



Section 16 Planning Application

Proposed Temporary Warehouse for Storage of Metal and Construction Materials for a Period of 3 Years **with Filling of Land**

Lots 172 and 174 RP (Part) in D.D. 84 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Planning Statement

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EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Warehouse for Storage of Metal and Construction Materials for a Period of 3 Years with Filling of Land** (hereinafter referred to as “the proposed use”) at Lots 172 and 174 RP (Part) in D.D. 84 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (hereinafter referred to “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board.

The application site falls with an area zoned “Agriculture” (“AGR”) on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 gazetted on 12.3.2010. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) the application site was a piece of non-agricultural land with structures long before the gazettal of the Ping Che and Ta Kwu Ling IDPA Plan in 1990;*
- (b) the proposed use would support the government's strategy and the development of Hong Kong's mass transit railway system by providing a secure location for the storage of the required metal pieces and materials needed for new station construction and repair work;*
- (c) the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (d) the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse visual impacts on the surroundings land uses and neighbourhood;*
- (e) no adverse traffic, landscape, visual, environmental and drainage impacts arising from the proposed use is anticipated; and*
- (f) the proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時貨倉存放五金及建築材料（為期3年）及填土工程（以下簡稱「擬議用途」）。該申請涉及的地點位於新界打鼓嶺坪輦丈量約份第84約地段第172號及174號餘段（部分）和毗鄰政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景及規劃理據以支持擬議用途予城規會考慮。

根據2010年3月12日刊憲公佈之坪輦及打鼓嶺分區計劃大綱核准圖（編號：S/NE-TKL/14）（以下簡稱「大綱核准圖」），申請地點坐落於「農業」地帶。根據大綱核准圖的註釋說明，有關用途或發展即使圖則沒有作出規定，城規會仍可批給作不超過三年屬臨時性質的用途。此規劃報告書詳細闡述該申請的規劃理據，當中包括：

- (一) 申請地點早於1990年刊憲的坪輦及打鼓嶺中期發展審批地區圖前已為非農業用地並設有構築物；
- (二) 擬議用途將支持政府策略及香港大眾運輸鐵路系統的發展，為新車站建設或維修工程所需的五金及材料提供一個安全存放場所；
- (三) 擬議用途為臨時用途。擬議用途不會妨礙落實大綱核准圖中「農業」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
- (四) 就土地用途而言，擬議用途與周邊地區並非不相容，並不會構成不良景觀影響；
- (五) 擬議用途不會對交通、景觀、視覺、環境和排水方面構成不良影響；及
- (六) 考慮到附近已有類似該申請的規劃申請獲批准，擬議用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年擬議用途。

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1. INTRODUCTION

1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Warehouse for Storage of Metal and Construction Materials for a Period of 3 Years with Filling of Land** (hereinafter referred to as “the proposed use”) at Lots 172 and 174 RP (Part) in D.D. 84 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (hereinafter referred to as “the application site”). The application site has an area of about 871m² (including about 172m² of Government land). This Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1** whilst **Figure 2** indicates the relevant private lots in which the application site involves.
- 1.1.2 The application site falls within an area zoned “Agriculture” (“AGR”) on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 gazetted on 12.3.2010 (hereinafter referred to as “the Current OZP”) (**Figure 3** refers). As stipulated in (11)(b) of the Notes of the Current OZP, “...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”. In this connection, a planning permission is wished to be sought from the Board for the proposed use on a temporary basis for a period of three years.
- 1.1.3 Prepared on behalf of Lai Kwok Leung (hereinafter referred to as “the Applicant”), Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application.

1.2 Background

- 1.2.1 The aerial photos (No. 46740, 478013, A05550R and A21849) taken in 1982, 1983, 1986 and 1990 respectively, provide evidence of the application site's history prior to the gazettal of the Ping Che and Ta Kwu Ling Interim Development Permission Area (IDPA) Plan No. IDPA/NE-TKL/1 on 17.08.1990 (hereinafter referred to as “the IDPA Plan”). As shown in **Illustrations 1-I** and **1-II**, the application site was a piece of non-agricultural land with existing structures long before the IDPA Plan was implemented.
- 1.2.2 Furthermore, aerial photo No. A21849 taken on 27.07.1990 reveals that the application site was being utilised for storage use immediately prior to the gazettal of the IDPA Plan. No agricultural activities were found on the application site, and it was covered by structures.

1.2.3 Over the years, the Applicant has modified and upgraded the structures on the application site to optimise its use in response to the evolving operational needs. As a result, the existing structures on the application site today differ from the earlier structures shown in the historical aerial photos from the 1980s and early 1990s. While the overall nature of the site's utilisation has remained non-agricultural, the Applicant has adapted and enhanced the specific structures to better serve the evolving needs of the operations.

1.3 Objectives

1.3.1 The current application strives to achieve the following objectives:-

- (a) *To provide a secure temporary storage space for the metal pieces and materials required for new construction or repair work on the mass transit railway system;*
- (b) *To support the government's strategy and the development of the railway network, meeting the increasing demand and ensuring efficient logistics and seamless implementation of mass transit railway projects;*
- (c) *To fully utilise the land resources falling within "AGR" zone for temporary uses that are beneficial to the community, viable in operation, and compatible with the character of the surrounding environment without hindering the long term planning intention of "AGR" zone; and*
- (d) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

1.4 Structure of the Planning Statement

1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed use.

2. SITE PROFILE

2.1 Location and Current Conditions of the Application Site

2.1.1 The application site is located in the Ta Kwu Ling area. The application site is hard paved and fenced-off, and is accessible from its north via a local track leading to Ping Che Road (**Figure 1** refers).

2.1.2 **Illustration 2** indicates the current conditions of the application site and its surrounding areas.

2.2 History of the Application Site

2.2.1 According to the Applicant, the application site has been paved before their entry, and it was utilized as a bus depot in the 1980s-1990s. As shown in **Illustration 1-II**, the aerial photo dated 27.7.1990 reveals that the application site was being utilized for storage-related use prior the gazettal of the IDPA plan, and the subject site should have been paved for non-agricultural purposes since 1980s.

2.2.2 As evidenced in the photo extracted from google earth dated 1.1.2013, the application site has been paved with some overgrown vegetation. Photo below also demonstrated concrete paving at the application site in 2019. However, to regularise previous land filling activities, filling of land is included in the current application. The extent of land filling is about 871m² with a depth of 0.15m (**Figure 5** refers).



Photo 1. Extract From Google Earth Dated 1.1.2013

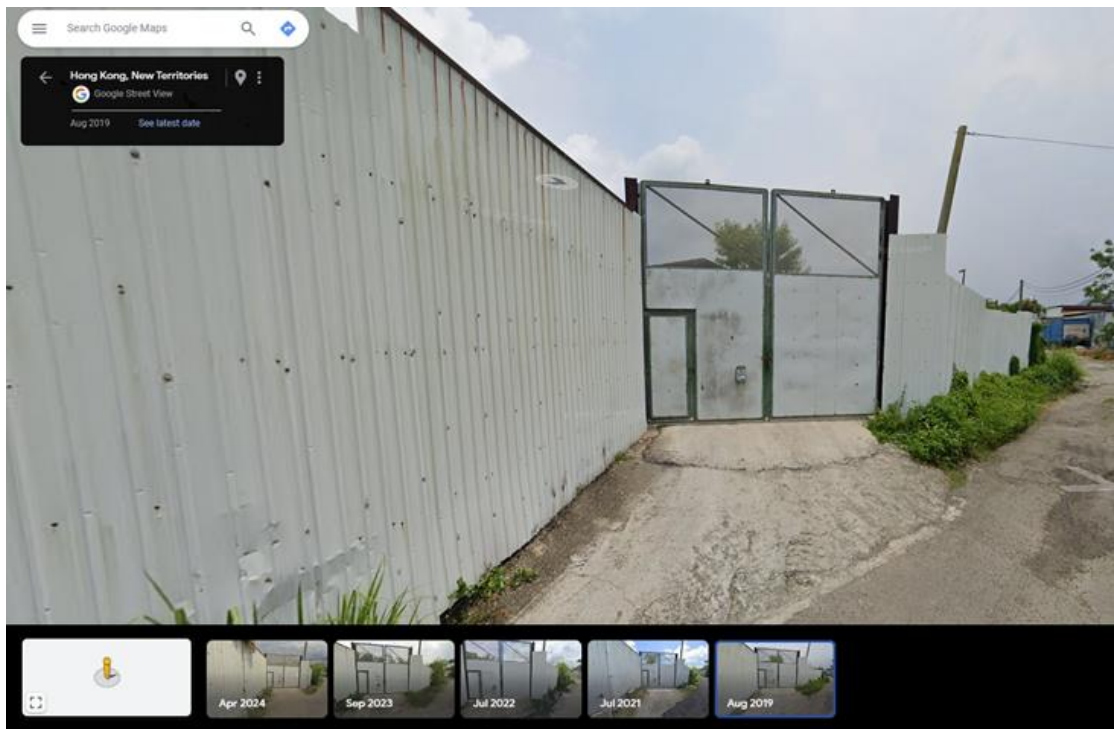


Photo 2. Extract From Google Earth (2019)

2.3 Surrounding Land-use and Characteristics

- 2.3.1 The surrounding areas are predominated by vehicle repairing workshops, warehouses, storages/open storages, temporary structures, vacant land and shrubland. Immediately north of the application site is a temporary open storage of construction machinery and construction materials, which is covered by valid planning permission No. A/NE-TKL/745 approved by the Rural and New Town Planning Committee in 2024.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within an area zoned “AGR” on the Current OZP (**Figure 3** refers). According to the Notes of the Current OZP, “AGR” zone is intended primarily to “*retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*”.

3.1.2 As stipulated in (11)(b) of the Notes of the Current OZP, “*...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...*”. In this connection, the applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of three years.

3.2 Previous Application

3.2.1 There is no previous application for the application site.

3.3 Similar Applications

3.3.1 In the past three years, there were eight similar applications for similar temporary warehouse uses within the “AGR” zone(s) on the Current OZP. Details of the similar applications are tabulated in **Table 1** below.

Table 1: Similar Planning Applications in the Past Three Years

Application No.	Proposed Use(s)	Decisions
A/NE-TKL/655	Proposed Temporary Warehouse and Open Storage of Construction Materials for a Period of 3 Years	Approved with condition(s) on a temporary basis on 28.05.2021
A/NE-TKL/676	Temporary Warehouse for Storage of Metals for a Period of 3 Years	Approved with condition(s) on a temporary basis on 24.12.2021
A/NE-TKL/695	Proposed Temporary Open Storage and Warehouse for Storage of Timber and Wooden Parts for a Period of 3 Years	Approved with condition(s) on a temporary basis on 18.03.2022
A/NE-TKL/702	Proposed Temporary Warehouse for Storage of Metal for a Period of 3 Years and Filling of Land	Approved with condition(s) on a temporary basis on 26.08.2022
A/NE-TKL/721	Proposed Temporary Warehouse for Storage of Construction Materials and Electronic Products for a Period of 3 Years	Approved with condition(s) on a temporary basis on 19.05.2023

Application No.	Proposed Use(s)	Decisions
A/NE-TKL/737	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land	Approved with condition(s) on a temporary basis on 11.09.2023
A/NE-TKL/735	Proposed Temporary Warehouse and Open Storage for a Period of 3 Years	Approved with condition(s) on a temporary basis on 27.10.2023
A/NE-TKL/744	Proposed Temporary Warehouse and Open Storage of Construction Materials for a Period of 3 Years	Approved with condition(s) on a temporary basis on 05.04.2024

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

- 4.1.1 It is proposed to utilise the application site for the proposed use (i.e. Proposed Temporary Warehouse for Storage of Metal and Construction Materials for a Period of 3 Years). The application site has a total area of about 871m². Access to the application site will be provided through an ingress/egress point (in about 12m) located at the northern boundary (**Figure 4** refers), which is connected to a local track leading to Ping Che Road (**Figure 1** refers).
- 4.1.2 According to the indicative layout plan (**Figure 4** refers), the application site comprises of five one-storey temporary structures (with a maximum height of 6m), providing a total floor area of approximately 378m² for warehouse, porches, site offices and storeroom. Within the application site, there is provision for one parking space for private cars and one loading and unloading (L/UL) bay for medium goods vehicles (MGVs). The remaining area will be used as loading/unloading and vehicle manoeuvring spaces.
- 4.1.3 Metal and construction materials to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All storage activities will only be confined to within the application site area without affecting the neighbouring uses. The operation hours of the proposed use are from 8:00a.m. to 7:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.
- 4.1.4 For implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the Short-Term Tenancies (STT) and the modification of the Short Term Waivers (STW) for occupying the Government land, and permitting the structures to be erected or to regularise any irregularities on site, once the current application is approved.
- 4.1.5 Key development parameters of the proposed use are tabulated in **Table 2. Table 3** provides details of the proposed ancillary temporary structures under the current application.

Table 2: Key Development Parameters

Proposed Use	Proposed Temporary Warehouse for Storage of Metal and Construction Materials for a Period of 3 Years with Filling of Land
Operation Hours	From 8:00a.m. to 7:00p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays)
Site Area	871m ²
Covered Area	About 378m ² (About 43.3%)
Uncovered Area	About 493m ² (About 56.6%)
Temporary Structures	
No(s).	5
No. of Storey	1
Maximum Height	6m
Total Floor Area	About 378m ²
No. of Parking Space	
Private Car (5m(L) x 2.5m(W))	1
No. of L/UL Bay	
MGVs (11m(L) x 3.5m(W))	1

Table 3: Details of the Proposed Structures

Structure/ Container No.	Proposed Use	Floor Area (About) (m ²)	No. of Storeys	Max. Height (About) (m)
1	Warehouse	307	1	6
2	Porch	16	1	4
3	Porch & Site Office	37	1	4
4	Site Office	10	1	3
5	Storeroom	8	1	3
Total		378		

4.2 Proposed Traffic Arrangement

- 4.2.1 The application site can be accessed through a local track that leads to Ping Che Road (Figure 1 refers). The proposed development will only make use of MGVs and private cars to travel to/from the application site via the proposed access route. One parking space for private car and one L/UL bay for MGVs are provided within the application site.
- 4.2.2 The design/configuration of the proposed layout ensures sufficient space for maneuvering vehicles throughout the application site, such that no waiting or queuing of goods vehicles along the local access road will arise under any circumstances. The proposed development would make use of the ingress/egress point in about 12m for vehicular access, which is sufficient for two motor vehicles to safely manoeuvre simultaneously. Sufficient manoeuvring space with manoeuvring circle in not less than 15m(D) is also proposed for the proposed types of goods vehicles under the current application to manoeuvre within the application site and into/out of the parking and L/UL spaces.

4.2.3 The estimated traffic generation and attraction is shown in **Table 4**.

Table 4: Estimated Traffic Generation and Attraction

	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
MGV	1	1	1	1
Private Car	-	1	1	-

Considering that the expected vehicular trip generation and attraction for the proposed use will be insignificant, the additional traffic trips is expected to be accommodated without affecting the operation of the nearby junctions and links. Hence, no adverse traffic impact is anticipated from the proposed use.

4.2.4 Queuing back of vehicles outside the application site/ at the local access road is not anticipated in view of the insignificant traffic volume and sufficient space within application site. To further ensure no vehicle will be queued back to or reversed onto/from the application site, the Applicant has proposed appropriate management and control measures including:

- Traffic regulator will be deployed near the access of the subject site to conduct traffic control to ensure no queuing of vehicles outside the application site;
- The Applicant will ensure all loading and unloading activities will be confined within the application site and advance reservation will be required for all loading and unloading activities in order to arrange the delivery and collection activities in a more organised manner and to prevent excessive traffic flow to the nearby road links and junctions; and
- To improve the safety of pedestrians at the access point of the application site, road signs are proposed to alert drivers and pedestrians, encourage them to proceed in a caution manner. The Applicant will also ensure the operators to drive their vehicles in a restricted speed in order to ensure operation safety within the application site.

4.3 Landscape Consideration

4.3.1 Given that the application site is currently hard-paved and there are no existing trees within the application site, the site has very low agricultural value at present. The proposed development would induce no significant landscape impact.

4.4 Environmental Consideration

4.4.1 Given that no dusty operation would be involved, no adverse air quality impact from vehicular emissions and industrial emissions during the operation stage of the proposed use is anticipated.

4.4.2 Metal and construction materials to be stored within the application site will be non-

polluted and non-dangerous in nature and will remain stagnant all the time. On the whole, all storage activities will only be confined to within the application site area without affecting the neighboring uses.

- 4.4.3 The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

4.5 Drainage Consideration

- 4.5.1 An existing discharge point has been identified to the northeast of the application site, Peripheral U-shape channels are proposed to facilitate drainage collection within the application site. If deemed necessary, the Applicant will submit a drainage proposal and implement any required drainage facilities to meet the satisfaction of the Board and/or the relevant Government department(s) in compliance with approval condition(s).

5. PLANNING JUSTIFICATIONS

5.1 The Application Site was Non-Agricultural Land with Structures Prior to 1990 IDPA Plan Gazettal

5.1.1 The aerial photos (No. 46740, 478013, A05550R and A21849) taken in 1982, 1983, 1986 and 1990 respectively, provide evidence of the application site's history prior to the gazettal of IDPA Plan on 17.08.1990. As shown in **Illustrations 1-I** and **1-II**, the application site was a piece of non-agricultural land with existing structures long before the IDPA Plan was implemented. Furthermore, aerial photo No. A21849 taken on 27.07.1990 shows that the application site was being utilised for storage use immediately prior to the gazettal of the IDPA Plan. No agricultural activities were found on the application site, and it was covered by structures. In view of the above, proposed use within the application site, shall deserve sympathetic consideration by the Board.

5.2 Supporting the Government's Strategy and the Development of Hong Kong's Mass Transit Railway System

5.2.1 The proposed use will serve as a secure and centralised storage facility for the metal components and construction materials essential for ongoing and future mass transit railway projects. By storing these materials in a controlled indoor environment, the warehouse will help preserve their quality and condition. This will ensure the materials remain in a usable state when they are required for railway construction and repair work, without being compromised by exposure to the elements or other environmental factors. Protecting the materials in this way will enable the railway projects to reliably access the necessary components as needed, supporting the timely and efficient delivery of these critical infrastructure improvements.

5.2.2 Furthermore, the proposed use supports the government's strategic objectives to expand and improve the mass transit railway system to meet growing public transportation needs. With increasing railway construction and upgrading activities, there is a rising demand for efficient storage and logistics solutions to streamline the supply of necessary materials. Providing this temporary warehouse facility will contribute to the timely and cost-effective delivery of railway projects by enabling reliable access to required construction and repair materials. The centralised storage location will enhance logistical coordination and facilitate the seamless integration of materials into ongoing railway works, minimising delays and disruptions.

5.3 Not Jeopardizing the Planning Intention of "AGR" Zone

5.3.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of "AGR" zone may hardly be materialised in short term until the surrounding characteristics are entirely and compulsorily required to be utilised for agricultural activities again. In contrast,

approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.

- 5.3.2 The temporary nature of the proposed use under the current application will by no means jeopardize the long-term planning intention of the “AGR” zone, considering that the proposed use under the current application is only being applied for a period of 3 years.

5.4 Compatible with Land Uses of the Surrounding Areas

- 5.4.1 The surrounding areas of the application site are predominantly occupied by open storage yards and warehouses. Other uses such as vehicle repair workshops, temporary structures, vacant land and shrubland are also found in the vicinity. The proposed use is therefore considered compatible with the land use in the surrounding areas.

- 5.4.2 The proposed use is considered to fully commensurate with its local geographical settings and is ideal to attain utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

5.5 No Adverse Infrastructural nor Environmental Impacts

- 5.5.1 The proposed development will only make use of MGVs and private cars to travel to/from the application site via the proposed access route. Careful consideration has been given to the design and layout of the proposed site, ensuring ample provision for parking, L/UL Bay, manoeuvring space, and the implementation of appropriate traffic management measures upon approval of the application. Given that the expected vehicular trip generation and attraction for the proposed use will be minimal, the additional traffic trips are expected to be accommodated without impacting the nearby junctions and links. Appropriate traffic management measures have been designed to mitigate any potential adverse effects on the surrounding road network and pedestrian safety. Therefore, it is not anticipated that the proposed use will result in any adverse traffic impacts on the area.

- 5.5.2 Given that the application site is currently hard-paved and there are no existing trees within the application site, the site has very low agricultural value at present. The proposed development would induce no significant landscape impact.

- 5.5.3 Given that no dusty operation would be involved, no adverse air quality impact from vehicular emissions and industrial emissions during the operation stage of the proposed use is anticipated. Metal and construction materials to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All storage activities will only be confined to within the application site area without affecting the neighbouring uses. The Applicant will strictly follow EPD’s latest “CoP” and comply with all environmental protection/pollution control ordinances, during construction and operation stages of the

proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

- 5.5.4 An existing discharge point has been identified to the northeast of the application site, and peripheral U-shaped channels are proposed to facilitate drainage collection. As such, no significant adverse drainage impact is expected. If deemed necessary, the Applicant will submit a drainage proposal and implement any required drainage facilities to meet the satisfaction of the Board and/or the relevant Government department(s) in compliance with approval condition(s).

5.6 Not Setting an Undesirable Precedent

- 5.6.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

6. CONCLUSION

6.1 This Planning Statement is submitted to the Board in support of the current application for the proposed use at the application site. The application site has an area of about 871m². This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.

6.2 The application site currently falls within an area zoned “AGR” on the Current OZP. According to the Covering Notes of the Current OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the Current OZP. It is considered that, the current application is well justified on the grounds:-

- (a) the application site was a piece of non-agricultural land with structures long before the gazettal of the Ping Che and Ta Kwu Ling IDPA Plan in 1990;*
- (b) the proposed use would support the government's strategy and the development of Hong Kong's mass transit railway system by providing a secure location for the storage of the required metal pieces and materials needed for new station construction or repair work;*
- (c) the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (d) the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse visual impacts on the surroundings land uses and neighbourhood;*
- (e) no adverse traffic, landscape, visual, environmental and drainage impacts arising from the proposed use is anticipated; and*
- (f) the proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

6.3 In view of the above and planning justifications as detailed in this Planning Statement, it is hoped that the Board will give sympathetic consideration and approve the current application on a temporary basis for a period of three years.