

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 7 (Part), 8 S.A, 8 S.B, 9 S.A (Part), 9 S.B (Part), 10 S.A, 10 S.B and 11 (Part) in D.D. 84 and Adjoining Government Land (GL), Ta Kwu Ling, New Territories* (the Site) for '**Proposed Temporary Medium Goods Vehicles and Container Tractor/Trailer Park with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**' (proposed development) (**Plan 1**).
- 1.2 The applicant is a business operator affected by the Kwu Tung North New Development Area (KTN NDA) development. The affected operation in Kwu Tung is subject to a planning application No. A/KTN/82 for temporary medium goods vehicles and container tractor/trailer park approved by the Board in 2022. However, as the original premises has already resumed by the Government in April 2024, the applicant has submitted a planning application for the same use at the current Site, and the application (No. A/NE-TKL/755) was approved by the Board in 2024. The applicant has thus started one's relocation works to the current Site, as well as started the site formation works at the current Site simultaneously.
- 1.3 The Site is in close vicinity of boundary control points (BCPs) (e.g. Man Kam To and Heung Yuen Wai BCPs, etc.) which would effectively facilitate the applicant's business of cross-boundary logistics. Also, as there are existing business operators along Ping Che Road, which demand for parking spaces for heavy vehicles has always been high. Subsequently, illegal on-street parking is often observed at Ping Che Road (especially on nearby lay-bys and bus stops on both ways), causes adverse traffic impact to nearby road network.
- 1.4 In view of the above, the applicant would like to operate the proposed use to alleviate the pressing demand for legal parking spaces for larger sized vehicles in the area and bring convenience to nearby residents and businesses.

2) Planning Context

- 2.1 The Site currently falls within areas zoned as "Agriculture" ("AGR") and "Industrial (Group D)" ("I(D)") on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No.: S/NE-TKL/14 (**Plan 2**). According to the Notes of the OZP, '*container vehicle park*' is neither a column one

nor a column two use within "AGR" zone; whilst the proposed use is a column two use within "I(D)" zone, which requires planning permission from the Board.

- 2.2 Although majority of the Site falls within "AGR" zone, there is no active agricultural activities found within the Site. Under the Town Planning Board Planning Guidelines No. 13G (TPB PG-No. 13G), the proposed use (i.e. *container vehicle park*) is considered as port back-up uses, hence, this guideline is relevant. Northern portion of the Site falls within Category 2 area, and southern portion of the Site falls within Category 3 area; whilst the remaining minor portion falls within Category 1 area. All portions are considered suitable for open storage and port back-up uses (**Plan 4**). Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone.
- 2.3 The Site is surrounded by open storage yards and sites occupied by temporary structures for workshop and warehouse uses, hence, the proposed development with a few low-rise temporary structures is considered not incompatible with the surroundings. Furthermore, the proposed development is intended to serve the needs of the applicant oneself, as well as nearby business owners who are involved in the usage of heavy vehicles. Hence, it would better utilise precious land resources in the New Territories.
- 2.4 The Site is the subject of two previous S.16 planning applications, whilst the latest application (No. A/NE-TKL/755) is for '*medium goods vehicle (MGV) and container tractor/trailer (CV/T) park*' use (i.e. submitted by the same applicant with the same use as the current application), which was approved by the Board in 2024. Therefore, approval of the current application is in line with the Board's previous decision. Comparing with the previous application (No. A/NE-TKL/755), as the applicant wishes to cope with one's business development involving cross-boundary logistics, most development parameters (e.g. plot ratio (PR), gross floor area (GFA), etc.) were amended so that a larger circulation space is adopted to meet the applicant's operational need. Details of the differences between the previous submission (No. A/NE-TKL/755) and the current submission is shown at **Table 1** below:

Table 1 - Comparison of Details Between the Current and Previous Applications

| Development Parameters | Previous application (No. A/NE-TKL/755) (a) | Current Application (b) | Difference (a) - (b) |
|------------------------|---|-------------------------------|--|
| Site Area | 11,942 m ² (about) | 16,115 m ² (about) | -4,173 m ² , -25.9 % (about) |
| Covered Area | 547 m ² (about) | 555 m ² (about) | -8 m ² , -1.4 % (about) |
| PR | 0.09 (about) | 0.03 (about) | 0.06, 66.7 % (about) |
| Site Coverage | 5 % (about) | 3 % (about) | 2 %, 40 % (about) |
| No. of Structure | 1 | 4 | -3, -300 % |
| GFA | 1,094 m ² (about) | 555 m ² (about) | 539 m ² , 49.3 % (about) |
| Building Height | 8 m (about) | 2.8 m - 4 m (about) | - |
| No. of Storey | 2 | 1 | 1 storey, 50% |

- 2.5 The applicant has made effort to comply with approval conditions of the previous application (No. A/NE-TKL/755), details are shown at **Table 2** below:

Table 2 - Details of Compliance with Approval Conditions of the Previous Application

| Approval Conditions of Application No. A/NE-TKL/755 | | Date of Compliance |
|---|--|--------------------|
| (d) | The submission of a drainage impact assessment (DIA) | 06.11.2024 |
| (e) | The provision of drainage facilities | Not complied with |
| (g) | The submission of a fire service installations (FSIs) proposal | 17.10.2024 |
| (h) | The implementation of the FSIs proposal | Not complied with |
| (i) | The implementation of traffic management measures | Not complied with |

- 2.6 During the approval period of the previous application (No. A/NE-TKL/755), the applicant has made efforts in complying with approval conditions in regard to drainage and fire safety aspects. The applicant made several submissions for compliance with condition (d) in 2024 and the latest submission was considered acceptable by the Chief Engineer/Mainland North, Drainage Services Department on 06.11.2024. The applicant has started the site preparation works,

and the proposed drainage facilities will be implemented after the site formation works are completed.

- 2.7 The applicant submitted a FSIs proposal to comply with condition (g) on 26.09.2024 and the submission was considered acceptable by Director of Fire Services on 17.10.2024. Since prior approval of Short Term Waiver (STW) is required for erection of structure at the Site before implementing the FSIs proposal, the applicant submitted STW application to the District Lands Officer/North, Lands Department (DLO/N, LandsD) in March 2025. The applicant is still pending reply from DLO/N, LandsD. As no structure is permitted to be erected before granting of STW, no FSIs could be implemented.
- 2.8 Due to the change of site boundary and internal layout of the current application, the DIA and FSIs proposal are updated for the consideration of relevant government bureaux/departments and members of the Board (**Appendices I and II**).

3) Development Proposal

- 3.1 The Site occupies an area of 16,115 m² (about), including 42 m² (about) of GL (**Plans 1 and 3**). 4 structures are provided at the Site for site office, washroom, staff rest room, guard room and meter room with the total GFA of 555 m² (**Plan 5**). Other parts of the Site are proposed for parking spaces for private car (PC), MGW, CV/T and container trailer (CT), as well as circulation space. Ancillary facilities, including site office, washroom, staff rest room, guard room and meter room, are intended to provide resting space for drivers, indoor workspace for administrative staff and caretaker to support the daily operation of the Site. It is estimated that the site would accommodate 45 nos. of staff. As the Site is for vehicle park use with no shopfront, no visitor is anticipated at the Site. Details of development parameters are shown at **Table 3** below:

Table 3 - Major Development Parameters

| | |
|-------------------------------|--|
| Application Site Area | 16,115 m ² (about), including 42 m ² of GL (about) |
| Covered Area | 555 m ² (about) |
| Uncovered Area | 15,560 m ² (about) |
| | |
| Plot Ratio | 0.03 (about) |
| Site Coverage | 3 % (about) |
| | |
| Number of Structure(s) | 4 |
| Total GFA | 555 m ² (about) |
| - Domestic GFA | Not applicable |
| - Non-Domestic GFA | 555 m ² (about) |
| | |
| Building Height | 2.8 m - 4 m (about) |
| No. of Storey | 1 |

3.2 The entire Site is proposed to be filled with concrete with proposed site level at +10.2 mPD (about), which also tallies with the previous application (No. A/NE-TKL/755) (**Plan 6**). The filling of land is to facilitate a flat surface for site formation of structures, parking spaces and circulation space uses. Such land filling is considered necessary and has been kept to minimal to meet the operational needs of the proposed development. No further filling of land will be carried out by the applicant during the planning approval period.

3.3 The Site is accessible from Ping Che Road via a local access (**Plan 1**). The operation hours of the proposed development are Mondays to Saturdays from 07:00 to 19:00. There will be no operation on Sundays and public holidays. A total of 61 parking spaces will be provided at the Site, details of parking space provisions are shown at **Table 4** below:

Table 4 - Parking Provision

| Types of Space | No. of Spaces |
|--|----------------------|
| Private Car (PC) Parking Space - 2.5 m (W) x 5 m (L) | 10 |
| Medium Goods Vehicle (MGV) Parking Space - 2.5 m (W) x 11 m (L) | 22 |
| Container Vehicle/Tractor (CV/T) Parking Space - 3.5 m (W) x 16 m (L) | 14 |
| Container Trailer (CT) Parking Space - 3.5 m (W) x 16 m (L) | 15 |

- 3.4 No queuing and/or waiting for motor vehicles from the Site onto Ping Che Road via the local access; and no motor vehicles will be permitted to reverse into and out of the Site onto Ping Che Road via the local access. 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 7**). As the traffic generated/attracted by the proposed development is expected to be minimal (as shown at **Table 5** below), adverse traffic impacts arising from the proposed development should not be anticipated.

Table 5 - Estimated Trip Generation and Attraction

| Time Period | Trip Generation and Attraction | | | | | | |
|---|--------------------------------|-----|-----|-----|------|-----|----------------|
| | PC | | MGV | | CV/T | | 2-Way Total |
| | In | Out | In | Out | In | Out | |
| Trips at <u>AM peak</u> per hour (07:00 - 08:00) | 5 | 0 | 0 | 8 | 0 | 6 | 19 |
| Trips at <u>PM peak</u> per hour (18:00 - 19:00) | 0 | 2 | 8 | 0 | 8 | 0 | 18 |
| Traffic trip per hour (average) | 3 | 3 | 2 | 2 | 2 | 2 | 14 |

- 3.5 No dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities will be carried out at the Site at any time during the planning approval period. PCs, MGVs, CVs (including tractors and trailers) would only be parked within the designated parking spaces during the planning approval period.
- 3.6 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by Environmental Protection Department and statutory requirements under relevant pollution control ordinances to minimise adverse environmental impacts and nuisance to the surrounding area. The applicant will strictly comply with all environmental protection / pollution control ordinances, i.e. *Water Pollution Control Ordinance*, *Air Pollution Control Ordinance*, *Noise Control Ordinance* etc. at all times during the planning approval period.

4) Conclusion

- 4.1 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. submission of DIA and

FSIs proposals, to mitigate any adverse impact arising from the proposed development after the planning application approved by the Board.

- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for **‘Proposed Temporary Medium Goods Vehicles and Container Tractor/Trailer Park with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years’**.

R-riches Planning Limited

September 2025

LIST OF PLANS

| | |
|---------------|--|
| Plan 1 | Location Plan |
| Plan 2 | Zoning Plan |
| Plan 3 | Land Status Plan |
| Plan 4 | Plan Showing the Application Site under TPB PG No. 13G |
| Plan 5 | Layout Plan |
| Plan 6 | Land Filling Plan |
| Plan 7 | Swept Path Analysis |

APPENDICES

| | |
|--------------------|-------------------------------------|
| Appendix I | Drainage Impact Assessment |
| Appendix II | Fire Service Installations Proposal |