
SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY OPEN STORAGE OF VEHICLE WITH ANCILLARY FACILITIES
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND IN “AGRICULTURE” ZONE,**

**VARIOUS LOTS IN D.D. 115 and D.D. 116 AND ADJOINING GOVERNMENT LAND
AU TAU, YUEN LONG, NEW TERRITORIES**

PLANNING STATEMENT

Applicant

Asia 68 Limited

Consultancy Team

Planning Consultant: **R-riches Property Consultants Limited**

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EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) (the Ordinance) to use *Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land (GL), Au Tau, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**' (the proposed development).
- The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Tai Tong Outline Zoning Plan (OZP) No.: S/YL-TT/20. The Site occupies an area of 14,250 m² (about), including 630 m² (about) of GL. One single-storey structure is proposed at the Site for guardroom use with total GFA of 18 m² (about). The remaining area is reserved for open storage of vehicles, vehicle parking space and circulation area.
- The Site is accessible from Long Ho Road via a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operation on Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - the applicant's original premises is affected by land resumption for the public housing development near Tin Tsz Road in Tin Shui Wai;
 - the applicant has spent effort in identifying suitable sites for relocation;
 - the applied use is the same as the applicant's original premises;
 - no significant adverse impact is anticipated from the proposed development; and
 - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "AGR" zone.
- Details of development parameters are as follows:

Application Site Area	14,250 m ² (about), including 630 m ² (about) of GL
Covered Area	18 m ² (about)
Uncovered Area	14,232 m ² (about)
Plot Ratio	
	0.001 (about)
Site Coverage	
	0.1% (about)
Number of Structure	
	1
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章)第 16 條，向城市規劃委員會提交有關新界元朗凹頭丈量約份第 115 約及第 116 約多個地段及毗連政府土地的規劃申請，於上述地點作「擬議臨時露天存放汽車連附屬設施 (為期 3 年) 及相關填土工程」(擬議發展)。
- 申請地點所在的地區在《大棠分區計劃大綱核准圖編號 S/YL-TT/20》上劃為「農業」地帶。申請地盤面積為 14,250 平方米 (約)，當中包括 630 平方米 (約) 的政府土地。申請地點將設有 1 座單層構築物作保安更亭用途，構築物的總樓面面積合共為 18 平方米 (約)，申請地點的其餘地方將預留作露天存放汽車、車輛停泊位及流轉空間。
- 申請地點可從朗河路經一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午七時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 申請人原來的經營處所受到「近天水圍天慈路公營房屋發展」收地影響；
 - 申請人曾經致力尋找合適的搬遷地點；
 - 申請用途與申請人先前受影響的發展場地用途一致；
 - 擬議發展不會對周邊地區帶來重大負面影響；及
 - 擬議發展只屬臨時性質，批出規劃許可則不會影響「農業」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	14,250 平方米 (約)，包括 630 平方米的政府土地
上蓋總面積：	18 平方米 (約)
露天地方面積：	14,232 平方米 (約)
地積比率：	0.001 (約)
上蓋覆蓋率：	0.1% (約)
樓宇數目：	1 座
總樓面面積	18 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	18 平方米 (約)
構築物高度：	3 米 (約)
構築物層數：	1 層

1. INTRODUCTION

Background

- 1.1 **R-riches Property Consultants Limited** has been commissioned by **Asia 68 Limited**¹ (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 933 S.A and 934 in D.D. 115 and Lots 253 RP (Part), 256 (Part), 257 S.A (Part), 257 RP, 258, 259, 260 (Part), 263 (Part), 265, 266, 267 (Part), 270 S.A RP (Part), 270 S.B ss.1 (Part), 270 S.B RP (Part), 271, 275 (Part), 1234 S.B RP (Part) and 1235 (Part) in D.D. 116 and Adjoining GL, Au Tau, Yuen Long, New Territories* (the Site) (**Plans 1 to 3**).
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**' (the proposed development). The Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Tai Tong Outline Zoning Plan (OZP) No.: S/YL-TT/20 (**Plan 2**). According to the Notes of the OZP, the applied use is not a column one nor two use within the "AGR" zone, which requires planning permission from the Board.
- 1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement (**Plans 1 to 13** and **Appendices I to II**). Assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of relevant government bureau/departments and members of the Board.

¹ **Asia 68 Limited** (the applicant) is authorized by **Real River Limited** 正河有限公司 (the affected business operator) to facilitate the relocation of the existing affected business premises in Ping Shan. Details of the affected business operator are provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the applicant's business premises affected by the public housing development near Tin Tsz Road in Tin Shui Wai

- 2.1 The current application is intended to facilitate the relocation of the applicant's affected premises in Ping Shan due to land resumption and to pave way for the public housing development near Tin Tsz Road in Tin Shui Wai. The site of the affected premises is covered with valid planning application (No. A/YL-PS/653) for the same applied use, which was approved by the Board in 2022. The last 3 applications (Nos. A/YL-PS/405, 511 & 579) covering the same site for the same applied use were approved by the Borad between 2013 and 2019. All time-limited approval conditions had been complied with (**Plans 4 to 6**).
- 2.2 The affected premises currently falls within an area zoned "Residential (Group A)6" ("R(A)6"), "Recreation" ("REC") and "Village Type Development" ("V") on the Approved Ping Shan OZP No.: S/YL-PS/20 (**Plan 5**). According to the implementation programme, the applicant's affected premises falls within the land resumption limit for the public housing development near Tin Tsz Road in Tin Shui Wai (**Plan 6**). Therefore, the applicant desperately needs to identify a suitable site for relocation to continue its business operation.

Applicant's effort in identifying suitable site for relocation

- 2.3 Whilst the applicant has spent effort to relocate the affected premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership or accessibility (**Appendix II and Plan 7**). After a lengthy site searching process, the Site was identified for relocation as it is relatively flat and easily accessible from Long Ho Road via a local access.

Applied Use Is the Same as the Affected Business in Ping Shan

- 2.4 The proposed development involves the operation of an open storage of vehicles with ancillary facilities to support the daily operation of the Site. The applied use is the same as the affected premises in Ping Shan. Given that the site area is significantly smaller than (i.e. -31,620 m², -69%) the affected premises, the applicant intends to relocate only a portion of his business to the Site, whilst the applicant will continue to search for other possible sites to relocate the remaining portion of the affected premises. Details of the original premises are shown at **Table 1** below.

Table 1: Differences between the Original Premises and the Site

	Original Premises (a)	The Site (b)	Difference (a) – (b)
Site Area	45,870 m ²	14,250 m ²	-31,620 m ² , -69%
Covered Area	45,864 m ²	14,232 m ²	-31,632 m ² , -69%
GFA	6 m ²	18 m ²	+12 m ² , +200%

2.5 The Site is mostly uncovered (i.e. 14,232 m², 99.9%) and designated for open storage use, vehicle manoeuvring space and vehicle parking spaces, in order to support the daily operation of the Site. A substantial amount of circulation space is reserved at the Site in order to increase the Site's overall efficiency, as well as to minimize the potential adverse traffic impacts to the surrounding road network.

Approval of the application would not frustrate the long-term planning intention of the "AGR" zone

2.7 Although the Site falls within area zoned "AGR" on the Approved Tai Tong OZP No.: S/YL-TT/20, the Site is currently vacant without active agricultural activities. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilize deserted land in the New Territories.

2.8 Despite the fact that the proposed development is not in line with the planning intention of the "AGR" zone, the special background of the application should be considered on its individual merit, of which the approval of the current application would therefore not set an undesirable precedent for the "AGR" zone.

The proposed development is not incompatible with surrounding land uses

2.9 The surrounding areas of the Site are considered to be predominately in semi-rural character comprising unused/vacant land and some public utility installations. The proposed development is therefore considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimize potential adverse impacts arisen from the proposed development.

3. SITE CONTEXT

Site Location

3.1 The Site is located approximately 5 m west of Long Ho Road; 2.2 km east of Yuen Long MTR Station; 6.4 km northwest of Kam Sheung Road MTR Station; and 8.8 km southeast of the original premises in Ping Shan (**Plan 7**).

Accessibility

3.2 The Site is accessible from Long Ho Road via a local access (**Plan 1**).

Existing Site Condition

3.3 The Site is currently vacant, generally flat and partly covered with vegetation (**Plans 1, 3 and 9**).

Surrounding Area

3.4 The Site is mainly surrounded by unused/vacant land, public roads, public utility installations and temporary structures (**Plans 1, 3 and 9**).

3.5 To its immediate north is Castle Peak Road – Yuen Long, across which are the sites of Pok Oi Hospital, Jockey Club Care & Attention Home and an approved planning application (No. A/YL-NSW/304) for shop and services and public vehicle park.

3.6 To its immediate east is Au Tau Sewage Pumping Station. To its further east is unused land partly covered with vegetation and a drainage channel, across which is the village cluster of Yeung Uk Tsuen.

3.7 To its immediate south is a drainage channel, across which is the village cluster of Yeung Uk Tsuen.

3.8 To its immediate west is Yuen Long Highway, across which are some vehicle parks, a plant nursery and a primary school. To its further west is a private residential development i.e. Yoho Town.

4. PLANNING CONTEXT

Zoning of the Application Site

- 4.1 The Site falls within an area zoned "AGR" on the Approved Tai Tong OZP No.: S/YL-TT/20 (**Plan 2**). According to the Notes of the OZP, the applied use is not a column one nor two use within the "AGR" zone, which requires planning permission from the Board.

Planning Intention

- 4.2 The planning intention of the "AGR" zone is *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.*

Filling of Land Restriction

- 4.3 According to the Remarks of the "AGR" zone, any ***filling of land***, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works coordinated or implemented by Government, and maintenance repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tai Tong OZP No.: S/YL-TT/12 without the permission from the Board under S.16 of the Ordinance.

Previous Application

- 4.4 The Site is not subject of any previous S.16 planning application.

Similar Application

- 4.5 There are 2 similar planning applications (Nos. A/YL-TT/583 & 617) for 'open storage' use within a different "AGR" zone on the same OZP approved by the Board in 2023.

Town Planning Board Guidelines (TPB PG-No.) 13G

- 4.6 The Site falls within ***Category 3 area***, which are those outside Category 1, 2 and 4 areas. Within these areas, "existing" and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if

genuine efforts have been demonstrated in compliance with approval conditions of the previous applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. 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, a planning permission could be granted on a temporary basis up to a maximum period of 3 years.

- 4.7 The Site falls within Category 3 area of the *TPB PG-No. 13G (Plan 8)*, the proposed development would not generate significant adverse impacts on the surrounding areas. In addition, the affected premises will be resumed by the Government to facilitate the public housing development near Tin Tsz Road in Tin Shui Wai. Approval of the current application is in line with *TPB PG-No. 13G* and would not set an undesirable precedent within the Category 3 area. It should be considered on individual merits given the special background of the applicant.

Land Status of the Application Site

- 4.8 The Site consists of 20 private lots in D.D. 115 and D.D. 116, i.e. *Lots 933 S.A and 934 in D.D. 115 and Lots 253 RP (Part), 256 (Part), 257 S.A (Part), 257 RP, 258, 259, 260 (Part), 263 (Part), 265, 266, 267 (Part), 270 S.A RP (Part), 270 S.B ss.1 (Part), 270 S.B RP (Part), 271, 275 (Part), 1234 S.B RP (Part) and 1235 (Part) in D.D. 116*, with private land area of 13,620 m² (about) of Old Schedule Lots held under Block Government Lease. Apart from the above private lots, the Site also consists of 630 m² (about) of GL (**Plan 3**).
- 4.9 Given that there is restriction on the erection of structures without the prior approval from the Government, the applicant will submit applications for Short Term Waiver (STW) and Short Term Tenancy (STT) to the Lands Department to make way for the erection of the proposed structure at the Site and the occupation of GL respectively, after planning approval has been obtained from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development Details

- 5.1 The Site consists of an area of 14,250 m² (about), including 630 m² (about) of GL. Details of development parameters are shown at **Table 2** below.

Table 2: Development Parameters of the Proposed Development

Application Site Area	14,250 m ² (about), including 630 m ² (about) of GL
Covered Area	18 m ² (about)
Uncovered Area	14,232 m ² (about)
Plot Ratio	
	0.001 (about)
Site Coverage	
	0.1% (about)
Number of Structure	
	1
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

- 5.2 A single-storey structure is proposed at the Site for guardroom use with total GFA of 18 m² (about), the remaining open area is reserved for open storage of vehicles, vehicle parking space and circulation area (**Plan 10**). Details of the structure are shown at **Table 3** below.

Table 3: Details of Proposed Structures

Structure	Use	Covered Area	GFA	Building Height
B1	Guardroom	18 m ²	18 m ²	3 m (about) (1-storey)
Total		18 m² (about)	18 m² (about)	-

Hard-paving at the Site

- 5.3 The Site is proposed to be entirely hard-paved with concrete of not more than 0.2 m (in depth) for open storage of vehicles, site formation of structure, parking space and circulation area (**Plan 11**). As the Site is currently of soiled ground, concrete site formation is required to provide a relatively flat and solid surface for the applied use. Hence, hard-paving of the Site is considered required and has been kept to minimal

to meet the operation need of the proposed development.

Operation Mode

- 5.4 The Site is designated for open storage of not more than 700 vehicles, including private cars (PCs), light goods vehicles (LGVs) and light buses (LBs), which is the same as the applicant's original premises. The area designated for open storage of vehicles is 11,583 m² (about). Operation hours are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.
- 5.5 It is estimated that the Site would be able to accommodate not more than 2 staff. The ancillary facilities (i.e. office, washroom etc.) are intended to provide indoor workspace for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

Minimal Traffic Impact

- 5.6 The Site is accessible from Long Ho Road via a local access (**Plan 1**). A 6 m (about) wide ingress/egress is provided at the eastern part of the Site (**Plan 10**). 1 PC parking space for staff use is provided at the Site. No loading/unloading space will be provided at the Site. Vehicles to be stored/delivered will be driven into/out of the Site by staff with trade licence during non-peak hours (i.e. outside 09:00 to 10:00 and 18:00 to 19:00). Details of parking space provision are shown at **Table 4** below:

Table 4 – Parking Space Provision

Type of Space	No. of Space
PC Parking Space - 2.5 m (W) x 5 m (L)	1

- 5.7 Sufficient space is provided for vehicle to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plans 12 and 13**). Staff is deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. The breakdown of estimated trip generation and attraction of proposed development at AM and PM peak hours are provided at **Table 5** below.

Table 5: Trip Generation and Attraction of the Proposed Development

Time Period	Trip Generation and Attraction						
	PC		LGV		LB		2-Way Total
	In	Out	In	Out	In	Out	
Trips at <u>AM</u> peak per hour (09:00 – 10:00)	1	0	0	0	0	0	1
Trips at <u>PM</u> peak per hour (18:00 – 19:00)	0	1	0	0	0	0	1
Traffic trip per hour (average)	2	2	2	2	2	2	12

- 5.8 As the numbers of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

Minimal Environmental Impact

- 5.9 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) to minimize adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period.
- 5.10 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/23* to minimize the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rainstorm, to ensure that these facilities are always operational.
- 5.11 During the operation of the proposed development, the major source of wastewater will be sewage from toilets generated by staff. The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. Licensed collectors will be employed by the applicant to collect and dispose of sewage regularly, and the location of portable toilets are located away from the

watercourse in the vicinity.

- 5.12 2.5 m high solid metal fencing will be erected along the site boundary to minimize noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

Minimal Landscape Impact

- 5.13 No old and valuable tree or protected species has been identified at the Site. Due to proposed hard-paving works for open storage and vehicle circulation purposes, majority of the Site area will be disturbed. The remaining area will be affected by the erection of structures; consequently, all existing trees will be affected, and it is not proposed to retain any of the existing trees at the Site.

Minimal Drainage Impact

- 5.14 There is a 3 m setback from the existing nullah located to the east of the Site. The applicant will submit a drainage proposal to mitigate potential drainage impact generated from the proposed development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by the Drainage Services Department.

Fire Safety Aspect

- 5.15 The applicant will submit a fire service installations (FSIs) proposal to enhance fire safety of the Site. The applicant will implement the proposed FSIs at the Site once the proposal is accepted by the Fire Services Department.

6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of the applicant's business premises in Ping Shan, which will be affected by the public housing development near Tin Tsz Road in Tin Shui Wai (**Plans 4 to 6**). Whilst the applicant attempted to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II and Plan 7**). Since the applied use is the same as the affected business premises, approval of the application could facilitate relocation prior to land resumption, thereby minimize the impact on the implementation programme of the public housing development.
- 6.2 Although the Site is not in line with the long-term planning intention of the "AGR" zone, the Site is currently vacant without active agricultural activities. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intention of "AGR" zone and better utilize deserted land in the New Territories.
- 6.3 The Site is surrounded by unused/vacant land, sites occupied by public utility installations and temporary structures for various uses, and is closely connected to nearby public road network; the proposed development is considered not incompatible with the surrounding areas. Despite the fact that the Site falls within Category 3 area of the *TPB PG-No. 13G*, given that the application's special background to facilitate the public housing development near Tin Tsz Road in Tin Shui Wai, approval of the current application would not set an undesirable precedent within the "AGR" zone and Category 3 area, and should be considered on its own merits.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided, i.e. submission of drainage, FSIs proposals etc., to mitigate any adverse impact arising from the proposed development. The applicant will also strictly follow the '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' by EPD to minimize all possible environmental impacts on the nearby sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**'.

Appendix I

Details of the Affected Business Premises



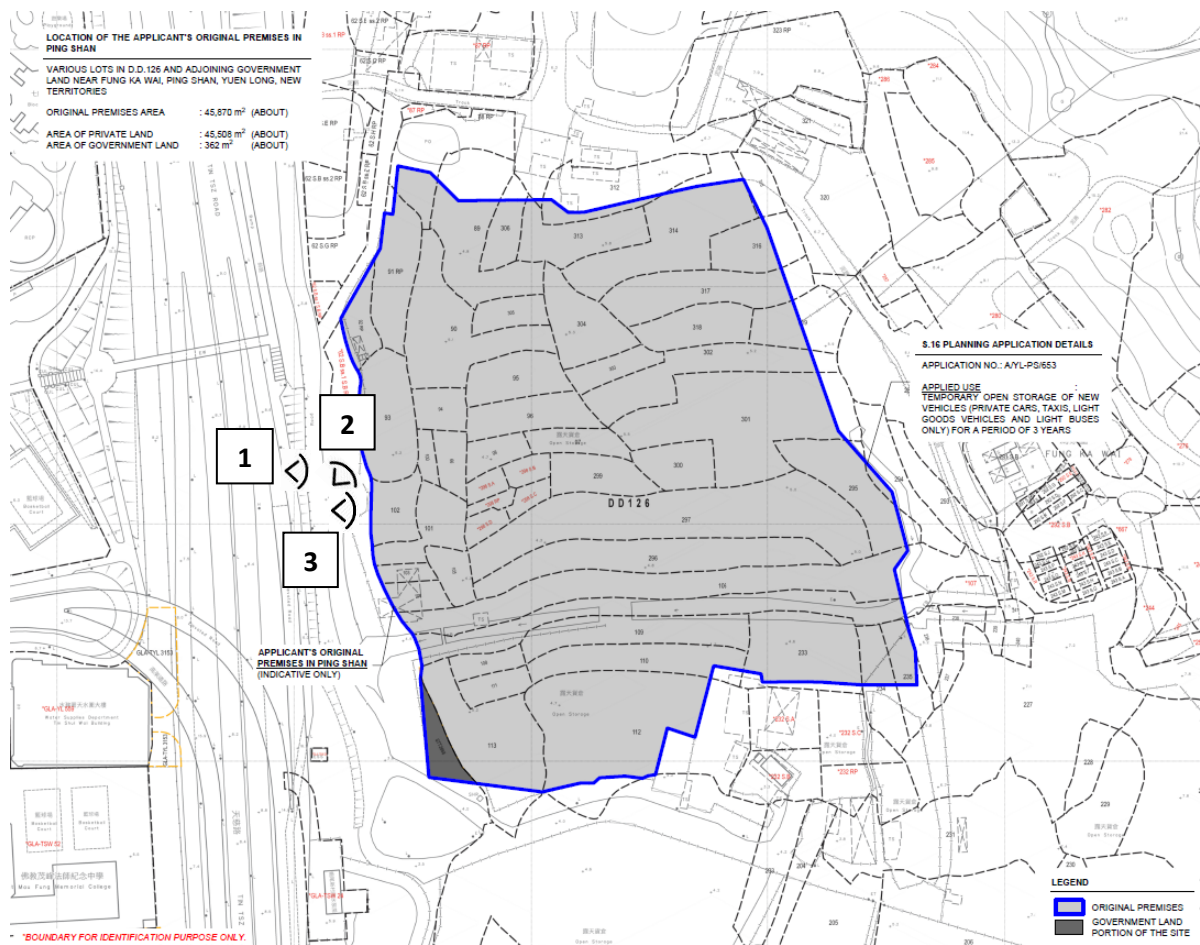
Appendix I – Details of the Affected Business Premises

Company Name: **Real River Limited** 正河有限公司
(authorised Asia 68 Limited as applicant of the current application)

Details of Business Premises

Location: Various Lots in D.D. 126 and adjoining Government Land near Fung Ka Wai,
Ping Shan, Yuen Long, New Territories

Use of Premises: Open Storage of Vehicles







Appendix II

Details of Alternative Sites for Relocation



Appendix II – Alternative Sites for the Relocation of the Applicant’s Original Premises in Ping Shan, Yuen Long

Alternative Sites/ Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D. 86, San Uk Ling, Man Kam To, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 135, Pak Nai, Yuen Long, New Territories	Various Lots in D.D. 115 and D.D. 116, Au Tau, Yuen Long, New Territories
Site Area	3,678 m ² (about)	30,190 m ² (about)	2,900 m ² (about)	10,740 m ² (about)	13,320 m ² (about)	14,250 m ² (about)
Accessibility	Accessible from Lin Ma Hang Road via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Ngau Tam Mei Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Nim Wan Road via a local access	Accessible from Long Ho Road via a local access
Distance from Original Premises	25.2 km (about)	20.8 km (about)	13.4 km (about)	5.7 km (about)	8.8 km (about)	8.8 km (about)
Outline Zoning Plan	Approved Man Kam To OZP No.: S/NE-MKT/4	Approved Ma Tso Lung and Hoo Hok Wai OZP No.: S/NE-MTL/3	Draft Ngau Tam Mei OZP No.: S/YL-NTM/13	Approved Lau Fau Shan & Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Sheung Pak Nai and Ha Pak Nai OZP No.: S/YL-PN/9	Approved Tai Tong OZP No.: S/YL-TT/20
Zoning	"Green Belt"	"Conservation Area (1)"	"Green Belt"	"Green Belt"	"Coastal Protection Area"	"Agriculture"
Existing Condition	Covered with tree groups and vegetation	Mostly vacant, covered with vegetation and occupied by fishpond.	Covered with tree groups and ponds	Covered with vegetation and woodland	Occupied by temporary structures and fishponds	Vacant, generally flat and partly covered with vegetation
Surrounding Area	Surrounded by residential development and woodland	Surrounded by vegetation, pond, some GIC uses and residential use	Surrounded by ponds, agricultural land, GIC use and temporary structures for residential use	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by fishpond and some temporary structures	Surrounded by unused/vacant land, public roads, public utility installations and temporary structures
Suitability for Relocation	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - 92% <u>smaller</u> than the original premises - Tree felling is required - Site area is too small for current business - Not compatible with the surrounding area - Relatively distanced from original premises 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - Within the "Conservation Area" zone - Pond filling is required - Not compatible with the surrounding area - Relatively distanced from original premises - Remote location 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - 63% <u>smaller</u> than the original premises - Tree felling is required - Site area is too small for current business - Active agricultural activities - Not compatible with the surrounding area 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - Tree felling is required - Not compatible with the surrounding area - Remote location 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - Within the "Coastal Protection Area" zone - Pond filling is required - Not compatible with the surrounding area - Remote location 	<p><u>Comparatively suitable</u> for relocation:</p> <ul style="list-style-type: none"> - In close proximity to built-up area and major road network - Relatively flat and mostly vacant - No active agricultural activities