

Proposed Temporary Open Storage and Warehouse for Storage of Vehicle Parts with Ancillary Vehicle Repair Workshop for a Period of 3 Years

at

Lots 1358 RP & 1359 in D.D.78, Lin Ma Hang Road, Ta Kwu Ling, N.T.

Section 1 Background

1.1 Introduction

- 1.1.1 This planning application is submitted by Hang Sing Limited. It will be the occupier of the application site.
- 1.1.2 The applicant seeks planning permission for proposed temporary open storage and warehouse for storage of vehicle parts with ancillary vehicle repair workshop for a period of 3 years at Lots 1358 RP & 1359 in D.D.78, Lin Ma Hang Road, Ta Kwu Ling, N.T. (**Figure 1**) Although the proposed use is neither a Column 1 nor 2 use in the “AGR” 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 vehicle part and vehicle repair business from Shan Ha Tsuen which has been 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. Lot 313 (Part) in D.D.119) (**Figure 5**) which has been resumed by the Government. 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 Lin Ma Hang 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 6**) – 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 7**) – 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 8**) – 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 9**) – 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 Lin Ma Hang Road. The site area of the site at the application site (i.e. 1,230m²) is the most closely to the area of the original site at Shan Ha Tsuen (i.e. about 500m²).

2.2 The Site is Unsuitable for Recreation Use

- 2.2.1 The application site is abutting Lin Ma Hang Road and small in size. It is not suitable for recreation use because the application site is so small (i.e. 1,230m²) and further a certain proportion of the site is required for parking of vehicle and manoeuvring purpose for the convenience of customers visiting the recreation facilities.

2.3 Importance to Local Vehicle Industry

- 2.3.1 The applicant is a supplier of vehicle parts in Hong Kong. Successful relocation of the Site would help sustain the operation and help support the development of vehicle industry in Hong Kong.

2.4 No Adverse Traffic Impacts

- 2.4.1 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.
- 2.4.2 The proposed development is an open storage and 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 with ancillary vehicle repair workshop 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.

2.5 No Adverse Environmental and Visual Impacts

- 2.5.1 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 an open storage and warehouse for storage of vehicle parts. The ancillary vehicle repair workshop is proposed within the enclosed structure as shown on the proposed layout plan. Storage use is inert and static in nature. More, no operation use will be held at the application site which may generate noise because the proposed vehicle repair workshop will be totally enclosed. 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. 1/23 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.

2.6 No Adverse Drainage Impacts

- 2.6.1 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.

2.8 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.

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Annex 1 Drainage Proposal

1.1 Existing Situation

A. Site particulars

1.1.1 The application site occupied an area of about 1,230m². No site paving and sote formation will be carried out.

1.1.2 The area adjacent to the proposed development is mainly rural in nature. It is surrounded by temporary structures to the north. To the east is Lin Ma Hang Road. Vacant land is found to the west. Warehouse approved by Town Planning Board was found to the south of the application site abutting Lin Ma Hang Road.

B. Level and gradient of the subject site & proposed surface channel

1.1.3 It is sloping from southeast to northwest from about +10.2mPD to +9.2mPD.

C. Catchment area of the proposed drainage provision at the subject site

1.1.4 According to **Figure 4**, it is noted that the level of the application site is comparatively higher than the adjoining land except to the north. As such, an external catchment has been identified in **Figure 4**.

D. Particulars of the existing drainage facilities to accept the surface runoff collected at the application site

1.1.5 As shown in **Figure 4**, a 675mm surface channel is found to the north of the application site. The stormwater will then be dissipated to Shenzhen River.

1.2 Runoff Estimation

1.2.1 Rational method is adopted for estimating the designed run-off

$$Q = k \times i \times A/3,600$$

Assuming that:

- i. The area of the entire catchment is approximately 1,800m²; (**Figure 4**)
- ii. For conservative reason, it is assumed that the value of run-off co-efficient (k) is taken as 1.

$$\text{Difference in Land Datum} = 11.4\text{m} - 9.2\text{m} = 2.2\text{m}$$

$$L = 38\text{m}$$

$$\therefore \text{Average fall} = 2.2\text{m in } 38\text{m} \text{ or } 1\text{m in } 17.27\text{m}$$

According to the Brandsby-Williams Equation adopted from the “Stormwater Drainage Manual – Planning, Design and Management” published by the Drainage Services Department (DSD),

$$\text{Time of Concentration (t}_c\text{)} = 0.14465 [L / (H^{0.2} \times A^{0.1})]$$

$$t_c = 0.14465 [38 / (5.79^{0.2} \times 1,800^{0.1})]$$

$$t_c = 1.83 \text{ minutes}$$

With reference to the Intensity-Duration-Frequency Curves provided in the abovementioned manual, the mean rainfall intensity (i) for 1 in 50 recurrent flooding period is found to be 335 mm/hr

$$\text{By Rational Method, } Q_1 = 1 \times 335 \times 1,800 / 3,600$$

$$\therefore Q_1 = 167.5 \text{ l/s} = 10,050 \text{ l/min} = 0.17\text{m}^3/\text{s}$$

In accordance with the Chart or the Rapid Design of Channels in “Geotechnical Manual for Slopes”, for an approximate gradient of about 1:45 and 1:105 in order to follow the gradient of the application site, 375mm surface U-channel is considered adequate to dissipate all the stormwater accrued by the application site and adjoining land.

1.3 Proposed Drainage Facilities

1.3.1 Subject to the calculations in 1.2 above, it is determined that proposed 375mm surface U-channel along the site periphery is adequate to intercept storm water passing through and generated at the application site and adjoining land (**Figure 4**).

1.3.2 Catchpit will be provided at the turning point of the surface U-channel.

1.3.3 The collected stormwater will then be dissipate to the existing 675mm surface channel to the north of application site.

1.3.4 All the proposed drainage facilities will be provided and maintained at the applicant’s own expense.

1.3.5 The provision of the proposed surface channel will follow the gradient of the application site.

1.3.6 Prior to the commencement of drainage works, the applicant will seek the consent

of the District Lands Office/North and relevant registered land owner for works outside the application site or outside the jurisdiction of the applicant.

- 1.3.7 All proposed works at the site periphery would not obstruct the flow of surface runoff from the adjacent areas, the provision of surface channel at site boundary is detailed hereunder:
- (a) Soil excavation at site periphery, although at minimal scale, is inevitably for the provision of surface channel. In the reason that the accumulation of excavated soil at the site periphery would obstruct the free flow of the surface runoff from the surroundings, the soil will be cleared at the soonest possible after the completion of the excavation process.
 - (b) In view of that soil excavation may be continued for several working days, surface channel will be dug in short sections and all soil excavated will be cleared before the excavation of another short section.
 - (c) 100mm gap will be provided at the toe of the site hoarding to allow unobstructed flow of surface runoff.

Annex 2 Estimated Traffic Generation

- 2.1 The application site is abutting Lin Ma Hang Road.
- 2.2 Also, the proposed loading/unloading space at the application site would only be opened to visitors and staff with prior appointment.
- 2.3 The estimated average traffic generation and traffic generation rate at peak hours are as follow:

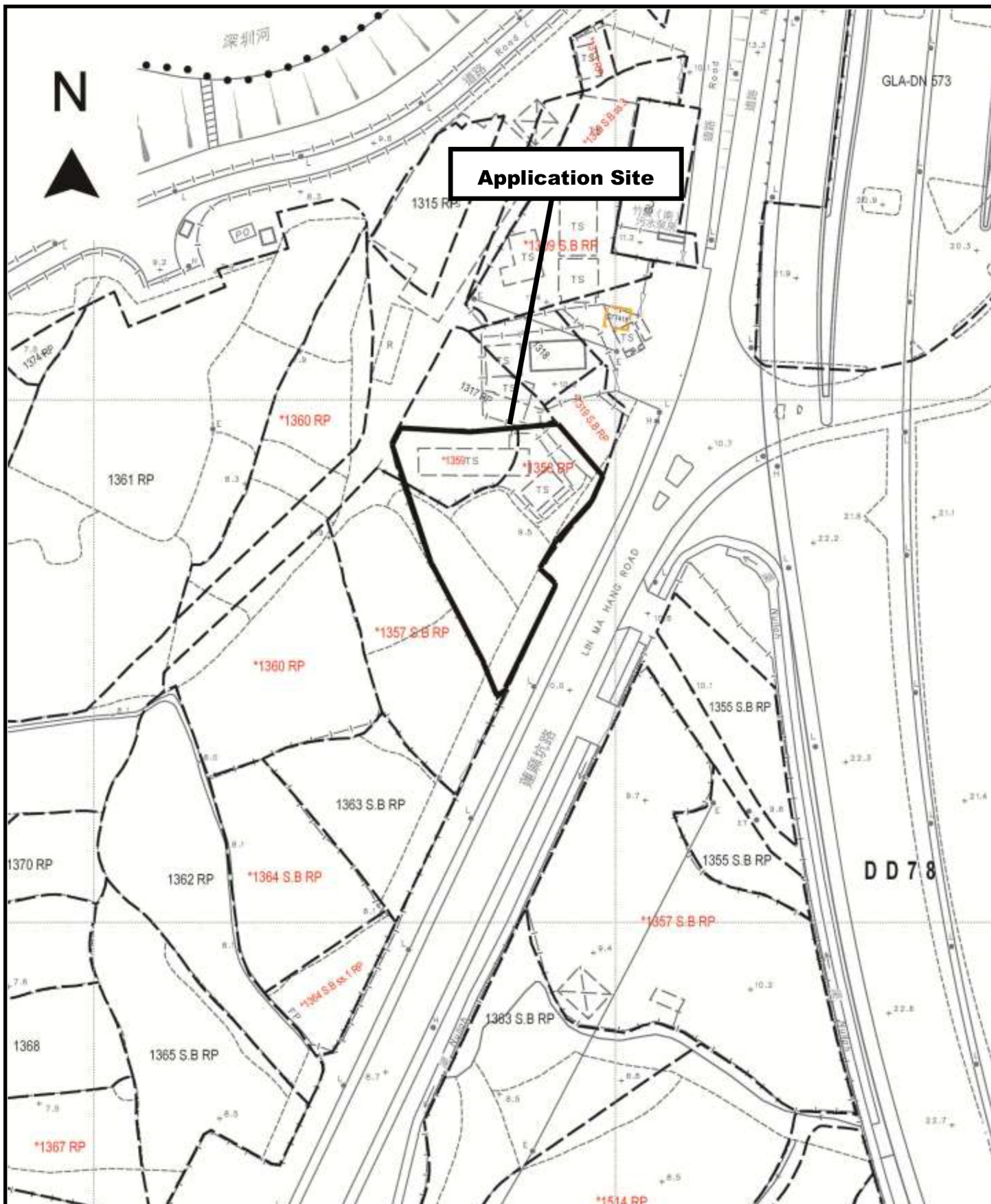
Type of Vehicle	<u>Average Traffic Generation Rate</u> (pcu/hr)	<u>Average Traffic Attraction Rate</u> (pcu/hr)	<u>Traffic Generation Rate at Peak Hours</u> (pcu/hr)	<u>Traffic Attraction Rate at Peak Hours</u> (pcu/hr)
Light goods vehicle	0.15	0.15	1.5	0

Note 1: The opening hour of the proposed development is restricted to 9:00 a.m. to 7:00 p.m. from Mondays to Saturdays. No operation will be held on Sundays including public holidays;

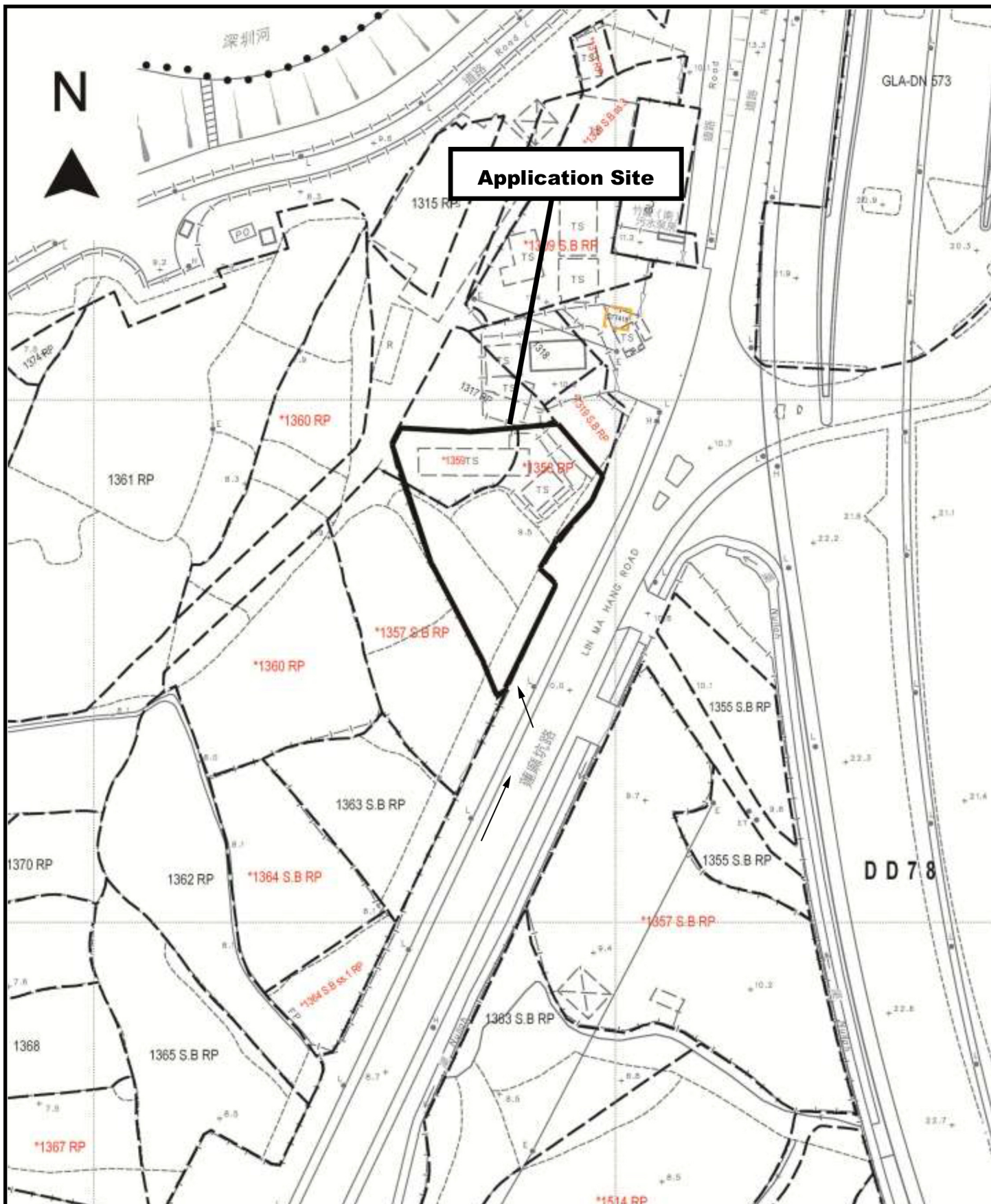
Note 2: The pcu of light goods vehicle is taken as 1.5; &

Note 3: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

- 2.4 As shown in the above estimation, it is estimated that the proposed development would not generate significant amount of traffic. It would not affect the traffic condition of Lin Ma Hang Road. The negligible increase in traffic would not aggravate the traffic condition of Kam Tai Road and nearby road networks.



Project 項目名稱: Proposed Temporary Open Storage and Warehouse for Storage of Vehicle Parts with Ancillary Vehicle Repair Workshop for a Period of 3 Years at Lots 1358 RP & 1359 in D.D.78, Lin Ma Hang Road, Ta Kwu Ling, N.T.	Drawing Title 圖目: Application Site Drawing No. 圖號: Figure 1	Remarks 備註: Scale 比例: 1:1000
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Project 項目名稱:

Proposed Temporary Open Storage and Warehouse for Storage of Vehicle Parts with Ancillary Vehicle Repair Workshop for a Period of 3 Years at Lots 1358 RP & 1359 in D.D.78, Lin Ma Hang Road, Ta Kwu Ling, N.T.

Drawing Title 圖目:

Vehicular Access Plan

Drawing No. 圖號:

Figure 2

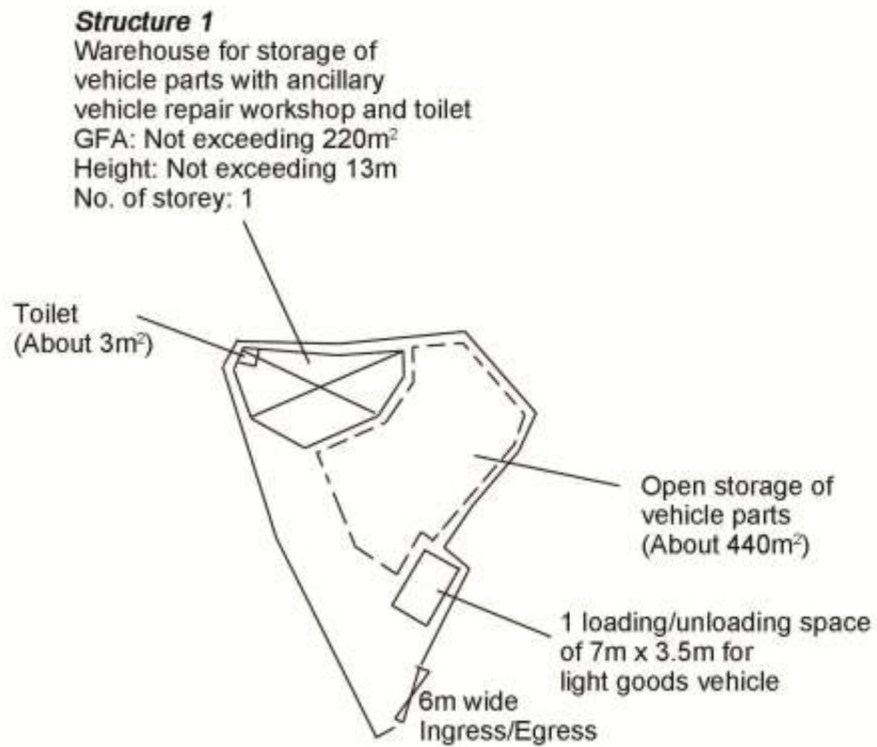
Remarks 備註:

→ Vehicular access leading from Lin Ma Hang Road

Scale 比例:

1:1000

N



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Drawing Title 圖目:

Proposed Layout Plan

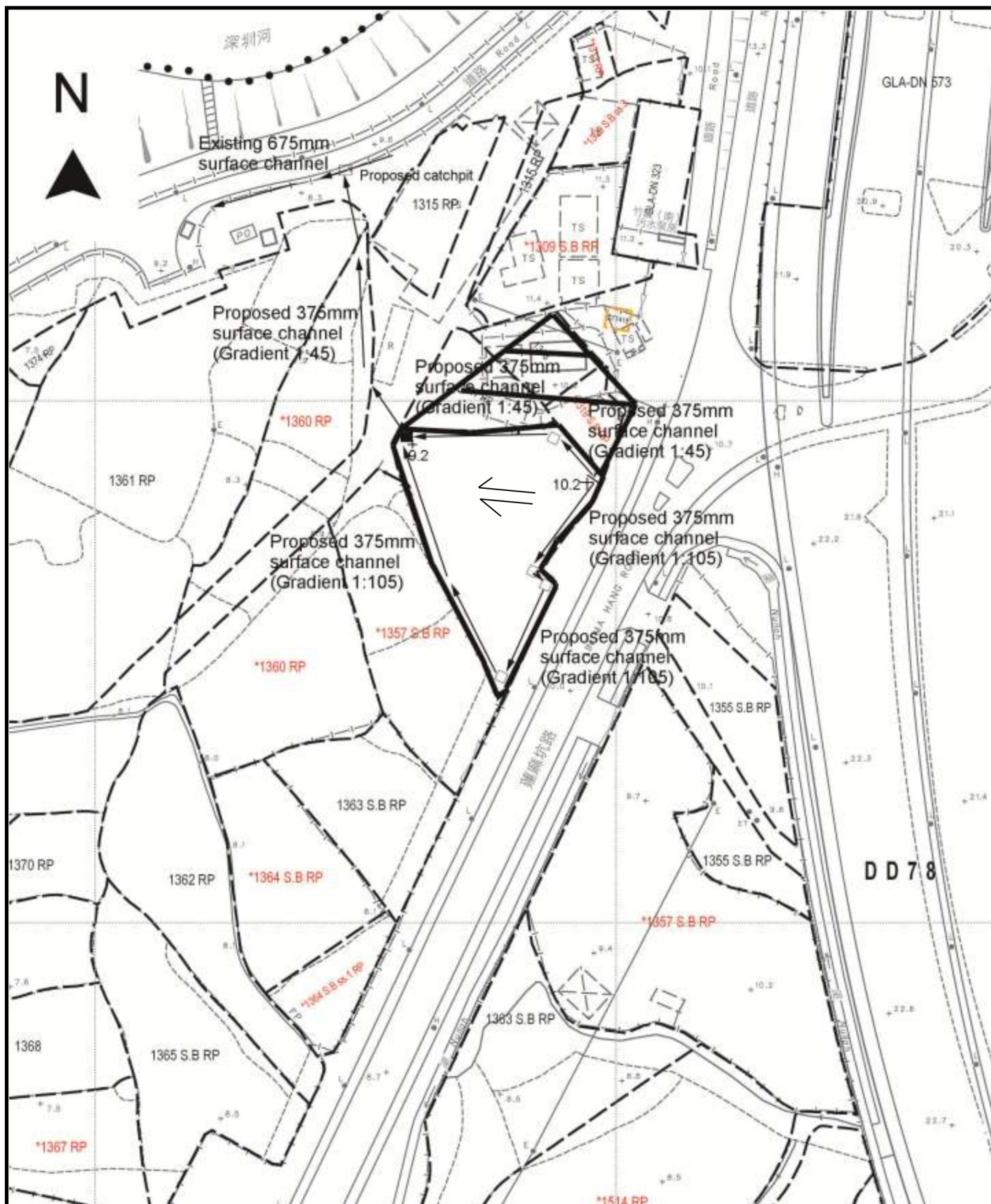
Drawing No. 圖號:

Figure 3

Remarks 備註:

Scale 比例:

1:1000



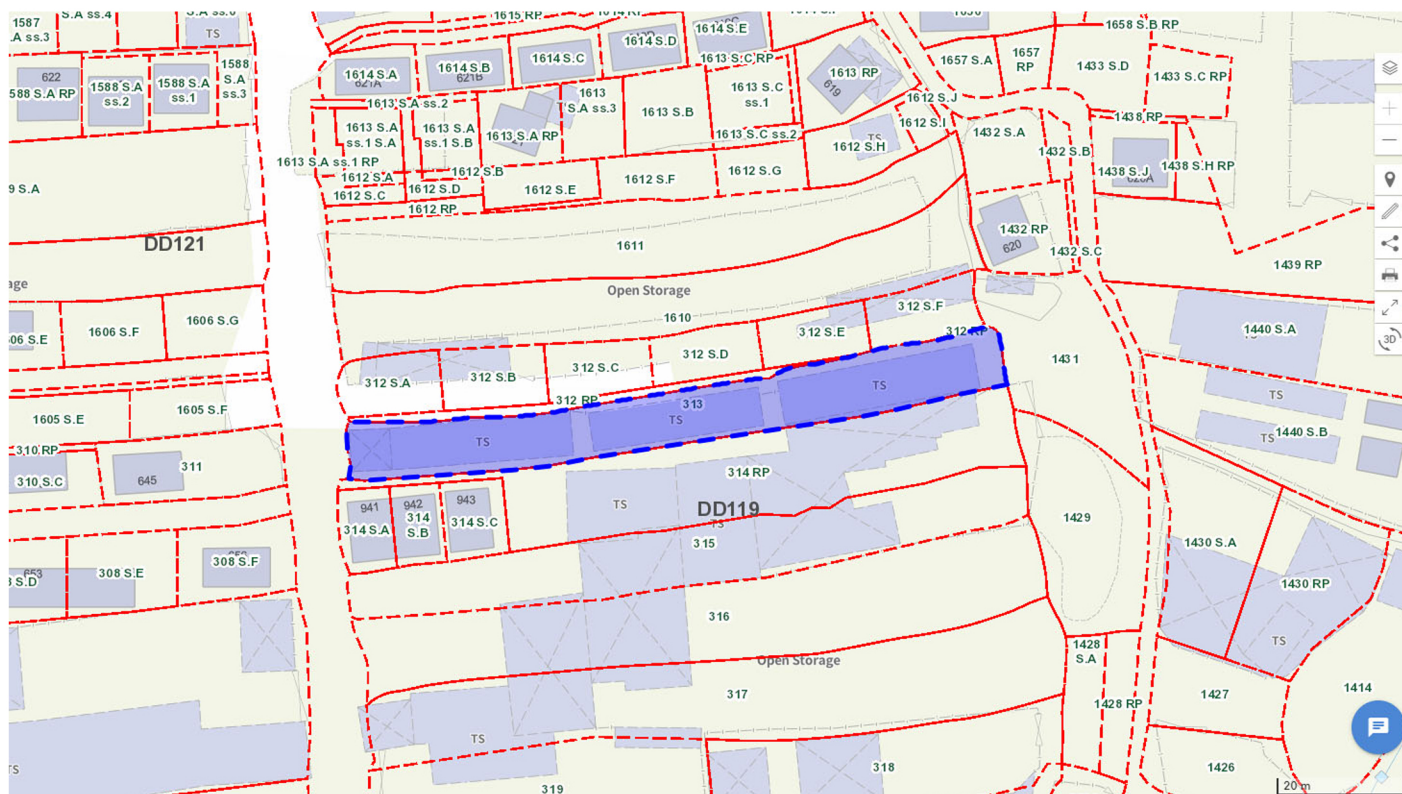
Project 項目名稱:

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Drawing No. 圖號:

Remarks 備註:

Scale 比例:



Project 項目名稱:

Proposed Temporary Warehouse for Storage of Construction Material and Furniture for a Period of 3 Years and Filling of Land at Lots 589 & 590 RP in D.D.90, Lin Ma Hang Road, Ta Kwu Ling, N.T.

Drawing Title 圖目:

The Site Resumed by Government at Shan Ha Tsuen

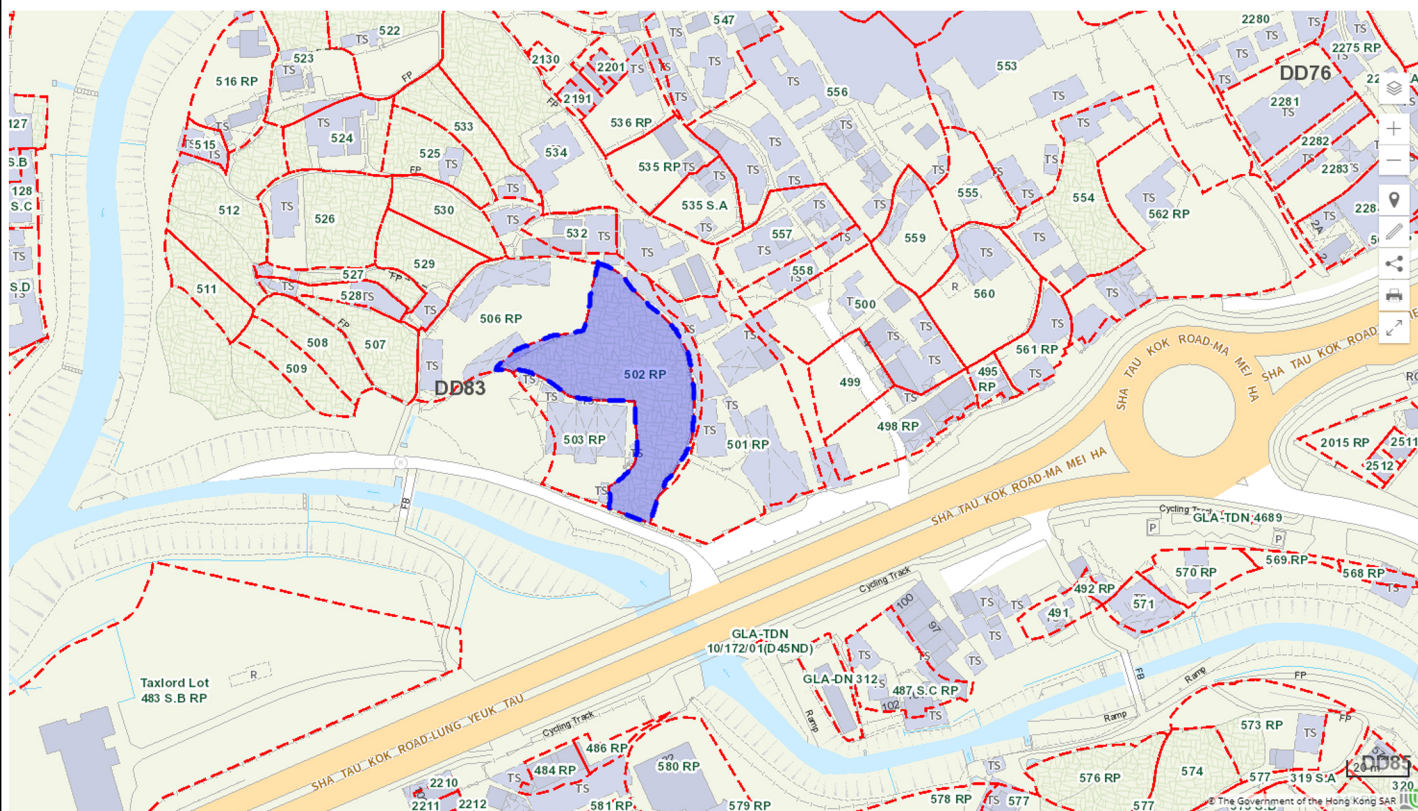
Remarks 備註:

Drawing No. 圖號:

Figure 5

Scale 比例:

As shown



Project 項目名稱:

Proposed Temporary Warehouse for Storage of Construction Material and Furniture for a Period of 3 Years and Filling of Land at Lots 589 & 590 RP in D.D.90, Lin Ma Hang Road, Ta Kwu Ling, N.T.

Drawing Title 圖目:

Alternative Site 1 at Lot 502 RP in D.D.83

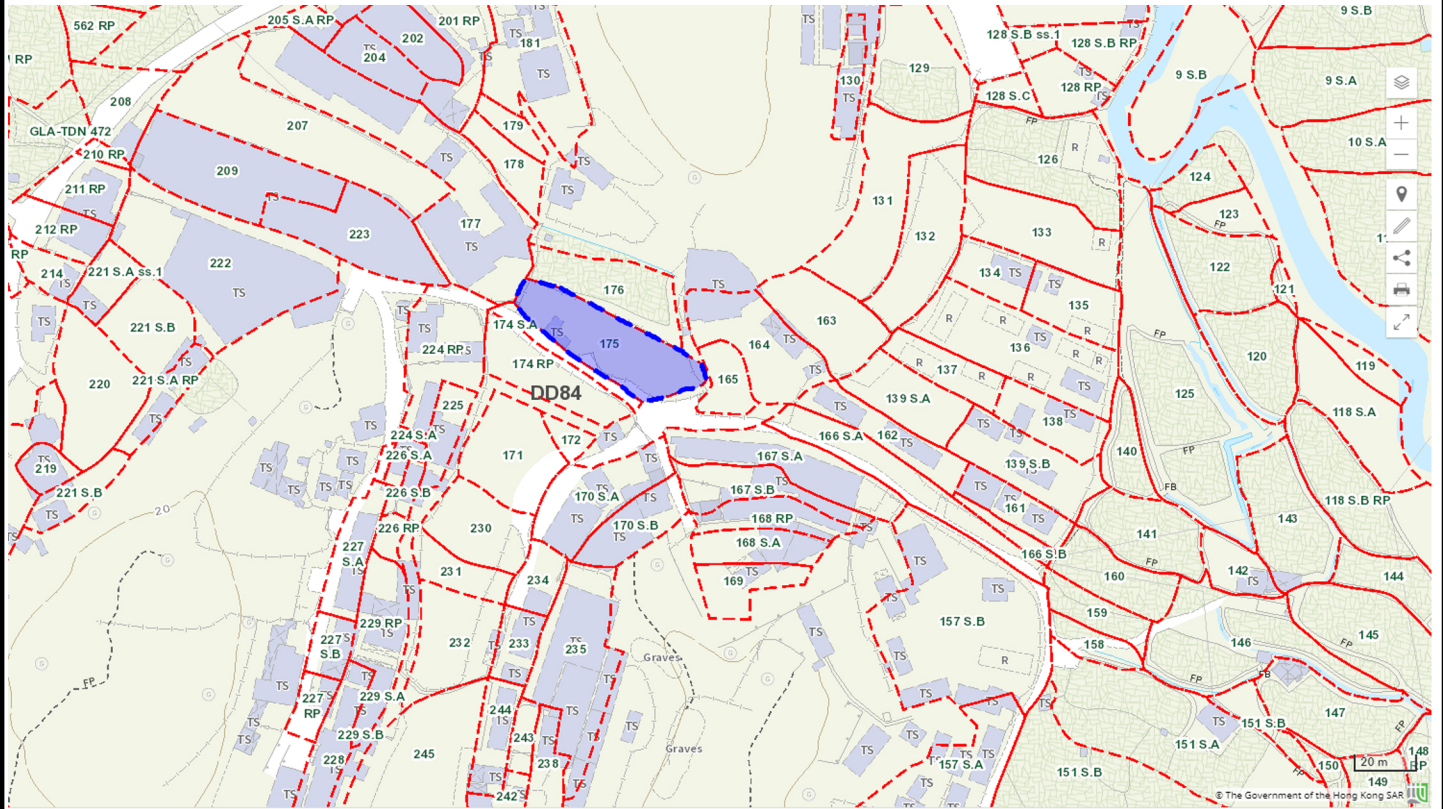
Drawing No. 圖號:

Figure 6

Remarks 備註:

Scale 比例:

As shown



Project 項目名稱:

Proposed Temporary Warehouse for Storage of Construction Material and Furniture for a Period of 3 Years and Filling of Land at Lots 589 & 590 RP in D.D.90, Lin Ma Hang Road, Ta Kwu Ling, N.T.

Drawing Title 圖目:

Alternative Site 2 at Lot 175 in D.D.84

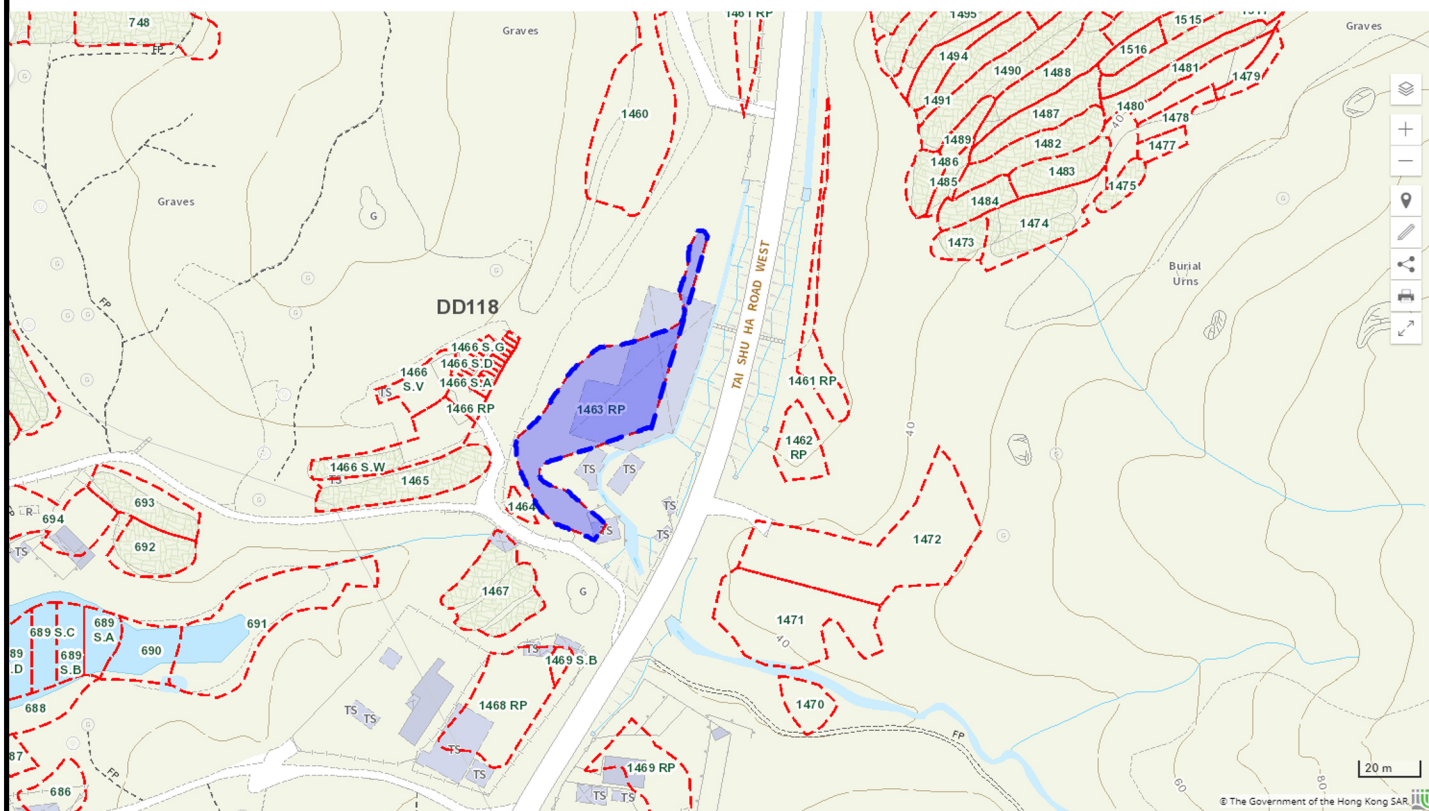
Drawing No. 圖號:

Figure 7

Remarks 備註:

Scale 比例:

As shown



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Proposed Temporary Warehouse for Storage of Construction Material and Furniture for a Period of 3 Years and Filling of Land at Lots 589 & 590 RP in D.D.90, Lin Ma Hang Road, Ta Kwu Ling, N.T.

Drawing Title 圖目:

Alternative Site 3 at Lot 1463 RP in D.D.118

Drawing No. 圖號:

Figure 8

Remarks 備註:

Scale 比例:

As shown

