

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/KTN/52

<u>Applicant</u>	Sun Kong Motoring Service Limited represented by Metro Planning and Development Company Limited
<u>Site</u>	Lots 880 S.C RP (Part), 903 (Part), 904 and 905 (Part) in D.D. 92 and Adjoining Government Land, Yin Kong, Sheung Shui, New Territories
<u>Site Area</u>	1,940 m ² (including about 220 m ² of Government land, about 11.3%)
<u>Lease</u>	Old Schedule lot held under the Block Government Lease (demised for agricultural use)
<u>Plan</u>	Approved Kwu Tung North Outline Zoning Plan (OZP) No. S/KTN/2
<u>Zoning</u>	“Other Specified Uses” annotated “Business and Technology Park” (“OU(BTP)”) (about 45.3%); “Other Specified Uses” annotated “Amenity Area” (“OU(A)”) (about 21.6%); and an area shown as ‘Road’ (about 33.1%)
<u>Application</u>	Proposed Temporary Vehicle Repair Workshop for a Period of 3 Years

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary vehicle repair workshop at the application site (the Site) for a period of 3 years. The Site falls within an area zoned “OU(BTP)”, “OU(A)” and an area shown as ‘Road’ on the approved Kwu Tung North OZP No. S/KTN/2 (**Plan A-1**). According to the Notes of the OZP, temporary use not exceeding a period of 3 years in area zoned “OU(BTP)” or “OU(A)” or ‘Road’ area requires permission of the Town Planning Board (the Board), notwithstanding there is no provision for proposed uses. The Site is currently used for parking of coach, container tractor and trailer without valid planning permission.
- 1.2 The northern part of the Site is the subject of 2 previous planning applications No. A/KTN/23 and A/KTN/44 both for temporary coach, container tractor and trailer park, which were approved by the Rural and New Town Planning Committee (the Committee) with conditions for a period of 3 years on 4.3.2016 and 15.6.2018 respectively (**Plan A-2**). However, application No. A/KTN/44 was revoked on 15.12.2018 due to non-compliance with the approval conditions.

- 1.3 According to the applicant's submission, the proposed development comprises 2 structures of 1 to 2 storeys (maximum height of 8m) with a total gross floor area (GFA) of about 780m², of which 1 structure (700 m² GFA) is for vehicle repair workshop, storage of tools, site office and toilet, and another one (80 m² GFA) is for storage of tools (**Drawing A-1**). There will be 4 working bays for repairing of coach and container trailer. The Site is accessible from the Castle Peak Road – Kwu Tung. The operation hours are from 9:00 a.m. to 6:00 p.m., from Mondays to Saturdays, and no operation on Sundays and Public Holidays. The applicant has proposed to hard pave the access area to mitigate environmental nuisance. The estimated traffic generation rate and attraction rate by the proposed development at peak hours are 5 and 7.5 passenger car unit (pcu) per hour respectively. The applicant has submitted a landscape and tree preservation plan (**Drawing A-1**) and a drainage proposal (**Drawing A-2**) to support the application.
- 1.4 In support of the application, the applicant has submitted the following documents:
- | | | |
|-----|--|----------------------|
| (a) | Application form received on 31.8.2018 | (Appendix I) |
| (b) | Supplementary Planning Statement received on 31.8.2018 | (Appendix Ia) |
| (c) | Supplementary Information dated 4.9.2018 | (Appendix Ib) |
| (d) | Further Information (FI) dated 11.9.2018 | (Appendix Ic) |
| (e) | FI dated 4.10.2018 | (Appendix Id) |
| (f) | FI dated 11.10.2018 | (Appendix Ie) |
| (g) | FI dated 3.12.2018 | (Appendix If) |
- 1.5 The application was originally scheduled for consideration by the Committee on 19.10.2018. On 19.10.2018, the Committee agreed to defer a decision on the application as requested by the applicant to allow time for the applicant to prepare FI to address departmental comments. On 3.12.2018, the applicant submitted FI, and the application is scheduled for consideration by the Committee at this meeting.

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in **Appendices Ic to If**. They are summarized as follows:

- (a) The proposed development is for relocation and continual operation of the existing vehicle repair workshop at the adjoining site which has been granted planning permission for warehouse use (application No. A/KTN/45). Existing structure at the Site will be demolished and proposed structures will be built.
- (b) The proposed development is temporary use in nature which would not jeopardize the planning intentions of "OU(BTP)" and "OU(A)" zones and 'Road' area.
- (c) The proposed development is not incompatible with the surrounding environment, which are mainly occupied by similar uses such as vehicle repair workshops and rural workshop.

- (d) The proposed development is intended for repairing of coach and container trailer for cross-border traffic. The Site is close to the border so that it is an ideal location for the proposed use.
- (e) The traffic generated by the proposed development is insignificant. Adequate space for manoeuvring would be provided. No reversing of vehicle on the local roads would happen. The proposed development would not aggravate traffic condition of adjacent area.
- (f) The proposed use would generate neither significant environmental nor noise disturbance to the residents in the area. The proposed vehicle repair workshop will be enclosed by structure. Also, environmental ameliorate and preventive measures have been proposed including hard paving of the access area at the site frontage and 5m strip of the area beyond the access gate to avoid any fugitive dust impact and restriction on the opening time. Addition tree will be provided near the proposed ingress/egress to enhance the visual environment. The applicant will provide oil interceptor at the Site to avoid sewage affecting the nearby farmland. The mechanical oil to be disposed will be collected by designated licensed chemical waste collector accredited by Environmental Protection Department (EPD).

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

The applicant is not the current land owner of the lots in the Site but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No.31A) by posting application notice outside the Site and sending notice to the Sheung Shui District Rural Committee (SSDRC) by local registered post. Detailed information would be deposited at the meeting for Members’ inspection. For the Government land within the Site, the “Owner’s Consent/Notification” requirements are not applicable.

4. Background

The Site is currently not a subject of any active enforcement case. Should there be sufficient evidence to prove that the current use on the Site constitutes an unauthorized development under the Town Planning Ordinance, enforcement action will be taken.

5. Town Planning Board Guidelines

The Site falls within Category 3 areas under the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Town Planning Ordinance (TPB PG-No.13E) promulgated on 17.10.2008. The following criteria are relevant:

Category 3 areas: applications would normally not be favourable considered unless the applications are on site with previous planning approvals. Sympathetic consideration may be given if the applicant have demonstrated genuine efforts in compliance with approval condition of the previous planning application and included in the fresh applications relevant technical assessments/proposals to demonstrate that the proposed uses would not

generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 year, 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.

6. **Previous Applications**

- 6.1 The northern part of the Site is the subject of 2 previous applications No. A/KTN/23 and A/KTN/44 both for temporary coach, container tractor and trailer park at the same site. Details of the previous applications are summarized at **Appendix II** and their locations are shown on **Plan A-2**.
- 6.2 Applications No. A/KTN/23 and A/KTN/44 were approved for 3 years with conditions by the Committee on 4.3.2016 and 15.6.2018 respectively mainly on grounds that the temporary use would not frustrate the long-term planning intention, was not incompatible with the existing surrounding land uses and would unlikely have significant adverse impacts on the surrounding area. Application No. A/KTN/23 was revoked on 4.4.2018 due to non-compliance with approval condition relating to implementation of drainage proposal. The last application No. A/KTN/44 was revoked on 15.12.2018 due to non-compliance with approval condition relating to paving of the vehicular access area, submission and implementation of FSI proposal and drainage proposal. The current application is submitted by a different applicant.

7. **Similar Applications**

There are 3 similar applications No. A/NE-KTN/133, A/NE-KTN/149 and A/KTN/18 (involving almost the same site to the immediate west of the Site) all for temporary lorry/coach and container trailer parking with ancillary vehicle repair workshop use. Details of the similar applications are summarized at **Appendix III** and their locations are shown on **Plan A-2**. They were all approved for 3 years with conditions by the Committee on 8.5.2009, 6.12.2011 and 18.9.2015 respectively mainly on grounds that the temporary use would not frustrate the long-term planning intention, was not incompatible with the existing surrounding land uses and would unlikely have significant adverse impacts on the surrounding area.

8. **The Site and Its Surrounding Areas** (Plans A-1, A-2 and photos on Plans A-3, A-4a and A-4b)

- 8.1 The Site is:
 - (a) flat and fenced off and currently used for parking of coach, container tractor and trailer without valid planning permission; and
 - (b) accessible from Castle Peak Road – Kwu Tung.
- 8.2 The surrounding areas have the following characteristics:

- (a) to the north of the Site are domestic structure and workshop/car repairing workshops, a stone factory, vehicle parks, fallow and active agricultural land and domestic structures;
- (b) to its east are active and fallow agricultural land and logistic centres;
- (c) to its south is Castle Peak Road – Kwu Tung; and
- (d) to its west and southwest are coach and container trailer park with ancillary vehicle repair workshop (planning permission granted on 6.7.2018 for temporary warehouse use (application No. A/KTN/45) on the Site) (**PlanA-2**). To its further west are car trading company and Kwu Tung Road.

9. Planning Intentions

- 9.1 The planning intention of the “OU(BTP)” zone is primarily for medium-density development to provide a mix of commercial, office, design, research and development uses for promoting high technology business development.
- 9.2 The planning intention of the “OU(A)” zone is primarily for the provision of landscaping and planting to enhance the environment.
- 9.3 The area shown as ‘Road’ is intended for road development.

10. Comments from Relevant Government Departments

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

Land Administration

- 10.1.1 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):
 - (a) the Site comprises private lots, namely lots No.880 S.C RP (Part), 903 (Part), 904 and 905 (Part) in D.D. 92, and adjoining Government land. The lots are Old Schedule lots held under the Block Government Lease (demised for agricultural use) without any guarantee of right of access. Lots No. 880 S.C RP in D.D. 92 is covered by Short Term Wavier (STW) No. 1443 for the purposes of a lorry and container trailer park. Meanwhile, the applicant should make his/her own arrangement for acquiring access. The Government shall accept no responsibility in such arrangement;
 - (b) unauthorized structures were erected within the Site without prior approval from his office. The aforesaid structures are not acceptable under the Leases concerned and his office reserves the right to take

necessary lease enforcement;

- (c) unauthorized occupation of the Government land within the Site is detected. The applicant should cease occupation of the said portion of the Government land with demolition of the concerned unauthorized structures. His office reserves the right to take necessary land control actions against the irregularities; and
- (d) if the planning application is approved, the owners of the lots concerned shall apply to his office for a STW and Short Term Tenancy (STT) covering all the actual occupation area. The application for STW and STT will be considered by the Government in its landlord's capacity and there is no guarantee that they will be approved. If the STW/STT are approved, their commencement date would be backdated to the first date of occupation and they will be subject to such terms and conditions to be imposed including payment of waiver fee/rent and administrative fees as considered appropriate by his office.

Traffic

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

- (a) based on the applicant's FI dated 4.10.2018 (**Appendix Id**) confirming that no vehicular traffic will be reversing on the public roads, he considers that the application can be tolerated from traffic engineering viewpoint; and
- (b) the local track connects the Site and Castle Peak Road – Kwu Tung is not managed by his department. In this regard, the land status of the access leading to the Site should be checked with the lands authority. The management and maintenance responsibilities of the access should also be clarified with the relevant lands and maintenance authority accordingly.

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

he has no comment on the application. The vehicular access leading from Castle Peak Road – Kwu Tung to the Site is not maintained by HyD.

Future Development

10.1.4 Comments of the Project Manager/North, Civil Engineering and Development Department (PM/N, CEDD):

he has no comment on the application from the project interface point of view. The Site falls within the Remaining Works Packages of Kwu Tung North New Development Area (KTN NDA) project.

10.1.5 Comments of the Chief Estate Surveyor/Acquisition, LandsD (CES/A,

LandsD):

The Site falls within the development boundary of the proposed KTN NDA project.

Environment

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

- (a) he does not support the application as the use will cause traffic of heavy vehicles and there are sensitive uses in the vicinity of the Site (the nearest domestic structures are to the immediate north-west of the Site). Environmental nuisance to nearby residents is anticipated;
- (b) there is no environmental complaint case related to the Site in the past 3 years; and
- (c) should the application be approved, the applicant is advised to follow the environmental mitigation measures as recommended in the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” in order to minimize the potential environmental impacts on the adjacent area.

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

the Site is in an area where no public sewer connection is available.

Landscape

10.1.8 Comments of the Chief Town Planner/Urban Design & Landscape, PlanD (CTP/UD&L, PlanD):

- (a) comparing the aerial photo of 2016 to latest photo of 2018, there is no significant change in the rural landscape character where the Site is located. It comprises of temporary structures, car parks, scattered tree group and some farmland. The proposed use is not incompatible with the surrounding environment;
- (b) it is noted that the applicant has proposed to reduce the number of storey of “Structure 2” from 2 storeys to 1 storey (i.e. not exceeding 3m high) and relocate the “Structure 2” to farthest away from the existing tree in order to preserve it. As such, he has no objection to the application from landscape planning perspective;
- (c) as the Site is sandwiched between the existing temporary structures at adjacent lots and existing trees adjacent the ingress outside the Site, it provides adequate landscape buffer to the adjacent road; and
- (d) should the Board approve the application, he suggests including the following condition in the planning approval:

the existing trees within the Site shall be maintained in healthy condition at all time during the approval period.

- (e) his other detailed comments are at **Appendix V**.

Drainage

10.1.9 Comments of CE/MN, DSD:

- (a) he has no objection in principle to the application from the public drainage point of view; and
- (b) should the application be approved, a condition requiring the submission and implementation of drainage proposal for the Site should be included to ensure that it will not cause adverse drainage impact to the adjacent areas. The general requirements in the drainage submission are at **Appendix V**.

Building Matters

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

- (a) if the existing structures are erected on leased land without approval of BD (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designated for any approved use under the application;
- (b) before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, the prior approval and consent of the BD should be obtained, otherwise they are unauthorized Building Works (UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;
- (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) in connection with (b) above, 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 respectively; and
- (e) 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 Building (Planning) Regulation at the building

plan submission stage.

Fire Safety

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

- (a) he has no in-principle objection to the application subject to fire service installations and water supplies for fire-fighting being provided to the satisfaction of his department. EVA arrangement shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 administered by his department; and
- (b) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.

Water Supply

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

- (a) he has no objection to the application; and
- (b) for provision of water supply to the development, the applicant may need to extend his/her inside services to the nearest suitable government water mains for connection. The applicant shall resolve any land matter (such as private lots) associated with the provision of water supply and shall be responsible for the construction, operation and maintenance of the inside services within the private lots to WSD's standards.

District Officer's Comments

10.1.13 Comment of the District Officer/North, Home Affairs Department (DO/N, HAD):

he has consulted the locals from 14.9.2018 to 28.9.2018. The Resident Representative (RR) of Kwu Tung (North) has no comment on the application. The Chairman of SSDRC, the North District Council (NDC) members of the subject Constituency and the RR of Kwu Tung (South) objected to the application mainly on the grounds that:

- (a) as the Site is abutting to a major road, Castle Peak Road, which has busy vehicular and pedestrian flow, the proposed development may have adverse impacts on road safety and traffic in the area. The proposed development should be located far away from major roads; and
- (b) the proposed development will cause noise and environmental pollution to the surrounding villagers.

10.2 The following Government departments have no objection to/adverse comment on

the application:

- (a) Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (b) Commissioner of Police (C of P); and
- (c) Director of Electrical and Mechanical Services (DEMS).

11. Public Comments Received During Statutory Publication Period

On 7.9.2018, the application was published for public inspection. During the first three weeks of the statutory public inspection period, which ended on 28.9.2018, a total of 3 public comments from the general public were received (**Appendices IVa to IVc**). One commenter indicates no comment on the application. The remaining 2 commenters object to the application mainly on the grounds that the proposed development will generate adverse traffic impacts to the surroundings especially for Castle Peak Road – Kwu Tung; it will also generate sewage and noise that will cause adverse environmental impacts to the villagers and the farmland at Yin Kong, Long Valley and Tin Kwong Po.

12. Planning Considerations and Assessments

12.1 The application is for proposed temporary vehicle repair workshop for a period of 3 years for relocation of the existing vehicle repair workshop at the adjoining site to the west. The proposed development is intended for repairing of coach and container trailer. The Site falls within Category 3 areas under the TPB PG-No. 13E. The following considerations in the Guidelines are relevant:

Category 3 areas: applications would normally not be favourable considered unless the applications are on site with previous planning approvals. Sympathetic consideration may be given if the applicant have demonstrated genuine efforts in compliance with approval condition of the previous planning application and included in the fresh applications relevant technical assessments/proposals to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 year, 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.

12.2 Notwithstanding the Site is within Category 3 area of the TPB PG-No. 13E promulgated in 2008, the approved Kwu Tung North OZP No. S/KTN/2 was gazetted on 19.6.2015 to guide the development of the KTN NDA. The application should be considered taking into account relevant zonings under the current OZP, while ensuring that approval of the application would not adversely affect the implementation of the KTN NDA.

12.3 The Site falls within an area zoned “OU(BTP)” and “OU(A)” and an area shown as ‘Road’ on the approved Kwu Tung North OZP (**Plan A-1**). The proposed use is not in line with the planning intention of the above zonings which are mainly for Business and Technology Park, amenity or road use under the KTN NDA development. However, the Site falls within the Remaining Works Packages of

KTN NDA project. PM/N, CEDD has no objection to the application in relation to the implementation of the KTN NDA project. In view of the above, approval of the application for 3 years would not jeopardize the implementation of the long term uses under the concerned zonings on the OZP.

- 12.4 The proposed use is not incompatible with the existing surrounding environment which comprises mainly car repairing workshops, logistic centres, parking of truck, coach and container tractor/trailer intermixed with some domestic structures.
- 12.5 The application generally complies with the TPB PG-No. 13E in that the Site is the subject of 2 previous planning approvals (applications No. A/KTN/23 and A/KTN/44) (**Plan A-2**) approved with conditions by the Committee on 4.3.2016 and 15.6.2018 respectively. Concerned Government departments except DEP have no objection to the application. CE/MN, DSD and CTP/UD&L, PlanD have no adverse comment on the application from drainage and landscape aspects. C for T considers that the application can be tolerated from traffic engineering viewpoint. Although DEP does not support the application as there are sensitive uses near the Site, there is no environmental complaint in respect of the Site received in the past three years. The concern of DEP on possible environmental nuisance to surrounding areas could be addressed through the incorporation of approval conditions restricting the operating hours and days, as well as the paving of the Site in paragraph 13.2 (a), (b) and (d) below. Any non-compliance with the approval conditions will result in revocation of the planning permission. Besides, the applicant would be advised to follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” issued by the DEP in order to minimize any possible environmental nuisances.
- 12.6 The 2 previous applications (**Plan A-2**) involving the northern part of the Site are both for temporary coach, container tractor and trailer park which were approved for 3 years with conditions by the Committee mainly on grounds that the temporary use would not frustrate the long-term planning intention, was not incompatible with the surrounding land uses and would unlikely have significant adverse impacts on the surrounding area. Although the last two applications were revoked on 4.4.2018 and 15.12.2018 respectively, they were submitted by a different applicant for different use comparing with the current application. Besides, the applicant has submitted landscape and drainage proposals in the current application. 3 similar applications for temporary container trailer parking with ancillary vehicle repair workshop use to the immediate west of the Site were approved for 3 years with conditions by the Committee from 2009 to 2015 mainly on similar grounds¹.
- 12.7 There are 4 local comments conveyed by DO(N) and 3 public comments (as stated in paragraphs 10.1.13 and 11), of which 5 raise objection to the application mainly on the grounds of adverse traffic, environmental and noise impacts. Relevant Government departments’ comments and planning considerations set out in paragraph 12.5 above are relevant.

¹ The adjoining site was recently granted planning permission on 6.7.2018 for temporary warehouse use (No.A/KTN/45 on **Plan A-2**). Thus, the applicant plans to relocate his existing vehicle repair workshop at the adjoining site to the subject application site.

13. Planning Department's Views

- 13.1 Based on the assessments made in paragraph 12 and having taken into account the local views and public comments in paragraphs 10.1.13 and 11, the Planning Department considers that the proposed temporary vehicle repair workshop 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 18.1.2022. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval conditions

- (a) no operation between 6:00 p.m. and 9:00 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) the existing trees within the application site shall be maintained in healthy condition at all times during the planning approval period;
- (d) the paving of the vehicular access area of the application site, as proposed by the applicant, within **6** months from the date of planning approval to the satisfaction of the Director of Planning or of the Town Planning Board by 18.7.2019;
- (e) the submission of proposal for fire service installations and water supplies for fire-fighting 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 18.7.2019;
- (f) in relation to (e) above, the implementation of proposal for fire service installations and water supplies for fire-fighting 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 18.10.2019;
- (g) the submission of drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 18.7.2019;
- (h) in relation to (g) above, the implementation of drainage proposal with **9** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 18.10.2019;
- (i) if any of the above planning conditions (a), (b) or (c) is not complied with during the planning approval period, the approved hereby given shall cease to have effect and shall be revoked without further notice; and
- (j) if any of the above planning conditions (d), (e), (f), (g) or (h) is not complied

with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory clauses

The recommended advisory clauses are attached at **Appendix V**.

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 proposed development would not generate adverse environmental impact on surrounding areas.

14. Decision Sought

14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.

14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

15. Attachments

Appendix I	Application form received on 31.8.2018
Appendix Ia	Supplementary Planning Statement received on 31.8.2018
Appendix Ib	Supplementary information dated 4.9.2018
Appendix Ic	FI dated 11.9.2018
Appendix Id	FI dated 4.10.2018
Appendix Ie	FI dated 11.10.2018
Appendix If	FI dated 3.12.2018
Appendix II	Previous Applications
Appendix III	Similar Applications
Appendices IVa to IVc	Public Comments
Appendix V	Advisory Clauses
Drawing A-1	Proposed Landscape and Tree Preservation Plan
Drawing A-2	Proposed Drainage Plan
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos (to be updated)