

## Supplementary Statement

### **1) Background**

1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 408 S.A RP (Part), 408 S.B RP (Part), 409, 410, 411, 412, 413, 414, 416, 417 RP, 418 S.A, 418 S.B, 423, 424, 425 RP and 436 (Part) in D.D. 89 and Adjoining Government Land* (the Site) for '**Proposed Temporary Warehouse (Excluding Dangerous Goods Godown (D.G.G.)) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**' (the proposed development) (**Plans 1 to 3**).

1.2 In view of the pressing demand for indoor storage space in New Territories in recent years, the applicant would like to continue to use the Site to operate a warehouse for storage of miscellaneous goods (i.e. packaged food, apparel, footwear, electronic goods etc.) to support the local warehousing and storage industry.

### **2) Planning Context**

2.1 The Site currently falls within an area zoned “Agriculture” (“AGR”), “Government, Institution or Community” (“GIC”) and “Open Storage” (“OS”) Zones and area shown as ‘Road’ on the Approved FU Tei Au and Sha Ling Outline Zoning Plan No.: S/NE-FTA/18 (**Plan 2**). According to the Notes of the OZP, ‘warehouse’ is always permitted within the “OS” zone, however, it is not a column one nor column two use with the “AGR” and “GIC” zones. Therefore, planning permission is required for the proposed development.

2.2 Although majority of the Site falls within area zoned as “AGR”, there is no active agricultural activity within and the vicinity of the Site. The Site is also surrounded by open storage yards, container vehicle park, area occupied by temporary structures for warehouses, workshops and other port back-up uses, hence, the proposed development is considered not incompatible with the surrounding area. In addition, as there is no known implementation programme of the subject “GIC” zone, approval of the current application on a temporary basis of 3 years would not frustrate the long-term planning intentions of the “GIC” and “AGR” zones and would better utilize precious land resources in the New Territories.

2.3 Furthermore, several applications for ‘Warehouse’ use were approved by the Board within/partly within the same “AGR” zone in the previous 5 years, which the application site

of the latest application (No. A/NE-FTA/247) is located approximately 50m north to the Site, was approved by the Board on a temporary basis of 3 years in December 2024. Hence, approval of the current application would not set an undesirable precedent within the "AGR" zone.

2.4 The Site is the subject of an approved S.16 planning application (No. A/NE-FTA/238) for the same 'warehouse' use submitted by the same applicant as the current application, which was approved by the Board on a temporary basis in June 2024. Approval of the current application is in line with the Board's previous decision. When compared with the previous application (No. A/NE-FTA/238), all the major development parameters 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

<b>Approval Conditions of Application No. A/NE-FTA/238</b>		<b>Date of Compliance</b>
(d)	The submission of a Drainage Impact Assessment (DIA)	Not complied with
(e)	The implementation of the flood mitigation measures and drainage facilities as proposed in the DIA	Not complied with
(g)	The submission of a fire service installations (FSIs) proposal	Not complied with
(h)	The implementation of the FSIs proposal	Not complied with
(i)	The submission of traffic management measures including a temporary traffic implementation scheme	Not complied with
(j)	The implementation of the accepted traffic management measures	Not complied with

2.5 During the approval period of the previous application, the applicant has made efforts in complying with approval conditions in regard to drainage, fire safety and traffic aspects. Details are as follows:

*Drainage aspect*

2.6 The applicant submitted a DIA report to comply with condition (d) on 23.12.2024, 01.04.2025 and 24.10.2025 while comments from the Chief Engineer/Mainland North, Drainage Service Department (CE/MN, DSD) on the latest submission made on 24.10.2025 are pending.

*Fire safety aspect*

2.7 The applicant submitted a fire service installations (FSIs) proposal to comply with condition (g) report to comply with condition (g) on 09.01.2025 and 15.10.2025 while the latest submission was considered not acceptable by the Director of Fire Services (D of FS) on 24.10.2025. There is insufficient for the applicant to address comments from D of FS within the specified period of time.

*Traffic aspect*

2.8 The applicant submitted a set of proposed traffic management measures to comply with condition (i) on 23.12.2024, 20.01.2025 and 22.10.2025 while comments from the Commissioner for Transport (C for T) on the latest submission made on 22.10.2025 are pending.

2.9 In support of the application, the applicant has submitted a DIA report, FSIs proposal a set of proposed traffic management measures 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 III**).

**3) Development Proposal**

3.1 The Site area is 15,724 m<sup>2</sup> (about), including 374 m<sup>2</sup> (about) of GL (**Plan 3**). The operation hours of the proposed development are Monday to Saturday from 08:00 to 19:00. No operation on Sunday and public holiday. A total of three 2-storey structures are proposed at the Site for warehouse (excluding dangerous goods godown), FSIs, site offices and washrooms with total GFA of 17,248 m<sup>2</sup> (about) (**Plan 4**). It is estimated that the Site would be able to accommodate 25 staff. As the Site is proposed for ‘warehouse’ use without shopfront, no visitor is anticipated at the Site. Details of development parameters are shown at **Table 1** below:

**Table 2 – Major Development Parameters**

<b>Application Site Area</b>	15,724 m <sup>2</sup> (about), including 374 m <sup>2</sup> (about) of GL
<b>Covered Area</b>	8,624 m <sup>2</sup> (about)
<b>Uncovered Area</b>	7,100 m <sup>2</sup> (about)
<b>Plot Ratio</b>	1.1 (about)
<b>Site Coverage</b>	55 % (about)
<b>Number of Structure</b>	3
<b>Total GFA</b>	17,248 m <sup>2</sup> (about)
- <i>Domestic GFA</i>	<i>Not applicable</i>
- <i>Non-Domestic GFA</i>	17,248 m <sup>2</sup> (about)
<b>Building Height</b>	7 m – 13 m (about)
<b>No. of Storey</b>	2

3.2 The proposed warehouse is intended for storage of miscellaneous goods (including but not limited to packaged food, apparel, footwear, electronic goods, furniture etc). No dangerous goods and workshop activities will be stored/conducted at the Site at any time during the planning approval period.

3.3 The Site has already been filled with concrete for site formation of structure, loading/unloading (L/UL) and circulation spaces (**Plan 5**). The current application serves to regularize the existing filled area. As heavy loading of vehicles and construction materials would compact the existing soiled ground and weaken the ground surface, concrete site formation is required to meet the operational meet and that has been kept to minimal for the operation of the proposed development. No further filling of land will be carried out during the planning approval period. The applicant will reinstate the Site to an amenity area after the planning approval period.

3.4 The Site is accessible from Man Kam To Road via a local access (**Plan 1**). A total of 9 parking and L/UL spaces will be provided within the Site, details are as shown below at **Table 3**:

**Table 3** – Parking and L/UL provisions

<b>Types of Space</b>	<b>No. of Spaces</b>
Parking Space for Private Cars (PC) - 2.5 m (W) x 5 m (L)	5
L/UL Space for Medium Goods Vehicle (MGV) - 3.5 m (W) x 11 m (L)	2
L/UL Space for Container Vehicle (CV) - 3.5 m (W) x 16 m (L)	2

3.5 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 6**). As traffic generated and attracted by the proposed development as shown at **Table 3** below is minimal, adverse traffic impact to the surrounding road network should not be anticipated.

**Table 4** – Estimated Trips Generation/Attraction

<b>Time Period</b>	<b>Estimated Trips Generation/Attraction</b>						
	<b>PC</b>		<b>MGV</b>		<b>CV</b>		<b>2-Way Total</b>
	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	3	0	2	0	2	0	7
Trips at <u>PM peak</u> per hour (19:00 – 20:00)	0	3	0	2	0	2	7
Average trip per hour (09:00 – 19:00)	1	1	1	1	1	1	6

3.6 No storage of dangerous goods will be allowed at the Site at any time during the planning approval period. No dismantling, maintenance, recycling, cleaning, paint spraying and other workshop activities will be carried out at the Site at any time during the planning approval period. No open storage activities will be carried out at the Site at any time during the planning approval period.

3.7 The applicant will implement good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPN) 1/24* to when designing on-site sewage system within the Site. 2.5 m high (about) solid metal fencing will be erected along the Site boundary to minimize noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that

there is no gap or slit on the boundary wall. In addition, maintenance will be conducted on a regular basis.

3.8 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 will not create nuisance to the surrounding areas. Adequate mitigation measures are provided by the applicant, i.e. the submission of DIA, FSIs proposal and proposed traffic management measures; as well as implementation of the said proposals once the proposals are being approved by relevant departments after the planning application is approved by the Board to mitigate any adverse impact arising from the proposed development (**Appendices I to III**).

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Warehouse (Excluding D.G.G.) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

**R-riches Planning Limited**

**November 2025**

## LIST OF PLANS

- Plan 1** Location Plan
- Plan 2** Zoning Plan
- Plan 3** Land Status Plan
- Plan 4** Layout Plan
- Plan 5** Filling of Land
- Plan 6** Swept Path Analysis

## APPENDICES

- Appendix I** Drainage Impact Assessment
- Appendix II** Fire Service Installations Proposal
- Appendix III** Proposed Traffic Management Measures