

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

**APPLICATION NO. A/YL-LFS/417**

- Applicant** : Mr. Wong Kwok Wing represented by Metro Planning & Development Company Limited
- Site** : Lots 2661 S.W ss.1, 2661 S.W RP, 2662 S.F, 2662 S.G (Part), 2662 S.H ss.1, 2662 S.H RP, 2662 S.I ss.1, 2663 S.G, 2663 S.H, 2663 S.I, 2663 S.J, 2663 S.L, 2663 S.M ss.1, 2663 RP (Part), 2664, 2665 (Part) and 2672 (Part) in D.D.129 and Adjoining Government Land (GL), Sha Kong Wai, Yuen Long, New Territories
- Site Area** : About 2,200m<sup>2</sup> (including GL of about 296m<sup>2</sup> or 13.5%)
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Draft Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan (OZP) No. S/YL-LFS/10
- Zonings** : “Green Belt” (“GB”) (about 92%)  
“Village Type Development” (“V”) (about 8%)  
*[Restricted to a maximum building height of 3 storeys (8.23m)]*
- Application** : Temporary Public Vehicle Park for Private Cars for a Period of 3 Years and Filling and Excavation of Land

**1. The Proposal**

- 1.1 The applicant seeks planning permission for temporary public vehicle park for private cars for a period of 3 years and filling and excavation of land at the application site (the Site) (**Plan A-1a**). The Site falls within an area mainly zoned “GB” (about 92%) with a minor portion zoned “V” (about 8%) on the draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/10. According to the Notes of the OZP for “GB” and “V” zones, ‘Public Vehicle Park (excluding container vehicle)’ is a Column 2 use that requires planning permission from the Town Planning Board (the Board). Besides, filling and excavation of land within the “GB” and “V” zones also require planning permission from the Board. The Site is currently largely hard-paved with concrete and asphalt, and being used for parking of vehicles and open storage without valid planning permission (**Plans A-2 and A-4a to A-4c**).
- 1.2 The Site is involved in 8 previous applications (No. A/YL-LFS/174-180 and 191) for proposed house (New Territories Exempted House (NTEH) – Small House)

(**Plan A-1b**). All of them were rejected by the Rural and New Town Planning Committee (the Committee) of the Board between 2008 and 2009.

- 1.3 The Site is accessible from Tin Wah Road via a local track connecting to the ingress/ egress at the east of the Site (**Drawing A-2** and **Plan A-3a**). As shown on the layout plan at **Drawing A-1**, the proposal comprises 73 private car parking spaces (5m × 2.5m each). Also, there is a temporary structure (1 storey and not exceeding 4.5m in height) with a total floor area of about 200m<sup>2</sup> for rain shelter of some parking spaces and electricity meter room.
- 1.4 According to the applicant, the operation hours of the temporary public vehicle park are between 7:00 a.m. and 11:00 p.m. daily (including public holidays). Drainage facility (i.e. surface U-channel) is provided. The site layout, vehicular access plan and drainage plan are at **Drawings A-1** to **A-3** respectively.
- 1.5 Besides, the application is to regularise the existing concrete-paving at the Site (about 70% of the Site), and propose concrete-paving at the western portion (about 30% of the Site) currently partly hard-paved and used for open storage. Hence, the entire Site (i.e. about 2,200m<sup>2</sup>) would be concrete-paved by about 0.2m in thickness. Also, a strip of land along the periphery of the Site (i.e. about 52.5m<sup>2</sup>) is proposed to be excavated by about 0.375m in depth for drainage facility. A layout plan showing the land filling and excavation area is at **Drawing A-4**.
- 1.6 In support of the application, the applicant has submitted the following documents:
  - (a) Application Form with annexes and plans received on 25.11.2021 (**Appendix I**)
  - (b) Supplementary Information (SI) received on 29.11.2021 (**Appendix Ia**)

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

The justifications put forth by the applicant in support of the application are detailed in the Application Form at **Appendix I**. They can be summarised as follows:

- (a) The applied use is in line with the planning intention of the “V” zone, which is primarily for the convenience of the villagers. It is compatible with the surrounding environment.
- (b) There is insufficient supply to meet the huge demand for parking in Sha Kong Wai. The applied use is primarily intended to meet the parking demand for villagers in the vicinity.
- (c) There would be minimal traffic, noise and environmental impacts.
- (d) There are similar applications approved within the same “GB” and “V” zones.
- (e) Only private cars are allowed to park at the Site. No goods vehicle, container tractor/trailer and vehicle without valid licences is allowed to access/park at the Site. No car beauty, repairing, spraying, dismantling or other workshop activity would be carried out at the Site.

### **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 posting site notice and sending notification letter to the Ping Shan Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, the requirements under TPB PG-No. 31A are not applicable.

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

Town Planning Board Guidelines for “Application for Development within the Green Belt Zone under Section 16 of the Town Planning Ordinance” (TPB PG-No. 10) are relevant to the application. The relevant assessment criteria are summarised as follows and detailed at **Appendix II**.

- (a) there is a general presumption against development (other than redevelopment) in “GB” zone;
- (b) an application for new development in “GB” zone will only be considered in exceptional circumstances and must be justified with very strong planning grounds. The scale and intensity of the proposed development including the plot ratio, site coverage and building height should be compatible with the character of surrounding areas;
- (c) the design and layout of any proposed development should be compatible with the surrounding area. The development should not involve extensive clearance of existing natural vegetation, affect the existing natural landscape, and cause any adverse visual impact on the surrounding environment;
- (d) the vehicular access road and parking provision proposed should be appropriate to the scale of the development and comply with relevant standards. Access and parking should not adversely affect existing trees or other natural landscape features;
- (e) the proposed development should not overstrain the capacity of existing and planned infrastructure such as sewerage, road and water supply. It should not adversely affect drainage or aggravate flooding in the area; and
- (f) the proposed development should not be susceptible to adverse environmental effects from pollution sources nearby such as traffic noise, unless adequate mitigation measures are provided, and it should not itself be the source of pollution.

### **5. Background**

The Site is subject to 2 on-going planning enforcement actions (No. E/YL-LFS/543 and 544) against unauthorised developments (UDs) involving parking of vehicles and storage use (including deposit of containers) respectively (**Plan A-2**). Enforcement Notices (ENs) were issued on 18.11.2021 requiring the discontinuance of the UD by 18.2.2022. The Site would be closely monitored for compliance with the ENs.

## 6. Previous Applications

- 6.1 The Site is involved in 8 previous applications (No. A/YL-LFS/174-180 and 191) for proposed house (NTEH – Small House). All of them were rejected by the Committee between 2008 and 2009 mainly on grounds of not in line with the planning intention of the “GB” zone, the Interim Criteria for Consideration of Application for NTEH/Small House in New Territories and the TPB PG-No. 10; incompatible with the surrounding rural area; land still being available for Small House development within the “V” zone; and failure to demonstrate no adverse landscape impact. Details of the above previous applications are summarised at **Appendix III** and their locations are shown on **Plan A-1b**.
- 6.2 Compared with the last previous application, the current application is submitted by the same applicant for a different use.

## 7. Similar Applications

### Applications within/straddling the “GB” zone

- 7.1 Within the same “GB” zone, there were 9 similar applications (No. A/YL-LFS/50, 118, 341, 357, 364, 372, 375, 376 and 394) for temporary public/private vehicle park for various types of vehicles involving 8 sites. 6 applications were approved while 3 were rejected. Details of the similar applications are summarised at **Appendix IV** and their locations are shown on **Plan A-1a**.

#### *Approved applications*

- 7.2 Applications No. A/YL-LFS/341, 364, 372, 375, 376 and 394 involving 6 sites for temporary public vehicle park for private cars and/or light/medium goods vehicles within/ straddling the “GB” zone were approved with conditions by the Committee between 2019 and 2021 mainly on special considerations that the application sites fell within/were in close proximity to area covered by approved planning applications for recreational uses with ancillary vehicle parks<sup>1</sup>; the sites had largely been hard-paved before the land filling restriction was first incorporated into the OZP in 2004<sup>2</sup>; the applied uses did not involve clearance of vegetation and were not incompatible with the surroundings; there were no adverse comments from concerned government departments and technical concerns could be addressed by approval conditions.

#### *Rejected applications*

- 7.3 Applications No. A/YL-LFS/50 and 357 for temporary vehicle parks for, inter alia, heavy vehicles including heavy goods vehicles, container vehicles and/or bulldozers were rejected by the Committee in 2000 and 2020 respectively mainly on grounds of incompatibility with the surrounding environment, adverse comments from government departments, adverse environmental impacts, and setting undesirable

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<sup>1</sup> The applications for recreational developments (No. A/YL-LFS/39, 40 and 74) were approved with conditions by the Committee between 1999 and 2001 (**Plan A-1a**). As part of the development proposals, applications No. A/YL-LFS/39, 40 and 74 comprised 64, 40 and 150 private car/coach parking spaces respectively.

<sup>2</sup> There was no land filling restriction in the “GB” zone before the gazettal of the draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/6 on 26.3.2004.

precedent.

- 7.4 Application No. A/YL-LFS/118 for temporary vehicle park for private cars and light goods vehicles was rejected by the Committee in 2003 mainly on grounds that the application site involved pond filling prior to obtaining planning permission; there was adverse comment from government department on ecological aspect; incompatible with the surrounding environment; and setting undesirable precedent.

Applications entirely within the “V” zone

- 7.5 There are also 8 similar applications (No. A/YL-LFS/281, 309, 310, 319, 327, 345, 388 and 390) falling entirely within the same “V” zone for temporary public/private vehicle park for private cars and/or light goods vehicles. All of them were approved with conditions by the Committee between 2016 and 2021 on considerations that temporary approval would not jeopardise the long-term planning intention of the “V” zone; the applied use was not incompatible with the surroundings; there were no adverse comments from concerned government departments and technical concerns could be addressed by approval conditions. Details of the similar applications are summarised at **Appendix IV** and their locations are shown on **Plan A-1a**.

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

8.1 The Site is:

- (a) largely hard-paved with concrete and asphalt;
- (b) subdivided into the eastern portion taking up majority part of the Site, and the western portion. The eastern portion is used for the applied use whilst the western portion is used for open storage of containers and construction materials, all without valid planning permission; and
- (c) accessible via a track on GL and private lots branching off Tin Wah Road at its south.

8.2 The surrounding areas have the following characteristics:

- (a) to the north is shrubland;
- (b) to the east and south is the village settlement of Sha Kong Wai; and
- (c) to the immediate west is shrubland. To the further west and northwest are grassland intermixed with graves, which fall within the Permitted Burial Ground No. YL/59 (**Plan A-2**).

**9. Planning Intentions**

- 9.1 The planning intention of the “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

- 9.2 The planning intention of the “V” zone is to designate both existing recognised villages and areas of land considered suitable for village expansion. 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.
- 9.3 As filling of land/pond or excavation of land within the “GB” and “V” zones may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

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

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

### **Land Administration**

- 10.1.1 Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):
- (a) The Site comprises Old Schedule Agricultural Lots (OSALs) and GL. The OSALs are held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government.
  - (b) No permission is given for occupation of the GL included in the Site (about 296m<sup>2</sup> subject to verification). The act of occupation of GL without Government’s prior approval is not allowed.
  - (c) Should planning approval be given to the subject planning application, the lot owner(s) of the lot will need to immediately apply to his office for permitting the structures to be erected or to regularise any irregularities on site, if any. The applicant has to either exclude the GL from the Site or immediately apply for a formal approval prior to the actual occupation of the GL. Besides, given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. Application(s) for any of the above will be considered by LandsD acting in the capacity of the landlord or lessor at its sole discretion and there is no guarantee that such application(s) will be approved. If such application(s) is approved, it will be subject to such terms and conditions, including among others the payment of rent or fee, as may be imposed by LandsD.
  - (d) There is no Small House application approved or under processing by his office within the Site.

## **Traffic**

### 10.1.2 Comments of the Commissioner for Transport (C for T):

- (a) He has no adverse comment on the application from traffic engineering point of view.
- (b) Sufficient manoeuvring space shall be provided within the Site. No vehicles are allowed to queue back to public roads or reverse onto/ from public roads.
- (c) The local track leading to the Site is not under Transport Department's purview. The applicant shall obtain consent of the owners/managing departments of the local track for using it as the vehicular access to the Site.

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

- (a) Adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains.
- (b) The access road connecting the Site with Tin Wah Road is not and will not be maintained by his office. His office should not be responsible for maintaining any access connecting the Site with Tin Wah Road.

## **Environment**

### 10.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) He has no objection to the application, as the applied development does not involve operation of heavy vehicles.
- (b) There is no substantiated environmental complaint pertaining to the Site received in the past 3 years.
- (c) The applicant should be reminded of the detailed comments at **Appendix VI**.

## **Landscaping**

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

- (a) She has reservation on the application from landscape planning perspective.
- (b) The Site is situated in an area of rural coastal plains landscape character predominated by woodlands, village houses and graveyard. In view that the "GB" zone is primarily intended to promote the conservation of the natural environment with a general presumption

against development, the applied development is considered incompatible with the surrounding landscape setting.

- (c) According to the site inspection by her office, the Site is concrete-paved and largely occupied by the applied use without valid planning permission. There are 17 trees of common species observed within the Site and large tree groups of common species found along the northern portion of the site boundary. Significant adverse landscape impact arising from the applied development is anticipated. Also, there is concern that approval of the planning application may encourage other similar applications in the “GB” zone. The cumulative impact of approving these similar applications would result in a general degradation of the landscape quality of the surrounding environment in the “GB” zone.

### **Drainage**

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

- (a) He has no objection in principle to the application from drainage point of view.
- (b) Should the Board consider that the application is acceptable from planning point of view, he would suggest that a condition should be stipulated requiring the applicant to submit a revised drainage proposal, to implement and maintain the proposed drainage facilities to the satisfaction of his department.
- (c) The applicant should note his detailed comments on the submitted drainage proposal at **Appendix VI**.

### **Fire Safety**

#### 10.1.7 Comments of the Director of Fire Services (D of FS):

- (a) He has no objection in principle to the proposal subject to fire service installations (FSIs) being provided to his satisfaction.
- (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. The applicant should note his detailed comments on the submission of FSIs proposal at **Appendix VI**.

### **Building Matters**

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

The applicant should be reminded of the detailed comments at **Appendix VI**.



### **District Officer's Comments**

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

His office has not received any feedback from locals.

#### 10.2 The following government departments have no comment on the application:

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Chief Engineer/Land Works, Civil Engineering and Development Department (CE/LW, CEDD);
- (c) Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (d) Project Manager (West), CEDD (PM(W), CEDD);
- (e) Commissioner of Police (C of P); and
- (f) Director of Agriculture, Fisheries and Conservation (DAFC).

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

11.1 On 3.12.2021, the application was published for public inspection. During the statutory public inspection period, 6 public comments from the Village Representative (VR) of Sha Kong Wai, the Conservancy Association, the Kadoorie Farm and Botanic Garden, and 3 individuals (**Appendices V-1 to V-6**) were received. Except the VR of Sha Kong Wai supporting the application, the remaining 5 objected to the application. The supporting comment is mainly of the view that the applied use involving parking spaces for private cars only would not generate noise and environmental impacts, and it could address the shortage of parking spaces in the village.

11.2 The objecting comments are mainly of the view that the applied development involving vegetation clearance and site formation since 2016 is a “destroy first, build later” case and an UD; the applied development is not in line with the planning intention of the “GB” zone; and the vehicle park would increase traffic volume and pose adverse traffic, environmental and fire safety impacts to villagers.

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

12.1 The application is for temporary public vehicle park for private cars for a period of 3 years and filling and excavation of land. The Site falls mainly within the “GB” zone (about 92%) with a minor portion within the “V” zone (about 8%). The planning intention of the “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. The applied development is not in line with the planning intention of the “GB” zone. The applied use of temporary vehicle park with associated concrete-paving of the entire Site and excavation of land would affect the integrity of the “GB” zone. There is no strong planning justification given in the submission for a departure of such planning intention.

- 12.2 As stated in TPB PG-No. 10, an application for new development within “GB” zone will only be considered in exceptional circumstances and must be justified with very strong planning grounds. The development should not involve extensive clearance of existing natural vegetation and affect the existing natural landscape. The design and layout of any proposed development within “GB” zone should be compatible with the surrounding area. In these regards, with reference to aerial photos between 2015 and 2018 (**Plans A-3b to A-3d**), the Site was gradually cleared of vegetation and hard-paved for, inter alia, the applied use. CTP/UD&L of PlanD has reservation on the application, as the applied development is incompatible with the surrounding landscape setting. Also, given the existing trees and large tree groups within the Site, further significant landscape impact arising from the applied development is anticipated. Moreover, approval of the application may encourage similar developments in the area and the cumulative impact of which would result in further degradation of the landscape character and quality of the surrounding environment. As such, the applied use and the associated concrete-paving and excavation of land are considered not in line with TPB PG-No. 10.
- 12.3 Other concerned departments including C for T, DAFC, DEP, CE/MN of DSD, H(GEO) of CEDD and D of FS have no objection to or no comment on the applied development from traffic, nature conservation, environmental, drainage, geotechnical and fire safety perspectives.
- 12.4 The Site is involved in 8 previous applications (No. A/YL-LFS/174-180 and 191) for proposed house (NTEH – Small House) development. All of them were rejected by the Committee between 2008 and 2009. The current application is for a different use as compared with that of the previous applications. Although the Committee has approved 6 similar applications for temporary public vehicle park within the subject “GB” zone between 2019 and 2021, they were approved mainly on special considerations that the application sites fell within/were in close proximity to area covered by planning permissions for recreational uses with ancillary vehicle parks, and the sites had largely been hard-paved before the land filling restriction was first introduced into the OZP in 2004. For the subject application, the Site is not subject to any previous planning approval, and had been cleared of vegetation and hard-paved for, inter alia, the applied use since 2015. The circumstances of the subject application are different from those of the approved similar applications.
- 12.5 There are 6 public comments with 1 supporting and 5 objecting to the application as summarised in paragraph 11 above. The planning considerations and assessments in paragraphs 12.1 to 12.4 above are relevant.

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

- 13.1 Based on the assessments made in paragraph 12 above and having taken into account the public comments mentioned in paragraph 11 above, the Planning Department does not support the application for the following reasons:
- (a) the applied development is not in line with the planning intention of the “GB” zone, which is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl, as well as to provide passive recreational outlets. There is a general presumption against development within this zone. There is no strong planning justification in the

submission for a departure from the planning intention; and

- (b) the applied development is not in line with the Town Planning Board Guidelines for 'Application for Development within the Green Belt zone under Section 16 of the Town Planning Ordinance' (TPB PG-No. 10) in that the applied development is considered not compatible with the surrounding areas, and the applicant fails to demonstrate that the applied development would not have significant adverse landscape impact on the surrounding area.
- 13.2 Alternatively, 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 **14.1.2025**. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) only private cars as defined in the Road Traffic Ordinance, as proposed by the applicant, are allowed to be parked on or enter/exit the Site at any time during the planning approval period;
- (b) no vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on the Site at any time during the planning approval period;
- (c) a notice shall be posted at a prominent location of the Site to indicate that only private cars as defined in the Road Traffic Ordinance are allowed to be parked on or enter/exit the Site at any time during the planning approval period;
- (d) the submission of a revised 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 **14.7.2022**;
- (e) in relation to (d) above, the implementation of the revised drainage proposal 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 **14.10.2022**;
- (f) in relation to (e) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (g) the submission of a fire service installations proposal within **6 months** from the date of the planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **14.7.2022**;
- (h) in relation to condition (g) above, the implementation of the fire service installations proposal within **9 months** from the date of the planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **14.10.2022**;
- (i) if any of the above planning conditions (a), (b), (c) or (f) is not complied with during the approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;

- (j) if any of the above planning conditions (d), (e), (g) or (h) is not complied with by the above specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (k) upon expiry of the planning permission, the reinstatement of the portion of the Site zoned “GB” to an amenity area to the satisfaction of the Director of Planning or of the Town Planning Board.

#### Advisory Clauses

The recommended advisory clauses are attached at **Appendix VI**.

### **14. Decision Sought**

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse the planning permission.
- 14.2 Should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.
- 14.3 Alternatively, 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 permission should be valid on a temporary basis.

### **15. Attachments**

<b>Appendix I</b>	Application Form received on 25.11.2021
<b>Appendix Ia</b>	Supplementary Information received on 29.11.2021
<b>Appendix II</b>	Extracts of Town Planning Board Guidelines for Application for Development within Green Belt Zone (TPB PG-No. 10)
<b>Appendix III</b>	Previous Applications
<b>Appendix IV</b>	Similar Applications within/straddling the same “GB” and “V” zones
<b>Appendices V-1 to V-6</b>	Public Comments Received During Statutory Publication Period
<b>Appendix VI</b>	Advisory Clauses
<b>Drawing A-1</b>	Layout Plan
<b>Drawing A-2</b>	Vehicular Access Plan
<b>Drawing A-3</b>	Drainage Plan
<b>Drawing A-4</b>	Layout Plan of the Land Filling and Excavation Area
<b>Plan A-1a</b>	Location Plan with Similar Applications and Applications No. A/YL-LFS/39, 40 and 74 for Recreational Developments
<b>Plan A-1b</b>	Site Plan with Previous Applications
<b>Plan A-2</b>	Site Plan
<b>Plans A-3a to A-3d</b>	Aerial Photos taken in 2021, 2018, 2016 and 2015
<b>Plans A-4a to A-4c</b>	Site Photos