

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-TYST/1084

- Applicant** : Ankor Driving School Limited
- Site** : Lot 2620 RP (Part) in D.D. 120, Shan Ha Road, Yuen Long, New Territories
- Site Area** : 4,138 m² (about)
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Draft Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/13
- Zoning** : “Open Storage” (“OS”)¹
- Application** : Proposed Temporary Driving School for a Period of 3 Years

1. The Proposal

- 1.1 The applicant seeks planning permission to use the application site (the Site) for proposed temporary driving school for a period of 3 years (**Plan A-1**). Although the proposed use is neither a Column 1 or 2 use in the “OS” zone, according to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Town Planning Board (the Board) notwithstanding that the use or development is not provided for under the Notes of the OZP. The Site is currently occupied by parking of vehicles and temporary structures (**Plans A-2, A-4a and A-4b**). There is no previous application concerning the Site.
- 1.2 According to the applicant, the proposal is intended to provide a government designated driving school (DDS) with an ancillary driving test centre for motorcycles, private cars and van-type light goods vehicles (LGVs) to meet the needs of prospective drivers in Hong Kong. The operator will provide shuttle bus service between West Rail Tin Shui Wai Station and the Site for staff, visitors and prospective users. About 40-60 staff will be working at the Site at any one time. Not more than 22 learner vehicles will be allowed to train off-site in any given hour. The applicant has submitted a traffic impact assessment (TIA) in support of the proposal. Plans showing the site layout, elevations and floor plans, proposed

¹ About 0.1% of the application site also falls within an area zoned “Government, Institution or Community (2)” (“G/IC(2)”) on the OZP.

drainage facilities and proposed training/testing routes submitted by the applicant are at **Drawings A-1 to A-4** respectively.

1.3 The major development parameters of the application are summarised as follows:

Applied Use	Proposed Temporary Driving School for a Period of 3 Years
Site Area	About 4,138 m ²
Total Floor Area (Non-domestic)	About 1,338 m ²
No. and Height of Structures	6 <ul style="list-style-type: none">for ancillary offices, staff/instructor/examiner rooms, tutorial/waiting rooms, conference room, covered car parks, motorcycle competence examination area, toilets and meter room, etc. (3-9m, 1-2 storey(s))
No. of Parking Spaces	53 <ul style="list-style-type: none">30 for private cars/van-type LGVs (5m x 2.5m each)1 for disabled private car parking (5m x 3.5m)22 for motorcycles (2.4m x 1m each)
No. of Loading/Unloading Spaces	2 <ul style="list-style-type: none">for light buses (8m x 3m each)
Operation Hours	9:00 a.m. to 11:00 p.m. on Mondays to Fridays; and 8:00 a.m. to 11:00 p.m. on Saturdays, Sundays and Public Holidays

1.4 In support of the application, the applicant has submitted the following documents:

- (a) Application Form with plans received on 22.2.2021 (**Appendix I**)
- (b) Further Information (FI) received on 1.4.2021 (**Appendix Ia**) responding to departmental comments
- (c) FI received on 21.4.2021 responding to departmental comments and providing consolidated TIA²
[(b) and (c) exempted from publication and recounting requirements] (**Appendix Ib**)

1.5 On 16.4.2021, the Rural and New Town Planning Committee (the Committee) of the Board agreed to defer a decision on the application for one month, as requested by the applicant. The applicant submitted FI on 21.4.2021 and the application is scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Application Form, consolidated TIA and FIs (**Appendices I to Ib**). They can be summarised as follows:

² The applicant has confirmed that the original TIA received on 22.2.2021 could be superseded by the consolidated TIA received on 21.4.2021 at **Appendix Ib**. Hence, the original TIA is not attached.

- (a) The demand for driving school is increasing in Hong Kong. The proposal will provide much-needed driving school facility to meet the needs of prospective drivers. It would also optimise land resources.
- (b) The operator will provide on-site training to learner drivers. On-street driving will only be carried out after the learner driver has satisfactorily completed on-site training, so as to minimise nuisances and safety concerns to other road users. For on-street training, the operator will strictly regulate all driving learning and training sessions to be carried out on the three proposed training routes (**Drawing A-4**) and outside morning and evening peak hours³ in accordance with the Transport Department's (TD's) general restriction on learner drivers training.
- (c) The Site is located away from residences and sensitive receivers. In support of the Government's environmental policy, the proposed facility will exclusively use electric vehicles (EVs), which would minimise environmental impact on the surrounding area. The TIA has indicated that the proposal would not generate adverse traffic impact to the surrounding road network and is acceptable from traffic engineering point of view. Furthermore, no adverse drainage, water supply, geotechnical, landscape and visual impacts are envisaged from the proposal.

3. Compliance with the "Owner's Consent/Notification" Requirements

The applicant is not a "current land owner" but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) by notifying the "current land owners" by registered mail. Detailed information would be deposited at the meeting for Members' inspection.

4. Background

The Site is currently not subject to planning enforcement action.

5. Previous Application

There is no previous planning application covering the Site⁴.

6. Similar Application

There is no similar planning application within the subject "OS" zone.

³ According to the applicant, on-street training will generally take place from 10:00 a.m. to 12:00 p.m. and 8:00 p.m. to 11:00 p.m. on Mondays to Fridays; from 3:00 p.m. to 11:00 p.m. on Saturdays; and from 9:00 a.m. to 10:00 a.m. and 3:00 p.m. to 11:00 p.m. on Sundays and Public Holidays. On-street training will be suspended when driving tests are being held by the Transport Department.

⁴ On 21.11.2019 and 4.5.2020, the same applicant submitted planning applications (No. A/YL-TYST/997 and 1020 respectively) for the same use at the same site each for a temporary period of 3 years, which were subsequently withdrawn on 13.3.2020 and 14.10.2020 respectively.

7. The Site and Its Surrounding Areas (Plans A-1 to A-4b)

7.1 The Site is:

- (a) abutting Shan Ha Road to its west in the vicinity of Tong Yan San Tsuen Interchange;
- (b) paved and fenced off; and
- (c) currently occupied by parking of vehicles and temporary structures.

7.2 The surrounding areas have the following characteristics (Plans A-2 and A-3**):**

- (a) mixed in character comprising predominately open storage/storage yards, warehouses and scattered residential structures, intermixed with a car service, ruins, parking of buses, graves and vacant land;
- (b) there are residential structures in the vicinity of the Site with the nearest one located about 45m to its southeast;
- (c) to the immediate west is an area zoned “Residential (Group D)” on the OZP;
- (d) to the west across Shan Ha Road is an open nullah and to the further north is the Yuen Long Highway; and
- (e) except for three warehouses in the adjoining “G/IC(2)” zone, the other warehouse and a car service within the adjoining “G/IC(2)” zone are suspected unauthorised developments (UD) subject to enforcement action taken by the Planning Authority.

8. Planning Intention

The planning intention of the “OS” zone is primarily for the provision of land for appropriate open storage uses and to regularise the already haphazard proliferation of open storage uses. It provides for the orderly development of land for open storage uses that cannot be accommodated in conventional godown premises.

9. Comments from Relevant Government Departments

- 9.1 The following Government bureau and departments have been consulted and their views on the application and public comments, where relevant, are summarised as follows:

Policy Perspective

9.1.1 Comments of the Secretary for Transport and Housing (STH)

Policy support is given for the proposed temporary driving school for a period of three years, provided that TD's comments will be addressed by the applicant to the satisfaction of TD.

Land Administration

9.1.2 Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- (a) The Site comprises an Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government.
- (b) Should planning approval be given to the subject planning application, the lot owner(s) will need to apply to her office to permit the structures to be erected or regularise any irregularities on site, if any. Besides, given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. Applications for any of the above will be considered by her department acting in the capacity as landlord or lessor at its sole discretion and there is no guarantee that such application will be approved. If such application(s) is approved, it will be subject to such terms and conditions, including among others the payment of premium or fee, as may be imposed by her department.

Driving Service and Traffic Engineering

9.1.3 Comments of the Commissioner for Transport (C for T):

Driving Service

- (a) Her department welcomes all applications from any interested party who could provide a site on their own and meet all prerequisites for designation as a Government DDS with a view to shortening the waiting time of driving tests, particular those for motorcycles.
- (b) At present, all four DDSs in Hong Kong also serve as driving test centres of TD. It is noted that the demand for driving tests, particularly those for motorcycles, has been on an increasing trend in the past few years. Pursuant to the Road Traffic Ordinance and associated regulations, motorcycle competence test and its training should only be conducted inside a DDS for safety reasons. This has resulted in long waiting time for driving test services which is undesirable and prone to public criticism. There have been repeated urges from the public and members of the Legislative Council to shorten the driving test queue. Besides, the proposed DDS at Shan Ha Road would also provide more choices to the public for off-road driving training.

- (c) The applicant has proposed a total of three driving training/test routes for private cars, LGVs and motorcycles (**Drawing A-4**). All three proposed routes are generally practicable for testing the driving competence of the test candidates and she has no comments from driving training/testing perspectives.
- (d) To reduce the traffic burden on public roads in the vicinity, the subject proposed schedule of on-street driving training will be restricted to specified off-peak hours. Off-street driving training will be carried out at the Site during specified peak hours. She therefore considers the impact of the construction traffic of the proposed Yuen Long South (YLS) Development – Stage 2 Phase 1 on the driving training activities, and *vice versa*, would be limited. Besides, a learner driver should develop the ability to adapt and respond to various road conditions, and driving test candidates should also be able to demonstrate such capability during the road tests. In view of the above, it is believed that the driving training and testing activities of the proposed driving school will not be seriously affected by the construction works of YLS Development.

Traffic Engineering

- (e) The land status of the access road/path/track leading to the Site from Shan Ha Road shall be checked with the lands authority.
- (f) The management and maintenance responsibilities of the access road/path/track shall be clarified and consulted with the relevant management and maintenance authorities accordingly.
- (g) The applicant is reminded that sufficient space should be provided within the Site for manoeuvring of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed.

9.1.4 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

- (a) If the proposed access arrangement is agreed by TD, a proper run-in/out or road connection to Shan Ha Road should be constructed to the satisfaction of TD and HyD.
- (b) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the Site to nearby public roads/drains.
- (c) His department shall not be responsible for the maintenance of any access connecting the Site and Shan Ha Road.

Environment

9.1.5 Comments of the Director of Environmental Protection (DEP):

- (a) He has no objection to the application based on the following observations.
- (b) It is noted from the FI (**Appendix Ia**) that no car repairing facilities and no outdoor public announcement system will be installed at the Site, and the operation fleet will be all in EV. The latest FI (**Appendix Ib**) also confirmed that all the training courses and driving tests offered in the driving school will only use EVs. Furthermore, only learner drivers of the subject proposed driving school are allowed to take driving test to be offered at the Site. As such, EVs would be used exclusively at the Site and along the associated learning/testing routes.
- (c) As EVs are considered to be quiet with no emissions of air pollutants, no significant adverse noise and air quality impacts are envisaged from the proposal.
- (d) Should the planning application be approved, the applicant should be advised to follow the relevant mitigation measures and requirements in the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Use” (Code of Practice) to minimise any potential environmental nuisances on the surrounding areas.

Drainage

9.1.6 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) He has no objection in principle to the proposed development from the public drainage point of view.
- (b) Should the Board consider that the application is acceptable from the planning point of view, approval conditions requiring the submission, implementation and maintenance of drainage proposal for the development to the satisfaction of the Director of Drainage Services or of the Board should be stipulated.

Fire Safety

9.1.7 Comments of the Director of Fire Services (D of FS):

- (a) He has no objection in principle to the proposal subject to fire service installations (FSIs) being provided to his satisfaction.
- (b) In consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. In addition, the applicant should be advised of the detailed comments at **Appendix IV**.

Building Matters

9.1.8 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) As there is no record of approval granted by the Building Authority for the existing structures at the Site, he is not in a position to offer comments on their suitability for the use proposed in the application.
- (b) The applicant should be reminded of the detailed comments at **Appendix IV**.

Long-Term Development

9.1.9 Comments of the Chief Engineer/Cross-Boundary Infrastructure and Development, Planning Department (CE/CID, PlanD):

- (a) The Civil Engineering and Development Department (CEDD) and PlanD jointly commissioned the “Planning and Engineering Study for Housing Sites in YLS – Investigation”. According to the Revised Recommended Outline Development Plan (RODP) of YLS promulgated in May 2020, the Site mainly falls within an area zoned “Other Specified Uses (Mixed Use)” (“OU(MU)”) and partly within an area shown as ‘Road’.
- (b) The objective of YLS is to transform the degraded rural land predominantly occupied by brownfield operations including open storage yards, warehouses and rural industrial uses into housing and other uses with supporting infrastructure and community facilities, and to improve the existing environment. It is noted that the application is for temporary use for a period of 3 years. In considering the application for temporary uses, due consideration should be given on the possible implication on land clearance which would affect the future implementation of YLS.

9.1.10 Comments of the Project Manager (West), CEDD (PM(W), CEDD):

- (a) He has no objection to the application for temporary use for three years.
- (b) The majority of the Site falls within the boundary of the proposed YLS Development – Stage 4. The YLS Development would provide land to meet the medium to long term housing needs of Hong Kong and the detailed implementation programme with phasing and packaging of works for YLS Development – Stage 4 is being formulated.
- (c) Part of the eastern portion of the Site falls within the boundary of the proposed YLS Development – Stage 2 Phase 2. The land resumption and clearance programme of the project is subject to Executive Council’s (ExCo’s) authorisation on land resumption

and Finance Committee's (FC's) funding approval of the project. Land clearance operation for the concerned portion of the Site is tentatively targeted to commence in 2024.

- (d) Part of the western portion of the Site falls within the boundary of the proposed YLS Development – Stage 2 Phase 1. Based on the latest programme of the project, land clearance at the concerned portion of the Site is planned to commence in mid 2022 subject to ExCo's authorisation on land resumption and FC's funding approval of the project by Q4 2021 and Q1 2022 respectively. During the construction works of the proposed YLS Development – Stage 2 Phase 1, there will be considerable construction traffic and temporary traffic arrangements along Shan Ha Road which will form part of the proposed driving training/testing routes under application (**Drawing A-4**).
- (e) The programme of land resumption would follow the project programme notwithstanding the validity period of the planning permission to be granted. Should the application be approved by the Board, an advisory clause should be stipulated to inform the applicant that the Site might be subject to land resumption for the implementation of the proposed YLS Development – Stage 2 Phase 1 which might take place at any time before the expiry of the temporary planning permission and thus the applicant shall be advised not to carry out any substantial works on the concerned portion of the Site in view of the planned YLS Development – Stage 2 Phase 1. There will be considerable construction traffic and temporary traffic arrangements along Shan Ha Road during the construction works of the proposed YLS Development – Stage 2 Phase 1. The training/testing operations of the driving school may be affected and the applicant shall take into account the temporary traffic arrangements and suitably comply with the temporary traffic arrangements. The applicant shall also be advised not to carry out any substantial works on the eastern portion of the Site in view of the planned YLS Development – Stage 2 Phase 2. His department will give sufficient notice to relevant department(s) for early resumption of the Site if his department's works commence early.

Town Gas Safety

9.1.11 Comments of the Director of Electrical and Mechanical Services (DEMS):

- (a) He has no objection in principle to the application.
- (b) There is a high pressure town gas transmission pipeline running along Yuen Long Highway in the vicinity of the Site. Having considered the proposal, it is anticipated that the proposed development will result in a significant increase in congregated and transient population adjacent to the high pressure pipeline. Thus, a qualitative risk assessment conducted by a specialist with

relevant experience engaged by the project proponent is required to assess the potential risks associated with the gas pipelines.

- (c) The applicant should be reminded of the detailed comments at **Appendix IV**.

District Officer's Comments

9.1.12 Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

Her office has received comments from a group of Shan Ha villagers, a resident of Park Royale, The Incorporated Owners of Covent Garden and the Property Management Office of Parkside Villa (**Appendices II-1 to II-4** respectively) objecting to the application mainly on traffic and safety grounds, which are similar to the salient issues in paragraph 10.2 below.

9.2 The following government departments have no comment on the application:

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Director of Agriculture, Fisheries and Conservation (DAFC); and
- (c) Commissioner of Police (C of P).

10. Public Comments Received During the Statutory Publication Period

10.1 On 2.3.2021, the application was published for public inspection. During the first three weeks of the statutory public inspection period, 2,950 public comments were received. Of which, 893 raised objection, 156 expressed adverse comments, 1,900 supported the application and 1 expressed no comment on the application. A full set of public comments will be deposited at the meeting for Members' inspection.

Objection/Adverse Comments (1,049 Comments)

10.2 Objections/adverse comments were received from members of the Yuen Long District Council (YLDC) (**Appendices III-1 to III-3**), vice-chairman of the Yuen Long Town Area Committee (**Appendix III-4**), village representatives and villagers of Lam Hau Tsuen and Shan Ha (**Appendices III-5 to III-7**), Property Management Offices of Parkside Villa, Park Royale and Emerald Green (**Appendices III-8 to III-10** respectively), The Incorporated Owners of Covent Garden and Villa Art Deco (**Appendices III-11 and III-12**), residents of Emerald Green, Park Royale and Scenic Gardens (extracted samples at **Appendices III-13 to III-22**), representative of Gertrude Simon Lutheran College (**Appendix III-23**) and various individuals (extracted samples at **Appendices III-24 to III-29**). Amongst which, 882 comments were based on 13 sets of standard letters some with additional individual comments. The salient issues of the objections and adverse comments are summarised as follows:

Adverse Traffic and Safety Impacts

- (a) The roads along the proposed training/testing routes (**Drawing A-4**) and nearby roads are already congested, and will likely worsen when

surrounding developments are completed. The proposal will cause adverse traffic impacts to the residential neighbourhood and school cluster. The introduction of learner vehicles, which generally travel slowly, would aggravate traffic congestion and cause delays to public transport services and the response of emergency vehicles. The submitted TIA has underestimated the traffic impact of the proposal.

- (b) Inexperienced learner drivers will jeopardise road safety and cause inconvenience to road users and pedestrians, especially children, students, joggers and the elderly. Should accidents occur, it would paralyse the surrounding road network.

Adverse Environmental Impacts

- (c) The introduction of learner vehicles to the Yuen Long Park area would destroy the tranquil living environment currently enjoyed by nearby residents. The learner vehicles would generate noise and air pollutions on the surrounding area and affect the living environment.

Lack of Consultation

- (d) The applicant should have consulted YLDC and nearby residents before submitting the subject application. Given the longstanding objections against the proposal, local views should be respected.

Others

- (e) There is no demand for another driving school in Yuen Long, which already has one DDS (i.e. The Hong Kong School of Motoring Yuen Long Driving School in Nam Sang Wai (**Plan A-1**)). The Site is too small and not suitable for a driving school. The proposed facility should be sited away from residents.
- (f) The applicant has pre-empted the Board's decision by erecting the proposed driving school on the Site. Enforcement action should be taken on the unauthorised structures and building works at the Site.

Supporting Comments (1,900 Comments)

- 10.3 1,900 supporting comments were received from individuals. Of which, 1,230 comments supported the application on the grounds that the proposal can meet the acute demand for driver learning in the wider district and Hong Kong as a whole, shorten the waiting time for driving tests, create market competition/bring more choices to the benefit of customers and driving instructors, create more job opportunities and optimise land resources, etc. (extracted samples at **Appendices III-30 to III-37**; 595 comments were based on seven sets of standard replies some with additional individual comments, and extracted at **Appendices III-38 to III-44**). The remaining 670 supporting comments simply expressed support to or agreement with the application without stating the grounds (extracted samples at **Appendices III-45 and III-46**).

11. Planning Considerations and Assessments

- 11.1 The application is for proposed temporary driving school for a period of 3 years at the Site zoned “OS” on the OZP. Although the proposal is not in line with the planning intention of the “OS” zone, which is primarily for the provision of land for appropriate open storage uses and to regularise the already haphazard proliferation of open storage uses, the proposal could help meet the acute demand for Government DDS in Hong Kong. In this connection, STH has provided policy support to the subject proposal and C for T also welcomes the introduction of Government DDS with a view to shortening the waiting time of driving tests, particular those for motorcycles, while noting that the subject proposal would provide more choices to the public for off-road driving training. Whilst the Site falls mainly within an area zoned “OU(MU)” and partly within an area shown as ‘Road’ on the Revised RODP of YLS, PM(W), CEDD has no objection to the temporary application and CE/CID, PlanD does not raise objection to the application. Approval of the application on a temporary basis for three years would not frustrate the long term planning intention for the area. Should the application be approved, it is suggested to include an advisory clause to remind the applicant of the forthcoming implementation of YLS Development during the planning approval period.
- 11.2 The surrounding area comprises predominantly warehouses and open storage/storage yards (**Plan A-2**). While there are some residential structures in the vicinity, the development is generally not incompatible with the surrounding uses.
- 11.3 The applicant has submitted a TIA in support of the proposal to which C for T has no adverse comments. Other concerned government departments, including DEP, D of FS and CE/MN, DSD, have no objection to/no adverse comment on the proposal. Given that EVs will be used exclusively for off-street and on-street training/testing, no adverse environmental nuisance on the surrounding area and along the proposed training/testing routes is envisaged. Furthermore, relevant approval conditions are recommended in paragraph 12.2 to address the local concerns and the technical requirements of concerned government departments. Any non-compliance with the approval conditions will result in revocation of the planning permission and UD on the Site will be subject to enforcement action by the Planning Authority. Should the planning application be approved, the applicant will be advised to follow the relevant environmental mitigation measures in the latest Code of Practice in order to minimise any potential environmental impact on the surrounding areas. Moreover, regarding the local concerns on potential nuisances to other road users and pedestrians, the proposed driving school will be subject to a code of practice setting out the requirements, standards and such conditions of a DDS as C for T thinks fit, including restrictions on operation hours, on-street learning hours, fleet size, training/testing routes and exclusive usage of EVs, etc. The prospective proprietor will need to conform with relevant provisions of the Road Traffic Ordinance and related regulations.
- 11.4 There are no previous or similar applications within the subject “OS” zone.
- 11.5 Four objecting comments were relayed by DO(YL), HAD and 2,950 public comments, including 893 objecting comments, 156 comments expressing adverse views, 1,900 supporting comments and 1 comment expressing no comment, were received as summarised in paragraphs 9.1.12 and 10 above respectively. The

planning considerations and assessments in paragraphs 11.1 to 11.4 above are generally relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraphs 9.1.12 and 10 above, the Planning Department considers that the proposed temporary driving school could be tolerated for a period of 3 years.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of 3 years until 30.4.2024. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval conditions

- (a) the submission of a run-in/out proposal within **6** months from the date of planning approval to the satisfaction of the Director of Highways or of the Town Planning Board by 30.10.2021;
- (b) in relation to (a) above, the implementation of the run-in/out proposal within **9** months from the date of planning approval to the satisfaction of the Director of Highways or of the Town Planning Board by 30.1.2022;
- (c) the submission of a qualitative risk assessment within **6** months from the date of planning approval to the satisfaction of the Director of Electrical and Mechanical Services or of the Town Planning Board by 30.10.2021;
- (d) the submission of drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 30.10.2021;
- (e) in relation to (d) above, the implementation of the drainage proposal within **9** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 30.1.2022;
- (f) in relation to (e) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (g) the submission of a fire service installations proposal within **6** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 30.10.2021;
- (h) in relation to (g) above, the implementation of the fire service installations proposal within **9** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 30.1.2022;

- (i) if any of the above planning conditions (a), (b), (c), (d), (e), (g) or (h) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (j) if the above planning condition (f) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice.

Advisory clauses

The recommended advisory clauses are at **Appendix IV**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Member's reference:

the proposed use is not in line with the planning intention of the "OS" zone which is primarily for the provision of land for appropriate open storage uses and to regularise the already haphazard proliferation of open storage uses. No strong planning justification has been given in the submission to justify a departure from the planning intention, even on a temporary basis.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form with plans received on 22.2.2021
Appendix Ia	FI received on 1.4.2021
Appendix Ib	FI received on 21.4.2021 with consolidated TIA
Appendices II-1 to II-4	Public comments relayed by DO(YL), HAD
Appendices III-1 to III-46	Public comments received during the statutory publication period (extracted)
Appendix IV	Recommended Advisory Clauses
Drawing A-1	Site Layout Plan
Drawing A-2	Elevations and Floor Plans

Drawing A-3	Drainage Proposal
Drawing A-4	Proposed Training/Testing Routes
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
APRIL 2021**