

Section 16 Planning Application

Planning Statement

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** (hereinafter referred to as “the proposed development”) at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (hereinafter referred to “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

The Application Site is subject to a previously-approved application (No. A/NE-FTA/201 and A/NE-FTA/220) (hereinafter referred to as “the approved application”) submitted by Hong Kong Chilled Meat & Poultry Association. In response to the most recent policies geared towards making Hong Kong an international centre for I&T and reviving the logistics industry through enhancing the use of technology and productivity of private sectors, the applicant, a key stakeholder in the logistic industry, aims to follow this regional and territorial direction and deliver the same vision by incorporating intelligent logistics solutions and the Internet of Things in the current application. The current application is also aimed at overcoming challenges in the traditional food logistic industry with the use of technology to boost efficiency and ensure public hygiene as well as safeguarding food safety. In order to put forth the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy whilst at the same time meet the demands on chilled/frozen meat and poultry in the Territory and ensuring a centralized cold storage for poultry and distribution centre, the current application is so submitted to the Board with boundary and intensity adjustment.

The proposed development, with a site area of about 20249, m², total floor area of about 15206.84m², comprises Three 2-storey structure for cold storage and 14 ancillary structures for E&M room, FS Facilities, Plant room, Guard house and Management Office. The proposed filling of land would not exceed 1.5m and the operation hours of the proposed development is from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. daily. Hong Kong Chilled Meat & Poultry Association have been looking for suitable land for a proper cold storage and distribution center since the outbreak of Avian Influenza in 2003. The proposed development is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland serving Hong Kong. The current application strives to adopt modern logistics operation with a view to materializing a modern cold storage and distribution centre at the Application Site.

The Application Site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18 (hereinafter referred to as “the Current OZP”). As detailed throughout this Planning Statement, the proposed development is well justified on the grounds that:-

- (a) *The proposed development is in line with Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to meet the increasing demand for cold storage and distribution centre for poultry and to serve the Territory;*
- (b) *There is an insurmountable difficulty in implementing the approved application due to change in circumstances, and adjustment on development parameters is inevitable to materialize the long-needed cold storage and distribution centre;*
- (c) *The modified development parameters from the approved application enables the employment of smart intensive warehouse system which can greatly boost efficiency and reduce reliance on human input with a view to overcoming manpower shortage faced in recent years, while creating an environmental and labour-friendly working environment through modern logistic operation.*
- (d) *The Applicant is committed to re-provision the footpaths and open space such that the agreed planning gains in the previously-approved application can be materialized;*
- (e) *The nature of the proposed development and approval period sought in the current application is the same as the approved application.*
- (f) *The proposed development is considered compatible with the surrounding land uses;*
- (g) *The Application Site serves the best location for the proposed development with its unique site conditions and close proximity to the Border Control Points;*
- (h) *The Not-In-My-Backyard (NIMBY) nature of the proposed development requires a remote location away from the urban areas;*
- (i) *There are difficulties for the proposed development to be operated in conventional industrial buildings;*
- (j) *HKCMA and the Applicant have been putting efforts to liaise with bureau and Government departments in order to find a suitable place for over 10 years; and*
- (k) *No adverse impacts on traffic, environmental, landscape, drainage, sewage and ecological aspects are envisaged at the Application Site and its surrounding areas.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed development for a temporary period of 3 years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及填土以作土地平整工程（以下簡稱「擬議用途」）。該申請所涉及地點位於新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點是受制於香港冰鮮禽畜業商會（以下簡稱「商會」）提交的一份已獲批准的申請（編號：A/NE-FTA/201及A/NE-FTA/220）（以下簡稱「批准申請」）。作為物流業界的主要的持分者，申請人希望通過該申請，將智能物流解決方案和物聯網納入該申請的發展方向，以響應香港成為國際創新科技中心和振興物流業的最新政策，共同實現願景。該申請也是為著利用科技以克服傳統食品物流行業的挑戰，提高效率，確保公共衛生和保障食品安全。為了貫徹《北部都會區發展策略》所設想的創新和技術概念，同時滿足本地區對冰鮮/冷凍肉類和家禽的需求，並確保能夠實現一個家禽冷藏庫及分銷中心，該申請在調整邊界和強度後提交給城規會作考慮。

申請地點是由香港冰鮮肉類及家禽協會提交的先前已獲批准的申請（編號：A/NE-FTA/201及A/NE-FTA/220）（以下簡稱「已獲批准的申請」）。

申請地點佔地面積約 20249 平方米，總樓面面積約 15206.84 平方米。擬議用途包括三個一層高的構築物作冷藏庫以及14個附屬構築物作電力，消防設備，機房，警衛室及寫字樓之用途。擬議填土工程牽涉的厚度將不多於 1.5 米。擬議用途的營運時間是每天上午 9 時至下午 8 時以及下午 11 時至上午 3 時。自 2003 年禽流感爆發以來，香港冰鮮禽畜業商會多年一直尋覓合適的土地作家禽冷藏庫及分銷中心。由於擬議發展將處理 95%從內地進口至香港的冰鮮家禽，擬議發展對本港的冰鮮家禽市場尤其重要。該申請致力採用現代物流營運方式，以於申請地點實現一個現代化的家禽冷藏庫及分銷中心。

申請地點現時於刊憲公佈之虎地坳及沙嶺分區計劃大綱核准圖（編號：S/NE-FTA/18）內被劃為「農業」地帶。此規劃報告書詳細闡述擬議用途的規劃理據，當中包括：

- （一）擬議發展符合政府政策，提供一個合乎規範的冷藏庫及物流分銷中心集中處理冰鮮家禽，以應付社會對家禽冷藏庫及物流分銷中心日益增加的需求，服務全港市民；
- （二）鑒於申請地點的地段需要得到業權人同意上蓋的申請，批准申請的發展計劃(申請編號 A/NE-

FTA/201及A/NE-FTA/220)在建設上蓋實行上有的困難，無法得到部分業權人確認，因此最新的申請重新整合上蓋的建築位置，配合地政署同意書的規劃申請；

修改批准申請的發展參數乃無可避免；

- (三) 修改後的發展參數有利擬議用途採用智能密集倉儲系統，將大幅提高運作效率並減少依賴人手操作，克服近年人力資源短缺問題，亦可透過現代化物流系統實現環境保護和創造理想的工作環境；
- (四) 申請人承諾重新設置行人通道和休憩空間，以實現批准申請的規劃增益；
- (五) 擬議發展的性質和期限與先前獲批申請相同；
- (六) 擬議發展與鄰近的土地用途兼容；
- (七) 申請地點的獨特位置及其鄰接邊境管制站的地理優勢為擬議用途提供最佳位置；
- (八) 受限於鄰避效應，擬議用途需要座落於遠離市區的偏遠地區；
- (九) 擬議用途在傳統工業大廈內運作有重大困難；
- (十) 香港冰鮮禽畜業商會及申請人於過去十年一直致力與政府各部門協商，希望尋求一個合適的位置；及
- (十一) 擬議用途預計不會對交通、環境、園景、排水、排污及生態方面構成不良影響。

鑑於以上各點及此規劃報告書內所提供的詳細規劃理據，懇請城規會體恤考慮，並批准該申請作為期三年之擬議用途。

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1. INTRODUCTION

1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** (hereinafter referred to as “the proposed development”) at Lots 471 S.B RP. 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497SARP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89, and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (hereinafter referred to as “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board. The Application Site has a total area of approximately 20,249m². **Figure 1** indicates the location and the relevant private lots and Government land that the Application Site involves.
- 1.1.2 The Application Site is subject to a previously-approved application (No. A/NE-FTA/201 and A/NE- FTA/220) (hereinafter referred to as “the approved application”) submitted by Hong Kong Chilled Meat & Poultry Association (“hereinafter referred to as “HKCMA”). Being affiliated with HKCMA and having same objective in facilitating the materialisation of the cold storage for poultry and distribution centre at Man Kam To, **Hong Kong Chilled Meat & Poultry Association Limited** (hereinafter referred to as “**HKCMA Ltd**”) (香港冰鮮家禽商會有限公司) (“the Applicant”), takes the responsibility to submit the current application with a view to seeking planning permission from the Board. Prepared on behalf of the Applicant, C&K Land Management Company Limited has been commissioned to prepare and submit the current application on its behalf.
- 1.1.3 The Application Site falls within an area zoned “Agriculture” (“AGR”) on the approved Fu Tei Au and Sha Ling Outline Zoning Plan (“OZP”) No. S/NE-FTA/18 (please refer to **Figure 2**). The proposed development does not involve the selling of poultry in small/large quantities to individuals or retailers. Hence, the proposed term “Distribution Centre” is used. According to paragraph 10(a) of the Notes of the OZP, it states “...temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Town Planning Board...”. The Remarks of “AGR” zone of the respective OZP also stated “...any filling of land shall not be undertaken...without the permission from the Town Planning Board...”. Therefore, this Section 16 planning application is submitted.
- 1.1.4 The purpose of this planning application is to seek approval from the Board under Section 16 of the Ordinance to allow the proposed development at the Application Site with modern logistics operation in order to meet the imminent demand for such facility in the Territory.

1.2 Background

- 1.2.1 HKCMA members are chilled poultry importers who sell chilled poultry products including chicken, ducks, geese and squabs to meet the Territory's demand for such products. With reference to the "Import Control and Food Safety Guidelines" published by the Centre for Food Safety under the Food and Environmental Hygiene Department ("FEHD"), "chilled poultry" refers to "poultry which had been subject to the pre-chilling process immediately after slaughtering and are kept at a temperature between 0-4 degree Celsius".
- 1.2.2 The absence of a proper cold storage and distribution centre in Hong Kong has long been an issue for HKCMA since the outbreak of Avian Influenza in 2003. In response to the outbreak of the influenza, the Government has laid down recommended procedures for slaughtering live poultry to prevent further aggravation of the situation. Hence, the supply of live poultry was severely affected, which led to an increase in demand for chilled poultry in the territory. Currently, there is a lack of a centralised processing centre for HKCMA to handle the surging demand for chilled poultry in Hong Kong.

1.3 HKCMA's Efforts to Identify a Suitable Site for Cold Storage and Distribution Centre

Pursuit of a Permanent Site since Early 2010s

- 1.3.1 HKCMA has been actively searching for suitable sites for its comprehensive daily operations. Since 2009, HKCMA has been continuously liaising with the Food and Health Bureau ("FHB") and Commerce and Economic Development Bureau ("CEDB") for a suitable site to accommodate the storage and distribution activities of chilled poultry products (**Annex 1.1** refers). Meetings with the FHB and CEDB were held on December 2011 and May 2012 to bring forth the issue (**Annex 1.2** refers). In response to Legislative Council member's enquiry on May 2013, the Secretary of Food and Health, Dr. Ko Wing-man, replied that HKCMA should make enquiries and applications to the Government departments for leasing government land to set up a storage and distribution centre (**Annex 1.3** refers).
- 1.3.2 In response to the above, HKCMA has made various applications to the relevant Government Departments. Under HKCMA's continuous effort, policy support for setting up a storage and distribution centre was obtained from FHB. Subsequently, the FHB made a section 16 planning application (No. A/YL-ST/483) for proposed temporary chilled meat storage facilities for a period of 3 years on Government Land at the junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long (**Annex 1.4** refers). Upon approval by the Board on 4.3.2016, a tendering exercise was conducted for the aforesaid site for the provision of chilled meat and poultry facilities and the storage of chilled meat and poultry thereat by way of short-term tenancy (**Annex 1.5** refers). Although HKCMA submitted a tender offer (**Annex**

1.6 refers), the short-term tenancy was unfortunately not awarded, hence the need to find a suitable site for a central processing centre for HKCMA to handle the surging demand for chilled poultry in Hong Kong has remained unresolved as of today.

Temporary Occupation as Interim Solution in the Late 2010s

1.3.3 A storage and distribution centre, whether temporary or permanent in nature, is urgently required by the Territory's poultry industry to meet the inherent demand. As mentioned above, after overcoming huge hurdles in securing a permanent Government site, HKCMA has continued to undertake a long and strenuous land search process to identify a suitable site for temporary occupation in the private land market.

1.3.4 Several criteria for identifying a suitable site for centralised processing facility are as follows:

Site Area - a large site area that can accommodate a majority of HKCMA members' operations, and sufficient uncovered area for manoeuvring of goods vehicles within the Site;

Terrain - a flat terrain is required to accommodate sufficient loading/ unloading platforms in support of the daily operations of the facility; and

Location - close proximity to the Border Control Point ("BCP") and Man Kam To Animal Inspection Station to minimise transport time and distances of chilled poultry products from the Mainland to Hong Kong. This centralised facility can further facilitate the unloading and repackaging for local distribution of chilled poultry, so that heavy good vehicles from the Mainland are not required to enter the urban area thereby minimising further potential disturbances.

1.3.5 As stated by HKCMA, there were limited choices in the private land market that could fulfil the above three criteria. A rigorous site searching exercise had been conducted by the Applicant between 2011 and 2015 and none of the sites identified fulfil all the above criteria. **Table 1** lists out all the sites previously considered and the main reason(s) for not choosing them.

Table 1: Sites Considered under the Site Search Exercise

Approximate Location		Year	Land Use Zoning	Reason for Not Choosing
1	Lot 872 and various adjoining lots in DD 111, Pat Heung	2011	"Open Storage"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
2	Lot 3576RP and various adjoining lots in DD 116, Tai Tong	2011	"Open Storage"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
3	Lot 1477 S.B and various adjoining lots in DD 117, Tai Tong	2011	"Open Storage"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
4	Lot 817 and various adjoining lots in DD 79, Ta Kwu Ling	2013	"Recreation"	<ul style="list-style-type: none"> • Area too small
5	Lot 653 and various adjoining lots in DD 79, Ta Kwu Ling	2013	"Agriculture"	<ul style="list-style-type: none"> • Area too small
6	Lot 1195 and various adjoining lots in DD 119, Tong Yan San Tsuen	2013	"Undetermined"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
7	Lot 1808 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Undetermined"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
8	Lot 129 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Open Storage"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
9	Lot 1326 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Open Storage"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To
10	Lot 38 and various adjoining lots in DD 124, Hung Shui Kiu	2014	"Village Type Development"	<ul style="list-style-type: none"> • Area too small • Location too far from BCP/Man Kam To

1.3.6 After several failed attempts in securing a suitable site in the broader New Territories area, HKCMA focused their efforts on the Man Kam To Area in recent years. Along Man Kam To Road, several sites located near Hung Kiu San Tsuen to the north of Fanling North New Development Area are zoned as "Open Storage". Since these sites are just around 2 to 3km away from the Man Kam To Animal Inspection Station, HKCMA had tried to search for a suitable site for the temporary facility in the private land market. However, these sites with suitable zoning were mostly occupied by other businesses or failed to meet the above criteria (i.e. hilly terrain, not enough manoeuvring area for logistics operations etc.). HKCMA could not identify a site with suitable zoning in the private land market eventually.

- 1.3.7 Realising that sites under proper OZP zonings were not adequate or unavailable, there was no choice but to search for sites in the private land market which required planning permission from the Board. Given HKCMA's operational needs, this centralised facility must be located close to the BCP and the Man Kam To Animal Inspection Station.
- 1.3.8 After another lengthy screening process, the Application Site (**Diagrams 1 to 3 in Annex 1.7** refer) was preliminarily identified by HKCMA in 2017. It is located along Man Kam To Road with minimal traffic flow. The operation of a storage and distribution centre would not bring insurmountable traffic burden to Man Kam To Road. Moreover, given its large site area and relatively flat terrain, there would be sufficient space for internal manoeuvring of vehicles and hence would not adversely affect the traffic flow of Man Kam To Road. Besides, the close proximity to Man Kam To BCP and the Man Kam To Animal Inspection Station can reduce unnecessary transportation time and hence facilitate the operation of the poultry industry (**Diagram 2 in Annex 1.7** refers). From the planning perspective, the Application Site is designated as "AGR" zone on the prevailing OZP which requires planning permission under Section 16 of the Ordinance for the proposed temporary use.

1.4 Submission of Previous Planning Application and Changes in Circumstances

- 1.4.1 In consideration of the above, HKCMA submitted a planning application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works (No. A/NE-FTA/201 and No. A/NE-FTA/220) (i.e. the approved application), which was subsequently approved by the Board on 28.05.2021 and 10.11.2023 (**Annex 2** refers). Nonetheless, due to change in circumstances, HKCMA has encountered constraints concerning the operation and implementation of the approved scheme. Being affiliated with HKCMA, the Applicant has the same objective in facilitating the materialisation of the cold storage for poultry and distribution centre at Man Kam To. The Applicant takes the responsibility and strives to negotiate with relevant parties in resolving the issues, however it is inevitable that these constraints would affect the materialisation of the approved cold storage and distribution centre. In view of the above, the current application is submitted to seek planning permission from the Board for a revised scheme with modified development parameters.

Implementation Constraints

- 1.4.2 One of the major differences from the approved application is the change in Application Site boundary and construction of structure at the specific private lots. Moreover, the Ingress and Egress should be changed according to the relocated of the structure. With a view to ensuring sufficient floor area for operation and the provision of EVA, revision on layout plans and hence related technical assessments are required. The change in Application Site boundary is presented in

Illustration 1. The current application seeks a planning permission for the proposed development such that the long-needed cold storage and distribution centre could be proceed to implementation stage and cater the imminent need of the industry.

Operation Constraints and The Aspiration to Adopt a Modern Logistics Operation

- 1.4.3 Another major change in the current application is the aspiration to adopt a modern logistics operation. According to the Applicant, there has been a drastic decline in the number of newcomers to the chilled poultry industry in recent years, which resulted in a severe manpower shortage. During the fifth wave of the pandemic, the operation of cold storages was also significantly affected due to widespread staff infection. Against this background, the Applicant proposed to upgrade the approved cold storage facility to the up-to-date standards in modern logistics industry. The smart logistics facility would be operated by the AI modelling technology and end-to-end robotic automation. As such, it is necessary to require a higher ceiling (proposed max. BH: 20.675m) for the IoT infrastructure built-in to the cold storage facility. The proposed cold storage can operate on a 24-hour basis at high efficiency and significantly reduce the reliance on human input to alleviate manpower shortage problem. Comparing to the approved application, there is an increase of 10.275m building height, mainly due to the technical and structural upgrades to ensure the building safety and to facilitate the operation performance.
- 1.4.4 In light of the above, the Applicant submits the current application to seek planning permission from the Board. It is sincerely hoped that sympathetic considerations could be given in order to ensure the materialisation of a cold storage and distribution centre that has long been striving for

1.5 Temporary Nature of the Application

- 1.5.1 A temporary planning permission of three years is applied for this development since HKCMA is still searching for suitable sites for a permanent centralised facility. It should be noted that HKCMA has been actively liaising with the Government for a permanent location for over 10 years. Given that the New Territories North (NTN) development is still at the conceptual planning stage with no known implementation programme, this lengthy negotiation process is anticipated to continue with a high degree of uncertainty as to when a permanent centralized facility in the border area could be established. In view of the imminent demand for a centralized facility of chilled poultry, HKCMA and the Applicant thus opts to develop a temporary facility at present to meet such demands.
- 1.5.2 A permanent storage and distribution centre is still required by the Territory's poultry industry. Searching for a suitable site for the permanent centralised facility near the border area will still be an on-going task for HKCMA and the Applicant, even if the current application for temporary use is approved by the Board .

1.6 Objectives

1.6.1 The current application strives to achieve the following objectives:-

- (a) To respond to the Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to serve the Territory;*
- (b) To meet and relieve the persistent demand for cold storage and distribution centre for poultry;*
- (c) To demonstrate HKCMA's efforts in finding a suitable location for over 10 years;*
- (d) To ensure the materialisation of the cold storage and distribution centre at the Application Site with the adoption of modern logistic operation; and*
- (e) To induce no adverse traffic, environmental, landscape nor infrastructural impacts on its surroundings by providing adequate protection and mitigation measures.*

1.7 Structure of the Planning Statement

1.7.1 This Planning Statement is divided into 5 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the Application Site in terms of the current land-use characteristics and neighbouring developments. Planning context of the Application Site is reviewed in **Chapter 3 whilst Chapter 4** provides details of the current application as well as the design of proposed development. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed development.

2. SITE PROFILE

2.1 Location of the Application Site

- 2.1.1 The Application Site covers a total land area of about 20,249m². The Application Site is located close to the border in the North District, between the Lo Wu BCP and Man Kam To BCP. It is bounded by a rural road - Man Kam To Road to the east and a rural road - Lo Wu Station Road to the south (**Figure 1 and Illustration 2-I** refer). The Application Site has a relatively flat terrain with an elongated strip profile.

2.2 Current Condition of the Application Site

- 2.2.1 The Application Site is subject to the approved application with approval conditions. Since the application is approved, land filling and site formation works at the proposed area have been commenced, existing vegetation has been removed as approved (**Illustration 2-II** refers). In addition, HKCMA has been working closely in complying with the approval conditions of planning application (A/NE-FTA/201 and A/NE-FTA/220), in particular, the reprovision of a footpath on the site is about to be commenced. As evidenced in **Illustration 2-II**, the Application Site is no longer an uncultivated land overgrown with weeds and different tree groups compared to that in the approved application.
- 2.2.2 There is a drainage channel cutting in the middle of the site running from the northeast to southwest direction, separating the Application Site into two halves (**Figure 1.1 in Annex 8** refers). There is a road access (i.e. Lo Wu Station Road) connecting to the southwest end of the Application Site. Several footpaths are also found within the Application Site which connects the existing temporary structures near the freshwater pipelines to the residential dwellings to the northwest of the Application Site (**Illustration 3** refers).

2.3 Surrounding Land-use Characteristics

- 2.3.1 As shown in **Illustration 2-II**, to the northwest of the Application Site are existing residential dwellings and temporary structures surrounded by dense tree groups. Hence, there is sufficient buffer between the proposed development and nearby residential dwellings. The intensity and scale of the trees provide adequate screening between the proposed development and the surrounding residences.
- 2.3.2 To the further northwest is the existing Sandy Ridge Cemetery which is currently used for coffin and urn burial. The Government has planned to develop a cluster of columbarium developments and related facilities at Sandy Ridge Cemetery for one-stop funeral services and will be completed by phases.
- 2.3.3 To the southeast of the Application Site, along Man Kam To Road are the fresh water pipelines of the Dongjiang Water major aqueduct system. Across Man Kam To Road,

there is a small cluster of temporary structures and “G/IC” uses including Border District Police Headquarters, Police Dog Unit and Force Search Unit Training School.

- 2.3.4 Opposite to Lo Wu Station Road at the southwest is Sha Ling Playground. The surrounding context of the Application Site is considerably rural in character, predominated by rural settlements with scattered limited farming activities amongst vacant/abandoned fields. The Application Site has a strategic advantage for logistical uses given its close proximity to the Man Kam To BCP, which is Hong Kong’s second busiest BCP in terms of freight transport. Open storages, port back-up uses and logistic operations are commonly found to the further northeast and south of the Application Site, which allow operators to run their business more cost-effectively.

3 3. PLANNING CONTEXT

3.1 The Current OZP

- 3.1.1 The Application Site falls within an area zoned “AGR” on the approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18 (**Figure 2** refers). According to the Notes of the OZP, temporary use not exceeding a period of three years within “AGR” zone requires planning permission from the Town Planning Board (the Board) notwithstanding that the use is not provided for under the Notes of the OZP. The Notes for the “AGR” zone also provide that filling of land requires planning permission from the Board.

3.2 Previously-approved Planning Application

- 3.2.1 The Application Site is subject to a previous planning approval for the same proposed development. The approved application No. A/NE-FTA/220 for proposed temporary cold storage for poultry and distribution centre was submitted by HKCMA and was approved by the Board on 10.11.2023 (**Annex 2** refers) mainly on the grounds that (a) there was a genuine operational need for chilled meat and poultry importers and distributors for a centralized CSDC, and there was no other readily available site; (b) despite not being in line with the planning intention of the “AGR” zone, favorable consideration could be given considering the importance of the proposed CSDC in ensuring food safety and diversity of food supply in Hong Kong; (c) the temporary nature of the proposed development would not frustrate the long-term planning intention of the “AGR” zone; (d) no significant adverse impact on the existing landscape resources was anticipated; (e) relevant Government departments did not have in-principle objections on the application; and (f) the proposed development was supported by the stakeholders of the chilled poultry/meat industry, whereas other local objections were properly addressed in the relevant impact assessments.
- 3.2.2 The nature of the current application in terms of approval period sought and proposed development are the same as that proposed in the approved application. Considering the nature of the current application remains unchanged and the supporting grounds remain valid, it is sincerely hoped that the Board could give sympathetic considerations on the current application.

4 THE DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

- 4.1.1 The Application Site has a site area of approximately 20,249m². The Application Site comprises 17 private lots (i.e. Lot Nos. 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497SARP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89) with an area of about 18,367m² and the adjoining Government land of about 1,882m² (**Figure 1** refers).
- 4.1.2 The current application involves the development of 17 structures (**Annex 4** refers) including three main block for cold storage with a building height of not more than 20.675m, other ancillary facilities include of E&M room, FS Facilities, Plant room, Guard house and Management Office. located at the periphery of the Application Site boundary.
- 4.1.3 The proposed development intends to meet the long-term demand of HKCMA for having a proper cold storage and distribution centre to handle the chilled poultry imported from the Mainland, which is for daily consumption in Hong Kong. Goods vehicles from the Mainland will stop at the Application Site and unload chilled poultry products. These products will then be stored temporarily at the Application Site and will be distributed by light goods vehicles to the rest of the Territory.
- 4.1.4 An elevated platform accommodating facilities for the proposed development will be constructed within the Application Site to avoid encroachment of the existing watercourse running through the Application Site from northeast to southwest direction. The Section Drawing No. SC-001 in Annex 4 presents the configuration and layout of the proposed elevated platform. The area of the elevated platform decking over the existing water channel is about 4773m² (about 23.6% of the Site). For the proposed main block, there is a gap of about 1m in height between the proposed ground level and the structure to allow clearing or maintenance of existing watercourse, while the details of the elevated platform construction will be further studied in the detailed design stage. The existing watercourses will not be affected by filling of land, in both construction and operation phase. No construction activities will be conducted within the water sensitive receivers including the existing watercourse.
- 4.1.5 The Application Site is located with uneven ground level, sloping up from +4.50mPD (Southwest portion) to +6.13mPD (Northeast portion). Thus, filling of land is proposed for levelling the existing ground level differences before constructing the elevated platform. The proposed area for filling of land is about 14351m² (about 70.8% of the Site) with compact fill of not more than 1.5m depth for site formation. The proposed ground level after filling of land is from +6.00mPD (Southwest portion) to +7.05mPD (Northeast portion) to facilitate the proposed development. Since the existing topography at the central L/UL area of the proposed development is at +6.00mPD, no landfilling is involved in the subject area. Meanwhile, the area of the elevated platform decking over the existing water channel is about 4773m² (about 23.6%)of the Site),

which would not involve any filling of land. Only necessary land filling is proposed to facilitate the proposed development. In addition, land filling and site formation works in accordance with the proposal as stated in the approved application have been commenced, and there is no additional increase in filling of land under the current application.

- 4.1.6 Excavation of land is proposed for the underground stormwater tanks at the manoeuvring area at the southeastern of the Application Site. The proposed excavation of land would not intact the existing watercourse (**Annex 4** refers).
- 4.1.7 The key development parameters of the proposed development and details of site formation dare summarized in **Table 2**:

Table 2: Major Development Parameters of the Proposed development

Major Development Parameters	
Site Area	About 20,249 m² (Including Government Land of about 1,869m ²)
No. of Structures	17
Height of Structures	About 3 m – Not more than 20.675 m
Total Floor Area Main Block - Area for Cold Storage - Area for Ancillary Office - Area for FS facilities - Area for switch room, water meter rooms, plant rooms, office and guard house	About 15206.84 m² - About 13592 m ² (Building Height: 20.675m) - About 415.09 m ² (Building Height: 3m) - About 315.85 m ² (Building Height: 3-6m) - About 883.9 m ² (Building Height: 3-9m)
Proposed Plot Ratio	0.75
Site Coverage	About 39.5%
No. of Loading/Unloading Bays Light Goods Vehicles (LGVs) Heavy Goods Vehicles (HGVs) Container Vehicles	Total 30 0 22 8
No. of Parking Spaces Private Car Parking Spaces Motorcycle Paing Spaces	Total 9 7 (including 1 disabled carparking space) 2
Provided Common Greenery	5637 m²
Greenery Ratio	About 27.8%
Area of Decking Over	4773 m²
Filling of Land for Site Formation Area of Filling Depth of Filling Type of Filling Materials Existing Ground Level Proposed Ground Level	About 14351m ² (70.8% of the Site) Not more than 1.5 m Compact fill +4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion) +6.00 mPD (Southwest portion) +7.05 mPD (Northeast portion)
Excavation of Land for Proposed Underground Stormwater Tanks Area of Excavation Depth of Excavation	1660 m² 2m
* The area and depth of excavation will be confirmed in detailed design stage. The Applicant will commit to hire professional land surveyor to conduct a detailed land survey and provide the exact area and depth of excavation involved in the proposed development should the current application be approved.	

As shown on the **Master Layout Plans** in **Annex 4**, G/F of the Main Block is divided by the proposed loading and unloading area (hereinafter referred to as “L/UL area”). G/F of the Main Block is of a floor height of about 4.8m and the two sections of building at G/F will be accommodating a total GFA of approximately 15206.84m² for cold storage. 1/F of the Main Block would be fully connected with a floor height of about 15.2m. The Main Block consists of cold storage area, transformation/utilities room and office/ancillary use.

4.2 Comparison of the Major Development Parameters of the Current Application and the Approved Application

- 4.2.1 **Table 3** encapsulates a comparison of the major development parameters/items of the current application and the approved application.
- 4.2.2 In comparison with the approved application No. A/NE-FTA/220 , the current application has a significant addition in Application Site area (about 21.6%) after including of 5 private lots (i.e., Lot 482 RP, 497 S.A RP, 484, 486 and 487 RP)and as like as No. A/NE-FTA/201 and A/NE-FTA/220 . With a view to maintaining the sufficient GFA and room for operation, the proposed site coverage is increased and building height would be unchanged. However, there is no significant increase in plot ratio when comparing to the approved application

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Ref.:MDPC/PS/408/001

Table 3: Comparison of the Major Development Parameters of the Current Application and the Approved Application

Major Development Parameters	Approved Application No. A/NE-FTA/201 (a)	Approved Application No. A/NE-FTA/220(b)	Current Application (c)	Difference/Remark(s) (c) – (a) (c) – (b)
Site Area	About 20,506 m ² (Including G.L. of about 1,903 m ²)	About 16,060 m ² (Including G.L. of about 1,869 m ²)	About 20,249 m ² (Including G.L. of about 1,882 m ²)	-257m ² (-1.3%) +4189 m ² (+26.1%)
No. of Structures	4	6	17	+13 +11
Height of Structures	About 3 m – 10.4 m	About 3 m – Not more than 20.675 m	About 3 m – Not more than 20.675 m	+ 10.275 m (+98.8%) 0 m (+0%)
Total Floor Area	About 12,736 m ²	About 11,615 m ²	About 15206.84 m ²	+ 2470.84 m ² (+19.4%) + 3591.84 m ² (+30.9%)
Proposed Plot Ratio	0.621	0.723	0.75	+0.129(+20.8%) +0.027(+3.7%)
Site Coverage	31.51	56.94	39.5	+7.99(+25.4%) -17.44(-30.6%)
No. of Loading/Unloading Bays	Total 34	Total 30	Total 30	
Light Goods Vehicles (LGVs)	25	0	0	-25 / 0
Heavy Goods Vehicles (HGVs)	7	22	22	+15 / 0
Container Vehicles	2	8	8	+6 / 0
No. of Parking Spaces	Total 15	Total 9	Total 9	
Private Car Parking Spaces	13 (including 1 disabled carparking space)	7 (including 1 disabled carparking space)	7 (including 1 disabled carparking space)	-6(-46.2%)
Motorcycle Parking Spaces	2	2	2	0 (0%)
Landscape and Open Space Area	6,666 m²	About 5,152 m² (About 4,105.6 m ² for common greenery provision and About 1,045.9 m ² for open space provision)	About 5,637 m²	-1,514 m ² (-22.7%) + 485 m ² (+9.4%)
Greenery Ratio	About 32.51%	About 25.6%	About 27.8%	-5.01% +1.9%

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Ref.:MDPC/PS/408/001

Area of Decking Over	6,890 m² (33.6% of the Site)	About 7,029 m² (43.8% of the Site)	About 4,773 m² (23.6% of the Site)	-2117 m ² (-30.7%) -2256 m ² (-32.1%)
Filling of Land for Site Formation				
Area of Filling	5,810 m ² (28.3% of the Site)	About 4,071 m ² (25.3% of the Site)	About 14351m ² (70.8% of the Site)	+8541 m ²
Depth of Filling	Not more than 1.5 m	Not more than 1.5 m	Not more than 1.5 m	(+147%)
Type of Filling Materials	Compact fill	Compact fill	Compact fill	
Existing Ground Level	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)	+10280 m ² (+252.5%)
Proposed Ground Level	+6.00 mPD (Southwest portion) +6.90 mPD (Northeast portion)	+6.00 mPD (Southwest portion) +7.05 mPD (Northeast portion)	+6.00 mPD (Southwest portion) +7.05 mPD (Northeast portion)	
Excavation of Land for Proposed Underground Stormwater Tanks				
Area of Excavation	N.A.	About 787 m²	About 1660 m²	+ 1660 m²
Depth of Excavation	N.A.	4.8 m	2m	+ 873 m²

* The area and depth of excavation will be confirmed in detailed design stage. The Applicant will commit to hire professional land surveyor to conduct a detailed land survey and provide the exact area and depth of excavation involved in the proposed development should the current application be approved.

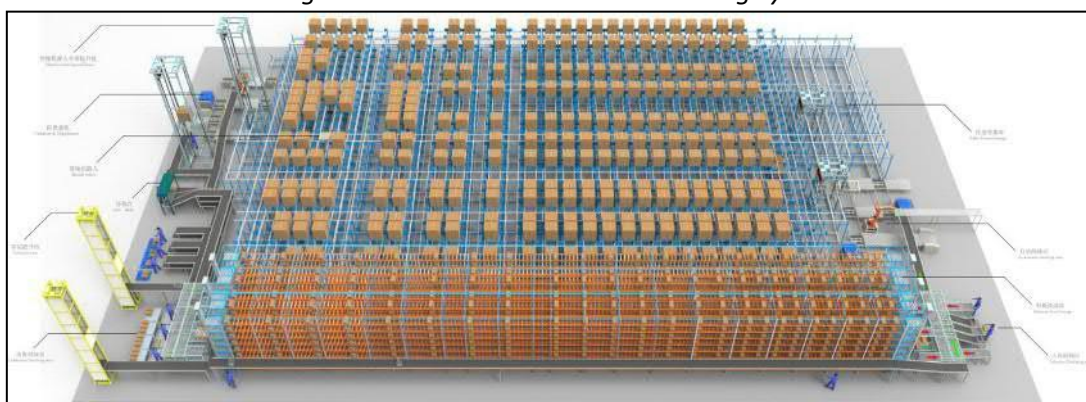
4.3 Modern Logistics Operation in the Cold Storage Facility

4.3.1 Allowing the current application will enable to effectively upgrading the approved cold storage facility to the up-to-date standards in modern logistics industry. The traditional practice for chilled meat distribution requires substantial labour input for loading and unloading, goods handling and storage. To keep the goods refrigerated at 4 degree Celsius in ensuring food safety, an efficient and smooth loading and unloading and storage chain is necessary. However, the frozen storage area where activities are carried out are undesirable for human work in long duration in traditional practice. In addition, according to the Applicant, there is also an increasing labour shortage observed in recent years. While many industries have accelerated the adoption of automation and digitalization to maintain competitiveness to prepare for uncertain future, the proposed development seeks to adopt an efficient logistics system that is less-labour intensive with a view to overcoming manpower shortage, promoting the application of smart innovation and technology, and safeguarding food safety.

Maximisation of Storage Capacity

4.3.2 As mentioned above, the proposed cold storage will be handling 95% of all imported chilled poultry from Mainland China. Since the start of the COVID-19 pandemic, the popularization of online shopping has led to a skyrocketing demand for chilled food storage and delivery services. It is evident that the storage capacity of the proposed warehouse shall be increased accordingly. According to the Applicant, with the adoption of the 4-way shuttle automation system, the high-density cubic storage of racks, pallets or totes could allow the maximization of warehouse space utilization and greater flexibility in warehouse utilization with the space saving (**Annex 13** refers). As such, the proposed high-density intelligent storage system will certainly accommodate more storage capacity than tradition racking system, which assists in stabilizing the supply of chilled poultry to the market.

Diagram 1: Smart Intensive Warehousing System



Improvement in Operation Efficiency and Reduction in Manual Operation

- 4.3.3 According to the Applicant, there has been a drastic decline in the number of newcomers to the chilled poultry industry in recent years, which resulted in a severe manpower shortage. During the fifth wave of the pandemic, the operation of cold storages was significantly affected due to widespread staff infection. The proposed increase in building height allows the use of intelligent logistics transport equipment such as fully-automated shuttle robots and special hoists. The proposed cold storage can be managed through a smart and integrated control system and operate on a 24- hour basis with a 50-70% reduction in human input to alleviate manpower shortage problem. With a high throughput volume and a simplified operation flow, the efficiency of the modern logistics operation can be greatly accelerated compared to manual operation, and the accuracy can reach up to 99.99%.

Diagram 2: Shuttle Robot Special Hoists



Ensuring Public Hygiene and Safeguarding Food Safety

- 4.3.4 The proposed development involves a centralized distribution centre that helps minimize cross-contamination for food contact surfaces and refrigerators in different cold storages. The proposed cold storage facility is fully enclosed for sorting and storage of processed chilled meat and poultry and does not involve any food processing activity, therefore, no adverse public health and safety issue is anticipated. And given the long history and rich operation experience of HKCMA, hygienic issues would be taken care vigilantly. In addition, compared to the approved application, the proposed development in the current application involves an upgrade of the approved cold storage facility with intelligent logistics transport equipment and a smart intensive warehouse system, which will be operated by AI modelling technology and end-to end robotic automation. The proposed cold storage facility

that can be managed through a smart and integrated control system, offers a more organized and contactless operation. The proposed development is considered as an optimization of the approved scheme in the approved application and shall better safeguard public hygiene and food safety.

Creating an environmental-friendly and labour-friendly working environment

- 4.3.5 In addition, the adoption of modern logistic operation in the proposed cold storage can significantly reduce its energy and electricity consumption, considering that 40- 50% of the warehouse area can operate under zero lighting with robotic operation. The current application also strives to create a safe and labour friendly environment by separating human work from undesirable frozen storage area. It should also be noted that the Applicant's proposal received appreciation from the industry as it will facilitate and encourage the future development of the industry and the society (**Annex 13** refers).

Prevailing Trend to Adopt Modern Logistic Operation

- 4.3.6 The adoption of modern logistic operation is a prevailing trend in the logistic industry and is widely recognised and supported by operators and distributors. A similar application (No. A/YL-PH/804) for proposed temporary wholesale trade (food) at Pat Heung was approved by the Board in 2019. The proposed development in Application No. A/YL-PH/804 comprises two single storey structures with a building height of 15m and a total floor area or cover area of about 15,916m² and a site coverage of 76%, which is in similar nature and scale with the current application. Following the planning approval in 2019, an increase of building height from 15m to 18m (+20%) was approved under Class B amendment in the same year. The proposed development has employed the same automated storage system within the 18m building envelope (**Annex 13** refers). As tabulated in **Table 4**, there are other similar planning applications with similar building envelopes to the current application (about or over 15m) approved by the Board in recent years. As per experiences of the local logistic industry, the proposed building height in the current application (i.e, BH: 20.675m) is considered to be essential in accommodating the aforementioned automation system.

Table 4: Approved Planning Application with Similar Development Intensity to the Current Application

Application No.	Proposed development	Decision	Proposed Building Height
A/YL-PH/804	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years	Approved with condition(s) on a temporary basis on 12.04.2019	15m
A/YL-PH/804-1	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years (Class B Amendment)	Approved on 05.07.2019	18m
A/YL-NTM/393	Temporary Warehouse (Excluding Dangerous Goods Godown), Goods Vehicle Park (Not Exceeding 24 Tonnes) and Container Carrying Cargo Weighing Station with Ancillary Site Office and Staff Canteen for a Period of 3 Years	Approved with condition(s) on a temporary basis on 01.11.2019	Not More than 15m (1-2 storeys)
A/YL-PH/846	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years	Approved with condition(s) on a temporary basis on 01.09.2020	Not More than 15m (2 storeys)
A/HSK/312	Temporary Logistics Centre, Warehouse, Cold Storage, Open Storage of Containers and Container Vehicle Park with Ancillary Workshop (including Compacting, Unpacking and Tyre Repairing) and Canteen for a Period of 3 Years	Approved with condition(s) on a temporary basis on 09.07.2021	Not More than 15m (2 storeys)

4.3.7 With a view to facilitating separate or/and cooperative operation and management among members of HKCMA, the proposed development involves a generally extensive cold storage area (about 9,625m²) and sufficient ancillary storage/office space (about 483m²) for multiple operators/distributors under HKCMA. **Table 5** shows the major chilled poultry operators and distributors of the proposed development, as well as the approved Mainland chilled poultry importers. Since there are multiple operators/distributors to handle about 200,000 chilled poultry daily, sizeable cold storage area with high ceiling for automatic storage system is necessary for a hygienic and orderly environment and adhere to the cold storage license requirements.

Table 5: Major Chilled Poultry Operators and Distributors of the Proposed development

Category	Company Name
Chilled Poultry Operator	Best Union Chilled Meat Company (佳聯冰鮮禽畜有限公司)
	Tong Shun Hing Poultry (Hong Kong) Company Limited (唐順興家禽(香港)有限公司)
	Lun Kee Poultry Limited (倫記家禽有限公司)
	Ching Da Trading (Hong Kong) Company Limited (正大貿易(香港)有限公司)
	Kwong Lee Trading Company (廣利貿易公司)
	New Sam Hing Food Trading Company Limited (新三興食品貿易有限公司)
	Lilai Foods Company Limited (利來食品貿易有限公司)
Mainland Chilled Poultry Importers	廣州市大鵬家禽養殖有限公司
	廣東溫氏佳潤食品有限公司新興肉食品加工廠
	惠州順興食品有限公司
	東莞市虎門聯歡家禽加工廠
	佛山市高明海達高科技孵化養殖基地有限公司加工場
	河源市匯先豐食品有限公司
	惠東縣百事盛農牧有限公司
	廣東得寶食品有限公司
	廣州市百興畜牧飼料有限公司
	深圳市龍崗區邢記綜合農場
Chilled Poultry Distributor	Prominent Sharp Limited (金利進有限公司)
	Admire Kingdom Limited (利立有限公司)
	Rexfield Development Limited (朗豐環球有限公司)
	Frans Trading Enterprises Company Limited (鎮威貿易帝國有限公司)

- 4.3.8 According to the Applicant, sufficient storage space is essential for daily operation as is it is estimated that around 40,000 vented plastic crates will be stored and will be used for handling about 200,000 chilled poultry every day. In order to facilitate separate or/and cooperative operation and management among members of HKCMA, the proposed ancillary office is necessary for daily operation and administration works.

4.4 Re-provision of Footpath and Greenery as Proposed in Approved Application

- 4.4.1 Compared to the approved application, the current application has a significant addition in site area (about 26%). In particular, the reprovisioning of agreed footpath is concerned with regards to the including of lots 482 RP, 484, 487 RP and 497 S.A. RP from the Application Site boundary, the subject lot owners expressed no objection to utilise the abovementioned 4 private lots for the reprovisioning of existing footpath and greenery. In this connection, the Applicant takes this opportunity to implement the proposed footpath as agreed in the approved application and propose greenery and communal open space at the subject area (hereinafter referred to as “proposed amenity area”) (**Illustration 4** refers). The preliminary proposal is presented in Appendix II of **Annex 9**. The Applicant is willing to comply with departmental requirements by way of approval conditions should the current application be approved.
- 4.4.2 Notwithstanding there is an increase in site coverage and greenery provision within the Application Site, a total of about 5637m² greenery area are to be provided for public enjoyment and amenity purpose (See Appendix II of **Annex 9** and **Annex 10**). While the landscape value of the Application Site is not considered high, the proposed development has respected the existing landscape settings. The proposed development will integrate with the surrounding landscape through a number of proposals, including provision of peripheral planting to create a soft planted edge and transparent panels along the boundary to alleviate this visual impact.
- 4.4.3 A 2.5m metal mesh will be erected mainly along the northwestern to northeastern and western boundary of the Application Site for security purposes. The proposed footpath along the northern boundary of the Application Site will not be obstructed by this metal mesh. The following segments of fixed/movable noise barriers will be installed to minimise the potential noise impact (Revised Master Layout Plan in **Annex 4** and **Figure 3.4** of **Annex 6** refer):
- i. A 5m barrier along the internal road in the southeast portion of the Site;
 - ii. A 10m barrier along the internal road in southwest portion of the Site;
 - iii. A 12m barrier towards the northwest direction of the central L/UL area of the Site.
- 4.4.4 While the current application site boundary that involves certain government land and abandoned existing water provision facilities, which was previously approved under A/NE-FTA/201. The applicant is willing to liaise with neighbouring landowners and make minor adjustments to the fencing boundary, should such modifications be deemed necessary during the implementation phase.

4.5 Operational Arrangement

- 4.5.1 The proposed development will operate 24 hours a day, 7 days per week on a year-round basis. The major operating hours are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. The presence of two major timeslots is to cater to different operational activities at the Application Site and to accommodate the needs of on-time delivery and normal delivery for chilled poultrys.
- 4.5.2 The 9:00a.m. to 8:00p.m. timeslot is mainly for importing and sorting different types of chilled poultrys imported to the Application Site from Mainland China and examined by Man Kam To Animal Inspection Station. The chilled poultrys will be distributed to goods vehicles and delivered to the respective destinations in Hong Kong.
- 4.5.3 During 11:00p.m. to 3:00a.m., the workers will sort and deliver the remaining chilled poultrys. Some industries like retail and food and beverage require on-time delivery before their operation hours in the early morning. Thus, the proposed development will also operate at night to cater those needs. This is similar to the existing operation period for fish, vegetables and meat wholesale markets.
- 4.5.4 For any food business involving storage of food under refrigeration in any warehouse, a Cold Storage License must be obtained from FEHD before commencement of business. The Applicant will adhere to and fulfil those relevant requirements for the license upon obtaining planning permission from the Board and prior to the formal commencement of business.

4.6 Demand of Chilled Meat and Poultry

- 4.6.1 **Table 6** and **Table 7** includes the latest internal statistics of estimated quantities of imported chilled poultry and chilled meat by the member of HKCMA which currently accounts for about 95% of the market share in Hong Kong. This estimation may vary according to supply and demand of chilled poultry consumption, festive needs and prevailing Government policies.
- 4.6.2 Upon the approval of the previous application and the subsequent proposal of a cold storage for poultry and distribution centre using modern logistics operations and an automatic system, the applicant has received much enthusiasm from the members of the HKCMA. The proposal to increase the overall capacity of a centralised distribution centre would enable all members to store and manage their goods in an efficient way, different from traditional labour-intensive operations. With full support, the members expressed their eagerness to increase their imported volume and storage once the proposed development is permitted. The Applicant also received enquiries from other chilled poultry meat importers and distributors, asking for collaboration. Following the government directives in reviving the logistics industry, and the positive feedback from members, it is informed by the Applicant that an overall increase of 40% in daily imported chilled/frozen poultry and meat is anticipated. As shown in **Table 6** and **Table 7**, the estimated number of daily imported chilled/frozen poultry

and meat is about 350,000 pieces and 61.6 tonnes respectively.

Table 6: Estimated Number of Daily Imported Chilled/Frozen Poultry through HKCMA

Category		Quantity (Piece)	Subtotal
Chilled Poultry (80%)	Chicken	130,000	200,000
	Duck	40,000	
	Squab	30,000	
Frozen Poultry (20%)	Chicken	32,500.0	50,000
	Duck	10,000.0	
	Squab	7,500.0	
Subtotal of Existing Volume		250,000	250,000
Estimated Additional Demand (+40%)	Chicken	65,000.0	100,000
	Duck	20,000.0	
	Squab	15,000.0	
Total		350,000	350,000

Table 7: Estimated Number of Daily Imported Chilled Meat through HKCMA

Category	Quantity (tonnes)
Chilled Meat	44
Estimated Additional Demand (+40%)	17.6
Total	61.6

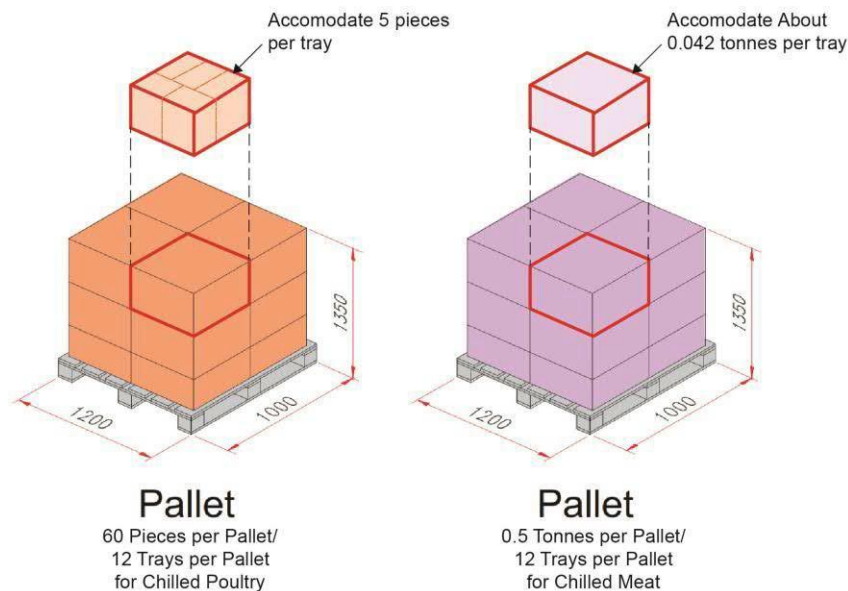
4.7 Spatial Requirements for Operation

- 4.7.1 According to the Applicant, the imported chilled/frozen poultry and meat would be arranged in trays and pallets for storage and distribution. The dimension of a pallet is 1.2m(L)*1m(W)*1.35m (H) (**Diagram 3** refers). The capacity of trays and pallets for chilled/frozen poultry and meat are shown in **Table 8** and **Diagram 3** illustrates how the chilled/frozen poultry and meat are arranged in trays and pallets.

Table 8: Capacity of trays and pallets for chilled/frozen poultry and meat

Capacity for chilled/frozen poultry	Unit
5 Pieces	per tray
12 Trays	per pallet
60 Pieces	per pallet
Capacity for chilled meat	Unit
0.042 Tonnes	per tray
0.5 Tonnes	per pallet

Diagram 3: Capacity of trays and pallets for chilled/frozen poultry and meat



4.7.2 As food hygiene and safety is a key priority in the current proposal, the future operations will ensure that different types of chilled/frozen poultry and meat are stored and distributed separately, without being mixed. To further safeguard food safety, these chilled/frozen poultry and meat will be immediately stored upon arriving at the proposed development in batches. Taking operational practicability into consideration, an 80% utilization rate has been taken into account. Furthermore, additional storage space is required for each tray, including an ice board, to keep the chilled/frozen poultry and meat at a temperature of 4 degrees Celsius or below during transportation. Thus, the proposed development has also factored in the storage material, accounting for an additional 98% utilization rate. **Table 9** encapsulates the numbers of required trays and pallets for operations, factored in the utilization rate.

Table 9: Numbers of required trays and pallets for operation

Category	Category	Quantity (Piece)	Subtotal	Quantity (Tray) (About)	Quantity (Pallets) (About)	
Chilled Poultry	Chilled Poultry (80%)	Chicken	130,000	200,000	40,000	3,333.3
		Duck	40,000			
		Squab	30,000			
	Frozen Poultry (20%)	Chicken	32,500.0	50,000	10,000	833.3
		Duck	10,000.0			
		Squab	7,500.0			
	Subtotal of Existing Volume		250,000	250,000	50,000	4,166
	Estimated Future Demand	Chicken	65,000.0	100,000	20,000	1,666.7
		Duck	20,000.0			
		Squab	15,000.0			
Total Demand		350,000	350,000	70,000	5,833.3	
Utilisation Rate (ie. FIFO/ By Batch/By date)				87,500.0	7,291.7	
Storage Materials (i.e. ice board/tray)				1,750.0	145.8	
Total trays and pallets required for chilled/frozen poultry				89,250.0	7,438.0	
Chilled Meat	Category	Quantity (tonnes)		Quantity (Tray) (About)	Quantity (Pallets) (About)	
	Chilled Meat	44		1,056.0	88.0	
	Estimated Future Demand	17.6		422.4	35.2	
	Total Demand	61.6		1,478.4	123.2	
	Utilization Rate (ie. FIFO/ By Batch/By date)				1,848.0	154.0
	Storage Materials (i.e. ice board/tray)				37.0	3.1
	Total trays and pallets required for chilled meat				1,896.0	158.0
Total	Total trays and pallets required for operation			91,146.0	7,596.0	

4.7.3 As refer to **Table 9**, it is estimated that the daily operation would involve about 7,596 pallets of goods, which is equivalent to about 91,146 trays of goods after considering the utilisation rate for operation.

4.7.4 The drawings in **Annex 14** illustrates the detailed layout of the proposed development and shows that current building bulk with a build height of 20.675m is the minimum level required to accommodate the required pallets for operation. The proposed layout with 6 levels for storage would accommodate a total of 7,596 pallets of chilled/frozen poultry and meat.

- 4.7.5 Referring to the drawings in **Annex 14, Table 10** summarizes the minimum space required for accommodating the required pallets of goods. The current layout of the proposed development is considered the most optimal design in meeting the minimum horizontal and vertical space required to accommodate the required pallets for operation.

Table 10: Minimum Room and Levels Required to Accommodate the Required Pallets for Operation

Footprint (m ²)	Layout Level	Capacity
1,264	3	3,792 Pallets
634	6	3,804 Pallets
Total	N.A.	7,596 (=7,596 pallets required)

Spatial requirement for the automatic system

- 4.7.6 Apart from providing sufficient space to accommodate the necessary pallets of chilled/frozen poultry and meat, the proposed increase in building height is deemed essential in order to facilitate intelligent logistics transportation equipment, as well as a smart, intensive warehouse system. This system will be operated by AI modelling technology and automated robotics. Adequate void area is reserved as manoeuvring space for robotic arms and automatic installations (see **Annex 14**). It is clarified that the current layout that is similar to a cube, which is the most efficient layout in optimizing both vertical and horizontal movement via robotic automation from technical points of view. Compared to the flat layout in the approved application, which is not likely to utilize such technology, the current application seeks to maximize efficiency while fulfilling the minimum spatial requirements. For more information, the catalogue of the proposed system is attached in **Annex 13**.
- 4.7.7 Referring to **Drawing 4** in **Annex 14**, the higher ceiling is also attributed to the installation of the E&M system. A headroom of 1.8 m is required for the unit cooler, 2 m for insulation, and 1.5 m for the building structure. The ceiling height for the E&M system is 5.3 m, and the overall ceiling height for the storage part is 15.46 m.

Constraint under current scheme

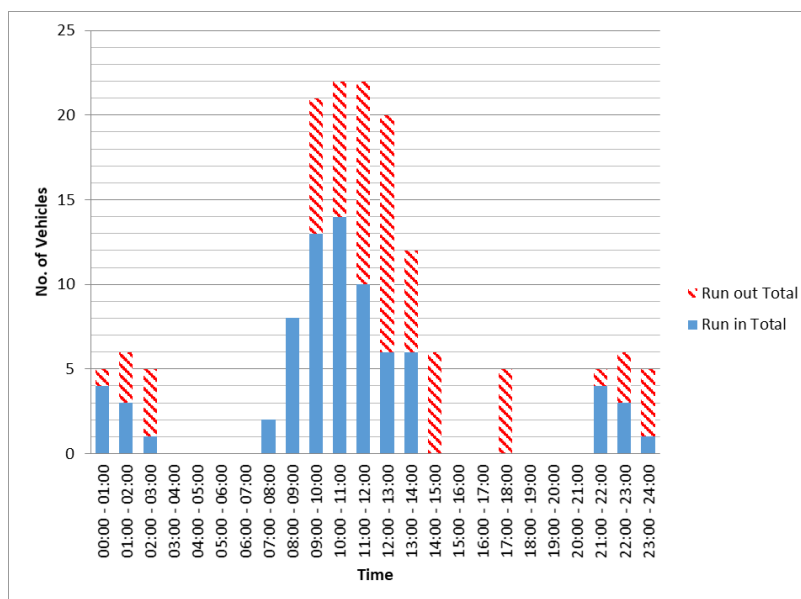
- 4.7.8 As refer to para. 1.4.2, due to implementation constraints, the application site boundary has been further reduced when compared to the approved application, resulting in a reduction in floor area of the proposed development which is subject to more design constraints. In addition, the proposed layout in the approved application with a limited floor height can no longer serve the surging demand. Leaving no other alternatives to accommodate the required pallets of chilled meat and poultry for operation, the current application has to explore an inevitable increase in building height to materialize the agreed temporary cold storage for poultry and distribution centre within the application site.

4.8 Transports and Traffic Arrangement

Vehicular Access and Transports Facilities Provision

- 4.8.1 The Application Site has several site constraints including its elongated shape, the presence of residential dwellings to the west of the Application Site and the existing Dongjiang freshwater pipelines to the east of the Application Site which reduce the design flexibility. Subject to the above, the ingress/egress point is located at the southwest of the Application Site, abutting Lo Wu Station Road. A 10m-wide run-in and a 14m-wide run-out site access can provide ample space for internal manoeuvring of different types of goods vehicles. An Emergency Vehicular Access (“EVA”) with minimum width of 7.3m is also provided along all vehicular access.
- 4.8.2 The proposed cold storage block is accessible through a 7.3m wide internal road network to ensure smooth and efficient daily operation. There are altogether 7 car parking spaces (including 1 disabled car parking space), 2 motorcycle parking spaces and 22 loading/unloading (L/UL) bays for HGVs and 8 for Container Vehicles. **Figure 3.3** of the Environmental Assessment in **Annex 6** shows the road segment and the L/UL bay arrangements. The proposed development will include an internal road with a width of 7.3m (Master Layout Plan in **Annex 4** refers). With reference to the Revised Traffic Impact Assessment (“TIA”) (**Annex 5**), there is sufficient space for different types of goods vehicles circulating from the ingress/egress and within the Application Site.
- 4.8.3 The L/UL bays are designed at the front and centre of the cold storage block, which enables the operator to simultaneously handle a significant number of goods vehicles. The loading docks facilitate the handling and transfer of chilled poultries to and from the cold rooms and transport vehicles for distribution. The L/UL platforms are located at the front and centre of the cold storage block.
- 4.8.4 Based on the data provided by the Applicant, a traffic forecast has been conducted and the results are extracted from the TIA in **Annex 5 (Diagram 4 refers)**.

Diagram 4: Traffic Forecast for the Proposed development



4.8.5 As described in the previous paragraphs, the major operation timeslots are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. There are only a minimal number of vehicles running in/out of the Application Site during the non-major operation timeslots.

4.8.6 The results of the revised TIA under conservative assumptions revealed that the additional traffic trips related to the proposed development are considered insignificant and can be accommodated by the surrounding existing road networks. All critical junctions are expected to operate within their capacities in design year 2026. Results from the pedestrian flow assessment also revealed that the uncontrolled cautionary crossing at Lo Wu Station Road will still operate with ample capacity after the introduction of the proposed development. Thus, the proposed development is considered acceptable and supported from traffic engineering point of view.

Improvement of Pedestrian Safety

4.8.7 To improve the safety of pedestrians at the access point of the Application Site, additional road markings and road signs are proposed to alert the drivers and pedestrians. This will encourage them to proceed in a cautionary manner when approaching the access points to the Application Site.

Improvement of Pedestrian Access in the surroundings

4.8.8 Currently, there is an existing footpath connecting to and from the village settlement and the bus stop requiring users to travel down the slope to walk across the Application Site, as the Application Site is situated in a low-lying area. The users/visitors would also need to walk across the Dongjiang Pipelines via ramps /

elevated walkways to reach the bus stops (**Illustration 3** refers).

- 4.8.9 The existing pedestrian access affected by the proposed development will be re-provisioned and improved. The total length of the new footpath will be around 400m along the northwestern and northern site boundary (**Illustration 5** refers). The improved pedestrian access/footpath will be widened to a width of 5m as indicated on the revised Master Layout Plan (**Annex 4** refers).
- 4.8.10 Apart from the widening measure, sufficient lighting, greenery and seating benches will be provided along the pedestrian access by the Applicant (**Illustration 6** refers). The measure could substantially improve the footpath condition, allowing villagers to enjoy a safe, hygienic and pleasant access from Man Kam To Road back to their dwellings. The design of the improved footpath will be presented in the detail design stage.
- 4.8.11 The proposed pedestrian footpath can facilitate villagers travelling between the bus stop on Man Kam To Road and the residential dwellings west of the Application Site (**Illustration 5** refers). An access cutting through the Application Site providing the shortest distance had been considered but was not adopted due to pedestrian safety concerns related to on-site vehicle traffic and night-time operation. The construction and maintenance of the proposed footpath, including but not limited to the provision and repair of lighting facilities, will be taken up by the Applicant.

4.9 Environmental Aspect

- 4.9.1 An Environmental Assessment has been conducted to evaluate the potential environmental impacts resulting from this Application (**Annex 6** refers). By implementing the recommended mitigation measures and good site practices, it is anticipated that the proposed development will not generate any unacceptable environmental impacts on air quality, noise, water quality, waste management and land contamination perspectives. Mitigation measures and the good site practices are described in **Annex 6** in detail.
- 4.9.2 No adverse air quality impact is anticipated during both construction and operation phases. A buffer zone of 5m will be provided between the Proposed Development and Lo Wu Station Road, where no fresh air intake/ openable window of air sensitive uses will be located (**Figure 2.2 of Annex 6** refers).
- 4.9.3 No adverse noise impact is anticipated during both construction and operation phases. Quantitative assessment for fixed noise sources during operation phase was conducted. The results show that the noise generated is expected to comply with the relevant noise criterion after implementing proper mitigation measures, such as enclosing the loading/unloading platforms, provision of complete enclosure with silencers to the condenser, proper orientation of the opening of enclosures, and erection of barriers with height ranging from 5m to 12m at appropriate locations within the Application Site (**Figure 3.4 of Annex 6** refers). Results from the quantitative assessment for off-site road traffic noise also concluded that the traffic

noise generated from the proposed development is considered as insignificant.

- 4.9.4 No adverse water quality impact is anticipated during both construction and operation phases. We may follow ProPECC PN 5/93 standard to install a septic tank and soakway system of toilets and proper control of wastewater discharge. Upon further consideration during detailed design stage, the final design would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. The Applicant will ensure that the final design of the Project would not adversely affect the surrounding environment, including watercourses on site and in the vicinity.
- 4.9.5 No adverse impact related to the management, handling and transportation of waste is anticipated during both construction and operation phases. During the operation phase, commercial waste will be collected on a regular basis and disposed at landfill. No land contamination issue is anticipated.

4.10 Sewerage Aspect

- 4.10.1 A Sewerage Impact Assessment ("SIA") has been undertaken, as presented in **Annex 7**, to assess the potential sewerage impact arising from the proposed development.
- 4.10.2 Given that the proposed development does not involve any selling, slaughtering or cleaning of chilled poultry/meat or cooking/kitchen provided for the canteen, the major source of wastewater will be limited to the sewage from toilets, and floor cleaning water for loading/unloading area and loading platform. The total wastewater generated during operation is estimated at about 11.4m³/day. By adopting low flow toilet and carrying out floor cleaning by mopping, the wastewater generated would be further reduced. The sewage generated will be collected by the septic tank and soakway system. As such, no adverse sewerage impact is anticipated.

4.11 Drainage Aspect

- 4.11.1 A Drainage Impact Assessment ("DIA") has been conducted to review the drainage arrangements for the proposed development (**Annex 8 refers**).
- 4.11.2 U-shape peripheral channels of size 300-700mm are proposed to be installed at the boundary of the Site to collect surface runoff. With an estimated utilisation rate of about 46-75% under 50 years return period, the channels are expected to have sufficient capacity to accommodate flow from the Site. Two on-site underground stormwater storage tanks of total no less than 1,814m³ are proposed to temporarily store the runoff due to the proposed development during heavy rainstorms. Adding buffer storage of about 15% in case of emergency, the tank volume is approx. 2,070m³. The storage tank in the southwest of the Site with dimensions of area of 480 m² and 3m deep and the storage tank southeast of the site with dimensions of area of 210 m² and 3m deep is proposed to be provided. It will be sufficient to meet the storage volume required. No adverse drainage impact to the existing drainage system is anticipated due to the Proposed Development.

- 4.11.3 Under the condition that at least 25.6% of the Site area shall be soft landscape, the DIA concluded that no adverse drainage impact to the existing drainage system is anticipated due to the proposed development. Upon further consideration during detailed design stage, the final design would be incorporated in the Drainage Proposal to the satisfaction of EPD and DSD under approval condition.

4.12 Proposed Landscape Treatment and Open Space Provision

- 4.12.1 The landscape and greenery provision are detailed in the Tree Preservation and Landscaping Proposal (**Annex 9** refers). Communal open space on the roof level of the Main Block and at the proposed amenity area are proposed to cater passive recreational needs of the users and visitors (See Appendix II of **Annex 9** and **Annex 10**).
- 4.12.2 As the Application Site is generally flat with existing levels ranging from +4.50mPD to +6.13mPD, the proposed site formation levels of the building block are carefully designed to follow the natural topography of the site, so as to minimize the extent of site formation work and the landscape impact. Consequently, this has greatly reduced the amount of slope cutting/filling required for the proposed development.
- 4.12.3 The buildings and associated vehicular access are strategically located at the central portion of the Application Site in order to minimize the disturbance on trees. There are peripheral planting areas along the east, north and west boundary for the preservation of existing trees, transplanted trees and new tree planting. This will help create a soft planted edge along the Application Site enhancing its interface with the surrounding natural context, blending in with the naturalistic vegetation. The refined paving and selection of plant combinations can enrich the colour complexity and visual gradation of the development. Landscape treatment is proposed on fence walls/ noise barriers in order to alleviate their visual intrusion.
- 4.12.4 Overall, the proposed development will provide extensive at-grant planting of up to 5,637m² within the Application Site for visual enhancement and public enjoyment. The greening ratio of the current application is approximately 27.8%.

4.13 Tree Preservation Proposal

- 4.13.1 The tree survey is conducted and is presented in the revised Tree Preservation and Landscaping Proposal (**Annex 9** refers). In order to investigate the landscape impact

on existing vegetation within Application Site and adjoining areas, trees located within and/or immediate outside the Application Site boundary were recorded. A total of 237 nos. of trees including 172 within Application Site and 65 outside Application Site were recorded.

4.13.2 Among 172 existing trees within the Application Site, 49 nos. of trees are proposed to be retained, 80 nos. of trees are proposed to be felled, while 43 nos. of them are proposed to be transplanted. The presence of the 3 dead trees within the proposed Application site will cause potential danger to the users, it is proposed to fell them and compensated by quality trees. No trees outside the Application Site and the proposed amenity area will be affected by the proposed development. In gist, 114 nos. of the surveyed trees (about 48.10%) will be retained, 80 nos. of the surveyed trees (about 33.76%) will be felled while 43 nos. of the total surveyed trees (about 18.14%) will be transplanted (**Table 3.0** in **Annex 9** refers).

6.0 Apart from the preserved trees, **202** heavy standard trees with average DBH approx.80mm including **202** trees within the Application Site are proposed to be planted to compensate the loss of existing trees. All the trees within the Application Site Boundary will all be maintained by the lot owner of the development.

4.13.3 .

Table 11: Summary of Tree Compensation Proposal at Application Site

	Application Site		
Quantity of Loss of Trees:	80 nos.		
Accumulated DBH loss of Trees:	13.58m		
Quantity of Compensatory Trees:	202		
Quantity Compensation Ratio	1:2.53		
DBH Compensation:	16.16		
DBH Compensation Ratio:	1:1.19		

4.13.4 During the construction and operation phase, the Applicant will be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the Applicant shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions.

4.14 Ecological Aspect

4.14.1 There is a valid Ecological Impact Assessment (“EcolA”) to evaluate the potential ecological impacts resulted from the proposed development in the approved application (No. A/NE-FTA/201 and A/NE-FTA/220), and additional field survey activities were carried out in March 2022 to reflect the latest conditions of the Application Site as well as the adjacent environs. In addition, the approval conditions for the implementation of the

ecological mitigation measures as laid down by the Board for No. A/NE-FTA/201, has been complied with. (See **Annex 11**). However, in order to better assess any potential ecological impact, additional ecological surveys have been conducted in March, April and May 2023. The supplementary report (see **Annex 12**) provides the survey result and recommendations of ecological mitigation measures where necessary.

Background

- 4.14.2 As referred to the previously submitted EcolA, it was concluded that the ecological impact on the semi-natural and natural habitat loss, including watercourse and agricultural land, in the Application Site is low, thus mitigation measures are considered not required. Flora and fauna species of ecological importance found in the Application Site include a floral species of *Aquilaria sinensis*, two butterfly species of Grass Demon *Udaspes folus* and Metallic Cerulean *Jamides Alecto*, and one freshwater crab species of Freshwater Crab *S.zanklon*. The ecological impact to *Aquilaria sinensis* is low given the commonness of the species and low abundance of the species. The ecological impact to the two butterfly species and one freshwater crab species mentioned are low as well given only a single individual was recorded for all three species respectively.
- 4.14.3 On the whole, the overall impact severity is low, and mitigation is not required apart from impacts on water quality during construction phase. Mitigation measures for construction phase water quality impacts have been proposed. Proposed mitigation measures will be adopted according to the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances. No insurmountable ecological impact is anticipated of the proposed development at the Application Site.
- 4.14.4 While the application has been approved in 2021, the approval condition of the approved application for submission and Implementation of ecological mitigation measures has been complied with in June 2022 (**Annex 11** refers). As referred to the accepted submission, as freshwater crab *Somanniathelphusa zanklon* has been recorded within the Application Site, it was recommended by AFCD to conduct a detailed survey to check for the presence of any individual of *S. zanklon* prior to any site clearance or construction works. According to the translocation capture surveys carried out from 7th March to 11th March 2022, it is concluded that no freshwater crab *S. zanklon* or any other species of conservation importance were encountered in the 5-day translocation surveys. No other faunal species of conservation importance were recorded neither.

Updated Ecological Survey for the current application

- 4.14.5 With a view to better assessing any potential ecological impact, ecological surveys have been conducted in March, April and May 2023. The supplementary report (see **Annex 12**) provides the survey result and recommendations of ecological mitigation measures where necessary.
- 4.14.6 Capture survey of *Somanniathelphusa zanklon* was conducted in March, April and

May 2023. Only two individuals of *Somanniathelphusa zanklon* were recorded within the Subject Site. As the watercourse would remain intact during construction and operation stage, the impact to the *Somanniathelphusa zanklon* is considered to be Low to Moderate. The applicant is willing to conduct a detailed survey to check for the presence of any individual of *Somanniathelphusa zanklon* prior to any construction works and carry out translocation whenever necessary.

4.14.7 In addition, to mitigate the indirect impact during construction phase, the following mitigation measures will be adopted during the construction phase to mitigate these impacts:

Temporary sewerage and drainage will be designed and installed to collect wastewater and prevent it from entering nearby water bodies;

Proper locations well away from nearby water bodies will be used for temporary storage of materials (i.e. equipment, fill materials, chemicals and fuel) and temporary stockpile of construction debris and spoil, and these will be identified before commencement of works;

To prevent muddy water from entering nearby water bodies, work sites close to nearby water bodies will be isolated, using such items as sandbags or silt curtains with lead edge at bottom and properly supported props. Other protective measures will also be taken to ensure that no pollution or siltation occurs to the water gathering grounds of the work site;

Stockpiling of construction materials, if necessary, will be properly covered and located away from nearby water bodies;

Erection of temporary geotextile silt fences will be carried out around earth-moving works to trap any sediments and prevent them from entering watercourses;

Construction debris and spoil will be covered and/or properly disposed of as soon as possible to avoid being washed into nearby water bodies;

Exposed soil will be covered as quickly as possible following formation works, followed, where appropriate, by covering with biodegradable geotextile blanket for erosion control purposes;

Where appropriate, earth-bunding will be carried out of areas where soils have been disturbed or where vegetation has been cleared, to ensure that surface run-off will not move soils off-site;

Construction effluent, site run-off and sewage will be properly collected and/or treated. Wastewater from any construction site will be minimised via the following in descending order: reuse, recycling and treatment;

Proper locations for discharge outlets of wastewater treatment facilities well away from sensitive receivers will be identified and used;

Silt traps will be installed at points where drainage from the site enters local watercourses;

Appropriate sanitary facilities for on-site workers will be provided;

The site boundary will be clearly marked, with any works beyond the boundary strictly prohibited; and

Regular water monitoring and site audit will be carried out at suitable points. If the monitoring and audit results show that pollution occurs, adequate measures including temporary cessation of works will be considered.

- 4.14.8 The above mitigation measures proposed would avoid direct impact on the crab *S. zanklon* and to minimize the potential indirect impacts on adjacent habitats/wildlife and water quality during the construction phase.
- 4.14.9 Flight path surveys were conducted in March, April and May 2023. According to the survey, flight routes of the waterbird were studied and the results indicated that most of the birds flew toward the southeast area of the Subject Site and to Man Kam To. Most of the bird species were urban and common in Hong Kong. In addition, most of them were recorded flew with a short distance within or near the subject site. The proposed 20.675m height building will not be an obstacle for waterbirds or Ardeidae as only two Chinese Pond Herons were recorded to fly low, within the Subject Site. The Subject Site is not attractive to bird species and not a major flight line of Ardeidae. Therefore, the impact on the bird flight line is considered insignificant.
- 4.14.10 While the impact on avifauna is considered insignificant, the applicant is willing to undertake mitigation measures to create a bird-friendly environment. The proposed green roof could serve as a resting stop for avifauna. During the detailed design stage, the applicant will explore the use of minimal glass and screening to reduce reflections. Furthermore, the incorporation of extensive vertical green will be considered to mitigate possible visual impact.
- 4.14.11 Following the result from the previous EcolA which concludes the Application Site is of low ecological value, the latest ecological surveys have supplemented the impacts on avifauna and impact on the crab *S. zanklon*, which concludes the impact on the bird flight line and remaining birds species would be insignificant, and the impact on the crab *S. zanklon* would be reduced to insignificant after the mitigation measures. It is also noteworthy that the current application involves no increase but a significant reduction in Application Site area (-21.6%), it is anticipated that the overall impact as investigated in the previously conducted EcolA would remain unchanged, and the overall impact severity would be remained as low. The Applicant is well prepared and committed to implementing the mitigation measures, if and when required by relevant departments in accordance with the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances should the current application be approved.

5 PLANNING JUSTIFICATIONS

5.1 Genuine Aspiration to Materialize the Long-Needed Cold Storage and Distribution Centre with the Adoption of Modern Logistic Operation

- 5.1.1 In 2000s, HKCMA first reckoned the necessity for a centralized processing centre for storage and distribution of chilled poulties to meet the pressing demand, due to the outbreak of Avian Influenza.
- 5.1.2 Despite the Government's support on the proposal and provision of land for HKCMA to operate the proposed development in 2013, HKCMA has not been successfully awarded any suitable site through public tender. As such, HKCMA decided to rent land from private land-owners for operation as a temporary solution after rigorous land search exercises were conducted. Given the proposed development will handle the majority of imported chilled poulties from Mainland China, there is a genuine need for a standardized operation for the industry.
- 5.1.3 Being affiliated with HKCMA, the Applicant will provide a hygienic and orderly environment for the chilled poultry industry to operate and adhere to the cold storage license requirements. The proposed development offers a centralized distribution centre and storage environment that minimize cross-contamination for food contact surfaces and refrigerators in different cold storages. Meanwhile, safety guidelines will be provided to the personnel who work at the Application Site.
- 5.1.4 The centralized cold storage facility allows all the chilled poultry to undergo inspection works at a single venue since it will be handling 95% of all imported chilled poultry from Mainland China. In an event of an outbreak HS Avian Influenza, the Government departments would be able to effectively carry out inspection works at the Application Site which could shorten the time to identify and control the source of the outbreak. The proposed development should be treated as a public project since it caters to the demand for chilled poultry for the entire Territory.
- 5.1.5 While planning application No. A/NE-FTA/201 has been approved by the Board in 2021, due to change in circumstances and insurmountable issues encountered, it is inevitable to submit the current application with a view to materializing the long- needed cold storage and distribution centre. Despite efforts on countless negotiations have been made, the Applicant was left no other alternatives but to submit the current application for the proposed development with a change in site configuration and scale of development. The proposed development that involves a change in development site boundary would ensure the proposed development could proceed to implementation stage.
- 5.1.6 On the other hand, the proposed development that follows the trend in adopting modern logistic operation is well supported by the industry and the involved operators and distributors. Similar approved applications with high ceiling (i.e., proposed building height of 15m-18m) are evidenced in the territory. In particular, there is a precedent approved application adopted the same automatic logistic

system presented in **Chapter 4**. The proposed increase in building height in the current application allows the accommodation of intelligent logistics transport equipment such as fully automated shuttle robot and shuttle robot special hoist. The accommodation of intelligent logistics transport equipment and a smart intensive warehouse system enable a boost in efficiency and significantly reduce the reliance on human input with a view to alleviating manpower shortage faced in recent years. The new mode of operation within the proposed building envelope also enables energy and electricity saving as well as the creation of a safe and labour friendly environment by separating human work from undesirable frozen storage area.

- 5.1.7 The proposed cold storage facility can be managed through a smart and integrated control system and offers a more organized and contactless operation. The proposed development is considered as an optimization of the approved scheme in the approved application and shall better safeguard public hygiene and food safety.

5.2 Horning the Competitive Edge of Logistics Industry and Introduction of Innovation & Technology

- 5.2.1 Hong Kong's vital role as an international and regional logistics hub has been increasingly emphasised in recent national and local policy documents, including the most up-to-date Policy Address and the 14th Five-Year-Plan. It is highly anticipated that cross-boundary logistics and flow of goods will be tightened, especially after previous waves of epidemic where logistics industry has been severely hindered. Government has stressed on the importance of smart and efficient transport infrastructure in supporting the development of logistics industry. According to the most recent policies, apart from launching the Pilot Subsidy Scheme for Third-party Logistics Providers to enhance the use of technology and productivity of the sector, Government has also started searching for suitable sites for developing multi-storey modern logistics facilities. These efforts demonstrate current mainstream policy direction by Government to promote and revive the logistics industry through both hard and soft implementations.

- 5.2.2 With a view to responding to this policy context and increasing the flexibility of the industry during uncertainties, the current application strives to adopt automated transport and warehouse systems via AI modelling technology and end-to-end robotic automation to efficiently respond to the growing demand for chilled food storage and delivery services. It also creates a more environmentally-friendly and labour-friendly working environment, incorporating minimum electricity consumption and maximum accuracy, which is expected to establish a benchmark in the industry by being the primary operator of imported chilled poultry from Mainland China. As such, the current application does not only align with the general policy direction to strengthen the competitiveness of logistics industry, but it also sets standards for a smart and flexible logistics operation system with a view to bringing about the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy.

5.3 Promoting the Proliferating of Smart Technology Application In Private Logistics Sectors

5.3.1 The proposed development is considered to be a good demonstration of innovative smart technology application in the industry. As refer to the Logistics and Supply Chain MultiTech R&D Centre Logistics Summit 2022, the prolonged COVID-19 pandemic has led to significant disruptions in the global supply chain and economy. Many industries have accelerated the adoption of automation and digitalisation to maintain competitiveness and prepare for the challenges in the New Normal. As refer to **S.1.4 of the Planning Statement**, the operation of cold storage was significantly affected due to the widespread of staff-infection of Covid19. Being a key sector that is having a 95% market share of imported chilled meat in Hong Kong, there is an imminent need in readjusting the operation mode and enhance the efficiency so as to serve and stabilize the supply of chilled meat in the territory. In fact, it is high time for the industry to employ advanced technology and further unlock the potential and overcome the constraints. The proposed smart logistic approach and technology can help the industry in simplifying the process and providing a stabilized supply chain management. The proposed development that incorporated intelligent logistics solutions, and the Internet of Things are considered to be the key factors in enhancing efficiency in the logistics industry and proliferating the application of smart technology in private logistics sectors in long run.

5.4 Benefits for Minority Communities

5.4.1 Apart from the addressing the current need and serving the existing supply chain, the current application also aims at providing support for the Muslim community. Given that the Muslim population in Hong Kong amounts to about 300,000 people, portion of the stocks would be reserved for Muslim Community in supplying chilled poultry for their festive use and weekly gathering.

5.5 No reduction in Planning Gain Compared to the Approved Application

5.5.1 The current application aims not only at materialising the long-needed cold storage facility but also the planning gains as committed in the approved application. Notwithstanding there is a addition in site area (about 21.6%), the Application Site would ensure the reprovisioning of footpath as agreed in the approved application and the provision of greenery. As referred to **Section 4.4**, a total of about 5,637m² common greenery at the Application Site would be provided for public enjoyment and amenity purpose (**Annex 9** and **Annex 10** refer). The total greenery covered by the Application Site, with a greenery ratio of approximately 27.8%, which has increased by 9.4% when compared to the approved application. The Applicant is well prepared and committed

to ensure the implementation of footpath re-provisioning and the proposed greenery and communal open space at the proposed amenity area. The Applicant is also willing to fulfil the requirements set out by relevant Government departments through complying with approval conditions upon approval of the current application.

5.6 Same Nature as the Approved Application

- 5.6.1 The nature of the current application in terms of proposed development and approval period sought is same as that proposed in the approved application. Considering the nature of the current application remains unchanged, the supporting grounds on the approved application should remain valid and applicable to the current application, in this regard, it is sincerely hoped that the Board could give sympathetic considerations on the current application.

5.7 Suitable Location for the Proposed development

- 5.7.1 The Application Site is highly suitable for the proposed development in terms of the location as it is only 1.5km away from the Man Kam To Animal Inspection Station. Therefore, the goods vehicles from Mainland could reach the Application Site right after passing the Animal Inspection Station. Hence, it will reduce traffic pressure and adverse traffic impacts since the Mainland goods vehicles do not need to travel all the way to the urban areas for the distribution of chilled poulties.
- 5.7.2 In terms of the operation scale, the area of the Application Site is suitable to allow most of HKCMA's members to operate together. Apart from the proposed cold storage facility, there is adequate space within the Application Site for the goods vehicles to manoeuvre. Hence, the proposed development can optimise the use of under-utilised land resources to meet the increasing territorial need for cold storages.

5.8 Meeting Increasing Demand for Cold Storage

- 5.8.1 The proposed development will relieve the soaring demand for cold storage for chilled poultry products as its consumption rate for Hong Kong is anticipated to increase continuously. Should the planning application be approved by the Board, Hong Kong citizens could enjoy a more stable supply of chilled poultry products and selling prices would less be subjected to fluctuations.
- 5.8.2 According to the "Hong Kong Merchandise Trade Statistics - Imports" Report published by the Census and Statistics Department, the annual quantity of poultry of items 00141 (i.e. Poultry, live, weighing not more than 185g) and 00149 (i.e. other poultry, live (i.e. fowls of the species gallus domesticus, ducks, geese, turkeys and guinea-fowls), not cut in piece fresh or chilled, from Mainland China are extracted in **Table 12**. It is observed that there is a constant increase in the number and the trend is predicted to continue.

Table 12: Annual Quantity of Poultry

Year	2015	2016	2017
Annual Quantity (kg)	79,634,095	88,182,450	92,503,423

5.8.3 As of August 2022, there are only 78 licensed cold storage facilities (**Annex 3**) registered under FEHD. Among these registered licensed cold storages, some are owned by chain restaurants/food-producing companies that will not offer rental space to other chilled poultry importers in the market.

5.8.4 Therefore, the proposed development will provide a suitable operational environment tailored for the chilled poultry importers and address the increasing territorial demand.

5.9 The NIMBY nature of the Proposed development Requires a Remote Location Away from Urban Area

5.9.1 The proposed development involves the L/UL activities which may generate a considerable amount of traffic and are not welcomed in residential districts. Communities in urban areas generally do not support such undesirable use in proximity to their neighbourhoods.

5.9.2 Nevertheless, this proposed development is of utmost importance as it provides a centralised cold storage facility handling 95% of imported chilled poultry from Mainland China that serves the whole territory, and this strategic location is highly suitable for its operation. In view of the above, HKCMA had previously conducted a dialogue with the nearby residents on the proposed development to solicit their comments/opinions and to minimise negative sentiment from the community.

5.9.3 Scattered residential dwellings are identified in the vicinity of the Application Site and technical assessments such as Environmental Assessment and Traffic Impact Assessment are conducted. It is shown that there will be no insurmountable disturbances from the proposed development, with the implementation of suitable mitigation measures.

5.10 Compatible with the Surrounding Land Uses

5.10.1 The proposed development involves one main block of cold storage facility, with the main operation taking place within the enclosed structures. The nature and scale of the proposed development are compatible with the surroundings, where there are existing open storages and logistics operations to the south and northeast of the Application Site and scattered along Man Kam To Road connecting Sheung Shui to the Man Kam To BCP. The proposed development of a cold storage and distribution centre is not incompatible with the rural character identified in the vicinity.

5.10.2 The proposed landscape and noise buffers along the western and eastern boundary allow the development to be better blend in with its surrounding rural settings and minimize the adverse impacts to the residential dwellings in the vicinity of the

Application Site.

5.11 Difficulties for the Proposed development to Operate in Conventional Industrial Building

- 5.11.1 Under typical circumstances, the proposed cold storage facility may not be able to operate in conventional industrial premises. Cold storage facilities require additional power backup to ensure an environment with stable temperature control to ensure the quality of the stored chilled poultry products. If the additional backup fuel exceeds the permitted storage capacity of Dangerous Goods (“DG”) in a building, consensus from each tenant/owner of the building to store such DG would be required by the cold storage operator.
- 5.11.2 Generally, it is extremely difficult to obtain this unanimous consensus from all other tenants/owners of an industrial building as it would incur additional cost and/or uncertain risks which may not be covered by insurance. Therefore, industrial premises must be owned solely or rented by a single tenant or else the conversion from an entire general industrial building to a cold storage facility would be very difficult to accomplish.
- 5.11.3 Unless it is a purposely-designed cold storage facility, the required completely-sealed and refrigerated L/UL docks cannot be provided in existing industrial premises and the required temperature-controlled rooms for operations would not be achieved.
- 5.11.4 The existing flatted industrial buildings in the North District and Tai Po are located far away from Man Kam To BCP and Man Kam To Animal Inspection Station. Should the cold storage facilities be located in existing flatted industrial buildings, it will inevitably pass through the densely populated new town centres and lengthen travel and delivery times between the Mainland and these facilities.
- 5.11.5 Taking into consideration that purposely-designed permanent cold storage buildings will not be able to meet the market demand within a short period, the approval of this temporary cold storage represents the most appropriate alternative measure to relieve the soaring market demand pressure across the Territory.

5.12 HKCMA and the Applicant's Effort in Liaising with Bureaux and Departments

- 5.12.1 HKCMA and the Applicant have been liaising with relevant Bureaux and Government Departments in the search for a suitable site for cold storage and distribution of chill poultry products for over 10 years. HKCMA and the Applicant have demonstrated their substantial effort in hoping to secure a suitable site and further liaised with relevant Bureaux and Government Departments in an attempt to provide a hygienic, orderly and controlled environment for chilled poultry industry operations. Dialogues with Bureaux and Government Departments have been recorded and maintained from the initial site searching process up until this current planning application. Departmental views have been carefully considered and incorporated into this development proposal.

5.13 Technical Assessments Demonstration of No Adverse Impacts in terms of Traffic, Environmental, Sewerage, Drainage and Landscape Aspects

- 5.13.1 Various technical assessments are submitted (**Annexes 5 to 9** refer), including Traffic Impact Assessment, Environmental Assessment, Sewerage Impact Assessment, Drainage Impact Assessment and Tree Preservation and Landscaping Proposal, in support of this application. From the findings of the assessments, it has been concluded that the proposed arrangements abovementioned have addressed key technical concerns and the proposed temporary use is sustainable and there will be no adverse impacts.

6 CONCLUSION

- 6.1.1 This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP,483, 484,486,497SARP, 501, 502, 504 S.B, 504SB, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories. The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.
- 6.1.2 The Application Site is subject to a previously-approved application (No. A/NE- FTA/201) (hereinafter referred to as “the approved application”) submitted by Hong Kong Chilled Meat & Poultry Association. In order to put forth the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy whilst at the same time meet the demands on chilled/frozen meat and poultry in the Territory, the current application is so submitted to the Board with boundary and intensity adjustment.
- 6.1.3 The proposed development, with a site area of about 20,249 m², total floor area of about 15206.84 m², comprises Three 1-storey structure for cold storage and 14 ancillary structures for plant room and guard house. The proposed filling of land would not exceed 1.5m and the operation hours of the proposed development is from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. daily. Hong Kong Chilled Meat & Poultry Association have been looking for suitable land for a proper cold storage and distribution center since the outbreak of Avian Influenza in 2003. The proposed development is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland serving Hong Kong. The current application strives to adopt modern logistics operation with a view to materializing a modern cold storage and distribution centre at the Application Site.
- 6.1.4 The Application Site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18 (hereinafter referred to as “the Current OZP”). As detailed throughout this Planning Statement, the proposed development is well justified on the grounds that:-
- (a) *The proposed development is in line with Government’s policy to provide a centralized cold storage and distribution centre for chilled poultry to meet the increasing demand for cold storage and distribution centre for poultry and to serve the Territory;*
 - (b) *There is an insurmountable difficulty in implementing the approved application (No. A/NE-FTA/201 and No. A/NE-FTA/220) due to change in circumstances. To materialise the long- needed cold storage and distribution centre, adjustment on development parameters is inevitable;*

- (c) The modification to development parameters of the approved application enables the employment of smart intensive warehouse system which can greatly boost efficiency and reduce reliance on human input with a view to overcoming manpower shortage faced in recent years, while creating an environmental and labour-friendly working environment through modern logistic operation;*
- (d) The Applicant is committed to re-provision the footpaths and open space such that the agreed planning gains in the approved application can be materialised;*
- (e) The nature of the proposed development and approval period sought in the current application is the same as the approved application;*
- (f) The proposed development is considered compatible with the surrounding land uses;*
- (g) The Application Site serves the best location for the proposed development with its unique site conditions and close proximity to the Border Control Points;*
- (h) The Not-In-My-Backyard (NIMBY) nature of the proposed development requires a remote location away from the urban areas;*
- (i) There are difficulties for the proposed development to be operated in conventional industrial buildings;*
- (j) HKCMA and the Applicant have been putting efforts to liaise with bureaux and Government departments in order to find a suitable place for over 10 years; and*
- (k) No adverse impacts on traffic, environmental, landscape, drainage, sewage and ecological aspects are envisaged at the Application Site and its surrounding areas.*

6.1.5 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed development for a temporary period of 3 years.