

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-NSW/283

- Applicant** : OZZO Engineering (HK) Limited represented by Toco Planning Consultants Limited
- Site** : Lots 999 S.E (Part), 1001 S.A RP (Part), 1002 S.A RP (Part) and 1327 RP (Part) in D.D. 115 and adjoining Government Land (GL), Au Tau, Yuen Long
- Site Area** : About 912.73 m² (including 43.66 m² of GL)
- Land Status** : (i) Lots 999 S.E, 1001 S.A RP and 1002 S.A RP are Old Scheduled Agricultural lots
- (ii) Lot 1327 RP in D.D. 115 is Tai Po New Grant No. 6825 for “House” and “Orchard” purposes
- Plan** : Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/8
- Zoning** : “Undetermined” (“U”)
- Application** : Proposed Temporary Shop and Services (Convenience Store and Showroom) and Storage Use for Traffic Information Technology System Facilities with Ancillary Solar Panels 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 shop and services (convenience store and showroom) and storage use for traffic information technology system (ITS) facilities with ancillary solar panels for a period of 3 years. The Site falls within an area zoned “U” on the approved Nam Sang Wai OZP No. S/YL-NSW/8 (**Plan A-1a**). According to the covering Notes of the OZP, any use or development in the “U” zone, except those specified as always permitted under the covering Notes, requires planning permission from the Town Planning Board (the Board).
- 1.2 The Site is accessible from Castle Peak Road – Yuen Long. The proposed development involves four structures with solar panels on rooftop. It has a total plot ratio (PR) about 0.68, gross floor area (GFA) of about 616.18m² and building height of 1-2 storeys (not more than 6.5m including solar panel). The proposed development includes (i) retail shop for selling and renting traffic engineering

equipment which also functions as a convenience store; (ii) showroom for ITS facilities (e.g. licence recognition system, automated traffic/pedestrian counting system and automated variable message sign system, etc.) ; (iii) vending machine room for selling snacks and drinks to the nearby locals and patrons; and (iv) storage space for storage and protection of traffic construction equipment (i.e. welding tools, aerial platform, pump and water tank) and traffic engineering equipment (i.e. traffic cones, traffic signs, water-filled barriers, temporary traffic signals).

- 1.3 The major development parameters of the proposed development are summarised as follows:

Major Development Parameters	Application No. A/YL-NSW/283
Site Area	About 912.73 m ² (including 43.66 m ² of GL)
PR	About 0.68
Total GFA(m ²)	About 616.18
- Shop and Services (traffic engineering equipment, convenience store and vending machine room)	About 89.28
- Shop and Services (showroom for ITS)	About 89.28
- Storage (traffic related equipment)	About 416.64
- Toilet and Utilities	About 20.98
Site Coverage	About 36.5%
No. of Blocks	4
Maximum Building Height	2 Storeys (not more than 6.5m including solar panel)
No. of Private Car Parking Spaces (with clear headroom of 2.4m)	6 (including 4 electrical charge parking spaces)

- 1.4 The exterior of some structures will be provided with green walls. Part of the Site will be provided with lawn area to create visual pleasure and greenery to the area. The solar panels installed on the roof of the proposed structures would be entirely used for supplying electricity to the proposed development. If there is remaining supply of electricity, the applicant may apply for CLP's Feed-in-Tariff scheme. The layout plan, floor plans, elevation plans and perspective drawings submitted by the applicant are at **Drawings A-1 to A-6**.

- 1.5 The operation hours of the proposed shop and services and showroom will be 11:00 a.m. to 5:00 p.m. daily (including public holidays). The proposed vending machines will operate for 24 hours daily. The working population at the Site would be 8-10. The number of daily visitors to the proposed shop and services and showroom will be approximately 5 and visitors can be managed through booking.

- 1.6 The traffic equipment storage will not open to visitors. It will operate between 8:00 p.m. to 6:00 a.m. when night-time traffic management implementation works orders for equipment rental are received. During night time operation, a

maximum of 4 vehicles (Light Goods Vehicle (LGVs) would access the Site to collect and return the traffic equipment.

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

- | | |
|--|---------------|
| (a) Application form received on 10.12.2020 and clarification letter received on 17.12.2020 | (Appendix I) |
| (b) Supplementary planning statement | (Appendix Ia) |
| (c) Further Information (FI) received on 21.1.2021 providing responses to departmental comments* | (Appendix Ib) |
| (d) FI received on 26.1.2021 providing responses to departmental comments * | (Appendix Ic) |
| (e) FI received on 27.1.2021 providing responses to departmental comments * | (Appendix Id) |
| (f) FI received on 29.1.2021 providing response to departmental comments* | (Appendix Ie) |

** accepted and exempted from the publication and recounting requirements*

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in **Appendices I to Ie**. They can be summarised as follows:

- (a) The applicant is a specialist consultancy firm on transport planning and traffic engineering. It has planned to develop ITS and related equipment in his business which is in line with the Policy Address regarding the development of Smart City in Hong Kong. As the tenancy agreement of the applicant's other site is coming to an end, the applicant needs a new site as a back office to allow storage and protection for the traffic equipment and ITS facilities so as to provide more efficient service to its clients.
- (b) There are bus and mini-bus stops near the Site along Castle Peak Road – Yuen Long (**Plan J in Appendix Ie**). Patrons and staff could easily access the Site via different means of public transport. The traffic impact generated by the proposed development is insignificant. It is estimated that 10 vehicle trips will be generated at peak hours. No vehicles larger than LGV would access the Site. Swept path analysis has demonstrated smooth manoeuvring of LGVs (**Plan H in Appendix Ia**).
- (c) The small-scale development at the Site is compatible with the surrounding townscape in terms of the building form and building height which are similar in height and low-rise. The proposed development is compatible with the adjacent land uses which are intermixed with vehicle parks, open storage yards, scattered temporary structures and unused land. It would not adversely affect the view and

visual quality of the adjacent buildings and coincide with the existing ambience and business (**Drawings A-4 to A-6**).

- (d) The planning intention of the “U” zone is transitional in nature subject to land use review before appropriate uses can be decided upon. The Site is located at the fringe of the “U” zone. The structures are proposed to be built with prefabricated modular units and can be assembled and removed in a relatively short period of time. The proposed temporary use for a period of 3 years will not jeopardise nor pre-empt the planning intention of “U” zone. There is planning application for the proposed shop and services in the vicinity of the Site recently approved by the Board (i.e. Application No. A/YL-NSW/278). Comparing to the previously approved Petrol Filling Station (PFS) at the Site (see paragraph 5 below), the proposed development mainly for storage and selling of products and services is temporary in nature. Approval of the application will not set an undesirable precedent for other similar applications.
- (e) The proposed development is small in scale, adverse noise, air quality and ecology impacts due to the operation of the proposed use on the surrounding areas are not expected. The Site and its surrounding area are well served by drainage system. Four portable toilets are proposed at the Site which would be sufficient to treat the small amount of sewage. The Site is vacant and no rare or protected trees or flora species was found. Landscape features (i.e. lawn and green wall) will be provided to enhance the visual aesthetic of the Site and landscape environment. No structures will be erected at the entrance which will not affect the existing water main. Solar panels are proposed to be installed on the roof of the structures to embrace low-carbon development and promote development of renewable energy and energy conservation.

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

The applicant is not the “current land owner” and 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 obtaining consent from the current land owner. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion of the Site, the “Owner’s Consent/Notification” Requirements are not applicable.

4. Background

- 4.1 The Site falls within the “U” zone (26.3 ha) south of the Yuen Long Highway (**Plan A-1a**) and has been zoned “U” on the draft Nam Sang Wai OZP No. S/YL-NSW/1 since 3.6.1994. It was so designated as several major transport and drainage projects, including Yuen Long Highway, MTR West Rail (WR) and Yuen Long Bypass Floodway (YLBF), which were under planning at that time, would traverse the area. According to the Explanatory Statement of the Nam Sang Wai OZP, the “U” zone is within a transitional location between the urban and rural areas. Development within the areas has to be comprehensively planned as piecemeal development or redevelopment would have the effect of degrading the environment and thus jeopardising the long-term planning intention of the areas.

Under the “U” zone, any developments or redevelopments require planning permission from the Board so as to ensure that the environment would not be adversely affected and that infrastructure, Government, institution or community (GIC) facilities, open space are adequately provided. The proposed development should also take into account the WR and YLBF.

- 4.2 Following the completion of the infrastructure projects of Yuen Long Highway, WR and YLBF, and upon preliminary review, the subject “U” zone is considered to have potential for housing developments and other uses. According to the 2017 Policy Address, the subject “U” zone is one of the 26 potential sites for public housing development in the short to medium term. The detailed land use proposal and appropriate development parameters are subject to further review. The long term use of the Site will be examined in the future land use review of the subject “U” zone.
- 4.3 The Site is not a subject of any active enforcement case. If there is sufficient evidence to prove unauthorised development (UD) under the Town Planning Ordinance, enforcement action would be instigated against it.

5. Previous Applications

- 5.1 The Site is involved in 6 previous applications submitted by different applicants. Application No. A/DPA/YL-NSW/6 for residential with ancillary recreational uses and No. A/YL-NSW/1 for PFS were submitted by one applicant which were rejected in 1992 and 1994 respectively.
- 5.2 The other 4 applications were submitted by another applicant for PFS use. Application No. A/YL-NSW/17 was approved in 1997 taking into account the applicant’s undertaking that he would not object to the YLBF upon gazette; would cease operation of the PFS and demolish it to make way for the YLBF project and would not demand any compensation; and would design and construct the PFS taking into account the YLBF. A PFS had subsequently been built but it was never put into operation. As the western portion of the application site was resumed for the construction of YLBF in 2002, the PFS was demolished subsequently. Application No. A/YL-NSW/182 was approved in 2009 for 10 years but the planning permission was revoked in 2011 due to non-compliance with approval conditions. Applications No. A/YL-NSW/217 and 250 were rejected in 2012 and 2017 respectively, mainly because approval of the PFS would pose an undue constraint to the future land use in the area.
- 5.3 Details of the applications and their locations are summarised at **Appendix II** and **Plan A-1b** respectively.

6. Similar Applications

- 6.1 There are two similar applications for temporary shop and services use within the same “U” zone on the Nam Sang Wai OZP (**Plan A-1a**).
- 6.2 Applications No. A/YL-NSW/115 for temporary retail shop for wheels and tyres and No. A/YL-NSW/278 for temporary shop and services (sales of private cars)

were approved by the Committee in 2002 and 2020 respectively on considerations that the temporary developments would not jeopardise the long term planning intention of the “U” zone and were not incompatible with the surrounding land uses; the developments would unlikely generate any adverse environmental, traffic and drainage impacts and there were no adverse departmental comments.

6.3 Details of the applications are summarised at **Appendix III**.

7. **The Site and its Surrounding Areas (Plans A-1 to A-4)**

7.1 The Site is:

- (a) fenced and paved with some temporary structures; and
- (b) accessible directly from Castle Peak Road – Yuen Long (**Plans A-2 and A-3**).

7.2 The surrounding areas have the following characteristics:

- (a) to the north and northeast are some residential dwellings, unused land, parking of vehicles, open storage of construction materials and metal workshop. Such vehicle park/open storage/workshop uses are suspected UD;
- (b) to the immediate east is the Sun Kong Hotel. Further east is a car beauty and repair workshop which is a suspected UD;
- (c) to the west across YLBF is Pok Oi Hospital zoned “Government, Institution or Community”; and
- (d) to the south across Castle Peak Road – Yuen Long are some residential dwellings, unused land, an electricity substation and a PFS within the Tai Tong OZP area (**Plan A-1a**).

8. **Planning Intention**

The “U” zone is subject to impacts from Castle Peak Road, Yuen Long Highway, WR and YLBF. Under the “U” zone, any developments or redevelopments require planning permission from the Board so as to ensure the environment would not be adversely affected and that infrastructure, GIC facilities, open space are adequately provided. The proposed development should also take into account the WR and YLBF. To realise a built-form which represents a transition from Yuen Long New Town to the rural area, the development intensity should take into account the urban type developments immediately to the west of the “U” zone and the rural characteristics of the area to its north. Development within the areas has to be comprehensively planned as piecemeal development or redevelopment would have the effect of degrading the environment and thus jeopardising the long-term planning intention of the areas.

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, LandsD (DLO/YL, LandsD):

- (a) The Site comprises a New Grant Lot and 3 Old Schedule Agricultural Lots (OSALs). Lot No. 1327RP in D.D. 115 is held under Tai Po New Grant No. 6825 for “House” and “Orchard” purposes. The OSALs are held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government.
- (b) No permission is given for occupation of GL (about 43.66m² subject to verification) included in the Site. Any occupation of GL without Government’s prior approval is not allowed.
- (c) Should planning approval be given to the application, the lot(s) owner(s) will need to apply to LandsD for a Short Term Waiver to (i) waive the user restriction as stipulated in the lease conditions, if any, and/or (ii) permit the structures to be erected and/or (iii) regularise any irregularities on the Site, if any. Given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. The applicant has to exclude the GL portion from the Site or apply to LandsD for a Short Term Tenancy to occupy the GL. 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(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 LandsD.

Traffic

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

- (a) He has no comment on the application from traffic engineering perspective.
- (b) The Site is connected to the public road network via a section of a local access road which is not managed by the Transport Department (TD). The land status of the local access road should be clarified with LandsD by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly.

- (c) Should the application be approved, no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period.

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

- (a) The proposed access arrangement of the Site from Castle Peak Road – Yuen Long should be approved by TD.
- (b) HyD shall not be responsible for the maintenance of any access connecting the Site and Castle Peak Road – Yuen Long.
- (c) Adequate drainage measures should be provided to prevent surface water flowing from the Site to the nearby public roads and drains.

9.1.4 Comments of the Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department (CE/RD 2-2, RDO, HyD):

He has no comment from railway development viewpoint as the Site falls outside any administrative route protection boundary, gazetted railway scheme boundary or existing railway protection boundary of any railway systems.

Environment

9.1.5 Comment of the Director of Environmental Protection (DEP):

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

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

He has no strong view on the application from nature conservation point of view as the Site and its surrounding area are largely disturbed in nature. Should the application be approved, the applicant is advised to adopt good site practices and implement necessary measures to prevent any disturbance or water pollution to the nearby watercourse.

Landscape

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

- (a) He has no objection from landscape planning perspective.

- (b) Referring to the aerial photo dated 18.2.2020, the Site is situated in an area of rural fringe landscape character comprising scattered tree groups and temporary structures. The proposed development is not incompatible with the surrounding landscape setting.
- (c) The Site is vacant and paved with asphalt. Vegetation clearance has taken place and no existing tree is found within the Site. Significant adverse impact to the existing landscape resources arising from the proposed use within the Site is not anticipated.
- (d) In view that significant adverse landscape and visual impact due to the proposed development is not anticipated, landscape condition is therefore not recommended should the Board approve the application.

Fire Safety

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

- (a) He has no objection in principle 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. 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 (BO) (Cap. 123), detailed fire service 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):

- (a) Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority 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.

- (b) For UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the 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 building works or UBW on the Site under BO.
- (c) His detailed comments are at **Appendix V**.

Drainage

9.1.10 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 the public drainage point of view.
- (b) Should the Board consider that the application is acceptable from the planning point of view, the following conditions should be stipulated in the approval letter requiring the applicant (i) to submit a drainage proposal; and (ii) to implement the drainage proposal and maintain the drainage facilities for the development to the satisfaction of the Director of Drainage Services or of the Board.
- (c) There is no public sewer connection available in the vicinity, the applicant shall seek views and comments from DEP regarding the sewage disposal arrangement of the proposed development.

Town Gas Safety

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

- (a) There is a high pressure underground town gas transmission pipeline (running along Castle Peak Road) which is in the vicinity of the Site.
- (b) The applicant shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the Site and any required minimum set back distance away from them during the design and construction stages of the development.
- (c) His detailed comments are at **Appendix V**.

Water Supply

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

- (a) He has no objection to the application.
- (b) Existing water mains will be affected (**Plan A-2**). The applicant

shall bear the cost of any necessary diversion works affected by the proposed development.

- (c) In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the centerline of the water main shall be provided to WSD. No structure shall be erected over this waterworks reserve and such area shall not be used for storage purposes. The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains and all other services across, through or under it which the Water Authority may require or authorise.
- (d) The 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.

Food and Environmental Hygiene

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

- (a) He has no objection to the application.
- (b) Proper licence / permit issued by the Food and Environmental Hygiene Department (FEHD) is required if there is any food business / catering service / activities regulated by DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public and the operation of any business should not cause any obstruction. In accordance with Section 4 of Food Business Regulation (Cap. 132X), the expression "food business" means, any trade or business for the purpose of which any person engages in the handling of food or food is sold by means of a vending machine.
- (c) His detailed comments are at **Appendix V**.

District Officer's Comments

9.1.14 Comments of the District Officer (Yuen Long) (DO/YL):

His office has no comment on the application and local comments shall be submitted to the Board directly, if any.

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

- (a) Commissioner of Police;
- (b) Director of Leisure and Cultural Services;
- (c) Project Manager (West), Civil Engineering and Development Department (CEDD); and
- (d) Head of the Geotechnical Engineering Office, CEDD.

10. Public Comments Received During Statutory Publication Period

On 29.12.2020, the application was published for public inspection. During the first 3 weeks of the statutory public inspection period which ended on 19.1.2021, 34 public comments were received. Amongst the comments received, 33 are in a standard format supporting the application in that the proposed development would make better use of land resources by providing services to local residents and its small scale and temporary nature would not be incompatible with the surrounding environment. The remaining comment raises concerns on how the proposed use would integrate with the planned public housing development or if it would delay the latter's implementation.

11. Planning Considerations and Assessments

- 11.1 The application is for proposed temporary shop and services (convenience store and showroom) and storage use for traffic ITS facilities with ancillary solar panels for a period of 3 years at the Site. The Site falls within an area zoned "U" on the Nam Sang Wai OZP which was so designated as several major transport and drainage projects, including WR and YLBF, which were under planning at that time, would traverse the area. The above infrastructure projects have been completed. The subject "U" zone has been identified in the 2017 Policy Address with potential for housing development. The detailed land use proposal and appropriate development parameters for the "U" zone are subject to further study. As the long term use of the "U" zone is subject to study, approval of the proposed temporary use for a period of 3 years would not jeopardise the long term land use planning for the area.
- 11.2 The Site is located at the fringe of the "U" zone. The proposed development is small in scale and low-rise which is not incompatible with the urban fringe setting around the Site. According to the applicant, the proposed retail shop/convenience store could serve the nearby locals and patrons. The proposed showroom for ITS facilities and storage for traffic construction and engineering equipment are not incompatible with the surrounding hotel, vehicle parking/workshops/open storage uses (**Plan A-2**).
- 11.3 According to the applicant, the proposed traffic equipment storage will operate between 8:00 p.m. to 6:00a.m. As the Site is directly accessible to Castle Peak Road – Yuen Long, vehicles accessing/leaving the Site at night time would unlikely cause nuisance to the residential dwellings in the area, the nearest of which is 40m away from the Site (**Plan A-2**). DEP has no objection to the application. To mitigate the potential environmental impacts of the proposed development on the surrounding areas, the applicant will be advised to follow the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" if the application is approved.
- 11.4 On traffic, drainage, fire safety, town gas safety and landscape aspects, the concerned departments including, C for T, CE/MN of DSD, D of FS, DEMS and CTP/UD&L, PlanD have no objection to the application. Approval conditions on drainage and fire safety requirements are recommended in paragraphs 12.2 (a) to (f) below as per the advice of these departments.
- 11.5 The Committee has approved two similar applications for temporary retail shop

for wheels and tyres/sales of private cars in the same “U” zone as detailed in paragraph 6 above. Approval of the current application is in line with the previous decisions of the Committee.

- 11.6 33 supporting and 1 opposing public comments were received during the statutory public inspection period of the application as detailed in paragraph 10. The planning assessment and departmental comments above are relevant.

12. Planning Department’s Views

- 12.1 Based on the assessment 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 5.2.2024. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

Approval Conditions

- (a) no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (b) 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 5.8.2021;
- (c) in relation to (b) 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 5.11.2021;
- (d) in relation to (c) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (e) 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 5.8.2021;
- (f) in relation to (e) 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 5.11.2021;
- (g) if any of the above planning conditions (a) or (d) 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
- (h) if any of the above planning conditions (b), (c), (e) or (f) 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**.

12.3 There is no apparent reason to reject the application.

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 received on 10.12.2020 and applicant's clarification letter received on 17.12.2020
Appendix Ia	Supplementary planning statement
Appendix Ib	FI received on 21.1.2021
Appendix Ic	FI received on 26.1.2021
Appendix Id	FI received on 27.1.2021
Appendix Ie	FI received on 29.1.2021
Appendix II	Previous applications
Appendix III	Similar applications
Appendix IV	Public Comments
Appendix V	Recommended Advisory Clauses
Drawing A-1	Layout Plan
Drawing A-2	Floor Plans
Drawing A-3	Elevation Plans
Drawings A-4 to 6	Perspective Drawings
Plan A-1a	Location Plan with Similar Applications
Plan A-1b	Previous Applications Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos