

Planning Statement

S.16 Application for the

Proposed Temporary Warehouse for the Storage of Car Parts

And

Associated Filling of Land

for

A Period of 3 Years

At

Lot 664 S.A and Adjoining Government Land

In

DD 90

Man Kam To, New Territories

1. Introduction

The applicant, “德暉電子有限公司” seeks planning permission to use the site at Lots 664 S.A and adjoining government land in D.D. 90, Man Kam To, New Territories, for a “Proposed Temporary Warehouse for the Storage of Car Parts and Associated Filling of Land” for a period of three years.

Previously, the applicant operated a similar warehouse at Lot 677 in D.D. 125, Ha Tsuen, Yuen Long. This site has been largely resumed by the government for Stage 2 of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK-HT NDA). The applicant was the lessee of Lot 677 under a tenancy agreement valid until September 2027. However, only approximately 60 m² of the original 3,000 m² land remains, rendering it insufficient for continued operations.

Due to the land resumption, the applicant conducted an extensive search for alternative sites in Yuen Long and Lin Ma Hang, evaluating eleven potential locations. The proposed site at Lots 664 S.A and adjoining government land in D.D. 90 was identified as the most suitable. The applicant now eagerly awaits the outcome of this planning application.

2. The Application Site and Its Surroundings

The application site is located within the “Agriculture” (AGR) zone on the draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6. According to the Notes of the Plan, the proposed temporary warehouse use is neither a Column 1 nor Column 2 use in the AGR zone, requiring planning permission from the Town Planning Board (TPB).

The site covers an area of 2,145 m², including 95 m² of government land. It is divided into two portions separated by a stream course. The site is accessible via Lin Ma Hang Road to the south. Although zoned as AGR, the site is currently vacant, and similar planning uses, such as temporary warehouses, are already present in the vicinity.

There is an existing platform spanning the stream, serving as an access. The applicant now proposes to demolish the existing platform and reconstruct a new platform measuring 4 m (width) × 7 m (length) at a relocated position. The new platform will have a steel plate deck and be supported by steel structures. It will be for pedestrian traffic and the conveyance of goods by hand-pushed trolleys only, with vehicular access strictly prohibited and continuing to serve as an access to both sides of the stream.

3. Planning Justifications

3.1. Precedents of Similar Approved Uses

The Town Planning Board has previously approved similar temporary planning uses for three-year periods in the vicinity, including temporary warehouses and rural workshops (refer to application nos. A/NE-MKT/17, 34, 35, and 37). These approvals demonstrate that such uses are technically and operationally feasible and align with the TPB's planning considerations for the area. These precedents strongly support this application, confirming the site's suitability for temporary warehouse use and its compatibility with the surrounding environment and planning intentions.

3.2. Nature of Proposed Use

The proposed warehouse will be used exclusively for storing car parts, with no

mechanical manufacturing, car maintenance, or other production activities. Consequently, it will not generate metallic contamination. The applicant will implement measures to minimize noise from storage activities, such as loading and unloading, to prevent noise pollution.

3.3. Traffic Management

According to the applicant's operational plan, warehouse transport activities will be confined to Monday through Friday (excluding Saturdays, Sundays, and public holidays), with only one medium-sized lorry scheduled daily for loading and unloading car parts. This low-frequency transport arrangement will not significantly impact existing traffic flows or the road network. Loading and unloading operations will be scheduled during off-peak hours to avoid disrupting rush-hour traffic. A comprehensive traffic management plan will be provided, including on-site parking arrangements and a dedicated lorry dispatcher to ensure efficient and non-disruptive operations.

A manoeuvring and standing area (turning area) for medium-size lorry is provided immediately adjacent to the site vehicular access to provide sufficient space for medium goods vehicles to turn around within the site and to enter from and exit to the adjoining public road in forward gear at all times.

3.4. Short-Term and Long-Term Planning Compatibility

The application site does not currently farm extensive cultivation of economically valuable crops which commonly grown in Hong Kong. Therefore, the proposed temporary use will not have a short-term impact on agricultural development in the area. As the application involves only a temporary three-year use, the long-term planning intentions for the AGR zone would not be jeopardized. Also, the temporary nature of the warehouse allows for the flexible restoration of

agricultural use in the future, aligning with the Urban Planning Committee's long-term development objectives for the area.

3.5. No Undesirable Precedent

Similar to other approved applications (e.g., A/NE-MKT/ 34, 35, and 37), this application has the similar situation as the above applications. Approval of this application would not set an undesirable precedent, as it aligns with the circumstances of previously approved cases.

4. Conclusion

The proposed temporary warehouse use has been thoroughly assessed for environmental, transport, and planning compatibility, with effective mitigation measures proposed. Supported by precedents of similar approved applications in the vicinity, this application demonstrates high feasibility and reasonableness. It addresses the applicant's relocation needs due to the HSK-HT NDA development while ensuring no adverse impact on the long-term planning intentions for the AGR zone. The applicant commits to implementing stringent environmental and transport management measures to minimize potential impacts. Approval of this application will enable the continuation of the applicant's operations while maintaining compatibility with the area's planning framework.