

Supplementary Statement

1. Background

- 1.1. The Applicant seeks to apply for planning permission under Section 16 of the Town Planning Ordinance (Cap. 131) to use Lots 665 S.A. (Part), 666 S.A. (Part), 667, 669 S.B. RP, 685, and Adjoining Land in D.D. 90, Man Kam To, New Territories (the Site) for “Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) and Associated Filling of Land for a Period of 3 Years” (Proposed development). Although the proposed use is neither one of the Column 1 or Column 2 uses under the Schedule of Uses for the subject “AGR” zone. However, according to the Notes of the OZP, the TPB may grant planning permission for temporary use or development of any land or building not exceeding a period of three years within “AGR” zone.
- 1.2. The current application is to facilitate the relocation of the warehousing operations from San Hing Road, Tuen Mun, which falls within the proposed land resumption for development at San Hing Road and Hong Po road in Tuen Mun. The previous location, located at Lots 447 SA, 447 SB, and 459 RP in D.D. 130 is proposed to be resumed by the Government shortly. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operations
- 1.3. The site ideally situated next to the Man Kam To Boundary Control Point, and 3km from the Heung Yuen Wai Boundary Control Point, the site is the perfect location for the proposed use.

2. Proposed Development

- 2.1. The Application site consists of an area of 4,364m² (about). 2 Temporary structures are provided at the site as Temporary Warehouse and Meter Room. Details of development parameters are shown in Table 1 below:

Table 1: Development Parameters

Table 1: Development Parameters of the Proposed Development Application Site Area	4,364m ² (about)
Covered Area	1,941m ² (about)
Uncovered Area	2,423m ² (about)
Plot Ratio	0.44
Site Coverage	About 44.5%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	1,941m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	1,941m ² (about)

Table 2: Building Parameters

Structure	Use	Covered Area	GFA	Building Height
B1	Temporary Warehouse	1,927 m ²	1,927 m ²	7m (about)(1-Storey)
B2	Meter Room	14 m ²	14 m ²	2.6m (about)(1-Storey)

3. Planning Justification

3.1. Thorough Site Selection Process

- 3.1.1. Alternative Site 1 – Lot 486 in D.D. 80 – The site is in the vicinity of the application site, and is directly accessible to the main road, however the site is split into two parcels, with a local access running through the middle, which makes operations difficult and inefficient.
- 3.1.2. Alternative Site 2- Lot 183RP in D.D. 82- The site is ideally situated in the Man Kam To area, with direct accessible to the main road. However, the lot size is around 1,000m², which is too small for the applicant.
- 3.1.3. Alternative Site 3- Lots 489, 490, 491, and 572 S.A. in D.D. 80, Ta Kwu Ling North, New Territories. This site is ideally situated in a secluded Ta Kwu Ling North area, with a suitable area of 3,615m². The site is also direct accessible to the main road. However the road is a one-lane two way road and is already very busy, especially on the weekends, and does not have enough capacity for our operations.
- 3.1.4. The site at the application site is deemed suitable for relocation as it is large vacant area, allowing the applicant to plan the site most suitably to operate efficiently. The site is also ideally located close to the Man Kam To and Heung Yuen Wai Border control for importing of product and with major road networks to then be distributed throughout Hong Kong.

3.2. The Site is Unsuitable for Agricultural Rehabilitation

- 3.2.1. The Application Site falls wholly within “AGR” zone. Although the applied use is not in line with the planning intention of “AGR” zone, the site has long been vacant with no agricultural activities. The applied use is proposed to facilitate the relocation of a business operation affected by the proposed land resumption in San Hing Road, Tuen Mun. Since the application is only on a temporary basis, it will not frustrate the long-term planning intention of the “AGR” zone.

3.3. No Adverse Traffic Impacts

- 3.3.1. The proposed development is a distribution warehouse for storage of office and commercial furniture.
- 3.3.2. The operation hours are from 9 a.m. to 6p.m., from Mondays to Saturdays only. There will be no operation on Sundays and public holidays. As the Site is for ‘warehouse’ use with no storefront, no visitors are anticipated at the Site.
- 3.3.3. The Site is accessible via Lin Ma Hang Road.
- 3.3.4. Sufficient space is provided for vehicle to smoothly manoeuvre to and from Lin Ma Hang Road and within the Site (**Plan 3**). No vehicles will be allowed to queue back to or reverse onto/from the Site to the public road. The applicant will install “TS460” and “5KM/H” signs at the site access to alert drivers to slow down and be aware of pedestrians. The trip generation and attraction of the proposed development is as shown in Table 5 below; adverse traffic impact to the surrounding road network should not be anticipated.
- 3.3.5. As traffic generated and attracted by the proposed development is minimal (as shown below), adverse traffic impact should not be anticipated.

Time Period	Trip Generation and Attraction						
	PC		MGV		HGV		2- Way Total
	In	Out	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	3	0	1	0	0.5	0	4.5
Trips at PM peak per hour (17:00-19:00)	0	3	0	1	0	0.5	4.5
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	0.25	0.25	3

3.3.6. Minimal traffic impact is anticipated from the estimated average traffic generation and attraction rate at peak hours.

3.3.7. A total of 5 spaces for private vehicles are provided for staff and 3 spaces for Medium Goods Vehicles are provided, and a total of 8 Loading/Unloading spaces are provided; details of parking and L/UL spaces are shown at Table 3 below:

Table 3: Parking and L/UL Provisions

Type of Parking Space:	
Private Car Parking Space for Staff - 2.5m (W) x 5m (L)	5
Parking Space for Medium Goods Vehicle - 3.5m (W) x 11m (L)	3
Type of L/UL Space	
L/UL Space for Light Goods Vehicle - 3.5m (W) x 5m (L)	1
L/UL Space for Medium Goods Vehicle - 3.5m (W) x 11m (L)	4
L/UL Space for Heavy Goods Vehicle - 3.5m (W) x 16m (L)	3

3.4. No Adverse Environmental and Visual Impacts

3.4.1. Site formation is proposed to form a flat uniform surface as the application site is comprised of two levelled areas, +7.1mPD and +8.4mPD, and a sloped area at the ingress/egress, from +10.2mPD. Filling of land is required to form an even and stable platform for parking and circulation purposes. It is proposed to fill the land for a maximum of 1.2m of rubble and concrete. Concrete site formation is required to provide stronger ground reinforcement to stabilize the existing ground and prevent erosion from surface run-off. Therefore, land filling area is considered necessary and has been kept to minimal for the operation of the proposed development.

3.4.2.8 Trees have been identified at the site; details of the trees found are submitted along with this application. No old and valuable trees or protected species has been identified at the Site. All existing trees will be affected and none of the existing trees is proposed to be retained in the site. The applicant proposes to plant 12 new trees, of proposed species *Bauhinia blakenna/Celtis Sinensis* with DBH of 150mm, will be planted on a 2m landscape buffer at the northern boundary at the site for compensation. The applicant would ensure that tree compensation ratio of 1:1 in terms of number of trees to be felled and aggregated DBH would be achieved.

- 3.4.3. A 2m wide landscape buffer strip will be provided at least 3m away from the streamcourse to the north of the site. The landscape buffer, with no fence walls/ fencing wall will allow seamless blending with the surrounding greener and sufficient growing space for the proposed new trees. Furthermore, the 3m wide strip of land and the 3.1m wide natural streamcourse will be untouched with no works performed in this area, to further provide a buffer area between the application site and the GB area to the North.
- 3.4.4. Although the application site is close to San Uk Ling (about 40m to the South), it is separated by Lin Ma Hang Road, which is a two lane road, with heavy vehicles already observed, thus the proposed operation will not cause adverse nuisance to local residents.
- 3.4.5. The applicant will strictly follow the 'Code of Practice on handling the Environmental Aspects of Temporary Uses and Open Storage Site' issued by the Environmental Protection Department (EPD) to minimize adverse environmental impacts and nuisance to the surrounding area. The Applicant will strictly follow the Professional Persons Environmental Consultative Committee Practice notes (ProPECCPNs 5/93) for sewage treatment at the Site.
- 3.4.6. 2.5m high solid metal fencing with thickness of 5mm will be erected along the Southern site boundary to minimize potential nuisance to the surrounding area. At least 3m set back will be placed from the watercourse on the northern boundary. The boundary fencing will be installed by a licensed contractor and maintained regularly.
- 3.4.7. The surrounding area is predominantly workshops, open storage, and residential dwellings, the applied use is not incompatible with the surrounding land.
- 3.4.8. Similar applications A/NE-MKT/17 and A/NE-MKT/35, located 50m away from the application site, within the same zoning, has been approved for similar use, Proposed Temporary Warehouse.

3.5. No Adverse Drainage Impacts

- 3.5.1. There is no existing drainage system within the Site. The Applicant submitted a drainage proposal, with provision of peripheral u-channels and catchpits to mitigate adverse drainage impact generated by the development. The Applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by Drainage Services Department/ the Board.

3.6. No Undesirable Precedent

- 3.6.1. The proposed relocation of the applicant's operation to the application site is a direct result of the proposed Government's land resumption of land for the San Hing Road and San Po Road Development. Successful relocation of the operation would help to maintain a stable supply office and commercial furniture in Hong Kong.
- 3.6.2. Similar applications A/NE-MKT/17, A/NE-MKT/34, A/NE-MKT/35, A/NE-MKT/37, and A/NE-MKT/39 within the same zoning, some as close as 50m away from the application site, have already been approved for similar use, Proposed Temporary Warehouse, and thus will not set an undesirable precedent. All of the above approved applications were to facilitate the relocation of existing businesses affected by land resumptions by the government, and the new locations are located within the same "AGR" zone.