



GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Section 16 Planning Application

Proposed Temporary Open Storage of
Construction Materials and Construction
Equipment for a Period of 3 Years

At Lot Nos. 1809 (Part), 1813, 1814, 1815
(Part), 1816, 1817 (Part), 1819, 1820, 1824,
1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A,
1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838,
1839 (Part), 1840, 1841, 1842 and 1843 in D.D.
129, Lau Fau Shan, Yuen Long, 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 Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years (hereinafter referred to as “the proposed use”) at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories (hereinafter referred to “the application site”). The application site has an area of about 15,500m². This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.

The application site currently falls within an area zoned “Recreation” (“REC”) on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 exhibited for public inspection on 22.04.2022 (hereinafter referred to “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 proposed use would better optimise valuable land resources and promote the local economy in Lau Fau Shan;*
- (b) The current application is not contrary to the Town Planning Board Guidelines (TPB PG-No. 13G);*
- (c) The proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “REC” 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 impacts on the surroundings land uses and neighbourhood;*
- (e) No adverse traffic, landscape, environmental, drainage and archaeological 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 planning justifications as detailed in this Planning Statement, it is hoped that the Board will give favorable consideration and approve the current application on a temporary basis for a period of three 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」）作擬議臨時露天存放建築材料及建築器材（為期 3 年）（以下簡稱「擬議用途」）。該申請涉及的地點位於元朗流浮山丈量約份第 129 約地段第 1809 號（部分）、第 1813 號、第 1814 號、第 1815 號（部分）、第 1816 號、第 1817 號（部分）、第 1819 號、第 1820 號、第 1824 號、第 1825 號、第 1826 號、第 1827 號、第 1828 號、第 1829 號、第 1830 號、第 1831 號 A 分段、第 1831 號 B 分段、第 1832 號、第 1833 號、第 1834 號、第 1837 號、第 1838 號、第 1839 號（部分）、第 1840 號、第 1841 號、第 1842 號、第 1843 號及第 1835 號（以下簡稱「申請地點」）。申請地點的地盤面積約為 15,500 平方米。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 2022 年 4 月 22 日刊憲公佈之流浮山及尖鼻咀分區計劃大綱核准圖（編號：S/YL-LFS/11）（以下簡稱為「大綱核准圖」），申請地點坐落於「康樂」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) 擬議用途可以更好地利用寶貴的土地資源，並促進流浮山地區的經濟；
- (二) 該申請不會與城規會規劃指引相抵觸（編號：TPB PG-No. 13G）；
- (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「康樂」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，並不會構成不良影響；
- (五) 擬議用途不會對交通、景觀、環境、排水和考古方面構成不良影響；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 Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories (hereinafter referred to “the application site”). The application site has an area of about 15,500m². 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 “Recreation” (“REC”) on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 exhibited for public inspection on 22.04.2022 (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 Right Spread Investment Limited (hereinafter referred to as “the Applicant”), Grandmax Surveyors Limited has been commissioned to prepare and submit the current application.

1.2 Objectives

- 1.2.1 The current application strives to achieve the following objectives:-
- (a) *To fully utilise the land resources falling within “REC” 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 “REC” zone; and*
 - (b) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

1.3 Structure of the Planning Statement

- 1.3.1 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 Lau Fau Shan and Mong Tseng area. The majority of the application site is vacant land with some areas covered by shrubs and weeds, and is accessible from Deep Bay Road via a local track (**Figure 1** refers).

2.1.2. **Illustration 1** indicates the current conditions of the application site and its surrounding areas.

2.2. Surrounding Land-use and Characteristics

2.2.1. The surrounding areas are predominated by open storage yards and warehouses. Other uses such as vehicle repair workshop, pig farm, animal boarding establishment, residential dwellings, garden, temple, agricultural land, vacant land and shrubland are also found in the vicinity.

2.2.2. To the north of the application site are Wan Fau Sin Koon, open storage, and vacant land. Further north of the application site are graves and Deep Bay Road. To the east of the application site are graves within Permitted Burial Ground No. YL/59. To the south of the application site are open storages, warehouses, temporary structures, and residential dwellings. Immediately to the west of the application site is a pig farm.

3. PLANNING CONTEXT

3.1. Statutory Planning Context

- 3.1.1. The application site falls within an area zoned “REC” on the Current OZP (**Figure 3** refers). According to the Notes of the Current OZP, “REC” zone is intended primarily for “recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission”.
- 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 five years, there are eight similar applications for similar temporary open storage uses within the “REC” 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 Five Years

| Application No. | Proposed Use(s) | Decisions |
|-----------------|--|---|
| A/YL-LFS/351 | Proposed Temporary Vehicle Park and Open Storage (Dump Truck and Skip Truck) for a period of 3 years | Rejected/Not agreed on 18.09.2020 |
| A/YL-LFS/399 | Temporary Open Storage of Marble and Construction Materials with Ancillary Workshop, Vehicle/Cargo Compartments Assembly Workshop with Ancillary Vehicle Parking Spaces and 10 Loading and Unloading Spaces for Medium Goods Vehicle for a Period of 3 Years | Approved with condition(s) on a temporary basis on 25.06.2021 |
| A/YL-LFS/400 | Proposed Temporary Open Storage (Dump Box) for a Period of 3 Years | Rejected/Not agreed on 25.06.2021 |
| A/YL-LFS/451 | Temporary Open Storage of Construction Materials and Engineering Machineries for a Period of 3 Years | Approved with condition(s) on a temporary basis on 03.02.2023 |

| Application No. | Proposed Use(s) | Decisions |
|-----------------|---|---|
| A/YL-LFS/479 | Temporary Open Storage of Scrap Metal for a Period of 3 Years | Approved with condition(s) on a temporary basis on 11.08.2023 |
| A/YL-LFS/493 | Proposed Temporary Open Storage of Hardware Accessories for a Period of 3 Years | Approved with condition(s) on a temporary basis on 24.11.2023 |
| A/YL-LFS/504 | Temporary Open Storage of Construction Materials for a Period of 3 Years | Approved with condition(s) on a temporary basis on 16.02.2024 |
| A/YL-LFS/505 | Temporary Open Storage of Construction Materials and Machineries with Ancillary Workshop, and Vehicle/Cargo Compartments Assembly and Repair Workshop for a Period of 3 years | Approved with condition(s) on a temporary basis on 01.03.2024 |

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

- 3.4.1 The application site falls under Category 2 areas in the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated by the Board in April 2023.
- 3.4.2 According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

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 Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years). The application site has a total area of about 15,500m². Access to the application site will be provided through an ingress/egress point (in about 12m) located at the southwestern boundary (**Figure 4** refers), which is connected to a local track leading to Deep Bay Road (**Figure 1** refers).
- 4.1.2. Should the current application be approved, the existing fencing will be adjusted, and new fencing will be erected along the periphery of the application site.
- 4.1.3. According to the indicative layout plan (**Figure 4** refers), the application site includes about 14,163m² of open storage area with three one-storey temporary structures (with a maximum height of 3.5m), providing a total floor area of approximately 108m² for two storerooms and a site office. Within the application site, there is provision for three parking spaces for private cars and six loading and unloading (L/UL) bays for light goods vehicles (LGVs).
- 4.1.4. The proposed temporary open storage will be used to store a variety of small-scale construction materials and equipment (**Table 2** refers).

Table2 : Small-scale Construction Materials and Equipment to be Stored at the Site

| Construction Materials | |
|---|--|
|  |  |
| Bricks | Ceramic Tiles |



- 4.1.5. Construction materials and equipment 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 open storage area of the application site without affecting the neighbouring uses. The operation hours of the proposed use are from 8:00a.m. to 6:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.

- 4.1.6. Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the Short-Term Waiver (STW) for permitting the structures to be erected or to regularise any irregularities on site, once the current application is approved.
- 4.1.7. Key development parameters of the proposed use are tabulated in **Table 3**. **Table 4** provides details of the proposed ancillary temporary structures under the current application.

Table 3: Key Development Parameters

| | |
|-------------------------------|--|
| Proposed Use | Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years |
| Operation Hours | From 8:00a.m. to 6:00p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays) |
| Site Area | 15,500m ² |
| Covered Area | About 108m ² (About 0.7%) |
| Uncovered Area | About 15,392m ² (About 99.3%) |
| Temporary Structures | |
| No(s). | 3 |
| No. of Storey | 1 |
| Maximum Height | 3.5m |
| Total Floor Area | About 108m ² |
| No. of Parking Spaces | |
| Private Car (5m(L) x 2.5m(W)) | 3 |
| No. of L/UL Bays | |
| LGVs (7m(L) x 3.5m(W)) | 6 |

Table 4: Details of the Proposed Structures

| Structure/ Container No. | Proposed Use | Dimension (About) (m) | Floor Area (About) (m ²) | No. of Storeys | Max. Height (About) (m) |
|--------------------------------|--------------|-----------------------------|--|-------------------|-------------------------------|
| 1 | Site Office | 12 x 3 | 36 | 1 | 3.5 |
| 2 | Storeroom | 12 x 3 | 36 | 1 | 3.5 |
| 3 | Storeroom | 12 x 3 | 36 | 1 | 3.5 |
| Total | | | 108 | | |

4.2. Proposed Traffic Arrangement

- 4.2.1. The application site can be accessed through a local track that leads to Deep Bay Road (**Figure 1** refers). The proposed development will only make use of LGVs and private cars to travel to/from the application site via the proposed access route. No vehicle exceeding 5.5 tonnes, including medium goods vehicle, heavy goods vehicle and container trailer/tractor, as defined in the Road Traffic Ordinance, is allowed to enter/exit or to be parked/stored on the application site at any time during the planning approval period, should the current application be approved. Three parking

space for private cars and six L/UL bays for LGVs 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 20m(D) are 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 5**.

Table 5: Estimated Traffic Generation and Attraction

| | AM Peak | | PM Peak | |
|-------------|------------|------------|------------|------------|
| | Generation | Attraction | Generation | Attraction |
| LGV | 6 | 6 | 6 | 6 |
| Private Car | - | 3 | 3 | - |

4.2.4. 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.

4.2.5. A Traffic Impact Assessment has been conducted (**Appendix 1** refers) to demonstrate the development traffic will not generate significant traffic nor causing adverse traffic impact onto the local road network. Nevertheless, traffic improvement measures are proposed to further mitigate any potential traffic impact arising from the proposed development.

4.2.6. 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 causation 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. The application site is partly covered by shrubs and weeds without any old and valuable trees. As such, no adverse landscape impact is anticipated from the proposed use. As part of the landscape mitigation measures, the applicant proposes to plant 50 new trees (species: *Ficus microcarpa*) along the periphery of the application site. These trees will have a minimum height of 2.75m and will be planted with a minimum spacing of 4m. The proposed trees will be positioned at least 1m from the boundary fencing and 3m from any buildings on-site, as shown in the Landscape Proposal (**Figure 5** refers).
- 4.3.2. The landscape design aims to enhance the overall visual quality of the application site by providing improved greenery. Upon approval of the current application, the applicant will ensure regular maintenance, adequate watering, and replacement of any dying or dead plants to keep the landscaping in good condition during the planning approval period.

4.4. Environmental Consideration

- 4.4.1. Given that no heavy vehicle or 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. Construction materials and equipment 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 open storage area of the application site without affecting the neighbouring uses.
- 4.4.3. Without any wheel-washing facilities or cleansing activities of equipment, the environmental impact on water quality will be insignificant.
- 4.4.4. 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 watercourse has been identified to the south 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).

4.6. Archaeological Consideration

- 4.6.1. The application site is situated within the Lau Fau Shan Site of Archaeological Interest (SAI). Since all the proposed temporary structures are one-storey container-converted structures, there is no need for foundation works. As a result, the proposed development will not include any ground excavation works for site formation or foundation.
- 4.6.2. Should the current application be approved, the required drainage system will be provided by constructing drainage channels along the boundary of the application site. The depth and width of the drainage channels will be approximately 0.45m. Since the scale of excavation work is considered insignificant, it is anticipated that the proposed use will have no adverse archaeological impacts on the Lau Fau Shan SAI.

5. PLANNING JUSTIFICATIONS

5.1. Optimisation of Valuable Land Resources and Promotion of the Local Economy

5.1.1 The application site is strategically positioned to take full advantage of the regional transport infrastructure and connections. Its location near the boundary allows for convenient access to Shenzhen and the eastern part of Guangdong. The application site is situated close to the Kong Sham Western Highway, which can provide a supporting storage facility to the local area. The proposed use would enable better opportunities to offer a temporary storage facility to cross-boundary users with short-term storage needs. This advantageous location ensures efficient support for the operation of the open storage, facilitating seamless transportation.

5.1.2 By allowing the proposed use, land use optimisation and concentration of similar uses could be achieved, replacing open storage and industrial sprawl in unsuitable locations. The proposed use is considered fully commensurate with the local geographical setting and ideal for attaining maximum land use optimisation without giving rise to detrimental environmental impacts. In addition, the proposed use would create job opportunities and promote the local economy in Lau Fau Shan.

5.2 Not Contrary to the Town Planning Board Guidelines (TPB PG-No. 13G)

5.2.1 The application site falls under Category 2 areas in the TPB PG-No. 13G promulgated by the Board in April 2023. According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

5.2.2 Considering that the proposed use is well-justified with no adverse impacts on traffic, landscape, visual, drainage, sewerage and environmental aspects in the surrounding areas, the current application is considered not contrary to the TPB PG-No. 13G.

5.3 Not Jeopardizing the Planning Intention of “REC” Zone

5.3.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of “REC” 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 “REC” 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 predominate by open storage yards and warehouses. Other uses such as vehicle repair workshop, pig farm, animal boarding establishment, residential dwellings, garden, temple, agricultural land, vacant land and shrubland are also found in the vicinity. The proposed use is therefore considered not incompatible with the land uses of the surrounding areas.
- 5.4.2 The proposed use is considered to fully commensurate with its local geographical settings and is ideal to attain the 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 LGVs and private cars to travel to/from the application site via the proposed access route. No vehicle exceeding 5.5 tonnes, including medium goods vehicle, heavy goods vehicle and container trailer/tractor, as defined in the Road Traffic Ordinance, is allowed to enter/exit or to be parked/stored on the application site at any time during the planning approval period, should the current application be approved.
- 5.5.2 Careful consideration has been given to the design and layout of the proposed site, ensuring ample provision for parking, L/UL Bays, 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.
- 5.1.1. The application site is partly covered by shrubs and weeds without any old and valuable trees. As such, no adverse landscape impact is anticipated from the proposed use.

- 5.1.2. Given that no heavy vehicle or 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. Construction materials and equipment 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 open storage area of the application site without affecting the neighbouring uses. Without any wheel-washing facilities or cleansing activities of equipment, the environmental impact on water quality will be insignificant. 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.
- 5.5.3 An existing watercourse has been identified to the south 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).
- 5.5.4 The application site is situated within the Lau Fau Shan SAI, but since all the proposed temporary structures are one-storey container-converted structures, there is no need for foundation works, and the proposed development will not include any ground excavation for site formation or foundation. The required drainage system will be constructed along the site boundary, and the scale of excavation is considered insignificant. As such, no adverse archaeological impact on the Lau Fau Shan SAI is anticipated.
- 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 15,500m². 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 “REC” 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 proposed use would better optimise valuable land resources and promote the local economy in Lau Fau Shan;*
 - (b) *The current application is not contrary to the Town Planning Board Guidelines (TPB PG-No. 13G);*
 - (c) *The proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “REC” 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 impacts on the surroundings land uses and neighbourhood;*
 - (e) *No adverse traffic, landscape, environmental, drainage and archaeological 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 favorable consideration and approve the current application on a temporary basis for a period of three years.