

Annex II

Replacement Pages of Planning Statement

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 issue or accessibility (**Appendix I** and **Plan 7**). After a lengthy site-searching process, the Site is identified for relocation as it is relatively flat, easily accessible and not incompatible to surrounding land uses.

Applied use is the same as the affected premises

- 2.4 The proposed development involves the operation of warehouse and open storage of construction materials, machinery and vehicles to support the daily operation of the Site. The applied uses are the same as the affected premises in Tai Kei Leng and Tong Yan San Tsuen.
- 2.5 A significant portion of the Site (i.e. 5,852 m² (about), 32% of the Site) is designated for open storage of construction materials, machinery and vehicles. The remaining uncovered area (i.e. 9,218 m²) is reserved for vehicle parking, L/UL spaces and circulation area to support the daily operation of the proposed development. A substantial amount of circulation space is reserved within the Site so as to enhance the Site's overall efficiency, as well as to minimize the potential adverse traffic impact to the surrounding road network.

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

- 2.6 Although the Site falls within an area zoned "AGR" on the Approved Shek Kong OZP No.: S/YL-SK/9, the Site is currently vacant without active agricultural activities (**Plans 2 and 9**). 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.
- 2.7 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

- 2.8 The proposed development situates in a relatively remote area, which is far away from sensitive receivers (**Plans 1, 3 and 9**). The surrounding area is considered to be predominately in semi-rural character comprising various brownfield operations. The proposed development is therefore considered not incompatible with surrounding

5. DEVELOPMENT PROPOSAL

Development Details

- 5.1 The Site consists of an area of 18,031 m² (about), including 361 m² of GL (about). Details of development parameters are shown at **Table 3** below.

Table 3 - Development Parameters

| | |
|-------------------------|---|
| Site Area | 18,031 m ² (about) including 361 m ² of GL (about) |
| Covered Area | 2,961 m ² (about) |
| Uncovered Area | 15,070 m ² (about) |
| Plot Ratio | 0.16 (about) |
| Site Coverage | 16% (about) |
| No. of Structure | 2 |
| Total GFA | 2,961 m ² (about) |
| - Domestic GFA | Not applicable |
| - Non-Domestic GFA | 2,961 m ² (about) |
| Building Height | 13 m (about) |
| No. of Storey | 1 |

- 5.2 Two single-storey structures are proposed at the Site for warehouse (excluding dangerous goods godown) use with total GFA of 2,961 m² (about). The remaining open area is reserved for open storage operations, vehicle parking and L/UL spaces and circulation area (**Plan 10**). Details of proposed structures are shown at **Table 4** below.

Table 4 – Details of Proposed Structures

| Structure | Uses | Covered Area | GFA | Building Height |
|--------------|--|--|--|----------------------------|
| B1 | Warehouse (excluding dangerous goods godown) | 1,896 m ² | 1,896 m ² | 13 m (about) (1-storey) |
| B2 | Warehouse (excluding dangerous goods godown) | 1,065 m ² | 1,065 m ² | 13 m (about) (1-storey) |
| Total | | 2,961 m² (about) | 2,961 m² (about) | - |

Hard-paving at the Site

- 5.3 Majority of the Site (i.e. 17,243 m²) is proposed to be hard-paved with concrete of not

more than 0.2 m in depth for area for site formation of structures, open storage operations, vehicle parking and L/UL spaces and circulation area. The existing site level ranges from +22.6 mPD (at the south) to +23.1 mPD (at the north). The Site, which generally falls from south to north, is proposed to be filled from 22.8 mPD to 23.3mPD (from south to north). 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 operational need.

Operation Mode

- 5.4 The Site will be used as warehouses and open storage of construction materials, machinery and vehicles. The construction materials (i.e. steel beam, bricks, scaffold, etc.), construction machinery (i.e. forklift, excavator, crane, etc.) and vehicles will be openly stored at the designated area with stacking height of not more than 2.5 m. For construction materials and machinery that are not waterproof, will be stored within the warehouse. The operation hours of the proposed development 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 18 staff. As no shopfront is proposed at the Site, visitor is not anticipated at the Site. The applicant and the original business operators have mutually agreed that upon the planning approval has been granted by the Board, the Site will be utilized by the original business operators for the proposed operations during the planning approval period. The details of original premises at the Site are provided in **Plan 11**.

Minimal Traffic Impact

- 5.6 The Site is accessible from Kam Sheung Road (**Plan 1**). A 11 m (about) wide vehicular ingress/egress is proposed at the Site. A total of 17 parking and L/UL spaces will be provided at the Site (**Plan 10**). Details of the parking and L/UL provision are shown at **Table 5** below.

Table 5 – Provision of Parking and L/UL Spaces

| Type of Parking Spaces | No. of Space |
|--|--------------|
| Parking spaces for private car (PC) - 2.5 m (W) x 5 m (L) | 9 |
| Type of L/UL Spaces | No. of Space |
| L/UL Spaces for light goods vehicle (LGV) - 3.5 m (W) x 7 m (L) | 3 |
| L/UL Spaces for container vehicle (CV) - 3.5 m (W) x 16 m (L) | 5 |

staff. Given that no public sewer is available in the vicinity of the Site, the applicant proposes to provide septic tank and soakaway system to collect sewage generated from the proposed development. Noting that the Site is in close proximity to Ping Yuen River, the design and construction of the septic tank and soakaway system will strictly follow the requirements as stipulated in *ProPECC PN 1/23*. Licensed collectors will be employed by the applicant to collect and dispose of the sewage regularly, and the location of toilets will be located as far away as possible from nearby watercourse.

- 5.13 The applicant will also implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. 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 on a regular basis.

Minimal Landscape Impact

- 5.14 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 parking, L/UL and 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

- 5.15 DIA has been conducted to review the drainage arrangements for the proposed development (**Appendix II**). During the operation of the proposed development, surface run-off arising from the Site will be collected by the peripheral U-channels and pipes and eventually discharged to existing northern rectangular nullah. **The existing streamcourse within the Site will be maintained decked over with iron cover to avoid any potential disturbance from the proposed development.** The calculation shows that the proposed drainage facilities can handle the runoff from the Site. The DIA has concluded that no unacceptable drainage impact is envisaged.

Fire Safety Aspect

- 5.16 The applicant will submit a fire service installations (FSIs) proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site after planning permission has been granted from the Board. The applicant will implement the accepted FSIs proposal at the Site in due course.