

## Appendix I: Amended Pages of the Planning Statement

Section 16 Planning Application for Proposed Temporary Warehouse (Storage of Timber and other Associated Materials) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling

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### 1. Purpose of Submission

- 1.1 This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant, i.e. Hong Kong & Kowloon Timber Merchants Association Ltd. (HKTMA 港九木行商會有限公司), to seek planning permission from the Town Planning Board (the Board) for a proposed temporary warehouse (storage of timber and other associated materials) for a period of three years at the application site (the Site) covering various lots in D.D. 86 and D.D. 90 and adjoining Government Land (GL), Lin Ma Hang Road, Sha Ling.
- 1.2 The Site with an area of about 20,512.5m<sup>2</sup> falls within an area zoned "Agriculture" ("AGR") on the Approved Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/4 (see **Plan A**). It is divided into two portions bisected by Lin Ma Hang Road, namely the "eastern site" and the "western site" (i.e. representing the sites in the eastbound and westbound of Lin Ma Hang Road respectively).

### 2. Background of the Application

- 2.1 HKTMA was established early in 1931 with a long history in promoting timber industry in Hong Kong. Their mission is to safeguard the interest of their members. Over the past decades, timber industry has undergone significant changes due to economic transition. While many timber operators have ceased their businesses because of shortage of suitable land, the remaining operators are still supporting the economic development in Hong Kong as timber is a widely used raw material in many applications.
- 2.2 Due to implementation of the Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development (construction works commenced in September 2019), many sawmill, timber yards and other related rural workshops in Ma Tso Lung are affected/displaced by the NDA development (including the eight operators under the current application). In this regard, this application is submitted to facilitate the relocation of 11 sites (eight operators) affected by the NDA development. According to the operators, their original sites in Ma Tso Lung had been reverted and resumed by the Government in Q4 2021/scheduled to be resumed in Q1 2024.
- 2.3 The Applicant has carried out site search in the territory for reprovisioning of the affected operations. A number of criteria have been formulated to assess the suitability of the sites (see **Appendix III**). While the Applicant has spent effort in identifying suitable relocation sites, the Site is considered the most suitable one due to the following reasons:
- (i) The Site has a large site size of more than 10,000m<sup>2</sup>, which will be able to meet the operational need for affected operators, as timber and other associated materials are relatively large scale in size and weight, which requires more storage and manoeuvring space;

(i) **Landscape Aspect**

A Landscape Proposal, which entails planting of 40 compensatory trees of the species *Lagerstroemia speciosa* along Lin Ma Hang Road, was submitted for compliance with approval condition (i) under the approved application. On 28.10.2021, Planning Department (PlanD) considered the Landscape Proposal acceptable (see **Appendix II**). Moreover, the executed implementation work of the Landscape Proposal was also accepted by PlanD on 12.9.2023 (i.e. approval condition (f) has been complied with).

Under the current application, it is proposed that the existing 2m planting strip along Lin Ma Hang Road will all be retained in-situ. Besides, an additional tree survey covering the extension portion has been conducted on 29.12.2023 and 31.1.2024. The survey revealed that there are 14 trees and all are proposed to be felled due to the conflict with the future operation of warehouses, especially most are invasive exotic trees. In an effort to maintain a verdant ambiance to the Site, the Applicant is committed to enhancing the greenery by proposing a row of *Lagerstroemia speciosa* along Lin Ma Hang Road and *Bauhinia blakeana* along the northern boundary to provide a landscape buffer to the site, a total of 17 new trees to be planted. The Landscape Proposal has been updated and attached in **Appendix VI**.

(ii) **Traffic Arrangement**

The Site can be accessed directly by both side of Lin Ma Hang Road. Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Staffs/ visitors can take public transport to/ from the site. Since the requirements of provision of internal transport facilities for the proposed temporary warehouse are not specified in the Hong Kong Planning Standards and Guidelines, it is estimated based on the existing operation and traffic generation provided by HKTMA.

In order to meet their operational need, 5 loading/unloading bays for container vehicle (3.5m x 16m), 7 loading/unloading bays for HGV or MGW (3.5m x 11m) and 12 private car parking spaces (2.5m x 5m) are proposed. The ingress/ egress for both the east site and the west site will be maintained 7.3m in width to allow sufficient space for vehicles entering/ leaving the site. There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring and queuing of vehicles are allowed at the shared access and turnaround areas, such that no waiting or queuing of goods vehicles along Lin Ma Hang Road will arise under any circumstances. Management and crowd measures will be adopted so that blockage at the access road and run-in/out can be avoided. The Preliminary Traffic Impact Assessment has been updated and attached in **Appendix VII**.

(iii) **Environmental, Drainage and Fire Safety Aspects**

The Applicant has submitted an Environmental Proposal (EP), a FSI Proposal and a DIA for relevant departments' consideration. The proposals were considered acceptable by concerned departments between 2021 and 2022 (see **Appendix II**).

**(a) Environmental Arrangement**

Majority of the built-over area within Site A, Site B and Site C has been built according to the materials (i.e. foam surrounding steel plate and rockwool board) as proposed in the Environmental Proposal under the latest approved scheme. As previous mentioned, the affected operators will no longer provide workshop/ resawn services and the Site will only be used for storage of timber and related products. For the construction of built-over area for Site D and Site E, colour coated steel plate of appropriate thickness would be used.

The EP has been updated and attached in **Appendix VIII**. Similar to the latest approved scheme, 2.5m high corrugated metal fence wall around the site boundary and 2m landscape buffer along Lin Ma Hang Road will be provided. No less than 5m distance between Lin Ma Hang Road and the proposed structures have been provided. Two additional portable toilets will be provided on-site (One in Site D and one in Site E). **Collected sewage will be tankered away by licensed contractor every few days. The exact frequency of emptying would be determined during the operation of the Site and toilet facilities.**

**(b) Drainage Arrangement**

As part of the approval condition of the approved scheme, peripheral channels throughout the site areas and underground storage tanks located the eastern portion (Sites A and B) and western portion (Site C) has been provided.

According to the updated assessment, for the eastern portion, the existing peak flows can be accommodated within the existing drainage system(s). For the western portion, it is proposed to provide storage facilities (buried tanks) to temporarily store excess runoff from the site, to reduce the peak discharge. The existing eastern streamcourse comprises a significant channel and capacity calculation indicates that it could accommodate some increased runoff from the site. It is proposed to limit the future runoff from the site to a nominal figure, which has been used for the hydrographs for the western site. The required storage volumes for the 60-minute and 90-minute rainfall events are the same, so this has been adopted for the updated DIA, which is attached in **Appendix IX**, and no further assessment of longer-duration rainfall is required. The storage will be provided as 4 x **75m<sup>3</sup>** standard tanks.

To meet the latest drainage requirements, the proposed built-over area shall be at least 3m away from the top of the bank of the stream course.

**(c) Fire Safety Arrangement**

As part of the approval condition of the approved scheme, a 135,000 Litres RCC Sprinkler Water Tank has been provided at Site C (under the previous FSI Proposal). According to previous calculations, the Sprinkler Water Tank located at Site C could cater and be shared with the proposed extension area. The size of the Sprinkler Water Tank has already taken into account the requirement for the extension area. The FSI Proposal has been updated and attached in **Appendix X**. Extra firefighting facilities within the warehouses in the extension area will be provided in accordance to the departmental requirements.