

**Proposed Temporary Warehouse for Storage of Vehicle Parts for a Period of 3 Years
at
Lot 758 RP (Part) in D.D.82, Ping Che Road, Ta Kwu Ling, N.T.**

Section 1 Background

1.1 Introduction

- 1.1.1 This planning application is submitted by Tin Yeung Motor Company Limited. It will be the occupier at the application site.
- 1.1.2 The applicant seeks planning permission for proposed temporary warehouse for storage of vehicle parts for a period of 3 years at Lot 758 RP (Part) in D.D.82, Ping Che Road, Ta Kwu Ling, N.T. (**Figure 1**) Although the proposed use is neither a Column 1 nor 2 use in the “REC” zone, the covering Notes of the OZP stipulate that temporary use or development of any land or buildings not exceeding a period of 3 years within the zone requires planning permission from Town Planning Board notwithstanding that the use or development is not provided for under the Notes of the OZP. The Site is currently vacant.
- 1.1.3 The current application is to facilitate relocation of their construction materials business from Shan Ha Tsuen which will be resumed by Government for the Yuen Long South Development. The previous site falls within the Yuen Long South New Development Area (YLS NDA) and the concerned lot (i.e. Lots 1439 (Part) & 1440 S.A (Part) in D.D.119) (**Figure 4**) will be resumed by the Government and it is currently covered with valid planning permission No. A/YL-TYST/1172. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operation.
- 1.1.4 The application site is abutting Ping Che Road.

Section 2 Planning Justifications

2.1 Thorough Site Selection Process

- 2.1.1 The applicant had undergone a thorough site selection process in identifying a suitable relocation site for their affected operation. The process had been difficult as land within Categories 1 and 2 areas of the Town Planning Board Guidelines for “Application for Open Storage and Port Back-up Uses” (TPB PG-No. 13G) were either unaffordable or have been occupied by other operators.
- 2.1.2 Four prospective sites in North districts has been reviewed and were found to be unsuitable due to various shortcomings such as too large for the relocation, high acquisition costs, traffic concerns and etc. The details of alternative sites for relocation of applicant’s business and why they are not feasible is shown in the

following:

- 2.1.3 Alternative Site 1 – Lot 502 RP in D.D.83 (**Figure 5**) – Although the site is zoned “OS” according to Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14, the site is about 1800m² which is too large for the applicant. The said site is also unaffordable by the applicant because the seller sells it at \$2,500 per feet. The site is also not directly accessible to the main road. The access leading to the site would encroach onto private lot of which the right-of-way is not ascertain.
- 2.1.4 Alternative Site 2 – Lot 175 in D.D.84 (**Figure 6**) – Although the site is zoned “Category 2” area according to Town Planning Board Guidelines for “Application for Open Storage and Port Back-up Uses” (TPB PG-No. 13G), the site is about 1850m² which is too large for the applicant. The price of the land is \$20 million of which the applicant cannot afford the cost. The site is also not directly accessible to the main road. The access leading to the site would encroach onto private lot of which the right-of-way is not ascertain.
- 2.1.5 Alternative Site 3 – Lot 1463 RP in D.D.118 (**Figure 7**) – The site is zoned “AGR” and “CA” according to the Approved Tai Tong Outline Zoning Plan No. S/YL-TT/18 of which the proposed development may not be compatible with the surrounding environment.
- 2.1.6 Alternative Site 4 – Taxlord Lot 464 S.A RP in D.D.83 (**Figure 8**) – Although the site is zoned “OS” according to Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14, the site is about 3,300m² which is too large for the applicant. The said site is also unaffordable by the applicant because the seller sells it at \$2,600 per feet. The site is also covered with extensive structures of which site clearance cost is too expensive for the applicant together with the land cost.
- 2.1.7 The Site at the application site is deemed suitable for relocation as it is highly accessible and abutting Ping Che Road. The site area of the site at the application site (i.e. 650m²) is the most closely to the area of the original site at Shan Ha Tsuen (i.e. 659m²).

2.2 The Site is Unsuitable for Recreation Use

- 2.2.1 The application site is abutting Ping Che Road and small in size. It is not suitable for recreation use because the application site is so small (i.e. 650m²) and further a certain proportion of the site is required for parking of vehicle and manoeuvring purpose.

2.3 No Adverse Traffic Impacts

- 2.3.1 Only light goods vehicle will access to site to deliver the vehicle parts to and from the application site. Also, the operation hours of the development will be limited

to 9:00a.m. to 7:00p.m. from Mondays to Saturdays and no operation will be held on Sundays and public holidays. The operation will only bring negligible amount of traffic to the area. The applicant has also submitted estimated traffic generation/attraction to support his application and the traffic generated and attracted to the site is negligible.

- 2.3.2 The proposed development is a warehouse for storage of vehicle parts. No staff will station at the application site and no visitors will be allowed to visit the site. The proposed warehouse is not significant in size and it is only 220m² in size. As such, the approval of the current application would not bring significant amount of traffic to the area.

2.4 No Adverse Environmental and Visual Impacts

- 2.4.1 It is noted that some residential settlements were found to the east of the application site. However, the applicant undertakes that the operation hours of the development will be limited to 9:00a.m. to 7:00p.m. from Mondays to Saturdays and no operation will be held on Sundays and public holidays. That is to say no operation will be held during the sensitive hours. Secondly, the proposed development is a warehouse for storage of vehicle parts. No workshop activities are proposed within the application site. Storage use is inert and static in nature so that it would not affect the nearby residents. More, the applicant proposed to cover the site with a 220m² warehouse to store the vehicle parts within the warehouse. No operation use will be held at the application site which may generate noise or visually eyesore to the nearby residents. Lastly, the applicant agreed to undertake the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Use” and the Professional Persons Environmental Consultative Committee Practice Notes No. 5/93 to upkeep the environment of the application site. The applicant is full of confidence that the proposed development would not generate environmental nuisance to the nearby residents.

- 2.4.2 The applicant noted that residential settlements were found to the east. The applicant will make the warehouse by the material with a density higher than 7kg/m². No opening of the warehouse would be facing east. All the windows will be closed during the operation hours.

2.5 No Adverse Drainage Impacts

- 2.5.1 The applicant has submitted a drainage proposal in support of the current application and the result of the proposal demonstrated that the drainage impact of the proposed development would be minimal.

2.7 The Proposed Development is Compatible with the Surrounding Environment

- 2.7.1 The application site has consulted Development Bureau before submitting the

current application. It is noted that the proposed development is not incompatible with the surrounding environment.

- 2.7.2 Although some residential settlements were found to the east, the storage use would be covered within a warehouse. Thus, the impact to the nearby residents is minimal.

2.8 No Undesirable Precedent

- 2.8.1 The proposed relocation of the applicant's operation to the application site is a direct result of the Government's land resumption of land for the YLS NDA. Successful relocation of the operation would help to maintain a stable supply of vehicle parts in Hong Kong and should be considered unique from any other temporary development proposals in the subject "REC" zone. Approval of the application would not create an undesirable precedent.