

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

**APPLICATION NO. A/YL-PS/586**

- Applicant** : Long Tin Carpark Management Limited represented by PlanArch Consultants Ltd.
- Site** : Lots 120 (Part), 121 (Part), 122 (Part), 246 RP (Part), 247, 248 S.A, 248 S.B, 248 RP (Part), 249 RP, 250 RP and 254 RP in D.D. 122, Ping Shan, Yuen Long, New Territories
- Site Area** : About 13,425 m<sup>2</sup>
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18
- Zoning** : “Comprehensive Development Area” (“CDA”)  
[restricted to maximum plot ratio of 0.4 and maximum building height of 3 storeys including car park]
- Application** : Temporary Logistics Centre 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 logistics centre for a period of 3 years (**Plan A-1a**). The Site is currently used for the applied use with previous planning permission under application No. A/YL-PS/514 valid until 13.5.2019.
- 1.2 According to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Town Planning Board (the Board) notwithstanding that the use or development is not provided for under the Notes of the OZP. The applicant currently seeks temporary permission for a period of 3 years.
- 1.3 The Site was involved in eight previous applications (Nos. A/YL-PS/26, 55, 126, 196, 206, 344, 439 and 514) for temporary vehicle parks for private cars/lorries/container vehicles/trailers and temporary logistics centre uses (**Plan A-1b**). The last Application No. A/YL-PS/514 for temporary logistics centre for a period of 3 years was approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board on 13.5.2016. All the time-specific approval conditions have been complied with. Details of the previous applications are summarised at paragraph 6 below and at **Appendix III**.

1.4 A comparison of the major development parameters of the current application and the last approved application is as follows:

<b>Major Development Parameters</b>	<b>Previous Approved Application No. A/YL-PS/514 (a)</b>	<b>Current Application No. A/YL-PS/586 (b)</b>	<b>Difference (b) - (a)</b>
Site area	About 13,425 m <sup>2</sup>		No change
Applied use	Temporary Logistics Centre for a Period of 3 Years	Temporary Logistics Centre for a Period of 3 Years	No change
Total floor area	10,714 m <sup>2</sup>	11,103 m <sup>2</sup>	+ 389m <sup>2</sup> (+ 3.6%)
No. of structures	5 structures (logistics centre, guard room, toilet, water tank room, pump room)	7 structures (logistics centre, 2 site offices, guard room, toilet, water tank, pump room)	+ 2 site offices
Maximum height of structures	<ul style="list-style-type: none"> <li>● Logistics centre (10m; 1 storey)</li> <li>● Guard room (3.5m; 1 storey)</li> <li>● Toilet (3m; 1 storey)</li> <li>● Water tank room (4m; 1 storey)</li> <li>● Pump room (2.5m; 1 storey)</li> </ul>	<ul style="list-style-type: none"> <li>● Logistics centre (10m; 1 storey)</li> <li>● Site offices (3.5m &amp; 7m; 1 storey &amp; 2 storeys)</li> <li>● Guard room (3.5m; 1 storey)</li> <li>● Toilet (3m; 1 storey)</li> <li>● Water tank room (4m; 1 storey)</li> <li>● Pump room (2.5m; 1 storey)</li> </ul>	2 new site offices (1 & 2 storeys); no change to other structures
No. of parking spaces	4 spaces for private cars (5m x 2.5m each)		No change
No. of loading/unloading bays	<ul style="list-style-type: none"> <li>● 5 spaces for medium/heavy goods vehicles (11m x 3.5m each)</li> <li>● 10 spaces for container trailers/ tractors (16m x 3.5m each)</li> </ul>		No change
Operation hours	<ul style="list-style-type: none"> <li>● 7 a.m. to 11 p.m. (Mondays to Saturdays)</li> <li>● No operation on Sundays and Public Holidays</li> </ul>		No change

- 1.5 According to the applicant, the Site is accessed by a vehicular track leading from Ha Mei San Tsuen Road which further connects with Long Tin Road (**Plan A-2**). There will be no vehicle repair, dismantling or other workshop activity at the Site. The location plan, site plan, layout plan, landscape plan and as-built drainage plan are at **Drawings A-1 to A-5** respectively.
- 1.6 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 20.3.2019 **(Appendix I)**
  - (b) Supplementary planning statement with location plan, site plan, layout plan, landscape plan and as-built drainage plan **(Appendix Ia)**

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

The justifications put forth by the applicant in support of the application are detailed in the Supplementary Planning Statement at **Appendix Ia**. They can be summarized as follows:

- (a) There is currently no scheduled development in the Site and so the proposed temporary development would not jeopardise the long term planning intention of the “CDA” zone. Alternative temporary use which generates no significant nuisance should be encouraged in the interim to make but economic use of scarce land resources.
- (b) The temporary logistics centre can satisfy the genuine demand on land for port back-up uses, especially at this strategic location with a high accessibility to the PRD region, in particular, through the Hong Kong-Shenzhen Western Corridor.
- (c) The Site is segregated from adjoining major residential agglomeration, including Ha Mei San Tsuen and Tin Tsz Estate, by roads and railways. There is no major residential cluster immediate adjacent to the Site. To the immediate east and southeast of the Site, similar uses of temporary logistics centre with temporary vehicle park for container tractors/trailers and medium/heavy goods vehicles, as well as temporary warehouse use could be found. The temporary logistics centre is compatible with the adjoining land uses in terms of scale and nature.
- (d) The applicant has complied with the approval conditions of the previous application No. A/YL-PS/514 in relation to the provision of landscaping, boundary fencing and drainage facilities. The implemented landscape, boundary fencing and drainage facilities will be well-preserved and maintained to ensure that visual impact could be minimised and no adverse drainage impact to the surrounding areas.
- (e) Since the applicant has undertaken the environmental mitigation measures set out in the Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites, the proposed development will not cause any adverse environmental impact.

- (f) The Site has clearly defined ingress/egress. The number of loading/unloading and parking spaces remain the same as the previous application No. A/YL-PS/514. No queuing on public road and adverse traffic impact on the local traffic network are envisaged.
- (g) The same applied use (i.e. logistics centre) at the Site was approved by the Board since 2016. The Site falls within the “Category 2 areas” as defined in the TPB PG-No. 13E which is considered suitable for open storage and port back-up development. The logistics centre has been well-managed and has not caused any adverse traffic, drainage, fire safety and other environmental impacts. There is no change in planning circumstance since the last approval. It would not set an undesirable precedent case for similar applications.

### **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 notice and publishing a notice in 3 local newspapers. Detailed information would be deposited at the meeting for Members’ inspection.

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

On 17.10.2008, the Board promulgated the TPB PG-No. 13E. The Site falls within Category 2 areas under the Guidelines. Relevant extracts of the Guidelines are attached at **Appendix II**.

### **5. Background**

The current use at the Site is not subject to planning enforcement action. Follow-up investigation will be taken upon expiry of the current planning permission (i.e. No. A/YL-PS/514, valid until 13.5.2019) if the subject application is not yet approved by the Board.

### **6. Previous Applications**

- 6.1 The Site was involved in eight previous applications (Nos. A/YL-PS/26, 55, 126, 196, 206, 344, 439 and 514). Details of the previous applications are summarised at **Appendix III** and their locations are shown on **Plan A-1b**.
- 6.2 Application Nos. A/YL-PS/26 and 55 for temporary container vehicle/trailer, lorry and private car park covering much larger sites were approved by the Committee for a period of 12 months and 2 years on 6.3.1998 and 13.8.199 respectively mainly on the consideration that temporary developments could satisfy some of the open storage and port back-up demand prior to the development of West Rail or identification of future use of the area zoned “Undetermined” (“U”) at that time, there was no residential development in close proximity, concerned departments had no adverse comment or no objection, and no local objections were received.

- 6.3 Application No. A/YL-PS/126 (covering a much larger site) and application No. A/YL-PS/196 (covering a smaller site) for temporary container trailer, lorry and private car park were rejected by the Committee on 13.12.2002 and 15.10.2004 respectively for reasons that the development was not compatible with residential uses within or near the Site, insufficient information to demonstrate no adverse environmental and drainage and/or visual and/or landscaping impacts, not in line with Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses, and undesirable precedent.
- 6.4 Application No. A/YL-PS/206 for temporary container vehicle and lorry park for a period of 3 years was allowed by the Town Planning Appeal Board on 28.3.2008 mainly on considerations that the development would unlikely jeopardise the future planning, the Site would not be affected irrevocably, the development would not have significant drainage impact, traffic problems and environmental nuisances, concerns by departments and local objections could be addressed by proposed measures, and there was a shortage of supply of such parking spaces. Application Nos. A/YL-PS/344 and 439, which were renewal applications, were approved by the Committee on 18.3.2011 and 21.3.2014 respectively. All the approval conditions have been complied with.
- 6.5 Application No. A/YL-PS/514 for temporary logistics centre for a period of 3 years was approved by the Committee on 13.5.2016 on considerations that the development would not jeopardise the long term planning intention of the “CDA” zone, not incompatible with surrounding land uses, in line with TPB PG-No. 13E and approval of the application was in line with the Committee’s previous decision. All the approval conditions have been complied with.
- 6.6 Compared with the last approved Application No. A/YL-PS/514, the current application is submitted by the same applicant for the same use on the same site with minor increase in total floor area (i.e. +389m<sup>2</sup> (+3.6%)).

## **7. Similar Applications**

- 7.1 There are three similar applications (Nos. A/YL-PS/444, 477 and 556) for logistics centre with ancillary parking of vehicles/container trailers/tractors and medium/heavy goods vehicle park use since the promulgation of the TPB PG-No.13E on 17.10.2008 within the same “CDA” zone. Details of the similar applications are summarized at **Appendix IV** and their locations are shown on **Plan A-1a**
- 7.2 Application Nos. A/YL-PS/444, 477 and 556 were approved with conditions by the Committee on 9.5.2014, 17.4.2015 and 6.4.2018 respectively. The main considerations were that temporary approval of the application would not jeopardise the long-term development of the sites; in line with TPB PG-No. 13E; and no objection from relevant Government departments. However, application No. A/YL-PS/444 was revoked on 9.5.2015 due to non-compliance with approval conditions.

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

8.1 The Site is:

- (a) currently occupied by the a temporary logistics centre with planning permission under application No. A/YL-PS/514 valid until 13.5.2019; and
- (b) accessed through a local track passing under the West Rail Viaduct at the northern boundary connecting to Ha Mei San Tsuen Road.

8.2 The surrounding areas have the following characteristics (**Plans A-2 and A-3**):

- (a) to the north and northeast across the West Rail Viaduct are the West Rail Emergency Access Point and residential dwellings; intermixed with car services, parking of vehicles and construction design company which are suspected unauthorised developments (UDs); temporary public vehicle park for private cars and light goods vehicles under approved application No. A/YL-PS/578 and vacant land;
- (b) to the east and southeast are a logistics centre and vehicle park (container tractors, container trailers and lorries (medium/heavy goods vehicles)) under approved application No. A/YL-PS/556; temporary warehouse (storage of daily necessities) under approved application No. A/YL-PS/573; storage and parking of vehicles and trailers which are suspected UD's and vacant land; and
- (c) to the west, south and southwest across Long Tin Road are the Tin Shui Wai West Rail Substation, temporary shops for retail and wholesale of construction materials under approved application Nos. A/YL-PS/531, 555 and 568; intermixed with parking of vehicles and trailers which are suspected UD's. To the northwest across the West Rail Viaduct is the Tin Tsz Garden.

## **9. Planning Intention**

The "CDA" zone is intended primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space 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.

## **10. Comments from Relevant Government Departments**

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

### **Land Administration**

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

- (a) The Site comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without prior approval of the Government.
- (b) The following private lots are currently covered by Short Term Waivers (STWs), details of which are listed below:

Lot No. in D.D. 122	STW No.	Permitted Use
120	STW 4813	Temporary Logistics Centre
121, 249 RP & 250 RP	STW 4814	
122 & 247	STW 4812	
246 RP	STW 4811	
248 S.A	STW 4815	
248 S.B	STW 4816	
248 RP	STW 4817	
254 RP	STW 4818	

- (c) The Site is accessible from Ha Mei San Tsuen Road via government land (GL) and private land. His office does not provide maintenance work for GL involved and does not guarantee any right-of-way over the GL to the Site.
- (d) The Site does not fall within Shek Kong Airfield Height Restriction Area.
- (e) Should planning approval be given to the planning application, the STW holder(s) will need to apply to his office for modification of the STW conditions where appropriate. 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 the LandsD acting in the capacity of the landlord or lessor at its sole discretion and there is no guarantee that such application will be approved. If such application is approved, it will be subject to such terms and conditions, including among others the payment of premium or fee, as may be imposed by the LandsD.

### **Traffic**

#### 10.1.2 Comments of the Assistant Commissioner for Transport/New Territories, Transport Department (AC for T/NT, TD):

- (a) The Site is connected to the public road network via a section of a local access which is not managed by TD. The land status of the local access road and private lot(s) should be clarified with the LandsD by applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities

accordingly.

- (b) No vehicle is allowed to queue back to or reverse onto/from the Site at any time during the planning approval.
- (c) Should the application be approved, a condition on no vehicle is allowed to queue back to or reverse onto/from the Site at any time during the planning approval period should be imposed.

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

- (a) The access arrangement should be commented by TD.
- (b) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the Site to nearby public roads/drains.
- (c) HyD shall not be responsible for the maintenance of any access connecting the Site and Ha Mei San Tsuen Road.

10.1.4 Comments of the Chief Engineer/Railway Development 2-2 (CE/RD 2-2), HyD:

The Site falls within the protection boundary of the West Rail Line. As the operation of the existing railway system is not under the jurisdiction of his office, he has no comments on the subject from railway development viewpoint. However, with reference to the procedures in PNAP APP-24, MTR Corporation Limited (MTRCL) should be consulted with respect to operation, maintenance, safety and future construction of the existing railway network.

10.1.5 Comments from the MTRCL:

- (a) The Site falls within the West Rail Protection Boundary, all works shall comply with the requirements as stated in the Environment, Transport and Works Bureau Technical Circular (Works) No. 33/2003 or PNAP APP-24 whichever is applicable for MTR protection.
- (b) For any works that involve lifting appliances adopted on site, they shall be positioned as far as possible away from the West Rail tracks/structures. MTR's prior agreement on the locations of these lifting appliances before their operations on site shall be sought.

**Environment**

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

- (a) He does not support the application according to the latest "Code



of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" ("COP") as there are sensitive users in the vicinity of the site (the nearest residential dwelling about 90m away) and along the local track connecting the Site to Ha Mei San Tsuen Road and environmental nuisance is expected (**Plan A-2**).

- (b) There was no substantiated environmental complaint pertaining to the Site received in the past 3 years.
- (c) Should the application be approved, the applicant is advised to follow the relevant mitigation measures and requirements in the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" ("COP").

### **Landscape**

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

- (a) In consideration that the Site is subject to previous approved application No. A/YL-PS/514 for temporary logistics centre, significant change to the landscape character arising from the continued use is not envisaged.
- (b) It should be reminded that approval of the s.16 application by the Board does not imply the approval of tree works (such as felling/transplanting or pruning) and/or requirements under lease. Tree works applications should be submitted direct to DLO for approval.

### **Drainage**

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

- (a) According to the applicant's submission, the existing drainage facilities which was implemented under an approved application No. A/YL-PS/514 will be maintained for the subject development. He has no objection in principle to the proposed development from a drainage point of view. Should the Board consider that the application is acceptable from the planning point of view, he would suggest that a condition should be stipulated in the approval letter requiring the applicant to maintain the existing drainage facilities and submit condition record of the existing drainage facilities to the satisfaction of his Division.
- (b) The applicant is reminded that apart from the peripheral surface channels and catchpits, the condition of the existing 1350mm dia. pipe and the associated catchpits/manholes (i.e. ED3, ED4, ED5, ED6, CPA and CPB) shall also be well maintained.

## **Fire Safety**

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

- (a) He has no objection in principle to the proposal 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.
- (c) The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy. The location of where the proposed FSIs to be installed should be clearly marked on the layout plans.
- (d) The applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.

## **Building Matters**

### 10.1.10 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 their 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 the approval of the BD, they are unauthorised building works (UBW) under the Buildings Ordinance (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 the 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 and land filling) are to be carried out on site, prior approval and consent of the BD should be obtained, otherwise they are UBW. An Authorised Person (AP) 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.

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

10.1.11 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.

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

- (a) Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office (ES(A&M), AMO);
- (b) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (c) Commissioner of Police (C of P);
- (d) Director of Agriculture, Fisheries and Conservation (DAFC);
- (e) Director of Electrical and Mechanical Services (DEMS);
- (f) Director of Leisure and Cultural Services (DLCS); and
- (g) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD).

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

On 29.3.2019, the application was published for public inspection. During the first three weeks of the statutory public inspection period which ended on 23.4.2019, no public comment was received.

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

12.1 The subject application is for temporary logistics centre for a period of 3 years at a site zoned "CDA" on the OZP. The planning intention of the "CDA" zone is primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space 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. The development is not in line with the planning intention of the "CDA" zone. However, there is no permanent development proposal at the site. Approval of the application on a temporary basis for 3 years would not jeopardize the long-term planning intention of the "CDA" zone.

12.2 The Site is in an area surrounded by vehicle parks, logistics centre and warehouse. The development is not incompatible with the surrounding areas mixed with vehicle parks and storage yards (**Plan A-2**).

12.3 The Site falls within Category 2 areas under the TPB PG-No. 13E. The following considerations in the 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 considered in line with TPB PG-No. 13E in that the Site falls within Category 2 areas. The Site is the subject of a previous planning application No. A/YL-PS/514 and all the approve conditions have been complied with. Relevant proposals have been submitted to demonstrate that the proposed use would not generate adverse impacts; and the technical concerns of relevant government departments could be addressed through the implementation of approval conditions.

12.5 There is no adverse comment on the application from relevant government departments, except DEP. DEP does not support the application as there are sensitive receivers of residential use to the northeast (**Plan A-2**), and environmental nuisance is expected. However, there has been no environmental complaint concerning the Site received in the past 3 years. To address the concerns on the possible environmental nuisances generated by the temporary use or to address the technical requirements of other concerned government departments, relevant approval conditions are recommended in paragraph 13.2 below. Any non-compliance with the approval conditions will result in revocation of the planning permission and unauthorized 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 set out in the “COP” in order to minimize any potential environmental impact, and to keep the Site clean and tidy at all times.

12.6 The Committee has approved one previous application for the same use and three similar applications for temporary logistics centre use in the same “CDA” zone. Approval of the current application is in line with the previous decisions of the Committee.

12.7 There is no public comment received on the application during the statutory publication period.

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

13.1 Based on the assessment made in paragraph 12 above, the Planning Department considers that the temporary logistics centre 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 **17.5.2022**. The following conditions of approval and advisory clauses are also suggested for Members' reference:

*Approval conditions*

- (a) no operation between 11:00 p.m. and 7:00 a.m., as proposed by the applicant, is allowed on the Site during the planning approval period;
- (b) no operation on Sundays and public holidays, as proposed by the applicant, is allowed on the Site during the planning approval period;
- (c) no vehicle is allowed to queue back to or reverse onto/from public road, as proposed by the applicant, at any time during the planning approval period;
- (d) no vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on the Site at any time during the planning approval period;
- (e) no vehicle repair, dismantling or other workshop activity, as proposed by the applicant, is allowed on the Site at any time during the planning approval period;
- (f) the existing fencing of the Site shall be maintained at all times during the approval period;
- (g) the existing vegetation on the Site shall be maintained in good condition at all times during the planning approval period;
- (h) the existing drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (i) the submission of a condition record of the existing drainage facilities within **3** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **17.8.2019**;
- (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 **17.11.2019**;
- (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 **17.2.2020**;
- (l) if any of the above planning conditions (a), (b), (c), (d), (e), (f), (g) or (h) is not complied with during the 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 (i), (j) or (k) is not complied with by the above 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**.

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

the applicant fails to demonstrate that the applied development would not generate adverse environmental impact on the surrounding area.

**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 reasons for rejection should be given to the applicant.

**15. Attachments**

<b>Appendix I</b>	Application form received on 20.3.2019
<b>Appendix Ia</b>	Supplementary planning statement with location and site access plan, lot index plan, layout plan, landscape plan and as-built drainage plan
<b>Appendix II</b>	Extract of Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13E)
<b>Appendix III</b>	Previous Applications Covering the Site
<b>Appendix IV</b>	Similar Applications within the same "CDA" zone on the approved Ping Shan OZP No. S/YL-PS/18
<b>Appendix V</b>	Advisory Clauses
<b>Drawing A-1</b>	Location Plan
<b>Drawing A-2</b>	Site Plan
<b>Drawing A-3</b>	Layout Plan
<b>Drawing A-4</b>	Landscape Plan
<b>Drawing A-5</b>	As-built Drainage Plan
<b>Plan A-1a</b>	Location Plan with Similar Applications
<b>Plan A-1b</b>	Previous Applications Plan
<b>Plan A-2</b>	Site Plan

**Plan A-3**                      Aerial Photo  
**Plans A-4a and 4b**        Site Photos

**PLANNING DEPARTMENT**  
**MAY 2019**