

Justifications for Application No. A/YL-KTA/1155

Planning Justifications

1. **Land Filling**

The Site was filled in or around 2002. No further land filling works have been carried out at the Site since then, and no land filling works are proposed under this application.

2. **Prohibited Activities**

No car beauty services, vehicle repairing, dismantling or other workshop activities will be carried out at the Site at any time.

3. **Vehicle Manoeuvring**

Sufficient manoeuvring space will be provided within the Site such that no vehicles will be required to reverse or turn back onto the local access road.

4. **Vehicle Restrictions and Noise Control**

No vehicles exceeding 5.5 tonnes, including container tractors/trailers, or vehicles without a valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations, will be allowed to be parked/stored on or enter/exit the Site. No public announcement systems, whistle blowing or portable loudspeakers will be allowed within the Site at any time.

5. **Boundary Fencing**

Metal fencing of 2.5 m in height will be erected along the eastern site boundary to minimise potential nuisance to the surrounding areas.

6. **Compatibility with Surrounding Land Uses**

The proposed car park is considered compatible with the surrounding land uses and will not result in any adverse impact on the character of the area.

7. **Temporary Nature of the Proposed Development**

The proposed development is temporary in nature and will not frustrate the long-term planning intention of the "Agriculture" ("AGR") zone.

8. **Relationship with the Adjoining Residential Development**

The proposed car park is functionally linked to the adjoining house development and forms an integral part of the estate, serving the parking needs of the estate.

9. **Environmental Compliance**

The applicant will strictly follow the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" (the "CoP") issued by the Environmental Protection Department, and will comply with all relevant environmental protection and pollution control ordinances at all times.

Traffic Considerations

10. The anticipated trip attraction and generation rates of the proposed development are summarised in Table 1 below:

Table 1 – Anticipated Trip Attraction and Generation Rates

Time Period	Trip Attractions (veh/hr)	Trip Generations (veh/hr)
08:00 – 09:00	0	2
09:00 – 10:00	0	2
10:00 – 11:00	1	0
11:00 – 12:00	0	0
12:00 – 13:00	1	1
13:00 – 14:00	1	0
14:00 – 15:00	1	1
15:00 – 16:00	1	2
16:00 – 17:00	0	1
17:00 – 18:00	1	0
18:00 – 19:00	2	1
19:00 – 20:00	2	0
20:00 – 08:00	0	0
Total (Daily)	10	10

11. In view of the low trip attraction and generation rates (i.e. a maximum of 2 vehicle trips per hour in either direction and a total of 20 two-way trips per day), the proposed development is not anticipated to cause any adverse traffic impact on the adjacent areas or the local road network.
12. A total of 18 nos. of private car parking spaces will be provided within the Site. Sufficient space will be provided within the Site for vehicle manoeuvring (refer to the Swept Path Plan). Accordingly, no parking, queuing, reversing or turning of vehicles on public roads is anticipated.
13. As stated in Paragraph 4 above, no container vehicles, vehicles exceeding 5.5 tonnes, or vehicles without a valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations will be allowed to be parked at the Site.