

RNTPC Paper No. A/YL-NTM/402A  
For Consideration by  
the Rural and New Town  
Planning Committee  
on 18.9.2020

---

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

**APPLICATION NO. A/YL-NTM/402**

- Applicant** : Join Sunny Limited represented by Goldrich Planners & Surveyors Limited
- Site** : Lots 445 S.B and 451 RP in D.D. 96 and adjoining Government Land (GL),  
Ngau Tam Mei, Yuen Long
- Site Area** : About 524 m<sup>2</sup> (including GL of about 73 m<sup>2</sup> (13.9%))
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Ngau Tam Mei Outline Zoning Plan (OZP) No. S/YL-NTM/12
- Zoning** : “Open Storage” (“OS”)
- Application** : Proposed Temporary Container Vehicle Repair Yard and Warehouse for a  
Period of 3 Years

**1. The Proposal**

- 1.1 The applicant seeks planning permission to use the application site (the Site) for proposed temporary container vehicle repair yard and warehouse for a period of 3 years (**Plan A-1**). The Site falls within an area zoned “OS” on the approved Ngau Tam Mei OZP No. S/YL-NTM/12. According to the Notes for the “OS” zone, ‘Warehouse’ is a Column 1 use which is always permitted, while ‘container vehicle repair yard’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board). The Site is partly vacant and partly covered by an open shed.
- 1.2 The Site is the subject of 2 previous applications (Nos. A/YL-NTM/105 and 119) for workshop uses submitted by different applicants. The former for car repair workshop was approved in 2000 for a temporary period of 3 years, while the latter for proposed temporary storage of diesel fuel in an automobile diesel oil storage tank for a period of 3 years was rejected by the Rural and New Town Planning Committee (the Committee) of the Board on 21.12.2001.
- 1.3 According to the applicant, an open-shed metal sheet structure covering the entire site is proposed for container vehicle repairing and storage of vehicle parts. The Site directly abuts on Kwu Tung Road with its ingress and egress located at the

south-western and south-eastern boundaries of the Site respectively. The layout plan is at **Drawing A-1**. The development parameters are summarised as follows:

	<b>Major Development Parameters</b>
No. of Structures	1
No. of Storey	1 storey (not more than 8m)
Total Floor Area	about 524 m <sup>2</sup>
No. of Parking Space	1 L/UL space for Light Goods Vehicle (LGV)
Operation Hours	7:00 a.m. to 7:00 p.m., weekdays and Saturdays, closed on Sundays and public holidays

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

- (a) Application form with supporting documents received (**Appendix I**) on 14.5.2020
- (b) Further Information (FI) dated 18.8.2020 providing (**Appendix Ia**) responses to comments of Director of Electrical and Mechanical Services (DEMS) (*exempted from the publication requirement*)

1.5 On 10.7.2020, the Committee decided to defer a decision on the application for a period of 2 months as requested by the applicant to address departmental comments. On 18.8.2020, the applicant submitted FI, and the application is scheduled for consideration by the Committee at this meeting.

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

The justifications put forth by the applicant in support of the application are detailed in the supporting documents at **Appendices I** and **Ia**. They can be summarized as follows:

- (a) The proposed development which is temporary in nature is in line with the planning intention of the “OS” zone. The Site falls within “Category 1 Areas” under the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of Town Planning Ordinance.
- (b) The operation is less active than other container storage sites and container vehicle parks. It involves repairing service for tractor heads specifically, and only 3 tractor heads will be served at a time. Only vehicle parts will be stored on site, and no petroleum or inflammable goods will be stored.
- (c) The proposed development can provide tractor head repairing services for cross-boundary vehicles. Job opportunities could also be provided for residents in the vicinity.
- (d) Workers and staff would travel to work on the Site by public transport or on foot. Only 1 L/UL space for LGV is proposed for delivery of vehicle parts and repairing

materials with sufficient manoeuvring space within the Site. Given a relatively low trip generation and attraction rate, no significant adverse traffic impact is anticipated.

- (e) The proposed open-shed structure not exceeding 8m is compatible with the open storage and workshops in the surroundings. Drainage facilities are proposed on site. There would be no adverse visual and drainage impacts.
- (f) On electricity safety aspect, the applicant has reduced the height of the proposed development from 9m to 8m (1 storey). He also undertakes to maintain the minimum safety clearance, minimum vertical clearance and preferred working corridor during and after the construction. Warning notices will be posted at conspicuous locations to remind operators and workers.

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

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

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

The Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No.13F) provides guidelines for open storage and port back-up uses. The Site falls within Category 1 areas under the guidelines. The following criteria are relevant:

Category 1 areas: these are areas considered suitable for open storage and port back-up uses. Favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns.

### **5. Background**

Part of the application site is subject to planning enforcement action against unauthorized development (UD) involving the use for fuel filling station. Enforcement Notice was issued to the respective land owner on 3.9.2019 requiring discontinuation of the UD. Since the UD has not been discontinued upon expiry of the notice, prosecution action is being taken.

## 6. Previous Applications

- 6.1 The Site is the subject of 2 previous planning applications. Application No. A/YL-NTM/105 for car repair workshop was approved with conditions by the Committee on 24.11.2000 for 3 years for the reasons that the development could provide repairing services to operators within the same “OS” zone; it was not incompatible with the land uses of the surrounding area; and was unlikely to generate significant adverse traffic, environmental and drainage impacts on the area. The last application No. A/YL-NTM/119 for proposed temporary storage of diesel fuel in an automobile diesel oil storage tank for a period of 3 years was rejected by the Committee on 21.12.2001 because there was insufficient information in the submission to demonstrate that the proposed development would not cause fire and safety hazards in relation to the overhead powerlines.
- 6.2 Details of these applications are summarized at **Appendix II**. Their locations are shown on **Plan A-1**.

## 7. Similar Applications

- 7.1 There are 17 applications for temporary container vehicle/lorry/tractor/trailer parks, container storage, open storage of vehicle parts/construction materials, all of which involve ancillary repairing workshops uses; and 1 application (No. A/YL-NTM/265) for container vehicles and goods vehicles repair yard use within the same “OS” zone since the promulgation of the then TPB PG-No. 13E on 17.10.2008.
- 7.2 Amongst the 18 similar applications, 15 were approved with conditions by the Committee between 2009 and 2018 for reasons that the proposed developments were not incompatible with the surrounding uses; were in line with the planning intention of “OS” zone and the then TPB PG-No. 13E; and the approvals of the applications were in line with the Committee’s previous decisions. Of the 15 approved applications, 5 of them were subsequently revoked due to non-compliance with approval conditions.
- 7.3 The remaining 3 similar applications, including A/YL-NTM/265 for proposed container vehicles and goods vehicles repair yard, were rejected by the Committee between 2009 and 2011 mainly on grounds that the developments were not in line with the then TPB PG-No. 13E in that the developments would have adverse environmental, traffic and drainage impacts on the surrounding areas, and the applicants failed to demonstrate that these impacts could be adequately addressed.
- 7.4 Details of these 18 applications are summarized at **Appendix III**. Their locations are shown on **Plan A-1**.

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

8.1 The Site is:

- (a) accessible via Kwu Tung Road at its southern boundary;
- (b) partly vacant and partly covered by an open shed, and with overhead powerlines running above the Site.

8.2 The surrounding areas are intermixed with vehicle parks, warehouses, workshops, open storage yards, vacant/unused land with a few scattered residential dwellings:

- (a) to its immediate east are some unused land; to its southeast across Kwu Tung Road are some unused/vacant land and residential dwellings (the nearest being about 48m away);
- (b) to its south across Kwu Tung Road are a vehicle showroom, storage yard, warehouses and vacant land;
- (c) to its immediate west are an open storage yard and warehouse; to its southwest across Kwu Tung Road are gardening, vacant and agricultural land with a few residential dwellings; and
- (d) to its north across Fanling Highway are some storages, warehouse, residential dwellings and agricultural land.

**9. Planning Intention**

The planning intention of the “OS” zone is primarily for the provision of land for appropriate open storage uses and to regularize the already haphazard proliferation of open storage use. It provides for the orderly development of land for open storage uses that cannot be accommodated in conventional godown premises.

**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 GL and Old Schedule Agricultural Lots 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 the occupation of GL of about 73 m<sup>2</sup> in area (subject to verification) included in the Site. The act of occupation of GL without Government's prior approval is not allowed.
- (c) Should planning approval be given to the application, the lot owner(s) will need to apply to his office to permit the structures to be erected or regularize any irregularities on site, if any. The applicant has to exclude the GL from the Site and 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 regularization or erection of temporary structure(s) will be considered. Applications 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 will be approved. If such application 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.

### **Traffic**

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

- (a) He has no comment from traffic engineering point of view.
- (b) Should the application be approved, the following condition should be incorporated:

No vehicle is allowed to queue back to or reverse onto/from the Site at any time during the planning approval period.

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

- (a) The access arrangement should be commented by TD.
- (b) HyD does not and will not maintain any access connecting the Site and Kwu Tung Road.
- (c) If the proposed run-in is agreed by TD, the applicant should construct a run in/out at Kwu Tung Road in accordance with the latest version of Highways Standard Drawing No. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement.
- (d) Adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains.

#### 10.1.4 Comments of the Chief Engineer/Railway Development 2-2, Railway

Development Office, Highways Department (CE/RD 2-2, RDO, HyD):

The Site falls within the administrative route protection boundary of the proposed Northern Link (NOL), which is recommended railway scheme under the Railway Development Strategy 2014. Although the programme and the alignment of the proposed NOL are still under review, those areas within the administrative route protection may be required to be vacated at the time for the construction of the NOL and would be subject to nuisance, such as noise and vibration of the proposed NOL. He has no objection in principle to the application from development point of view of the NOL, provided that the applicant is satisfied with the surrounding condition of nuisance taking into account the future construction, operation and maintenance of NOL.

### **Environment**

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

- (a) He does not support the application as there are sensitive receivers in the vicinity of the Site (the nearest residential dwelling is located at about 48m southwest of the Site) and environmental nuisance is expected. The applicant is advised to follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” issued by DEP.
- (b) No environmental complaint pertaining to the Site has been received over the past 3 years.

### **Nature Conservation**

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

As the Site is located within the “OS” zone and is paved for some years, he has no adverse comment on the application from nature conservation perspective. Should the application be approved, the applicant should avoid damages to trees surrounding the Site during operation.

### **Fire Safety**

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

- (a) He has no objection in principle to the application subject to 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 D of FS for approval. The applicant should also be advised on the following points:

- (i) the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and
  - (ii) the location of where the proposed FSIs to be installed should be clearly marked on the layout plans.
- (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.

### **Building Matters**

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

- (a) There is no record of approval by the Building Authority (BA) for the existing structures at the Site and his department is not in a position to offer comments on their suitability for the use proposed in the application.
- (b) The following issues should be observed by the applicant:
  - (i) if the existing structures are erected on leased land without approval of the BD, they are unauthorized building works (UBW) under the BO and should not be designated for any proposed use under the application;
  - (ii) for UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing works or UBW on the Site under the BO;
  - (iii) before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are UBW. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
  - (iv) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulation (B(P)R) respectively; and
  - (v) the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage.



## **Drainage**

### 10.1.9 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 operation and maintenance point of view.
- (b) Should the application be approved, the applicant should be advised on the followings:
  - (i) he notes that the applicant has submitted a drainage proposal. In this respect, the applicant shall submit a drainage proposal to demonstrate how he will collect, convey and discharge rain water falling onto or flowing to the Site. A clear drainage plan showing full details of the existing drains and the proposed drains (e.g. cover and invert levels of pipes/catchpits/outfalls and ground levels justifying waterflow etc.) with supporting design calculations and charts should be included. (Guideline on preparation of the drainage proposal is available in DSD homepage at [http://www.dsd.gov.hk/EN/Files/Technical\\_Manual/dsd\\_guideline/Drainage\\_Submission.pdf](http://www.dsd.gov.hk/EN/Files/Technical_Manual/dsd_guideline/Drainage_Submission.pdf)). Should additional drainage works be required, the applicant is reminded that approval of the drainage proposal must be sought prior to the implementation of drainage works on site. His details comments on the drainage proposal are at **Appendix V**.
  - (ii) after completion of the required drainage works, the applicant shall provide DSD for reference a set of record photographs showing the completed drainage works with corresponding photograph locations marked clearly on the approved drainage plan. DSD will inspect the completed drainage works jointly with the applicant with reference to the set of photographs;
  - (iii) the applicant shall ascertain that all existing flow paths would be properly intercepted and maintained without increasing the flooding risk of the adjacent areas;
  - (iv) the applicant is reminded that the proposed drainage works as well as the site boundary should not cause encroachment upon areas outside his jurisdiction;
  - (v) no public sewerage maintained by his office is currently available for connection. For sewage disposal and treatment, agreement from DEP shall be obtained;
  - (vi) the applicant should consult DLO/YL regarding all the proposed drainage works outside the site boundary in order to ensure the unobstructed discharge from the Site in future; and

- (vii) all the proposed drainage facilities should be constructed and maintained by the applicant at his own cost. The applicant should ensure and keep all drainage facilities on site under proper maintenance during occupancy of the Site.

### **Landscaping**

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

In view that the application does not involve any landscape issue and there is no significant landscape resources within the Site, no significant landscape impact is envisaged.

### **Electricity**

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

Based on the information provided, there are 400kV extra high voltage overhead lines running above the Site, which is within the preferred working corridor of the concerned overhead lines as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) published by the Planning Department. The following conditions shall be incorporated for strict compliance by the applicant and his contractors:-

- (a) Please observe the requirements of minimum safety clearance, minimum vertical clearance and preferred working corridor of the concerned overhead lines as stipulated in Clause 2.3.5, 2.3.6 and 2.3.14 under Chapter 7 - Utility Services of the HKPSG published by the Planning Department and ensure they shall be maintained at any time during and after construction.
- (b) No scaffolding, crane and hoist shall be built or operated within 6m from the outermost 400kV conductors at all times. Warning notices should be posted at conspicuous locations to remind operators and workers of the site boundary. CLP Power shall be consulted on the safety precautions required for carrying out any works near the concerned overhead lines.
- (c) In any time during and after construction, CLP Power shall be allowed to get access to the working corridor area of the concerned overhead lines for carrying out any operation, maintenance and repair work including tree trimming.
- (d) The Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation shall be observed by the applicant and his contractors when carrying out works in the vicinity of the electricity supply lines.

- (e) As regards the electric and magnetic fields arising from the transmission overhead lines, the applicant should be warned of possible undue interference to some electronic equipment in the vicinity, if any.

### **Others**

10.1.12 Comments of the Director of Food and Environmental Hygiene (DFEH):

- (a) He has no comment on the application.
- (b) For any waste generated from such activity/operation, the applicant should arrange disposal properly at their own expenses.

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

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

He has no comment on the application and no local comment has been received.

10.2 The following Government departments have no comment on the application:

- (a) Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD);
- (b) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (d) Commissioner of Police (C of P); and
- (e) Director of Leisure and Cultural Services (DLCS).

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

On 22.5.2020, the application was published for public inspection. During the first three weeks of the statutory publication period which ended on 12.6.2020, two public comments from the San Tin Rural Committee and a villager of Pun Uk Tsuen were received, objecting to the application on grounds that the proposed development would cause adverse environmental impact on the surrounding areas and affect pedestrian safety as the Site is adjacent to a subway (**Plan A-2**) connecting Castle Peak Road and Kwu Tung Road (**Appendix IV**).

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

12.1 The application is for proposed temporary container vehicle repair yard and warehouse for a period of 3 years. The entire site will be covered by a 1-storey

metal sheet structure not exceeding 8m high. The Site falls within a large “OS” zone which is primarily for provision of land for appropriate open storage uses and to regularize the already haphazard proliferation of open storage uses. The proposed use is generally in line with the planning intention of the “OS” zone. It is also considered not incompatible with the surrounding land uses which are mostly storage/open storage yards, warehouses and some unused/vacant land (**Plan A-2**).

- 12.2 The Site falls within Category 1 areas under the TPB PG-No. 13F where favorable consideration will normally be given to applications within these areas. The development is generally in line with the Guidelines in that there is no adverse comment from the concerned Government departments including C for T, DAFC, CE/MN of DSD, D of FS, DEMS and CTP/UD&L of PlanD, except DEP. The technical requirements from CE/MN of DSD and D of FS can be addressed by imposing the approval conditions recommended in paragraphs 13.2 (e) to (i) below should the Board decide to approve the application.
- 12.3 The application is not supported by DEP as there are sensitive receivers in the vicinity of the Site (the nearest residential dwelling is located about 48m southeast of the Site) (**Plan A-2**), and environmental nuisance is expected. It should be noted that the residential dwellings also fall within the same “OS” zone, and there was no environmental complaint against the Site in the past 3 years. To address DEP’s concern and mitigate any potential environmental impacts, approval conditions restricting the operation hours, traffic arrangement and requiring the provision of boundary fencing are recommended in paragraphs 13.2 (a) to (d) below. Any non-compliance with these approval conditions would result in revocation of the planning permission and unauthorized development on-site would be subject to enforcement action by the Planning Authority. Besides, the applicant will also be advised to follow the latest ‘Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses’ to minimize the possible environmental impacts on the adjacent areas.
- 12.4 The Site is the subject of two previous applications. The car repair workshop was approved for 3 years in 2000 while the temporary storage of diesel fuel which is for a different use was rejected in 2001 due to fire and safety concerns on the proposed storage of diesel fuel at the Site. The Committee has also approved 15 similar applications for temporary container vehicle repair yard and related uses within the same “OS” zone and rejected 3 similar applications. The circumstances of the rejected applications are different from the current application. Approval of the subject application is in line with the previous decisions of the Committee.
- 12.5 Two public comments were received during the statutory inspection period objecting to the application as detailed in paragraph 11. The departmental comments and planning assessments above are of relevance.

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

- 13.1 Based on the assessments in paragraph 12 and having taken into account the

public comments mentioned in paragraph 11, the Planning Department has no objection to the application.

- 13.2 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 18.9.2023. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions:

- (a) no operation between 7:00 p.m. and 7:00 a.m., as proposed by the applicant, is allowed on the Site during the planning approval period;
- (b) no operation on Sundays and public holidays, as proposed by the applicant, is allowed on the Site during the planning approval period;
- (c) no vehicle is allowed to queue back to or reverse onto/from the Site at any time during the planning approval period;
- (d) the provision of boundary fencing on the Site within **6** months from the date of planning approval to the satisfaction of the Director of Planning or of the Town Planning Board by 18.3.2021;
- (e) 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 18.3.2021;
- (f) in relation to (e) above, the implementation of the 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 18.6.2021;
- (g) in relation to (f) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (h) the submission of fire service installations proposal 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 18.3.2021;
- (i) in relation to (h) above, the provision of 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 18.6.2021;
- (j) if any of the above planning condition (a), (b), (c), or (g) 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
- (k) if any of the above planning condition (d), (e), (f), (h) or (i) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory Clauses

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

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

the applicant has failed to demonstrate that the proposed development would not cause adverse environmental impact on the surrounding areas.

**14. Decision Sought**

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 14.2 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.
- 14.3 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.

**15. Attachments**

<b>Appendix I</b>	Application Form and supporting documents received on 14.5.2020
<b>Appendix Ia</b>	FI received on 18.8.2020
<b>Appendix II</b>	Previous Applications
<b>Appendix III</b>	Similar Applications
<b>Appendix IV</b>	Public Comments
<b>Appendix V</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Layout Plan
<b>Plan A-1</b>	Location Plan with Similar/Previous Applications
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plan A-4</b>	Site Photos