

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TWW/114

- Applicant** : Mr. LUM Yiu Chuen represented by Wong Man Hong Surveyors Limited
- Site** : Government Land adjacent to Lots 92, 382 RP, Extension (Ext.) to Lot 382 and 440 RP in D.D.399, Ting Kau, Tsuen Wan
- Site Area** : About 1,662m²
- Land Status** : Government Land
- Plan** : Approved Tsuen Wan West Outline Zoning Plan (OZP) No. S/TWW/19
- Zoning** : “Green Belt” (“GB”) (98%) and “Road” (2%)
- Application** : Proposed Access Road for Residential Development at Lots 92, 382 RP, Ext. to Lot 382 and 440 RP in D.D. 399, Ting Kau, Tsuen Wan

1. The Proposal

- 1.1 The applicant seeks planning permission for a proposed access road with upper and lower sections (the Site) to serve house developments in the adjoining “Residential (Group C)” (“R(C)”) and “R(C)1” zones in Ting Kau (**Plans A-1 and A-2**). The applicant is the landowner of the sites falling within the subject “R(C)” zones.
- 1.2 The Site falls within an area predominately zoned “GB” (98%) and a small portion designated for “Road” use (2%) on the approved Tsuen Wan West OZP No. S/TWW/19 (the OZP) which connects to two sites zoned “R(C)” and “R(C)1” respectively, and leading to Ting Yat Road and further south to the roundabout at Castle Peak Road – New Ting Kau. The proposed access road within the “GB” zone, which forms part and parcel of the house developments in the adjoining “R(C)” zones¹, requires planning permission from the Town Planning Board (the Board).

¹ According to the OZP, residential development in “R(C)” and “R(C)1” zones are subject to maximum plot ratios (PRs) of 0.4 and 0.75 respectively, and a maximum building height of 3 storeys including car park, or PR and the height of the existing building, whichever is the greater. For “R(C)” zone, a maximum PR of 0.4 could be increased to a maximum of 0.75 upon obtaining permission of the Board on application under S16 of the Town Planning Ordinance, provided that noise impact from Castle Peak Road on the proposed development would be mitigated to the satisfaction of the Board.

- 1.3 The proposed access road is shown on **Drawings A-1 to A-3** which has 1.6m-wide footpaths provided on both sides and vehicular access with minimum width of 6m. According to the applicant, the Site is for modification and widening of the existing access road for proper access from Ting Yat Road, as the existing access roads are sub-standard and cannot meet the prescribed requirements for emergency vehicular access (EVA) and current safety standards (e.g. minimum sightline requirements for road safety). Geotechnical works to meet Slope Factor of Safety will also be undertaken to comply with current safety standards. Majority of the proposed access road will be designed on-grade to match with existing road level while there will be an elevation from 0.3m to 1.8m on the upper section closer to Lot 440 RP in D.D.399, with supporting structure about 1m x 1m x 1m with depth less than 2m below ground level.
- 1.4 The Site has an area of about 1,662m², of which about 892m² is the existing access road and the remaining 770 m² (about 46%) is the area to be modified for the proposed access road (**Drawing A-1**). According to the applicant's Landscape and Tree Preservation Report (Appendix 3 of **Appendix Ia**), among the 19 existing trees within the Site, 17 of them would be felled while the remaining two would be retained. 32 heavy standard trees are proposed to be planted at the 1.5m-wide roadside planting verge adjoining the Site to compensate for the loss of existing trees (**Drawing A-4**).
- 1.5 The lower section of the proposed access road has site level of about 27.6mPD from Ting Yat Road to about 40.9mPD at Lot 382RP, while the upper section has a level of about 48.4mPD leading from Lot 382 Ext. to about 57.5mPD at Lot 440 RP (**Drawing A-1**).
- 1.6 The applicant proposes that he will undertake all management and maintenance responsibilities for the proposed access road. An uninterrupted right of way, with same size and standard of the proposed access road, will be provided inside Lot 92, 382 RP and Ext.to Lot 382 to link up the upper and lower sections of the proposed access road (**Drawing A-3**). The proposed access road will be opened to public access all the time. 24-hrs security provided from management offices of the development will monitor/manage the traffic of proposed access road and will report to Hong Kong Police Force when necessary.
- 1.7 In support of the application, the applicant has submitted the following documents:
 - (a) Letters and Application form received on (b) (b) Planning Statement (PS) attached to Application form received on 5.2.2018

- (c) Further Information (FI) received on 20.7.2018 (FI1) responding to departmental comments with updated plans, Geotechnical Planning Review Report (GPRR) and Drainage Analysis (DA) Report (accepted but not exempted from publication and recounting requirements) **(Appendix Ib)**
- (d) FI received on 21.9.2018 (FI2) responding to departmental comments with updated plans, GPRR and DA Report (accepted but not exempted from publication and recounting requirements) **(Appendix Ic)**
- (e) FI received on 4.10.2018 (FI3) responding to departmental comments with updated pages for GPRR and DA Report submitted on 21.9.2018 (accepted but not exempted from publication and recounting requirements) **(Appendix Id)**
- (f) FI received on 8.11.2018 (FI4) responding to departmental comments with updated drawings of section of proposed access road and landscape drawing (accepted and exempted from publication and recounting requirements) **(Appendix Ie)**

1.8 The application was originally scheduled for consideration by the Metro Planning Committee (the Committee) of the Board on 16.3.2018. On 16.3.2018, 1.6.2018 and 7.9.2018, the Committee agreed to defer making a decision on the application (for a total of 5 months deferment) as requested by the applicant in order to allow sufficient time for preparation of FI / technical clarifications to address departmental comments. With FI submitted on 20.7.2018, 21.9.2018, 4.10.2018 and 8.11.2018, the application is scheduled for consideration by the Committee in this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in Section 5 of the PS at **Appendix Ia**, which are summarised as follows:

- (a) Improvement on Slope Stability
The proposed access road serves as necessary slope stabilisation works to the residential development. The design of the proposed access road has been carefully considered to minimize impact on slope stability and trees.
- (b) In Line with Town Planning Board Guidelines
The proposed access road is ancillary to and essential to the future residential redevelopment of the residential sites. The proposed access road is compatible with surrounding environment in terms of land use and development intensity as the access road bears no development intensity which could minimize impacts on the "GB" zone and the surrounding. No adverse landscape or visual impact is anticipated as a 1:1.88 tree compensation ratio will be pursued and the proposed access road will be in the same alignment as the existing access road level.

Besides, adverse environmental impact such as traffic noise and slope stability is not anticipated. All these go in line with Town Planning Board Guidelines for Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance (TPB PG-No. 10).

(c) Planning Precedents

There are four planning applications for road works ancillary to house development in "GB" zone approved by the Board since 2011. As such, the approval of the current planning application will not set an undesirable precedent in the area.

(d) No Infrastructure Impacts

Runoff from the proposed access road will be collected by separate drainage system and discharged into appropriate outlet points. The proposed access road will enable direct route from the upper/lower residential sites downhill to Ting Yat Road. No infrastructure impacts on drainage and traffic/transport is anticipated.

(e) Bringing Improvement

The proposed development can achieve the required safety standards with minimal impacts to meet the need for vehicular access to the residential sites.

3. Compliance with the "Owner's Consent/Notification" Requirements

The Site falls within Government land. The "owner's consent/notification" 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) are not applicable.

4. Town Planning Board Guidelines

The 'Town Planning Board Guidelines for Application for Development within "GB" Zone under section 16 of the Town Planning Ordinance' (TPB PG-No. 10) is relevant to this application. The relevant planning assessment criteria are summarized as follows:

- (a) there is a general presumption against development (other than redevelopment) in a "GB" zone. In general the Board will only be prepared to approve applications for development in the context of requests to rezone to an appropriate use;
- (b) an application for new development in a "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 areas. The development should not involve extensive clearance of existing natural vegetation, affect the existing natural landscape, or 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. Tree preservation and landscaping proposals should be provided;
- (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;
- (f) the proposed development should not be susceptible to adverse environmental effects from pollution sources nearby such as traffic noise, unless adequate mitigating measures are provided, and it should not itself be the source of pollution; and
- (g) any proposed development on a slope or hillside should not adversely affect slope stability.

5. Previous Application

There is no previous application on the Site.

6. Similar Application

There is no similar application for proposed access road to residential zone in Tsuen Wan West.

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

7.1 The Site :

- (a) provides vehicular access from Ting Yat Road to the “R(C)” and “R(C)1” sites which are currently vacant (**Plans A-2, A-3 to A-6**); and
- (b) is partly occupied by the existing access road and partly vegetated area (**Plan A-3**)

7.2 The surrounding areas have the following characteristics:

- (a) the immediate surrounding of the Site is covered by vegetation within the same “GB” zone;
- (b) there are some low-rise houses to the immediate east and further south-east;
- (c) to the further north of the Site is the Tuen Mun Road, further west is the Tsing Long Highway and further south to Ting Yat Road is a roundabout of Castle peak Road – New Ting Kau.

8. Planning Intention

The planning intention of the “GB” zone is primarily for the conservation of the existing natural environment amid the built up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within 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, LandsD):

- (a) The Site falls on Government land with the eastern portion encroaches onto the pink stippled black area of a permanent Government Land Allocation (GLA) No. TW-384 for Highways Department’s Transfer Pump House site.
- (b) According to the application, the proposed access road as defined by the applicant comprises two sections and is to serve residential development of four private lots. Lot 92 and Lot 382 RP both in D.D. 399 are agricultural lots where no erection of structures / building is permitted. Ext. to Lot 382 in DD 399 is an agricultural lot subject to a Building Licence (No. 214 dated 8.4.1948) which permits a building of not exceeding 3,000 ft² to be erected on the lot. Lot 440 RP is held under New Grant No. 4036. The lot is restricted to private residential purposes only and subject to a building height and site coverage restriction of not exceeding 25 feet and 30% respectively. Car parking space shall also be provided on the lot to Government’s satisfaction. It is subject to inter alia, an express provision under the existing lease conditions that “the Government cannot guarantee any right-of way to the lot and the Grantee will accordingly have to make his own arrangements for acquiring such right-of-way”.
- (c) If planning approval is given, the owners of the concerned lots will need to apply to the Lands Department for a lease modification for implementation of the proposed access road. However, he advises that the proposal will only be considered upon his receipt of formal application from the lot owners. He advises that there is no guarantee that the application, if received by LandsD, will be approved and he reserves his comment on such. The application will be considered by LandsD acting in the capacity of the landlord at its sole discretion. The proposal may also need to be considered

and processed in accordance with provision and procedures under the Roads (Works, Use and Compensation) Ordinance, Cap.370. In the event that the application is approved, it would be subject to such terms and conditions as the Government shall deem fit to do so, including, among others, charging of premium and administrative fee.

- (d) Since development proposals of Lots 92, 382 RP, Ext. to 382 and 440 RP all in D.D.399 are not part of the subject planning application, he has not examined the general building plans provided in PS in **Appendix Ia**, and reserves his comments on development proposals upon receipt of general building plans and/or direct application from the lot owners.

Building Matters

9.1.2 Comments of the Chief Building Surveyor/New Territories West, Buildings Department:

- (a) He has no objection to the application subject to the following comments:

It appears that the Site is the Government land. The applicant is required to seek the approval from LandsD.

Traffic

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

- (a) No objection to the application from traffic engineering point of view.
- (b) According to the applicant, the proposed access road will be open to the public upon completion. Thus, the proposed access road should be maintained by the applicant and managed by TD as a non-exclusive right-of-way.
- (c) The layout of the proposed access road as submitted by the applicant does not seem to satisfy the requirements as stated in the Transport Planning and Design Manual and some of the road bends are too tight. Should the application be approved, the following condition is recommended to be included in the planning permission:

The design of the proposed access road should be to the satisfaction of the Commissioner for Transport or of the Town Planning Board.

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

- (a) The applicant revised the alignment of proposed access road would have no interface with the boundary fence of pump house as shown in **Drawing A-2**. The revised alignment still encroaches into the pink stippled black area of the GLA TW-384 which according to the Engineering Condition of TW-384, should be returned to Lands Department by 31.7.1998 or after the completion of the pump house whichever is the earlier. As such, the portion is deemed to have delivered back to Lands Department and he will have no comment on the submission provided that the construction and operation of proposed access road will not affect the operation of pump house.
- (b) The applicant is reminded that the existing access road to be modified is not the public road maintained by HyD.

Urban Design, Visual and Landscape

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

Urban Design and Visual

- (a) The Site comprises two sections of access roads currently falling within an area zoned “GB” on the OZP. The proposal is to widen the existing access road to improve their slope stability and to comply with the standard requirements for emergency vehicular access.
- (b) The Site is situated at the foothill of Shek Lung Kung in the midst of highways including Tuen Mun Road to the north, Tsing Long Highway to the southwest, and Castle Peak Road – New Ting Kau section to the southeast. It is surrounded by vegetation with some low-rise village type houses to the immediate east and further southeast.
- (c) Based on the information provided, the subject access road serving the adjoining lots zoned “R(C)” and “R(C)1” already exists. Considering the scale of the proposed road widening and associated slope works and the surrounding context, adverse visual impact on the surrounding is not anticipated.
- (d) As regards the visual impact of the proposed access road to the surrounding areas i.e. portion of the access road is proposed to be elevated, the applicant has stated in the Response-to-Comments (**Appendix Ic**) table that the visual impact of the proposed access road has little impact to the surrounding as that portion of the access road is elevated from 0.3m to 1.8m only. He has no further comment on the application.

Landscape

- (a) He has no objection to the application from landscape planning perspective.
- (b) Should the application be approved by the Board, the following condition is recommended to be included in planning permission:

Submission and implementation of landscape proposal to the satisfaction of the Director of Planning or the Town Planning Board

Environment

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

- (a) In view of the nature and scale, he has no objection to the application from an environmental planning perspective.
- (b) The applicant is reminded to design and operate the proposal according to Hong Kong Planning Standards and Guidelines and adopt the standard pollution control measures in regard to noise aspect.

Natural Conservation

9.1.7 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) He notes that the proposed access road largely follows the alignment of an existing access which had already been hard paved. Some trees of common species will be affected for the proposed works. He has no strong view to the application from the nature conservation point of view.
- (b) Should the application be approved, the applicant should be advised that due care should be exercised to avoid adverse impacts to the stream at the west of the Site (**Plan A-2**).
- (c) While he has no strong view to the application, for the construction of drainage outfall, the applicant should be advised to confine works at the modified stream section and minimise impacts to the stream. The principles laid down in ETWB TC(W) No. 5/2004 should also be followed.

Drainage

9.1.8 Comments of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD):

- (a) He has no in-principle objection to the application subject to imposing an approval condition requiring the applicant to submit a Drainage Impact Assessment Report and implement the mitigation measures as identified in the report to the satisfaction of the Director of Drainage Services or of the Town Planning Board.
- (b) He has the following comments on the submission by the applicant:

Drainage Analysis

- (c) His key concerns on the Drainage Analysis (DA) due to errors in the drainage calculation as follows:
 - (i) The cross fall of the proposed road should be taken into account the flow path of Area A, B, C and D in calculation of the time of concentration;
 - (ii) The storm constants according to the latest Stormwater Drainage Manual (SDM) should be adopted.
 - (iii) The manning coefficient used is inconsistent with the DA Report.
 - (iv) Paragraph 9.3 of SDM should be considered in the calculation of drainage capacity.
 - (v) The design flow for the ‘Existing Drain Pipe (1050mm dia.)’ should be justified.
 - (vi) An existing streamcourse shown on the base map will be affected by the proposed access road but the applicant does not provide any information on any relevant measures.
- (d) He also has the following comments on the DA:
 - (i) The flow path direction in Figure 2.1 for Area B is inconsistent with the calculation;
 - (ii) The DSM table in reference for part C of the calculation for roughness value should be updated.
 - (iii) The pipe ID “Proposed Drain Pipe (300mm dia.)” should be reviewed.
 - (iv) The drainage capacity of the existing streamcourse for discharge of the proposed stepped channel should be reviewed.
 - (v) The drainage capacity of stepped channel should refer to GEO Technical Guidance Note No.27.

- (vi) Consent from LandsD or any other Government department as appropriate should be obtained for any proposed works outside the lot boundaries.

Maintenance of Drainage Facilities

- (e) It is noted from the response to comment (**Appendix Ic**) that the applicant accepted that any proposed drainage facilities are serving the developer exclusively and to be maintained by the applicant.

Water Supply

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

He has no objection to the application subject to the following comments:

- (a) No excavation, drilling or filling shall be carried out within 60 meters on plan from the centre line of the WSD Tunnel (**Plan A-2**) except:
 - (i) Minor excavation works for lamp post pits, trial pits, trenches for utility laying etc. with depth of excavation less than 2 meters or with minimum clearance of 20 meters from the tunnel;
 - (ii) drilling that involves no blasting or heavy machinery inducing excessive vibration and with a minimum clearance of 20 meters on **Plan A-2** from the tunnel; and
 - (iii) filling works inducing additional vertical and horizontal pressure of not more than 5% of the total overburden pressure on any tunnel.
- (b) Furthermore, existing water mains will be affected. A waterworks reserve within 1.5 meters from the centerline of the water main shown in **Plan A-2** shall be provided to WSD. No structure shall be erected over this Waterworks Reserve and such area shall not be used for storage or car-parking purposes.
- (c) The developer shall bear the cost of any necessary diversion works affected by the proposed development.

Geotechnical

9.1.10 Comments of the H(GEO), CEDD:

It is noted from the Geotechnical Planning Review Report that the proposed access road is with low vehicular or pedestrian traffic density. Subject to the agreement from other relevant authorities (e.g. TD) on the assumed traffic density, he has no objection to the application.

Fire Safety

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

- (a) He has no objection in principle to the proposed access road provided that the requirements for means of access as stipulated in Part D of the *Code of Practice for Fire Safety in Buildings* which is administered by the Buildings Departments are being complied with.
- (b) Detailed fire safety requirements will be formulated upon receipt of formal submission of general buildings plans.

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

- (a) Commissioner of Police;
- (b) Project Manager (West), CEDD; and
- (c) District Officer (Tsuen Wan), Home Affairs Department

10. Public Comments Received During Statutory Publication Period

10.1 The application was published for public inspection on 13.2.2018, 31.7.2018 and 16.10.2018. During the publication periods, a total of 22 public comments were received and all of them are from individuals objecting to the application. The public comments are appended at **Appendices II-1 to II-22**.

10.2 The objecting comments are mainly on the following grounds:

- (a) “GB” should be protected. Rezoning land in green belt for private use would encourage more future conversion in the “GB”;
- (b) the application has to sacrifice more than 1500m² land of “GB” just for provision of an private access road and there is no data provided on tree felling numbers;
- (c) providing emergency vehicular access for New Territories Exempted Houses is not essential and unnecessary; and
- (d) the proposed access road encroaches onto land of Ting Kau Village which should be reserved for villagers instead of for road development. The proposed access road would cause damage to the environment and affect Fung Shui of Ting Kau Village.

11. Planning Considerations and Assessments

11.1 The current application is to seek planning permission for a proposed access road which mainly falls within an area zoned “GB” to serve the adjoining two “R(C)” zones. The existing access road occupies an area of about 892m² (about 54% of

the Site Area) and a further 770 m² (about 46% of the Site) is proposed to be the modification area for the proposed access road to ensure it can meet the required safety standards. According to TPB PG-No.10, developments within “GB” zone will only be considered if there are strong planning grounds. The scale and intensity of the proposed development should be compatible with the character of the surrounding areas and involve no extensive clearance of existing natural vegetation. The proposed access road is mainly to upgrade an existing sub-standard access to serve two “R(C)” zones.

- 11.2 Although the proposed access road mainly falls within a “GB” zone, DAFC advised that it largely follows the alignment of an existing access which had already been hard paved. Besides, only some trees of common species will be affected by the proposed road works. Therefore, he has no strong view to the application from the nature conservation point of view. Moreover, the applicant has proposed tree compensation and landscape proposal that all the trees felled are compensated at a 1:1.88 ratio. In this regards, CTP/UD&L also advises that considering the scale of the proposed road widening and associated slope works and the surrounding context, adverse impact on the surrounding is not anticipated. To address the potential landscape impacts, an approval condition requiring the applicant to submit and implement landscape proposal should be imposed.
- 11.3 Concerned government departments have been consulted and they confirmed that the proposed access road would not cause any insurmountable problems in the visual, landscape, traffic, environmental, drainage, sewerage, water supplies, geotechnical and fire services aspects. C for T advises that approval condition on the design of the proposed access road should be imposed. CE/MS, DSD also advises that an approval condition could be imposed requiring the applicant to submit a Drainage Impact Assessment and implement the required mitigation measures.
- 11.4 Regarding public comments that the Site would affect the Ting Kau Village, the Site is outside the “Village Type Development” zone and ‘Village Enviorns’ of Ting Kau (**Plan A-1**). For comment on no data was provided on tree felling, the applicant has provided information of tree felling in the Landscape and Tree Preservation Report in **Appendix Ia**, which was published for comments 16.10.2018. The planning assessments above and departmental comments in paragraph 9 above are also relevant.

12. PlanD’s Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10 above, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 16.11.2022, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

Approval conditions

- (a) The design of the proposed access road to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission of a drainage impact assessment and implementation of the mitigation measures as identified therein to the satisfaction of the Director of Drainage Services or of the Town Planning Board; and
- (c) the submission and implementation of landscaping proposal to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory clauses

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

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

The proposed access road involves felling of some existing trees within the Site which would cause undesirable impact on the natural landscape of the area.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for the rejection should be given to the applicant.

14. Attachments

Appendix I	Letters and Application form received on 5.2.2018
Appendix Ia	PS
Appendix Ib	FI1 received on 20.7.2018
Appendix Ic	FI2 received on 21.9.2018
Appendix Id	FI3 received on 4.10.2018
Appendix Ie	FI4 received on 8.11.2018
Appendix II-1 to II-22	Public Comments
Appendix III	Suggested Advisory Clauses
Drawing A-1	Access Road Plan
Drawing A-2	Section of Encroachment of Proposed Access Road
Drawing A-3	Section of Proposed Access Road
Drawing A-4	Landscape Plan

Plan A-1	Location plan
Plan A-2	Site plan
Plan A-3	Aerial photo
Plans A-4 and A-6	Site photos

**PLANNING DEPARTMENT
NOVEMBER 2018**