

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lot 2339 (Part) in D.D. 130, Lam Tei, Tuen Mun, New Territories* (the Site) for ‘**Temporary Wholesale Trade with Ancillary Storage for a Period of 3 Years**’ (the development) (**Plans 1 to 3**).

- 1.2 The applicant would like to continue to use the Site to operate the applied use to serve nearby local individuals, as well as local retailers. Products packaged in bulk are purchased directly from manufacturers in large quantities by the applicant. Such products will be stored within the site, and once an order is placed, deliveries will be arranged with the applicant’s vehicles or self-collection by customers.

2) Planning Context

- 2.1 The Site currently falls within an area zoned as “Residential (Group D)” (“R(D)”) on the Approved Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No.: S/TM-LTY/12. According to the Notes of the OZP, the applied use is neither Column 1 nor 2 use within the “R(D)” zone, which will require planning permission from the Board.

- 2.2 Although the Site falls within the “R(D)” zone, the Site has been occupied by brownfield activities for decades. Furthermore, as there is no known long-term programme to develop the Site for residential use, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the “R(D)” zone and would better utilise deserted land in the New Territories.

- 2.3 The Site is the subject of two previous S.16 planning applications (No. A/TM-LTY/404 and A/TM-LTY/448) for ‘*wholesale trade with ancillary storage*’ use (both submitted by the same applicant for the same use as the current application), which was approved by the Board in 2020 and 2023 respectively. Therefore, approval of the current application is in line with the Board’s previous decisions. Comparing with the previous application (No. A/TM-LTY/448), all development parameters (including but not limited to site area, layout, structures, etc.) and operation mode remain unchanged. The applicant has made effort to comply with approval conditions of the previous application, details are shown at **Table 1** below:

Table 1 – Details of Compliance with Approval Conditions of the Previous Application

Approval Conditions of Application No. A/TM-LTY/448		Date of Compliance
(a)	The implementation of the drainage proposal	23/04/2024
(c)	The submission of a fire service installations (FSIs) proposal	Not complied with
(d)	The implementation of the FSIs proposal	Not complied with
(e)	The implementation of the run-in/out proposal	Not complied with

- 2.4 During the operation of the previous application, the applicant has submitted and implemented drainage proposal, as well as submitted FSIs proposals and made effort in implementing the run-in/out proposal. Regarding fire service related conditions, the applicant submitted FSIs proposals for compliance with condition (c) on 12.04.2024 and 06.05.2024, whilst both submissions were considered not acceptable by the Director of Fire Services (D of FS) on 26.04.2024 and 21.05.2024.
- 2.5 Regarding condition (e), the applicant submitted photographic records showing the existing run-in/out at the access point of Shun Tat Street for compliance with approval condition (e) on 01.08.2024 and was considered not acceptable by the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) and Commissioner of Transport (C for T) on 04.09.2024. However, the applicant did not have sufficient time to rectify faults found in the submissions with reference to relevant departmental comments during the planning approval period of the previous application, which led to revocation of the application on 05.11.2024.
- 2.6 After liaising with the FSIs consultant, as well as both run-in/out consultant and contractor, the applicant intends to rectify the faults found from respective government departments regarding the FSIs proposal and the existing run-in/out between the site and Shun Tat Street during the planning approval period of the current application. In support of the application, the applicant has submitted a number of proposals, including previously accepted drainage proposal and photographic records of existing drainage facilities, a fresh FSIs proposal and previously accepted run-in/out proposal to minimise potential impact(s) to the surrounding areas, as well as for the consideration of relevant Government Bureaux/Departments and members of the Board (**Appendices I to IV**).

3) Development Proposal

- 3.1 The site occupies an area of 819 m² (about) (**Plan 3**). Two 1-storey structures are provided at

the Site for wholesale trade and ancillary storage of goods, and canopy uses with total GFA of 819 m² (about) (**Plan 4**). The operation hours of the Site are Mondays to Saturdays from 09:00 to 19:00. There will be no operation on Sundays and public holidays. The number of staff working at the Site is 5. It is anticipated that the Site would be able to attract about 10 visitors per day. Details of development parameters are shown at **Table 2** below:

Table 2 – Major Development Parameters

Application Site Area	819 m ² (about)
Covered Area	819 m ² (about)
Uncovered Area	N/A
Plot Ratio	
	1.00 (about)
Site Coverage	
	100% (about)
Number of Structure	
	2
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	819 m ² (about)
Building Height	
	11 m (about)
No. of Storey	
	1

3.2 The Site is accessible from Shun Tat Street via a local access (**Plan 1**). A total of 2 loading/unloading (L/UL) spaces for light goods vehicles (LGV) are provided. Staff will be deployed by the applicant to direct vehicles entering/exiting the Site to ensure pedestrian safety to/from the Site. Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 5**). Details of L/UL spaces provision are shown at **Table 3** below:

Table 3 – L/UL Provisions

Type of Space(s)	No. of Space(s)
L/UL space for LGV - 3.5 m (W) x 7 m (L)	2

3.3 Staff are expected to access the Site by nearby public transport services, which are available in the vicinity of the Site. Visitors arriving by LGVs are required to access the site with advance booking, this could help to regulate the number of visitor(s) and vehicle(s) at the Site and without affecting the public. As such, the adverse traffic impact arising from the

development is not anticipated.

- 3.4 Only LGVs are allowed to enter/exit the Site at any time during the planning approval period. No medium or heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers are allowed to enter/exit the Site. The applicant will ensure no queuing and/or waiting of motor vehicles from the Site onto Shun Tat Street and no motor vehicles will be permitted to reverse into and out of the Site onto Shun Tat Street. Comparing with the previous applications (No. A/TM-LTY/404 and A/TM-LTY/448), same vehicular access will be used for access of the Site and no further modification of the vehicular access will be required to meet the operation of the development. The trip generation and attraction rates are as shown at **Table 4** below.

Table 4 – Trip Generation and Attraction of the Development

Time Period	LGV		2-Way Total
	In	Out	
Trips at <u>AM peak</u> per hour (09:00 - 10:00)	2	0	2
Trips at <u>PM peak</u> per hour (17:00 - 18:00)	0	2	2
Traffic trip per hour (10:00 - 17:00)	1	1	2

- 3.5 Relevant environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance*, *Air Pollution Control Ordinance*, *Noise Control Ordinance* etc. will be strictly complied with at all times during the planning approval period. The applicant will also follow relevant mitigation measures and requirements in the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department to minimise adverse environmental impacts and nuisance to the surrounding area.

4) Conclusion

- 4.1 The development has not been creating significant nuisance to the surrounding areas. Adequate mitigation measures are provided by the applicant, i.e. the submission of previously approved submission and implementation of drainage proposal, a FSIs proposal, and previously approved run-in/out proposal to mitigate any adverse impact arising from the development (**Appendices I to IV**).

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Temporary Wholesale Trade with Ancillary Storage for a Period of 3 Years**'.

R-riches Property Consultants Limited

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LIST OF PLANS

Plan 1	Location Plan
Plan 2	Plan Showing the Zoning of the Site
Plan 3	Plan Showing the Land Status of the Site
Plan 4	Layout Plan
Plan 5	Swept Path Analysis (LGV)

APPENDICES

Appendix I	Accepted Drainage Proposal under Application No. A/TM-LTYT/404
Appendix II	Accepted Implementation of the Drainage Proposal under Application No. A/TM-LTYT/448
Appendix III	Fire Service Installations Proposal
Appendix IV	Accepted Run-in/out Proposal under Application No. A/TM-LTYT/404