

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/NE-TKLN/37

<u>Applicant</u>	:	Man Chi Consultants and Construction Limited represented by Aikon Development Consultancy Limited
<u>Site</u>	:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories
<u>Site Area</u>	:	About 3,776 m ² (including 47 m ² of Government land)
<u>Lease</u>	:	(i) Block Government Lease (demised for agricultural use) (about 98.7% of the Site) (ii) Government Land (about 1.3% of the site)
<u>Plan</u>	:	Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2
<u>Zoning</u>	:	“Village Type Development” (“V”) ¹
<u>Application</u>	:	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years

1. The Proposal

- 1.1 The applicant seeks planning permission for a proposed temporary public vehicle park (excluding container vehicle) for a period of three years at the application site (the Site) (**Plan A-1**). The Site falls within an area zoned “V” on the approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan A-1**). According to the Notes of the OZP, ‘public vehicle park (excluding container vehicle)’ is a Column 2 use in the “V” zone requiring planning permission from the Town Planning Board (the Board). The Site is currently largely vacant.
- 1.2 According to the applicant, the Site is accessible via an access road leading to Lin Ma Hang Road (**Plan A-2**). A total of 78 parking spaces for 40 private cars and 38 light goods vehicles (LGVs) are proposed at the Site. Four 1-storey converted containers, with a total floor area of about 58.56 m² and a height of about 2.44 m, would be used as ancillary site office, security control room, electricity supply room and store room respectively at the southern and eastern corners of the Site. A temporary structure for a security guard post with a total floor area of about 2.25 m² and a height of about 2.44 m is also proposed near the entrance of the Site at the western boundary of the Site. The proposed temporary

¹ A very small portion of the Site, i.e. 26.4 m² (0.7%), is zoned “Recreation”. It can be considered as minor boundary adjustment and always permitted by the covering Notes of the OZP.

public vehicle park will be open 24 hours daily. The site layout, landscape proposal and drainage proposal submitted by the applicant are at **Drawings A-1 to A-3** respectively.

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

- (a) Application Form with attachments received on 30.10.2020 (**Appendix I**)
 - (b) Supplementary Planning Statement received on 30.10.2020 (**Appendix Ia**)
 - (c) Letter dated 4.12.2020 requesting for deferment of consideration of the application (**Appendix Ib**)
 - (d) Further Information (FI) received on 8.2.2021 # (**Appendix Ic**)
 - (e) Letter dated 12.3.2021 requesting for deferment of consideration of the application (**Appendix Id**)
 - (f) FI received on 9.4.2021 # (**Appendix Ie**)
 - (g) FI received on 18.5.2021 ^ (**Appendix If**)
- # accepted but not exempted from publication
^ accepted and exempted from publication

1.4 The Site is the subject of a previous planning application No. A/NE-TKLN/8 for temporary staff car park and site office for public works, providing a total of 88 private car parking spaces and site office with total floor area of about 168 m², submitted by the same applicant and that planning permission already lapsed on 5.5.2021. As compared with the previous application, the current application has the same site area providing similar parking provision with a total of 78 parking spaces for 40 private cars and 38 LGVs with ancillary structures with a total floor area of about 58.56 m².

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Planning Statement and FI in **Appendices Ia, Ic, Ie and If** respectively. They can be summarized as follows:

- (a) there are substantial need for car parking spaces in the area surrounding Heung Yuen Wai Boundary Control Point (HYW BCP) following the opening of the BCP. The Site is at an ideal location providing car parking spaces to meet such increasing demand, as well as for villagers of Tsung Yuen Ha village and the surrounding areas;
- (b) the Traffic Impact Assessment (TIA) indicates that the road network in the vicinity of the Site will be able to cope with the traffic generated by the proposed development;
- (c) two private lots (Lots 388 S.A and 388 S.B in D.D. 78) (**Plan A-2**) are subject to Small House applications submitted to Lands Department in late 2015. An agreement has been reached between the applicant and the lot owners that Small House development will not be commenced during the planning approval period (**Appendix Ic**);
- (d) valuable land resources can be optimised and temporary nature of the proposed use would not jeopardize the planning intentions of “V” and “REC” zones;
- (e) the proposed development is considered not incompatible with the surrounding areas;
- (f) no adverse landscape, traffic, environmental and drainage impacts are anticipated from the proposed development; and

- (g) the Site is the subject of a previous approved application for temporary staff car park and site office (No. A/NE-TKLN/8).

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. 31A) by obtaining the consents from two of the concerned land owners and give notification to the other two land owners by registered post. Detailed information would be deposited at the meeting for Members’ inspection. For the adjoining Government land, TPB PG-No.31A is not applicable.

4. **Previous Application**

- 4.1 The Site is involved in a previous planning application No. A/NE-TKLN/8 for temporary staff car park and site office for public works for a period of three years (**Plan A-1**) submitted by the same applicant which was approved with conditions by the Committee on 4.5.2018 mainly on the grounds that the staff car park and site office (providing a total of 88 private car parking spaces, one motorcycle parking space and one loading/unloading space for light goods vehicle) was to serve the staff/workers of the Liantang/Heung Yuen Wai (LT/HYW) BCP project; the development was not entirely incompatible with the surrounding environment; and renewal of the application was considered unlikely upon completion of the LT/HYW BCP project. All the approval conditions have been complied with and that permission already lapsed on 5.5.2021. As compared with the previous application, the current application has the same site area providing similar parking provision with a total of 78 parking spaces for 40 private cars and 38 LGVs with ancillary structures with a total floor area of about 58.56 m².
- 4.2 Details of the previous application are summarized at **Appendix II** and its location is shown on **Plan A-1**.

5. **Similar Application**

- 5.1 There is a similar application No. A/NE-TKLN/33 for temporary car park (private cars and light goods vehicles) for a period of three years to the immediate northeast of the Site (providing 54 parking spaces for private cars and 15 parking spaces for LGVs) (**Plan A-1**). It was approved by the Committee on 24.4.2020 mainly on the considerations that the proposed development is temporary in nature and approval of the application on a temporary basis would not frustrate the long-term planning intentions of “V” and “REC” zones; and the development would not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety.
- 5.2 Details of the similar application are summarized at **Appendix III** and its location is shown on **Plan A-1**.

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

6.1 The Site is:

- (a) mainly flat, hard-paved, largely vacant and fenced off; and
- (b) accessible from Lin Ma Hang Road via a local road (**Plan A-2**).

6.2 The surrounding areas have the following characteristics:

- (a) to the north and northeast are some vacant land and a temporary car park under application No. A/NE-TKLN/33 approved in April 2020 (**Plan A-1**). To its further north across Lin Ma Hang Road are a canteen/ retail shop & ancillary office and some vacant/ unused and fallow agricultural land;
- (b) to the west is a piece of vacant land with the HYW BCP at the further west beyond Lin Ma Hang Road; and
- (c) to the south and southeast are some vacant land, a nullah and the village cluster of Tsung Yuen Ha within the “V” zone of the OZP (**Plans A-1 and A-3**).

7. **Planning Intention**

The planning intention of the “V” zone is to designate both existing recognized villages and areas of land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial, community and recreational uses in support of the village development may be permitted on application to the Town Planning Board.

8. **Comments from Relevant Government Departments**

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

Land Administration

8.1.1 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- (a) the Site comprises private lots and adjoining Government land (GL). The private lots are Old Schedule lots held under the Block Government Lease (demised for agricultural use) without any guaranteed right of access. The applicant should make his own arrangement for acquiring access to the Site and there is no guarantee that any adjoining GL would be allowed for vehicular access to the Site for the proposed use. Two Small House applications at Lots 388 S.A and 388 S.B (**Plan A-2**) have been received within the Site and are now under processing;

- (b) the actual occupation area does not tally with the Site. There are unauthorized structures erected on Lot 388 RP without prior approval from his office (**Plan A-4a**). The aforesaid structures are not acceptable under the Lease concerned. As such, his office issued a warning letter against the unauthorized structures and registered it in Land Registry in 2017 pending further lease enforcement action. Moreover, it is noted that a portion of the GL within the Site is being illegally occupied. His office also reserves the right to take necessary land control action against the illegal occupation of Government land; and
- (c) should the application be approved, the owners of the lots concerned shall apply to his office for Short Term Waiver (STW) and a Short Term Tenancy (STT) covering all actual occupation area and structures concerned. The applications for STW and STT will be considered by Government in its landlord's capacity and there is no guarantee that they will be approved. If the STW and STT applications are approved, the commencement date would be backdated to the first date of occupation and they will be subject to such terms and conditions to be imposed including payment of waiver fee/ rent and administrative fees as considered appropriate by his office.

Traffic

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

- (a) he has no in-principle objection to the application from the traffic engineering point of view;
- (b) having reviewed the FI submitted by the applicant (**Appendices Ic, Ie and If**) in demonstrating the traffic generation and attraction; the traffic impact to Tsung Yuen Ha village and nearby areas and relevant management/control measures to be implemented; and the provision and management of pedestrian facilities, it can be concluded that the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety;
- (c) should the application be approved, a condition should be included to request the applicant to implement traffic management measures for the Site to ensure that the proposed development will not cause adverse traffic impact to the surroundings; and
- (d) the village access of Tsung Yuen Ha is not managed by TD. The applicant shall seek agreement/ comment from the responsible party.

Project Interface

8.1.3 Comments of the Chief Project Manager 202, Architectural Services Department (CPM 202, ArchSD):

- it is noted that the Site was being used as works area outside the construction site of Liantang/ Heung Yuen Wai Boundary Control Point (LT/HYW BCP) by its contractor under application No. A/NE-TKLN/8. As the construction works of the LT/HYW BCP is largely completed, the Site is no longer

required for temporary staff car park and site office use.

Environment

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

- (a) he has no objection to the application from environmental point of view;
- (b) it is noted that the Site will involve no parking of heavy goods vehicle or container truck and the application is temporary in nature, the applicant is advised to follow EPD's latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)";
- (c) should the application be approved, the applicant should also be reminded of his obligation to strictly comply with all environmental protection/ pollution control ordinances, in particular Water Pollution Control Ordinance and Waste Disposal Ordinance, and to follow relevant measures given in the EPD's latest CoP, during construction and operation stages of the proposal; and
- (d) the applicant should also be reminded that necessary precautionary/ pollution control measures should be put in place to prevent any pollution of nearby environment during construction and operation stages of the proposed use. There was no substantiated environmental complaint against the Site during the past three years.

Landscape

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

- (a) she has no objection to the application from the landscape planning perspective;
- (b) based on the aerial photo of 2019 (**Plan A-3**) and recent site inspection, the Site is primarily hard paved. 30 nos. of existing *Lagerstroemia speciosa* (大花紫薇) in good conditions are observed generally along the site boundary within the Site (**Plan A-2**);
- (c) in addition, the Site is located in an area of a mixed rural inland plains with institutional landscape character, occupied by tree groups and village houses to the east and the HYW BCP Passenger Terminal Building to the west. The existing trees are not in conflict with the proposed layout of the development. Significant change to the landscape character and the landscape resources arising from the proposed development is not anticipated;
- (d) in view that existing trees are screen buffering the Site within the boundary, should the application be approved, it is recommended to impose a condition to maintain all existing trees within the Site in good condition for the duration of planning approval period; and
- (e) her other advisory clauses are at **Appendix V**.

Drainage

8.1.6 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) he has no objection to the application from the public drainage viewpoint;
- (b) should the application be approved, a condition should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that the proposed development will not cause adverse drainage impact on the adjacent area;
- (c) it is noted that the proposed development is operated 24 hours a day and the car park is open to the public. Apart from “sand and silt”, it is likely that the runoff from the car park will be contaminated by petroleum, water from car washing activity etc. The applicant is required to review the existing drainage facilities and advise any measures to avoid the contaminated runoff entering the existing stormwater drainage system;
- (d) if the existing drainage system is found to be inadequate or ineffective during operation, the applicant is required to rectify the system to the satisfaction of the relevant Government departments at his own cost; and
- (e) the Site is in an area where no public sewerage connection is available.

Building Matters

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

- (a) he has no objection to the application; and
- (b) there is no record of submission of the proposed buildings/ structures to the Building Authority (BA) for approval. For any new proposed buildings/ structures, his advisory comments are at **Appendix V**.

Fire Safety

8.1.8 Comments of the Director of Fire Services (D of FS):

- (a) he has no in-principle objection to the application subject to fire service installations (FSIs) being provided to the satisfaction of his department;
- (b) in consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his Department for approval. In addition, the applicant should be also advised that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of where the proposed FSI to be installed should be clearly marked on the layout plans; and
- (c) the applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (Cap. 123), detailed fire service

requirements will be formulated upon receipt of formal submission of general building plans.

Water Supply

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

- (a) he has no objection to the application; and
- (b) existing water mains will be affected (**Plan A-2**). A waterworks reserve with 1.5 m from the centerline of the water main should be provided to WSD. No structure shall be erected over this waterworks reserve and such area shall not be used for storage purposes. His other advisory clauses are at **Appendix V**.

District Officer's Comments

8.1.10 Comments of the District Officer (North), Home Affairs Department (DO(N), HAD):

- (a) he has consulted the locals regarding the application. The 1st Vice-chairman of Ta Kwu Ling District Rural Committee (TKLDRC), the Indigenous Inhabitant Representative (IIR) and the Resident Representative (RR) of Heung Yuen Wai support the proposal; and
- (b) the incumbent North District Council member of subject constituency, the RR and IIR of Tsung Yuen Ha, the IIR and the RR of Chuk Yuen have no comment on the application.

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

- (a) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (b) Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD); and
- (c) Divisional Commander (Ta Kwu Ling Division), Hong Kong Police Force (DVC TKLDIV, HKPF).

9. Public Comment Received During Statutory Publication Period (Appendix IV)

On 6.11.2020, 19.2.2021 and 16.4.2021, the application was published for public inspection. During the statutory public inspection periods, 35 public comments were received. 26 public comments (with eight comments in a standardized format) submitted by the RRs and villagers of Heung Yuen Wai Village and individuals indicate support on the application that the proposed car park is in close vicinity to nearby villages; it can also meet the increasing parking demand when the HYW BCP is in full operation; there is a shortage of parking spaces in the area and illegal on-street parking problem can be resolved; technical assessments have been carried out indicating there would be no adverse traffic, drainage and environmental impacts arising from the proposed development; and the temporary staff car park has been in use for a few years and approval of the application would not set an undesirable precedent for future developments. Six public comments submitted by a Tsung Yuen Ha villager and individuals object to the application on the grounds that the proposed development is not in line with the planning

intention of “V” zone; the subject “V” zone should be intended for Small House developments; parking needs should be accommodated within the HYW BCP development; the proposed car park would create adverse traffic and environmental impacts and pose safety risk to the villagers. The remaining three public comments from a NDC member indicate no comment on the application.

10. Planning Considerations and Assessments

- 10.1 The application is for a proposed temporary public vehicle park (excluding container vehicle) for a period of three years in an area zoned “V” on the OZP (**Plan A-1**). The proposed development is not in line with the planning intention of the “V” zone which is primarily for development of Small House by indigenous villagers. Nevertheless, it is noted that the proposed temporary car park is to serve the residents of the nearby villages as well as possible parking demand arising from the operation of HYW BCP. According to the applicant, two Small House grant applications were made in late 2015 and an agreement has been made with the respective lot owners that Small House development will not be commenced during the planning approval period. In this regard, approval of the application on a temporary basis would not frustrate the long-term planning intention of the “V” zone.
- 10.2 The Site is located in an area of a mixed rural inland plains occupied by tree groups, vacant land and village houses to the east/southeast and the HYW BCP Passenger Terminal Building to the west. CTP/UD&L of PlanD has no objection to the application from landscape planning point of view as the existing trees on Site are not in conflict with the proposed layout of the development. Significant change to the landscape character and the landscape resources arising from the proposed development is not anticipated. DAFC also has no adverse comment on the application from the nature conservation point of view as the Site is paved and disturbed.
- 10.3 Upon review of the FI submitted by the applicant, C for T considers that the proposed use would not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, he has no in-principle objection to the application from traffic engineering point of view. DEP has no objection on the application and advises that the applicant should follow the latest “Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses (CoP)”, perform good site practice and adopt necessary precautionary/ pollution to prevent polluting nearby environment during construction and operation of the proposed development. Other relevant Government departments consulted, including CHE/NTE of HyD, PM(N) of CEDD, CE/MN of DSD, D of FS and CE/C of WSD have no objection to or no comment on the application.
- 10.4 The Site is involved in a previously approved application (No. A/NE-TKLN/8) for temporary staff car park and site office for public works submitted by the same applicant mainly on the grounds that the staff car park and site office was to serve the staff/workers of the LT/HYW BCP project. As the construction works of the LT/HYW BCP is largely complete, the Site is no longer required for temporary staff car park and site office use. The subject application is to meet the parking needs of the surrounding area including villagers and visitors and there are no adverse comments on the application from concerned departments.
- 10.5 There is one similar application (No. A/NE-TKLN/33) for temporary car park (private cars and light goods vehicles) to the immediate northeast of the Site, which was approved by the Committee in April 2020 mainly on the ground that the proposed development

would not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety. The planning circumstances of the subject application are similar to that of the approved application.

- 10.6 Regarding the adverse public comments mentioned in paragraph 9 above, the Government department's comments and the planning assessments above are relevant.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10 and public comments mentioned in paragraph 9 above, the Planning Department has no objection to the application.
- 11.2 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 3 years until 28.5.2024. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) no vehicle without valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations is allowed to be parked/stored on the Site at any time during the planning approval period;
- (b) only private car/ light goods vehicle as defined in the Road Traffic Ordinance are allowed to be parked/stored on or enter/exit the Site at any time during the planning approval period;
- (c) a notice should be posted at a prominent location of the Site to indicate that only private car/ light goods vehicle as defined in the Road Traffic Ordinance are allowed to be parked/stored on or enter/exit the Site at any time during the planning approval period;
- (d) no vehicle dismantling, inspection, maintenance, repairing, cleansing, paint spraying or other workshop activities is allowed on the Site at any time during the planning approval period;
- (e) the maintenance of peripheral fencing on Site at all times during the planning approval period;
- (f) the maintenance of all existing trees within the Site at all times during the planning approval period;
- (g) the submission of a drainage proposal 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 28.11.2021;
- (h) in relation to (g) above, the provision of drainage facilities 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 28.2.2022;
- (i) the submission of proposals for water supplies for fire-fighting and fire service installations 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 28.11.2021;

- (j) in relation to (i) above, the implementation of proposals for water supplies for fire-fighting and fire service installations 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 28.2.2022;
- (k) the implementation of traffic management measures, as proposed by the applicant, within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 28.2.2022;
- (l) if any of the above planning conditions (a), (b), (c), (d), (e) or (f) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (m) if any of the above planning conditions (g), (h), (i), (j) or (k) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice.

Advisory Clauses

The recommended advisory clauses are at **Appendix V**.

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

- the proposed development is not in line with the planning intention of the "V" zone which is primarily intended for development of Small Houses by indigenous villagers. There is no strong planning justification in the submission for a departure from the planning intentions, even on a temporary basis.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant the permission.
- 12.2 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.
- 12.3 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.

13. Attachments

Appendix I	Application Form with attachments received on 30.10.2020
Appendix Ia	Supplementary Planning Statement received on 30.10.2020
Appendix Ib	Letter dated 4.12.2020 requesting for deferment of consideration of the application
Appendix Ic	Further Information received on 8.2.2021
Appendix Id	Letter dated 12.3.2021 requesting for deferment of consideration of the application

Appendix Ie	Further Information received on 9.4.2021
Appendix If	Further Information received on 18.5.2021
Appendix II	Previous Application
Appendix III	Similar S.16 Application for Vehicle Park within/partly within the “Village Type Development” zone in the vicinity of the application site in the Ta Kwu Ling North Area
Appendix IV	Public Comments
Appendix V	Recommended Advisory Clauses
Drawing A-1	Proposed Layout Plan
Drawing A-2	Previous Approved Landscape Proposal under Application No. A/NE-TKLN/8
Drawing A-3	Previous Approved Drainage Proposal under Application No. A/NE-TKLN/8
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos

**PLANNING DEPARTMENT
MAY 2021**