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**SECTION 16 PLANNING APPLICATION**

**PROPOSED TEMPORARY WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) WITH  
ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
IN "AGRICULTURE" ZONE,**

**VARIOUS LOTS IN D.D. 89 AND ADJOINING GOVERNMENT LAND,  
MAN KAM TO, NEW TERRITORIES**

**PLANNING STATEMENT**

Applicant

**Standard Billion Limited**

Consultancy Team

Planning Consultant: **R-riches Property Consultants Limited**

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## EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131)(the Ordinance) to use *Various Lots in D.D. 89 and Adjoining Government Land (GL), Man Kam To, New Territories* (the Site) for '**Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**'.
- The Site falls within an area zoned as "Agriculture" ("AGR") on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18. The Site occupies an area of 16,256 m<sup>2</sup> (about), including 80 m<sup>2</sup> (about) of Government Land (GL). A total of two 2-storey structures are proposed at the Site for warehouses (excluding dangerous goods godown), offices and washrooms with total GFA of 14,738 m<sup>2</sup> (about), the remaining area is reserved for vehicle parking and loading/unloading (L/UL) spaces and circulation area.
- The Site is accessible from Man Kam To Road via a local access. The operation hours of the proposed development are Monday to Saturday from 07:00 to 19:00. No operation on Sunday and public holiday.
- Justifications for the proposed development are as follows:
  - The applicant's original premises are affected by land resumption for the development of Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA)
  - The applicant has spent effort in identifying suitable site for relocation.
  - The applied use is the same as the applicant's original premises.
  - No significant adverse impact is anticipated from the proposed development.
  - The proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "AGR" zone.
- Details of development parameters are as follows:

<b>Application Site Area</b>	16,256 m <sup>2</sup> (about), incl. 80 m <sup>2</sup> (about) of GL
<b>Covered Area</b>	7,369 m <sup>2</sup> (about)
<b>Uncovered Area</b>	8,887 m <sup>2</sup> (about)
<b>Plot Ratio</b>	0.91 (about)
<b>Site Coverage</b>	45% (about)
<b>Number of Structure</b>	2
<b>Total GFA</b>	14,738 m <sup>2</sup> (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	14,738 m <sup>2</sup> (about)
<b>Building Height</b>	16.5 m (about)
<b>No. of Storey</b>	2

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章)第 16 條，向城市規劃委員會提交有關新界文錦渡丈量約份第 89 約多個地段及毗鄰政府土地的規劃申請，於上述地點作「擬議臨時貨倉 (危險品倉庫除外) 連附屬設施 (為期 3 年) 及相關填土工程」。
- 申請地點所在的地區在《虎地坳及沙嶺分區計劃大綱核准圖編號 S/NE-FTA/18》上劃為「農業」用途地帶。申請地盤面積為 16,256 平方米 (約)，包括 80 平方米 (約) 的政府土地。申請地點將設有 2 座兩層高的構築物作貨倉 (危險品倉庫除外)、辦公室及洗手間，構築物的總樓面面積合共為 14,738 平方米 (約)，其餘地方將預留作車輛上／落貨及停泊位及流轉空間。
- 申請地點可從文錦渡路經一條地區道路前往。擬議發展的作業時間為星期一至六上午七時至下午七時。星期日及公眾假期休息。
- 擬議發展的申請理據如下：
  - 申請人原來的經營處所受到洪水橋／厦村新發展區發展收地影響。
  - 申請人曾經致力尋找合適的搬遷地點。
  - 申請的用途與申請人先前受影響的發展場地用途一致。
  - 擬議發展不會對周邊地區帶來重大負面影響。
  - 擬議發展只屬臨時性質，批出規劃許可則不會影響「農業」用途地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	16,256 平方米 (約) (包括 80 平方米 (約) 的政府土地)
上蓋總面積：	7,369 平方米 (約)
露天地方面積：	8,887 平方米 (約)
地積比率：	0.91 (約)
上蓋覆蓋率：	45% (約)
樓宇數目：	2 座
總樓面面積	14,738 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	14,738 平方米 (約)
構築物高度：	16.5 米 (約)
構築物層數：	2 層

## 1. INTRODUCTION

### *Background*

- 1.1 **R-riches Property Consultants Limited** has been commissioned by **Standard Billion Limited**<sup>1</sup> (the applicant) to make submission on their behalf to the Board under the S.16 of the Ordinance in respect to *Lots 427 RP (Part), 427 S.D (Part), 427 S.E RP (Part), 433 (Part), 445 (Part), 446 (Part), 447 (Part), 458 S.B RP (Part), 462 (Part), 463, 464 (Part), 465 (Part), 466 (Part), 518 RP (Part), 520 RP (Part), 521 (Part), 522 (Part), 523 (Part), 524 (Part), 525 S.A, 525 RP, 526 (Part) in D.D. 89 and Adjoining GL, Man Kam To, New Territories* (the Site)(**Plans 1 to 3**).
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**' (proposed development). The Site currently falls within an area zoned as "AGR" on the Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18 (**Plan 2**). According to the Notes of the OZP, the proposed use, i.e. '*warehouse (excluding dangerous goods godown)*' is not a column one nor two use within the "AGR" zone. Therefore, planning permission is required to be obtained from the Board by the applicant to facilitate the proposed development at the Site.
- 1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement (**Plans 1 to 12 and Appendices I to III**). Set of assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of Government departments and members of the Board.

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<sup>1</sup> **Standard Billion Limited** (the applicant) is authorized by **Top Concept Logistics Limited 佳宏物流有限公司** (the affected business operator) to facilitate the relocation of their existing business premises in Hung Shui Kiu. Details of the affected business operator are provided at **Appendix I**.

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## 2. JUSTIFICATIONS

*To facilitate the relocation of the applicant's business premises affected by the development of the HSK/HT NDA*

- 2.1 The current application is intended to facilitate the relocation of the applicant's affected business premises in HSK due to land resumption to pave way for the development of the HSK/HT NDA (**Plans 4 to 6**). The affected business premises (i.e. Various Lots in D.D. 125) have been occupied by 'storage' use since the early-1990s. Until the mid-2000s, there was a significant demand for local warehouses due to the proliferation of e-commerce. As the original premises had been storing goods in an unorganized and exposed manner since the 1990s, the premises were later transformed into a warehouse in the 2000s in order to increase efficiency and alleviate the pressing demand for the local warehousing and logistics industry.
- 2.2 The affected premises currently fall within an area zoned as "Other Specified Uses" Annotated "Port Back-Up, Storage and Workshop Uses" ("OU(PBUSW)"), "Other Specified Uses" Annotated "Logistics Facility(1)" ("OU(LF1)") and "Other Specified Uses" Annotated "Logistics Facility" ("OU(LF)") on the Approved HSK/HT OZP No. S/HSK/2 (**Plan 5**). According to the implementation programme for the development of HSK/HT NDA, the applicant's original premises fall within sites under the 'Second Phase Development' and 'Remaining Phase Development' (**Plan 6**). As land where the premises will be developed for port back-up and logistics related uses upon the completion of the HSK/HT NDA, the concerned parcel of land will be resumed and reverted to the Government in 2024. Therefore, the applicant desperately needs to identify a suitable site for relocation to continue its business operation.

*Applicant's effort in identifying suitable site for relocation*

- 2.3 While the applicant has spent effort to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership, accessibility or the site area being too small (**Appendix II and Plan 7**). After a lengthy site search process, the Site was identified for relocation as it is relatively flat and easily accessible from Man Kam To Road via a local access (**Plan 1**).

*Applied Use Is the Same as the Affected Business in HSK*

- 2.4 The proposed development involves the operation of warehouse (excluding dangerous goods godown) with ancillary facilities to support the daily operation of the Site. The applied use is also the same as the affected business premises in HSK. The area of the Site (i.e. about 16,256 m<sup>2</sup>, -11%) and GFA (i.e. about 14,738 m<sup>2</sup>, +9%) are similar to the original premises, details of the original premises are shown at **Table 1** below:

**Table 1:** Differences between the Original Premises and The Site

	<b>Original Premises (a)</b>	<b>The Site (b)</b>	<b>Difference (a) – (b)</b>
Site Area	18,279 m <sup>2</sup>	16,256 m <sup>2</sup>	-2,023 m <sup>2</sup> , -11%
Covered Area	13,533 m <sup>2</sup>	7,369 m <sup>2</sup>	-6,164 m <sup>2</sup> , -46%
GFA	13,533 m <sup>2</sup>	14,738 m <sup>2</sup>	+1,205 m <sup>2</sup> , +9%

- 2.5 A significant portion of the Site (*i.e* 8,887 m<sup>2</sup>, 55%) is uncovered and designated for manoeuvring and parking of vehicles, in order to support the daily operation of the Site. According to the applicant, the original premises currently lack adequate circulation space, resulting in prolonged waiting times for vehicles for L/UL of goods. Therefore, a substantial amount of circulation space is reserved at the Site in order to increase the Site's overall efficiency, as well as to minimise the potential adverse traffic impact to the surrounding road network.

*Approval of the application would not frustrate the long-term planning intention of the "AGR" zone*

- 2.6 Although the Site falls within area zoned as "AGR" on the Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18, the Site is currently vacant with no active agricultural activity. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilize deserted land in the New Territories.
- 2.7 Despite the fact that the proposed development is not in line with planning intention of the "AGR" zone, the special background of the application should be considered on its individual merit, which approval of the current application would therefore not set an undesirable precedent for the "AGR" zone.

*The proposed development is not incompatible with surrounding land use*

- 2.8 The surrounding areas of the Site are considered to be in semi-rural character and are predominately occupied by sites occupied by temporary structures for logistics centres, open storage yards and vacant land, the proposed development is therefore considered not incompatible with surrounding land uses. Upon approval of the planning application, the applicant will make effort in complying with approval conditions related to fire services and drainage aspects, to minimize potential adverse impact arisen from the proposed development.



### **3. SITE CONTEXT**

#### *Site Location*

- 3.1 The Site is located approximately 10 m west of Man Kam To Road; 2 km west of Man Kam To Boundary Control Point; 3.1 km north of Sheung Shui MTR Station; 5.5 km southwest of Heung Yuen Wai Boundary Control Point; 9.5 km east of Lok Ma Chau Boundary Control Point; and 27.7 km northeast of the original premises in HSK (**Plan 1**).

#### *Accessibility*

- 3.2 The Site is accessible from Man Kam To Road via a local access (**Plan 1**).

#### *Existing Site Condition*

- 3.3 The Site is currently vacant and unfenced. The Site is generally flat and majority of the Site is covered vegetation (**Plans 1, 3 and 8**).

#### *Surrounding Area*

- 3.4 The Site is mainly surrounded by vacant land, woodland, public roads and temporary structures (**Plans 1, 3 and 8**).
- 3.5 To its immediate north are woodland and Sha Ling Playground. To its further north are Lo Wu Station Road and the application site of an approved S.16 planning application (No. A/NE-FTA/220) for 'Temporary Cold Storage for Poultry and Distribution Centre'.
- 3.6 To its immediate east is the Dongjiang Water pipelines. To its further east across the pipelines are Man Kam To Road, land covered by vegetation and some temporary structures for workshop and warehouse uses.
- 3.7 To its immediate south are some land covered by vegetation. To its further south are sites occupied by temporary structures for logistics centre (i.e. the application site of the approved S.16 planning application No. A/NE-FTA/199) for 'Temporary Cargo Handling and Forwarding Facility (Logistics Centre)' and warehouse, land covered by vegetation and woodland.
- 3.8 To its immediate west are land covered by vegetation and woodland. To its further west are some structures for domestic use, Lo Wu Station Road and Sandy Ridge Um Cemetery.

#### 4. PLANNING CONTEXT

##### *Zoning of the Application Site*

- 4.1 The Site falls within an area zoned as "AGR" on the Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18 (**Plan 2**). According to the Notes of the OZP, 'warehouse (excluding dangerous goods godown)' use is not a column 1 nor column 2 use within the "AGR" zone, which requires permission from the Board.

##### *Planning Intention*

- 4.2 This planning intention of the subject "AGR" zone is *intended to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.*

##### *Filling of Land Restrictions*

- 4.3 According to the Remarks of the subject "AGR" zone, any **filling of land**, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tai Tong OZP No. S/YL-TT/12 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

##### *Previous Application*

- 4.4 There is no previous approved S.16 application in respect of the Site.

##### *Similar Application*

- 4.5 There is no approved S.16 planning application for 'warehouse' use within the "AGR" zone. However, similar application (No. A/NE-FTA/199) for 'Temporary Cargo Handling and Forwarding Facility (Logistics Centre)' was approved by the Board on a temporary basis of 3 years in 2021.

##### *Land Status of the Application Site*

- 4.6 The Site falls mostly on private lots, i.e. Lots 427 RP (Part), 427 S.D (Part), 427 S.E RP (Part), 433 (Part), 445 (Part), 446 (Part), 447 (Part), 458 S.B RP (Part), 462 (Part), 463, 464 (Part), 465 (Part), 466 (Part), 518 RP (Part), 520 RP (Part), 521 (Part), 522 (Part), 523 (Part), 524 (Part), 525 S.A, 525 RP, 526 (Part) in D.D. 89 with total land area of 16,176 m<sup>2</sup> (about) of Old Schedule Lots held under the Block Government Lease (**Plan**

- 3). The remaining area, i.e. 80 m<sup>2</sup> (about) falls on GL (**Plan 3**).
- 4.7 Since there is the restriction that no structure is allowed to be erected without the prior approval of the Government, the applicant will submit Short Term Waiver (STW) and Short Term Tenancy (STT) applications to the Lands Department to make way for erection of the proposed structures and occupation of GL at the Site respectively after planning approval has been obtained from the Board. No structure is proposed for domestic use.

## 5. DEVELOPMENT PROPOSAL

### Development Details

- 5.1 The site consists of an area of 16,256 m<sup>2</sup> (about), including 80 m<sup>2</sup> of GL. Details of development parameters are shown at **Table 2** below.

**Table 2:** Development Parameters of the Proposed Development

<b>Application Site Area</b>	16,256 m <sup>2</sup> (about), incl. 80 m <sup>2</sup> (about) of GL
<b>Covered Area</b>	7,369 m <sup>2</sup> (about)
<b>Uncovered Area</b>	8,887 m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.91 (about)
<b>Site Coverage</b>	
	45% (about)
<b>Number of Structure</b>	
	2
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	14,738 m <sup>2</sup> (about)
<b>Building Height</b>	
	16.5 m (about)
<b>No. of Storey</b>	
	2

- 5.2 A total of two 2-storey structures are proposed at the Site for warehouses (excluding dangerous goods godown), offices and washrooms with total GFA of 14,738 m<sup>2</sup> (about), the remaining area is reserved for parking and L/UL spaces and circulation area (**Plan 9**). Details of structures are shown at **Table 3** below:

**Table 3:** Details of Proposed Structures

Structure	Use	Covered Area	GFA	Building Height
B1	Warehouses (excluding D.G.G.), Site Offices and Washrooms	5,950 m <sup>2</sup>	11,900 m <sup>2</sup>	16.5 m (2-storey)
B2		1,419 m <sup>2</sup>	2,838m <sup>2</sup>	
<b>Total</b>		<b>7,369 m<sup>2</sup> (about)</b>	<b>14,738 m<sup>2</sup> (about)</b>	-

\*D.G.G. – Dangerous Goods Godown

### Filling of Land at the Site

- 5.3 The Site is proposed to be filled wholly with concrete (of not more than 2.5 m in depth) for site formation of structures, parking, L/UL spaces and circulation area (**Plan 10**). As the Site currently consists of soiled ground, concrete site formation is required to provide a relatively flat surface for erection of structures and circulation purpose.

Therefore, the proposed filling of land at the Site is considered necessary and that has been kept to minimal to meet the operational needs of the proposed development. The applicant will reinstate the Site to an amenity area after the planning approval period.

#### Operation Mode

- 5.4 The Site will be used as warehouse (excluding dangerous goods godown) for storage of miscellaneous goods, including but not limited to packaged food, package beverage, apparel, footwear, electronic goods, etc.. The operation hours of the proposed development are Monday to Saturday from 07:00 to 19:00. No operation on Sunday and public holiday.
- 5.5 It is estimated that the Site would be able to accommodate not more than 30 staff. The ancillary facilities (i.e. office, washroom etc.) is intended to provide indoor workspace for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

#### Minimal Traffic Impact

- 5.6 The Site is accessible from Man Kam To Road via a local access (**Plan 1**). One 10 m (about) wide ingress/egress is provided at northeastern part of the Site (**Plan 9**). A total of 19 parking and L/UL spaces are provided at the Site, details of spaces are provided at **Table 4** below:

**Table 4:** Parking and L/UL Provisions

Type of Parking Space:	Number of Space
Private Car (PC) Parking Space - 2.5 m (W) X 5 m (L)	10
Type of L/UL Space:	Number of Space
L/UL Space for Medium Goods Vehicle (MGV) - 3.5 m (W) X 11 m (L)	3
L/UL Space for Container Vehicle (CV) - 3.5 m (W) X 16 m (L)	6

- 5.7 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plans 11 and 12**). Staff is deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicle to enhance pedestrian safety. The breakdown of estimated trip generation and attraction of proposed development at AM and PM peak hours are provided at **Table 5** below:

**Table 5: Trip Generation and Attraction of the Proposed Development**

Time Period	Trip Generation and Attraction						
	PC		MGV		CV		2-Way
	In	Out	In	Out	In	Out	Total
Trips at <u>AM</u> peak per hour (07:30 – 08:30)	7	1	2	0	3	0	13
Trips at <u>PM</u> peak per hour (16:30 – 17:30)	1	4	1	4	2	3	15
Traffic trip per hour (average)	1	1	2	2	2	2	10

- 5.8 As the number of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

*Minimal Environmental Impact*

- 5.9 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 (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. The applicant will also 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.
- 5.10 During the construction stage, the applicant will follow the good practices stated in Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PNs) 1/94 to minimize the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rainstorm, to ensure that these facilities are always operational.
- 5.11 During the operation of the proposed development, the major source of wastewater will be sewage from toilets generated by staff. The applicant will implement good practices under ProPECC PN 1/23 when designing on-site drainage system with the Site. Licensed collectors will be employed by the applicant to collect and dispose of sewage regularly, and the location of portable toilets are located away from the watercourse in the vicinity.

- 5.12 2.5m high solid metal wall will be erected along the site boundary by the applicant to minimize noise nuisance to the surrounding area. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

*Minimal Landscape Impact*

- 5.13 No old and valuable tree or protected species has been identified at the Site. Due to proposed hard-paving works for circulation purpose, majority of the Site area will be disturbed. The remaining area will be affected by the erection of structures; consequently, all existing trees will be affected, and it is not proposed to retain any of the existing trees at the Site.

*Minimal Drainage Impact*

- 5.14 The applicant will submit a drainage proposal to mitigate potential drainage impact generated from the proposed development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by Drainage Services Department/the Board.

*Fire Safety Aspect*

- 5.15 The applicant will submit a fire service installations (FSIs) proposal to enhance fire safety of the Site. The applicant will implement the proposed FSIs at the Site once the proposal is accepted by Fire Services Department/the Board.

## 6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of the applicant's business premises in HSK, which will be affected by the development of HSK/HT NDA (**Plans 4 to 6**). Whilst the applicant attempted to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II and Plan 7**). Since the applied use is the same as the affected business premises, approval of the application could facilitate relocation prior to land resumption, thereby minimizing the impact on the HSK/HT NDA implementation program.
- 6.2 Although the Site is not in line with the long-term planning intention of the "AGR" zone, there is no active agricultural activity within the Site, which approval of the application on a temporary basis would better utilize deserted land in the New Territories. Furthermore, the application site of the approved S.16 planning application (No. A/NE-FTA/199) for 'Cargo Handling and Forwarding Facility (Logistics Centre)' is located approximately 80 m south of the Site. As the current application is in similar nature, approval of the current application is in line with the Board's previous decisions.
- 6.3 The Site is surrounded by vacant land, sites occupied by temporary structures for various uses and closely connected to nearby public road network; the proposed development is considered not incompatible with surroundings. Given that the application's special background is to facilitate the development of the HSK/HT NDA, approval of the current application would not set an undesirable precedent within the "AGR" zone and should be considered on its own merits.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided, i.e. submission of drainage, FSIs proposals etc. to mitigate any adverse impact arising from the proposed development. The applicant will also strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' by the EPD to minimize all possible environmental impacts on the nearby sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**'.

**R-riches Property Consultants Limited**

**May 2024**



## **APPENDICES**

- Appendix I**      Details of the Affected Business Premises
- Appendix II**     Details of Alternative Sites for Relocation



## **Appendix I**

### **Details of the Affected Business Premises**

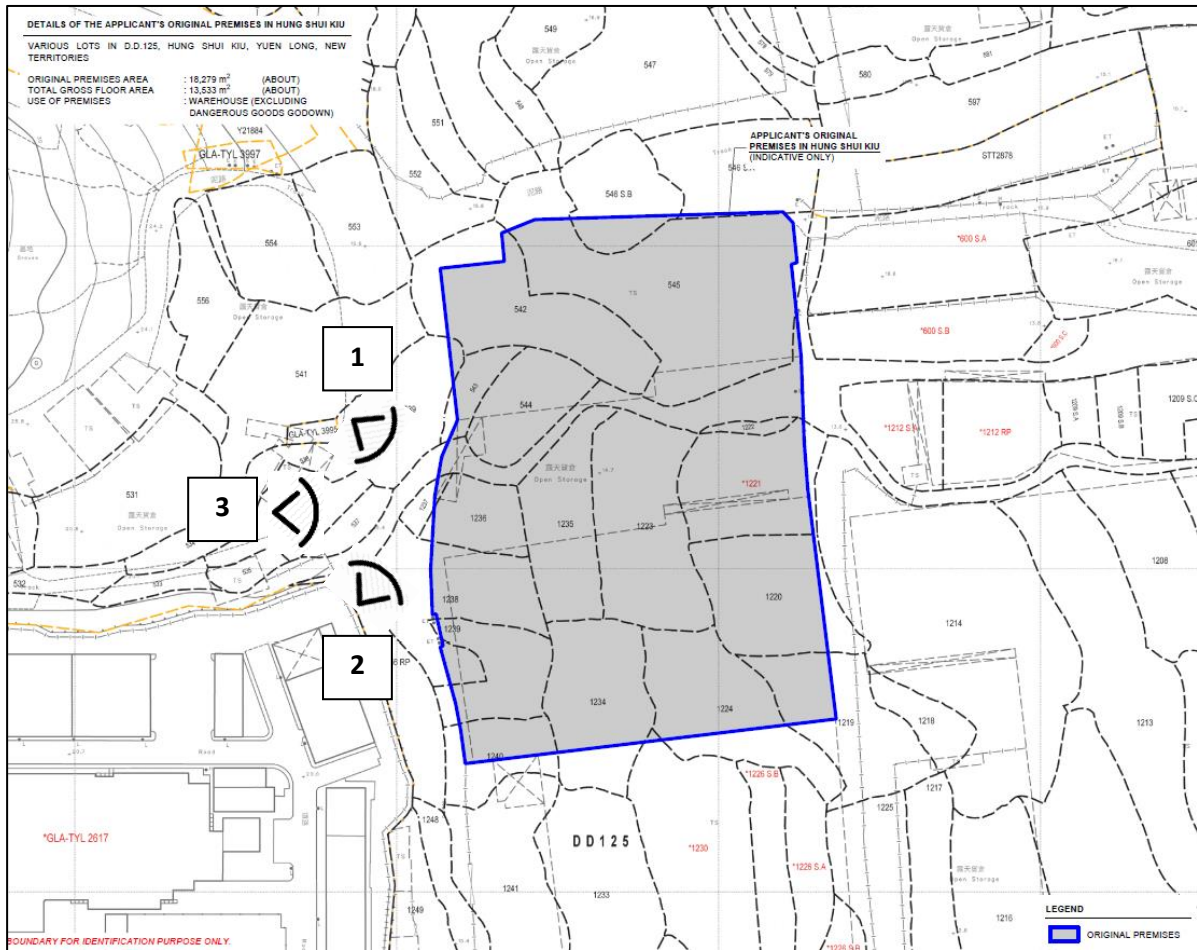


**Appendix I – Details of the Affected Business Premises**

Company Name: **Top Concept Logistics Limited 佳宏物流有限公司**  
(authorised Standard Billion Limited as applicant of the current application)

Details of Business Premises

Location: Various Lots in D.D. 125, Hung Shui Kiu, Yuen Long, New Territories  
Use of Premises: Warehouse with Ancillary Facilities







## **Appendix II**

### **Details of Alternative Sites for Relocation**



**Appendix II – Alternative Sites for the Relocation of the Applicant’s Original Premises in Hung Shui Kiu, Yuen Long**

Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
<b>Location</b>	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 99, Chau Tau, New Territories	Various Lots in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories	Various Lots in D.D. 130, Lam Tei, Tuen Mun, New Territories	Various Lots in D.D. 135, Pak Nai, Yuen Long, New Territories	Various Lots in D.D.89 and Adjoining GL, Man Kam To, New Territories,
<b>Site Area</b>	30,190 m <sup>2</sup> (about)	4,242m <sup>2</sup> (about)	3,930 m <sup>2</sup> (about)	7,130 m <sup>2</sup> (about)	13,320 m <sup>2</sup> (about)	16,256 m <sup>2</sup> (about)
<b>Accessibility</b>	Accessible from Ma Tso Lung Road via a local access	Accessible from Lok Ma Chau Road via a local access	Accessible from Wang Ping Shan South Road via a local access	Accessible from Fuk Hang Tsuen Road via a local access	Accessible from Nim Wan Road via a local access	Accessible from Man Kam To Road via a local access
<b>Distance from Original Premises</b>	24.6 km (about) from the original premises	20.7km (about) from the original premises	17.1km (about) from the original premises	6.9 km (about) from the original premises	9.7 km (about) from the original premises	27.7 km (about) from the original premises
<b>Outline Zoning Plan</b>	Approved Ma Tso Lung and Hoo Hok Wai OZP No. S/NE-MTL/3	Draft San Tin Technopole OZP No. S/STT/1	Draft Ngau Tam Mei OZP No. S/YL-NTM/13	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTY/12	Approved Sheung Pak Nai and Ha Pak Nai OZP No. S/YL-PN/9	Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18
<b>Zoning</b>	"Conservation Area (1)"	"Other Specified Uses" Annotated "Innovation Technology"	"Comprehensive Development Area"	"Comprehensive Development Area"	"Coastal Protection Area"	"Agriculture"
<b>Existing Condition</b>	Mostly vacant, covered by vegetation and occupied by fishpond.	Generally flat, partially covered by vegetation and occupied by vacant temporary structures	Hard paved and occupied by temporary structures	Hard paved and occupied by temporary structures	Occupied by temporary structures and fishponds	Vacant and generally flat and majority of the Site is covered vegetation
<b>Surrounding Area</b>	Surrounded by vegetation, pond, some GIC uses and residential use	Surrounded by vehicle park, temporary structures for storage, workshop and agricultural uses; and vacant land covered by vegetation and hard-paving	Surrounded by vehicle repair workshop, holiday camp site, and residential use	Surrounded by warehouse, workshop, logistic centre and land covered by residential use	Surrounded by fishpond and some temporary structures	Surrounded by vacant land, woodland, public roads and temporary structures
<b>Suitability for Relocation</b>	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> <li>- 65% <u>larger</u> than the original premises</li> <li>- Within the closed area</li> <li>- Falls within the "Conservation Area" zone</li> <li>- Tenancy for portion of the site is not feasible</li> <li>- Not compatible with the surrounding area</li> </ul>	<p><u>Suitable</u> for relocation:</p> <ul style="list-style-type: none"> <li>- 77% <u>smaller</u> than the original premises</li> <li>- No active agricultural activities</li> <li>- Not incompatible with the surrounding area</li> </ul>	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> <li>- 79% <u>smaller</u> than the original premises</li> <li>- Tree felling is required</li> <li>- Nearby residential development</li> <li>- Not compatible with the surrounding area</li> </ul>	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> <li>- 61% <u>smaller</u> than the original premises</li> <li>- Not compatible with the surrounding area</li> <li>- Tenancy for portion of the site is not feasible</li> </ul>	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> <li>- 27% <u>smaller</u> than the original premises</li> <li>- Falls within the "Coastal Protection Area" zone</li> <li>- Active agricultural activities</li> <li>- Not compatible with the surrounding area</li> </ul>	<p><u>Comparatively Suitable</u> for relocation:</p> <ul style="list-style-type: none"> <li>- In close vicinity of Man Kam To Road and Man Kam To Road Boundary Control Point</li> <li>- Relatively flat and mostly vacant</li> <li>- No active agricultural activity</li> </ul>