

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/HSK/617

- Applicant** : Beautiglory Investment Limited represented by Llewelyn-Davies Hong Kong Limited
- Site** : Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long
- Site Area** : About 9,946m²
- Lease** : New Grant Lot No. 22881
[restricted for non-industrial (excluding residential, hotel, godown and petrol filling station) purposes and subject to an unfulfilled Building Covenant to be expired on 30.9.2027]
- Plans** : Approved Hung Shui Kiu and Ha Tsuen (HSK & HT) Outline Zoning Plan (OZP) No. S/HSK/4
(currently in force)

Draft HSK & HT OZP No. S/HSK/3
(at the time of submission)

[the zoning and development restrictions for the application site (the Site) remain unchanged on OZP No. S/HSK/4]
- Zoning** : “Commercial(2)” (“C(2)”)
[Restricted to a maximum plot ratio (PR) of 8 and a maximum building height (BH) of 135mPD]
- Application** : Proposed Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) with Minor Relaxation of Building Height Restriction (BHR)

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed mixed-use development (proposed flat with permitted commercial uses) with minor relaxation of the BHR from 135mPD to 160mPD (+25m or +18.52%) (the proposed development) at the Site falling within an area zoned “C(2)” on the OZP (**Plan A-1**). According to the Notes of the OZP for “C” zone, ‘Flat’ is a Column 2 use requiring planning permission from the Town Planning Board (the Board), whilst commercial uses including ‘Eating Place, ‘Office’, ‘Place of Entertainment’, ‘Place of Recreation, Sports or Culture’ and ‘Shop and Services’ are Column 1 uses which are always permitted. Based on the individual merits of a development proposal, minor relaxation of the BHR may also be considered by the Board on application under section 16 of the Town Planning Ordinance. The Site is currently formed and largely

vacant (**Plans A-4a to A-4b**).

- 1.2 The Site is located within the District Commercial Node (DCN) of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA). The Site is adjacent to the Tuen Ma Line (TML) Tin Shui Wai (TSW) Station and currently accessible from Ping Ha Road through Kiu Cheong Road. The two proposed ingress/egress points are at the northeastern part of the Site connecting to Kiu Cheong Road and southern part of the Site connecting to the future Road L9 respectively (**Drawing A-1** and **Plan A-2**). The Site is the subject of three previously approved applications¹ for residential or commercial uses submitted by the same applicant of the current application, and the last application No. A/YL-PS/520 for proposed shop and services, eating place, office and place of entertainment (the Approved Scheme) (**Plan A-1**) was approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board on 17.3.2017 (detailed in paragraph 5 below). The applicant has subsequently submitted a land exchange application to take forward the Approved Scheme. According to the District Lands Office/Yuen Long, Lands Department (DLO/YL, LandsD), the Site is currently governed by New Grant No. 22881 executed on 23.3.2021 (detailed in paragraph 9.1.2 (b) below).
- 1.3 According to the applicant, in view of the recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions and continuous demand for housing, planning approval is sought to facilitate a proposed mixed-use development at the Site as a gateway linking the HSK/HT NDA and the TSW area. Based on a site area of 9,946m² and a total PR of 8 (comprising a domestic PR of 5.2 and a non-domestic PR of 2.8), the maximum total gross floor area (GFA) of the proposed development is 79,568m², with a domestic GFA of 51,697m² for private residential development and a non-domestic GFA of 27,871m² for commercial uses. The proposed development consists of two 38-storey residential towers with a BH of not more than 160mPD and one commercial/office tower with a BH of not more than 106mPD, all located above a five-storey commercial/retail/clubhouse podium. A total of 1,140 residential units will be provided with an estimated population of about 3,192. The proposed development is tentatively scheduled for completion in 2030.
- 1.4 The Master Layout Plan (MLP), floor plans, section plans and Landscape Master Plan (LMP) submitted by the applicant are at **Drawings A-1 to A-10 and A-20**. The major development parameters of the proposed development scheme are summarised as follows:

Major Development Parameters	Total
Site Area (about)	9,946m ²
Total PR (about)	8.0
• Domestic	5.2 (65%)
• Non-Domestic	2.8 (35%)
Total GFA (about)	79,568m²
• Domestic	51,697m ²
• Non-Domestic ^[1]	27,871m ²
- Commercial/Office Tower	18,581m ²
- Commercial/Retail Podium	9,290m ²

¹ The application site was zoned “Undetermined” (“U”) at the time of consideration.

Major Development Parameters	Total
Residential Portion	
BH (at main roof)	Not more than 160mPD (+25m or +18.52% when compared to OZP restriction)
Number of Blocks	2
Number of Storeys ^[2]	38 storeys (above a 5-storey podium)
Number of Flats	1,140
Average Flat Size (about)	45.3m ²
Anticipated Population ^[3]	3,192
Private Open Space ^[4]	Not less than 3,192m ²
Clubhouse GFA (about) ^[5]	2,250 m ²
Commercial Portion	
BH (at main roof)	Not more than 106mPD
Number of Blocks	1
Number of Storeys	
- Commercial/Office Tower ^[6]	17 storeys (above a 5-storey podium)
- Commercial/Retail Podium	5 storeys
Site Coverage (SC)	
• Podium	Not more than 100%
- Below 15m	Not more than 100%
- Over 15m but not exceeding 20m	Not more than 60%
• Towers (Above 20m)	Not more than 38.5%
- Non-Domestic (about)	Not more than 11.5%
- Domestic (about)	Not more than 27%
Internal Transport Facilities	
Private Car Parking	287
Motorcycle Parking	15
Loading/Unloading (L/UL) Bays for Goods Vehicle	17
Taxi/Private Car Lay-bys	1

[1] Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

[2] Excluding transfer plates and one level of refuge floor. A residential floor-to-floor height of 3.15m is adopted.

[3] Assuming a person-per-flat ratio of 2.8 for HST/HT NDA as per the 2021 Population Census.

[4] Not less than 1m² per person according to Hong Kong Planning Standards and Guidelines (HKPSG).

[5] The residents' clubhouse GFA is about 4.352% of the domestic GFA and is proposed to be exempted from PR calculation.

[6] Excluding transfer plates.

Building and Urban Design

- 1.5 According to the applicant, the urban design framework as set out in the OZP, the Outline Development Plan (ODP) and the recommendations of the Urban Design Guidelines (UDG) under the detailed urban design study have been duly observed. The scale of the proposed development generally aligns with the existing and planned BH profile of the DCN, with various design elements and measures incorporated, including a stepped podium design and podium setbacks of 10m and 20m along the southern and eastern site boundaries respectively (**Drawing A-11**). To respect and

maintain the view corridor ('fung shui lane') extending from Ping Shan², the proposed development has been designed with an aim to avoiding high-rise towers within the view corridor (**Drawing A-12**). Under the proposed development scheme, only a minor portion of the podium at the northeastern part of the Site overlaps with the view corridor at a height of +23.5mPD, which then steps up to +32.5mPD towards the southwest (**Drawings A-10 to A-12**). In addition, a planting strip has been integrated along the edge of the podium at 2/F which will be complemented by vertical greening across the northern and southern facades (**Drawing A-20**). These design elements and measures will enhance the podium aesthetics, enrich the streetscape and promote visual interest. The relevant photomontages are illustrated in **Drawings A-13 to A-19**.

Landscape Design and Greenery Provision

- 1.6 The applicant has submitted a LMP to illustrate the proposed landscape design concept of the proposed development (**Drawing A-20**). According to the applicant, the landscape design aims to create a naturalistic green landscape integrated with the Site's topography, providing quality open space and a comfortable and walkable setting for future residents. A total of not less than 3,192m² of private open space will be provided for future residents, while a minimum greenery coverage of 20% will be achieved through multi-level greening, roof gardens and vertical greening. Furthermore, though no existing trees have been identified within the Site, 32 new trees will be planted to enhance overall greening and site aesthetics.

Pedestrian Facilities and Connectivity (**Drawings A-21 to A-24**)

- 1.7 According to the applicant, the proposed development has incorporated a number of off-site and internal enhancement works as planning merits to strengthen local connectivity and walkability between TSW New Town, TML TSW Station and the DCN within the HSK/HT NDA.
- 1.8 Given that the Site is strategically located adjacent to TML TSW Station, the applicant proposes to provide an elevated footbridge connection from 1/F of the proposed development to the existing footbridge that leads to Exit B of TML TSW Station (Footbridge 1) (**Drawing A-21**). Footbridge 1 will enable further southward connection to link up with the nearby Smart and Green Mass Transit System (SGMTS) Station and adjoining "Other Specified Uses" ("OU") annotated "Mixed Use" ("OU(MU)") and "C" sites, forming an integral elevated pedestrian walkway network within the DCN as recommended under UDG (**Drawing A-23**). To enhance at-grade accessibility across the existing nullah along the northern boundary, an at-grade footbridge with covered walkway (Footbridge 2) is proposed to link the Site directly with the footpath and proposed westbound bus lay-bys along Ping Ha Road (**Drawings A-21 and A-24**). In addition, the applicant intends to provide a potential decking-over of the nullah area (about 1,400m²) to the immediate northeast outside the Site (falling within an area shown as 'Road' on the OZP) for landscape use to complement Footbridge 2 and serve as a welcoming plaza for public use (**Drawings A-21 and 22**).
- 1.9 The proposed development has also reserved structural openings at 1/F of the podium for potential future connections, including a footbridge extending northwards across

² There are existing low-rise structures within the 'fung shui lane' near the Site, including YLPMSAA Tang Siu Tong Secondary School (about 31mPD) and the TML noise barrier (about 31mPD).

Ping Ha Road and a future connection to the adjoining “C(2)” site to the west (**Drawings A-21 to A-23**).

- 1.10 To integrate the various pedestrian connection points, the applicant proposes to provide dedicated 24-hour public pedestrian linkages within the podium (**Drawing A-21**):
- (a) 1/F Pedestrian Link: Connects Footbridge 1 to TSW Station, the potential footbridge across Ping Ha Road and the western boundary connection;
 - (b) G/F Pedestrian Link: Connects Footbridge 2 to the northeastern entrance adjacent to the potential nullah deck; and
 - (c) Vertical Circulation: A 24-hour accessible lift and staircases connecting the Pedestrian Links on 1/F and G/F.
- 1.11 The applicant proposes to design and implement the aforementioned enhancement works at its own cost, while all proposed off-site works are indicative at this stage and subject to detailed technical assessments, feasibility studies, and formal agreement with relevant government bureaux and departments (B/Ds).

Technically Feasibility

- 1.12 The applicant has submitted relevant technical assessments, including a Traffic Impact Assessment (TIA), Environmental Assessment (EA), Visual Impact Assessment (VIA), Air Ventilation Assessment-Expert Evaluation (AVA-EE), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment (WSIA), to demonstrate the technical feasibility of the proposed mixed-use development with minor relaxation of BHR.
- 1.13 The TIA demonstrates that there will be no insurmountable traffic and pedestrian impacts induced by the proposed development. The EA concludes that, with the implementation of appropriate mitigation measures such as podium setbacks, special layout design, acoustic windows, and acoustic balconies (**Drawings A-25 to A-26**), no insurmountable adverse air quality, road traffic, or railway noise impacts are anticipated. As demonstrated in the VIA and AVA-EE, the proposed development, which incorporates design elements and measures including stepped podium design and podium setbacks, is considered acceptable in terms of visual impact and no significant adverse impact on the surrounding pedestrian wind environment is anticipated. Furthermore, the DIA, SIA, and WSIA conducted have confirmed that the proposed development will not overstrain the capacities of the existing and planned drainage, sewerage, and water supply infrastructure.
- 1.14 In support of the application, the applicant has submitted the following documents:
- (a) Application Form with attachments received on 15.6.2026 (**Appendix I**)
 - (b) Further Information (FI) received on 21.8.2026* (**Appendix Ia**)
 - (c) FI received on 28.9.2026[#] (**Appendix Ib**)
 - (d) FI received on 2.10.2026[#] (**Appendix Ic**)

**accepted but not exempted from publication and recounting requirements*

#accepted and exempted from publication and recounting requirements

- 1.15 On 14.8.2026, the Committee agreed to defer making a decision on the application for two months as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Application Form with attachments and FIs at **Appendices I to Ic**. They can be summarised as follows:

In Line with Government Policy

- (a) The Government has introduced a number of policy directives to increase flexibility in accommodating residential uses within commercial sites. In 2024, the Government announced that a portion of the non-domestic GFA at commercial and mixed-use sites near the town centre of the HSK/HT NDA could be reallocated for residential purposes. The Government further indicated in 2025 that additional relaxation to such reallocation ratio could be explored. Such directives could respond to industry feedback, adapt to market changes and facilitate development within the HSK/HT NDA .
- (b) Two similar applications within the HSK/HT NDA proposing to increase the residential proportion were previously approved by the Committee. Applications No. A/HSK/474 and A/HSK/573, for proposed increases in domestic PR from 4.5 to 5.625 and 5 respectively, were approved by the Committee on 26.1.2024 and 15.8.2025 respectively. The proposed domestic portions in these cases have accounted for 71% to 80% of the total PR, both of which are higher than the 65% proposed under the current application.

Site's Planning History

- (c) The Site has previously been granted planning permission for a residential scheme under Application No. A/YL-PS/407 (approved on 12.9.2014) and commercial schemes under Applications No. A/YL-PS/445 and A/YL-PS/520 (approved on 27.3.2015 and 17.3.2017 respectively). The approval of these three applications has demonstrated that both residential and commercial developments at the Site would be compatible in land use terms and technically feasible.

Efficient Land Use Approach to Act as a Catalyst for Development

- (d) It is anticipated that there will be an ample future supply of office space in Hong Kong, along with substantial commercial floorspace to be delivered within the HSK/HT NDA. The proposed mixed-use development will ensure a more efficient use of valuable land resources while offering a reasonable and well-balanced mix of domestic and non-domestic GFA, thereby preserving the necessary commercial mass and safeguarding the originally planned commercial function of the DCN.
- (e) The proposed development represents the first project to be delivered within the DCN. As a sizeable mixed-use development, it will act as a “first-mover” to encourage subsequent development of the nearby “C” and “OU(MU)” sites, thereby contributing to the long-term sustainable growth of both the DCN and the broader HSK/HT NDA.

- (f) The Site is currently formed and readily available for development, allowing the proposed development to be delivered in a timely manner to inject vibrancy and accelerate the development of the HSK/HT NDA.

Contribute to Housing Supply

- (g) The proposed development will provide a total of about 1,140 private residential units for an estimated population of 3,192, which will help address housing demand and support the ongoing development of the Northern Metropolis (NM).

Providing Public Benefits

- (h) According to the Notes of the OZP, minor relaxation of BHR may be considered based on individual merits of a proposal. In this regard, various planning merits and design measures have been incorporated into the proposed development scheme, such as a stepped podium design, podium setbacks as well as various transport facilities and connectivity enhancement works.
- (i) The applicant proposes enhancement works to strengthen connectivity and walkability within the neighbourhood (as mentioned in above paragraphs 1.7 to 1.11), thereby providing public benefits and establishing the proposed development as a gateway linking the TSW area to the broader HSK/HT NDA.
- (j) The proposed development has duly observed the urban design framework as set out in the OZP, the ODP and the recommendations under the detailed urban design study with various proposed design measures and enhancement works (as detailed in the above paragraphs 1.5 to 1.11).

Fully Compatible with the Surroundings with Appropriate Proposed BH

- (k) The proposed development is fully compatible with the surrounding development context in terms of both land use and BH. The surrounding areas are characterised by a mix of residential and mixed-use developments including Ping Yan Court, Tin Shing Court and sites for mixed commercial/residential developments, subject to BHRs of up to 160mPD. The proposed BH of 160mPD would align with the surrounding existing and planned BHs. Due to lower permissible domestic SC under the Building (Planning) Regulations (B(P)R) for the same overall PR of 8 and with the incorporation of two storeys of aboveground car park under the latest GFA exemption policy, vertical redistribution of GFA across more storeys is required as compared to the previously approved pure-commercial schemes.

No Insurmountable Technical Adverse Impacts

- (l) Supporting technical assessments covering traffic, environmental, visual, air ventilation, drainage, sewerage and water supply aspects have been conducted, and the proposed development is demonstrated to be acceptable and technically feasible.

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

- 4.1 According to the draft Ping Shan OZP No. S/YL-PS/1 exhibited on 14.6.1996, the Site was zoned “Undetermined” (“U”) subject to the requirement of further detailed planning study to determine its future land uses, as the then West Rail (currently TML) was proposed to traverse the area. Any developments or redevelopments within “U” zone were required to submit a MLP for approval of the Board.
- 4.2 The area zoned “U” was subsequently encompassed within the then HSK NDA (later renamed as HSK/HT NDA) under the HSK NDA Planning and Engineering Study (the Study). During the course of the Study, the applicant had submitted two planning applications No. A/YL-PS/407 and 445 for proposed residential development and commercial development, which were approved by the Committee in 2014 and 2015 respectively (as detailed in paragraph 5 below). Following the approval of Application No. A/YL-PS/445 for proposed commercial development, the Site was designated within an area zoned “C” under the Revised Recommended Outline Development Plan (RODP) of the HSK NDA promulgated on 5.9.2016.
- 4.3 On 17.3.2017, the Committee approved the last application (No. A/YL-PS/520) with conditions for proposed shop and services, eating place, office, and place of entertainment at the Site. To reflect the commercial development proposal, the Site was subsequently rezoned to “C(2)” on the draft HSK & HT OZP No. S/HSK/1 exhibited on 26.5.2017, subject to a maximum PR of 8 and a maximum BH of 135mPD. The land use zoning and BHR of the Site have remained unchanged since then.
- 4.4 According to the Explanatory Statement (ES) of the OZP, a detailed urban design study has been conducted for the town centre and the DCN of the HSK/HT NDA to create anchor and iconic developments within the study area. The UDG has recommended measures to integrate the sites with the surroundings by creating a pleasant walking environment and to enhance the vibrancy and vitality of the town centre under the detailed urban design study around HSK Station and the DCN (including the Site) around the existing TML TSW Station. Urban design measures (UDMs), which aim to develop distinctive nodes to foster vibrancy, form a blue-green network, create good accessibility and walkability, and provide integrative design with adjoining areas, etc., have been formulated to complement the overall urban design concepts for the two respective areas. Although there are no specific UDMs designated within the Site, the proposed development should incorporate appropriate design measures to ensure compatibility with relevant urban design requirements (**Plan A-5**).
- 4.5 The Site is currently not subject to planning enforcement action.

5. Previous Applications

- 5.1 The Site is the subject of three previous applications (No. A/YL-PS/407, 445 and 520) which were approved by the Committee between 2014 and 2017. Details and major parameters of the previous applications are summarised at **Appendices II and III** and their locations are shown on **Plan A-1**.
- 5.2 Application No. A/YL-PS/407 for proposed residential development of three 32-storey residential towers with a total domestic GFA of 29,475m² (i.e. a domestic PR

of 3) and a maximum BH of 120mPD was approved with conditions by the Committee on 12.9.2014 mainly on the considerations that with the completion of the then West Rail (now TML), long-term land uses within the “U” zone could be considered; there were no adverse comments from relevant B/Ds; and the proposed development intensities were compatible with nearby residential developments and appropriate for optimising the development potential of the Site. The planning permission lapsed on 12.9.2018 as the approved residential development had not been commenced.

- 5.3 Application No. A/YL-PS/445 for proposed commercial development including ‘Shop and Services’, ‘Eating Place’ and ‘Place of Entertainment’ and ‘Office’ uses, was approved with conditions by the Committee on 27.3.2015 mainly on the similar considerations as mentioned in paragraph 5.2 above. This approved scheme consisted of a 20-storey commercial tower atop an eight-storey retail podium and three levels of basement with a maximum BH of 131.8mPD, yielding a total non-domestic GFA of 78,600m² (i.e. a non-domestic PR of 8). Application No. A/YL-PS/520 involving minor amendments to the previously approved Application No. A/YL-PS/445 (with a 1.2% increase in total GFA due to increase in net site area) was approved by the Committee on 17.3.2017 on considerations that the proposed changes were minor in nature and in line with the Committee’s previous decisions.

6. Similar Application

There is no similar application within the same “C(2)” zone on the OZP.

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

7.1 The Site is:

- (a) accessible from Ping Ha Road via Kiu Cheong Road; and
- (b) formed and largely vacant.

- 7.2 The surrounding areas are at present predominantly of a mixed new town character, with existing high-rise residential developments and schools located in the TSW new town to the north, and the TML TSW Station and Ping Yan Court (subject to a BHR of 110mPD) across Kiu Cheong Road to the east, and a rural landscape setting comprising warehouse, open storage of vehicles and a community liaison centre of Civil Engineering and Development (CEDD) to the south. To the immediate north is an open nullah while the TML viaduct runs along the southern periphery of the Site.

- 7.3 Under the planned context of HSK/HT NDA, the Site is located within the planned DCN. Capturing the close proximity of the existing TML TSW station and the future SGMST, DCN is planned with high-density developments including commercial developments for office, retail and hotels uses and private and public residential developments. To the immediate west of the Site is an area zoned “C(2)” subject to a maximum PR of 8 and a BHR of 160mPD. To the south across the TML are areas mainly zoned “C(2)”, as well as “OU(MU)” which is subject to a maximum PR of 7 (i.e. a maximum domestic PR of 4.5 and a non-domestic PR of 2.5) and a BHR of 160mPD. To the further south, there are areas zoned “Green Belt”, “Open Space” and “Government, Institution or Community” (“G/IC”). Further west across Hung

Tin Road are areas zoned “Residential (Group A)2” and “Residential (Group A)3” designated for high-density public housing developments with a maximum PR of 6.8 and BHRs ranging from 135mPD to 145mPD³.

8. Planning Intention

- 8.1 The planning intention of the “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.
- 8.2 Based on the individual merits of a development or redevelopment proposal, minor relaxation of the BH restriction may be considered by the Board on application under section 16 of the Town Planning Ordinance.

9. Comments from Relevant Government B/Ds

- 9.1 The following government B/Ds have been consulted and their views on the application are summarised as follows:

Policy Aspect

9.1.1 Comments of the Secretary for Development (SDEV):

Policy Perspective

- (a) she supports the application from policy perspective;
- (b) the Site is situated within the planned Kiu Tau Wai DCN, which was recommended under the Study completed in 2017 with a total proposed commercial GFA of approximately 600,000m². In light of the considerable challenges faced by the commercial property market in recent years, the Financial Secretary announced in the 2025-26 Budget that the Government would consider rezoning some of the commercial sites into residential use and allowing greater flexibility of land use;
- (c) while the comprehensive review of commercial sites in the DCN is still in progress, it is pertinent to note that the Committee approved a planning application No. A/HSK/474 in January 2024 for minor relaxation of domestic PR restriction from 4.5 to 5.625 by reducing the non-domestic PR from 2.5 to 1.375 for an “OU(MU)” site within the DCN. The said approval, together with the subject application, if also approved, would collectively reduce the overall commercial GFA of the DCN by about 69,000m², equivalent to about 11% of the originally planned provision. Such a scale of adjustment is considered acceptable, and would not prejudice the outcome of the ongoing review of the DCN; and

³ The approved application No. A/HSK/452 for proposed minor relaxation of PR and/or BH restrictions for proposed/permitted housing developments have been taken into account.

Pedestrian Links Perspective

- (d) the applicant has submitted an application under the “Facilitating Provision of Pedestrian Links by the Private Sector” for waiving the premium associated with the implementation of the following proposed pedestrian links. She has no comment from pedestrian links perspective.

Land Administration

9.1.2 Comments of the DLO/YL, LandsD;

- (a) he has no adverse comment on the application;
- (b) the Site falls within Lot 4354 in D.D. 124 (the Lot) and is governed by New Grant No. 22881 dated 23.3.2021 (the New Grant). The Lot is restricted for non-industrial (excluding residential, hotel, godown and petrol filling station) purposes and subject to an unfulfilled Building Covenant (BC), as well as the time limits for formation of Green Area and construction of paved way at the Brown Area under the New Grant, all of which are to be expired on 30.9.2027. It is noted that the applicant has proposed various off-site works, including the proposed footbridges, potential pedestrian footbridge, bus lay-bys, nullah deck for landscaping (Landscape Area)(these proposed footbridges, potential pedestrian footbridge, bus lay-bys and the Landscape Area are collectively referred to as “Off-site Works”) in the application;
- (c) the proposal contravenes the lease conditions including but not limited to the user and height restrictions governing the Lot and might affect the fulfillment of the BC and other time limits mentioned in paragraph (b) above. Hence, should the application be approved, the applicant has to apply to LandsD for (i) a land exchange / lease modification and (ii) an extension of the BC and other time limits mentioned in paragraph (b) above for implementation of the proposal. There is no guarantee that the land applications will be approved. Such applications, if received, will be considered by LandsD at the sole capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fees, as may be imposed by LandsD;-
- (d) the proposed footbridges and the potential pedestrian footbridge might require gazette authorization under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). The relevant gazettal works and costs arisen thereof including but not limited to the cost for gazette and the cost for compensation, if any, should be done and borne by the applicant;
- (e) as for the potential pedestrian footbridge across Ping Ha Road, the applicant is reminded to obtain consent from all owners of Tin Shing Court if the design would eventually involve an opening in the existing fence of the estate. The above is on the presumption that the footbridge would not encroach onto the lot of Tin Shing Court (i.e. The Remaining Portion of Tin Shui Wai Town Lot No. 17) and the proposal does not have GFA implication to the lot;

- (f) it is noted that the Landscape Area might be separately alienated upon its completion. However, there is no information on whether the Landscape Area would be opened for use by the public and whether the lot owner would take up the management and maintenance responsibilities of the Landscape Area upon its completion; and
- (g) there is no guarantee that the proposal of granting additional Government Land for provision of Landscape Area (i.e. nullah deck) would be accepted by the Government. Due consideration will be given during the processing of the land applications.

Traffic

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

- (a) she has no in principle objection to the application from traffic engineering point of view, subject to the imposition of approval conditions regarding the following:
 - (i) the design and implementation of the proposed footbridge connecting Tin Shui Wai MTR Station and the Site, and the proposed footbridge connecting the proposed bus lay-bys along Ping Ha Road and the Site;
 - (ii) the design and implementation of the proposed vehicular access points and the associated access road; and
 - (iii) the design and implementation of proposed road improvement works at Ping Ha Road and Kiu Cheong Road.

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

- (a) he has no adverse comment on the application from the highways maintenance viewpoint; and
- (b) his detailed advisory comments are at **Appendix IV**.

Environment

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

- (a) he has no in-principle objection to the application subject to the following:
 - (i) the imposition of an approval condition of the submission of a contamination assessment plan and a remediation action plan, if necessary, and the implementation of the remedial actions identified therein prior to construction of the development;
 - (ii) the imposition of approval conditions of Noise Impact Assessment and SIA requirements; and
 - (iii) the relevant air quality, noise and sewerage criteria would be met in the Site and the applicant will ensure the proper implementation of

the proposed mitigation measures and good practices during the construction and operational phases.

Urban Design, Visual, Air Ventilation and Landscape

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

- (a) she has no adverse comment on the application from the urban design, visual, air ventilation, and landscape planning perspectives;

Urban Design and Visual

- (b) the Site is located to the immediate southwest of the TSW Station. It is surrounded by existing subsidised housing developments to the east (Ping Yan Court, 110mPD) and north (Tin Shing Court, 120mPD), planned commercial/mixed use developments to the immediate west, south and southeast (160mPD), and committed public housing developments at Areas 16A & 16B to the farther west (135mPD to 145mPD). Being located within the DNC of the HSK/HT NDA, near the TSW Station, the proposed mixed-use development comprising a commercial/office tower (106mPD) and two residential towers (160mPD) with total PR not exceeding the PR restriction on the OZP (i.e. PR 8) is considered not incompatible with the existing and planned surrounding context for high-density and high-rise developments;
- (c) according to Figure 5 appended to the HSK/HT OZP, part of the Site falls within a major view corridor ('fung shui lane') extended from Ping Shan. In the VIA, the applicant has explained that the proposed development has been carefully designed to respect and maintain the view corridor by strategically avoiding placement of any high-rise towers within the corridor, with only a small part of the podium structure at 23.5mPD overlapping the major view corridor;
- (d) according to the VIA, the overall visual impact of the proposed development from the selected public viewing points (VPs) would range from 'negligible' to 'slight' as compared to the Approved Scheme. The proposed development has adopted a stepped podium design, with a planning strip along the edge of the podium on 2/F and vertical greening across the northern and southern facades. It is considered that these proposed design elements may promote visual interest and soften the building bulk of the five-storey commercial podium at pedestrian level;

Air Ventilation

- (e) as noted from the AVA-EE, the potential air ventilation impact of the proposed development as compared to the Approved Scheme has been evaluated. It is noted from the AVA-EE that the proposed development has incorporated design measures such as podium setbacks of 10m and 20m along the southern/southeastern and eastern site boundaries respectively. Since the overall wind performance of the baseline condition and proposed condition are considered comparable, significant adverse impact arising from the proposed development on the surrounding

pedestrian wind environment is not anticipated;

- (f) the proposed footbridge on 1/F connecting to/from TSW Station Exit B is located on a potential air path, and it is noted from the submission that the applicant will take into consideration permeability issue at the detailed design stage;

Landscape

- (g) according to the aerial photo taken in 2025, the Site is situated in an area of miscellaneous urban fringe landscape characterised by residential buildings, temporary structures, tree clusters and a nullah. The proposed mixed-use development is considered compatible with the landscape character of the area;
- (h) with reference to the above aerial photo and site photos, the Site is formed and mostly vacant with a few temporary structures and some overgrows. No existing trees are observed within the Site;
- (i) the applicant has submitted a LMP in support of the application. According to the LMP, 32 new trees are proposed to be planted within Site and vertical green walls at the façade of podium are proposed, and no significant adverse landscape impact arising from the proposed development is anticipated; and
- (j) her detailed advisory comments are at **Appendix IV**.

9.1.7 Comments of the Chief Architect/Advisory & Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

based on the information provided, it is noted that the proposed development mainly consists of three towers (two residential blocks and one commercial block) with a maximum BH of 160mPD, which is an about 18.5% increase as stipulated in the current OZP. From the photomontages, especially from Figure 5.1 (Photomontages – Viewing from VP1) (**Drawing A-13**), the proposal appears to be long and monotonous. The applicant is reminded to avoid screen wall design and comply with the Sustainable Design Guidelines promulgated under PNAP APP-152.

Building Matters

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

- (a) he has no objection to the application; and
- (b) his detailed advisory comments are at **Appendix IV**.

NDA Implementation Aspect

9.1.9 Comments of the Project Manager (West), CEDD (PM(W), CEDD):

- (a) the Site falls outside the works boundary of the HSK/HT NDA;

- (b) he has no comment on the application from the HSK/HT NDA project implementation perspective; and
- (c) his detailed advisory comments are at **Appendix IV**.

Drainage Aspect

9.1.10 Comments of the Chief Engineer/Mainland North, Drainage Services Department (DSD) and Chief Engineer/Land Drainage, DSD:

- (a) they have no objection to the proposed development from public drainage perspective; and
- (b) their detailed advisory comments are at **Appendix IV**.

Geotechnical

9.1.11 Comments of the Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD):

- (a) he has no adverse geotechnical comments on the application; and
- (b) his detailed advisory comments are at **Appendix IV**.

Local Views

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

his office has not received any comment from the locals.

- 9.2 The following government departments have no objection to/no adverse comment on the application. Their advisory comments, if any, are at **Appendix IV**.
- (a) Chief Estate Surveyor/NDA, LandsD;
 - (b) Director of Housing;
 - (c) Chief Engineer/Railway Development Office, HyD;
 - (d) Director of Fire Services;
 - (e) Chief Engineer/Construction, Water Supplies Department; and
 - (f) Commissioner of Police.

10. Public Comments Received During Statutory Publication Periods

- 10.1 On 23.6.2026 and 1.9.2026, the application and FI submitted by the applicant were published for public inspection respectively. During the statutory public inspection periods, a total of 56 public comments were received (**Appendices V-1 to V-56**), including 29 supporting comments from individuals; 21 objecting comments from individuals; and six comments providing views from the MTR Corporation Limited (MTRCL) (**Appendix V-52**), the Hong Kong and China Gas Company Limited (Town Gas) (**Appendix V-56**) and individuals. The comments/views are summarised as follows:

Supporting Comments

- (a) The proposed mixed-use development would contribute to private housing supply (i.e. providing 1,140 residential units), aligning with government policy directive to allow flexible residential components within commercial zones in the HSK/HT NDA to support population and employment growth in the NM.
- (b) Retaining non-domestic GFA for commercial uses at the podium can help preserve the district commercial function, thereby creating local employment and boosting economic activity. The proposed development can foster local community growth and live-work balance by providing retail, dining, and leisure facilities that generate day-and-night neighborhood vibrancy and open space for public enjoyment.
- (c) Converting the strategically located and currently vacant Site into a residential-led mixed-use development is an effective land use approach to utilise the land and respond to current market conditions.
- (d) The proposed enhancement works can enhance pedestrian connectivity and neighbourhood connectivity.

Objections/Adverse Comments

- (e) Reducing commercial floorspace undermines the planned function of the DCN and deprives the population in TSW of a flagship commercial/ landmark/shopping mall, forcing residents to commute across districts for retail and leisure.
- (f) The proposed development is incompatible with the surroundings and the Site is not ideal for residential development. Approval of the application will set an undesirable precedent for converting commercial land into residential use.
- (g) The off-site enhancement works could not be guaranteed.
- (h) The proposed development would reduce the area for public open space and planned greenery thus adversely affect living quality.
- (i) The applicant's submission fails to demonstrate the technical feasibility or capacity for the proposed development. The increase in population intake would induce adverse traffic, environmental, drainage, sewerage, water supply, and infrastructure impacts, while raising concerns over the adequate provision of local recreation, medical, education, cultural, social welfare and government, institution and community (GIC) facilities.
- (j) The proposed minor relaxation of BHR would affect urban design quality, air ventilation and natural daylighting, while exacerbating the urban heat-island and wall effects.
- (k) There is a lack of local consultation for the application.

Providing Views

- (l) The original approved scheme should be retained or expanded to provide more retail floor area in the community.

- (m) Non-domestic GFA should not be further reduced, and the implementation of off-site enhancement works should be imposed under approval conditions.
- (n) The proposed development should provide sufficient cultural, social welfare and car parking facilities.
- (o) MTRCL opines that prior to occupation, a Pedestrian Traffic Impact Assessment should be conducted and the Railway Noise Impact Assessment should be revised. The visual and air ventilation impacts should have been carefully evaluated.
- (p) Town Gas opines that the applicant should conduct a Quantitative Risk Assessment in view of the high-pressure pipeline near Hung Tin Road and consult them during construction stage.

11. Planning Considerations and Assessments

11.1 The application is to seek planning permission for proposed mixed-use development (proposed flat with permitted commercial uses) at the Site zoned “C(2)” on the OZP and minor relaxation of BHR from 135mPD to 160mPD (i.e. +18.52%). While commercial uses including ‘Eating Place, ‘Office’, ‘Place of Entertainment’, ‘Place of Recreation, Sports or Culture’ and ‘Shop and Services’ are always permitted within “C(2)” zone, ‘Flat’ is a Column 2 use requiring planning permission from the Board. According to the applicant, the proposed development will maintain the total PR of 8 (equivalent to a total GFA of 79,568m²) and not exceeding the OZP restriction for the Site, whereas 65% of the total GFA (about 51,697m²) is proposed for domestic use to provide 1,140 flats for a population of about 3,192 and the remaining 35% of the total GFA (about 27,871m²) is proposed for permitted commercial, retail, and office uses.

Policy Aspect

11.2 In view of the considerable challenges faced by the commercial property market in recent years, as announced in the 2025-2026 Budget, the Government would consider rezoning commercial sites for residential use to allow greater flexibility in land use. In addition, the Hong Kong’s First Five-Year Plan and 2026 Policy Address have announced to further accelerate the development of NM. Noting the shift in commercial property demand alongside with the Government’s initiative to expedite development in NM, the applicant’s proposal to convert a portion of the total GFA from non-domestic to domestic use generally aligns with these policy objectives/initiatives for better land utilisation. Although the Site falls within the DCN of the HSK/HT NDA, SDEV advises that the proposed development together with a previously approved application, which would result in about 11% reduction of the originally planned commercial GFA within the DCN, is considered acceptable and would not prejudice the outcome of the ongoing review of the DCN. In this regard, SDEV has given policy support to the application. Taking account of the above and the planning assessments below, there is no objection to the current application for a proposed mixed-use development (proposed flat with permitted commercial uses) at the Site with proposed minor relaxation of BHR from 135mPD to 160mPD.

Planning Intention

- 11.3 The DCN near the existing TML TSW station serves as the secondary node of the NDA, which is intended to provide higher order retail, services and entertainment and also help relieve the already congested town centres of nearby Yuen Long and Tuen Mun New Towns. Within the DCN, the Site falls within the “C(2)” zone which is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. According to the proposed development scheme, while 65% of the permitted PR/GFA is proposed to be converted for domestic use to meet changing market needs, the remaining 35% has been allocated within the 5-storey podium and a 17-storey commercial/office tower to cater for the retail and commercial needs of the nearby TSW New Town and the broader HSK/HT NDA, thus preserving a commercial mass. Since the proposed development would continue to provide retail/commercial uses serving the neighbourhood and the NDA, it is considered generally in line with the planning intention of the “C” zone. In fact, despite the reduction of non-domestic GFA at the Site, there are other commercial and mixed-use sites within the DCN. In this regard, it is considered that the proposed development would not have a significant adverse impact on the overall function of the DCN of the HSK/HT NDA.

Land Use Compatibility

- 11.4 The Site is located adjacent to TML TSW Station. The surrounding areas are characterised by a cluster of existing and planned high-rise and high-density residential and mixed-use developments, including Tin Shing Court and Ping Yan Court to the north and east respectively, and planned mixed-use, residential, commercial and GIC sites to the south and west (**Plan A-6**). Considering the above, it can be established that the proposed mixed commercial/residential development at the Site is compatible with the surrounding areas in land use term. In terms of layout design, physical segregation has been provided between the non-residential and residential portions of the proposed mix-use development to prevent non-residential uses from causing nuisance to the residents. In addition, as the proposed total PR of 8 complies with the PR restriction as stipulated for the “C(2)” zone, the proposed development intensity is considered compatible with the surrounding context with planned high-rise and high-density commercial and residential developments around the existing TML TSW Station in the DCN.

Minor Relaxation of BHR and Urban Design

- 11.5 The Site is strategically located close to TML TSW Station and the existing and planned developments in the surrounding are subject to BHRs ranging from 80mPD to 160mPD. In particular, the “C(2)” sites located to the immediate west and the south of the Site across Road L9 are both subject to a BHR of 160mPD (**Plan A-6**). According to the applicant, the proposed minor relaxation of BHR from 135mPD to 160mPD (i.e. +25m or +18.52%) is necessitated by the vertical redistribution of GFA across more storeys to accommodate the lower permissible SC under B(P)R for the proposed mixed-use scheme, as well as the incorporation of two storeys of aboveground car park under the latest GFA exemption policy. In this regard, the proposed BHR relaxation is considered acceptable and not incompatible with the existing and planned surrounding contexts.
- 11.6 On visual and air ventilation aspects, the VIA and AVA-EE submitted by the applicant have demonstrated that the proposed development, incorporating various

design elements and measures, including stepped podium design, podium setbacks, multi-level and vertical greening with planting strip, and sufficient overall greenery provision as detailed in paragraphs 1.5 and 1.6 above, will not induce significant adverse visual impact on surrounding key VPs with impacts ranging from ‘negligible’ to ‘slight’ (**Drawings A-13 to A-19**), while maintaining the major breezeway and potential air path identified. In this regard, CTP/UD&L, PlanD has no adverse comment on the application from urban design, visual and air ventilation perspectives.

- 11.7 On landscaping, the Site is largely vacant without existing trees (**Plan A-3**). According to the proposed landscape design in the LMP submitted, 32 new trees are proposed to be planted within Site and vertical green walls at the façade of podium are proposed to enhance local streetscape and landscape quality (**Drawing A-20**). In this regard, CTP/UD&L, PlanD considers that the proposed mixed-use development is considered compatible with the landscape character of the area and no significant adverse landscape impact arising from the proposed development is anticipated.

Transport Facilities and Connectivity

- 11.8 The applicant has submitted a TIA to demonstrate that the proposed development would not generate significant adverse traffic impacts to the surrounding areas. In addition to the design elements and measures adopted in the proposed development scheme, the proposed development also includes proposals of several off-site and internal enhancement works to strengthen the connectivity to TML TSW station and within the DCN as detailed in above paragraphs 1.7 to 1.11 (**Drawings A-21 to A-24**). Although there are no specific UDMs required for the Site, the applicant proposes to construct these proposed facilities at its own cost, including Footbridges 1 and 2, westbound bus lay-bys along Ping Ha Road and 24-hour pedestrian links within podium, alongside potential enhancement facilities including landscaped nullah deck and reserved openings at 1/F for future connections to the north across Ping Ha Road and to the adjoining “C(2)” site to the west. These facilities are intended to strengthen pedestrian walkability and connectivity, serving as a gateway to connect TSW New Town with the broader HSK/HT NDA. In this regard, SDEV, C for T and CHE/NTW of HyD have no in-principle objection or no adverse comment on the proposals from pedestrian linkages, traffic engineering and highways maintenance perspectives respectively. The detailed design and implementation of relevant footbridge connections and road improvement works could be addressed by approval conditions recommended in paragraph 12.2 below.

Other Technical Aspects

- 11.9 The applicant has conducted other technical assessments including EA, DIA, SIA and WSIA to demonstrate that the proposed development would not generate significant adverse impacts to the surrounding areas. Concerned government departments consulted including , DEP, CE/MN, DSD, CE/C of WSD and PM/W of CEDD have no objection to or no adverse comment on the application. The other technical concerns of relevant departments could also be addressed by approval conditions recommended in paragraph 12.2 below.

Public Comments

11.10 Regarding the public comments on the application as summarised in paragraph 10 above, the departmental comments in paragraph 9 and the planning considerations and assessments in paragraphs 11.1 to 11.9 above are relevant. Regarding the concern on the provision of GIC facilities, the existing and planned provision of GIC facilities is generally sufficient to meet the planned population in Yuen Long District Council area in accordance with the HKPSG. The provision of GIC facilities will be closely monitored, reviewed and planned by relevant B/Ds. PlanD will work closely with relevant B/Ds to facilitate the provision of GIC facilities in future developments/redevelopments when opportunities arise. Regarding the public consultation issue, the relevant procedures under Town Planning Board Guidelines (TPB PG-No. 30C) on “Publication of Applications for Planning Permission and Review and Submission of Comments on Applications under the Town Planning Ordinance” have been duly followed and the public comments received during the statutory periods have been enclosed in **Appendices V-1 to V-56** and summarised in paragraph 10 above. According to DO(YL), HAD, there is no feedback from locals received during the first three weeks of public inspection period. Should the application be approved, the applicant will be advised to liaise with Town Gas regarding the nearby pipeline during the construction stage.

12. Planning Department’s Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the PlanD 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 9.10.2030, 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 suggested for Members’ reference:

Approval conditions

- (a) the design and implementation of the proposed footbridge connecting Tin Shui Wai MTR Station and the application site, and the proposed footbridge connecting the proposed bus lay-bys along Ping Ha Road and the application site to the satisfaction of the Commissioner for Transport and the Director of Highways or of the Town Planning Board;
- (b) the design and implementation of the proposed vehicular access points and the associated access road to the satisfaction of the Commissioner for Transport and the Director of Highways or of the Town Planning Board;
- (c) the design and implementation of proposed road improvement works at Ping Ha Road and Kiu Cheong Road to the satisfaction of the Commissioner for Transport and the Director of Highways or of the Town Planning Board;
- (d) the submission of a noise impact assessment and implementation of the noise mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (e) the submission of a revised sewerage impact assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

- (f) the implementation of local sewerage upgrading/sewerage connection works identified in the revised sewerage impact assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
- (g) the submission of a contamination assessment plan and a remediation action plan, if necessary, and the implementation of the remedial actions identified therein prior to construction of the development to the satisfaction of the Director of Environmental Protection or of the Town Planning Board.

Advisory clauses

The Recommended Advisory Clauses are attached at **Appendix IV**.

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

- (a) the proposed mixed-use development is not in line with the planning intention of the "Commercial" zone primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. There is no strong planning justification in the submission for a departure from the planning intention; and
- (b) the applicant fails to demonstrate that there are sufficient justifications for the proposed minor relaxation of building height restriction.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the 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 with Attachments received on 15.6.2026
Appendix Ia	FI received on 21.8.2026
Appendix Ib	FI received on 28.9.2026
Appendix Ic	FI received on 2.10.2026
Appendix II	Previous Applications
Appendix III	Comparison of Major Development Parameters Between the Previous Applications and the Proposed Development
Appendix IV	Recommended Advisory Clauses
Appendices V-1 to V-56	Public Comments
Drawing A-1	Master Layout Plan
Drawings A-2 to A-8	Floor Plans

Drawings A-9 to A-10	Section Plans
Drawing A-11	Design Measures Plan
Drawing A-12	Location of View Corridor
Drawings A-13 to A-19	Photomontages from VIA
Drawing A-20	Landscape Master Plan
Drawing A-21	Proposed Enhancement Works
Drawings A-22 to A-23	Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works
Drawing A-24	Proposed Transport Facilities
Drawings A-25 to A-26	Environmental Mitigation Measures
Plan A-1	Location Plan with Previous Applications
Plan A-2	Site Plan with Vehicular Access
Plan A-3	Aerial Photo
Plans A-4a to 4b	Site Photos
Plan A-5	Urban Design Concepts and Requirements in the Surroundings
Plan A-6	Building Height Profile in the Vicinity

**PLANNING DEPARTMENT
OCTOBER 2026**