Planning Statement

1. Background

The applicant seeks planning permission from the Town Planning Board (the Board) to use Lots 1385 S.A (Part), 1385 RP, 1386 (Part), 1387 S.A and 1387 S.B in D.D. 117, Tai Tong, Yuen Long, New Territories (the application site) for 'Proposed Temporary Open Storage with Ancillary Facilties and Associated Filling of Land for a Period of 3 Years' (the proposed development) (Appendix 1).

Due to the increasing demand for Open Storage in recent years, the applicant would like to use the Application Site for warehouses to support these industries. The demand has risen due to the change of the current brown field uses on Fung Kat Heung, Hung Sheung Kiu and Kwu Tung etc.

In view of the pressing demand for storage space in New Territories in recent years, the applicant would like to use the Application Site to operate an open storage area for construction materials, cars and miscellaneous goods (i.e. car parts etc.) to support the local storage industry. No dusty materials (e.g., cement, earth, pulverized fuel ash, aggregates, silt, stonefines, sand, debris, sawdust and wooden chips) will be stored on site.

The Site is currently used as animal boarding establishment and covered in concrete. Due to the lack of the need of animal boarding service, the Applicant would like to close the said service and to support the local storage industry.

2. Planning Context

The Site currently falls within an area zoned as "Agriculture" ("AGR") on the Approved Tai Tong Outline Zoning Plan (OZP) No.: S/YL-TT/20. According to the Notes of the OZP, the applied use is not a column one nor two uses within the "AGR" zone, which requires planning permission from the Board.

Although the Application Site falls within area zoned as "AGR", there is no active agricultural use within the Application Site and around the Application site. The Application Site is also surrounded by sites occupied by open storage and some low-rise temporary structures. The proposed development is considered not incompatible with the surrounding areas. Therefore, approval of the current application on a temporary basis of 3 years would better utilize deserted agricultural land and would not jeopardize the long-term planning intention of the "AGR" zone.

3. Development Proposal

The site occupies an area of 1,615.2 m^2 (about) (Appendix 2). About 1,112 m^2 are provided at the Application Site for Open Storage. Three structures are provided at the Application Site for Site office, open shed to cover pathway between office and storage and ancillary storage for office to support daily operation with total GFA of 143.3 m^2 (about). The operation hours of the Site are Mondays to Saturdays

from 09:00 to 19:00, no operation on Sundays and public holidays. Details of development parameters are shown at Table 1 below:

Table 1 – Major Development Parameters

Application Site Area	1,615.2 m^2 (About)
Covered Area	143.3 m^2 (About)
Uncovered Area	**1,471.9** m^2 (About)
Plot Ratio	0.09 (About)
Site Coverage	8.9% (About)
Number of Structure	3
Total GFA	143.3 m^2 (About)
Building Height	Not Exceeding 3.5m
No. of Storey	1

The Application Site is covered with concrete. The current application serves to regularize the hard-paving with concrete, the existing levels is +23.4 mPD, which is about 1,615.2 m^2 (Appendix 4). The filling of land is to facilitate a flat surface for site formation of storage area and circulation spaces. Hence, the hard-paving is considered necessary and has been kept to minimal for the operation of the proposed development. The applicant will strictly follow the proposed scheme during the planning approval period.

The Application Site is accessible from Tai Tong Road and a local track (Appendix 3). 1 Loading / Unloading space for light goods vehicle (LGV) is provided at the Application Site for transportation of goods use. Staff will be deployed by the applicant to direct vehicles entering/exiting the Application Site to ensure pedestrian safety to/from the Site. Sufficient space is provided for vehicles to smoothly maneuver within the Application Site to ensure that no vehicle will turn back onto the local access (Appendix 5). Details of parking provision are shown at Table 2 below:

Table 2 – Parking Provision

Type of Space(s)	No. of Space(s)
Loading / Unloading space for Light goods Vehicle (LGV) - 3.5m (W) x 7 m (L)	1

LGVs are deployed for transportation of goods to be stored at the Site, hence, L/UL spaces for the aforesaid vehicles are provided. Sufficient space is also provided for vehicles to smoothly maneuver within the Application Site to ensure that no vehicle will turn back onto the local access (Appendix 5). As the Application Site will be used for 'open storage' use only, infrequent trips will be anticipated, hence,

traffic generated and attracted by the proposed development is minimal. The trip generation and attraction rates are as shown at Table 3 below.

Table 3 – Trip Generation and Attraction of the Proposed Development

Time Period	LGV		2-Way Total
	In	Out	
Trips at AM peak (09:00-10:00) per hour	1	0	1
Trips at PM peak (17:00-18:00) per hour	0	1	1
Traffic Trips per hour (10:00-17:00)	0.5	0.5	1

Relevant environmental protection/pollution control ordinances, i.e. Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. will be strictly complied with during the planning approval period.

4. Conclusion

The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. the submission of FSIs proposal and the drainage proposal for the Planning Application to mitigate any adverse impact arising from the proposed development.

In view of the above, the Board is hereby respectfully recommended to approve the subject application for 'Open Storage with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years'.

LIST OF APPENDIXES

Appendix 1	-	Application Site Location
Appendix 2	-	Proposed Layout Plan
Appendix 3	-	Existing Vehicular Access
Appendix 4	-	Filling of Land of the Application Site
Appendix 5	-	Swept Path Analysis

運輸署

出入本申請地點主要使用大樹下東路，該道路為一條雙線雙程的道路，並備有避車處，之後轉到郊區小徑。

預計本申請地點的車流為以下:

時段	私家車		輕型貨車		中型貨車		重型貨車		進出總和
	進	出	進	出	進	出	進	出	
早上時段(7:00-11:59)	1	1	0	0	0	0	0	0	2
下午時段 (12:00-23:59)	1	1	0	0	0	0	0	0	2
凌晨時段 (0:00-06:59)	0	0	0	0	0	0	0	0	0

現申請 1 個私家車停車位。該私家車位置為員工及訪客車位，以便上落耕種用具及其他所需用品。訪客需以有效方式 (例如電話)向申請人預約使用該停車位，不接受未有預約的車輛使用。申請人計劃聘請附近居住的員工處理日常事務，因此上述的私家車停車位已足夠此申請運作。

申請地點有道路連接，前往本申請地點途經大樹下東路，再轉到郊區小徑到達申請地點。大樹下東路沿途道路約有 6 米闊，並設有避車處。私家車有足夠的位置通過及進行調遣的動作。申請地點的出入口約 4.5 米闊。

連接本申請地點的郊區小徑約 950 米長，約有 3-6 米闊，並設有避車處。

在申請地點內有足夠空間讓車輛進行調遣的動作，進入本申請地點的車輛不會在公用道路上讓車輛等候進入本申請地點, 停泊在公用道路及以倒後形式進出本申請地點。參考文件末端的 Appendix 5。

申請人建議參與人士使用公共交通工具前往本申請地點，申請地點可透過綠色公共小巴路線 73 及 73A 線能到達申請地點出入口外約 150 米。少量的訪客及車流量不會對道路及公共交通流量造成負面影響。位置請參考文件末端的 Appendix 6。

申請人明白及了解連接申請地點的道路不是由　　貴署管理。

希望此附加文件能釋除　　貴署的隱憂，並支持本申請。