

RNTPC Paper No. A/YL-KTN/673A
For Consideration by
the Rural and New Town
Planning Committee
on 29.11.2019

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-KTN/673

- Applicant** : Bonus Investment Limited represented by Derby Engineering Company
- Site** : Lots 49 S.B RP (Part), 379 S.B (Part), 383 (Part), 384 RP, 385 RP (Part), 394 S.A RP (Part), 395, 396 (Part), 397 RP, 398, 399 RP and 401 RP in D.D. 107 and Adjoining Government Land, Kam Tin, Yuen Long
- Site Area** : 3,830m² (about) (including Government land of about 567m² (14.8%))
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Kam Tin North Outline Zoning Plan (OZP) No. S/YL-KTN/9
- Zoning** : “Other Specified Uses” annotated “Railway Reserve” (“OU(Railway Reserve)”)
- Application** : Temporary Open Storage of Construction Materials 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 open storage of construction materials for a period of 3 years. The Site is subject to 2 previous planning applications (Nos. A/YL-KTN/425 and 586) for the same applied use submitted by the same applicant which were both approved with conditions by the Rural and New Town Planning Committee (the Committee) in 2013 and 2018. The Site is currently used for the applied use with most part covered by valid planning permission with all approval conditions fully complied (**Plans A-2 and A-4a to A-4c**).
- 1.2 According to the applicant, the applied use involves 3 one to two storeys structures with a total floor area of about 204m² and building height ranging from 2.5m to 5m for security booth, worker resting area and storage purpose. The remaining area of the Site is used for open storage of metal scaffolding. No workshop-related activity would be conducted within the Site. Three loading/unloading spaces for lorries with crane of 5.5 tonnes to 38 tonnes are provided at the Site. The operation hours are from 8:00 a.m. to 6:00 p.m. from Mondays to Saturdays. There is no operation on Sundays and public holidays.

The Site is accessible via a local track branching off Sam Tam Road. A site layout plan and drainage plan submitted by the applicant are at **Drawings A-1** and **A-2**.

- 1.3 Compared with the last approved application (No. A/YL-KTN/586), the current application is the same in terms of the applied use, total floor area and layout except with an increase in site area from 3,610m² to 3,830m² (+220m²/+6%).
- 1.4 In support of the application, the applicant has submitted the following documents:
 - (a) Application form with justification statement received (**Appendix I**) on 23.7.2019
 - (b) Further information (FI) received on 6.9.2019 in response to departmental comments (**Appendix Ia**)
[exempted from publication]
 - (c) FI received on 9.10.2019 in response to departmental comments (**Appendix Ib**)
[exempted from publication]
 - (d) FI received on 16.10.2019 in response to departmental comments (**Appendix Ic**)
[exempted from publication]
- 1.5 At the request of the applicant, the Committee agreed to defer a decision on the application on 20.9.2019 for two months in order to allow time for the applicant to prepare FI to address departmental comments. Upon receipt of the applicant's FI on 9.10.2019, the application is rescheduled for consideration at this meeting.

2. **Justifications from the Applicant**

The justifications put forth by the applicant are detailed in the justification statement in the application form and FIs in **Appendices I** to **Ic**. They can be summarized as follows:

- (a) The Site is adjacent to Fung Kat Heung and San Tam Road. The number of vehicle trips to and from the Site is small. Hence it would not cause significant traffic impact on the vicinity.
- (b) Fencing (aluminum sheets) of 2.5m to 3m high painted in dark green are erected along the site boundary to minimize the potential environmental and aesthetic impacts on the surrounding areas. The recommended mitigation measures as stated in the Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites would also be adopted on the Site.

- (c) Drainage facilities and planting at the Site will be maintained regularly. Sufficient clearance from the 400kV overhead lines will be provided.
- (d) According to the nearby villagers, after the development has been set up, the overall environment such as hygiene condition and cleanliness of the nullah has been improved.
- (e) Additional area for storing the construction materials is required upon completion of projects. As such, the applicant intends to include the vacant land at the southern corner of the Site for the applied use.

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

The applicant is not the “current land owner” of the private land portion of the Site 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 publishing a notice in the newspapers and posting notice near the entrance of the Site. Detailed information would be deposited at the meeting for Members’ inspection. For the Government land portion, the “Owner’s Consent/Notification” Requirements are not applicable.

4. Town Planning Board Guidelines

Town Planning Board Guidelines for ‘Application for Open Storage and Port Back-up Uses’(TPB PG-No.13E) promulgated by the Town Planning Board (the Board) on 17.10.2008 are relevant to the application. The Site is within Category 2 areas under TPB PG-No. 13E. The relevant extract of the Guidelines is attached at **Appendix II.**

5. Background

A major portion of the Site is covered by a valid planning permission (A/YL-KTN/586) for temporary open storage of construction materials. However, the storage use at the southern portion of the Site, which is not covered by a valid planning permission, would be subject to planning enforcement action.

6. Previous Applications

- 6.1 The Site is subject to two previous applications (No. A/YL-KTN/425 and 586) for the same use submitted by the same applicant of the current application. Details of the previous applications are summarized in **Appendix III** and their locations are shown on **Plan A-1.**
- 6.2 Both applications covering most part of the Site were approved with conditions by the Committee on 13.12.2013 and 2.3.2018 for a period of 3 years mainly for the reasons that the alignment and development programme of the proposed Northern Link (NOL) had yet to be finalised and temporary approvals would not jeopardize the long term planning intention of the

“OU(Railway Reserve)” zone; the development was not incompatible with the surrounding land uses; generally in line with TPB PG-No.13E in that relevant departments except the Director of Environmental Protection (DEP) had no adverse comment on the application and similar approvals of various temporary open storage uses within the same zone had been granted; and the environmental concern could be addressed by appropriate approval conditions. For Application No. A/YL-KTN/425, all approval conditions have been complied with and the planning permission lapsed on 14.12.2016. All the approval conditions of the last Application No. A/YL-KTN/586 have been complied with and the planning permission is valid until 2.3.2021.

7. Similar Applications

- 7.1 There were a total of 15 similar applications for various temporary open storage uses within the same “OU(Railway Reserve)” zone since the promulgation of TPB PG-No. 13E on 17.10.2008. Details of these applications are summarized in **Appendix IV** and their locations are shown on **Plan A-1**.
- 7.2 All applications were approved with conditions by the Committee between 2008 and 2019 for similar reasons that the alignment and development programme of the proposed NOL had yet to be finalised and temporary approvals would not jeopardize the long term planning intention of the “OU(Railway Reserve)” zone; developments were not incompatible with the surrounding land uses; generally in line with TPB PG-No.13E in that relevant departments except the DEP had no adverse comment on the application and previous approvals had been granted; and the environmental concern could be addressed by appropriate approval conditions. However, the planning permissions for 6 applications were revoked due to non-compliance with approval conditions.
- 7.3 Application No. A/YL-KTN/685 for temporary open storage of tail lift for a period of 3 years to the immediate south of the Site will be considered in the same meeting.

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

- 8.1 The Site is:
- (a) currently used for the applied use with a majority portion covered by a valid planning permission (Application No. A/YL-KTN/586);
 - (b) hard paved and fenced off;
 - (c) accessible via a local track branching off San Tam Road; and
 - (d) transversed by 400kV overhead lines.
- 8.2 The surrounding areas are mixed with open storage yards, warehouses, residential structures/dwellings, car servicing and vacant/unused land:

- (a) to its immediate east are residential structures/dwellings. Open storage yards and warehouses are located to the further east and southeast on land zoned “Industrial (Group D)” (“I(D)”);
- (b) to its immediate south are residential structures/dwellings, open storage/storage yards and unused land;
- (c) to its immediate west is a pylon and unused land. San Tam Road and San Tin Highway are located to its further west; and
- (d) to its north are storage, car servicing and warehouses.

9. Planning Intention

The planning intention of the “OU(Railway Reserve)” zone is primarily for railway development. According to the Explanatory Statement of the OZP, the area covers the proposed NOL alignment, and the exact alignment of the NOL has yet to be finalised.

10. Comments from Relevant Government Departments

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

Land Administration

10.1.1 Comments of the District Lands Officer, Yuen Long, Lands Department (DLO/YL, LandsD):

- (a) The Site comprises Government Land (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) Lot Nos. 394 S.A RP and 379 S.B all in D.D. 107 are covered by Short Term Waiver (STW) No. 3943 to permit structures erected thereon for the purpose of “temporary open storage of construction materials”.
- (c) A portion of the Site on the GL (about 247m²) is covered by Short Term Tenancy (STT) No. 2787 to permit structures erected thereon for the purpose of “temporary open storage of construction materials”.
- (d) No permission is given for occupation of GL not covered by STT No. 2787 (“the remaining GL”) (about 320m² subject to verification) included in the Site. Attention is drawn to the fact that any occupation of GL without Government’s

prior approval is not allowed.

- (e) The Site is accessible from San Tam Road via GL. His office provides no maintenance work for the GL involved and does not guarantee any right-of-way over the GL to the Site.
- (f) The Site does not fall within Shek Kong Airfield Height Restriction Area.
- (g) Should planning approval be given to the application, the STW/STT holder(s) will need to apply to his office for modification of the STW/STT conditions where appropriate. The owner(s) of the lot(s) without STW will need to apply to his office to permit the structures to be erected or regularize any irregularities on site, if any. Furthermore, the applicant has to either exclude the remaining GL portion from the Site or apply for a formal approval prior to the actual occupation of the remaining GL portion. Besides, given the proposed use is temporary in nature, only application for regularization 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 LandsD acting in the capacity as the landlord or lessor at its sole discretion and there is no guarantee that such application(s) will be approved. If such application(s) is approved, it will be subject to such terms and conditions, including among others the payment of premium or fee, as may be imposed by the LandsD.

Traffic

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

- (a) He has no comment on the application from the traffic engineering point of view.
- (b) Approval condition on no vehicle is allowed to queue back to or reverse onto / from public road at any time during the planning approval period.
- (c) The Site is connected to the public road network via a section of a local access road which is not managed by TD. The land status of the local access road should be checked with the LandsD. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly.

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

- (a) His department is not/shall not be responsible for the maintenance of any access connecting the Site and San Tam Road.
 - (b) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the Site to nearby public roads or exclusive road drains.
- 10.1.4 Comments of the Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department (CE/RD2-2, RDO, HyD):
- (a) The Site falls within the administrative route protection boundary of the proposed NOL, which is a recommended railway scheme under the Railway Development Strategy 2014 (RDS-2014). Although the programme and the alignment of the proposed NOL are still under review, those areas within the administrative route protection boundary may be required to be vacated at the time for the construction of the proposed NOL and would be subject to nuisance, such as noise and vibration, of the proposed NOL.
 - (b) He has no in-principle objection to the application from the 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.
- 10.1.5 Comments of the Chief Estate Surveyor/Railway Development, Lands Department (CES/RD), LandsD:
- (a) The Site falls within the “RDS 2014 NOL and Kwu Tung Station Limit of Area of Influence” and partly within “RDS 2014 NOL and Kwu Tung Station Administrative Route Protection Boundary”.
 - (b) He has no strong view on the application provided that the development would not pose obstacles to the acquisition of land for implementation of the NOL project and RDO, HyD has no objection on the application.

Environment

- 10.1.6 Comments of the Director of Environmental Protection (DEP):
- (a) There is no substantiated environmental complaint concerning the Site received in the past three years.
 - (b) According to ‘Code of Practice on Handling the Environmental Aspects of Open Storage and Temporary Uses’, he does not support the application as there are

residential dwellings immediately next to the Site and in the vicinity (**Plan A-2**) and the applied use involves the use of heavy vehicles, environmental nuisance is expected.

- (c) Should the applicant be approved, the applicant is 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” issued by DEP.

Nature Conservation

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

He has no comment on the application from the nature conservation point of view noting that the Site is already a paved area used for open storage of construction materials.

Drainage

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

- (a) He has no objection in principle to the development.
- (b) Should the application be approved, approval conditions requiring the submission, implementation and maintenance of the drainage proposal for the development should be included in the planning permission.
- (c) His detailed comments are at **Appendix VII**.

Fire Safety

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

- (a) He has no in-principle objection to the application subject to fire service installations (FSIs) being provided to his satisfaction.
- (b) In consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy. The location of where the proposed FSI to be installed should be clearly marked on the layout plans. Besides, the good practice guidelines for open storage sites in **Appendix V** should be adhered to.
- (c) Having considered the nature of the open storage use, the

condition on provision of fire extinguisher(s) within 6 weeks from the date of the planning approval should be included in the planning permission. To address this condition, the applicant should submit a valid fire certificate (FS251) to his department for approval.

- (d) The applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (BO) (Cap.123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.

Building Matters

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

- (a) As there is no record of approval by the Building Authority for the existing structures at the Site, he is not in a position to offer comments on the suitability for the use proposed in the application.
- (b) If the existing structures (not being a New Territories Exempted House) are erected on leased land without approval of BD, they are unauthorized building works (UBW) under the BO and should not be designated for any proposed use under the application.
- (c) 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 the BO.
- (d) Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling) are to be carried out on the Site, prior approval and consent of the BD 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.
- (e) 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.
- (f) 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 the B(P)R at the building plan submission stage.

Electricity

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

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). He has no objection in principle to the application subject to the following conditions pertaining to electricity supply safety and reliability, being strictly complied by the applicant and his contractors:

- (a) The applicant should observe to the requirements of minimum safety clearance, minimum vertical clearance and preferred working corridor of the concerned overhead lines as stipulated in Clauses 2.3.5, 2.3.6 and 2.3.14 under Chapter 7 – Utility Services of the HKPSG 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.

District Officer’s Comments

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

He has not received any local comment on the application and has no comment from departmental point of view.

- 10.2 The following Government departments have no comment on the application:
- (a) Project Manager (West), Civil Engineering and Development Department;
 - (b) Chief Engineer/Construction, Water Supplies Department; and
 - (c) Commissioner of Police.

11. Public Comments Received During Statutory Publication Period

On 30.7.2019, the application was published for public inspection. During the first three weeks of the statutory public inspection period, two comments from a Yuen Long District Council (DC) member and an individual were received (**Appendices VI-1 and VI-2**). The Yuen Long DC member raised concern on traffic congestion during peak hours within the area which is occupied by many storage sites, and suggested to introduce control measures to address the issue. The individual expressed that the Site is slightly larger than the previously approved scheme and whether the zoning of “Railway Reserve” is still relevant.

12. Planning Considerations and Assessments

- 12.1 The applied use is for temporary open storage of construction materials for a period of 3 years in the “OU(Railway Reserve)” zone. The planning intention of the zone is primarily for reservation of land for railway development, i.e. the NOL. The applied use is not in line with the planning intention of the zone. Nevertheless, CE/RD 2-2, RDO of HyD advised that the alignment and programme of the NOL is still under review and he has no in-principle objection to the application from the development point of view of NOL. It is considered that approval of the application on a temporary basis would not frustrate the long-term planning intention of the “OU(Railway Reserve)” zone.
- 12.2 The development is considered not incompatible with the surrounding land uses predominated by open storages yards, warehouses and vacant/unused land. Also, an area to the east of the Site is zoned “I(D)” which is intended for rural industrial uses.
- 12.3 According to TPB PG-No. 13E, the Site falls within Category 2 areas. The following guidelines are relevant:

Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no 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, where appropriate, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas.

- 12.4 The application is generally in line with TPB PG-No. 13E in that relevant departments consulted except DEP have no adverse comments on the application. DEP does not support the application as there are sensitive receivers, i.e. residential structures to the immediate east, and the applied use involves the use of heavy vehicles, thus environmental nuisance is expected. Nevertheless, there is no substantiated environmental complaint concerning the Site received in the past three years. Besides, the Site is accessible via a local track branching off San Tam Road where direct access is provided without passing through any major residential development in the area. To address any possible environmental nuisance, approval conditions restricting the operation hours and prohibiting workshop-related activities are recommended in paragraphs 13.2 (a) to (f) below. Any non-compliance with the approval conditions will result in revocation of the planning permission and unauthorised development on-site will be subject to enforcement action by the Planning Authority. The applicant will also be advised to adopt the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites”. The technical concerns and requirements of C for T, CE/MN of DSD and D of FS could be addressed by approval conditions in paragraphs 13.2 (g) to (l).
- 12.5 Two previous applications (Nos. A/YL-KTN/425 and 586) for the same applied use submitted by the same applicant as the current application were approved with conditions by the Committee on 13.12.2013 and 2.3.2018 respectively for the reasons as stated in paragraph 6.2 above. For the last approved Application No. A/YL-KTN/586, all approval conditions have been complied with and the planning permission is valid until 2.3.2021. As compared with Application No. A/YL-KTN/586, the current application is the same in terms of the applied use, total floor area and layout except with an increase in site area from 3,610m² to 3,830m² (+220m²/+6%). Also, fifteen similar applications for various temporary open storage uses were approved with conditions by the Committee within the same “OU (Railway Reserve)” zone since 2008. In this regard, approval of the application is in line with the Committee’s previous decision.
- 12.6 Two public comments were received during the statutory publication period expressing view on the application as stated in paragraph 11 above. In this regard, the departmental comments as well as the planning considerations and assessments above are relevant.

13. Planning Department’s Views

- 13.1 Based on the assessments made in paragraph 12 above and having taking into account the public comments in paragraph 11, the Planning Department considers that the temporary open storage of construction materials could be tolerated for a period of 3 years.
- 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 29.11.2022. The following conditions of approval and advisory clauses are also suggested for Members’ reference.

Approval Conditions

- (a) no operation between 6:00p.m. and 8:00a.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 dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities shall be carried out on the Site at any time during the planning approval period;
- (d) the maintenance of the existing boundary fencing on the Site at all times during the planning approval period;
- (e) no stacking of materials above the height of peripheral fencing shall be allowed on the Site at any time during the planning approval period;
- (f) no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (g) the submission of 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 29.5.2020;
- (h) in relation to (g) above, the implementation of 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 29.8.2020;
- (i) in relation to (h) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (j) the provision of fire extinguisher(s) with a valid fire certificate (FS 251) within **6** weeks from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 10.1.2020;
- (k) 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 29.5.2020;
- (l) in relation to (k) above, the implementation of 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 29.8.2020;
- (m) if any of the above planning condition (a), (b), (c), (d), (e) , (f) 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

- (n) if any of the above planning condition (g), (h), (j), (k) or (l) 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 VII**.

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

the development is not in line with the planning intention of the "OU(Railway Reserve)" zone which is primarily for railway development. No strong planning justification has been given in the submission to justify a departure from the planning intention, even on a temporary basis.

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

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| Appendix I | Application form with justification statement received on 23.7.2019 |
| Appendix Ia | FI received 6.9.2019 |
| Appendix Ib | FI received 9.10.2019 |
| Appendix Ic | FI received 16.10.2019 |
| Appendix II | Relevant extract of Town Planning Board Guidelines for "Application for Open Storage and Port Back-up Uses" (TPB PG-No. 13E) |
| Appendix III | Previous s.16 Applications covering part of the Application Site |
| Appendix IV | Similar applications in the same "OU(Railway Reserve)" zone |

on Kam Tin North OZP

Appendix V	Good Practice Guidelines for Open Storage Sites
Appendices VI-1 and 2	Public comments received during the statutory publication period
Appendix VII	Advisory Clauses
Drawing A-1	Layout Plan
Drawing A-2	Drainage Proposal Plan
Plan A-1	Location Plan with Similar Applications
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a to A-4c	Site Photos

**PLANNING DEPARTMENT
NOVEMBER 2019**