

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

**APPLICATION NO. A/TY/147**

<b><u>Applicant</u></b>	: Hongkong United Dockyards Limited represented by Knight Frank Petty Limited
<b><u>Site</u></b>	: Tsing Yi Town Lot (TYTL) No. 108 RP (Part), Tsing Yi
<b><u>Site Area</u></b>	: About 7,198.7m <sup>2</sup>
<b><u>Lease</u></b>	: (a) To expire on 30.6.2047 (b) Restricted for ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved in writing by the Director of Lands, cargo handling, and storage and repair of containers (c) Subject to a temporary waiver dated 19.1.2022 to permit concrete production use at the Site for a term from 22.9.2021 to 2.8.2024 and thereafter quarterly
<b><u>Plan</u></b>	: Approved Tsing Yi Outline Zoning Plan (OZP) No. S/TY/32
<b><u>Zoning</u></b>	: “Industrial” (“I”)  [Restricted to a maximum plot ratio (PR) of 9.5, or PR of the existing building, whichever is the greater]
<b><u>Application</u></b>	: Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of Five Years

**1. The Proposal**

- 1.1 The applicant seeks renewal of the planning approval under Application No. A/TY/136 to continue using part of TYTL No. 108 RP (the Site) for a temporary concrete batching plant (CBP) for a period of five years. The Site falls within an area zoned “Industrial” (“I”) on the approved Tsing Yi OZP No. S/TY/32 (**Plan A-1**). According to the Notes of the OZP for “I” zone, ‘Concrete Batching Plant’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board).
- 1.2 The Site is occupied by a CBP on a piece of reclaimed land located at the established special industrial area in the western part of Tsing Yi. It falls within Hongkong United Dockyards occupying the entire TYTL No. 108 RP. There are

two other existing temporary CBPs and another two existing temporary asphalt plants within the same lot (**Plan A-2**). All these temporary uses and the subject CBP are subject to planning approval. The Site is accessible via a private road through Sai Tso Wan Road, and has sea frontage at its southwest (**Plan A-2**).

- 1.3 The Site is the subject of two previous planning applications (**Appendix II**). The last application submitted by the same applicant for a temporary CBP for a period of five years up to 2.8.2024 was approved with conditions by the Metro Planning Committee (the Committee) of the Board on 2.8.2019.
- 1.4 According to the application, except minor change in the site area (reduced from about 7,287m<sup>2</sup> to 7198.7m<sup>2</sup> (-88.3m<sup>2</sup> or -1.211%) to reflect the existing site boundary, there is no major change in the layout and development parameters as compared with the latest approved scheme. The CBP consists of water treatment plant, mixing towers, aggregate silos, counter weigh towers, water tanks, washing area for trucks, transfer towers, filter press room, transformer room, etc. (**Drawing A-1**). A total number of 22 heavy goods vehicle parking spaces, three loading/unloading spaces and four private car parking spaces are provided within the Site. The scheme is summarised as follows, and the schematic drawing submitted by the applicant is shown on **Drawing A-1**:

<b>Development Parameters</b>	
Site Area	About 7,198.7m <sup>2</sup>
Site Coverage	About 28.9%
Gross Floor Area	About 2,691.36m <sup>2</sup> (PR of about 0.37)
Building Height of the Structure(s)	Not more than 40.3mPD (About 35m)
Heavy Goods Vehicle Parking Spaces	22
Private Car Parking Spaces	4
Loading/Unloading Bays	3

- 1.5 The operation of CBP requires a Specified Process Licence (SPL) issued by the Environmental Protection Department (EPD) and has to comply with requirements as stipulated in the Best Practice Means for Cement Works (Concrete Batching Plant) (BPM). The existing CBP is subject to a SPL issued by the EPD (will be expired on 19.6.2026)<sup>1</sup> and a Temporary Occupation Permit issued by the Building Authority (will be expired on 2.8.2024). The operation hours of the CBP remain unchanged as 7:00 a.m. to 7:00 p.m. from Mondays to Saturdays, and occasionally during night time and on Sundays or public holidays, if required.
- 1.6 The Site falls within the 1000m consultation zone of a Potentially Hazardous Installation, namely Shell / DSG LPG terminal (**Plan A-1**). Same as the last approved application, the number of workers at the CBP is limited to 10 persons and Quantitative Risk Assessment (QRA) is not required for the CBP.

<sup>1</sup> According to the applicant, there are three production lines each with a design production capacity of 100m<sup>3</sup> per hour, and the actual production rate is limited to not exceeding 80% of the output rate (i.e. 240 m<sup>3</sup> per hour) under SPL.

1.7 According to the applicant, majority of the raw materials will be delivered by sea where a maximum of one cement barge and one aggregate barge will be required per day. The applicant will liaise with the barge operator to exercise control such that only one barge will arrive at the Site at one time. According to the revised Traffic Impact Assessment (TIA) submitted by the applicant (**Appendix Ib**), delivery of admixture and disposal of waste by trucks will be carried out during off-peak hours. The admixture tanker will be required twice a week and the waste disposal truck will only be required once per two to three days. A maximum of 25 trucks could be parked within the Site, and the vehicle to/from the CBP will not queue along Sai Tso Wan Road outside the CBP. The applicant has also undertaken that no concrete mixer truck will pass through some of the critical junctions in Tsing Yi during the peak hour periods except under emergency and exceptional cases. The review of traffic management plan including the use of fleet management system to be submitted to the Transport Department (TD) to monitor and ensure the implementation of the above measures.

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

- (a) Application Form received on 8.4.2024 (**Appendix I**)
- (b) Supporting Planning Statement (SPS) received on 8.4.2024<sup>#</sup>
- (c) Further information (FI) received on 21.5.2024 and 23.5.2024\* (1<sup>st</sup> FI) (**Appendix Ia**)
- (d) FI received on 7.6.2024<sup>^</sup> (2<sup>nd</sup> FI) (**Appendix Ib**)

Remarks:

<sup>#</sup> A revised SPS was received on 21.5.2024 (**Appendix Ia**) that supersedes the previous SPS, thus item (b) above is not attached in this Paper

\* not exempted from publication and recounting requirement

<sup>^</sup> exempted from publication and recounting requirement

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

The justifications put forth by the applicant in support of the application are detailed in **Appendix Ia**, and summarised as follows:

- (a) Being located within an area zoned “I” under the OZP, the CBP is in line with the planning intention of “I” zone. The Site is surrounded by other industrial-related operations such as shipyards, oil depots, works sites, warehouses, vehicle parks, etc. The proposal should be considered compatible with the surroundings. The Site is located at a remote industrial area in the western part of Tsing Yi. The range of high hills at the centre part of Tsing Yi will block potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi.
- (b) There will be an increasing demand for construction materials including concrete for the implementation of large-scale infrastructure projects in Hong Kong.
- (c) The Site is strategically located at the centre of Hong Kong with marine access for delivery of raw materials for the production of concrete, and convenient access

to strategic road network in Tsing Yi. It will enable timely and cost-effective delivery of concrete products and most importantly lower the carbon footprint.

- (d) Since 2008, all the planning applications for temporary CBPs and asphalt plants within the same “I” zone were approved on the grounds that the developments were generally in line with the planning intention of the “I” zone; considered not incompatible with the surrounding industrial-related developments; and no adverse comments were received from relevant Government departments.
- (e) The development parameters of the CBP and planning circumstances have no material changes as compared with the last temporary approval granted. Approval of the current renewal application is in line with the Board’s previous decision. All approval conditions of the last approved application have been complied with.
- (f) Since the operation in 2022, no adverse impact in respect of traffic, air, water and waste has been generated from the CBP. The CBP has been well managed and no complaints have been received in past years.

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

The applicant is the sole “current land owner” for TYTL No. 108 RP. Detailed information will be deposited at the meeting for Members’ inspection.

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

Town Planning Board Guidelines on Renewal of Planning Approval and Extension of Time for Compliance with Planning Conditions for Temporary Use for Development (TPB PG-No. 34D) is relevant to the application. The relevant assessment criteria are extracted as follows:

- (a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;
- (b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);
- (c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;
- (d) whether the approval period sought is reasonable; and
- (e) any other relevant considerations.

## **5. Previous Applications (Plan A-1)**

- 5.1 There are two previous approved planning applications covering the Site/part of the Site. Summary of these applications are in **Appendix II**.
- 5.2 Application No. A/TY/112 for a temporary CBP for three years was approved with conditions by the Committee on 24.9.2010. Part of that site overlaps with the current Site. The approval was granted mainly on the grounds of being not incompatible with the surrounding industrial-related uses, and having no objection from concerned Government departments. The planning permission was subsequently revoked on 24.6.2012 due to non-compliance with approval conditions relating to the implementation of the operation control and traffic management measures, and landscape and fire service installations proposals. The proposal was not implemented.
- 5.3 Application No. A/TY/136 for a temporary CBP for five years covering the Site was approved with conditions by the Committee on 2.8.2019 on similar grounds as application No. A/TY/112. Subsequently, application No. A/TY/136-1 for minor amendment to the planning permission was approved by the Director of Planning under the delegated authority of the Board on 26.2.2020 which mainly involved minor changes in the forms/dispositions of the structures including mixing towers, silos, water tanks, etc. All the approval conditions have been complied with and the CBP is currently in operation.

## **6. Similar Applications (Plan A-1)**

- 6.1 There are 16 similar planning applications at four locations for CBP use within the same “I” zone on the Tsing Yi OZP (**Plan A-1 and Appendix II**). 15 of them were approved with conditions by the Committee, including four on a permanent basis and 11 temporarily.
- 6.2 The first three permanent approvals (Nos. A/TY/32, A/TY/58 and A/TY/59<sup>2</sup>) at one location to the farthest south of the Site near Tsing Keung Street were granted between 1995 and 2000 mainly on the similar grounds that the proposal was compatible with the surrounding land uses, would not have any significant adverse environmental and/or traffic impacts, and subject to the statutory Environment Impact Assessment process under the Environmental Impact Assessment Ordinance and Air Pollution Control Ordinance. The fourth one (No. A/TY/85) at a site to the northwest of Yiu Lian Dockyards Limited was for redevelopment of an existing CBP and granted in 2003 mainly on the grounds that the proposal was compatible with the surrounding land uses, the applicant had undertaken to submit transport arrangement plan. The approved uses were not implemented and the permanent approvals lapsed.
- 6.3 Three applications (No. A/TY/123, A/TY/132 and A/TY/145) at the site to the northwest of Yiu Lian Dockyards Limited were granted with temporary approvals with conditions for three or five years by the Committee between 2014 and 2021

---

<sup>2</sup> Application Nos. A/TY/32, A/TY/58 and A/TY/59 were for the development of cement, concrete and/or asphalt plants.

mainly on the grounds that the proposals were considered not incompatible with the surrounding industrial-related developments and there were no adverse comments from the concerned departments. The concerned CBP is currently in operation under the last temporary approval of five years up to 14.10.2026.

- 6.4 Six applications (Nos. A/TY/101, A/TY/102, A/TY/110, A/TY/119, A/TY/128 and A/TY/143) are at another location at the northwest of TYTL No. 108 RP covering largely the same site. Application No. A/TY/101 for a permanent CBP was rejected by the Committee in 2007 mainly on the considerations that the development was not compatible with the adjacent proposed recreation and tourism-related uses to the northwest of the site, and that the TIA was not considered acceptable. Subsequently, application No. A/TY/102 for a temporary CBP for three years was approved with conditions by the Committee in 2008. The approval was granted mainly on the considerations that a temporary period of three years could be tolerated as there was no known development programme for the proposed recreation and tourism-related uses, and that concerned departments had no objection to the application. Subsequent temporary approvals were granted with conditions for a period of three or five years between 2010 and 2020 for the remaining four applications mainly on the considerations that there had been no material change in planning circumstances since the approval of the previous one, the development was considered not incompatible with the surrounding industrial-related uses, and that there were no adverse comments from the concerned departments. The concerned CBP is currently in operation under the last temporary approval of five years up to 1.9.2025.
- 6.5 The remaining three applications (Nos. A/TY/117, A/TY/126 and A/TY/139) cover the fourth site also at the northwest of TYTL No. 108 RP were approved with conditions by the Committee for three or five years between 2012 and 2019 having considered land-use compatibility and no adverse departmental comments. The concerned CBP is currently in operation under the last approval of five years up to 6.9.2024. The renewal application for another five years is scheduled for consideration by the Committee on 16.8.2024 tentatively.

## **7. The Site and Its Surrounding Areas (Plans A-1 to A-3 and photos on Plan A-4)**

- 7.1 The location and current condition of the Site are detailed in paragraph 1.2.
- 7.2 The surrounding areas have the following characteristics:
- (a) to its immediate east is a strip of Government land currently under Short Term Tenancy (STT) restricted for access road, marshalling area for container vehicles and open vehicle parks. To its further east is Cheung Tsing Highway located above a steep slope;
  - (b) to its immediate south adjoining the Site, also part of TYTL No. 108 RP, is a temporary asphalt plant with planning permission up to 2.8.2024 under application No. A/TY/135 (**Plan A-2**) and the renewal application is scheduled for consideration by the Committee on 2.8.2024 tentatively; to its further south is the Shell Tsing Yi Installation;

- (c) to its immediate north and northwest is the Hongkong United Dockyards including some workshops and open storage. To the further northwest are two existing temporary CBPs, and one existing temporary asphalt plant, all covered with planning permission (up to 6.9.2024 under Application No. A/TY/139, 1.9.2025 under Application No. A/TY/143 and 1.9.2025 under Application No. A/TY/144 respectively) (**Plans A-1 to A-3**); and
- (d) to its west and southwest is Ma Wan Channel.

## **8. Planning Intention**

The “I” zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

## **9. Comments from Relevant Government Departments**

- 9.1 The following Government departments have been consulted and their views on the application are summarised as follows:

### **Land Administration**

- 9.1.1 Comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW&KT of LandsD):

- (a) no comment on the application;
- (b) TYTL No. 108 RP (the Lot) is restricted under lease for ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved in writing by the Director of Lands, cargo handling, and storage and repair of containers purposes only; and
- (c) a temporary waiver for the term from 22.9.2021 to 2.8.2024 and thereafter quarterly for concrete production purpose has been approved covering the Site.

### **Traffic**

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

- (a) no objection to the application based on the submission from the applicant; and
- (b) should the application be approved, the following approval conditions should be imposed:

- (i) no queuing on public roads in the vicinity of the application site resulting from the operation of the CBP shall be allowed at any time during the planning approval period; and
- (ii) the submission and implementation of a review of traffic management plan including contingency plan and associated mitigation measures and traffic facilities.

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

- (a) no comment on the application from highway maintenance point of view;
- (b) TD's comment should be sought if any traffic measures or road improvement works would be required to implement at public road by the applicant to support the application. The works shall be designed and constructed by the project proponent and be approved by TD and subsequently carried out by the applicant to HyD's standard; and
- (c) in relation to the public comment regarding the road condition, HyD would arrange removal of hardened concrete if needed. In general, frequent use of heavy vehicles is one of the factors causing deterioration of road pavement.

**Environment**

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

- (a) the CBP is being operated with a SPL complying with requirements as stipulated in BPM;
- (b) based on the information provided by the applicant, other than the minor reduction in site area as compared with the previous application No. A/TY/136, there is no change in the layout and development parameters of the existing CBP;
- (c) there was no environmental pollution complaint related to the CBP in the past five years; and
- (d) in view of above, no objection to the application.

**Marine Safety**

9.1.5 Comments of the Director of Marine (D of Marine):

- (a) from marine traffic point of view, D of Marine has no objection to the application subject to the implementation of the approved barging operation plan (BOP) under Application No. A/TY/136 and the



continuous maintenance of the adopted measures to the satisfaction of D of Marine; and

- (b) should there be any changes in the barging operation and/or arrangement, the applicant should submit an updated BOP to the satisfaction of D of Marine. The updated BOP should include but not limited to the following:
  - (i) no ocean-going-vessel shall be allowed or permitted to use the sea access or berth at the designated sea frontage of the Site;
  - (ii) only one vessel / barging activities shall be allowed to use the sea access and berth at the designated sea frontage of the Site per day;
  - (iii) only one tier of vessel or barge shall be allowed to berth at the designated sea frontage of the Site and no off-shore anchoring shall be permitted in the vicinity;
  - (iv) any vessel / barging activity operating near or at the sea frontage of the Site shall not cause any obstruction to the through traffic of the Site nor affect the operation of other sites in the vicinity;
  - (v) the route of vessel / barge and the Marine Traffic Impact Assessment Report; and
  - (vi) any vessel or barge employed / engaged / involved for loading / unloading at the Site shall comply with local legislation. Sufficient manning shall be maintained on board the vessel / barge at all times.

#### **Electricity and Gas Safety**

##### **9.1.6 Comments of the Director of Electrical and Mechanical Services (DEMS):**

- (a) no particular comment on the application on electricity supply safety and gas safety aspect;
- (b) in the interest of public safety and ensuring the continuity of electricity supply, the applicant is reminded that parties concerned with planning, design, organizing and supervising any activity near the underground cable or overhead line under the Site should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans to find out whether there is any underground cable within and/or in the vicinity of the concerned site;
- (c) the applicant is also reminded that parties concerned with planning, design, organizing and supervising any activity near the underground cable or overhead line under the Site should observe the Electricity Supply Lines (Protection) Regulation (the Regulation) and the “Code

of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines; and

- (d) if there is any change in the proposed development that would result in increase in living or working population within the consultation zone of the existing Potentially Hazardous Installation, namely Shell / DSG LPG terminal, a QRA would be required for submission to the Coordinating Committee on Land-use Planning and Control relating to the Potentially Hazardous Installations (CCPHI) for consideration.

### **Fire Safety**

#### 9.1.7 Comment of the Director of Fire Services (D of FS):

- (a) no objection to the application;
- (b) the applicant should be reminded that all existing fire service installations implemented on Site should be maintained in an efficient working order at all times; and
- (c) CCPHI should be consulted if the number of individuals living or working in the consultation zone will be increased.

### **Building and Structural Matters**

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

- (a) no in-principle objection to the application under the Buildings Ordinance; and
- (b) according to BD’s record, the Site is currently occupied by a CBP subject to a TOP No. NT 6/2022 issued by the Building Authority. The said TOP will be expired on 2.8.2024.

#### 9.1.9 Comments of the Chief Engineer/Port Works, Civil Engineering and Development Department (CE/PW of CEDD)

- (a) no in-principle objection to the application; and
- (b) the applicant is reminded that he shall at his own expenses manage and maintain the marine structures and the associated facilities within the Site, dredge and thereafter maintain the seabed fronting the Site in order to suit the operational requirements of vessels servicing the Site.

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

- (a) Chief Engineer/Construction, Water Supplies Department;
- (b) Chief Engineer/Mainland South, Drainage Services Department;
- (c) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (d) Commissioner of Police;
- (e) Director-General of Trade and Industry (DG of TI);
- (f) Project Manager/West, Civil Engineering and Development Department; and
- (g) District Officer (Kwai Tsing), Home Affairs Department.

## **10. Public Comment Received During Statutory Publication Period**

During the statutory public inspection periods, one comment from Yiu Lian Dockyards Limited was received (**Appendix III**) objecting to the application and expressing concerns mainly on the adverse impacts on hygiene, traffic safety, road condition aspects arising from concrete mixer trucks of the CBPs in the area.

## **11. Planning Considerations and Assessments**

- 11.1 The application is to seek renewal of the planning approval to continue using the Site for the temporary CBP for a period of five years. The latest approval under Application No. A/TY/136 with all approval conditions complied with is valid until 2.8.2024. As compared with the previous approved application, except minor reduction in site area to reflect the existing site boundary, there is no change in the development parameters, layout, number of employees on site and production capacity.
- 11.2 The Site falls within an area zoned “I”, which is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. It is located within an established special industrial area in the western part of Tsing Yi. The surrounding areas of the Site are occupied by various industrial-related operations, including four approved temporary CBPs and asphalt plants, shipyards, oil depots, works sites and open vehicle parks, etc. (**Plan A-1**). The renewal of the planning approval for another five years is considered not in conflict with the planning intention for the Site and not incompatible with the surrounding land uses. Besides, since 2008, there are also 11 similar applications within the same “I” zone approved with conditions on a temporary basis for three / five years having considered land use compatibility and no adverse departmental comments. Approval of the application is consistent with the previous decisions of the Committee on the previous and similar applications.
- 11.3 In support of the current application, the applicant has submitted the TIA (**Appendix Ib**) which demonstrates that the renewal of the application will not generate additional traffic to the surrounding road network and road junctions. In this regard, C for T has no objection to the application from traffic point of view subject to imposition of relevant approval conditions as per para. 12.2. DEP also

has no objection to the application. The CBP needs to be operated with a SPL complying with requirements of BPM. D of Marine has no objection to the application subject to the implementation of the approved BOP submitted under the previous application No. A/TY/136 and the continuous maintenance of the adopted measures. Other relevant Government departments consulted including D of FS, DG of TI, CBS/NTW of BD and DEMS also have no objection to/no adverse comments on the application.

- 11.4 The application also complies with the relevant assessment criteria under TPB PG-No. 34D in that there has been no material change in planning circumstances since the previous approval granted, no adverse planning implication arising from the renewal, the applicant has complied with all approval conditions of the latest planning approval, and that the approval period sought which is the same as the last approval granted by the Board is not unreasonable.
- 11.5 Regarding the public comment on traffic safety and road condition aspects, the planning assessments above and the departmental comments in paragraph 9 are relevant. Regarding hygiene aspect, according to BPM, vehicle cleaning facilities shall be provided to clean leaving vehicles. Also, the Public Cleansing and Prevention of Nuisances Regulation should be complied with to avoid any spillage or falling of mud/gravel/waste water from vehicles to public road.

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

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comment mentioned in paragraph 10, the Planning Department has no objection to the application for renewal of planning approval.
- 12.2 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 five years from 3.8.2024 until 2.8.2029. The following conditions of approval and advisory clauses are also suggested for Members' reference:

### Approval conditions

- (a) no vehicle is allowed to queue back or reverse onto/from public road at any time during the planning approval period;
- (b) the submission of a review of traffic management plan including contingency plan and associated mitigation measures and traffic facilities within six months from the date of the planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 3.2.2025;
- (c) in relation to (b) above, the implementation of the approved review of traffic management plan during the operation period of the concrete batching plant to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

- (d) the implementation of the approved Barging Operation Plan and the continuous maintenance of the adopted measures at all times during the planning approval period to the satisfaction of the Director of Marine or of the Town Planning Board;
- (e) if any of the above planning conditions (a), (c) or (d) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (f) if the above planning condition (b) 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 attached at **Appendix IV**.

12.3 There is no strong planning reason to recommend rejection of the application.

**13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission for renewal of the planning 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 period of which the permission should be valid on a temporary basis.
- 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**

<b>Appendix I</b>	Application Form received on 8.4.2024
<b>Appendix Ia</b>	1 <sup>st</sup> FI received on 21.5.2024 and 23.5.2024
<b>Appendix Ib</b>	2 <sup>nd</sup> FI received on 7.6.2024
<b>Appendix II</b>	Previous and Similar Applications
<b>Appendix III</b>	Public Comment
<b>Appendix IV</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Schematic Drawing
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4 and A-5</b>	Site Photos

**PLANNING DEPARTMENT  
JULY 2024**