phase and the Remaining Phase development of the HSK/HT NDA;
- (b) according to the applicant, a site search was conducted with a view to identifying suitable site for re-establishment of the businesses elsewhere, and the Site under the current application is the most suitable relocation site. The proposed CV/container trailer parking under the current application is comparable to the area of the original site of the affected brownfield operation; 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 have no objection to or no adverse comment on the application:

Traffic

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

- (a) has no objection to the application from traffic engineering perspective;
- (b) approval condition requiring no vehicle being allowed to queue back to or reverse onto/from public road at any time during the planning approval period should be imposed; and
- (c) advisory comments are detailed in **Appendix V**.

Environment

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

- (a) has no adverse comment on the application from environmental planning perspective, taking into consideration of the following mitigation measures proposed by the applicant to minimise the potential environmental nuisance (particularly on noise) to nearby sensitive receivers (including residential premises within 100m from the Site boundary, with the nearest residential premise located about 5.7m to the south of the Site):
 - (i) the operation of the proposed temporary public vehicle park would be limited to 7:00 a.m. to 11:00 p.m. daily;
 - (ii) the proposed temporary warehouse will be located in an enclosed structure equipped with metal cladding sandwiched with 50mm thick rock wool; and
 - (iii) metal cladding/container structures with 4.6m to 5m in height will be provided for sufficient screening to avoid direct line-of-sight from the nearby sensitive receivers;
- (b) no adverse comment on the associated filling of pond and land;
- (c) to ensure effective implementation of the committed environmental mitigation measures, the following approval conditions should be imposed should the application be approved:
 - (i) the provision of metal cladding/container with the height of 4.6m to 5m at locations along the periphery of the Site, as proposed by the applicant, to the satisfaction of DEP or of the Board;
 - (ii) in relation to (i) the above, the metal cladding/container provided at the Site shall be maintained at all times during the planning approval period;
 - (iii) the implementation of the noise mitigation measures for the proposed

warehouse, as proposed by the applicant, before the operation of the proposed warehouse at the Site to the satisfaction of DEP or of the Board;

- (iv) in relation to (iii) above, the implemented noise mitigation measures for the proposed warehouse at the Site shall be maintained at all times during the planning approval period; and
- (v) no operation of the proposed public vehicle park from 11:00 p.m. to 7:00 a.m. the next day, as proposed by the applicant, is allowed at the Site during the planning approval period;
- (d) two non-substantiated environmental complaints related to construction dust and polluting effluent discharge at the Site were recorded in the past three years; and
- (e) advisory comments are at **Appendix V**.

11. Public Comment Received During Statutory Publication Period

On 13.3.2026, the application was published for public inspection. During the statutory public inspection period, one public comment from an individual raising concerns on the potential traffic impact arising from the proposed uses was received (**Appendix VI**).

12. Planning Considerations and Assessments

12.1 The application is for proposed temporary warehouse and public vehicle park (for private cars, LGVs, MGVs, coaches, CVs and container trailers only) with associated filling of pond and land for a period of three years at the Site zoned "R(D)" (**Plan A-1a**). Whilst the proposed uses are not in line with the planning intention of the "R(D)" zone, according to the applicant, the proposed parking of CVs and container trailers under the current application is to facilitate the relocation of the business operations displaced by the Second Phase and Remaining Phase of the HSK/HT NDA and on which SDEV has rendered support from policy perspective subject to concerned departments' comments on land use compatibility and technical aspects. Also, the applicant claims that the proposed temporary warehouse and public vehicle park uses can satisfy the needs of the construction industry and address the car parking demand of the area respectively. From a long-term development perspective, the approved house development at the Site as mentioned in paragraph 6.2 above is yet to be implemented, and the applicant has committed to ceasing operation of the proposed uses and handing the Site back to the land owner when demanded in the future. In this regard, District Lands Officer/Yuen Long, Lands Department has no objection to the application. Should the application be approved, the applicant would be advised to liaise any land issue relating to the proposed uses with the concerned owner of the Site. Taking into account the above including the policy support rendered by SDEV and the planning assessments below, there is no objection to the proposed uses with associated filling of pond and land on a temporary basis for a period of three years.

12.2 The applicant also applies for regularisation of associated filling of pond at the south-eastern part of the Site (about 3,369m²) with concrete of not more than 1.2m in depth (to

level of about +4.5mPD) and associated filling of land for the remaining portion of the Site with concrete of not more than 0.2m in depth (to level of ranging from +4.5mPD to +6.5mPD) (**Drawing A-2**). In this regard, Chief Engineer/Mainland North of Drainage Services Department, DEP and Director of Agriculture, Fisheries and Conservation have no objection to or no adverse comment on the application from drainage, environmental planning and nature conservation perspectives respectively.

- 12.3 The proposed uses are considered not incompatible with the surrounding areas which are sub-urban in character and predominated by open storage yards, warehouse, stormwater pumping station, restaurant, vehicles parking, grassland as well as low-rise residential developments (**Plan A-2**). The Chief Town Planner/Urban Design and Landscape of Planning Department (PlanD) has no adverse comment on the proposed uses from landscape planning perspective and considers that the proposed uses are not entirely incompatible with the surrounding environment and significant adverse landscape impact arising from this application is not anticipated.
- 12.4 To minimise potential environmental impacts on the surrounding areas, the applicant has proposed a series of environmental mitigation measures as mentioned in paragraphs 1.4 and 10.3.2 above. In this regard, while having no adverse comment on the application taking into account the mitigation measures proposed by the applicant, DEP recommends imposing approval conditions on the implementation and maintenance of the mitigation measures, including provision of metal cladding/container at locations along the periphery of the Site and noise mitigation measures for the proposed warehouse, as proposed by the applicant, as well as restricting the operation hours of the proposed public vehicle park to ensure effective implementation of the committed measures, should the Committee decide to approve the application. The applicant will also be advised to follow the CoP to minimise any potential environmental nuisance caused by the proposed uses. On traffic aspect, while having no objection to the application from traffic engineering perspective, C for T recommends imposing approval condition on no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period to ensure uninterrupted traffic condition on Kam Pok Road. Other relevant government departments consulted, including Director of Fire Services and Director of Electrical and Mechanical Services, have no objection to or no adverse comment on the application. To address other technical requirements of concerned departments, relevant approval conditions are recommended in paragraph 13.2 below.
- 12.5 The Site falls within Category 3 areas under TPB PG-No. 13G. The application is considered generally in line with TPB PG-No. 13G in that policy support is rendered by SDEV to the application for relocation of the affected brownfield use to the Site, and there is no major adverse departmental comment on the application and departmental concerns can be addressed through imposition of approval conditions.
- 12.6 The Site is involved in an approved previous application for temporary public vehicle park (excluding CV) and there are three approved similar applications within the same "R(D)" zone involving temporary public vehicle park (excluding CV) in the past five years as mentioned in paragraphs 6 and 7 above. Approving the current application is in line with the Committee's previous decision.
- 12.7 Regarding the public comment as stated in paragraph 11 above, the departmental comments and planning assessments above area relevant.

13. Planning Department's Views

13.1 Based on the assessments made in paragraph 12 above and having taken into account the public comment mentioned 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 17.4.2029. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval conditions

- (a) no operation of the proposed public vehicle park from 11:00 p.m. to 7:00 a.m. the next day, as proposed by the applicant, is allowed at the site during the planning approval period;
- (b) no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (c) the submission of a drainage impact assessment 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 17.10.2026;
- (d) in relation to (c) above, the provision of drainage facilities identified in the drainage impact assessment within **9** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 17.1.2027;
- (e) in relation to (d) above, the implemented drainage facilities at the site shall be maintained at all times during the planning approval period;
- (f) 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 17.10.2026;
- (g) in relation to (f) 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 17.1.2027;
- (h) the provision of metal cladding/container with the height of 4.6m to 5m at locations along the periphery of the site, as proposed by the applicant, within **6** months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the Town Planning Board by 17.10.2026;
- (i) in relation to (h) above, the metal cladding/container provided at the site shall be maintained at all times during the planning approval period;
- (j) the implementation of the noise mitigation measures for the proposed warehouse, as proposed by the applicant, before the operation of the proposed warehouse at the site to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

- (k) in relation to (j) above, the implemented noise mitigation measures for the proposed warehouse at the site shall be maintained at all times during the planning approval period;
- (l) if the above planning condition (j) is not complied with before the operation of the proposed warehouse at the site, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (m) if any of the above planning condition (a), (b), (e), (i) 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; and
- (n) if any of the above planning condition (c), (d), (f), (g) or (h) 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 V**.

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

the proposed uses with associated filling of pond and land are not in line with the planning intention of the "Residential (Group D)" zone which is primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings, as well as for low-rise, low-density residential developments subject to planning permission from the Town Planning Board. 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 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

Appendix I	Application Form with attachments received on 4.3.2026 and SI received on 5.3.2026
Appendix Ia	FI received on 18.3.2026
Appendix Ib	FI received on 14.4.2026
Appendix II	Extract of TPB PG-No.13G

Appendix III	Previous and Similar Applications
Appendix IV	Government Departments' General Comments
Appendix V	Recommended Advisory Clauses
Appendix VI	Public Comment
Drawing A-1	Site Layout Plan
Drawing A-2	Pond and Land Filling Plan
Plan A-1a	Location Plan with Similar Applications
Plan A-1b	Previous Applications
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4 to 4c	Site Photos

PLANNING DEPARTMENT
APRIL 2026