

Supplementary Information

1. Background/Proposed Development

- 1.1.1 The Applicant operates a company that provides facilities for the open storage of containers and provide cross-border transshipment of goods in support of Hong Kong's cross-border trade for over 30 years. Its current operation is from 8:00am to 10:00pm Monday to Sunday (including public holidays) supporting the cross-border freight industry. In particular, it supports the container vehicles using the Man Kam To Boundary Control Point that operate from 7:00am to 10:00pm.
- 1.1.2 The Applicant is subject to a relocation notice from the Lands Department on the existing operation located at No. 5A Jockey Club Road, Sheung Shui, New Territories to facilitate the development of the Kwu Tong North/Fanling North New Development Area by the Development Bureau (the DevB). The Applicant currently operates on a piece of land that is approximately 28,000 sq.m (about 300,000 sq. ft).
- 1.1.3 In order to continue with the current operation and protect the continual livelihood of its staff, the Applicant has no choice but to select the Site as the first phase of its relocation exercise. The Site is about 3,060 sq.m which represents only 10% of the area of the existing operations. Given the above, the Applicant intends to continue to seek for additional sites to accommodate the shortfall in space for their existing operations.
- 1.1.4 The Site, with an area of about 3,060 sq.m, is located to the North of Kong Nga Po Road and to the Southeast of San Uk Ling Holding Centre, North New Territories, Hong Kong [**Figure 1.1**]. The Site is currently composed of weeds, wild grass, semi-dried pond and construction debris. The land is currently not arable and cannot temporary be rehabilitated for cultivation without extensive earth works.
- 1.1.5 The area of the pond is about 175 sq.m will be filled to about +27.2mPD. The filling of the pond area will be not more than 2.8m. The other lower portions of the Site with an area of 1,977 sq.m will be filled to the level of the access road of about +27.2mPD. The filling of the lower portion of the Site will be not more than 2m. The location of the filling is shown in **Figure 1.2**.
- 1.1.6 The Proposed Development is shown in **Figure 1.3** and the major development parameters are summarized in Table 1.1.

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Major Development Parameters	Proposed Development
Site area	About 3,060 sq.m <i>Covered Area: about 585.3 sq.m (approx. 19%)</i> <i>Uncovered Area: about 2,474.7 sq.m (approx. 81%)</i>
Site Coverage	About 19%
Applied Use	Temporary Open Storage of Containers and Vehicle Maintenance Workshop and Ancillary Facilities For a Period of 3 Years and Filling of Land and Pond
Nos. of Temporary Structures	1 nos. of Rain Shelter with open sided for Consolidation Area <i>(H: not exceeding 7m, L: not exceeding 20m, W: not exceeding 13m)</i> 1 nos. of Ancillary Facilities (Site Office) <i>(H: not exceeding 3m, L: not exceeding 7m, W: not exceeding 3m)</i> 1 nos. of Rain Shelter with open sided for Vehicle Maintenance Workshop <i>(H: not exceeding 7m, L: not exceeding 23.6m, W: not exceeding 13m)</i> 1 nos. of Washroom (3 nos. of Portable Toilets) <i>(H: not exceeding 2.4m, L: not exceeding 3.6m, W: not exceeding 1.2m)</i>
Parking Provision ¹	1 nos. of Accessible Parking/Private Parking <i>(L: 5m, W: 3.5m)</i> 1 nos. of Heavy Goods Vehicle Parking <i>(L: 11m, W: 3.5m)</i> 1 nos. of Loading/unloading Area <i>(L: 16m, W: 3.5m)</i>
No-Built Zone (no roof over area)	400 sq.m (due to hillside)
Proposed Filled Area	Land 1,977 sq.m (depth of filling not more than 2m) Pond 175 sq.m (depth of filling not more than 2.8m)

Table 1.1 - Proposed Development Parameters

- 1.1.7 The Site will be levelled with the access road. The proposed access to the Site is along an access road (unnamed) to Kong Nga Po Road and is shown in **Figure 1.1**.
- 1.1.8 The Rain Shelter Area would be an open-sided sheltered area from the sunlight and rain for the consolidation of freights, and the Vehicle Maintenance Workshop would be used for minor vehicle repair works on company cars (not serving the public) as required. In sum, freights and goods will be brought to the Site via container vehicles to be reassembled and redirected. The freight would be off loaded and consolidated in the Consolidation area to be delivered. Some of the containers awaiting the unloading /loading would be stored in the Stacking Area of the Site with a height of not exceeding 4 nos. of containers, subject to operational demand.

¹ Referenced to Hong Kong Planning and Standards Guidelines Chapter 8.

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2. Planning Justifications

2.1 In line with Policy Address 2023

2.1.1 The Proposed Development is situated within the Boundary Commerce and Industry Zone of the Northern Metropolis Action Agenda. This area aims to drive the development of industries such as advanced construction, green environment industries, health care, food technology, modern logistics, and promote cross-boundary business services. Therefore, approval of the Proposed Development will allow the Applicant to continue with its operation to support of the Boundary Commerce and Industry Zone of the Northern Metropolis Action Agenda. The Proposed Development is in line with direction of the above Action Agenda.

2.2 Compliance with Town Planning Board Guideline No. 13G

2.2.1 The Proposed Development is in-line with the TPB PG-NO. 13G for Open Storage and Port Back-up Uses. The Site falls within Category 2 area where planning permission for the Proposed Development would be granted on a temporary basis should there be no adverse department comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. In view of this, the Proposed Development on the Site complies with the said guideline for temporary use on designated Category 2 areas.

2.3 Facilitates the development of the Kwu Tong North/Fanling North New Development Areas

2.3.1 It is noted that the relocation of the existing operation is very crucial to the smoother clearance for the implementation of the Kwu Tong North/Fanling North New Development Areas. As such, to allow for the Proposed Development for the business operation could contribute to ensure a timely development of the project for the future population within the Kwu Tong North/Fanling North New Development Areas, as well as to facilitate the continued operation of displaced brownfield operations to meet the need of logistics economy in Hong Kong.

2.4 Would not frustrate the long-term planning intention

2.4.1 There is a genuine need for the Applicant to relocate its operations and encouragement by DevB. The Site has remained fallowed from agriculture productivity for many years. There is no intention by the landowners to use the land for cultivation use at this time. Even though the Proposed Development does not align with the long-term planning intention of the “AGR” zone of the OZP, the Proposed Development is temporary in nature and would not frustrate the long-term planning intention of the “AGR” zone.

2.5 Minimal traffic impact

2.5.1 It is recorded that the existing operations generates at most 22 vehicles per hour to and from the premises. Since the Site’s area is approximately 10% of the current site, it is assumed that the Proposed Development will only able to cater 10% of the existing

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operations. Therefore, for a conservative assessment 2 vehicles per hour of one-way or 4 vehicles per hour of two-way traffic. There will be no backing into the Site; or queuing along the access road (unnamed) will be anticipated. The Proposed Development will have minimal traffic impact to the vicinity.

2.6 No Tree Felling

2.6.1 There are some trees near the site boundary, it is observed there are some trees outside the Site boundary at the north western periphery of the Site including 1 no. undersized, i.e. DBH less than 95mm, *Aquilaria sinensis* (protected species) with a height of about 4m and a crown of about 1m (T01). These trees would be kept. There are no trees observed within the site boundary, thereby no tree felling is required for the Proposed Development.

2.7 Minimal Sewerage and Drainage Impact

2.7.1 3 Nos. portable toilets would be provided for the 10 staff/visitors that will be periodically collected and arranged to be removed off the Site to be treated by the Applicant. The surface runoff discharged from the surrounding catchment area and the Site will be collected by a proposed perimeter U-channels on the Site and discharged to the proposed stormwater manholes outside the Site to the Ping Yuen River. Given the above, a detail drainage plan would be provided in the detail design stage. Therefore, given the scale of the development and the use of portable toilets there would be minimal sewage and drainage impact.

2.8 Compatible to the Surrounding

2.8.1 The Proposed Development is non-polluting in nature and there no domestic structures or sensitive receivers nearby. There are no interface issues with the Proposed Development to the surrounding. The Proposed Development would be mainly self-contained behind a fenced area. There would be minimal air quality and noise impact or odour emitted from the Site, if any, given the above. The Proposed Development is compatible with the surrounding land uses.

2.9 Allows Efficient Use of Vacant Land

2.9.1 Land is a valuable and scarce resources for Hong Kong. Given the land has been left idle, the Proposed Development on a temporary basis will better utilise vacant land lot to meet the demand needs of the locality.

2.10 Would not set an undesirable precedent case

2.10.1 Several applications of similar uses on "Agriculture" zone land were approved by TPB on temporary basis. The Application has its individual merits of contributing to support and facilitate cross border trade. The Proposed Development will benefit the community in the long-run and would not set an undesirable precedent case.