

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-TYST/934

- Applicant** : Ms KWOK Kai Man represented by Mr YEUNG Yau Sing
- Site** : Lots 415, 420, 421 and 422 RP in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories
- Site Area** : 2,650 m² (about)
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/12
- Zoning** : “Residential (Group B) 1” (“R(B)1”) (about 54.5%)
[restricted to maximum plot ratio of 1, maximum site coverage of 40% and maximum building height (BH) of 4 storeys over single-storey carpark (15m)]
- “Comprehensive Development Area” (“CDA”) (about 45.5%)
[restrict to a maximum gross floor area (GFA) of 69,000m² (for the whole “CDA” zone) and a maximum BH of 17 storeys]
- Application** : Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 3 Years

1. The Proposal

- 1.1 The applicant seeks planning permission to use the application site (the Site) for temporary public vehicle park (excluding container vehicle) for a period of 3 years (**Plan A-1**). According to the Notes of the OZP for “R(B)1” and “CDA” zones, ‘Public Vehicle Park (excluding container vehicle)’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board). The Site straddles the “R(B)1” and “CDA” zones, and hence is the subject of various planning applications. However, only two previous applications for proposed temporary site office (No. A/YL-TYST/548) and temporary open storage of construction materials (A/YL-TYST/623) are directly related to the Site. The Site is currently occupied for the applied use without valid planning permission (**Plans A-2 to A-4b**).
- 1.2 30 private car/light goods vehicle (LGV) parking spaces (including 7 covered parking spaces) are proposed on the Site. The Site is accessible via Fui Sha Wai

South Road on the east, which connects to Castle Peak Road - Ping Shan Section (**Plan A-3** and **Drawing A-2**). According to the applicant, the public vehicle park intends to serve the villagers of Tai Tao Tsuen and the nearby residents. No vehicle without valid licences issued under the Road Traffic Ordinance will be parked/stored on the Site. A notice will be posted at a prominent location of the Site at all times to indicate that only private car/LGV, as defined in the Road Traffic Ordinance, is allowed to be parked on the Site. No vehicle repairing, dismantling or other workshop activities will be carried out on the Site. Plans showing the site layout and vehicular access leading to the Site submitted by the applicant are at **Drawings A-1 and A-2** respectively.

1.3 The major development parameters of the application are as follows:

Site Area	About 2,650 m ²
Total Floor Area (Non-domestic)	About 328.8 m ²
No. and Height of Structures	3 (for site office (about 2.6m, 1 storey), storeroom (about 2.6m, 1 storey) and rain shelter (about 5.5m, 1 storey) uses)
Parking Spaces	30 (for private car/LGV) (including 7 covered parking spaces)
Operation Hours	24 hours daily

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

- (a) Application Form with Plans and Drawing received on 22.11.2018 **(Appendix I)**
- (b) Supplementary information received on 29.11.20018 clarifying the height of the structures and operation hours **(Appendix Ia)**
- (c) Further information received on 2.1.2019 providing response to the Commissioner for Transport (C for T)'s comments **(Appendix Ib)**
[accepted and exempted from publication and recounting requirements]
- (d) Further information received on 21.1.2019 providing estimated trip generation/ attraction rates and clarifying the operational details in response to departmental comments **(Appendix Ic)**
[accepted and exempted from publication and recounting requirements]
- (d) Further information received on 26.2.2019 clarifying the type of vehicles to be parked on site **(Appendix Id)**
[accepted and exempted from publication and recounting requirements]

1.5 On 18.1.2019, the Committee agreed to defer a decision on the application for 2 months, as requested by the applicant's representative. On 21.1.2019 and 26.2.2019, further information (**Appendices Ic and Id**) were received and the application is submitted to the Committee for consideration at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in Section 9 of the Application Form at **Appendix I** and further information at **Appendix Ic**. They can be summarised as follows:

- (a) The proposed development is intended to serve the villagers of Tai Tao Tsuen and the nearby residents. Vehicles are mainly expected to enter/exit the Site during the day (around 15-18 cars per hour during peak hours) with very few vehicles entering/exiting at night.
- (b) The Site was abandoned for many years. Fly-tipping activities on the Site had created hygiene problems in the past. The applicant has cleaned up the Site for car parking use which could enhance the environment to the benefit of nearby residents. No environmental nuisance would be generated from the proposed use.
- (c) No vehicle without valid licences issued under the Road Traffic Ordinance will be parked/stored on the Site. A notice will be posted at a prominent location of the Site at all times to indicate that only private car/LGV, as defined in the Road Traffic Ordinance, is allowed to be parked on the Site. No container vehicles will be allowed to park on site. No vehicle repairing, dismantling or other workshop activities will be carried out on 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 notices of the application at the Site and at the Ping Shan Rural Committee. Detailed information would be deposited at the meeting for Members' inspection.

4. Background

The Site is currently not subject to planning enforcement action.

5. Previous Applications

5.1 The Site straddles the "R(B)1" and "CDA" zones, and hence is the subject of various planning applications. However, only two previous applications for proposed temporary site office (No. A/YL-TYST/548) and temporary open storage of construction materials (A/YL-TYST/623) are directly related to the Site. Details of the two relevant previous applications are summarised in

Appendix II and the boundaries are shown on **Plan A-1**.

- 5.2 Application No. A/YL-TYST/548 for proposed temporary site office covered a much smaller site of about 204m². The proposed temporary site office was intended to serve the residential development, named Uptown, located to the north of the Site during its construction phase. The application was approved by the Committee of the Board on 7.10.2011 for a period of 2 years. However, the approval was subsequently revoked on 7.7.2012 due to non-compliance with approval conditions in relation to the submission and implementation of fire service installations (FSIs) proposal. The temporary site office has since been removed upon completion of Uptown.
- 5.3 Application No. A/YL-TYST/623 for temporary open storage of construction materials for a period of 3 years submitted by a different applicant on the same site as the current application was rejected by the Committee on 7.12.2012 on the consideration that the proposal was not in line with the planning intention of the “CDA” and “R(B)1” zones; the proposal did not comply with the Town Planning Board Guidelines No. 13E; and was not compatible with the adjoining existing residential development and would generate adverse environmental impact on the existing and planned residential uses.
- 5.4 Compared with the last application (No. A/YL-TYST/623), the current application is submitted by a different applicant for a different use on the same site.

6. Similar Applications

- 6.1 There are 7 similar applications (No. A/YL-TYST/52, 58, 106, 114, 175, 251 and 523) for various temporary vehicle parking use within the same “R(B)1” zone. Details of the applications are at **Appendix III** and the locations are shown on **Plan A-1**. There are no similar application within the subject “CDA” zone on the OZP.
- 6.2 Applications No. A/YL-TYST/52 and 106 for temporary container tractor/trailer, lorry and car park for 3 years, application No. A/YL-TYST/175 for temporary vehicle park for parking of container trailers, lorries, coaches and private cars for 3 years, and application No. A/YL-TYST/251 for temporary vehicle park for parking of private cars, lorries, trucks, mini-buses and school buses for 3 years were rejected by the Committee on 27.11.1998, 14.7.2000, 13.9.2002 and 15.10.2004 respectively. They were rejected by the Committee mainly on the grounds that the development was incompatible with the surrounding residential and school uses and the road network was not designed to cater for the traffic generated by long vehicles; there was insufficient information in the submission to demonstrate that the development would not generate adverse environmental and drainage impacts on the surrounding area; and/or approval of the application would set an undesirable precedent.
- 6.3 Application No. A/YL-TYST/523 for proposed temporary public vehicle park for private cars and LGV for 3 years was rejected by the Committee on 4.3.2011 on the consideration that the proposal was not in line with the planning intention of the “R(B)1” zone and the proposed development would generate environmental

nuisance on the residential developments located in the immediate vicinity of the application site.

- 6.4 Application No. A/YL-TYST/58 for temporary public car park for private cars for 12 months was approved by the Committee on 14.5.1999 on the consideration that approval of the application would not jeopardise the planning intention of the then “Residential (Group C)” zone in the long term; the proposed development was not incompatible with the mixed land uses in the surrounding area; the proposed development was acceptable having regard with the road networks and junctions in the area; and no government departments consulted had adverse comments on the application.
- 6.5 Application No. A/YL-TYST/114 for a public car park was approved by the Committee on 22.9.2000 on a temporary basis for 3 years up to 22.9.2003 instead of the permanent use sought, so as to monitor the traffic and environmental conditions of the area.

7. The Site and Its Surrounding Areas (Plans A-2 to A-4b)

7.1 The Site is:

- (a) accessible via Fui Sha Wai South Road on the east, which connects to Castle Peak Road - Ping Shan Section to the further north of the Site (**Plan A-3**);
- (b) formed and fenced off; and
- (c) currently occupied for the applied use without valid planning permission.

7.2 The surrounding areas have the following characteristics:

- (a) to its immediate north is a private residential development named ‘Uptown’;
- (b) to its further north, the land is occupied by open storage of construction material and pipes, and parking of vehicles which are suspected unauthorised developments. A social welfare facility (residential care home for the elderly) covering this area was approved by the Committee under application No. A/YL-TYST/870 on 4.5.2018 (**Plan A-2**).
- (c) to its immediate southwest and further northwest are private residential developments named ‘The Woodville’ and ‘The Woodside’ respectively;
- (d) to its immediate south is cultivated agricultural land, some temporary structures and a metal workshop; and
- (e) to its further south is Tai Tao Tsuen and some vacant land.

8. Planning Intentions

- 8.1 The planning intention of the “R(B)1” zone is primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 8.2 The planning intention of the “CDA” zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

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/Yuen Long, Lands Department (DLO/YL, LandsD):
- (a) The Site comprises 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) The Site is accessible to Fui Sha Wai South Road via government land (GL). Her office provides no maintenance works for the GL involved and does not guarantee any right-of-way over the GL to the Site.
 - (c) The Site does not fall within Shek Kong Airfield Height Restriction Area.
 - (d) Should planning approval be given to the subject planning application, the lot owner(s) will need to apply to her office to permit the structures to be erected or regularise any irregularities on site, if any. Besides, given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. No construction of New Territories Exempted Building(s) will be considered or allowed. Applications for any of the above will be considered by her department 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(s) is approved, it will be subject to such terms and conditions, including among others the payment of premium or fee, as may be imposed by her

department.

Traffic

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

- (a) He has no adverse comment to 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 between Castle Peak Road – Ping Shan Section and Fui Sha Wai South Road is not under his 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.

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

- (a) The access arrangement should be commented by the Transport Department.
- (b) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the Site to nearby public roads/drains.
- (c) His office shall not be responsible for the maintenance of any access connecting the Site and Fui Sha Wai South Road.

Environment

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

- (a) There have been two substantiated and two non-substantiated complaints on noise nuisance, as well as one non-substantiated complaint on water nuisance concerning the Site. The two substantiated complaints were about noise nuisance from loading/unloading activities of waste recycling and from workshop activity in Lot 415 in D.D.121. No enforcement action was taken by DEP.
- (b) Should the planning application be approved, the applicant will be advised to follow the relevant mitigation measures and requirements in the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" (Code of Practice).

Landscape

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

- (a) With reference to the information submitted and aerial photo taken in August 2018, the Site is generally vacant and serving as open storage with no major vegetation found within its boundary. Significant landscape impact arising from the proposed use on the area is not anticipated. Therefore, she has no objection to the application from the landscape planning perspective.
- (b) Since the Site is bounded by the fence wall of the adjacent developments and existing landscape buffer along its southern boundary, should the Board approve this application, it is considered not necessary to impose a landscape condition as its effect on enhancing the quality of public realm is not apparent.

Drainage

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

- (a) He has no objection in-principle to the proposed development from a drainage point of view.
- (b) Should the Board consider that the application is acceptable from the planning point of view, approval conditions requiring the submission and implementation of a drainage proposal and the maintenance of the implemented drainage facilities to the satisfaction of the Director of Drainage Services or of the Board should be stipulated.

Water Supply

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

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

- (i) Existing water mains will be affected (**Plan A-2**). A waterworks reserve within 1.5m from the centerline of the water main shall be provided to her department.
- (ii) No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all time for staff of the Director of Water Supplies and their contractor to carry out construction, inspection, operation, maintenance and repair works.
- (iii) No trees or shrubs with penetrating roots may be planted within the waterworks reserve or in the vicinity of the water main.

- (iv) Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the Site.

Fire Safety

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

- (a) He has no objection in principle to the proposal subject to FSIs being provided to his satisfaction.
- (b) In consideration of the design/nature of the proposal, FSIs are anticipated to be required. The applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. The applicant should be advised on the following points:
 - (i) The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy.
 - (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 (BO) (Cap. 123), detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.

Building Matters

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

The applicant's attention is drawn to the following points:

- (i) 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 BD should be obtained, otherwise they are unauthorised building works (UBW) under BO. An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with BO.
- (ii) For UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under BO.
- (iii) 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) Regulations

(B(P)R) respectively.

- (iv) If the Site does not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of B(P)R at the building plan submission stage.

Other

- 9.1.10 Comments of the Chief Engineer/Cross-Boundary Infrastructure and Development, Planning Department (CE/CID, PlanD):

Civil Engineering and Development Department (CEDD) and PlanD jointly commissioned the “Planning and Engineering Study for Housing Sites in Yuen Long South (YLS) – Investigation” (the Study). The Site falls within the Study Area of the YLS but outside the development areas of YLS. There is no adverse comment on the application from the perspective of the Study.

District Officer’s Comments

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

His office has not received any comment from the locals on the application.

- 9.2 The following government departments have no comment to the application:

- (a) Director of Agriculture, Fisheries and Conservation (DAFC);
- (b) Project Manager (West), CEDD (PM(W), CEDD);
- (c) Director of Electrical and Mechanical Services (DEMS); and
- (d) Commissioner of Police (C of P).

10. Public Comments Received During the Statutory Publication Period

On 30.11.2018, the application was published for public inspection. During the first three weeks of the statutory public inspection period, which ended on 21.12.2018, four public comments (**Appendices IV-1 to IV-4**) were received, including three from private individuals and one from the management office of The Woodville (**Appendix IV-3**). The public comments raised objection to the application on the grounds of noise and environmental nuisance, traffic and structural safety concerns, security issue arising from the proposed use and that the Site should be developed for its intended residential use to meet the current shortage of housing.

11. Planning Considerations and Assessments

- 11.1 The subject application is for temporary public vehicle park (excluding container vehicle) for a period of 3 years at a site zoned “R(B)1” (about 54.5%) and “CDA” (about 45.5%) on the OZP. The Site is a piece of residual land that was not

acquired for the development of the existing comprehensive residential development (Uptown) covering the majority of the subject “CDA” zone and is not covered by the Master Layout Plan of the said development. The planning intention of the “R(B)1” zone is primarily for sub-urban medium-density residential developments in rural areas and the planning intention of the “CDA” zone is for comprehensive development/redevelopment of the area. Although the proposed use is piecemeal and not entirely in line with the planning intentions of the “R(B)1” and “CDA” zones, there is currently no known programme for long-term development on the Site. Approval of the application on a temporary basis would not frustrate the planning intentions of the zoned use on the OZP.

- 11.2 Whilst the Site is located near residential developments (**Plan A-2**) and an approved social welfare facility (residential care home for the elderly), the proposed public vehicle park is only for parking of 30 private cars/LGV. The applied use and the small scale of the proposed development are considered not entirely incompatible with the surrounding land uses.
- 11.3 Government departments consulted, including DEP, C for T, C of P, BD and CTP/UD&L of PlanD, have no adverse comment on the application. In view of its small scale and temporary nature, significant adverse environmental and traffic impacts on the surrounding area are not envisaged. Whilst there have been two substantiated noise nuisance complaints concerning the Site since January 2018, no waste recycling and workshop activities are currently found on site (**Plans A-4a to A-4b**), which are not related to the current applied use. Furthermore, relevant approval conditions are recommended in paragraph 12.2 to minimise any possible environmental nuisances generated by the temporary use or to address the technical requirements of other concerned government departments. Any non-compliance with the approval conditions will result in revocation of the planning permission and unauthorised development on the Site will be subject to enforcement action by the Planning Authority. Should the planning application be approved, the applicant will also be advised to follow the relevant mitigation measures and requirements in the Code of Practice in order to minimise any potential environmental impact on the nearby sensitive receivers.
- 11.4 There are 7 similar applications (No. A/YL-TYST/52, 58, 106, 114, 175, 251 and 523) within the subject “R(B)1” zone, of which 4 of them (No. A/YL-TYST/52, 106, 175 and 251), involving the parking of container tractor/lorries, were rejected by the Committee on the grounds that, *inter alia*, the development was incompatible with the surrounding residential and school uses and the road network was not designed to cater for the traffic generated by long vehicles. Another application No. A/YL-TYST/523 for the parking of private cars and LGV was rejected by the Committee on the consideration that the proposed development would generate environmental nuisance on the residential developments located in the immediate vicinity of the application site. The remaining two applications (No. A/YL-TYST/58 and 114) which did not involve the parking of long vehicles and had no adverse environmental impact on the surrounding area were approved by the Committee on a temporary basis. The current application only involves the parking of private cars and LGV, and DEP and C for T have no adverse comment on the application. Approval of the current application is generally in line with the Committee’s previous decisions.

- 11.5 Four public comments were received objecting to the application mainly on grounds as summarised in paragraph 10. The planning considerations and assessments in paragraphs 11.1 to 11.4 are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10 above, the Planning Department 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 on a temporary basis for a period of 3 years until 8.3.2022. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval conditions

- (a) only private cars and light goods vehicles, as defined in the Road Traffic Ordinance, as proposed by the applicant, are allowed to be parked/stored on or enter/exit the Site at any time during the planning approval period;
- (b) no vehicle without valid licences issued under the Road Traffic Ordinance, as proposed by the applicant, is allowed to be parked/stored on the Site at any time during the planning approval period;
- (c) a notice should be posted at a prominent location of the Site at all times to indicate that only private cars and light goods vehicles, as defined in the Road Traffic Ordinance, as proposed by the applicant, is allowed to be parked/stored on or enter/exist the Site, during the planning approval period;
- (d) no vehicle repairing, dismantling or other workshop activities, as proposed by the applicant, are allowed on the Site at any time during the planning approval period;
- (e) no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (f) the provision of boundary fence 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 8.9.2019;
- (g) the submission of a drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 8.9.2019;
- (h) in relation to (g) 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 8.12.2019;

- (i) in relation to (h) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (j) the submission of a 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 8.9.2019;
- (k) in relation to (j) above, the implementation of the fire service installations proposal 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 8.12.2019;
- (l) if any of the above planning conditions (a), (b), (c), (d), (e) or (i) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (m) if any of the above planning conditions (f), (g), (h), (j) or (k) 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 at **Appendix V**.

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

the proposed development was not in line with the planning intentions of the "R(B)1" and "CDA" zones which were for sub-urban medium-density residential developments in rural areas and comprehensive development/ redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities respectively. No strong planning justification had been given in the submission to justify a departure from the planning intentions, even on a temporary basis.

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 period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form with Plans and Drawing received on 22.11.2018
Appendix Ia	Supplementary information received on 29.11.2018 clarifying the height of the structures and operation hours
Appendix Ib	Further information received on 2.1.2019 providing response to C for T's comments
Appendix Ic	Further information received on 21.1.2019 providing estimated trip generation/ attraction rates and clarifying the operational details in response to departmental comments
Appendix Id	Further information received on 26.2.2019 clarifying the type of vehicles to be parked on site
Appendix II	Previous Applications covering the Site
Appendix III	Similar Applications within the subject "R(B)1" Zone on the OZP
Appendices IV-1 to IV-4	Public comments received during the statutory publication period
Appendix V	Recommended Advisory Clauses
Drawing A-1	Site Layout Plan
Drawing A-2	Plan showing the Vehicular Access Leading to the Site
Plan A-1	Location Plan with Previous and Similar Applications
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a to A-4b	Site Photos

**PLANNING DEPARTMENT
MARCH 2019**