

Enclosure | 2

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Replacement Pages of the Planning Statement, revised Figure 3 and Figure 4 and Figure 6

## 4. THE DEVELOPMENT PROPOSAL

### 4.1 Site Configuration, Layout and Operation

- 4.1.1 The application site has a total area of about 6,214m<sup>2</sup> (including 2,565m<sup>2</sup> of Government Land) and it is intended to utilize the application site for the applied use. A 1.8m high fencing will be erected along the application site boundary.
- 4.1.2 A total of about 2,050m<sup>2</sup> of the application site (about 33%) is intended for open storage of containers. Six temporary structures are proposed within the application site, providing a gross floor area (GFA) of about 1,243m<sup>2</sup>. The remaining uncovered area would be served as circulation/manoeuvring space and provision of 2 parking space for private cars and heavy goods vehicles (HGVs) as well as a loading and unloading (L/UL) area. Considering the surrounding topography, it is proposed to incorporate a No-Built Zone (976m<sup>2</sup>) to the west of the application site which no structures would be erected within this area. The Indicative Layout Plan is shown in **Figure 3** whilst the key development parameters for the applied use are detailed in **Table 2 and 3**.
- 4.1.3 The consolidation area for freight and goods would be a roofed area for reassembling freights, and the vehicle repair workshop would be used for minor vehicle repair works on company cars whenever required. By allowing onsite minor repairs, it could largely limit the possibility of delaying their daily operation caused by offsite repairs. The proposed development will be used by the Applicant's for its daily operations for cross border trading. In sum, freights and goods will be brought to the application site via container vehicles to be reassembled and redirected. In addition, awaiting containers will be stored, and minor vehicle maintenance will be conducted on site. The operation hours are between 8:00 a.m. and 10:00 p.m. from Monday to Sunday.
- 4.1.4 Since the application site situated with uneven ground level, filling of land and pond were proposed under previous planning application and implemented during the approval period. The current application that involves an increase in site area would align with the proposed levels to form a flat surface for feasible traffic flow and meeting operational requirements. To fulfil the operational needs of the applied use, filling of land and pond and excavation of some portions is required for levelling the level differences is inevitable. Part of the application site (about 5,639m<sup>2</sup>) would be filled with concrete or soil with a depth of about 2m and filling of pond is proposed with a total area of about 275m<sup>2</sup> and a depth of about 2.8m. An underground stormwater tank is proposed to the northeastern portion of the Application Site to serve drainage purpose. The proposed ground level after filling of land is about +27.2mPD to +30.1mPD. The extent of the land filling and pond filling area have been kept to minimal to meet the operational need (**Figure 4** refers).
- 4.1.5 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the modification of Short-Term Waiver (STW) for and permitting the structures to be erected once the current application is approved.

Table 2: Key Development Parameters

<b>Applied Use</b>	Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years
<b>Operation Hours</b>	From 8:00a.m. to 10:00 p.m. from Monday to Sunday
<b>Site Area</b>	6,214m <sup>2</sup> (including 2,565 m <sup>2</sup> of Government Land)
<b>Covered Area</b>	About 919m <sup>2</sup> (About 15%)
<b>Uncovered Area</b>	About 5,295m <sup>2</sup> (About 85%)
<b>Open Storage Area</b>	About 2,050m <sup>2</sup>
<b>No-Built Zone (No Roof Over Area)</b>	About 976m <sup>2</sup>
<b>Temporary Structure</b> No(s). No. of Storey Maximum Height Total Floor Area	6 Not more than 2 storey Not more than 7m About 1,243m <sup>2</sup>
<b>Ingress/Egress</b>	11m-Wide
<b>No. of Parking Spaces</b> Private Car (5m(L) x 3.5m(W)) HGVs (11m(L) x 3.5m(W))	2 1 1
<b>Loading/Unloading (L/UL) Area</b> Container Vehicle (16m(L) x 3.5m(W))	1
<b>Proposed Filling of Land</b> Area Depth Materials	5,639 m <sup>2</sup> Not More than 2m Concrete
<b>Proposed Filling of Pond</b> Area Depth Materials	275m <sup>2</sup> Not More than 2.8m Concrete or Soil

Table 3: Key Development Parameters for the Proposed Structures

<b>Structure</b>	<b>Uses</b>	<b>Roof Area (About)</b>	<b>Floor Area (About)</b>	<b>Building Height (Not More Than)</b>
A	Consolidation Area for Freight and Goods (Open-shed Structure)	299m <sup>2</sup>	299m <sup>2</sup>	7m (1 storey)
B	Vehicle Repair Workshop (Open-shed Structure)	273m <sup>2</sup>	273m <sup>2</sup>	7m (1 storey)
C	Ancillary Site Office/ General Storage Uses	162m <sup>2</sup>	324m <sup>2</sup>	7m (2 storey)
D	Ancillary Site Office/ General Storage Uses	162m <sup>2</sup>	324m <sup>2</sup>	7m (2 storey)
E	Guard Kiosk	15m <sup>2</sup>	15m <sup>2</sup>	3m (1 storey)
F	Meter Room	8m <sup>2</sup>	8m <sup>2</sup>	3m (1 storey)
	<b>Total</b>	919m <sup>2</sup>	1,243m <sup>2</sup>	NA