



Section 16 Planning Application

Proposed Temporary Logistics Centre for a
Period of 3 Years and Filling of Land and Pond

Lots 267 (Part) and 268 (Part) in D.D. 84, Lots
481 S.A (Part) and 481 RP (Part) in D.D. 87 and
adjoining Government Land, Ping Che, Ta Kwu
Ling, New Territories

Planning Statement

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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 Logistics Centre for a Period of 3 Years and Filling of Land and Pond** (hereinafter referred to as “the proposed use”) at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu 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 use in order to facilitate consideration by the Board.

The existing business operations at Fanling North involve two sites for logistics centre. The current application is to facilitate the relocation of existing business operations affected by the remaining phase of the Kwu Tung North/Fanling North New Development Areas (KTN/FLN NDA). The application site falls with an area zoned “Agriculture” (“AGR”) on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 gazetted on 12.3.2010 and approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 gazetted on 15.12.2017. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) the current application is submitted for the relocation of the existing operations affected by the remaining phase of the FLN NDA development. Efficient reprovisioning of the affected operations could facilitate smoother and earlier implementation of the FLN NDA development which would be beneficial to the public;*
- (b) the application site is a suitable location for reprovisioning of the concerned operations. The proposed use could help realise the strategic economic development potential in the New Territories North under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030";*
- (c) the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (d) the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse visual impacts on the surroundings land uses and neighbourhood;*
- (e) no adverse traffic, landscape, visual, environmental and drainage impacts arising from the proposed use is anticipated; and*
- (f) the proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use 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」）作擬議臨時物流中心（為期三年）及填土和填塘工程（以下簡稱「擬議用途」）。該申請涉及的地點位於新界打鼓嶺坪輦丈量約份第 84 約地段第 267 號（部分）及 268 號（部分）和第 87 約地段第 481 號 A 分段（部分）及 481 號餘段（部分）和毗鄰政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景及規劃理據以支持擬議用途予城規會考慮。

現時粉嶺北的現有業務運作涉及兩個作物流中心之地盤。該申請旨在重置受古洞北及粉嶺北新發展區餘下階段發展影響的現行作業。根據 2010 年 3 月 12 日刊憲公佈之坪輦及打鼓嶺分區計劃大綱核准圖（編號：S/NE-TKL/14）及 2017 年 12 月 15 日刊憲公佈之恐龍坑分區計劃大綱核准圖（編號：S/NE-HLH/11）（以下簡稱為「大綱核准圖」），申請地點坐落於「農業」地帶。根據大綱核准圖的註釋說明，有關用途或發展即使圖則沒有作出規定，城規會仍可批給作不超過三年屬臨時性質的用途。此規劃報告書詳細闡述該申請的規劃理據，當中包括：-

- (一) 該申請旨在重置受粉嶺北新發展區餘下階段發展影響的現行作業。透過有效重置受新發展區發展影響的作業，該申請有助促進新發展區的發展，惠及大眾；
- (二) 申請地點適合用作重置受新發展區發展影響的作業。申請地點處於策略性位置，符合《香港 2030+：跨越 2030 年的規劃遠景與策略》中發揮新界北部的策略性經濟發展潛力的策略性規劃意向；
- (三) 擬議用途為臨時用途。擬議用途不會妨礙落實大綱核准圖中「農業」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
- (四) 就土地用途而言，擬議用途與周邊地區並非不相容，並不會構成不良景觀影響；
- (五) 擬議用途不會對交通、景觀、視覺、環境和排水方面構成不良影響；及
- (六) 考慮到附近已有類似該申請的規劃申請獲批准，擬議用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年擬議用途。

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1. INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (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 Logistics Centre for a Period of 3 Years and Filling of Land and Pond** (hereinafter referred to as “the proposed use”) at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (hereinafter referred to “the application site”). The application site has an area of about 3,270m² (including about 371m² of Government land). This Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1** whilst **Figure 2** indicates the relevant private lot and Government land in which the application site involves.

1.1.2 The application site currently falls within an area zoned “Agriculture” (“AGR”) on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 gazetted on 12.3.2010 and approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 gazetted on 15.12.2017 (hereinafter referred to as “the Current OZPs”) (**Figure 3** refers). As stipulated in the Notes of the Current OZPs, “...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”. The Remarks of “AGR” zone of the respective OZPs also stated “...any filling of land shall not be undertaken...without the permission from the Town Planning Board...” and “...any filling of pond shall not be undertaken...without the permission from the Town Planning Board...”. In this connection, a planning permission is wished to be sought from the Board for the proposed use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of Able New Development Limited (hereinafter referred to as “the Applicant”), Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application.

1.2 Background

1.2.1 Currently the development of the Kwu Tung North/Fanling North New Development Areas (KTN/FLN NDA) is well underway, based on the available information. A land resumption notice for the remaining phase development was issued on 11.1.2024. According to the information from the freezing survey, there are a total of 313 affected business operators within the remaining phase development of the KTN/FLN NDA. According to the project schedule, they are scheduled to depart in batches from the third quarter of 2024 to the first quarter of 2026.

- 1.2.2 The existing business operations at FLN involve two sites for logistics centre (hereinafter referred to as “the Existing Operations”). It is noted that the Existing Operations will be affected by the remaining phase development of the FLN NDA, and therefore, relocation of the affected operation is considered necessary. The locations of the Existing Operations are illustrated in **Figures 6-I and 6-II**. The uses, locations and areas of the Existing Operations are detailed in **Table 1** below.

Table 1: Use, Locations and Size of the Existing Operations

	Existing Use	Existing Location	Existing Area
Site A	Logistics Centre	Lots 359 (part), 376 (part) and 377 S.B RP (part) in D.D. 52, Fanling North, N.T.	About 1,428m ²
Site B	Logistics Centre	Lots 361 (part), 367 (part), 369 (part), 450RP (part) and 451RP (part) in D.D. 52, Fanling North, N.T.	About 2,125m ²
Total:			About 3,553m ²

- 1.2.3 The Applicant intends to make use of the application site for reprovisioning of the Existing Operations. The Applicant has entered a Memorandum of Understanding with the existing operator. The Applicant and the existing operator have agreed that upon approval of the current application by the Board, the application site will be utilised by the existing operator for the proposed use during the planning approval period.

1.3 Objectives

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

- (a) *To re-provide logistics centre on a temporary basis in serving district and territorial needs under the pressing land acquisition process for the KTN/FLN NDA development project;*
- (b) *To fully utilise the land resources falling within “AGR” zone for temporary uses that are beneficial to the community, viable in operation, and compatible with the character of the surrounding environment without hindering the long term planning intention of “AGR” zone; and*
- (c) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

1.4 Structure of the Planning Statement

- 1.4.1 This Planning Statement is divided into 6 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 proposed use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the proposed use.

2. SITE PROFILE

2.1 Location and Current Conditions of the Application Site

2.1.1 The application site is located in Ta Kwu Ling/Hung Lung Hang, west of Ping Che Road. The application site is vacant covered by shrubs and weeds and is accessible via a local track leading to Kai Ping Che Road. Access to the application site is available through a local track that connects to Ping Che Road. Public transportation, such as bus and minibus, can be easily accessed within a 10-minute walk along Ping Che Road. (**Figure 1** refers)

2.1.2 **Illustration 1** indicates the current conditions of the application site and its surrounding areas.

2.2 Surrounding Land-use and Characteristics

2.2.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. To the immediate north of the application site is the Ping Yuen River.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within an area zoned “AGR” on the Current OZPs (**Figure 3** refers). According to the Notes of the Current OZPs, “AGR” zone is intended primarily to ‘*retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purpose*’. It is also intended to “*retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*”.

3.1.2 As stipulated in the Notes of the Current OZPs, “*...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...*”. The Remarks of “AGR” zone of the respective OZPs also stated “*...any filling of land shall not be undertaken...without the permission from the Town Planning Board...*” and “*...any filling of pond shall not be undertaken...without the permission from the Town Planning Board...*”. In this connection, the applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of three years.

3.2 Previous Application

3.2.1 There is no previous application for the application site.

3.3 Similar Applications

3.3.1 In the past five years, there are two similar applications for similar temporary logistics centre uses within the “AGR” zone(s) on the Ping Che and Ta Kwu Ling OZP. Details of the similar applications are tabulated in **Table 2** below.

Table 2: Similar Planning Applications in the Past Five Years

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/NE-TKL/687	Proposed Temporary Logistics Centre with Ancillary Parking of Container Vehicles and Office for a Period of 3 Years and Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (24/12/2021)
A/NE-TKL/708	Proposed Temporary Logistics Centre for a Period of 3 Years	"Open Storage" and "AGR"	Approved with condition(s) on a temporary basis (17/03/2023)

3.4 Town Planning Board Guidelines (TPB PG-No. 13G)

- 3.4.1 The application site falls under Category 3 areas in the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated by the Board in April 2023.
- 3.4.2 According to the TPB PG-No.13G, Category 3 areas are those outside the Category 1, 2 and 4 areas. Within these areas, “existing” and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

- 4.1.1 The proposed use of the application site (i.e. Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond) is to facilitate the relocation of the Existing Operations affected by the remaining phase of the FLN NDA development. As agreed by the Applicant and the existing operator, should the current application be approved by the Board, the existing operations will be relocated to the application site during the planning approval period.
- 4.1.2 The application site has a total area of about 3,270m² (including about 371m² of Government land) and is currently vacant. Access to the application site will be provided through an ingress/egress point (in about 9m) located at the eastern boundary (**Figure 5** refers), which is connected to a local track leading to Ping Che Road (**Figure 1** refers). Should the current application be approved, the existing fencing will be adjusted, and new fencing will be erected along the periphery of the application site.
- 4.1.3 The application site consists of a 3-side enclosed temporary structure, with a maximum height of 10m (1-storey), providing a gross floor area (GFA) of about 1,400m² for a logistics centre. Additionally, within the application site, there are provisions for three parking spaces for private cars, one loading and unloading (L/UL) bay for light goods vehicles (LGVs) and two L/UL bays for heavy goods vehicles (HGVs). The Indicative Layout Plan is shown in **Figure 5** whilst the key development parameters for the proposed use are detailed in **Table 3**.
- 4.1.4 The proposed logistic centre will primarily provide logistics support for business operations, including inventory control, storage, and consolidation of goods for distribution, particularly for construction materials. The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The operation hours of the proposed use are from 9:00a.m. to 6:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.
- 4.1.5 Considering the existing topographic profile of the application site, the current level of the site ranges from +12.17mPD to +14.47mPD, with the majority portion being approximately 1 to 2.5m lower than the access road to the east. The ground level is proposed to be raised to +14.5mPD for feasible traffic flow and heavy vehicle access. The application site will be filled with soil, covering an area of about 3,270m² and ranging in depth from 0.1m to 2.5m. The extent of filling of land is about 3,205m², ranging from 0.1m to 2.5m in depth. Additionally, the extent of filling of pond is about 65m², ranging from 0.1m to 2.5m in depth. (**Figure 4** refers).

- 4.1.6 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the Short Term Tenancy (STT) and the Short Term Waiver (STW) for occupying the Government land, and permitting the structures to be erected or to regularise any irregularities on site, once the current application is approved.

Table 3: Key Development Parameters

Proposed Use	Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond
Operation Hours	From 9:00a.m. to 6:00 p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays)
Site Area	3,270m ² (including about 371m ² of Government land)
Covered Area	About 1,400m ² (About 43%)
Uncovered Area	About 1,870m ² (About 57%)
Temporary Structure	
No(s).	1
No. of Storey	1
Use	Logistics Centre
Maximum Height	10m
Total Floor Area	About 1,400m ²
No. of Parking Spaces	
Private Car (5m(L) x 2.5m(W))	3
No. of Loading/Unloading (L/UL) Bays	
HGVs (11m(L) x 3.5m(W))	2
LGVs (7m(L) x 3.5m(W))	1

4.2 Proposed Traffic Arrangement

- 4.2.1 The application site can be accessed via an unnamed access road leading to Ping Che Road. The logistics centre features a 9m-wide access point, which is well-suited for the proposed types of vehicles. This entry width supports safe and efficient vehicle manoeuvring, minimising the risk of congestion or accidents. Within the application site, three parking spaces for private cars, one L/UL bay for LGVs, and two L/UL bays for HGVs are provided.
- 4.2.2 According to the Traffic Review Report (**Appendix I** refers), the logistics center is designed to meet regulatory standards and optimise operational efficiency without substantially impacting local traffic. It is confirmed that the proposed logistics center, strategically situated near key roadways, is designed for low-intensity operations that will generate two-way traffic of 28 passenger car units (pcu) per hour during peak periods, thus ensuring minimal impact on local traffic.
- 4.2.3 Several operational arrangements are proposed to ensure minimal traffic impact:
- (a) Low-intensity Operation: The proposed logistics centre is designed for low-intensity operations, focusing on infrequent, specialised shipments. This

operational model inherently limits the number of vehicle trips to and from the application site;

- (b) Operating Hours: The logistics center will operate from 9:00 AM to 6:00 PM, Monday through Saturday, specifically timed to reduce disruptions to local traffic flow;
- (c) Vehicle Management: The operation will predominantly all scheduled to operate outside peak traffic times to mitigate potential congestion; and
- (d) Safety and Design: The logistics center will feature a 9-meter-wide access point to ensure safe vehicle maneuvers, three L/UL bays and three private car parking spaces.

4.3 Landscape and Visual Consideration

4.3.1 The application site is vacant covered by shrubs and weeds and there is no existing tree within the application site. The application site has very low agricultural value at present and the proposed development would induce no significant landscape impact.

4.3.2 It is proposed that the application site will be fenced off and feature a 3-side enclosed temporary single-storey structure to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consist of open storages and warehouses. As a result, the proposed use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

4.4 Environmental Consideration

4.4.1 The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

4.5 Drainage Consideration

4.5.1 According to the Drainage Proposal (**Appendix II**), there are existing rivers, culverts, and surface channels along the boundary of the application site. To facilitate drainage collection within the application site, a new drainage system with peripheral U-shaped channels is proposed to be installed after the site formation works. The proposed drainage system has been designed to be sufficient in handling the stormwater surface runoff within the application site. It has also been checked to ensure that it will not affect the adjacent footpath and carriageway, thereby minimising the potential risks of overland flows and flooding during rainfall events. As such, no significant adverse drainage impact is expected.

5. PLANNING JUSTIFICATIONS

5.1 Reprovisioning of the Existing Operations Affected by the Development of KTN/FLN NDA

- 5.1.1 The application site is deemed a highly suitable alternative for relocating the Existing Operations that will be affected by the remaining phase development of the FLN NDA. It is located in close proximity to the Fanling/Sheung Shui area, where the Existing Operations are currently located. Moreover, the application site is situated within a cluster of open storage warehouse uses, further enhancing its compatibility with the intended operations. Efficient reprovisioning of the affected operations would facilitate smooth clearance for the implementation of the KTN/FLN NDA, while ensuring the necessary operating space for displaced brownfield operations still needed by the community.
- 5.1.2 The proposed area under the current application is considered reasonable, taking into account that the size of the application site (about 3,270m²) is similar to that of the Existing Operations (about 3,553m²).

5.2 Realisation of Strategic Planning Intention

- 5.2.1 The application site is strategically positioned to take full advantage of the regional transport infrastructure and connections. Its location near the boundary allows for convenient access to Shenzhen and the eastern part of Guangdong. Furthermore, its proximity to the three Boundary Control Points at Lo Wu, Man Kam To, and Heung Yuen Wai enhances connectivity and accessibility. This advantageous location ensures efficient support for the operation of the logistics centre, facilitating seamless transportation and logistics activities.
- 5.2.2 Additionally, the proposed use could help realise the strategic economic development potential in the New Territories North under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030". By leveraging this opportunity, the logistics centre can contribute to the realisation of strategic economic goals within the region, fostering growth and development.

5.3 Not Jeopardizing the Planning Intention of "AGR" Zone

- 5.3.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of "AGR" zone may hardly be materialized in short term until the surrounding characteristics are entirely and compulsorily required to be utilized for agricultural activities again. In contrast, approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.
- 5.3.2 The temporary nature of the proposed use under the current application will by no means jeopardize the long-term planning intention of the "AGR" zone, considering

that the proposed use under the current application is only being applied for a period of 3 years.

5.4 Compatible with Land Uses of the Surrounding Areas

5.4.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. The proposed use is therefore considered to be compatible with the land uses of the surrounding areas.

5.4.2 The proposed use is considered to fully commensurate with its local geographical settings and is ideal to attain utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

5.5 No Adverse Infrastructural nor Environmental Impacts

5.5.1 According to the Traffic Review Report (**Appendix I** refers), the proposed logistics center is strategically situated near key roadways and is designed for low-intensity operations, which are expected to generate two-way traffic of 28 pcu per hour during peak periods, ensuring minimal impact on local traffic. Several operational arrangements have been proposed to further mitigate any potential traffic impact, including a low-intensity operation model, restricted operating hours, vehicle management measures to schedule operations outside peak times, and safety design features. With the proposed traffic arrangements, the logistics center is designed to meet regulatory standards and optimise operational efficiency without substantially impacting the surrounding road network.

5.5.2 The application site is vacant covered by shrubs and weeds and there is no existing tree within the application site. The application site has very low agricultural value at present and the proposed development would induce no significant landscape impact.

5.5.3 It is proposed that the application site will be fenced off and feature a 3-side enclosed temporary single-storey structure to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consist of open storages and warehouses. As a result, the proposed use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

5.5.4 The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The Applicant is committed to implementing good site practices and adhering to the latest "CoP" and comply with all environmental protection/pollution control ordinances, throughout the construction and operation stages of the

proposed development, should the application be approved. It is ensured that the proposed development will not generate any unacceptable environmental impacts (including air quality, noise, water quality and waste management), during both the construction and operation phases. Therefore, no adverse environmental impact or misuse of the proposed use is anticipated.

- 5.5.5 According to the Drainage Proposal (**Appendix II**), there are existing rivers, culverts, and surface channels along the boundary of the application site. To facilitate drainage collection within the application site, a new drainage system with peripheral U-shaped channels is proposed to be installed after the site formation works. The proposed drainage system has been designed to be sufficient in handling the stormwater surface runoff within the application site. It has also been checked to ensure that it will not affect the adjacent footpath and carriageway, thereby minimising the potential risks of overland flows and flooding during rainfall events. As such, no significant adverse drainage impact is expected.

5.6 Not Setting an Undesirable Precedent

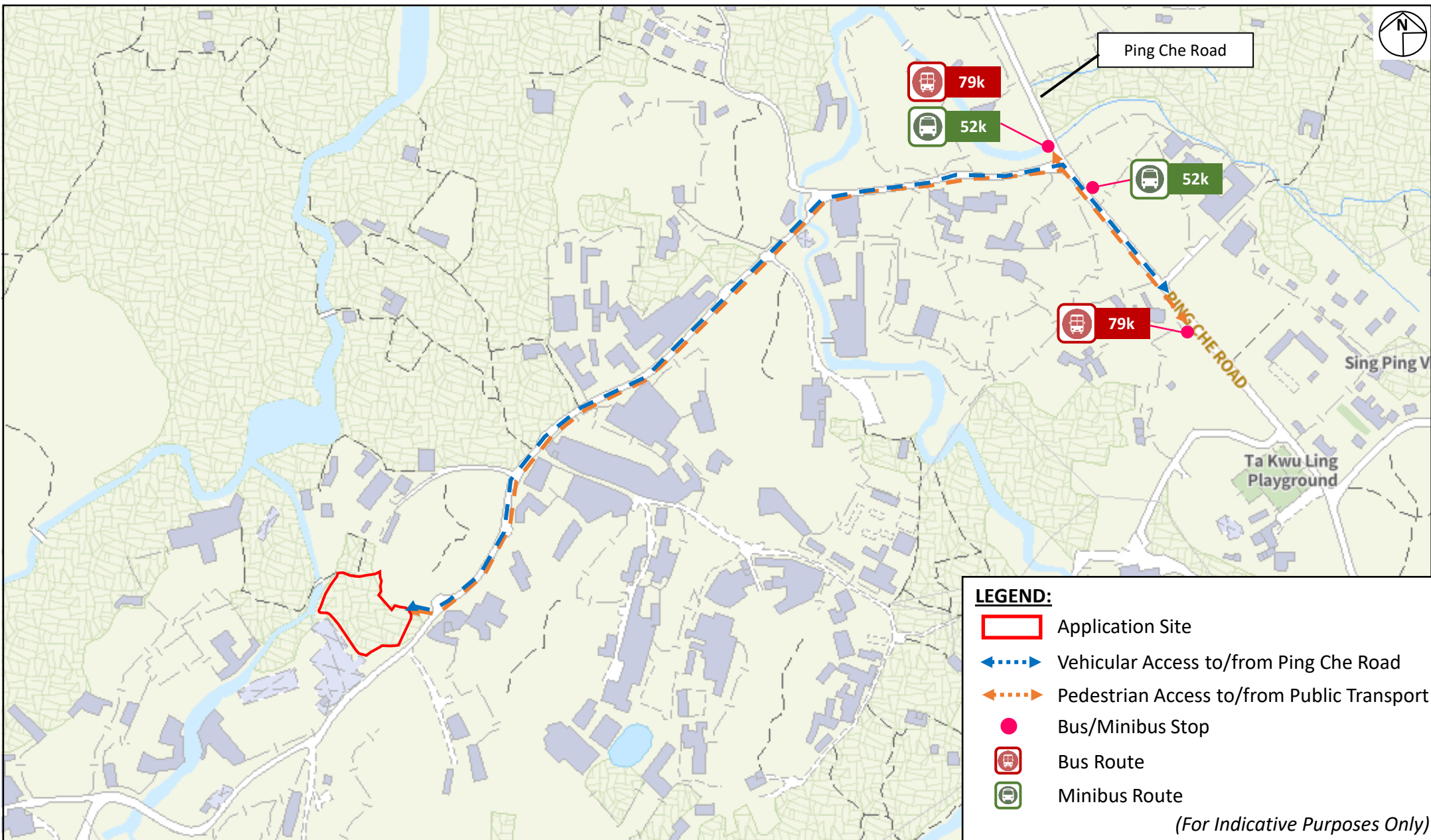
- 5.6.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

6. CONCLUSION

- 6.1 This Planning Statement is submitted to the Board in support of the current application for the proposed use at the application site. The application site has an area of about 3,270m² (including about 371m² of Government land). This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.
- 6.2 The existing business operations at FLN involve two sites for logistics centre. The current application is to facilitate the relocation of existing business operations affected by the remaining phase of the KTN/FLN NDA. The application site falls with an area zoned "AGR" on Current OZPs. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-
- (a) *the current application is submitted for the relocation of the existing operations affected by the remaining phase of the FLN NDA development. Efficient reprovisioning of the affected operations could facilitate smoother and earlier implementation of the FLN NDA development which would be beneficial to the public;*
 - (b) *the application site is a suitable location for reprovisioning of the concerned operations. The proposed use could help realise the strategic economic development potential in the New Territories North under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030";*
 - (c) *the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "AGR" zone or any planned infrastructural developments at the application site and its neighbourhood;*
 - (d) *the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse visual impacts on the surroundings land uses and neighbourhood;*
 - (e) *no adverse traffic, landscape, visual, environmental and drainage impacts arising from the proposed use is anticipated; and*
 - (f) *the proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*
- 6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years.

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Project:

Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:

Location Plan

Figure:

1

Scale:

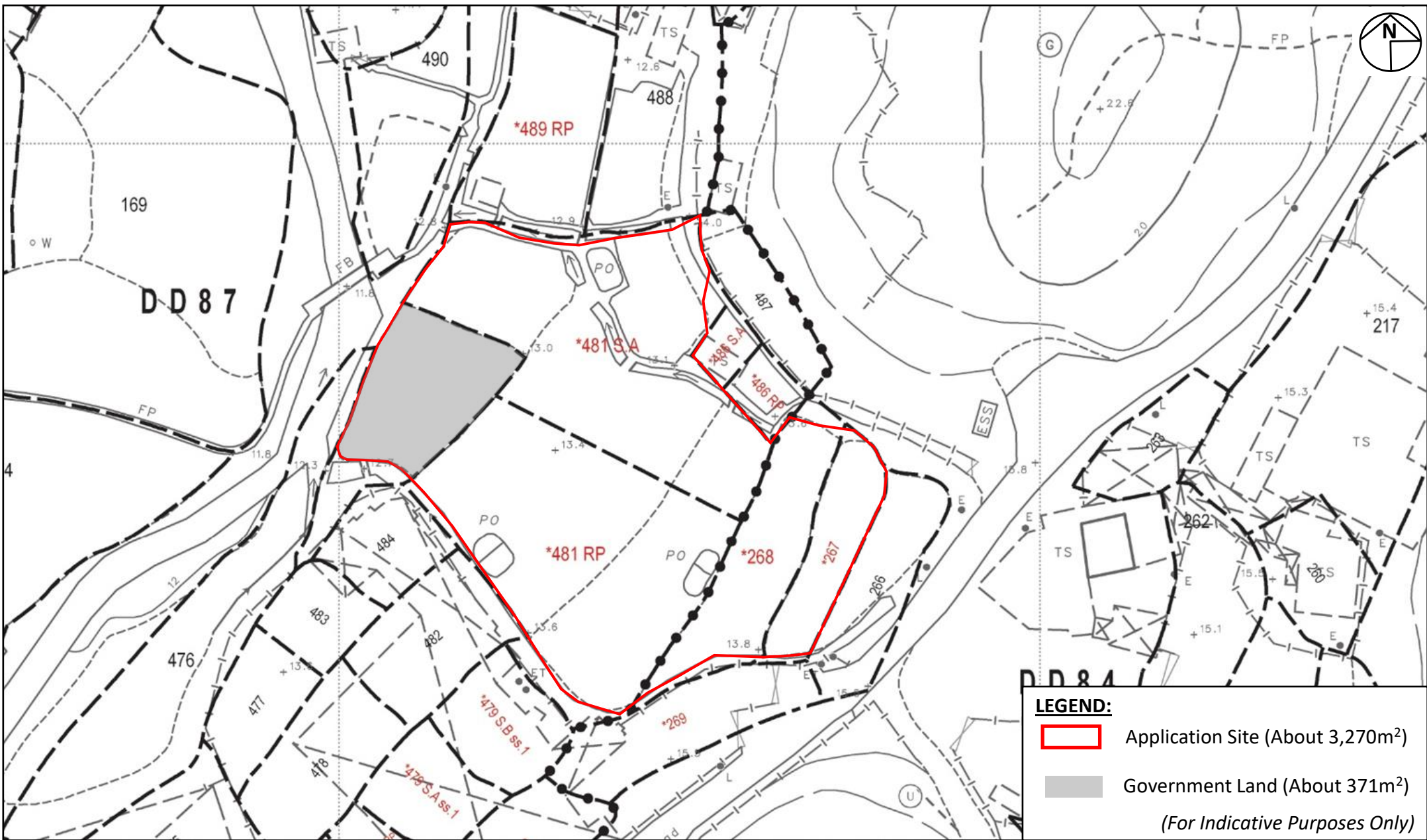
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Date:

May 2024

Ref.: ADCL/PLG-10286-R001/F001





Project:

Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:

Extract of Lot Index Plan (No. ags_S00000126958_0001)

Figure:

2

Scale:

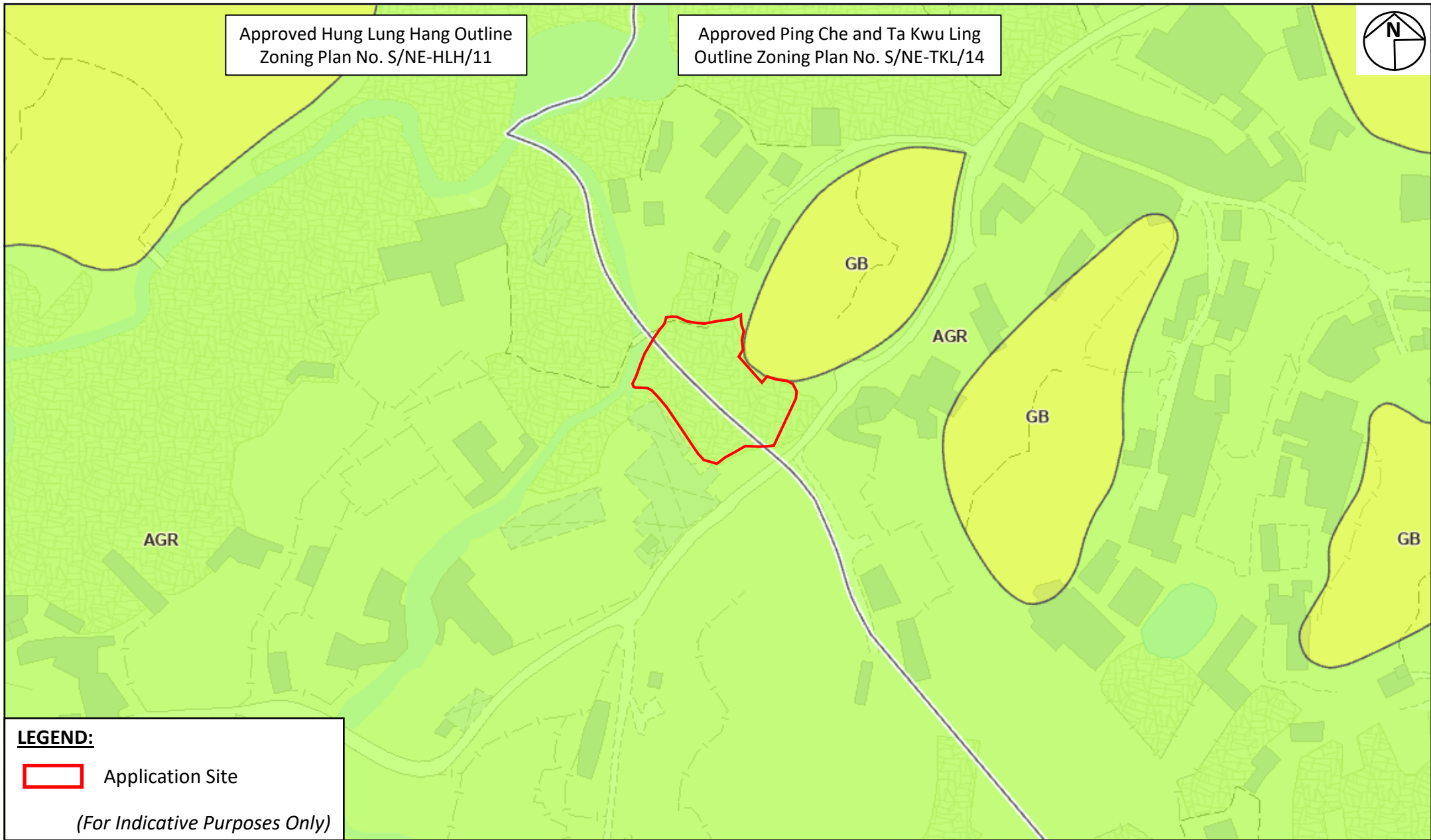
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Date:

May 2024

Ref.: ADCL/PLG-10286-R001/F002





Project:
 Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:
 Extract of Approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 and Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14

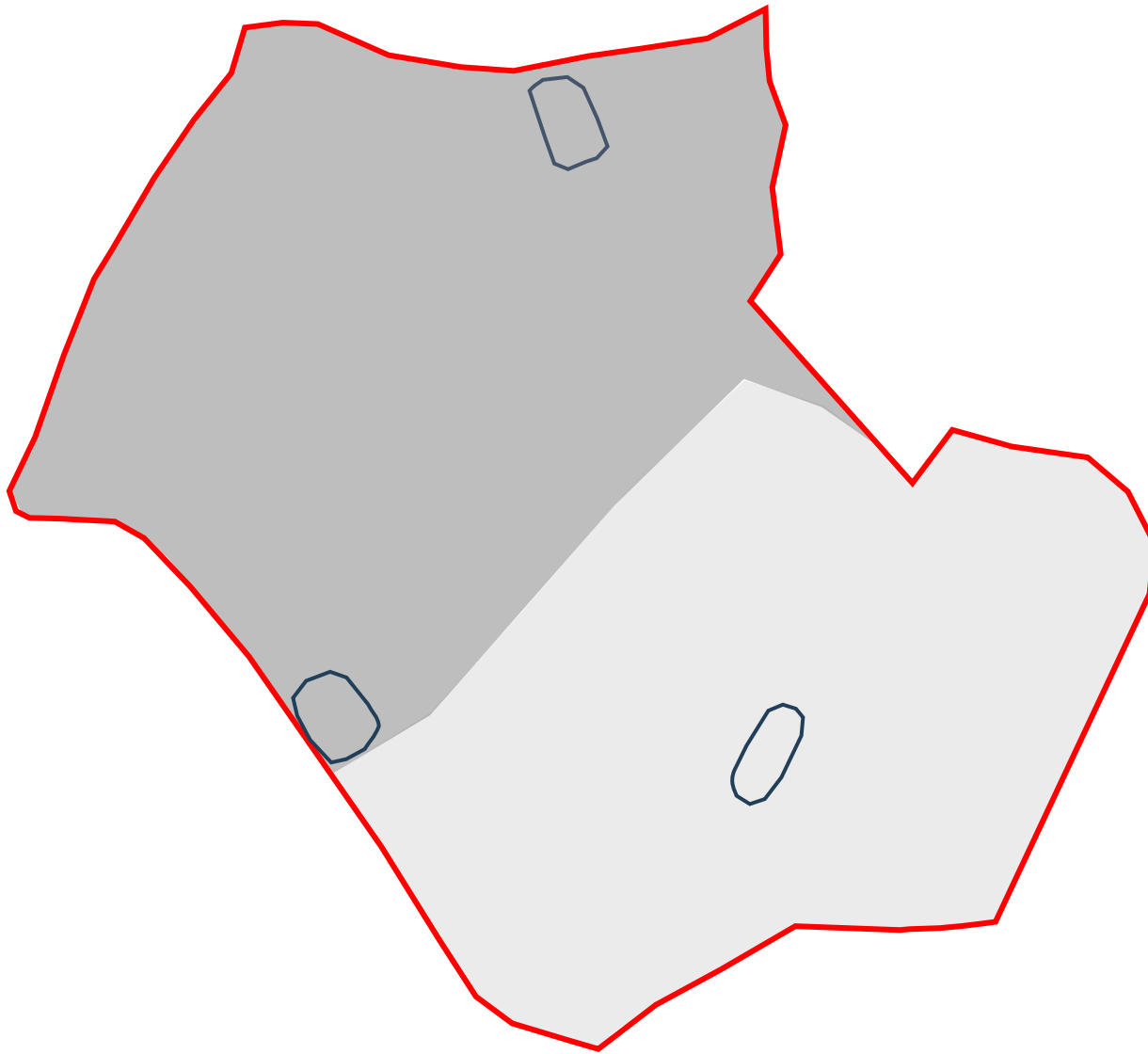
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Figure:
 3






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Date:
 May 2024





LEGEND:

-  The Application Site
-  Filling of Land (0.1 to 1m) (About 1,515m²)
-  Filling of Land (1 to 2.5m) (About 1,690m²)
-  Filling of Pond (0.1 to 1m) (About 20m²)
-  Filling of Pond (1 to 2.5m) (About 45m²)

(For Identification Only)

Project:

Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:

Proposed Land and Pond Filling

Figure:

4

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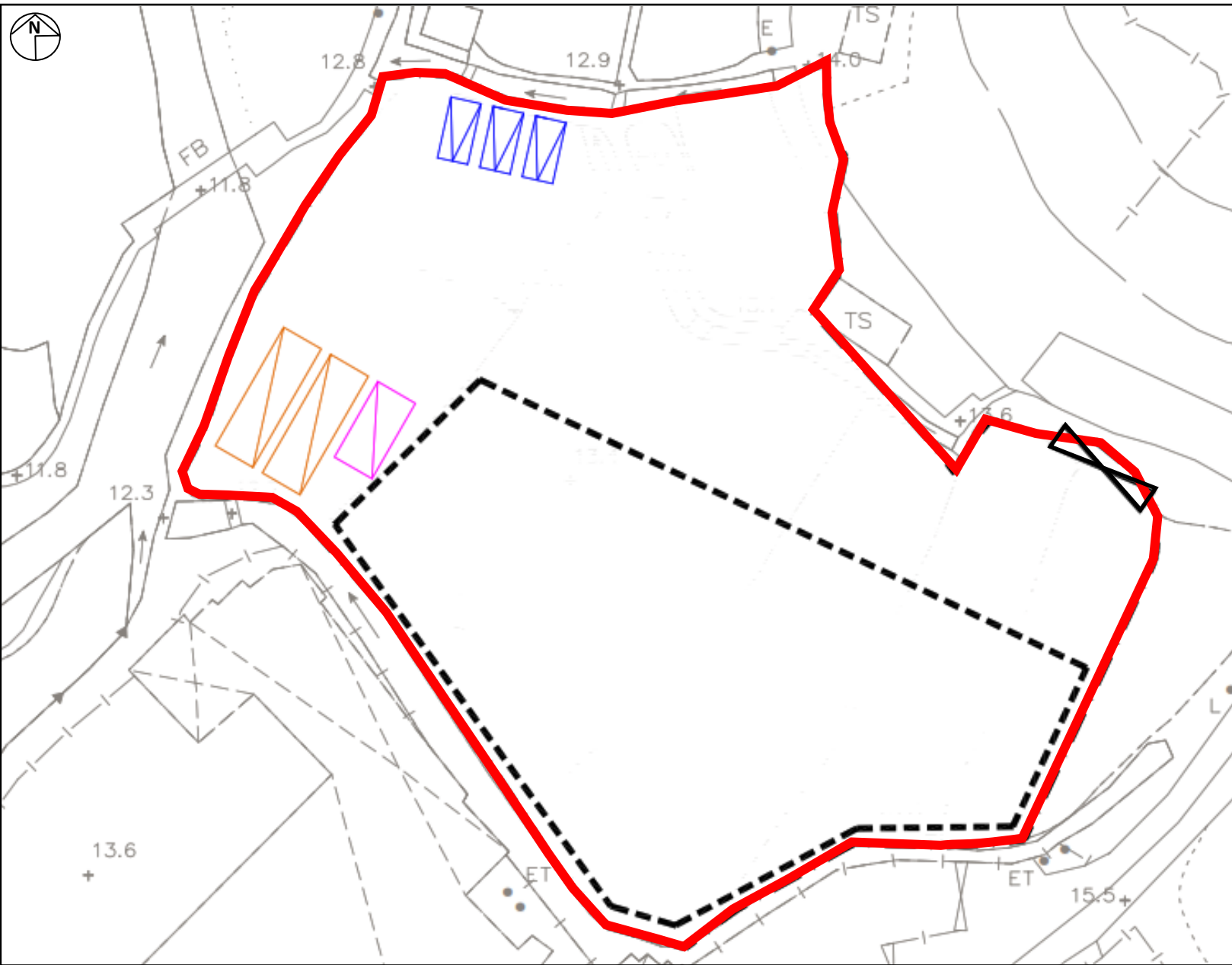
Date:

May 2024

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LEGEND:

-  Application Site
(About 3,270m²)
-  Structure
(About 1,400m²)
-  Loading and Unloading Bay
for Heavy Goods Vehicle
(11m(L) x 3.5m(W))
-  Loading and Unloading Bay
for Light Goods Vehicle
(7m(L) x 3.5m(W))
-  Private Car Parking Space
(5m(L) x 2.5m(W))
-  Ingress/Egress
(About 9m wide)

(For Identification Only)

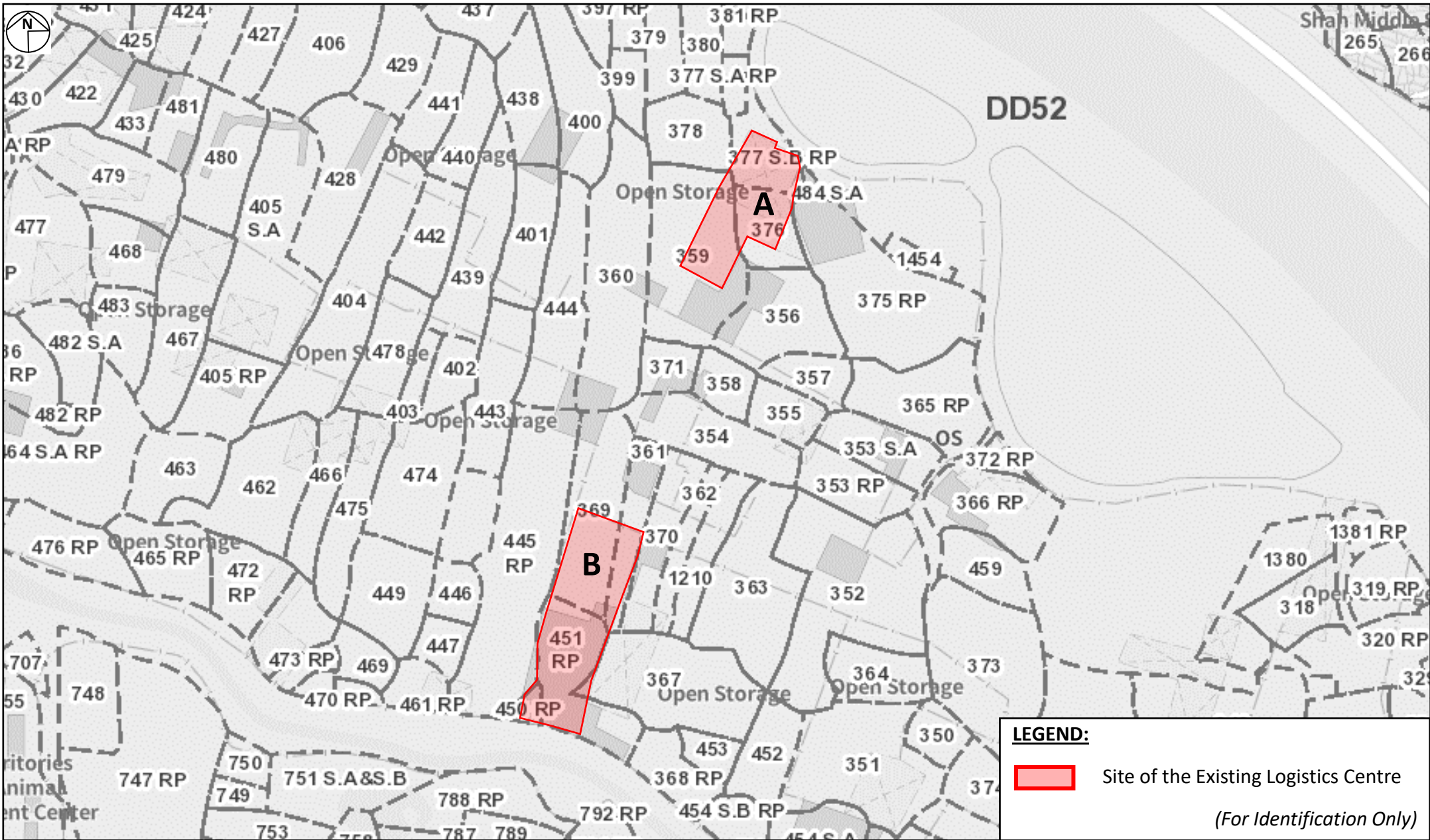
Project:
Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:
Indicative Layout Plan

Figure:
5
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Date:
May 2024

Ref.: ADCL/PLG-10286-R001/F005





LEGEND:

Site of the Existing Logistics Centre

(For Identification Only)

Project:
 Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:
 Indicative Plan Showing Existing Locations of the Existing Operations

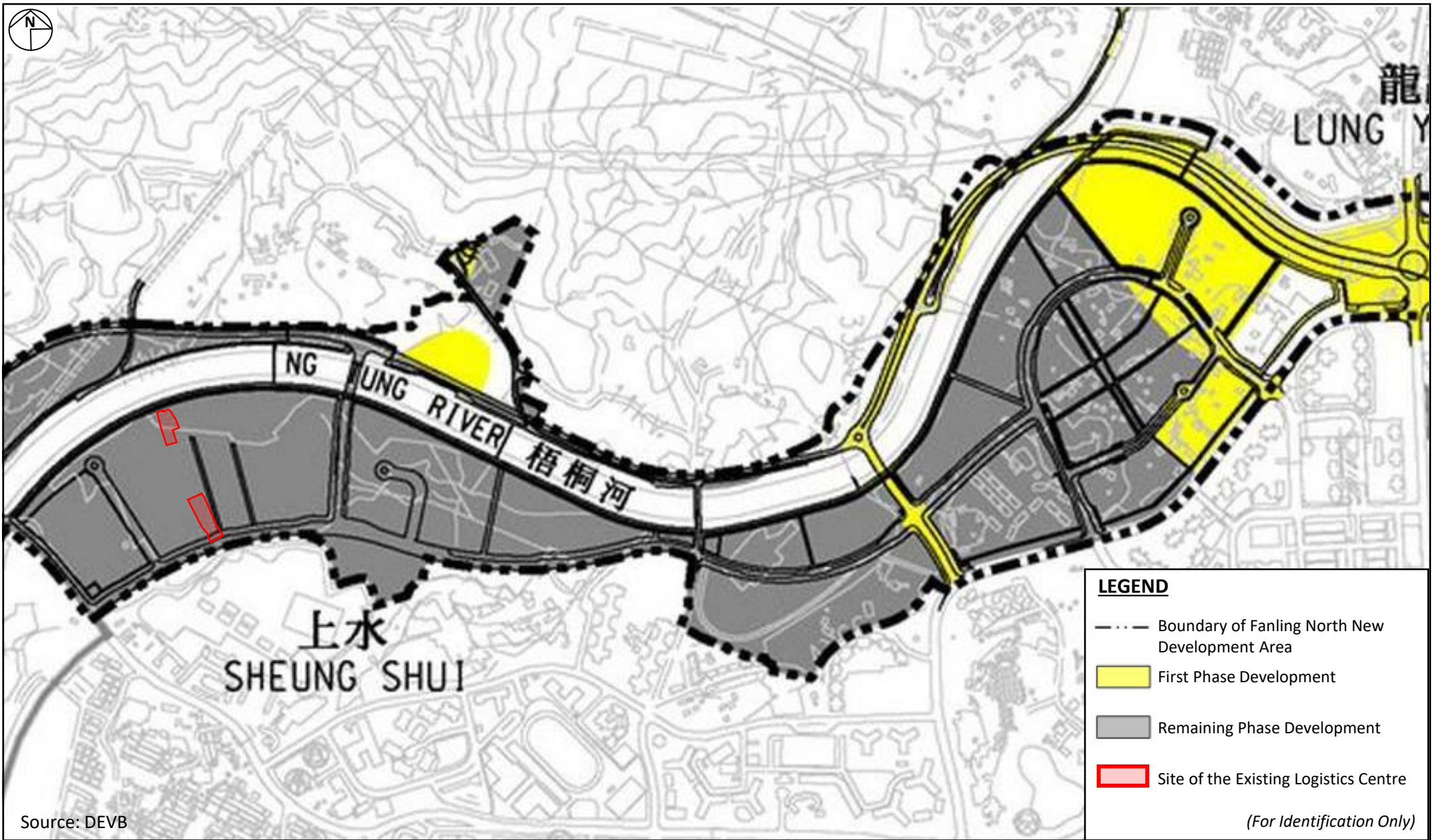
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 6-1

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Date:
 May 2024





Source: DEVB

Project:

Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:

Indicative Plan Showing Existing Locations of the Existing Operations (Cont'd.)

Figure:

6-II

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Date:

May 2024

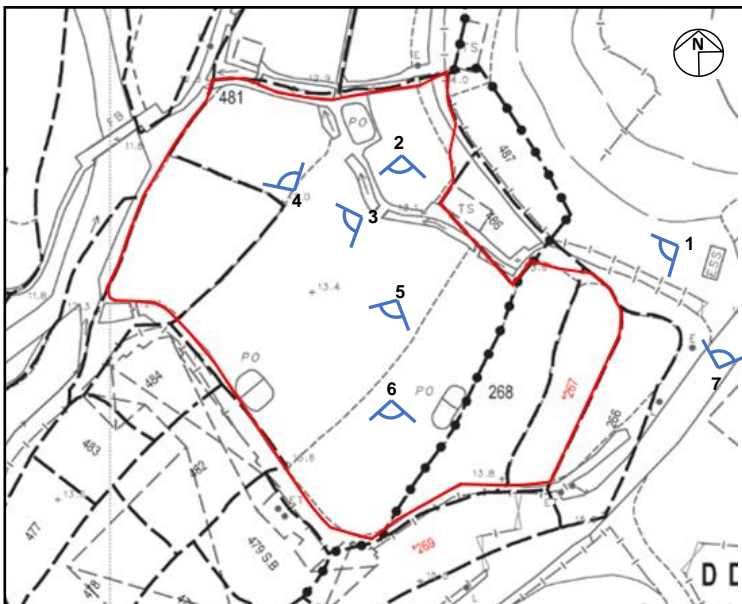
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AIKON DEVELOPMENT CONSULTANCY LTD.

Illustration 1

Existing Condition of the Application Site and the Surrounding Areas



LEGEND:

 The Application Site  Viewpoint

(For Identification Only)



Project:

Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:

Existing Condition of the Application Site and the Surrounding Areas

Illustration:

1

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N.A.

Date:
May 2024

Ref.: ADCL/PLG-10286-R001/1001

